



Supplementary Agenda

for the

General Meeting of the Council

to be held in the

Council Chambers, 118 Victoria Street, St George

on

Thursday 19th March 2020

Commencing at 9:00am

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MEETING BUSINESS BY CORPORATE FUNCTION

(ERS) ENVIRONMENT & REGULATORY SERVICES

ITEM	TITLE	SUB HEADING	PAGE
ERS2	<u>MCU175 - DEVELOPMENT APPLICATION FOR MATERIAL CHANGE OF USE - "LOW IMPACT INDUSTRY" AND "CARETAKER'S ACCOMMODATION" LOCATED AT 92 VICTORIA STREET, ST GEORGE QLD 4487 (DESCRIBED AS LOT 1 ON RP81547)</u>	<i>MCU175 - Development Application for Material Change of Use - "Low Impact Industry" and "Caretaker's Accommodation" Located at 92 Victoria Street, St George QLD 4487 (described as Lot 1 on RP81547) (described as Lot 1 on RP81547)</i>	3

OFFICER REPORT

TO: Council

SUBJECT: MCU175 - Development Application for Material Change of Use - "Low Impact Industry" and "Caretaker's Accommodation" Located at 92 Victoria Street, St George QLD 4487 (described as Lot 1 on RP81547)

DATE: 12.03.20

AGENDA REF: ERS2

AUTHOR: Tayla Willis - Project Support Officer

Sub-Heading

MCU175 - Development Application for Material Change of Use - "Low Impact Industry" and "Caretaker's Accommodation" Located at 92 Victoria Street, St George QLD 4487 (described as Lot 1 on RP81547) (described as Lot 1 on RP81547)

Executive Summary

Council has received a properly made development application from Rogan Building Pty Ltd C/- Out of Woods Planning (Wendy Wood) for a Material Change of Use – "Low Impact Industry" and "Caretaker's Accommodation" MCU175 - Development Application for Material Change of Use - "Low Impact Industry" and "Caretaker's Accommodation" Located at 92 Victoria Street, St George QLD 4487 (described as Lot 1 on RP81547), properly described as Lot 1 on RP81547.

The development application is subject to Code assessment and must be assessed against the assessment benchmarks (to the extent relevant) provided by Section 45 of the *Planning Act 2016* and any matters prescribed by regulation. The *Development Assessment Rules* set out the procedural requirements that Council must follow in the development assessment process.

The application is generally consistent with the assessment benchmarks provided by the *Planning Act 2016* and any perceived conflict with the assessment benchmarks can be addressed by way of conditions of development approval and having regard to the relevant matters.

Background

"Click here and start typing"

Applicant:	Rogan Building Pty Ltd C/- Out of the Woods Planning (Wendy Wood)
Owner of Land:	Rogan Building Pty Ltd
Land description:	Lot 1 on RP81547
Lot area:	2,026m ²
Zone/ Precinct:	Centre Zone
Overlay:	Nil

Proposal:	Material Change of Use – “Low Impact Industry” and “Caretaker’s Accommodation”
Proposal Assessment category:	Code Assessment
Referral/Concurrency Agencies:	Department of Transport & Main Roads via the State Assessment and Referral Agency (SARA) (Concurrency Agency Referral)
Properly made date:	5 February 2020

PROPOSAL

The application seeks approval for a Material Change of Use – “Low Impact Industry” and “Caretaker’s Accommodation” located at 92 Victoria Street, St George QLD 4487 described as Lot 1 on RP81547.

The development includes the construction of a large shed (36.6m long x 13.5m wide), associated office and caretaker’s residence (17m long x 4.71m wide). The proposed shed is primarily metal construction and comprises an area of 490m², including a workshop and office area. Matrix cladding is proposed to be fixed to the full extent of the front of the building to give the appearance of a commercial façade.

The caretaker’s residence will be provided in a separate, low set building, including 3 bedrooms and 1 bathroom. The floor area of the proposed residence is approximately 80m². The construction of the caretaker’s accommodation will include corrugated metal cladding and a corrugated zincalume roof. The caretaker’s residence will be sited out of view from the road frontage at the rear of the proposed shed.

A small outbuilding, comprising approximately 75m² floor area, currently exists on the site and will be retained with the new development.

The combined building area for the development is approximately 645m², equating to approximately 32% site coverage.

The development includes a designated onsite car parking area providing 10 spaces for vehicles associated with the Low-impact industry use and one additional space for the resident caretaker. The front awning of the shed also serves to provide for additional parking. The access driveway and car parking areas at the front of the site will be sealed, while the drive way access to the caretaker’s residence will be constructed of gravel. The proposed development has been laid out to facilitate onsite manoeuvring enabling vehicles to enter and exit the site in forward gear.

(Refer to Attachment 1: Proposal Plans)

The proposed development will be connected to electricity supply, Council’s reticulated water and sewerage supply networks and stormwater infrastructure. Vehicle access to the site will be via the existing concrete driveway off Victoria Street (Carnarvon Highway).

Characteristics of the site:

The development site is located in the Centre Zone of the *Balonne Shire Planning Scheme 2019* in the township of St George. The site is rectangular shaped with a 20 metre frontage and 100 metre depth. The site has an area of 2,026m² and is currently occupied by a small outbuilding (75m² in floor area) and hardstand area.

Access to site is gained via an existing concrete driveway from Victoria Street which is bitumen sealed with kerb and channel. Victoria Street forms part of the Carnarvon Highway and is a State-controlled road. Due to the

presence of a solid median strip dividing opposing traffic lanes in Victoria Street, the site has left in/left out access only.

All reticulated services, including water, sewerage and electricity, are available to the site. Council's sewer main traverses the subject property.

The site is located centrally within the Centre Zone and commercial area of St George. Land uses adjoining and surrounding the site are commercial in nature, including a Community Health Care service immediately to the south, a pharmacy to the north and Ergon Energy Depot and large residential block that is used informally as a parking area for the grocery shop located on Victoria Street. Across from Victoria Street to the west are other commercial premises including a health care premises and storage shed.



Figure 1: Site Locality

Source: QLD Globe

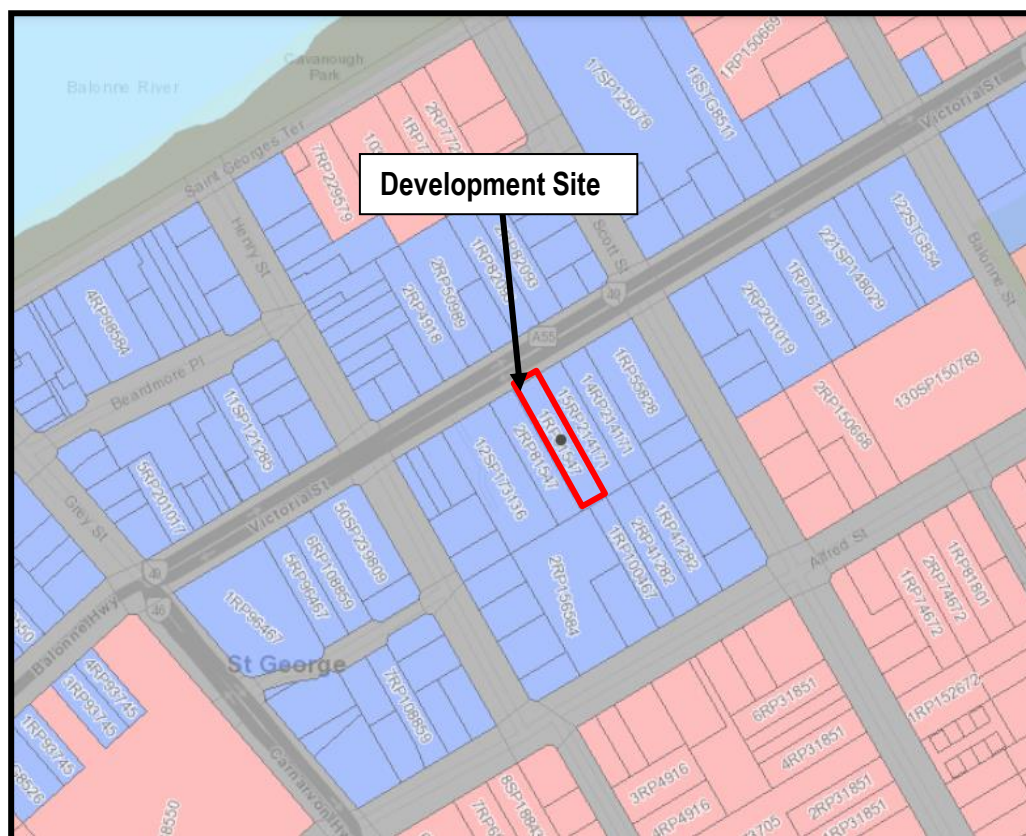


Figure 2: Zoning Map: Centre Zone

Source: Balonne Shire Online Mapping

ASSESSMENT

The proposal constitutes a *material change of use* as defined in the *Planning Act 2016* (being *the start of a new use of the premises*).

The proposed use is defined as “Low-impact Industry” and “Caretaker’s Accommodation” in the *Balonne Shire Planning Scheme 2019* (the Planning Scheme):

Low-impact Industry means:

Premises used for industrial activities that include the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring or treating of products and have one or more of the following attributes:

- *negligible impacts on sensitive land uses due to offsite emissions including aerosol, fume, particle, smoke, odour and noise*
- *minimal traffic generation and heavy-vehicle usage*
- *demands imposed upon the local infrastructure network consistent with surrounding uses*
- *the use generally operates during the day (e.g. 7am to 6pm)*
- *offsite impacts from storage of dangerous goods are negligible*
- *the use is primarily undertaken indoors.*

Examples include: *Repairing motor vehicles, fitting and turning workshop*

The use does not include the following examples: Panel beating, spray painting or surface coating, tyre recycling, drum re-conditioning, wooden and laminated product manufacturing, service industry, medium impact industry, high impact industry, special industry

Caretaker's Accommodation means:

A dwelling provided for a caretaker of a non-residential use on the same premises.

Both land uses require a development permit to be issued by Council prior the commencement of the use. Provisions of the *Balonne Shire Planning Scheme* make the required application for both aspects of development subject to Code Assessment.

Pursuant to Section 45 of the *Planning Act 2016*, a Code Assessable application is an assessment that must be carried out only -

- (a) *against the assessment benchmarks in a categorising instrument for the development; and*
- (b) *having regard to any matters prescribed by regulation.*

The Assessment Benchmarks applicable to the development assessment are:

- the Regional Plan (i.e. *Maranoa-Balonne Regional Plan* and *Darling Downs Regional Plan*);
- the *State Planning Policy*; and
- the *Balonne Shire Planning Scheme*.

After completing an assessment of the proposal against the Assessment Benchmarks, Council must make a decision about whether to approve or refuse this development application in accordance with Section 60 of the *Planning Act 2016*.

Assessment Benchmarks

Regional Plans

The *Maranoa Balonne Regional Plan 2009* is a statutory planning instrument intended to assist in managing change and shaping the prospects of rural communities in the Maranoa and Balonne regional council areas. The regional plan sets out desired regional outcomes, which identify aspirations for ecological sustainability for the region.

The *Darling Downs Regional Plan 2013* was adopted in October 2013, and covers the local government areas of Balonne, Goondiwindi, Maranoa, Southern Downs, Toowoomba and Western Downs.

The intent of the Darling Downs Regional Plan is to provide direction to resolve competing state interests relating to the agricultural and resources sectors, and to enable the growth potential of the region's towns. It seeks to maximise opportunities for co-existence of resources and agricultural land uses.

The *Balonne Shire Planning Scheme*, and specifically the strategic framework, appropriately advances the *Maranoa-Balonne Regional Plan 2009* and the *Darling Downs Regional Plan 2013* as they apply in the planning scheme area, and therefore an independent assessment of the proposal against these planning instruments is not required. Although this is the case, the regional planning outcomes sought to be achieved by these regional plans have been considered as part of the development assessment. The development proposal is consistent with both regional plans.

State Planning Policy

The development assessment must consider the State Planning Policies to the extent they have not been appropriately integrated within or are inconsistent with the Balonne Shire Planning Scheme. As the Balonne Shire Planning Scheme appropriately integrates all relevant aspects of the State Planning Policy a separate assessment of the application against this planning instrument is not required.

Balonne Shire Planning Scheme 2019

The relevant sections of the *Balonne Shire Planning Scheme 2019* are;

- Part 4 Local Government Infrastructure Plan
- Part 5 Tables of assessment
- Part 6 Zones
 - Part 6.2.1 Centre zone code
- Part 7 Development Codes
 - Part 7.3.1 General development code

Part 4 - Local Government Infrastructure Plan

The Balonne Shire Council does not have a Local Government Infrastructure Plan for infrastructure charging.

Part 5 - Tables of assessment

The Tables of Assessment identify the category of development, the category of assessment and the assessment benchmarks for assessable development in the planning scheme area. The Tables of Assessment identify the level of assessment for the proposed land uses in the proposed location as “Code Assessment.”

Part 6 - Zones

Zones organise the planning scheme area in a way that facilitates the location of preferred or acceptable land uses. The subject site is located in the Centre Zone.

Part 6.2.1 Centre Zone Code

The purpose of this code is to:

Provide for the urban development of the towns of St George and Dirranbandi as community and service centres. Development located in this zone provides for a mix of uses which support the needs of the local community. The zone provisions aim to:

- (a) maintain the character and amenity of St George and Dirranbandi.*
- (b) provide for the continuation of existing infrastructure such as community schools, halls and recreation facilities*
- (c) allow for tourist uses where these can be successfully integrated into the character and fabric of the towns.*
- (d) ensure that development provides an appropriate level of infrastructure; and*
- (e) facilitate economic development and vibrant main streets by:*
 - (i) promoting re-use of existing buildings*

- (ii) *providing for a wide range of commercial uses where it does not conflict with sensitive uses.*

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

- (a) a range of uses including retail, business and education are supported in the zone where they do not impact on neighbouring uses.*
- (b) development is serviced with BSC infrastructure where BSC infrastructure exists.*
- (c) development is located in areas that are flood protected and where bushfire hazard risk is low.*

The purpose of the zone will also be achieved through the following additional overall outcomes for particular zones:

- (a) this zone promotes the commercial, professional, government and retail uses that service the Shire and south-west Queensland, and that are consolidated in the St George and Dirranbandi town centres.*
- (b) new developments create a highly attractive and pedestrian-based built form that achieves a high standard of design and blends with the existing town character and streetscape.*
- (c) new commercial buildings make provision for on-site handling of goods, car parking for staff and clients, landscaping and shade areas in keeping with the existing streetscape.*
- (d) new businesses are encouraged to use existing buildings to help keep the Centre zone vibrant.*

Development provides a high level of amenity through a compatible mixing of land uses, activities and building forms, access to services and facilities, cohesive streetscapes and quality urban design.

The proposed development complies with the Purpose and Outcomes of the Centre zone because;

- The primary land use includes the construction of a new building with an office component that will be orientated to address the street front.. The front of the building will be clad using building materials that portray a commercial building/use and enhance the appearance of the external façade, creating an attractive development which will blend in with the character and fabric of the town.
- The subject property is not located within a flood or bushfire risk area.
- An adequate amount of car parking spaces will be provided for both staff and customers to the site.
- Existing landscaping along the site frontage adjacent to Victoria Street will be retained to complement the existing streetscape and contribute to the amenity of the development .
- The proposed development will be connected to electricity supply and Council's infrastructure including reticulated water and sewerage supplies and has direct access to the road network.
- The proposed development is consistent with the existing land uses surrounding the site which are similarly of a business nature.

The Code's relevant Performance Criteria are shown below, in order to more easily view structured and detailed consideration of relevant issues—

Performance outcomes	Response
For assessable development	
PO1	✓

<p>Development is consistent with the existing built form in terms of size, design, siting and physical characteristics. The appearance and siting of buildings, other structures, car parking areas or signage is compatible with the local streetscape character, the style and design of nearby buildings, and is respectful and sympathetic to any heritage place identified in the SPP mapping – Environment, Cultural heritage.</p>	<p>The built form of surrounding development comprises a mixture of brick and metal shed-type construction, some of which are built to boundary and others setback. The proposed development layout and building design, scale and siting is consistent with land uses in the surrounding commercial area.</p> <p>The primary building will be orientated so as that the office area addresses the street. The front of the building will be cladded with a Matrix material typically used in commercial development. Together these design aspects will enhance the building appearance when viewed from the site frontage and blend with the character of the local streetscape and development in the Centre Zone.</p> <p>Conditions of development approval can be imposed to ensure the development achieves an appropriate level of amenity.</p>
<p>PO2</p> <p>Development with frontage to a highway must have safe access points that do not adversely impact on the safety and efficiency of the road.</p>	<p style="text-align: center;">✓</p> <p>The property has direct access to Victoria Street, which forms part of the Carnarvon Highway and is a State-controlled road. Due to the solid median strip on the highway, access to the site is via a left in/left out arrangement. The proposed use is consistent with the intended use of land in the Centre Zone and there will be no change to the existing access arrangement resulting from the new development.</p> <p>The State Department of Transport and Main Roads has issued an approval under section 62 of the <i>Transport Infrastructure Act 1994</i>, permitting the use of the existing vehicular access to the site.</p> <p>The development application was referred to the State Assessment and Referral Agency (SARA) for assessment. The SARA have issued a Concurrence Agency Response with conditions requiring access to the site to be provided in accordance with the proposed site plan.</p>
<p>PO3</p> <p>Development adjacent to the highway corridor is setback from the corridor to avoid adverse impacts to the operation of the road corridor.</p>	<p style="text-align: center;">✓</p> <p>The proposed workshop building is setback approximately 31 metres from the site frontage to the Carnarvon Highway and does not include any habitable rooms or sensitive use areas. The proposed caretaker's accommodation building is setback considerably further, at a distance of approximately 90 metres from the road frontage. The caretaker's accommodation will be situated behind the workshop building and adjacent to the rear</p>

	<p>property boundary. The caretaker's accommodation is located outside of the Transport Noise Corridor associated with the adjoining highway and is sufficiently separated to avoid adverse impacts.</p> <p>The nature of the development is consistent with the surrounding land uses and development intent for the Centre zone. All aspects of the development will be fully contained within the site boundaries and will not encroach or impede on the operation of the adjacent road corridor.</p>
<p>PO4</p> <p>All uses are located, designed, orientated and constructed to minimise the impacts from the noise, vibration and dust emissions from the State-controlled road and/or rail network.</p>	<p style="text-align: center;">✓</p> <p>The proposed workshop building is well setback from the site's frontage to the Carnarvon highway and will not be used for a sensitive use. The associated caretaker's accommodation will be provided in a separate building located adjacent to the rear boundary of the site, approximately 90 metres from the State road corridor. It is not expected that the caretaker's residence will be affected by noise, vibration or dust emissions from the State-controlled road given the large separation distance and screening provided by the workshop building.</p>
<p>PO5</p> <p>Tourist accommodation, in the form of a caravan park or motel is provided in a location where it can be serviced with infrastructure, where it:</p> <ul style="list-style-type: none"> (a) is complementary to the existing character of the area (b) does not have an adverse impact on residential amenity in terms of privacy, safety, noise, odour and fumes, lighting and traffic generation (c) does not lead to a reduced quality of accommodation experiences available within the location. 	<p>N/A</p>
<p>PO6</p> <p>Commercial uses that support and service the residential areas are centrally located where they can be conveniently and safely accessed without having an adverse impact on residential amenity including privacy, safety, noise, odour and fumes, lighting and traffic generation.</p>	<p style="text-align: center;">✓</p> <p>The primary component of the development is a low impact industrial use, being an activity that is consistent with the general intent of the Centre zone and surrounding land uses, which include a range of commercial and business activities.</p> <p>The development site, being adjacent to the Carnarvon Highway, provides suitable access for the intended land use. The site area is sufficient to meet vehicle access and car parking needs associated with the use as well as providing for adequate building separation to maintain the local amenity.</p>

	Conditions of approval can be imposed on any development approval ensuring the development does not adversely impact on nearby residential amenity.
P07 The character of the Centre zone is enhanced by the design of new buildings that are sympathetic to traditional streetscapes, in terms of scale, siting, architectural elements such as awnings and building features.	<p style="text-align: center;">✓</p> The proposed development includes the following elements in the design and layout which enhance and are sympathetic to the traditional streetscape in terms of scale, siting and architectural elements. <ul style="list-style-type: none"> • The proposed workshop building includes an office which will be orientated to address the street frontage. • The full front of the building includes an awning and will be cladded with a material typically used in commercial development to enhance the appearance of the external façade. • The building is proposed to be setback 31 metres (approx.) from the front boundary with car parking at the frontage, similar to other land uses in the immediate area). • The height of the primary building (workshop) is consistent with development in the general area at approximately 4.9 metres in height. • The combined site coverage of buildings comprising the development is 32%, which is considerably less than the maximum site cover of 85% which is permitted in the Centre Zone.
P08 New buildings maintain and enhance the existing streetscape and relationship with adjoining buildings.	<p style="text-align: center;">✓</p> The siting and setbacks of existing buildings within the Centre Zone is varied, however they are commonly orientated and designed to present to the street front and provide for pedestrian access. The proposed workshop building is consistent with this theme, including an office which will be orientated to address Victoria Street. The full front of the building will cladded with a commercial material and landscaping established at the front of the site to contribute to providing an attractive development that will blend in with the existing streetscape and adjoining buildings.

<p>PO9</p> <p>New uses developed in the zone do not detract from the zone's predominant commercial nature.</p>	<p style="text-align: right;">✓</p> <p>There is a mix of land uses located on Victoria Street and the surrounding area, including retail shops, health care premises, service stations, post offices, hotels and motels, and residential dwellings.</p> <p>The proposed development involves a customer service component as well as a workshop for business operations to take place. The development is appropriately located for customer and client interactions, as this is consistent with the intent of the Centre Zone and surrounding business activities. Considering the design, layout and intended use of the development, it is unlikely to detract from the predominant commercial nature of the immediate area.</p>
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Part 7.3.1 General development code

The purpose of the General development code is to ensure that development in the Shire is located, designed and managed in a safe and efficient manner.

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

- (a) Development is located to protect and enhance matters of national, state and local environmental significance, landscape values and ecological connectivity.*
- (b) Development has a safe and efficient site layout.*
- (c) Development does not detract from the Shire's unique building design, is complementary to the scale of neighbouring uses, and contributes to the character of the street and the locality.*
- (d) Development on local heritage places:*
 - i. does not result in the demolition or removal of a local heritage place, unless there is no practical reason and feasible alternative.*
 - ii. conserves the physical features, fabric and contents that contribute to the cultural heritage significance of the local heritage place.*
 - iii. safeguards archaeology and archaeological potential, and ensures they are appropriately investigated and artefacts appropriately managed.*
- (e) An appropriate level of servicing and infrastructure is provided to new development and is connected to BSC's infrastructure where available.*
- (f) The site layout protects adjoining amenity, allows access around the building, allows sufficient areas for parking and manoeuvring on the site and safe and efficient access and egress.*
- (g) Assets of the BSC are protected.*
- (h) Any planned earthworks ensure that existing drainage regimes are maintained.*
- (i) Development does not conflict with the ongoing efficient and safe use of the stock route network by travelling stock.*
- (j) Development does not inhibit the safe and efficient operation of pipelines.*

The proposed development complies with the Purpose and Outcomes of the General Development Code because;

- The proposed development is located in an established urban area and will not impact on matters of national, state and local environmental significance, landscape values and ecological connectivity;
- The proposed development does not involve the demolition or removal of a local heritage place;
- The proposed development will not detract from the shire's unique building design and will be complementary to the scale of neighbouring uses and complement the existing character and streetscape of the immediate area;
- The proposed development will be connected to electricity supply and Council's infrastructure including reticulated water and sewerage and has direct access to the road network;
- The proposed development will provide sufficient car parking areas has been set out to provide sufficient manoeuvring onsite to allow for safe and efficient access and egress;
- The proposed development is located in the Centre Zone and will not conflict with the ongoing efficient and safe use of the stock route network; and
- The development is appropriately separated from pipelines and will not impact on pipeline operations.

The Code's relevant Performance Criteria are shown below, in order to more easily view structured and detailed consideration of relevant issues—

Performance outcomes	Response
Site Layout	
PO1 The size and bulk of new buildings associated with development maintains and enhances the intended local character of the zone by avoiding over-development of the site, and allowing for development at a consistent scale, siting and intensity to nearby development.	✓ The combined site coverage of buildings comprising the development is 32%, which is considerably less than the maximum site cover of 85% which is permitted within the Centre Zone.
PO2 Landscaping is provided to enhance the visual appeal of the development and soften the appearance of the built form. The majority of landscaping is to be undertaken on the principal street frontage of the development.	✓ It is proposed that existing landscaping adjacent to the Victoria Street frontage will be maintained. If the application is to be approved by Council, conditions of the development approval will require landscaping to be provided and maintained at width of 2 metres for the extent of the site frontage adjacent to Victoria Street (excluding the vehicle access), to maintain the visual appeal and assist in softening the proposed development.
Building Design	

<p>PO3 New development maintains the low-rise scale and character of the Shire.</p>	<p style="text-align: right;">✓</p> <p>The proposed development will maintain the low-rise scale and character of the shire with the proposed workshop building being a maximum of 4.9 metres in height and the caretaker's residence 3.6 metres in height.</p>
<p>PO4 New buildings or structures present a traditional façade to the street.</p>	<p style="text-align: right;">✓</p> <p>The proposed workshop building includes an office which will be orientated to address the street frontage. The front of the building will be clad with a material traditionally use in commercial development which will enhance the appearance of the external facade creating an attractive commercial development.</p>
<p>PO5 Development is generally in accordance with existing setbacks within the locality.</p>	<p style="text-align: right;">✓</p> <p>The workshop building is proposed to be setback approximately 31 metres from the front boundary with car parking located in front of building which is similar to other commercial land uses in the immediate area.</p>
<p>PO9 Other than where located in the Rural zone, buildings and structures for ancillary uses and activities such as sheds are subordinate in use and size to the primary use of the premises.</p>	<p>The proposed "Caretaker's Accommodation", being ancillary to the "Low Impact Industry" use, will be located at the rear of the site behind the workshop building. The scale of the Caretaker's residence is appropriate for the development.</p>
<p>Ancillary Uses</p>	
<p>PO10 The proposed development accommodates sufficient car parking on site.</p>	<p style="text-align: right;">✓</p> <p>The development includes a designated onsite car parking area providing 10 spaces for vehicles associated with the Low-impact industry use and one additional space for the resident caretaker. The access driveway and car parking areas at the front of the site will be sealed, while the drive way access to the caretaker's residence will be constructed of gravel.</p> <p>The proposed development layout facilitates adequate onsite manoeuvring areas and enables vehicles to leave the site in forward gear.</p>
<p>PO11 The proposed driveway is clear of all impediments.</p>	<p style="text-align: right;">✓</p> <p>There is will be no change to the existing access driveway as result of the development and which is clear of impediments.</p>
<p>PO12 The location of driveways does not create a danger to the safety and efficiency of existing intersections.</p>	<p style="text-align: right;">✓</p> <p>As the subject site has direct access to Victoria Street, being a State-controlled road, the Department of Transport and Main Roads are the assessing authority for the access to the site.</p> <p>The Department of Transport and Main Roads has issued an approval under section 62 of the <i>Transport Infrastructure Act 1994</i>, permitting the use of the existing vehicular access to the site.</p>

<p>PO13</p> <p>Access to, from and within the site:</p> <ul style="list-style-type: none"> • is adequate for the type and volume of traffic generated by the use. • does not adversely impact on the traffic network external to the site. • caters for safe pedestrian access. • provides for disabled access. 	<p style="text-align: right;">✓</p> <p>There will be no change to the existing access arrangement as result of the development. The Department of Transport and Main Roads are the assessing authority for the access to the site and have issued an approval under section 62 of the <i>Transport Infrastructure Act 1994</i>, permitting the use of the existing vehicular access to the site.</p> <p>Internal vehicle access and manoeuvring areas will be conditioned to comply with the relevant Australian Standards if the development is approved. Conditions of approval will also require the provision of safe pedestrian access to the development.</p>
<p>Infrastructure and Services</p>	
<p>PO14</p> <p>The development is supplied with an appropriate level of infrastructure to support the intended use.</p>	<p style="text-align: right;">✓</p> <p>The proposed development will be connected to telecommunications and electricity supplies.</p>
<p>PO15</p> <p>All development has an adequate supply of potable water and can provide for appropriate treatment and disposal of effluent and other waste water.</p> <p>Note: If the development is not connected to a reticulated water supply network, there is no guarantee of reliability or availability of water from watercourses, overland flow or underground water for new non-stock and domestic development across the Balonne Shire. This is because access to water is subject to the limitations and appropriate authorisation under the <i>Water Act 2000</i>.</p>	<p style="text-align: right;">✓</p> <p>The proposed development will be connected to Council's water and sewerage supply networks.</p>
<p>PO16</p> <p>Stormwater is collected and discharged to ensure no impacts on adjoining land owners, BSC or State infrastructure while also ensuring environmental values of waters in the Shire are maintained.</p>	<p style="text-align: right;">✓</p> <p>The stormwater management plan submitted with the application materials details stormwater runoff from buildings and sealed areas will be directed and discharged to Victoria Street.</p> <p>The stormwater management plan was reviewed by Council's Water, Sewerage and Towns officer who confirmed the stormwater management plan was acceptable. Conditions of approval can be imposed to require compliance with the stormwater management plan.</p>
<p>PO17</p> <p>Wastewater discharge to a waterway is avoided or managed in a way that maintains ecological processes, riparian vegetation, waterway integrity, and downstream ecosystem health.</p>	<p style="text-align: right;">✓</p> <p>Wastewater will be discharged to Council's sewerage supply network.</p>
<p>BSC assets</p>	
<p>PO18</p>	<p style="text-align: right;">✓</p>

Structures and buildings do not adversely impact on BSC infrastructure.	Council's sewer main traverses the subject property. If the application is to be approved by Council, conditions of the development approval will require proposed buildings located in proximity to existing sewerage infrastructure to be constructed in accordance with 'Queensland Development Code MP1.4 - Building Over or Near Relevant Infrastructure', ensuring no adverse impacts on this infrastructure.
Electricity infrastructure	
PO29 Development is separated from major electricity infrastructure or substations and incorporates buffers to maintain public health and safety, residential amenity and allow access to infrastructure for maintenance.	✓ The subject site is not located near major electricity infrastructure or substations.
Local heritage places	
PO30 Development contributes to the retention of a local heritage place, facilitates their adaptive reuse, but does not result in a change that is incompatible with conserving the cultural heritage significance of the place.	✓ The subject site is not located near a local heritage place.
Aviation facilities	
PO32 Development does not interfere with the function of air service facilities SPP mapping – Infrastructure – Strategic Airport and Aviation Facilities .	✓ The proposed development will not interfere with the function of the St George airport.

Referral Agencies

The application was referred to the Department of Transport and Main Roads as a Concurrency Agency (via the State Assessment and Referral Agency (SARA)), under Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 of the *Planning Regulation 2017*.

SARA have issued a referral agency response with conditions to be attached to any development approval that is granted for the proposed use (Attachment 2).

Public Notification and Submissions

Not applicable.

Link to Corporate Plan

Key Foundation Area	Key Program Area
Infrastructure and Planning	Sustainable planning and development

Consultation (internal/external)

External referrals

Department of Transport and Main Roads via the State Assessment & Referral Agency – Concurrence Agency

Internal referrals

Manager Water, Sewerage and Towns – Mr Peter Willey

Legal Implications

The *Planning Act 2016* and Council's planning scheme apply.

Risk Implications

Nil.

Policy Implications

Council's planning policies apply.

Financial and Resource Implications

Nil. Recommended conditions of approval must be completed at no cost to Council.

Options or Alternatives

Nil

Attachments

1. Attachment 1: Rogan Building - Proposed Site Plans [↓](#)
2. Attachment 2: SARA Response - MCU175 - DSDMIP (SARA) Concurrence Agency Response [↓](#)

Recommendation/s

That:

- a) Council receives this report.
- b) Council approves the development application Material Change of Use – “Low Impact Industry” and “Caretaker’s Accommodation” located at 92 Victoria Street, St George QLD 4487 described as Lot 1 on RP81547, subject to the permit conditions listed below.

DEVELOPMENT CONDITIONS APPLICABLE FOR BOTH “LOW IMPACT INDUSTRY” AND “CARETAKER’S ACCOMMODATION”

Preamble

1. The relevant planning scheme for this development is *Balonne Shire Planning Scheme 2019*. All references to the 'Planning Scheme' and 'Planning Scheme Schedules' within these conditions refer to the above Planning Scheme.
2. Under the *Balonne Shire Planning Scheme 2019*:

Low-impact Industry means: *Premises used for industrial activities that include the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring or treating of products and have one or more of the following attributes:*

- a) *negligible impacts on sensitive land uses due to offsite emissions including aerosol, fume, particle, smoke, odour and noise*
- b) *minimal traffic generation and heavy-vehicle usage*
- c) *demands imposed upon the local infrastructure network consistent with surrounding uses*
- d) *the use generally operates during the day (e.g. 7am to 6pm)*
- e) *offsite impacts from storage of dangerous goods are negligible*
- f) *the use is primarily undertaken indoors.*

Examples include: *Repairing motor vehicles, fitting and turning workshop*

The use does not include the following examples: *Panel beating, spray painting or surface coating, tyre recycling, drum re-conditioning, wooden and laminated product manufacturing, service industry, medium impact industry, high impact industry, special industry*

Caretaker's Accommodation means: *A dwelling provided for a caretaker of a non-residential use on the same premises.*

3. The *Environmental Protection Act 1994* states that a person must not carry out any activity that causes, or is likely to cause, environmental harm unless the person takes all reasonable and practicable measures to prevent or minimise the harm. Environmental harm includes environmental nuisance. In this regard, persons and entities involved in the operation of the approved development are to adhere to their 'general environmental duty' to minimise the risk of causing environmental harm to adjoining premises.
4. All Aboriginal Cultural Heritage in Queensland is protected under the *Aboriginal Cultural Heritage Act 2003* and penalty provisions apply for any unauthorised harm. Under the legislation a person carrying out an activity must take all reasonable and practicable measures to ensure the activity does not harm Aboriginal Cultural Heritage. This applies whether or not such places are recorded in an official register and whether or not they are located in, on or under private land. The developer is responsible for implementing reasonable and practical measures to ensure the Cultural Heritage Duty of Care Guidelines are met and for obtaining any clearances required from the responsible entity.
5. It is the responsibility of the developer to obtain all necessary permits and submit all necessary plans and policies to the relevant authorities for the approved use.
6. An Operational works application will be required to be submitted to and approved by Council for:
 - a) Operational works that is excavation and/or filling where there would be a change 1m or more in the level of any part of the land or where any drainage path is affected; or
 - b) Operational works for urban purposes that involve disturbing more than 2,500m² of land.

7. In completing an assessment of the proposed development, Council has relied on the information submitted in support of the development application as true and correct. Any change to the approved plans and documents may require a new or changed development approval. It is recommended to contact Council for advice in the event of any potential change in circumstances.

Conditions of Approval

Use

1. The approved development is a Material Change of Use - "Low Impact Industry" and "Caretaker's Accommodation" as defined in the Planning Scheme and as shown on the approved plans.
2. A development permit for building works must be obtained prior to commencing construction of the "Low Impact Industry" and "Caretaker's Accommodation".
3. The approved development is to be carried out generally in accordance with the following approved plans/documents and subject to approval conditions. Where there is any conflict between the approval conditions and the details shown on the approved plans, the approval conditions prevail.

Plan/Document Number	Plan/Document Name	Date
200110.01 Revision 5	Site Plan	20/01/2020
200110.02 Revision 5	Proposed New Residence Floor Plan	20/01/2020
200110.03 Revision 5	Proposed New Residence Elevations	20/01/2020
Q06588;A	Proposed Workshop Building Floor Plan	10/01/2020
Q06588;A	Proposed Workshop Building Elevations	10/01/2020
	Stormwater Management Plan Prepared by Proterra Group	31/01/2020

4. During the course of constructing the works, the developer shall ensure that all works are carried out by appropriately qualified persons and the developer and the persons carrying out and supervising the work shall be responsible for all aspects of the works, including public and worker safety, and shall ensure adequate barricades, signage and other warning devices are in place at all times.

Compliance inspection

5. All conditions relating to the establishment of the approved development must be fulfilled prior to the approved use commencing, unless otherwise noted in these conditions.
6. Prior to the commencement of the use, the applicant shall contact Council to arrange a development compliance inspection.

Applicable Standards

7. All works must comply with:
 - a) the development approval conditions;
 - b) any relevant provisions in the Planning Scheme
 - c) any relevant Australian and Austroads Standards and the National Construction Code that

applies to that type of work; and

- d) any alternative specifications that Council has agreed to in writing and which the developer must ensure do not conflict with any requirements imposed by any applicable laws and standards.

Development works

- 8. The developer shall ensure that all approved works are carried out by appropriately qualified persons and the developer and the persons carrying out and supervising the work shall be responsible for all aspects of the works, including public and worker safety, and shall ensure adequate barricades, signage and other warning devices are in place at all times.
- 9. The developer is responsible for locating and protecting any Council and public utility services, infrastructure and assets that may be impacted on during construction of the development. Any damage to existing infrastructure (kerb, road pavement, existing underground assets, etc.) that is attributable to the progress of works on the site or vehicles associated with the development of the site shall be immediately rectified in accordance with the asset owners' requirements and specifications and to the satisfaction of the asset owners' representative(s).

Waste Management

- 10. All waste generated from construction of the premises must be effectively controlled on-site before disposal. All waste must be disposed of in accordance with the *Environmental Protection (Waste Management) Regulation 2000*.
- 11. Adequate refuse storage areas and facilities must be provided on the site to service the approved development. Refuse storage facilities are to be screened from view at the street frontage and from adjoining properties.
- 12. All waste generated on-site must be managed in accordance with the waste management hierarchy as detailed in the *Waste Reduction & Recycling Act 2011*.

Stormwater Drainage

- 13. Stormwater drainage is to be provided in accordance with:
 - a) Stormwater Management Report, Prepared by Proterra Group, dated 31/01/2020.
 - b) Queensland urban drainage manual, 3rd Edition, Queensland Department of Energy and Water Supply, 2013;
 - c) Pilgrim, DH, (ed)., Australian Rainfall & Runoff – A Guide to Flood Estimation, Institution of Engineers, Australia, Barton, ACT, 1987; and
 - d) Class 1 and Class 10 buildings – National Construction Code, Volume 2.

Earthworks and Construction

- 14. During construction, erosion controls and silt collection measures are to be put in place to protect environmental values and mitigate potential impacts to adjoining properties and roadway/s.

Avoiding Nuisance

15. No nuisance is to be caused to adjoining properties and occupiers by the way of noise smoke, dust, rubbish, contaminant, stormwater discharge or siltation at any time during or after the establishment of the approved development.
16. All lighting shall be directed or shielded so as to ensure that no glare directly affects nearby properties.
17. The area and its surrounds shall be kept in an orderly fashion, free of rubbish and clear of weeds and long grasses. The approved development and the premises are to be maintained in a clean and tidy condition and not to pose any health and safety risks to the community.
18. Unless otherwise approved in writing by the Council, approved hours of construction are restricted to Monday – Saturday 6.30am to 6.30pm – noise permitted. Work or business which causes audible noise must not be conducted from or on the subject land outside the above times or on Sundays or Public Holidays.
19. Noise emissions from the development shall not cause environmental harm of nuisance to adjoining properties or “Sensitive Land Uses” in accordance with the *Environmental Protection (Noise) Policy 2008*.
20. Air emissions from the development shall not cause environmental harm of nuisance to adjoining properties or “Sensitive Land Uses” in accordance with the *Environmental Protection (Air) Policy 2008*.

Provision of Services

21. The development must be connected to Council’s reticulated water supply network in accordance with the applicable standards and policies.
22. The development must be connected to Council’s reticulated sewerage supply network the applicable standards and policies.
23. Proposed buildings located over or near the existing sewer main within the property must be constructed in accordance with ‘*Queensland Development MP1.4 – Building Over or Near Relevant Infrastructure*’.
24. The development must be connected to an electricity reticulation service in accordance with the relevant service provider’s requirements and specifications along with relevant building standards, requirements and specifications (as relevant).
25. If the premises is connected to a telecommunications service, then such works shall be undertaken in accordance with the relevant service provider’s requirements and specifications along with relevant building standards, requirements and specifications (as relevant).

Access

26. The developer shall be responsible for construction and maintenance of vehicle crossovers from the road carriageway to the property boundary and for obtaining any approvals that may be required, and for complying with the applicable designs and standards. Should any damage be caused at the approved access location, it is the landowner’s responsibility to ensure this is reinstated. Any repair works are to be undertaken in consultation with Council and at the landowner’s expense.

27. Vehicle movements within the site are to be clear of proposed parking areas, buildings and landscape treatments. Vehicle access, parking and manoeuvring areas are to be clearly delineated from pedestrian accessways within the site through the use of linemarking, signage, bollards or similar.

Landscaping

28. Landscaping is to be provided and maintained at a minimum width of two metres for the extent of the site frontage adjacent to Victoria Street (excluding vehicle access) to enhance the visual appeal of the development and contribute to the local streetscape.
29. Site landscaping is to be irrigated during an establishment period of two years.
30. All site landscaping is to be maintained throughout the duration of the approved use. Any dead and/or unhealthy plants are to be promptly removed and replaced.
31. Site landscaping must not interfere with electrical infrastructure nor restrict maintenance access to any onsite infrastructure, public utility or easement.
32. Landscaping must not interfere with site lines at access driveways for vehicle traffic.

No Cost to Council

33. The developer is responsible for meeting all costs associated with the approved development unless there is specific agreement by other parties, including the Council, to meeting those costs. This includes the costs of any services and infrastructure required in connection with the establishment of the development.

Latest versions

34. Where another condition refers to a specific published standard, manual or guideline, including specifications, drawings, provisions and criteria within those documents, that condition shall be deemed as referring to the latest versions of those publications that are publicly available at the commencement of the development works, unless a regulation or law requires otherwise.

Application Documentation

35. It is the developer's responsibility to ensure that all entities associated with this Development Approval have a legible copy of the Decision Notice, Approved Plans and Approved Documents bearing 'Council Approval'.

CONDITIONS APPLICABLE TO LOW IMPACT INDUSTRY

Building Design

36. The office area contained within the workshop building is to be orientated towards Victoria Street. The office shall have a clearly defined front entry or entry path that is visible from Victoria Street.
37. The front building facade is to be cladded using building materials (e.g matrix cladding or similar) that are consistent with commercial development and complementary to the amenity of the development and local streetscape.

Car Parking

38. A minimum of ten (10) car parking spaces, including one (1) car parking space for persons with disabilities, are to be provided within the development site area generally in accordance with the approved development plans. Car parking areas must be clearly delineated and/or signposted.
39. Car parking areas are to be designed in accordance with:
- a) AS2890.1 – Parking Facilities
 - b) Austroads AP-34/95 - Design Vehicles and Turning Path Templates
 - c) The Access to Premises Standard' (Vol 1 of the National Construction Code).
 - d) Vehicle access, car parking and manoeuvring areas are to be sealed with impervious surface.

CONDITIONS APPLICABLE TO THE CARETAKER'S ACCOMMODATION

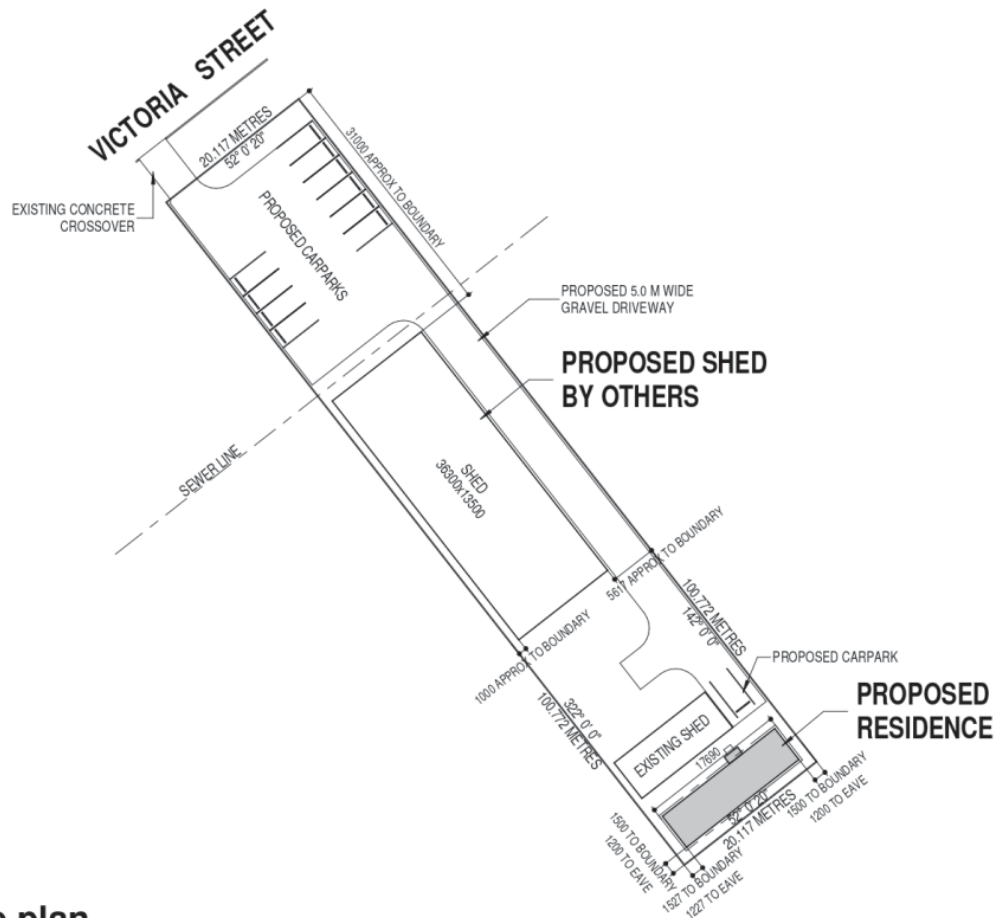
Use

40. The "Caretaker's Accommodation" is for the exclusive use of persons having responsibility for the security, maintenance and/or management of the premises. It must not be occupied by any other member of the public, including any guest, contractor or associate of the occupant at any time.
Note: immediate family members of the resident caretaker are permitted to reside at the "Caretaker's Accommodation".

Car Parking

41. A minimum of one (1) covered car parking space is to be provided within the development site area to cater for the resident caretaker.

Digby Whyte
Director Environment & Regulatory Services



1 site plan
1 : 500

PRELIMINARY DRAWING ONLY
NOT FOR CONSTRUCTION

- NOTES:**
- SURVEY INFORMATION TO BE CONFIRMED BY LICENSED SURVEYOR PRIOR TO CONSTRUCTION.
 - EXTENT OF SITE EARTHWORKS TO BE CONFIRMED ON SITE PRIOR TO CONSTRUCTION.
 - LOCATION OF BUILDING TO BE CONFIRMED ON SITE PRIOR TO CONSTRUCTION.
 - ALL SERVICES TO BE LOCATED ON SITE PRIOR TO CONSTRUCTION.
 - DRIVEWAY TO DETAIL BY OTHERS.
 - PROPOSED SHED BY OTHERS.
 - GROUND SURFACE DRAINAGE PIPE LOCATIONS & CONFIGURATIONS TO DETAIL BY OTHERS.
 - ROOF STORMWATER IS TO DISCHARGE TO LOCAL GOVERNMENT REQUIREMENTS AND APPROVAL. TANK/S OVERFLOW AND DOWNPIPES NOT CONNECTED TO RAINWATER TANK/S TO DISCHARGE TO INTERALLOTMENT DRAINAGE SYSTEM. UPVC SURFACE DRAIN PIPES WITH A MIN. 1:100 FALL TO COMPLY WITH AS/NZS 3500:2003. A PHYSICAL AIR BREAK OR NON-RETURN VALVE IS TO BE PROVIDED AT THE TANK/S OVERFLOW BEFORE CONNECTING TO THE STORMWATER DRAINAGE SYSTEM.
- REAL PROPERTY DESCRIPTION:**
- LOCAL GOVERNMENT - BALONNE SHIRE COUNCIL
 - LOCALITY - ST GEORGE
 - LOT 1 ON RP81547
 - SITE AREA - 2027.23 M²
- SITE COVERAGE:**
- | | |
|------------------------------|-----------------------------------|
| - BUILDING COVERAGE EXISTING | - 3.67% (74.5 M ²) |
| - BUILDING COVERAGE PROPOSED | - 28.0% (572.6 M ²) |
| - CARPARK COVERAGE | - 41.98% (851.02 M ²) |



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REVISION:

NO.	DATE	DESIGNER	REVISION
1	20/10/2020	DMG	RE ISSUE PRELIMINARY DESIGN L&I
2	17/10/2020	DMG	RE ISSUE PRELIMINARY DESIGN FOR COMMENT
3	16/10/2020	DMG	RE ISSUE PRELIMINARY DESIGN FOR COMMENT
4	14/10/2020	DMG	RE ISSUE PRELIMINARY DESIGN FOR COMMENT
5	13/10/2020	DMG	RE ISSUE PRELIMINARY DESIGN FOR COMMENT



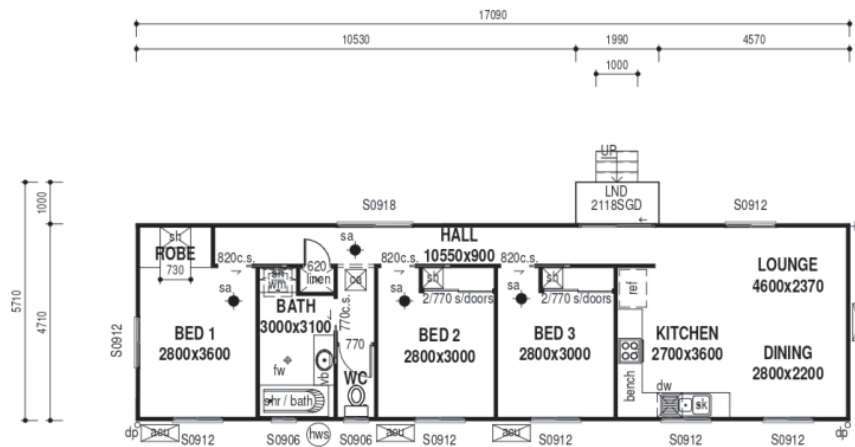
CLIENT:
CAMERON ROGAN

PROJECT INFO:
PROPOSED NEW RESIDENCE

DRAWING:
site plan

DRAWN BY: **DMG**
CHECKED BY: **DMG**
DRAWING SCALE: @ N: **1 : 500**
DRAWING NO.: **200110.01**
PROJECT STATUS: **PRELIMINARY**
NO. SHEET: **3** REVISION: **5**

C:\Users\dmg\Documents\200110\200110_01_Prelim\200110_01_Prelim.dwg



1 floor plan
1 : 100

NOTES:

- REFRIGERATOR, DISHWASHER & WASHING MACHINE SHOWN ON PLAN IS NOT INCLUDED WITH CONTRACT UNLESS OTHERWISE STATED.

- ALL WET AREAS TO BE WATERPROOFED IN ACCORDANCE WITH CLAUSE 3.8.1 OF BCA.

- ALL GLAZING TO BE INSTALLED IN ACCORDANCE WITH CLAUSE 3.6 OF BCA.

- MINIMUM VENTILATION REQUIRED FOR BED 1 & ROBE COMBINED FLOOR AREA - $11.8\text{m}^2 \times 7.5\% = 0.885\text{m}^2$
VENTILATION OPENING ACHIEVED = 0.72m^2 (S1214)

- ALL EXTERNAL GLAZING TO BE A MINIMUM OF 5mm GREY TINT GLASS.

- DOOR FRAME HEIGHTS
INTERNAL 2090 EXTERNAL 2135

- JOINERY HEIGHT 2100

- ALL DIMENSIONS AND DESIGN INFORMATION TO BE CONFIRMED ON SITE.

- ALL DIMENSIONS FRAME TO FRAME.

- STAIRWAY & LANDING TO BE INSTALLED IN ACCORDANCE WITH CLAUSE 3.9.1 OF BCA.

sa DENOTES LOCATION OF SMOKE ALARMS. INSTALL IN ACCORDANCE WITH CLAUSE 3.7.2 OF BCA & AS 3786

fw DENOTES LOCATION OF FLOOR WASTE GULLY. CONFIRM LOCATION ON SITE.

(hws) DENOTES LOCATION OF HOT WATER SYSTEM. CONFIRM LOCATION ON SITE.

hc DENOTES LOCATION OF EXTERNAL HOSE COCKS. CONFIRM LOCATION ON SITE.

dp DENOTES LOCATION OF EXTERNAL ROOF DOWNPIPES. CONFIRM LOCATION ON SITE.

cf DENOTES LOCATION OF MIN 9000 CEILING FAN WITH SPEED CONTROLLER

ca DENOTES LOCATION OF CEILING ACCESS

acu DENOTES LOCATION OF AIR CONDITIONING CONDENSER UNIT - CONFIRM POSITION ON SITE.

proposed living	80.5 m ²
landing	2.0 m ²
	82.5 m ²



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REVISION

NO	DATE	DESIGNER	REVISION
1	20/10/2020	DWG	RE ISSUE PRELIMINARY DESIGN FOR COMMENT
2	10/10/2020	DWG	RE ISSUE PRELIMINARY DESIGN FOR COMMENT
3	10/10/2020	DWG	RE ISSUE PRELIMINARY DESIGN FOR COMMENT
4	10/10/2020	DWG	RE ISSUE PRELIMINARY DESIGN FOR COMMENT
5	10/10/2020	DWG	RE ISSUE PRELIMINARY DESIGN FOR COMMENT



CAMERON ROGAN
CAMERON ROGAN CONSTRUCTIONS

CLIENT

PROPOSED NEW RESIDENCE
92 VICTORIA STREET, ST GEORGE, QLD.

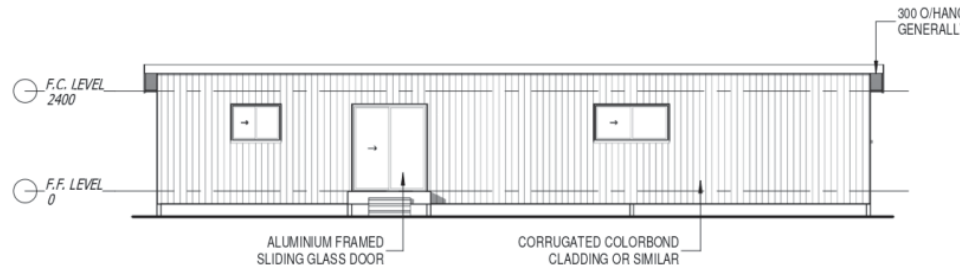
PROJECT INFO

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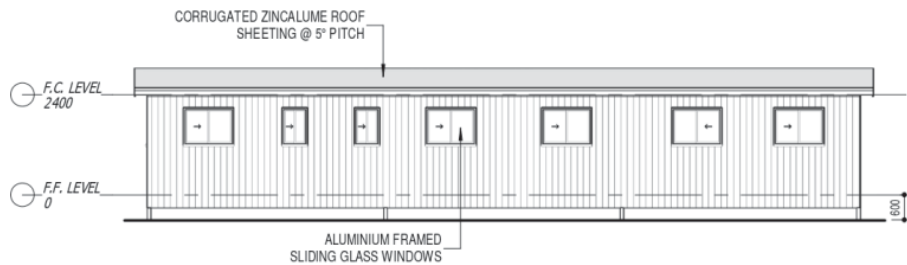
DRAWING

floor plan

DRAWN BY: DMG
CHECKED BY: DMG
DRAWING NO.: 200110.02
PROJECT STATUS: PRELIMINARY
No. IN SET: 3
REVISION: 5



2 elevation to north-west
1 : 100



4 elevation to south-east
1 : 100

NOTES:
F.F.L. DENOTES FINISHED FLOOR LEVEL
F.C.L. DENOTES FINISHED CEILING LEVEL



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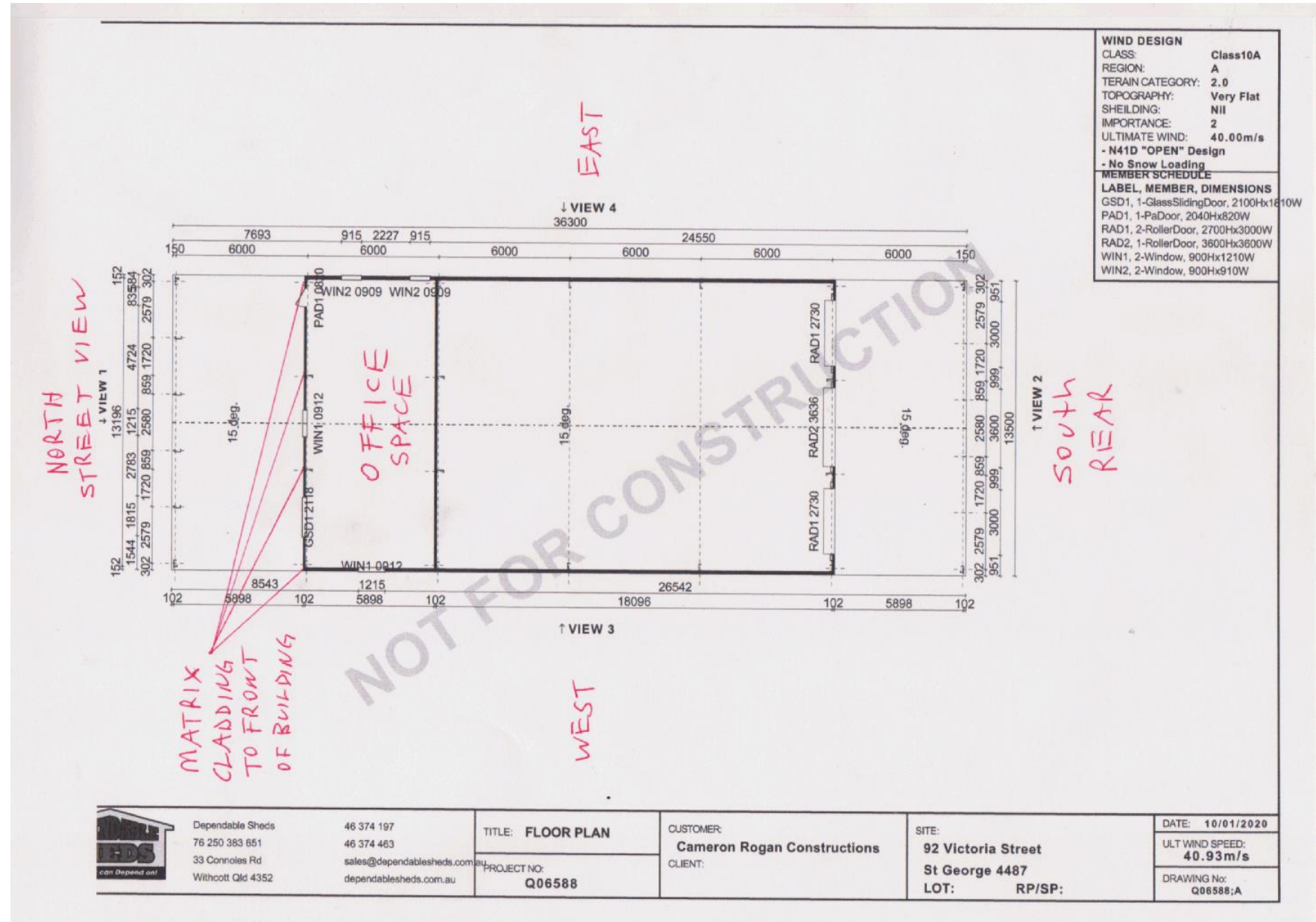
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ALL CONSTRUCTION TO BE IN ACCORDANCE WITH RELEVANT AUSTRALIAN STANDARDS & BUILDING CODE OF AUSTRALIA.

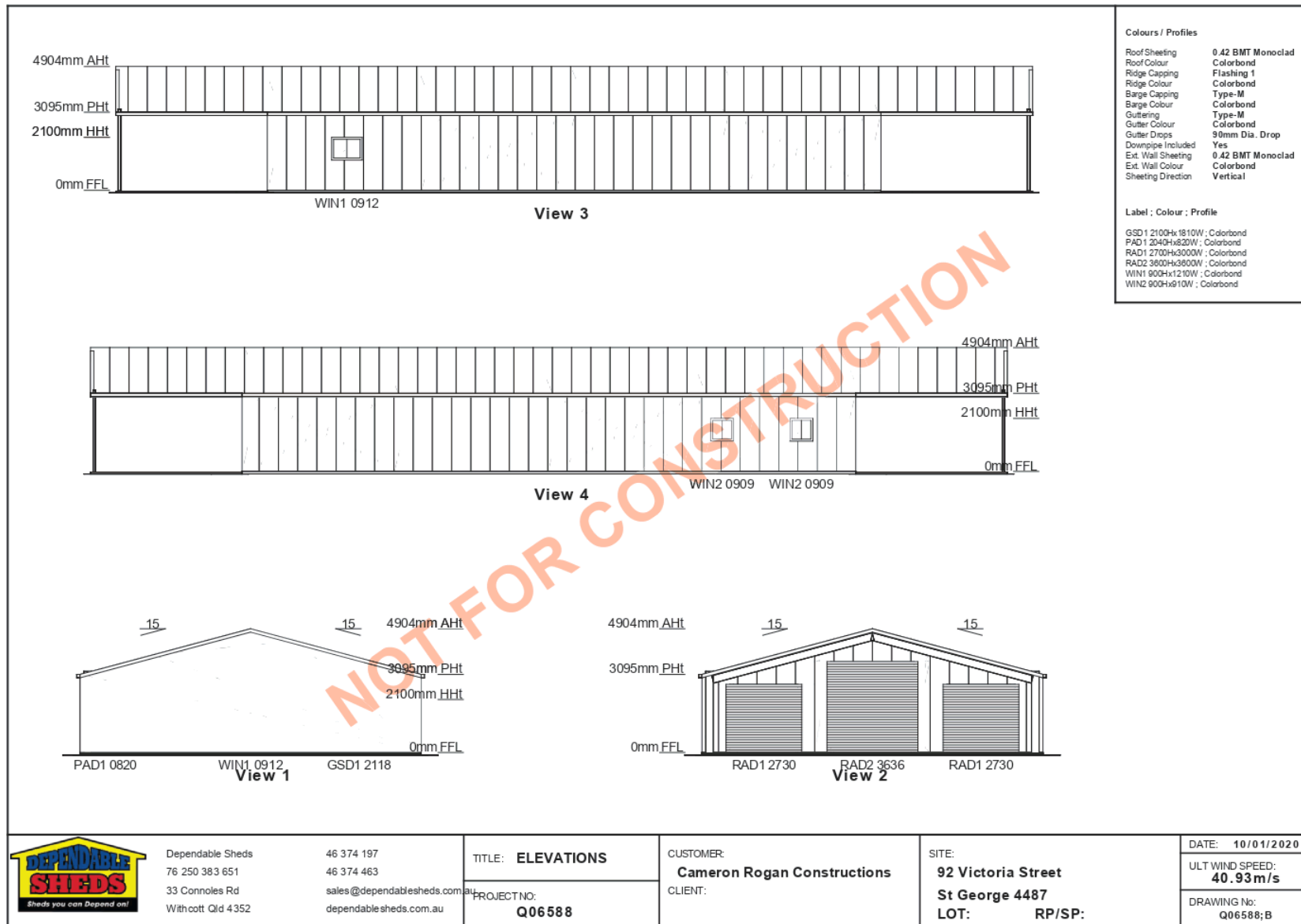
REVISION:
NO. DATE DESIGNER REVISION
1 10/10/2020 DMG RE ISSUE PRELIMINARY DESIGN (2)
2 10/10/2020 DMG RE ISSUE PRELIMINARY DESIGN FOR COMMENT
3 10/10/2020 DMG RE ISSUE PRELIMINARY DESIGN FOR COMMENT
4 10/10/2020 DMG RE ISSUE PRELIMINARY DESIGN FOR COMMENT
5 10/10/2020 DMG RE ISSUE PRELIMINARY DESIGN FOR COMMENT

CLIENT: CAMERON ROGAN
PROJECT INFO: PROPOSED NEW RESIDENCE
DRAWING: elevations
DRAWN BY: DMG
CHECKED BY: DMG
DRAWING SCALE: @ N 1 : 100
DRAWING NO: 200110.03
PROJECT STATUS: PRELIMINARY
NO. SHEET: 3
REVISION: 5

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STORMWATER MANAGEMENT PLAN

**92 VICTORIA STREET, ST GEORGE
ROGAN BUILDING**



STORMWATER MANAGEMENT PLAN
92 VICTORIA ST, ST GEORGE

AMENDMENT, DISTRIBUTION and APPROVAL

ISSUE	AUTHOR	REVIEWER	APPROVED FOR ISSUE		
			NAME	SIGNATURE	DATE
1	Eben Geldenhuis	Michael Shellshear	Michael Shellshear (RPEQ 17364)		31/01/2020

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STORMWATER MANAGEMENT PLAN 92 VICTORIA ST, ST GEORGE

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1 PROJECT INTRODUCTION

This stormwater management plan has been requested by Rogan Building to satisfy a required MCU application condition in relation to the proposed building activity at 92 Victoria Street, St George.

Two new buildings and a carpark (on current hardstand) are proposed for development on this land. The proposed new developments on the site are shown in Appendix A. This plan aims to analyse the effects of the proposed development on the current stormwater system and recommend treatment to ensure minimal unwanted discharge.

1.1 SITE LOCATION

The site in question is located at 92 Victoria Street on land described as Lot 1 RP 81547. The below locality map shows the location.



Figure 1-1 Locality Map – 92 Victoria Street, St George

2 SITE SPECIFIC STORMWATER INFORMATION

2.1 SITE DESCRIPTION

The land parcel is approximately 20m wide and 100m long. With a 20m frontage to Victoria Street and occupied properties on the other three sides. The site overall has a slight fall away from Victoria street towards the back of the property, however, the hardstand has kerbing around the perimeter and serves to discharge any water from its catchment onto Victoria Street. The hardstand covers approximately 850m² of the site and there is an existing shed that near the back of the site with a roof area of approximately 75m².

The site has an existing underground drainage system that discharges to a single point through an outlet in the kerb on Victoria Street.

2.2 STORMWATER ANALYSIS

2.2.1 Lawful Point of Discharge

QUDM provides guidance on the location of discharge for stormwater (QUDM Sec 3.9.1) and provides a three-step process for determining a 'lawful point of discharge'. The first step assesses whether, as a result of the development, the stormwater discharge will substantially damage a third party. If the answer is 'no', then no further steps are required to obtain a lawful point of discharge.

The hardstand section of the site currently discharges stormwater onto Victoria Street via a single outlet in the Kerb. This outlet is deemed as the existing lawful point of discharge.

2.2.2 Hydraulic Assessment

The below analysis shows the results of a stormwater assessment undertaken for the property at 93 Victoria Street. The rational method was used to determine peak flow for pre and post development across two storm events, ARI 2 and ARI 50.

Table 2-1 Area Inputs for Catchment Area (92 Victoria Street)

Post Development Area m2			Pre-Development Area m2		
Total	Impervious	Pervious	Total	Impervious	Pervious
2027	1423	604	2027	926	1101
100.00%	70.20%	29.80%	100.00%	45.68%	54.32%
0.2027 ha	0.1423 ha	0.0604 ha	0.2027 ha	0.0926 ha	0.1101 ha

Rainfall IFD data was sourced from the BOM website (www.bom.gov.au) and used to calculate flows over various storm durations. Total runoff was calculated for both instances to enable a comparison between pre and post development peak flows.

Table 2-2 Peak Flow for Before and After Development

ARI 50	ARI 2
Total Q (L/s)	Total (Q L/s)
68.28	21.47
71.85	25.38

The results of the analysis show that:

- The ARI 50 peak flow will increase from 68.28 l/s to 71.85 l/s, an increase of around 5% post development.
- The ARI 2 peak flow will increase from 21.47 l/s to 25.38 l/s, an increase of around 18% post development.

While there is a moderate increase in the ARI 2 results, the total volumes are still very low and are not expected to increase nuisance to other properties before reaching council stormwater infrastructure.

It is to be noted that the site currently discharges a large percentage of its runoff onto the adjacent property to the south for discharge onto Alfred Street. The proposed development will capture some of that runoff via the site drainage system and redirect it to the carpark for discharge on Victoria Street, improving the nuisance situation for the adjacent property in question.

In addition, the on-site drainage system may include water retention tanks for use on the site. The analysis has worked on a premise of the tanks being full therefore simulating the "worst case scenario".

2.2.3 Stormwater Management

The site is typical of the properties in the area and is expected to be managed by using a typical on-site drainage system that directs runoff to the current discharge point on Victoria Street. It is recommended that the current drainage outlet is cleared and assessed for suitability before connecting the new system.

3 CONCLUSIONS

The following points can be concluded from the above assessment:

- The proposed development will lead to minor increases in peak flow runoff from the site;
- It is unlikely that the proposed development will result in any "substantial" or "unreasonable" interference with stormwater;
- The redirection of runoff from the rear of the property to Victoria Street will result in a better outcome for the property immediately to the south, and results in a more efficient drainage path.



STORMWATER MANAGEMENT PLAN
92 VICTORIA ST, ST GEORGE

APPENDIX A – PROPOSED SITE PLAN

20.827

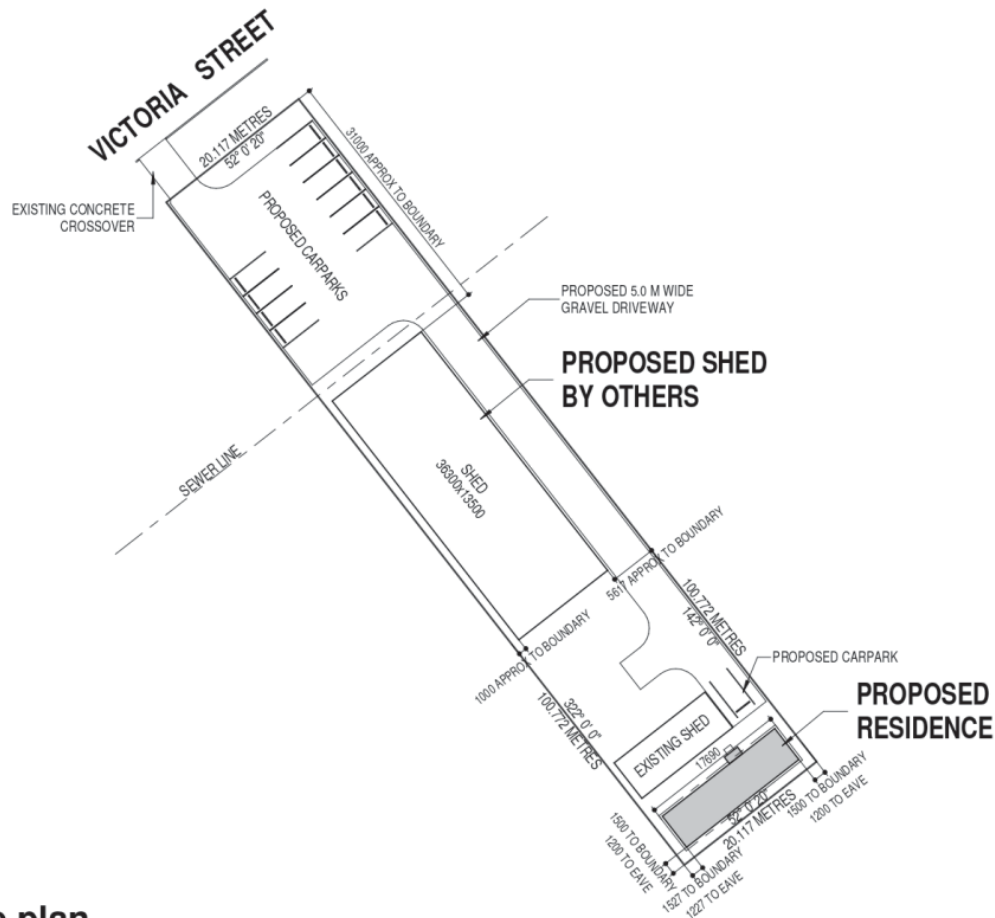
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Stormwater Management Plan

Printed copies are uncontrolled

Page 8 of 8

Printed on: 31/01/20 2:08 PM



1 site plan
1 : 500

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NOTES:

- SURVEY INFORMATION TO BE CONFIRMED BY LICENSED SURVEYOR PRIOR TO CONSTRUCTION.
- EXTENT OF SITE EARTHWORKS TO BE CONFIRMED ON SITE PRIOR TO CONSTRUCTION.
- LOCATION OF BUILDING TO BE CONFIRMED ON SITE PRIOR TO CONSTRUCTION.
- ALL SERVICES TO BE LOCATED ON SITE PRIOR TO CONSTRUCTION.
- DRIVEWAY TO DETAIL BY OTHERS.
- PROPOSED SHED BY OTHERS.
- GROUND SURFACE DRAINAGE PIPE LOCATIONS & CONFIGURATIONS TO DETAIL BY OTHERS.
- ROOF STORMWATER IS TO DISCHARGE TO LOCAL GOVERNMENT REQUIREMENTS AND APPROVAL. TANK/S OVERFLOW AND DOWNPIPES NOT CONNECTED TO RAINWATER TANK/S TO DISCHARGE TO INTERALLOTMENT DRAINAGE SYSTEM. UPVC SURFACE DRAIN PIPES WITH A MIN. 1:100 FALL TO COMPLY WITH AS/NZS 3500:2003. A PHYSICAL AIR BREAK OR NON-RETURN VALVE IS TO BE PROVIDED AT THE TANK/S OVERFLOW BEFORE CONNECTING TO THE STORMWATER DRAINAGE SYSTEM.

REAL PROPERTY DESCRIPTION:

- LOCAL GOVERNMENT - BALONNE SHIRE COUNCIL
- LOCALITY - ST GEORGE
- LOT 1 ON RP81547
- SITE AREA - 2027.23 M²

SITE COVERAGE:

- BUILDING COVERAGE EXISTING	- 3.67% (74.5 M ²)
- BUILDING COVERAGE PROPOSED	- 28.0% (572.6 M ²)
- CARPARK COVERAGE	- 41.98% (851.02 M ²)



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REVISION:

NO.	DATE	DESIGNER	REVISION
1	20/10/2020	DMG	RE ISSUE PRELIMINARY DESIGN FOR COMMENT
2	17/10/2020	DMG	RE ISSUE PRELIMINARY DESIGN FOR COMMENT
3	16/10/2020	DMG	RE ISSUE PRELIMINARY DESIGN FOR COMMENT
4	15/10/2020	DMG	RE ISSUE PRELIMINARY DESIGN FOR COMMENT
5	14/10/2020	DMG	RE ISSUE PRELIMINARY DESIGN FOR COMMENT



CLIENT:
CAMERON ROGAN
CAMERON ROGAN CONSTRUCTIONS

PROJECT INFO:
PROPOSED NEW RESIDENCE
92 VICTORIA STREET, ST GEORGE, QLD.

DRAWING:
site plan

DRAWN BY: DMG
CHECKED BY: DMG
DRAWING SCALE: @ N 1 : 500
DRAWING NO: 200110.01
PROJECT STATUS: PRELIMINARY
No. INSET: 3
REVISION: 5

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Department of
**State Development,
Manufacturing,
Infrastructure and Planning**

SARA reference: 2002-15444 SRA
Council reference: MCU175
Applicant reference: 051

28 February 2020

Chief Executive Officer
Balonne Shire Council
PO Box 201
ST GEORGE QLD 4487
council@balonne.qld.gov.au

Attention: Ms Jess Reiser

Dear Jess

SARA response—92 Victoria Street, St George

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

The development application described below was confirmed as properly referred by the Department of State Development, Manufacturing, Infrastructure and Planning on 13 February 2020.

Response

Outcome:	Referral agency response – with conditions.
Date of response:	28 February 2020
Conditions:	The conditions in Attachment 1 must be attached to any development approval.
Advice:	Advice to the applicant is in Attachment 2 .
Reasons:	The reasons for the referral agency response are in Attachment 3 .

Development details

Description:	Development permit	Material change of use for Low Impact Industry and Caretaker's Accommodation
SARA role:	Referral Agency.	
SARA trigger:	Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 (Planning Regulation 2017)	
	Development application for a material change of use within 25m of a state transport corridor	
SARA reference:	2002-15444 SRA	

Assessment Manager: Balonne Shire Council
 Street address: 92 Victoria Street, St George
 Real property description: Lot 1 on RP81547
 Applicant name: Rogan Building Pty Ltd

Applicant contact details: C/- Out of the Woods Planning
 14 Cobbold Lane
 Maroochydore QLD 4558
 wendy@outofthewoodsplanning.com.au

State-controlled road access permit: This referral included an application for a road access location, under section 62A(2) of *Transport Infrastructure Act 1994*. Below are the details of the decision:

- Approved
- Reference: TMR20-029437
- Date: 24 February 2020

If you are seeking further information on the road access permit, please contact the Department of Transport and Main Roads at downsswr.office@tmr.qld.gov.au

Representations

An applicant may make representations to a concurrence agency, at any time before the application is decided, about changing a matter in the referral agency response (s.30 Development Assessment Rules) Copies of the relevant provisions are in **Attachment 4**.

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

For further information please contact Danica Clark, Senior Planner, on (07) 4616 7305 or via email ToowoombaSARA@dsdmip.qld.gov.au who will be pleased to assist.

Yours sincerely



Bernadette Plummer
 A/Manager - DDSW Planning

cc Rogan Building Pty Ltd
 C/- Out of the Woods Planning, wendy@outofthewoodsplanning.com.au

enc Attachment 1 - Referral agency conditions
 Attachment 2 - Advice to the applicant
 Attachment 3 - Reasons for referral agency response
 Attachment 4 - Representations provisions
 Attachment 5 - Approved plans and specifications

Attachment 1—Referral agency conditions

(Under section 56(1)(b)(i) of the *Planning Act 2016* the following conditions must be attached to any development approval relating to this application) (Copies of the plans and specifications referenced below are found at Attachment 5)

No.	Conditions	Condition timing
Material change of use for Low Impact Industry and Caretaker's Accommodation		
Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1—The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of the Department of Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition:		
1.	<p>The road access must be located generally in accordance with the following plan:</p> <ul style="list-style-type: none"> Site Plan prepared by DGA + D dated 20/01/2020, reference Dwg No. 200110.01 and revision 5, as amended in red to show the permitted access location 	Prior to the commencement of use and to be maintained at all times

Attachment 2—Advice to the applicant

General advice	
1.	Terms and phrases used in this document are defined in the <i>Planning Act 2016</i> its regulation or the State Development Assessment Provisions (SDAP) v2.5. If a word remains undefined it has its ordinary meaning.

Attachment 3—Reasons for referral agency response

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

The reasons for the department's decision are:

It has been demonstrated that the proposed development complies with all relevant assessment benchmarks within *State code 1: Development in a state-controlled road environment*, and specifically:

- The proposed development will use an existing vehicular access between the site and the state-controlled road (Victoria Street/Carnarvon Highway)
- The standard of vehicular access is appropriate for the proposed use, and the expected vehicular traffic generated by the use will not impact on the safety or efficiency of the state-controlled road
- The proposed development is not expected to cause adverse stormwater impacts on the state-controlled road.

Material used in the assessment of the application:

- The development application material and submitted plans
- *Planning Act 2016*
- Planning Regulation 2017
- The *State Development Assessment Provisions* (version 2.5), as published by the department
- The Development Assessment Rules
- SARA DA Mapping system
- State Planning Policy mapping system

Attachment 4—Representations about a referral agency response

(page left intentionally blank)

Attachment 5—Approved plans and specifications

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Development Assessment Rules—Representations about a referral agency response

The following provisions are those set out in sections 28 and 30 of the Development Assessment Rules¹ regarding **representations about a referral agency response**

Part 6: Changes to the application and referral agency responses

28 Concurrence agency changes its response or gives a late response

- 28.1. Despite part 2, a concurrence agency may, after its referral agency assessment period and any further period agreed ends, change its referral agency response or give a late referral agency response before the application is decided, subject to section 28.2 and 28.3.
- 28.2. A concurrence agency may change its referral agency response at any time before the application is decided if—
- (a) the change is in response to a change which the assessment manager is satisfied is a change under section 26.1; or
 - (b) the Minister has given the concurrence agency a direction under section 99 of the Act; or
 - (c) the applicant has given written agreement to the change to the referral agency response.²
- 28.3. A concurrence agency may give a late referral agency response before the application is decided, if the applicant has given written agreement to the late referral agency response.
- 28.4. If a concurrence agency proposes to change its referral agency response under section 28.2(a), the concurrence agency must—
- (a) give notice of its intention to change its referral agency response to the assessment manager and a copy to the applicant within 5 days of receiving notice of the change under section 25.1; and
 - (b) the concurrence agency has 10 days from the day of giving notice under paragraph (a), or a further period agreed between the applicant and the concurrence agency, to give an amended referral agency response to the assessment manager and a copy to the applicant.

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

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

Part 7: Miscellaneous

30 Representations about a referral agency response

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

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

Our ref TMR20-029437
Your ref 051
Enquiries Lachlan Jones



Department of
Transport and Main Roads

24 February 2020

Decision Notice – Permitted Road Access Location (s62(1) Transport Infrastructure Act 1994)

This is not an authorisation to commence work on a state-controlled road¹

Development application reference number MCU175, lodged with Balonne Shire Council involves constructing or changing a vehicular access between Lot 1RP81547, the land the subject of the application, and the Carnarvon Highway (a state-controlled road).

In accordance with section 62A(2) of the *Transport Infrastructure Act 1994* (TIA), this development application is also taken to be an application for a decision under section 62(1) of TIA.

Applicant Details

Name and address Rogan Building Pty Ltd c/- Out of the Woods Planning
14 Cobbold Lane
Maroochydore QLD 4558

Application Details

Address of Property 92 Victoria Street, St George QLD 4487
Real Property Description 1RP81547
Aspect/s of Development Development Permit for Material Change of Use - Low Impact
Industry and Caretaker's Accommodation

Decision (given under section 67 of TIA)

It has been decided to approve the application, subject to the following conditions:

No.	Conditions of Approval	Condition Timing
1	The permitted road access location is in accordance with the Site Plan prepared by DGA + D dated 20 January 2020, reference 200110.03 rev 5.	At all times.

Reasons for the decision

The reasons for this decision are as follows:

¹ Please refer to the further approvals required under the heading 'Further approvals'

- a) Issuing a decision under s62(A) of the TIA for an existing vehicular access grants the development permission for its use.

Please refer to **Attachment A** for the findings on material questions of fact and the evidence or other material on which those findings were based.

Information about the Decision required to be given under section 67(2) of TIA

1. There is no guarantee of the continuation of road access arrangements, as this depends on future traffic safety and efficiency circumstances.
2. In accordance with section 70 of the TIA, the applicant for the planning application is bound by this decision. A copy of section 70 is attached as **Attachment B**, as required, for information.

Further information about the decision

1. In accordance with section 67(7) of TIA, this decision notice:
 - a) starts to have effect when the development approval has effect; and
 - b) stops having effect if the development approval lapses or is cancelled; and
 - c) replaces any earlier decision made under section 62(1) in relation to the land.
2. In accordance with section 485 of the TIA and section 31 of the *Transport Planning and Coordination Act 1994* (TPCA), a person whose interests are affected by this decision may apply for a review of this decision only within 28 days after notice of the decision was given under the TIA. A copy of the review provisions under TIA and TPCA are attached in **Attachment C** for information.
3. In accordance with section 485B of the TIA and section 35 of TPCA a person may appeal against a reviewed decision. The person must have applied to have the decision reviewed before an appeal about the decision can be lodged in the Planning and Environment Court. A copy of the Appeal Provisions under TIA and TPCA is attached in **Attachment C** for information.

If further information about this approval or any other related query is required, Mr Lachlan Jones, Planning Officer should be contacted on (07) 4639 0759.

Yours sincerely



Jason McGuire
Senior Town Planner

Attachments: Attachment A – Decision evidence and findings
Attachment B - Section 70 of TIA
Attachment C - Appeal Provisions
Attachment D - Site Plan prepared by DGA + D dated 20 January 2020, reference 200110.03 rev 5.

Attachment A
Decision Evidence and Findings

Findings on material questions of fact:

- An existing vehicular access located between Lot 1RP81547 and the Carnarvon Highway.
- The development proposes to retain the existing vehicular access without modifications.
- Section 62 of the TIA allows the Chief Executive of the Department of Transport and Main Roads (the department) to make decisions about permitted road access locations between particular land and a state-controlled road

Evidence or other material on which findings were based:

- Transport Infrastructure Act 1994
- Transport and Main Roads' Road Planning and Design Manual
- Manual of Uniform Traffic Control Devices
- Site Plan prepared by DGA + D dated 20 January 2020, reference 200110.03 rev 5.

Attachment B
Section 70 of TIA

Transport Infrastructure Act 1994
Chapter 6 Road transport infrastructure
Part 5 Management of State-controlled roads

70 Offences about road access locations and road access works, relating to decisions under s 62(1)

- (1) This section applies to a person who has been given notice under section 67 or 68 of a decision under section 62(1) about access between a State-controlled road and adjacent land.
- (2) A person to whom this section applies must not—
- (a) obtain access between the land and the State-controlled road other than at a location at which access is permitted under the decision; or
 - (b) obtain access using road access works to which the decision applies, if the works do not comply with the decision and the noncompliance was within the person's control; or
 - (c) obtain any other access between the land and the road contrary to the decision; or
 - (d) use a road access location or road access works contrary to the decision; or
 - (e) contravene a condition stated in the decision; or
 - (f) permit another person to do a thing mentioned in paragraphs (a) to (e); or
 - (g) fail to remove road access works in accordance with the decision.

Maximum penalty—200 penalty units.

- (3) However, subsection (2)(g) does not apply to a person who is bound by the decision because of section 68.

Attachment C
Appeal Provisions

Transport Infrastructure Act 1994
Chapter 16 General provisions

485 Internal review of decisions

- (1) A person whose interests are affected by a decision described in schedule 3 (the original decision) may ask the chief executive to review the decision.
- (2) The person is entitled to receive a statement of reasons for the original decision whether or not the provision under which the decision is made requires that the person be given a statement of reasons for the decision.
- (3) The *Transport Planning and Coordination Act 1994*, part 5, division 2—
 - (a) applies to the review; and
 - (b) provides—
 - (i) for the procedure for applying for the review and the way it is to be carried out; and
 - (ii) that the person may apply to QCAT to have the original decision stayed.

485B Appeals against decisions

- (1) This section applies in relation to an original decision if a court (the appeal court) is stated in schedule 3 for the decision.
- (2) If the reviewed decision is not the decision sought by the applicant for the review, the applicant may appeal against the reviewed decision to the appeal court.
- (3) The *Transport Planning and Coordination Act 1994*, part 5, division 3—
 - (a) applies to the appeal; and
 - (b) provides—
 - (i) for the procedure for the appeal and the way it is to be disposed of; and
 - (ii) that the person may apply to the appeal court to have the original decision stayed.
- (4) Subsection (5) applies if—
 - (a) a person appeals to the Planning and Environment Court against a decision under section 62(1) on a planning application that is taken, under section 62A(2), to also be an application for a decision under section 62(1); and

(b) a person appeals to the Planning and Environment Court against a decision under the Planning Act on the planning application.

(5) The court may order—

(a) the appeals to be heard together or 1 immediately after the other; or

(b) 1 appeal to be stayed until the other is decided.

(6) Subsection (5) applies even if all or any of the parties to the appeals are not the same.

(7) In this section—

original decision means a decision described in schedule 3.

reviewed decision means the chief executive's decision on a review under section 485.

31 Applying for review

- (1) A person may apply for a review of an original decision only within 28 days after notice of the original decision was given to the person under the transport Act.
- (2) However, if—
 - (a) the notice did not state the reasons for the original decision; and
 - (b) the person asked for a statement of the reasons within the 28 days mentioned in subsection (1)the person may apply within 28 days after the person is given the statement of the reasons.
- (3) In addition, the chief executive may extend the period for applying.
- (4) An application must be written and state in detail the grounds on which the person wants the original decision to be reviewed.

32 Stay of operation of original decision

- (1) If a person applies for review of an original decision, the person may immediately apply for a stay of the decision to the relevant entity.
- (2) The relevant entity may stay the original decision to secure the effectiveness of the review and any later appeal to or review by the relevant entity.
- (3) In setting the time for hearing the application, the relevant entity must allow at least 3 business days between the day the application is filed with it and the hearing day.
- (4) The chief executive is a party to the application.
- (5) The person must serve a copy of the application showing the time and place of the hearing and any document filed in the relevant entity with it on the chief executive at least 2 business days before the hearing.
- (6) The stay—
 - (a) may be given on conditions the relevant entity considers appropriate; and
 - (b) operates for the period specified by the relevant entity; and
 - (c) may be revoked or amended by the relevant entity.
- (7) The period of a stay under this section must not extend past the time when the chief executive reviews the original decision and any later period the relevant entity allows the applicant to enable the applicant to appeal against the decision or apply for a review of the decision as provided under the QCAT Act.

(8) The making of an application does not affect the original decision, or the carrying out of the original decision, unless it is stayed.

(9) In this section—
relevant entity means—

- (a) if the reviewed decision may be reviewed by QCAT—QCAT; or
- (b) if the reviewed decision may be appealed to the appeal court—the appeal court.

35 Time for making appeals

(1) A person may appeal against a reviewed decision only within—

- (a) if a decision notice is given to the person—28 days after the notice was given to the person; or
- (b) if the chief executive is taken to have confirmed the decision under section 34(5)—56 days after the application was made.

(2) However, if—

- (a) the decision notice did not state the reasons for the decision; and
- (b) the person asked for a statement of the reasons within the 28 days mentioned in subsection (1)(a);

the person may apply within 28 days after the person is given a statement of the reasons.

(3) Also, the appeal court may extend the period for appealing.

CONFIDENTIAL ITEMS

Nil

INFORMATION REPORTS