



AGENDA

Coordination Committee Meeting

Tuesday 14 August 2018
commencing at 10.30am

Caboolture Chambers
2 Hasking Street, Caboolture

COUNCILLOR:

NOTICE IS HEREBY GIVEN, that a meeting of the Coordination Committee will be held on Tuesday 14 August 2018 commencing at 10.30am in Caboolture Chambers, 2 Hasking Street, Caboolture to give consideration to the matters listed on this agenda.

Daryl Hitzman
Chief Executive Officer

9 August 2018

Membership = 13
Mayor and all Councillors

Quorum = 7

[Agenda for public distribution](#)

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REPORT DETAIL

SUPPORTING INFORMATION

ATTENDANCE & APOLOGIES

Attendance:

Committee Members:

Cr Mike Charlton (Acting Mayor) (Chairperson)

Officers:

Apologies:

Cr Allan Sutherland (Mayor)

The Mayor is the Chairperson of the Coordination Committee.

Coordination Committee meetings comprise of Sessions chaired by Council's nominated Spokesperson for that portfolio, as follows:

Session	Spokesperson
1 Governance	Cr Allan Sutherland (Mayor)
2 Planning & Development	Cr Mick Gillam
3 Corporate Services	Cr Matt Constance
4 Asset Construction & Maintenance	Cr Adam Hain
5 Parks, Recreation & Sport	Cr Koliانا Winchester
6 Lifestyle & Amenity	Cr Denise Sims
7 Economic Development, Events & Tourism	Cr Peter Flannery
8 Regional Innovation	Cr Darren Grimwade
9 General Business	Cr Allan Sutherland (Mayor)

1 GOVERNANCE SESSION

(Cr M Charlton, Acting Mayor)

ITEM 1.1

**AUSTRALIAN LOCAL GOVERNMENT WOMEN'S ASSOCIATION QUEENSLAND
STATE CONFERENCE - REGIONAL**

Meeting / Session: 1 GOVERNANCE
Reference: A17344725 : 8 August 2018
Responsible Officer: LK, Executive Support Officer (CEO Executive Services)

Executive Summary

This report seeks consideration of Councillor attendance to the Australian Local Government Women's Association (ALGWA) Queensland State Conference to be held at the TYTO Conference & Event Centre, Ingham from 5-7 September 2018.

OFFICER'S RECOMMENDATION

1. That Councillor Denise Sims be authorised to attend the Australian Local Government Women's Association (ALGWA) Queensland State Conference.
2. That the Chief Executive Officer arrange for officer attendance at this conference as appropriate.

*ITEM 1.1 AUSTRALIAN LOCAL GOVERNMENT WOMEN'S ASSOCIATION QUEENSLAND STATE CONFERENCE
- REGIONAL - A17344725 (Cont.)*

REPORT DETAIL

1. Background

Advice has been received that the ALGWA QLD State Conference will be held at the TYTO Conference & Event Centre, Ingham from 5-7 September 2018. Cr Denise Sims has expressed an interest in attending this conference.

2. Explanation of Item

The 2018 annual conference will be hosted by Hinchinbrook Shire Council, with a theme of 'Ignite Your Potential', and will provide a program to develop skills and knowledge. Topics to be discussed include: financial sustainability, new planning legislation, sustainable development, leadership and challenges for local government.

3. Strategic Implications

3.1 Legislative/Legal Implications

There are no legislation/legal implications arising as a direct result from this report.

3.2 Corporate Plan / Operational Plan

Strengthening Communities: Strong local governance - strong leadership and governance.

3.3 Policy Implications

Arrangements will be made in accordance with Council's Professional Development Policy 2150-089.

3.4 Risk Management Implications

There are no risk management implications arising as a direct result from this report.

3.5 Delegated Authority Implications

There are no delegated authority implications arising as a direct result from this report.

3.6 Financial Implications

Appropriate funds have been provided in the 2018/19 Budget.

3.7 Economic Benefit

Topics associated with the conference will address a range of economic challenges facing local government.

3.8 Environmental Implications

There are no environmental implications arising as a direct result from this report.

3.9 Social Implications

There are no social implications arising as a direct result from this report.

3.10 Consultation / Communication

Consultation was undertaken with Councillors, the Chief Executive Officer and Directors.

ITEM 1.2

**122ND ANNUAL LOCAL GOVERNMENT ASSOCIATION OF QUEENSLAND
CONFERENCE - MORETON BAY REGIONAL COUNCIL MOTION AND DELEGATES
- REGIONAL**

Meeting / Session: 1 GOVERNANCE
Reference: A17307789 : 8 August 2018 - **Refer Supporting Information A17201974**
Responsible Officer: LK, Executive Support Officer (CEO Executive Services)

Executive Summary

This report seeks Council's endorsement of a motion and consideration of Delegates for the 2018 Local Government Association of Queensland's (LGAQ) Conference to be held in Brisbane from 29-31 October 2018.

OFFICER'S RECOMMENDATION

1. That the Chief Executive Officer be authorised to submit the motion contained in this report for inclusion in the 2018 Local Government Association of Queensland (LGAQ) Conference agenda.
2. That Cr Mike Charlton (Deputy Mayor) and Cr Adrian Raedel be Council's Delegates to the 2018 Local Government Association of Queensland (LGAQ) Conference.
3. That Councillors Houghton, Hain, Sims, Grimwade and Constance attend the 2018 Local Government Association of Queensland (LGAQ) Conference as observers.

ITEM 1.2 122ND ANNUAL LOCAL GOVERNMENT ASSOCIATION OF QUEENSLAND CONFERENCE - MORETON BAY REGIONAL COUNCIL MOTION AND DELEGATES - REGIONAL - A17307789 (Cont.)

REPORT DETAIL

1. Background

At the Coordination Committee meeting held 10 April 2018, Council supported the attendance of Councillors Mike Charlton (Deputy Mayor), James Houghton, Adam Hain, Denise Sims, Darren Grimwade, Matt Constance and Adrian Raedel to the 2018 LGAQ Conference.

The following resolution appears on Minute Page 18/694 of the General Meeting of Council held 10 April 2018.

Ex. Coordination Committee held 10 April 2018 (Page 18/697)

COMMITTEE RECOMMENDATION

1. That Councillors Mike Charlton (Deputy Mayor), James Houghton, Adam Hain, Denise Sims, Darren Grimwade, Matt Constance and Adrian Raedel be appointed to attend the 122nd Annual Local Government Association of Queensland Conference.
2. That the Chief Executive Officer arrange for officer attendance at this conference as appropriate.

2. Explanation of Item

As part of Council's attendance to the Annual LGAQ Conference, LGAQ advises that Council is entitled to be represented by two Delegates. That Cr Mike Charlton (Deputy Mayor) and Cr Adrian Raedel be Council's Delegates to the 2018 Local Government Association of Queensland (LGAQ) Conference.

Additionally, LGAQ has requested that Council submit motions for inclusion in the 2018 Conference agenda, by Friday 24 August 2018.

In this regard, Council is seeking the following motion to be included in the 2018 LGAQ Annual Conference agenda:

- Flying Fox Management Research and Assistance.

3. Strategic Implications

3.1 Legislative/Legal Implications

There are no legislation/legal implications directly arising from this report.

3.2 Corporate Plan / Operational Plan

Strengthening Communities: Strong local governance - strong leadership and governance.

3.3 Policy Implications

Arrangements will be made in accordance with Council's Professional Development Policy 2150-089.

3.4 Risk Management Implications

There are no direct risk management implications arising from this report.

3.5 Delegated Authority Implications

There are no delegated authority implications arising from this report.

3.6 Financial Implications

Funds have been provided in the Budget.

Moreton Bay Regional Council

ITEM 1.2 122ND ANNUAL LOCAL GOVERNMENT ASSOCIATION OF QUEENSLAND CONFERENCE - MORETON BAY REGIONAL COUNCIL MOTION AND DELEGATES - REGIONAL - A17307789 (Cont.)

- 3.7 Economic Benefit
Topics and motions associated with the conference will address a range of economic factors in local government.
- 3.8 Environmental Implications
Topics and motions associated with the conference will address a range of environmental challenges facing local government.
- 3.9 Social Implications
Topics and motions associated with the conference will address a range of social challenges facing local government.
- 3.10 Consultation / Communication
Consultation undertaken with all Councillors, the Chief Executive Officer and Directors.

SUPPORTING INFORMATION

Ref: [A17201974](#)

The following list of supporting information is provided for:

ITEM 1.2

**122ND ANNUAL LOCAL GOVERNMENT ASSOCIATION OF QUEENSLAND CONFERENCE -
MORETON BAY REGIONAL COUNCIL MOTION AND DELEGATES - REGIONAL**

#1 MBRC Proposed Motion

ITEM 1.2 - 122ND ANNUAL LOCAL GOVERNMENT ASSOCIATION OF QUEENSLAND CONFERENCE
- MORETON BAY REGIONAL COUNCIL MOTION AND DELEGATES - REGIONAL (Cont'd)

#1 MBRC Proposed Motion



Flying Fox Management - Research and Assistance

Moreton Bay Regional Council	
Title of motion	Flying Fox Management - Research and Assistance
Category	Environment and Health
Council resolution #	MN# xx/2018
Date of council resolution	Please select the date of resolution here
Motion	<p>That the Local Government Association of Queensland lobby the State Government to:</p> <ol style="list-style-type: none"> 1. Coordinate state-wide flying fox research, in conjunction with the Federal Government, universities and Local Governments, to determine the preferred habitat of black and grey headed flying foxes and their state-wide movement patterns. 2. Use the research findings to: <ol style="list-style-type: none"> (i) Analyse the potential increase in flying fox colonies in urban areas and their associated impacts; (ii) Establish options to reduce the likelihood of additional flying fox colonies in urban areas; and (iii) Develop an on-the-ground program for the successful relocation of colonies away from affected urban areas.
Background	<p>Moreton Bay Regional Council has submitted LGAQ motions regarding flying foxes in 2016 and 2017, lobbying the State Government to provide state-wide management of flying foxes and funding support for the management of flying foxes and dispersal.</p> <p>No change in State Government policy has occurred.</p>

ITEM 1.2 - 122ND ANNUAL LOCAL GOVERNMENT ASSOCIATION OF QUEENSLAND CONFERENCE
- MORETON BAY REGIONAL COUNCIL MOTION AND DELEGATES - REGIONAL (Cont'd)

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	<p>In recognition that flying foxes travel large distances across multiple Local Government boundaries, Moreton Bay Regional Council supports continued efforts to lobby the State Government to provide state wide management of flying foxes, including research and funding support.</p> <p>Most urban flying fox colonies contain black and grey headed flying foxes. Research into the habitat preferences and movement patterns of black and grey headed flying foxes will assist to establish options aimed at reducing the likelihood of additional flying fox colonies in urban areas.</p> <p>The New South Wales Government (Office of Environment and Heritage) provides grants to residents and local governments to implement approved flying fox management actions. Approved actions include:</p> <ul style="list-style-type: none"> • Purchase of materials, such as car and clothes line covers, cleaning equipment and home modifications; • removal of tree limbs or whole trees, weed management and trimming of understory vegetation on private property. <p>In the Moreton Bay region, seven (7) flying fox colonies inhabit private property. On these private properties, flying foxes are located within dense native and non-native vegetation.</p> <p>Moreton Bay Regional Council supports residents to manage flying foxes on private property by assisting residents to obtain State Government Flying Fox Roost Management permits. However, residents have reported they are unable to effectively implement the approved State Government flying fox control measures on private property due to high cost of weed removal and tree trimming.</p>
<p>What is the desired outcome sought?</p>	<ol style="list-style-type: none"> 1. State Government coordinate and fund a state-wide grant scheme for residents with approved State Government Flying Fox Roost Management permits. 2. State Government coordinate funding and research into: <ol style="list-style-type: none"> a. Habitat preference and movement patterns of black and grey headed flying foxes; and b. Impacts of black and grey headed flying foxes in urban areas.

2 PLANNING & DEVELOPMENT SESSION

(Cr M Gillam)

ITEM 2.1

MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT FOR AN OFFICE (LOT 1), FOOD AND DRINK OUTLET (LOT 2), FOOD AND DRINK OUTLET (LOT 3), SERVICE STATION (LOT 4), HEALTH CARE SERVICES, OFFICE, FOOD AND DRINK OUTLET (LOT 5), SHOP, FOOD AND DRINK OUTLET (LOT 6) AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION (2 INTO 9 LOTS) AND DEVELOPMENT PERMIT FOR BUILDING WORK (TO CARRY OUT BUILDING WORK ON A QUEENSLAND HERITAGE PLACE) - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7

APPLICANT: LandPartners Limited

OWNER: Dominique Developments Pty Ltd

Meeting / Session: 2 PLANNING & DEVELOPMENT

Reference: A17194714 : 14 June 2018 – Refer Supporting Information A17213346, A17211287, A17348141

Responsible Officer: LR, Senior Development Planner (PED Development Services)

Executive Summary

APPLICATION DETAILS	
Applicant:	LandPartners Limited
Lodgement Date:	30 June 2017
Properly Made Date:	21 July 2017
Information Request Date:	8 September 2018
Info Response Received Date:	15 January 2018
Decision Due Date:	16 August 2018
Prelodgement Meeting Held:	Yes (PRE/3875)

PROPERTY DETAILS	
Division:	Division 7
Property Address:	1613 Anzac Avenue, Kallangur
RP Description	Lot 66 SP285618 and Lot 100 RP910707
Land Area:	5.3 hectares
Property Owner	Dominique Developments Pty Ltd

STATUTORY DETAILS	
Planning Legislation:	Planning Act 2016
Planning Scheme:	Moreton Bay Regional Council Planning Scheme
Planning Locality / Zone	General Residential Zone - Urban Neighbourhood Precinct
Level of Assessment:	Code

This application seeks the following components:

- (a) Material Change of Use - Development Permit for an Office (Lot 1), Food and Drink Outlet (Lot 2), Food and Drink Outlet (Lot 3), Service Station (Lot 4), Health Care Services, Office, Food and Drink Outlet (Lot 5), Shop, Food and Drink Outlet (Lot 6); and
- (b) Reconfiguring a Lot - Development Permit for Subdivision (2 into 9 lots); and
- (c) Development Permit for Building Work (To Carry Out Building Work on a Queensland Heritage Place)

Moreton Bay Regional Council

ITEM 2.1 MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 - A17194714 (Cont.)

The application is a code consistent use in the General Residential Zone - Urban Neighbourhood Precinct and results in a satisfactory development outcome that achieves the outcomes identified in the applicable codes. The application is recommended to be approved, subject to conditions.

OFFICER'S RECOMMENDATION

- A. That Council, in accordance with the *Planning Act 2016*, approves the development application for a Material Change of Use - Development Permit for an Office (Lot 1), Food and Drink Outlet (Lot 2), Food and Drink Outlet (Lot 3), Service Station (Lot 4), Health Care Services, Office, Food and Drink Outlet (Lot 5), Shop, Food and Drink Outlet (Lot 6) and Reconfiguring a Lot - Development Permit for Subdivision (2 into 9 lots) and Development Permit for Building Work (To Carry Out Building Work on a Queensland Heritage Place) at 1613 Anzac Avenue, Kallangur, described as Lot 66 SP285618 and Lot 100 RP910707, subject to the following plans/documents and conditions:

Approved Plans and Documents			
Plan / Document Name	Reference Number	Prepared By	Dated
Proposed Reconfiguration of Lot 100 on RP910707 and Lot 66 on SP285618	BRJD7260.000-004 - Rev L Sheet 1 of 3	LandPartners Pty Ltd	13/06/2018
Proposed Reconfiguration of Lot 100 on RP910707 and Lot 66 on SP285618	BRJD7260.000-004 - Rev L Sheet 2 of 3	LandPartners Pty Ltd	13/06/2018
Proposed Reconfiguration of Lot 100 on RP910707 and Lot 66 on SP285618	BRJD7260.000-004 - Rev L Sheet 3 of 3	LandPartners Pty Ltd	13/06/2018

Plans to be Amended			
Plan / Document Name	Reference Number	Prepared By	Dated
Overall Master Plan	DA0-030 - Rev M	TRG Queensland Pty Ltd	13/06/2018
Site Plan	DA0-031 - Rev H	TRG Queensland Pty Ltd	13/06/2018
Proposed Site Plan - Neighbouring Site	DA0-032 - Rev H	TRG Queensland Pty Ltd	13/06/2018
Access (Pedestrian and Vehicular)	DA0-033 - Rev H	TRG Queensland Pty Ltd	13/06/2018
Area Plans	DA0-034 - Rev I	TRG Queensland Pty Ltd	13/06/2018
Lot Area Plan	DA0-035 - Rev H	TRG Queensland Pty Ltd	13/06/2018
Pedestrian Connectivity & Street Activation Plan	DA0-036 - Rev H	TRG Queensland Pty Ltd	13/06/2018
Street Activation Proposal	DA0-040 - Rev H	TRG Queensland Pty Ltd	13/06/2018
Street Activation Plan Proposal	DA0-041 - Rev I	TRG Queensland Pty Ltd	13/06/2018
Site Elevations	DA0-050 - Rev H	TRG Queensland Pty Ltd	13/06/2018
Site Sections	DA0-060 - Rev H	TRG Queensland Pty Ltd	13/06/2018

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ITEM 2.1 MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 - A17194714 (Cont.)

Plans to be Amended			
Plan / Document Name	Reference Number	Prepared By	Dated
Lot 1 - Office	DA0-100 - Rev G	TRG Queensland Pty Ltd	13/06/2018
Lot 1 - Office	DA0-110 - Rev H	TRG Queensland Pty Ltd	13/06/2018
Lot 2 - Food and Drink Outlet 1	DA0-200 - Rev H	TRG Queensland Pty Ltd	13/06/2018
Lot 2 - Food and Drink Outlet 1	DA0-210 - Rev H	TRG Queensland Pty Ltd	13/06/2018
Lot 3 - Food and Drink Outlet 2	DA0-300 - Rev A	TRG Queensland Pty Ltd	13/06/2018
Lot 3 - Food and Drink Outlet 2	DA0-310 - Rev A	TRG Queensland Pty Ltd	13/06/2018
Lot 3 - Food and Drink Outlet 2	DA0-311 - Rev A	TRG Queensland Pty Ltd	13/06/2018
Lot 4 - Service Station	DA0-400 - Rev G	TRG Queensland Pty Ltd	13/06/2018
Lot 4 - Service Station	DA0-410 - Rev G	TRG Queensland Pty Ltd	13/06/2018
Lot 4 - Service Station	DA0-411 - Rev G	TRG Queensland Pty Ltd	13/06/2018
Lot 5 - Health Care Services	DA0-500 - Rev H	TRG Queensland Pty Ltd	13/06/2018
Lot 5 - Health Care Services	DA0-510 - Rev H	TRG Queensland Pty Ltd	13/06/2018
Lot 5 - Health Care Services	DA0-511 - Rev H	TRG Queensland Pty Ltd	13/06/2018
Lot 6 - Shops and Food and Drink Outlets	DA0-600 - Rev G	TRG Queensland Pty Ltd	13/06/2018
Lot 6 - Shops and Food and Drink Outlets	DA0-610 - Rev H	TRG Queensland Pty Ltd	13/06/2018
Lot 6 - Shops and Food and Drink Outlets	DA0-611 - Rev G	TRG Queensland Pty Ltd	13/06/2018
Public Plaza (Lot 6)	DA0-900 - Rev G	TRG Queensland Pty Ltd	13/06/2018
Anzac Memorial Wall (Lot 5)	DA0-910 - Rev E	TRG Queensland Pty Ltd	13/06/2018
Hydraulic Impact Assessment Report	7958 Rev 1	HCE Engineers	28/11/2017
Site Based Stormwater Management Plan	5748 Rev 3	Gassman Development Perspectives	10/01/2018

Conditions

	CONDITION	TIMING
	RECONFIGURING A LOT	
	DEVELOPMENT PLANNING	
1	Approved Plans and/or Documents	

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ITEM 2.1 MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 - A17194714 (Cont.)

A	Undertake development generally in accordance with the approved plans and/or documents. These plans and/or documents will form part of the approval, unless otherwise amended by conditions of this approval.	Prior to submitting to the Council any request for approval of a plan of subdivision (i.e. a survey plan) and to be maintained at all times.
B	Submit to the Council for its records a 3D digital copy of the final development approval plans for any building approved on each proposed lot to be created in .SKP or .DAE file format if not previously submitted to the Council. Note Refer to https://www.moretonbay.qld.gov.au/town-planning/3d-model-submission/ for more details.	Prior to submitting to the Council any request for approval of a plan of subdivision (i.e. a survey plan).
2	Staging of Development	
	Ensure any survey plan proposing to create a new lot is not submitted to the Council for endorsement until the building for the Health Care Service component of the Material Change of Use aspect of this development approval on proposed Lot 5 is substantially constructed and at least at the 'lock up' stage of construction.	Prior to submitting to the Council any request for approval of a plan of subdivision (i.e. a survey plan) and to be maintained at all times.
3	Street Trees	
	Provide street trees along the full frontage of the site to Anzac Avenue (including the portion encumbered by Easement C RP889548) and Cecily Street in accordance with Planning scheme policy - Integrated Design Appendix D - Landscaping except where there is any conflict with the conditions of the Concurrence Agency in respect to the Heritage Place where the requirements of the Concurrence Agency will take precedence. Specifically, the (a) species choices are set out in section 1.2.2 (however along Anzac Avenue the species nominated in the Concurrence Agency response is to be used); (b) pot size is set out in section 1.2.3; and (c) number to be provided is set out in section 1.2.4. To remove any doubt, where the requirements of the Planning scheme policy are additional to and are not in conflict with a requirement of the Concurrence agency, compliance with the Planning Scheme Policy is required.	Prior to submitting to the Council any request for approval of a plan of subdivision (i.e. survey plan).
4	Water and/or Sewerage	
	Submit to Council a Certificate of Completion or Provisional Certificate of Completion for the development from the Northern SEQ Distributor–Retailer Authority (Unitywater) confirming: (a) a reticulated water supply network connection is available to the land; and (b) a sewerage network connection is available to the land; and (c) all the requirements of Unitywater have been satisfied.	Prior to submitting to the Council any request for approval of a plan of subdivision (i.e. survey plan).
5	Existing Telecommunications Infrastructure	
	Provide a 'Telecommunications Infrastructure Provisioning Confirmation' or a 'Telecommunications Network Infrastructure Notification' letter from a telecommunications carrier licensed under the <i>Telecommunications Act 1997</i> (e.g. Telstra) confirming	Prior to submitting to the Council any request for approval of a plan of subdivision (i.e. survey plan).

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ITEM 2.1 MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 - A17194714 (Cont.)

	that telecommunications carrier has been engaged to install telecommunications infrastructure within the proposed development.	
6	Electricity	
A	Provide evidence (e.g. Certificate for Electricity Supply to Subdividers with Agreement Number or Certificate of Supply) demonstrating that an underground electricity supply network has or will be constructed along the frontage of each proposed lot.	Prior to submitting to the Council any request for approval of a plan of subdivision (i.e. survey plan).
B	Remove electrical power poles located along the Anzac Avenue frontage of the site identified in Council records as poles; (i) P21338C; (ii) X14813-A; (iii) P291021; (iv) X12175-B and relocate powerlines below ground.	
7	Land Dedication	
A	Dedicate land along the northern and western boundary of the site mapped as <i>New Road</i> as road reserve in accordance with the approved Proposed Reconfiguration of Lot 100 on RP910707 and Lot 66 on SP285618 Plan (BRJD7260.000-004 Sheets 1-3). <i>This condition has been imposed under section 145 of the Planning Act 2016.</i>	All prior to or with the registration of the plan of subdivision for the development.
B	Dedicate land along the full Anzac Avenue frontage of the subject site sufficient to provide a minimum 6.0 metre wide verge between the kerb and channel invert (post widening and associated works) and the property boundary. To remove any doubt this excludes the part of the subject site encumbered by Easement C RP889548. <i>This condition has been imposed under section 145 of the Planning Act 2016.</i>	
8	Existing Easement	
	Demonstrate that the existing easement A RP869167 has been extinguished.	All prior to or with the registration of the plan of subdivision for the development.
DEVELOPMENT ENGINEERING		
9	Replace Existing Council Infrastructure	
	Replace existing Council infrastructure (including but not limited to street trees and footpaths) that is damaged as part of construction works, to a standard which is consistent with Council's standards.	Prior to submitting to the Council any request for approval of a plan of subdivision (i.e. a survey plan).
10	Alterations and Relocation of Existing Services	
	Any alteration or relocation in connection with or arising from the development to any service, installation, plant, equipment or other	Prior to submitting to the Council any request for

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ITEM 2.1 MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 - A17194714 (Cont.)

	item belonging to or under the control of the telecommunications authority, electricity authorities, the Council or other person engaged in the provision of public utility services is to be carried with the development and at no cost to Council.	approval of a plan of subdivision (i.e. a survey plan).
11	Access Easements	
A	Provide a 6m (minimum) wide access easement over proposed Lots 1 and 6 in favour of Lot 67 on RP804912 in accordance with the Approved Plans.	All prior to or with the registration of the plan of subdivision for the development.
B	Provide a 6m (minimum) wide access easement over each of the proposed lots as shown on the approved plans with reciprocal access and services easements in favour of all other lots in the development with the exception of proposed lots 8 and 9.	
C	Construct internal roadways from the edge of bitumen for the full length of all access easements in accordance with Council's standards current at the time of development and the Approved Plans.	Prior to submitting to the Council any request for approval of a plan of subdivision (i.e. a survey plan).
12	Access, Internal Roadways, Parking and Servicing Areas	
A	Design, construct and maintain, all line-marking, accesses and internal roadways in accordance with the approved plan(s) of layout, MUTCD and Australian Standard AS2890. The works must be designed, constructed and maintained in accordance with good engineering practices and Council's Planning Scheme requirements unless conditioned otherwise.	Prior to submitting to the Council any request for approval of a plan of subdivision (i.e. a survey plan).
B	Provide a 'Level V allotment drainage system in accordance with the Queensland Urban Drainage Manual (QUDM). The design ARI for the system shall be in accordance with QUDM but in no circumstance shall the ARI be less than that for the Minor Stormwater System in the adjacent road system.	
C	Provide certification from an RPEQ that all works have been designed and constructed in accordance with this permit condition.	
13	Site Access Prohibited	
	Vehicular access directly from Brays Road to proposed Lots 5, 6 and 8 is prohibited for traffic management and safety reasons. Note: A property condition will be attached to the affected lots to advise land owners of this restriction.	To be maintained at all times.
14	Construction Affecting Existing Roads	
	Provide and maintain control measures for any works in or affecting roads (including verges) to ensure that the works will not injure, endanger, obstruct or unduly inconvenience any person or user of the road. Note: All traffic control devices must be installed and maintained in accordance with the Manual of Traffic Control Devices (Queensland).	At all times.
15	Stormwater Management & Drainage Infrastructure – Design & Construction	

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	<p>Design and construct at no cost to Council all necessary stormwater management and drainage works (internal and external to the site) in accordance with Council's design standard current at the time of development.</p> <p>The design must consider "Water Sensitive Urban Design" principles, integrating the stormwater infrastructure into the urban design wherever possible.</p> <p>Note: The current design standards and relevant planning scheme codes are:</p> <ol style="list-style-type: none"> 1. Planning Scheme Policy Integrated Design; 2. Works Code. <p>This condition has been imposed under section 145 of the <i>Planning Act 2016</i>.</p> <p>Note: External Stormwater Drainage Works must be undertaken in accordance with an Operational Works Permit.</p>	<p>Prior to submitting to the Council any request for approval of a plan of subdivision (i.e. a survey plan).</p>
16	Stormwater Drainage - Lawful Discharge	
A	<p>Ensure that stormwater from the proposed development is lawfully discharged from the subject land without causing nuisance and annoyance to any person.</p>	<p>At all times.</p>
B	<p>Provide Stormwater Drainage Easements in accordance with the Approved Site Based Stormwater Management Report.</p> <p>Construct the proposed inter-allotment drainage system within the approved Drainage Easements in accordance with Council's standards current at the time of development and the Approved Report.</p>	<p>Prior to submitting to the Council any request for approval of a plan of subdivision (i.e. a survey plan).</p>
17	Stormwater Management Plan (Quantity) – Amended Plan Required	
A	<p>Submit and have approved by Council, an amended Stormwater Management Plan to demonstrate how stormwater from the proposed development can be managed in accordance with Council's planning scheme requirements and design standards, the "Healthy Waterways Water Sensitive Urban Design Technical Guidelines for South East Queensland" and other relevant legislative requirements.</p> <p>In particular the following issues must be addressed in the amended plan:</p> <ol style="list-style-type: none"> (i) Concept Stormwater Drainage Layout Plans must be amended to reflect the updated Approved Plans; (ii) Easements for Stormwater Drainage purposes must be shown on Stormwater Drainage Layout Plans to facilitate stormwater drainage from each Lot to a lawful point of discharge. (iii) The Lot 4 (Service Station), the proposal must include a separate treatment system for the high-risk area (under canopy and fuel tank refuelling area). 	<p>Prior to any development application for operational works, building works or commencement of any works - whichever occurs first.</p>

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	<p>Notes:</p> <ol style="list-style-type: none"> 1. The Stormwater Management Report must be prepared by a suitably qualified and experienced RPEQ. 2. The current design standards and relevant planning scheme codes are: <ul style="list-style-type: none"> o Planning Scheme Policy Integrated Design; and o Works Code. 	
B	<p>Implement the works identified in the approved Stormwater Management Plan and provide certification from an RPEQ that all works have been designed and constructed in accordance with this permit condition.</p> <p>Provide Council with "As Built" drawings and specifications of the stormwater management devices certified by an RPEQ.</p>	<p>Prior to submitting to the Council any request for approval of a plan of subdivision (i.e. a survey plan).</p>
C	<p>Maintain and repair the completed private infrastructure works to ensure its ongoing effectiveness. The approved works shall not be altered in any way without the prior written approval of Council.</p>	<p>At all times.</p>
D	<p>Clearly identify the ongoing responsibility for maintenance and repair of any stormwater management infrastructure in the Easement Documentation for Stormwater Drainage Purposes. The Easement Documentation must also note that any on-site facility must not be altered without the prior written approval of Council.</p>	<p>Prior to submitting to the Council any request for approval of a plan of subdivision (i.e. a survey plan).</p>
	<p>This condition has been imposed under section 145 of the <i>Planning Act 2016</i>.</p>	
18	<p>Stormwater Management Plan (Quality) – Amended Plan Required</p>	
A	<p>Submit and have approved by Council, an amended Stormwater Management Plan to demonstrate how stormwater from the proposed development can be managed in accordance with Council's planning scheme requirements and design standards, the "Healthy Waterways Water Sensitive Urban Design Technical Guidelines for South East Queensland" and other relevant legislative requirements.</p> <p>In particular the following issues must be addressed in the amended plan:</p> <ol style="list-style-type: none"> (i) The stormwater quality treatment train and strategy must be amended to reflect the updated Approved Plans; (ii) The stormwater quality treatment proposal does not cover Lots 3 and 8. Details of stormwater quality treatment proposal to cover the entire site (approximately 2.74 ha) must be provided as part of amended report. (iii) The Lot 4 (Service Station), the proposal must include a separate treatment system for the high-risk area (under canopy and fuel tank refuelling area). <p>Undertake stormwater quality modelling in accordance with the most current version of the MUSIC Modelling Guidelines for South East Queensland and provide electronic copies of the MUSIC files to Council.</p> <p>Notes:</p>	<p>Prior to any development application for operational works or building works or commencement of any works - whichever occurs first.</p>

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	<p>1. The Stormwater Management Report must be prepared by a suitably qualified and experienced RPEQ.</p> <p>2. The current design standards and relevant planning scheme codes are:</p> <ul style="list-style-type: none"> o Planning Scheme Policy Integrated Design; and o Works Code. 	
B	<p>Implement the works identified in the approved Stormwater Management Plan and provide certification from an RPEQ that all works have been designed and constructed in accordance with this permit condition.</p> <p>Provide Council with "As Built" drawings and specifications of the stormwater management devices certified by an RPEQ.</p>	
C	<p>Maintain and repair the completed private infrastructure works to ensure its ongoing effectiveness. The approved works shall not be altered in any way without the prior written approval of Council.</p>	At all times.
D	<p>The developer must have a long-term maintenance agreement with the manufacturer or with an authorised dealer to undertake maintenance of the proposed Stormwater 360 treatment system in accordance with the manufacturer's standards. A copy of maintenance agreement is to be provided to Council.</p>	Prior to submitting to the Council any request for approval of a plan of subdivision (i.e. a survey plan).
E	<p>Clearly identify the ongoing responsibility for maintenance and repair of any stormwater management infrastructure in the Easement Documentation for Stormwater Drainage Purposes. The Easement Documentation must also note that any on-site facility must not be altered without the prior written approval of Council.</p>	
	<p>This condition has been imposed under section 145 of the <i>Planning Act 2016</i>.</p>	

CONDITION		TIMING
MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT		
DEVELOPMENT PLANNING		
19	Approved Plans and/or Documents	
A	<p>Undertake development generally in accordance with the approved plans and/or documents. These plans and/or documents will form part of the approval, unless otherwise amended by conditions of this approval.</p>	Prior to commencement of use and to be maintained at all times.
B	<p>Submit to the Council for its records a 3D digital copy of the final development approval plans in .SKP or .DAE file format.</p> <p>Note Refer to https://www.moretonbay.qld.gov.au/town-planning/3d-model-submission/ for more details.</p>	Prior to any approval of Building Works for each respective building.
20	Approved Uses	
	<p>Carry out the approved uses only on certain lots as follows;</p> <ul style="list-style-type: none"> (a) Office (Lot 1), (b) Food and Drink Outlet (Lot 2), (c) Food and Drink Outlet (Lot 3), 	

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	(d) Service Station (Lot 4), (e) Health Care Services, Office, Food and Drink Outlet (Lot 5), (f) Shop, Food and Drink Outlet (Lot 6)	
21	Amended Plans Required	
A	<p>Submit an amended development plans package incorporating the following:</p> <ul style="list-style-type: none"> (i) Remove all proposed signage that will be subject to an operational works application from the development plans; (ii) Fully dimensioned plans; (iii) An internal layout to each of the buildings. In respect to the Health Care Services building on proposed Lot 5 the layout is to ensure rooms and activities are laid out in a manner that is consistent with the creation of an Active Frontage to Anzac Avenue. The layout is to avoid locating rooms or activities along the Anzac Avenue frontage that by their nature require privacy (eg doctor consultation room), darkness (eg radiology) or the like as well as not locating utility rooms along the frontage; (iv) A schedule of materials, finishes and colours for all buildings demonstrating a design outcome consistent with the Performance Outcomes sought by the planning scheme. In addition, details are to also be included on the design treatments to the Brays Road frontage of the building on proposed Lot 6 that uses materials, finishes, lighting and the like to provide an attractive interface with the road frontage themed around the natural landscape; (v) A schedule of materials, finishes and colours for all pathways (internal and external to the site), driveways, alfresco areas, car parking areas and the like demonstrating a design outcome consistent with the Performance Outcomes sought by the planning scheme; (vi) An amended layout of the internal carpark so that in respect to the primary east-west car parking aisle through the site, a hard edge/barrier is provided on the southern side of the aisle integrated with landscaping to prevent any vehicle spaces being accessed directly off the car parking aisle. The number of car parking spaces is to be consistent with the requirements of the MBRC planning scheme. (vii) Provision of two (2) raised, shared pedestrian / vehicle zones (akin to a wombat crossing) along the primary east-west car parking aisle, at the locations shown on the proposal plans as zebra crossings between and connecting Lot 4 to Lot 6 and Lot 5 to Lot 6. The design and surface treatment of this zone is required to provide an aesthetic break in the driveway pavement and to ensure pedestrian priority is maintained for the site. (viii) Relocate the southern vehicular entrance into the car parking area of Lot 2 to the east by 1 car parking space to be more central to entrance into Lot 2 and Lot 3. (ix) A pedestrian crossing across the driveway entrance into the site connecting the footpaths either side of the entrance driveway; (x) The recommendations of the pedestrian connectivity assessment required in other conditions of this development approval. 	Prior to any approval of Building Works.

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	<p>Service Station - Proposed Lot 4</p> <ul style="list-style-type: none"> (xi) Re-design the north façade of the Service Station building orientated to and facing Anzac Avenue to include glazing allowing views out of the building having a minimum area of 10m² with no part of the minimum required glazing located higher than 2.4 metres above ground level; (xii) Remove all support posts from the awning directly contiguous to the north façade of the Service Station to maximise the opportunity for activation of Anzac Avenue. An awning in this location is require to be cantilevered. To remove any doubt the awning above the alfresco areas can be supported by posts except for the portion above the land required to be dedicated as road reserve; (xiii) Ensure the front edge of the awning extends a minimum distance of 3.0 metres forward of the north façade of the service station building; (xiv) Amend the dwarf walls around the perimeter of the alfresco areas shown on the proposal plans to be raised garden beds. <p>Food and Drink Outlet - Proposed Lot 2</p> <ul style="list-style-type: none"> (xv) Provide a false façade or landscaped arbour (or combination of both) for the full length of the Food and Drink Outlet drive-through up to a minimum height of 2.4 metres similar to that proposed for the building on proposed Lot 3 along the frontage adjacent to Easement C RP889548; (xvi) Provide a raised pedestrian connection from the Food and Drink Outlet across the drive-through to the edge of the open space area encumbered by Easement C RP889548 similar to the outcome in Council development approval DA/32746/2016/V23C; (xvii) Provide an outdoor dining area to an area between the drive-through and Easement C RP889548 (in addition to or instead of the originally proposed area) having a minimum width of 2.5 metres (measured perpendicular to the drive-through) accessed via the connection mentioned in the previous clause of this condition. Extend an awning over this outdoor area; (xviii) Along the edge of Easement C RP889548, install bench seating or a dwarf wall having a maximum height of 600mm, capping and width capable of being used as a seat orientated to Easement C RP889548. <p>Food and Drink Outlet - Proposed Lot 3</p> <ul style="list-style-type: none"> (xix) Provide decorative fins or similar architectural elements to the drive-through north-eastern corner; (xx) Provide a raised pedestrian connection from the Food and Drink Outlet across the drive-through to the edge of the open space area encumbered by Easement C RP889548 similar to the outcome in Council development approval DA/32746/2016/V23C; (xxi) Provide an outdoor dining area to an area between the drive-through and Easement C RP889548 (in addition to or instead of the originally proposed area) having a minimum width of 2.5 metres (measured perpendicular to the drive-through) accessed via the connection mentioned in the previous 	
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	<p>clause of this condition. Extend an awning over this outdoor area;</p> <p>(xxii) Along the edge of Easement C RP889548, install bench seating or a dwarf wall having a maximum height of 600mm, capping and width capable of being used as a seat orientated to Easement C RP889548.</p> <p>Health Care Services, Office and Food and Drink Outlet - Proposed Lot 5</p> <p>(xxiii) Remove all awning support posts that will be located in road reserve with awnings extending into the road reserve to be cantilevered only.</p>	
B	Obtain approval from Council for the amended development plans package in accordance with (A) above.	Prior to any approval of Building Works.
C	Implement the requirements and recommendations of the approved plan(s). The approved amended plan(s) will form part of the approval.	Prior to commencement of use.
22	Staging / Timing	
	Ensure that the building for all uses identified on proposed Lot 5 are constructed prior to, or concurrently with, any uses identified on proposed Lots 2, 3, 4 and 6.	Prior to commencement of use and to be maintained at all times.
23	Awning	
A	Ensure the awnings located along the road frontage over road reserve are installed at a minimum height of 3.2 metres and maximum height of 4.2 metres above ground level.	Prior to commencement of use and to be maintained at all times.
B	Ensure the awnings are constructed with a minimum width of 1.5m or as otherwise dimensioned on the approved plans.	
C	Install down lights within the awnings along the road frontage and the alfresco dining areas along the northern boundary.	
D	Ensure no advertising devices or on site services (including air-conditioning units, solar panels or the like) are installed or attached above the roof of the awnings along the northern boundary and extending back to the main building each is attached to, unless otherwise approved by the Council in writing.	
24	Outdoor Dining	
A	Install on proposed Lots 2, 3 and 4, a minimum on each proposed lot of 4 permanent tables and chairs wholly located within the boundaries of the site (not in road reserve) in the area shown on the approved plans as alfresco or outdoor dining.	Prior to commencement of use and to be maintained at all times.
B	Provide fixed bins within each of the alfresco or outdoor dining areas and within the site.	
25	Bicycle Parking Facilities	
	<p>Install secure bicycle parking facilities as follows:</p> <p>(a) Lot 1 - minimum of one (1) bicycle space;</p> <p>(b) Lot 2 - minimum of one (1) bicycle space;</p> <p>(c) Lot 3 - minimum of one (1) bicycle space;</p> <p>(d) Lot 4 - minimum of two (2) bicycle spaces;</p> <p>(e) Lot 5 - minimum of nine (9) bicycle spaces;</p>	Prior to commencement of use for each respective lot and to be maintained.

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	(f) Lot 6 - minimum of seventeen (17) bicycle spaces. Bicycle parking is to be provided in accordance with Austroads (2008), Guide to Traffic management - Part 11: Parking.	
26	End of Trip Facilities	
A	<p>Install storage lockers as follows:</p> <ul style="list-style-type: none"> (a) Lot 1 - minimum of two (2) storage lockers; (b) Lot 2 - minimum of two (2) storage lockers; (c) Lot 3 - minimum of two (2) storage lockers; (d) Lot 4 - minimum of four (4) storage lockers; (e) Lot 5 - minimum of fifteen (15) storage lockers; (f) Lot 6 - minimum of twenty-eight (28) storage lockers. <p>All storage lockers are to have minimum dimensions of 900mm (height) x 300mm (width) x 450mm (depth).</p>	Prior to commencement of use for each respective lot and to be maintained.
B	<p>Install change rooms as follows:</p> <ul style="list-style-type: none"> (a) Lot 1 - minimum of one (1) change room; (b) Lot 2 - minimum of one (1) change room; (c) Lot 3 - minimum of one (1) change room; (d) Lot 4 - minimum of one (1) change room; (e) Lot 5 - minimum of one (1) change room; (f) Lot 6 - minimum of two (2) change rooms. <p>Each change room is to be fitted with the following:</p> <ul style="list-style-type: none"> (i) a lockable door; (ii) minimum of one (1) shower; (iii) minimum of one (1) closet pan; (iv) minimum of one (1) washbasin; (v) a mirror located above each wash basin; (vi) a hook and beanch seating within each shower compartment; and (vii) a socket-outlet located adjacent to each wash basin. 	
27	Material and Finishes to Internal Car Parking Isles	
	<p>Construct the two (2) raised, shared pedestrian / vehicle zones (akin to wombat crossings) along the primary east-west car parking aisle, at the locations shown on the proposal plans of materials and finishes to soften the visual impact of each zone. The design is to also ensure pedestrian priority for the area and provide coloured pavement thresholds to the parking isles where necessary, highlighting the shared pedestrian/vehicle zones. In order to achieve the above, one or a combination of the following is to be used unless approved otherwise by the Council in writing:</p> <ul style="list-style-type: none"> (a) coloured aggregate; (b) coloured asphalt; (c) brick pavers; (d) approved porous surfacing; and/or (e) banding patterns in the surface design. <p>Notes:</p> <ol style="list-style-type: none"> 1. Council may approve other materials and finishes that are compatible with the objectives of this requirement. 2. The use of a plain concrete finish is not acceptable. 	Prior to commencement of use and to be maintained at all times.

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28	Active Frontage	
	Ensure all glazing to Anzac Avenue, Brays Road and Cecily Street remains uncovered and free of signage unless otherwise approved by Council in writing.	At all times.
29	Electrical Transformer	
	<p>Ensure that any electrical transformers are located in the Brays Road front setback (only where not proposed on an internal road) and is screened so that the transformer is not visible from any road frontage and achieves the following:</p> <ul style="list-style-type: none"> (a) A combination of screening device and landscaping; (b) The screening device is constructed of durable, weather resistant materials; and (c) Is integrated with the design of the development and positively contributes to the streetscape. <p>Where an internal road is proposed the transformer is to be located at the end of the roadway internal to the site with provision made for maintenance access through the site.</p> <p>Note: The use of barbed wire or metal prongs is not permitted</p>	Prior to commencement of the use and to be maintained at all times.
30	Street Numbering and Building Names	
	Install tenancy and street numbering conveniently located at the road frontage of the site. Ensure street numbers and any building names are prominently displayed at the road frontage of the site, to enable identification by emergency services.	Prior to commencement of use and to be maintained at all times.
31	External Lighting	
A	Install external lighting in accordance with AS4282-1997 - (Control of the Obtrusive Effects of Outdoor Lighting) or as amended.	Prior to commencement of use and to be maintained at all times.
B	Provide certification from a suitably qualified person that external lighting has been installed in accordance with AS4282-1997 - (Control of the Obtrusive Effects of Outdoor Lighting).	Prior to commencement of use.
32	Lighting	
A	Install lighting in any pedestrian areas that require illumination in accordance with AS 1158.3.1 Pedestrian Area (Category P) Lighting – Performance and installation design requirements or as amended.	Prior to commencement of use and to be maintained at all times.
B	Provide certification from a suitably qualified person that lighting for pedestrian areas satisfies the intent of AS 1158.3.1 Pedestrian Area (Category P) Lighting – Performance and installation design requirements or as amended.	Prior to commencement of use.
33	Pedestrian Connectivity	
A	Investigate all opportunities to improve pedestrian connectivity within the site as well as beyond the boundaries of the site with specific consideration to be given to; <ul style="list-style-type: none"> (a) access locations, and (b) the width of connections, and 	Prior to commencement of use.

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	<p>(c) walkability (with consideration of pram ramps, etc) and walkable catchments, and</p> <p>(d) any possible improvements to the existing crossing of Anzac Ave including signalisation, pedestrian bridges; widening of the existing pedestrian refuge in the median, and the like; and</p> <p>(e) existing and proposed external paths, and</p> <p>(f) pedestrian desire lines.</p> <p>Any proposed improvements need to be approved by the relevant road authorities where located in road reserve.</p> <p>The investigation is to be undertaken by a suitable qualified person and submitted to Council for approval. Recommendations of the approved investigation are to be implemented and included in amendments to the proposal plans with the works undertaken at no cost to Council.</p>	
B	Ensure that a practical and attractive pedestrian connection is constructed from Lot 6 to the approved development to the south in accordance with the approved plans.	Prior to commencement of use.
34	Waste Management Plan	
A	Implement the approved waste management arrangements identified on the approved plan.	Prior to commencement of use.
B	Manage waste in accordance with SC 6.20 Planning Scheme Policy - Waste.	Prior to commencement of use and to be maintained at all times.
C	Provide a bin wash down facility connected to sewer as per SC 6.20 Planning Scheme Policy - Waste.	
35	Acoustic Attenuation Report Required	
A	<p>Submit an amended environmental noise impact assessment prepared by a suitably qualified acoustic consultant in accordance with Planning Scheme Policy - Noise.</p> <p>Note: The assessment is to presume 24 hour operation of the Food and drink outlets.</p>	Prior to any approval of Building Works.
B	Obtain approval from Council for the environmental noise impact assessment in accordance with (A) above.	
C	Implement all noise attenuation measures recommended in the approved environmental noise impact assessment in order to achieve the specified noise limits.	Prior to the commencement of the use and to be maintained at all times.
D	Provide certification from a suitably qualified person that the attenuation measures have been installed/implemented in accordance with the specifications of the approved environmental noise impact assessment.	
36	Air Quality Attenuation Measures	
A	Provide the air quality attenuation measures as specified in the Air Quality Assessment prepared by MWA Environmental.	Prior to the commencement of the use and to be maintained at all times.
B	Provide certification from a suitably qualified person that the air quality attenuation measures have been installed/implemented in	Prior to the commencement of the use.

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	accordance with the specifications of the Air Quality Assessment prepared by MWA Environmental.	
37	Underground Petroleum Storage System - Certification	
	<p>Provide certification from a suitably qualified person that the Underground Petroleum Storage System (UPSS) is designed, installed and tested in accordance with the following minimum requirements:</p> <p>Leak Prevention Tanks</p> <ul style="list-style-type: none"> (i) non-corrodible tank (4.2.1 AS4897) (ii) secondary containment (4.2.3 AS4897) (iii) overfill protection (4.4.2 AS4897) <p>Leak Prevention Piping</p> <ul style="list-style-type: none"> (iv) non-corrodible product piping (4.3.1 AS4897) (v) supply piping with secondary containment (4.3.3 AS4897) (vi) fill point spill containment (4.3.5 AS4897) <p>Leak Prevention Dispensers</p> <ul style="list-style-type: none"> (vii) dispenser sump (4.4.1 AS4897) <p>Other</p> <ul style="list-style-type: none"> (viii) earthing of UPS system (4.4.4 AS4897) (ix) tank pit observation well/s (4.4.4 AS4897) <p>Vapour Recovery</p> <ul style="list-style-type: none"> (x) VR1 vapour recovery (4.3.6 AS4897) <p>System Integrity</p> <ul style="list-style-type: none"> (xi) an equipment integrity test of the system has been carried out in accordance with the written directions of a suitably qualified and experienced person, and (xii) the system has been certified, by the person by whom the test was carried out, as having satisfied the test. 	Prior to commencement of use and to be maintained at all times.
38	Dispensing Areas and Forecourts	
	Dispensing areas and forecourts are to be designed and installed in accordance with the following:	
A	<p>Forecourt - FDA to be Impervious</p> <ul style="list-style-type: none"> • All ground surfaces within fuel dispensing areas shall be made of impervious material such as concrete or equivalent (note: asphalt is not suitable) and all gaps and/or cracks shall be filled so that the impervious barrier and integrity is maintained. 	Prior to commencement of use and to be maintained at all times.
B	<p>Forecourt - Non-FDA To be Impervious</p> <ul style="list-style-type: none"> • All non-fuel dispensing forecourt surfaces not under canopy shall be constructed of concrete or equivalent (asphalt is considered suitable for non-dispensing areas) and all gaps and/or cracks shall be filled so that the impervious barrier and integrity is maintained. 	
C	<p>Forecourt - Demarcation</p> <ul style="list-style-type: none"> • Fuel dispensing areas must be clearly delineated from other areas such as remote air/water supply areas, uncovered forecourt areas, access roads, general parking bays, etc. by 	

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	<p>methods such as a painted line on the ground, roll-over bunds, different coloured concrete etc. Fuel dispensing areas must be designed so that no vehicle may be refuelled outside the delineated areas.</p>
D	<p>Forecourt - Signage For Drains</p> <ul style="list-style-type: none"> • Drainage inlets located in the vicinity of the general forecourt area shall be provided with signage indicating the fate of flow such as "flows to treatment system" or "flows to containment sump".
E	<p>Forecourt - Canopy Design</p> <ul style="list-style-type: none"> • Fuel dispensing areas shall be covered by a roof or canopy to minimise stormwater entering the dispensing area. The roof or canopy shall overhang by a horizontal distance of ¼ of the roof height out from the vertical above the boundary of the demarcated fuel dispensing area.
F	<p>Containment Vessel</p> <ul style="list-style-type: none"> • Fuel dispensing areas and under canopy Tanker Delivery Standing Areas shall be graded to an approved hydrocarbon separator that achieves the following criteria prior to discharge to stormwater - <ul style="list-style-type: none"> (i) Less than 5ppm (mg/L) Total Petroleum Hydrocarbons (TPH), (ii) Greater than or equal to 80% reduction in Total Suspended Solids (TSS), and (iii) Greater than or equal to 90% reduction in gross pollutants. <p>Note: Approved devices are listed on Brisbane City Council's Register of Certified Hydrocarbon Separators.</p>
G	<p>Containment Vessel - Fuel Delivery Outside of Canopy</p> <ul style="list-style-type: none"> • All spills and leaks from bulk fuel transfer activities outside of the forecourt canopy area (i.e. fuel tanker trucks delivering to bulk fuel storages on site) must be contained on-site. Tanker Delivery Standing Areas outside of the canopy shall be constructed so that contaminated run-off is automatically diverted to an approved hydrocarbon separator that achieves the following criteria prior to discharge to stormwater - <ul style="list-style-type: none"> (i) Less than 5ppm (mg/L) Total Petroleum Hydrocarbons (TPH), (ii) Greater than or equal to 80% reduction in Total Suspended Solids (TSS), and (iii) Greater than or equal to 90% reduction in gross pollutants. <p>Note: Approved devices are listed on Brisbane City Council's Register of Certified Hydrocarbon Separators.</p>
H	<p>Forecourt - Spill Kits</p> <ul style="list-style-type: none"> • Spill kits shall be provided and maintained in strategic locations. They shall be appropriate in size, type and equipment to the identified hazards. Kits shall consist of, but not be limited to, the following: <ul style="list-style-type: none"> (i) oil absorbent materials (ii) impervious drain covers

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	(iii) drip trays (iv) spades, funnels (v) hydrocarbon compatible containers (vi) appropriate PPE.	
39	Leak Detection for UPSS	
	Install and implement the following minimum leak detection measures:	
A	Statistical inventory analysis with the following capabilities: (a) can detect a leak from any portion of the underground storage system; (b) uses equipment that has been installed, calibrated and commissioned in accordance with the manufacturer's instructions; (c) is capable of detecting a leak at a rate of 0.76 litres per hour or more with at least 95% accuracy and a probability of false detection of 0.05 or less (USEPA), (d) has been certified by an independent third party, consistent with the current USEPA protocols and system of verification (USEPA 1990) (e) reports with a frequency of not less than monthly, and (f) is operated by a suitably trained person. OR Automatic tank gauging.	Prior to commencement of the use and to be maintained at all times.
B	Electronic line leak detection (pressure piping); or Safe suction (suction piping).	
C	Tank pit observation wells.	
40	Landscaping Plan	
A	Submit a Landscape Plan designed by a Registered Landscape Architect in accordance with SC 6.12 Planning Scheme Policy - Integrated Design - Appendix D - Landscaping (Part 4 - <i>Information to be included in a Landscape Plan</i>). Note: to remove any doubt, a Landscape Plan is specifically required to demonstrate compliance with Performance Outcome PO70 of the General Residential Zone Code - Urban Neighbourhood Precinct, Performance Outcome PO20 of the Centre Zone Code - Local Centre Precinct and Performance Outcome PO6 of the Centre Zone Code - Local Centre Precinct. The landscape plan is also required to address the tiered retaining walls along the eastern boundary of the site.	Prior to any approval of Buildings Works.
B	Obtain approval from Council for the schedule in accordance with (A) above.	
C	Provide certification, from a suitably qualified person, that landscaping has been implemented in accordance with (A) above.	Prior to the commencement of use.
D	Maintain the landscaping.	At all times.
41	Vehicle Encroachment	

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	Protect all landscaped areas and pedestrian paths adjoining any car parking areas from vehicular encroachment by wheel stops, kerbing or similar barrier approved by the Council.	Prior to commencement of use.
42	Screening of Loading Facilities / Plant Areas	
	Screen Loading/Unloading Facilities, Plant Areas, Refuse Storage And Other Outdoor Storage Facilities on the site from direct view from any adjoining road or public space.	Prior to commencement of use.
43	Water and/or Sewerage	
	Submit to Council a Certificate of Completion or Provisional Certificate of Completion for the development from the Northern SEQ Distributor–Retailer Authority (Unitywater) confirming: (a) a reticulated water supply network connection is available to the land; and (b) a sewerage network connection is available to the land; and (c) all the requirements of Unitywater have been satisfied.	Prior to commencement of use.
44	Fibre Ready Telecommunications – Single	
A	Provide Fibre-Ready telecommunications infrastructure (Internal and External conduit paths) in accordance with NBN Co Guideline New Developments or NBN Co. Preparation and Installation Guide for SDUs and MDUs as amended, that: (a) Extends the service drop conduit from the property boundary to the external Premises Connection Device (PCD) or the likely location of the PCD; and (b) Extends a communications conduit with drawstring from the external PCD or the likely location of the PCD to the internal Fibre Wall Outlet (FWO) or the likely location of the FWO.	Prior to commencement of use.
B	Provide certification to Council from the installer or an RPEQ engineer (electrical engineer) that the works and infrastructure required in (A) above has been done. Note: A template for certification is available from council for the purpose of this condition.	Prior to commencement of use.
45	Fibre Ready Telecommunications – Multi	
A	Provide Fibre-Ready telecommunications infrastructure (Internal and External conduit paths) in accordance with NBN Co Guideline MDU Building Design Guide as amended, that: (a) Includes a suitable building entrance facility (lead-in) from the property boundary to the building entrance; and (b) Has suitable space and access for the installation, maintenance and repair of all elements up to and including the Network Termination Device (NTD) and Power Supply Unit (PSU) or the likely location of a NTD and PSU for each tenancy; and (c) A conduit with draw string, from either the telecommunication room or riser/closet location to each NTD or the likely location of each NTD.	Prior to commencement of use.
B	Provide certification to Council from the Installer or an RPEQ engineer (electrical engineer) that the works and infrastructure required in (A) above has been done.	Prior to commencement of use.

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	Note: The location or the likely location of the NTD is determined by the owner in consultation with the electrician/electrical engineer. NBN Co have guidelines available to help determine the best location. A template for certification is available from Council for the purpose of this condition.	
46	Telecommunications Internal Wiring	
A	Install internal wiring (Category 6 or better) within each tenancy from the expected location of any future Network Termination Device (NTD) for High Speed Broadband (based on the recommended locational criteria in the NBN Co Guideline (MDU Building Design Guide for New Developments or NBN Co. Preparation and Installation Guide for SDUs and MDUs) to the same connection points in the tenancy that would have been or have been installed for telephone and television connections; including but not limited to staff rooms, meeting rooms, medical suites, offices, etc.	Prior to commencement of use.
B	Provide certification from the installer or an RPEQ engineer (electrical engineering) that the wiring required in (A) above has been done. Note: A template for certification is available from Council for the purpose of this condition. Installers are recommended to be a registered cabler.	Prior to commencement of use.
47	Electricity	
	Remove electrical power poles located along the Anzac Avenue frontage of the site identified in Council records as poles; (a) P21338C; (b) X14813-A; (c) P291021; (d) X12175-B and relocate powerlines below ground. Ensure all existing overhead power line are unground for the full Anzac Avenue and Brays Road frontage of the development site.	Prior to commencement of use.
48	Earth Retaining Structures	
	All earth retaining structure along the eastern boundary of the site, where higher than 1.5m, are to be setback and stepped 1.5m vertical: 1.5m horizontal, terraced, landscaped and drained.	Prior to commencement of use.
DEVELOPMENT ENGINEERING		
49	Replace Existing Council Infrastructure	
	Replace existing Council infrastructure (including but not limited to street trees and footpaths) that is damaged as part of construction works, to a standard which is consistent with Council's standards.	Prior to commencement of the use.
50	Alterations and Relocation of Existing Services	
	Any alteration or relocation in connection with or arising from the development to any service, installation, plant, equipment or other item belonging to or under the control of the telecommunications authority, electricity authorities, the Council or other person	Prior to commencement of the use.

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	engaged in the provision of public utility services is to be carried with the development and at no cost to Council.	
51	Construction Management Plan	
A	Submit a Construction Management Plan (CMP) prepared by a suitably qualified person. The CMP is required to ensure the development works (including all construction, demolition and excavation) do not adversely affect the health, safety, amenity, traffic or environment in the surrounding area. The plan is to include (but is not limited to) at least the following: (i) Proposed construction program; (ii) Public safety, amenity and site security; (iii) Operating Hours, Noise and Vibration Controls; (iv) Air & dust management; (v) Stormwater runoff, erosion & sediment control; (vi) Waste & materials refuse management; (vii) Traffic management; (viii) Construction materials delivery & storage; (ix) Construction office accommodation; (x) Contractors vehicle parking arrangements; and (xi) Extent of earthworks exposed on the site at any time.	Not less than two (2) weeks prior to any works commencing on site.
B	Obtain approval from Council for the Construction Management Plan.	Prior to works commencing on site.
C	Implement the approved Construction Management Plan and keep a copy of the CMP on site at all times during construction.	At all times during construction of the development.
	Notes: 1. The CMP should be based on the following: 2. Dewatering directly into Council's stormwater system (pipes or overland flow) without appropriate water quality treatment/improvement is not acceptable. 3. Materials unloading and loading must occur on-site unless prior written approval is given by Council. 4. All construction office accommodation and associated temporary buildings is to be contained within the site or on a nearby site. Council will not support exposed areas for earthworks exceeding 3.5 hectares at any one time.	
52	Earth Retaining Structures	
A	Design and construct all earth retaining structures within private land in accordance with: (a) Council's planning scheme and relevant planning scheme policies; (b) Council's design standards; (c) Relevant Australian Standards; and (d) Relevant Building code requirements. The minimum Design Life (the period assumed in design for which a structure or structural element is required to perform its intended purpose without replacement or major structural repairs) for the earth retaining structure is that specified in Table 3.1 of Australian Standard AS4678-2002.	Prior to commencement of the use.

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	Note: Timber retaining structures and boulder retaining walls are not acceptable unless specifically approved in writing by Council.	
B	Earth retaining structures within the land and around areas of cut on or near the boundaries of the site must be designed to allow for live and dead loads associated with the land/premise's current occupancy and use.	
C	Provide temporary safety fencing to all earth retaining structures over 1.0 metre in height.	Prior to completion of the permanent works.
D	Provide written certification from a suitably qualified and experienced RPEQ that the works comply with this permit condition.	Prior to commencement of the use.
E	Configure the retaining walls as follows: (a) For rear boundaries retaining walls in cut must be provided where the difference in allotment levels exceeds 1.5m (i.e. the maximum height of batter within the rear of an allotment is 1.5m). (b) For retaining walls supporting fill the cumulative maximum height is 1.0m.	
53	DEU New Intersection – Design & Construction	
A	Design and construct the intersection of the new access road and Cecily Street in accordance Council's planning scheme, relevant planning scheme policies. Reconstruct kerb and channel and road pavement to provide: (a) 1 x 1.5m cycle lane (on eastern side); (b) 2 x 3.3m traffic lanes; (c) 1 x 2.45m parking lane (on western side); (d) A Short Lane Type CHR for traffic entering the site from Cecily Street; and (e) 2m wide pedestrian path (on eastern side). The design must be based on predicted traffic volumes and turning movements ten (10) years hence from the time of completion of the whole development. The pavement and formation must be designed and constructed to the ultimate road classification of Council District Collector (Urban Fringe Typology). Note: Roadworks must be undertaken in accordance with an Operational Works Permit.	Prior to commencement of the use.
	Note: The current design standards and relevant planning scheme codes are: 1. Planning Scheme Policy Integrated Design; 2. Planning Scheme Policy Integrated Transport Assessment; and 3. Works Code; This condition has been imposed under section 145 of the Planning Act 2016	
54	Access, Internal Roadways, Parking and Servicing Areas	

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A	Design, construct and maintain, all line-marking, accesses, internal roadways, parking and servicing areas, in accordance with the approved plan(s) of layout, MUTCD and Australian Standard AS2890. The works must be designed, constructed and maintained in accordance with good engineering practices and Council's Planning Scheme requirements unless conditioned otherwise.	Prior to commencement of the use.
B	Provide a 'Level V allotment drainage system in accordance with the Queensland Urban Drainage Manual (QUDM). The design ARI for the system shall be in accordance with QUDM but in no circumstance shall the ARI be less than that for the Minor Stormwater System in the adjacent road system.	
C	Provide certification from an RPEQ that all works have been designed and constructed in accordance with this permit condition.	
55	Pedestrian Pathways	
	<p>(a) Construct a 2.0 metre wide reinforced concrete footpath in accordance with Council's standards on Cecily Street from the southern boundary of proposed Lot 7 to the existing 2.0m wide footpath fronting Lot 67 on RP804912.</p> <p>(b) Construct a 3.0m wide reinforced concrete footpath in accordance with Council's standards on the site frontage to Anzac Avenue where the footpath is not beneath street activation/awnings on an alignment of 1.5m from back of kerb (generally proposed lots 2 and 3).</p> <p>(c) Construct a minimum 4.5m wide reinforced concrete footpath in accordance with Council's standards on the site frontage to Anzac Avenue where the footpath is in front / beneath street activation/awnings on an alignment of 1.5m from back of kerb extending to the property boundary.</p> <p>This condition has been imposed under section 145 of the Planning Act 2016.</p>	Prior to commencement of the use.
56	Construction Affecting Existing Roads	
	<p>Provide and maintain control measures for any works in or affecting roads (including verges) to ensure that the works will not injure, endanger, obstruct or unduly inconvenience any person or user of the road.</p> <p>Note: All traffic control devices must be installed and maintained in accordance with the Manual of Traffic Control Devices (Queensland).</p>	At all times.
57	Stormwater Management & Drainage Infrastructure – Design & Construction	
	<p>Design and construct at no cost to Council all necessary stormwater management and drainage works (internal and external to the site) in accordance with Council's design standard current at the time of development.</p> <p>The design must consider "Water Sensitive Urban Design" principles, integrating the stormwater infrastructure into the urban design wherever possible.</p>	Prior to commencement of the use.

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	<p>Note: The current design standards and relevant planning scheme codes are: 1. Planning Scheme Policy Integrated Design; 2. Works Code.</p> <p>This condition has been imposed under section 145 of the Planning Act 2016</p> <p>Note: External Stormwater Drainage Works must be undertaken in accordance with an Operational Works Permit.</p>	
58	Stormwater Drainage - Lawful Discharge	
	Ensure that stormwater from the proposed development is lawfully discharged from the subject land without causing nuisance and annoyance to any person.	At all times.
59	Stormwater Management Plan (Quantity) – Amended Plan Required	
A	<p>Submit and have approved by Council, an amended Stormwater Management Plan to demonstrate how stormwater from the proposed development can be managed in accordance with Council’s planning scheme requirements and design standards, the “Healthy Waterways Water Sensitive Urban Design Technical Guidelines for South East Queensland” and other relevant legislative requirements.</p> <p>In particular the following issues must be addressed in the amended plan: (a) Concept Stormwater Drainage Layout Plans must be amended to reflect the updated Approved Plans; (b) Easements for Stormwater Drainage purposes must be shown on Stormwater Drainage Layout Plans to facilitate stormwater drainage from each Lot to a lawful point of discharge. (c) The Lot 4 (Service Station), the proposal must include a separate treatment system for the high-risk area (under canopy and fuel tank refuelling area).</p> <p>Notes: 1. The Stormwater Management Report must be prepared by a suitably qualified and experienced RPEQ. 2. The current design standards and relevant planning scheme codes are: o Planning Scheme Policy Integrated Design; and o Works Code.</p>	Prior to any development application for operational works or building works - whichever occurs first.
B	<p>Implement the works identified in the approved Stormwater Management Plan and provide certification from an RPEQ that all works have been designed and constructed in accordance with this permit condition.</p> <p>Provide Council with “As Built” drawings and specifications of the stormwater management devices certified by an RPEQ.</p>	Prior to commencement of the use.

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C	Maintain and repair the completed private infrastructure works to ensure its ongoing effectiveness. The approved works shall not be altered in any way without the prior written approval of Council.	At all times.
D	Clearly identify the ongoing responsibility for maintenance and repair of any stormwater management infrastructure in the Easement Documentation for Stormwater Drainage Purposes. The Easement Documentation must also note that any on-site facility must not be altered without the prior written approval of Council.	Prior to commencement of the use.
	This condition has been imposed under section 145 of the Planning Act 2016.	
60	Stormwater Management Plan (Quality) – Amended Plan Required	
A	<p>Submit and have approved by Council, an amended Stormwater Management Plan to demonstrate how stormwater from the proposed development can be managed in accordance with Council’s planning scheme requirements and design standards, the “Healthy Waterways Water Sensitive Urban Design Technical Guidelines for South East Queensland” and other relevant legislative requirements.</p> <p>In particular the following issues must be addressed in the amended plan:</p> <ul style="list-style-type: none"> (a) The stormwater quality treatment train and strategy must be amended to reflect the updated Approved Plans; (b) The stormwater quality treatment proposal does not cover Lots 3 and 8. Details of stormwater quality treatment proposal to cover the entire site (approximately 2.74 ha) must be provided as part amended report. (c) The Lot 4 (Service Station), the proposal must include a separate treatment system for the high-risk area (under canopy and fuel tank refuelling area). <p>Undertake stormwater quality modelling in accordance with the most current version of the MUSIC Modelling Guidelines for South East Queensland and provide electronic copies of the MUSIC files to Council.</p> <p>Notes:</p> <ol style="list-style-type: none"> 1. The Stormwater Management Report must be prepared by a suitably qualified and experienced RPEQ. 2. The current design standards and relevant planning scheme codes are: <ul style="list-style-type: none"> o Planning Scheme Policy Integrated Design; and o Works Code. 	Prior to any development application for operational works or building works - whichever occurs first.
B	<p>Implement the works identified in the approved Stormwater Management Plan and provide certification from an RPEQ that all works have been designed and constructed in accordance with this permit condition.</p> <p>Provide Council with “As Built” drawings and specifications of the stormwater management devices certified by an RPEQ.</p>	Prior to commencement of the use.

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C	Maintain and repair the completed private infrastructure works to ensure its ongoing effectiveness. The approved works shall not be altered in any way without the prior written approval of Council.	Prior to commencement of the use and thereafter.
D	The developer must have a long-term maintenance agreement with the manufacturer or with an authorised dealer to undertake maintenance of the proposed Stormwater 360 treatment system in accordance with the manufacturer's standards. A copy of maintenance agreement is to be provided to Council.	Prior to commencement of the use.
	This condition has been imposed under section 145 of the Planning Act 2016.	
CONCURRENCE AGENCY		
61	Concurrence Agency	
A	Comply with the conditions of the Concurrence Agency response dated 17 July 2018 (reference: SDA-0817-041331) or as amended.	At all times.
B	Provide certification to Council prepared by a suitably qualified person or the agency demonstrating the requirements of the Concurrence Agencies have been met.	At all times.

ADVICES	
1	Aboriginal Cultural Heritage Act 2003
	<p>The <i>Aboriginal Cultural Heritage Act 2003</i> commenced in Queensland on April 16, 2004. Under the Act, indigenous parties are key in assessing cultural heritage significance.</p> <p>The <i>Aboriginal Cultural Heritage Act 2003</i> establishes a Duty of Care for indigenous cultural heritage. This applies on all land and water, including freehold land. The Cultural Heritage Duty of Care lies with the person or entity conducting the activity.</p> <p>Penalty provisions apply for failing to fulfil the Cultural Heritage Duty of Care.</p> <p>Those proposing an activity that involves additional surface disturbance beyond that which has already occurred on the proposed site need to be mindful of the Duty of Care requirement.</p> <p>Details of how to fulfill the Duty of Care are outlined in the Duty of Care Guidelines gazetted with the Act.</p> <p>Council strongly advises that you contact the relevant state agency to obtain a copy of the Duty of Care Guidelines and further information on the responsibilities of developer under the terms of the <i>Aboriginal Cultural Heritage Act 2003</i>.</p>
2	Adopted Charges
	<p>Payment of an Adopted Infrastructure Charge in accordance with Council's Infrastructure Charges Resolution (No. 7) dated 11 December 2017 or as amended apply to this development approval.</p> <p>From 1 July 2014, Moreton Bay Regional Council no longer issues an Infrastructure Charges Notice on behalf of Unitywater for water supply and sewerage networks and therefore a separate Infrastructure Charges Notice may be issued directly to the applicant by Unitywater in respect to this development approval.</p>

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	Payment of Infrastructure Charges is to be in accordance with the Infrastructure Charges Notice issued with this development approval and any Infrastructure Charges Notice issued by Unitywater. From 1 July 2014, all Infrastructure Charges for infrastructure networks controlled by Unitywater (eg. water and/or sewerage) regardless of when the Infrastructure Charges Notice was issued are to be paid directly to Unitywater while Infrastructure Charges for networks controlled by Moreton Bay Regional Council will continue to be paid directly to Moreton Bay Regional Council.
3	Waste Management (Clinical)
	Management of clinical waste must be conducted in accordance with the provisions of the <i>Waste Reduction and Recycling Regulation 2011 - Part 5B Management of clinical and related wastes</i> .
4	Food Premises - Food Business Licence Advice
	In accordance with the Food Act 2006 the following must be submitted to Council prior to the commencement of construction or fit out of any licensable food business: <ol style="list-style-type: none"> 1. An application for food business licence. 2. Plans and elevations (refer to note below). 3. Supporting documentation. 4. Relevant fee. <p>Note: The application is assessed against the provisions of the <i>Food Act 2006, Australia and New Zealand Food Standards Code and AS 4674 – Design, construction and fit-out of food premises (or equivalent)</i>.</p>

- B. That the Council report for this application be published to the website as Council's statement of reasons in accordance with Section 63 (5) of the *Planning Act 2016*.
- C. That all external Referral Agencies for the development application be provided with a copy of the Council's Decision Notice.
- D. That the following information be included in the Decision Notice.

Decision Notice information

	Details to Insert
Application Type	(a) Reconfiguring a Lot - Development Permit for Subdivision (2 into 9 lots) AND (b) Material Change of Use - Development Permit for an Office (Lot 1), Food and Drink Outlet (Lot 2), Food and Drink Outlet (Lot 3), Service Station (Lot 4), Health Care Services, Office, Food and Drink Outlet (Lot 5), Shop, Food and Drink Outlet (Lot 6) AND (c) Development Permit for Building Work (To Carry Out Building Work on a Queensland Heritage Place)
Relevant Period of Approval	Building Works - 2 years Reconfiguring a Lot requiring or not requiring Works – 2 years Material Change of Use – 4 years

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	Details to Insert
Section 64(5) Deemed Approval	Not applicable
Superseded Planning Scheme	Not applicable
Variation approval affecting the Planning Scheme	Not applicable
Other Necessary Permits	<ul style="list-style-type: none">• Operational Works – Development Permit• Building Works – Development Permit
Codes for Accepted Development	Not applicable
Referral Agencies	Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP)
Submissions	Not applicable

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REPORT DETAIL

1. Background

The subject land has been the subject of a number of rezoning approvals that date back to at least 1988. The site also previously contained a Shopping Centre (Tulip Town) however the land use ceased and was subsequently demolished in 2003 with the land remaining vacant since that time.

On 8 November 2017, Council's Delegate approved a Reconfiguring a Lot - Development Permit for Subdivision (1 into 2 Lots) (Council reference: DA/34567/2017/V3RA). The development application the subject of this report relates to proposed Lot 901 under the approved reconfiguring a lot application aligning with proposed Lot 9 in this development application.

On 10 April 2018, Council's Delegate approved a Material Change of Use - Development Permit for Multiple Dwelling (107 Dwellings) (Council reference: DA/34568/2017/V2M) on Lot 902 approved under the previously mentioned Reconfiguring a Lot - Development Permit for Subdivision (1 into 2 Lots) (Council reference: DA/34567/2017/V3RA) aligning with proposed Lot 9 in this development application.

On 16 February 2017, Council held a pre-lodgement meeting with the applicant. At that meeting, and as confirmed in the meeting minutes, it was communicated to the applicant that the Council's planning scheme placed a strong focus on centre design and that the layout as discussed did not achieve the relevant Codes and Planning scheme polices of the MBRC Planning Scheme. Advice provided at the pre-lodgement meeting included:

- a) Overall outcomes require the design siting and construction of non-residential uses:
 - (i) provide attractive, active frontages that maximise pedestrian activity along road frontages, movement corridors and public spaces;
 - (ii) provides for active and passive surveillance of road frontages, movement corridors and public spaces;
 - (iii) promotes active transport options and ensures an oversupply of car parking is not provided;
 - (iv) does not result in large internalised shopping centres (e.g. large blank external walls with tenancies only accessible from within the building) surrounded by expansive areas of surface car parking.
- b) The location of three (3) food and drink outlets with drive throughs, a service station and a potential future car wash along Anzac Avenue and Brays Road corner is not an acceptable outcome.
- c) The location and orientation of land uses should be amended to satisfy this overall outcome. This could be achieved by locating active uses (IGA, specialty store, café, playground) to adjoin the Anzac Avenue and Cecily Street frontage with building designs to include awnings over the footpath adjoining the frontage. The development should also consider how it can better connect with the Murrumba Downs Train station.
- d) Additional use specific criteria for retail, commercial and community activities, specifically regarding activation of streets (particularly Anzac Ave.), high quality building design, car parking and vehicle and pedestrian access etc. is provided in the code.
- e) The design, siting and construction of non-residential uses need to maintain a human scale, provide attractive, active frontages and promote active transport options. Large internalised shopping centres are not desired.
- f) Internal connections should be considered and in particular, how the development of the site integrates with the active transport network in the surrounding area.

The plans that were submitted as part of the development application remained generally the same as the plans presented at the pre-lodgement meeting on 16 February 2017.

On 27 April 2018, the applicant submitted an amended plans package. These amended plans were submitted in response to ongoing concerns being raised by Council Officers with the applicant around the design of the development proposal and it not achieving the relevant Codes and Planning scheme polices of the MBRC Planning Scheme. These plans informed Council officers first assessment which was

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identified on the Coordination Committee Meeting Agenda on 29 May 2018 with the recommendation that Council refuse the application.

Further correspondence was received by the applicant on 28 May 2018 in which an amended plan was submitted to Council with an agreement to extend the Decision Stage for a further 20 business days to allow sufficient time for final plans to be prepared and submitted to Council for consideration. As a result, the previous report recommending refusal was withdrawn from the Coordination Committee Meeting on 29 May 2018 and the decision stage was extended through to 27 June 2018.

Council sent correspondence to the applicant on 7 June 2018 advising that the plan submitted on 28 May 2018 did not address or resolve the numerous areas of non-compliance with the Planning Scheme. It was communicated to the applicant in this letter that there were still various aspects of the development proposal that needed to be dealt with, including but not limited to, the following:

1. The design and activation of the proposed Health Care Services and Food and Drink Outlet along Brays Road and Anzac Avenue. As examples this includes the need for improved awnings along the front (working around any concerns raised by the state) integrated with glazing components, an understanding of the activities in the Health Care Services along the frontage (doctors rooms would be completely screened for privacy), a greater vertical built form presence, greater glazing, design features that mark the entrance into Kallangur, references in the design that tie to the site location on Anzac Avenue and the like;
2. The design and location of the proposed Anzac Memorial along Brays Road. For example the proposal including the loading dock for the supermarket is relying on trees in Road Reserve on Brays Road that cannot be relied upon;
3. The design and interface of the proposed Food and Drink Outlets with the existing EMT C RP889548, the adjoining Service Station and Anzac Avenue (including the proposed bus stop). The SARA has required in its referral agency response for the Bus Stop to be updated and relocated however in the present design, a passenger arrives looking at the blank wall of the Service Station. Further, the design fails to make an opportunity from the open area encumbered by Easement C.
4. The design, location and activation of the proposed Service Station on Anzac Avenue. While the orientation and function of the shop component needs complete revision to address the planning scheme requirements, there is also no reason the canopy over the fuel area does not incorporate lower awning elements along the road frontage connecting to the adjoining buildings providing some continuity of built form;
5. The scale of the centre is still arguably a Local Centre not aligning with the centres hierarchy nominated in the planning scheme; and
6. Identification of what is proposed on the 'Future Development' site and how this will integrate with the development site. Ideally, the MBRC planning scheme would prefer at the very least this site being developed as a mixed use site with residential living above a non-residential land use instead of only a possible child care centre.

In response to Council's letter dated 7 June 2018, the applicant submitted a minor change to the development application on 13 June 2018. The plans submitted under this change now represent the proposal being considered by the Council and are the plans the assessment below has been carried out against.

2. Explanation of Item

2.1 Legislation

As identified under the Executive Summary, the Development Application was made to the Council at the time the now repealed *Sustainable Planning Act 2009* and Council's superseded MBRC planning scheme were in effect. Due to deficiencies with the development application however, the application was not 'properly made' until 21 July 2017 when the *Planning Act 2016* and current MBRC planning scheme had taken effect.

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Therefore, assessment of the development application has been carried out in accordance with the *Planning Act 2016*, with assessment of the development proposal carried out against the Moreton Bay Regional Council Planning Scheme Version 3 that took effect on 3 July 2017. That assessment is set out in section 2.4 below.

Relevantly, the Council, after carrying out the assessment, may to the extent the development does not comply with some or all the assessment benchmarks, decide to refuse the application only if compliance cannot be achieved by imposing development conditions.

2.2 Description of the Site and Surrounds

Directions	Planning Scheme Zone	Current Land Use
North	General Residential Zone - Suburban Neighbourhood Precinct	Dwelling houses and associated domestic outbuildings
South	Recreation and Open Space Zone / Community Facilities Zone - Utilities Precinct	Wagner Park and Murrumba Downs Train Station
East	Limited Development Zone	Road Reserve (Anzac Avenue, Brays Road and Bruce Highway)
West	General Residential Zone - Urban Neighbourhood Precinct	Dwelling houses and associated domestic outbuildings

2.3 Assessment Benchmarks related to the *Planning Regulation 2017*

The *Planning Regulation 2017* (the Regulation) prescribes Assessment Benchmarks that the application must be carried out against, which are additional or alternative to the Assessment Benchmarks contained in Council's Planning Scheme.

These Assessment Benchmarks are prescribed as being contained in:

- the South-East Queensland Regional Plan and
- Part E of the State Planning Policy; and
- Schedule 10 of the Regulation.

Applicable Assessment Benchmarks:	<p><u>State Planning Policy</u></p> <ul style="list-style-type: none"> • State Planning Policy, Part E <p><u>Regional Plan</u></p> <ul style="list-style-type: none"> • South East Queensland Regional Plan <p><u>From Schedule 10 of the Regulation:</u></p> <ul style="list-style-type: none"> • Part 10: Koala Habitat Area – Schedule 11 of the <i>Planning Regulation 2017</i>
SEQ Regional Plan Designation:	<ul style="list-style-type: none"> • Urban Footprint
Koala Habitat Designation:	<ul style="list-style-type: none"> • Priority Koala Assessable Development Area

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2.3.1 State Planning Policy

A new State Planning Policy came into effect on 3 July 2017, and is not currently integrated into the MBRC Planning Scheme. The following assessment benchmarks are to be applied to the assessment of development applications until the State interests have been appropriately integrated into Council's planning scheme. Assessment against the SPP assessment benchmarks is as follows:

Assessment benchmark - livable communities		
Applicable to Development	SPP requirement	Comment
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	None	Not applicable
Assessment benchmark - mining and extractive resources		
Applicable to Development	SPP requirement	Comment
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	None	Not applicable
Assessment benchmarks - water quality		
Applicable to Development	SPP requirement	Comment
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	None	Not applicable
Assessment benchmarks - natural hazards, risk and resilience		
Applicable to Development	SPP Requirement	Comment
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Erosion prone areas within a coastal management district: (1) Development does not occur in an erosion prone area within a coastal management district unless the development cannot feasibly be located elsewhere as is: (a) coastal dependent development; or (b) temporary, readily relocatable or able to be abandoned development; or (c) essential community infrastructure; or (d) minor redevelopment of an existing permanent building or structure that cannot be relocated or abandoned.	An assessment of the proposed development has been undertaken against the applicable SPP requirements and the proposal has been determined to comply.

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	<p>(2) Development permitted in (1) above, mitigates the risks to people and property to an acceptable or tolerable level.</p> <p>Bushfire, flood, landslide, storm tide inundation, and erosion prone areas outside the coastal management district:</p> <p>(3) Development other than that assessed against (1) above, avoids natural hazard areas, or where it is not possible to avoid the natural hazard area, development mitigates the risks to people and property to an acceptable or tolerable level.</p> <p>All natural hazard areas:</p> <p>(4) Development supports and does not hinder disaster management response or recovery capacity and capabilities.</p> <p>(5) Development directly, indirectly and cumulatively avoids an increase in the severity of the natural hazard and the potential for damage on the site or to other properties.</p> <p>(6) Risks to public safety and the environment from the location of hazardous materials and the release of these materials as a result of a natural hazard are avoided.</p> <p>(7) The natural processes and the protective function of landforms and the vegetation that can mitigate risks associated with the natural hazard are maintained or enhanced.</p>	
Assessment benchmarks - strategic airports and aviation facilities		
Applicable to Development	SPP Requirement	Comment
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	None	Not applicable

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2.3.2 South East Queensland Regional Plan

The site is located in the Urban Footprint.

The development proposal is for an urban activity in the Urban Footprint, and there are no requirements in the State Planning Regulatory Provisions applicable to the development proposal.

2.3.3 Schedule 10, Part 10 of the Regulation – Koala Habitat Area

Koala Habitat Area

The site is located in a Priority Koala Assessable Development Area. An assessment as to how the development satisfies the provisions in the Regulation has been undertaken, and the proposal is consistent.

2.4 Assessment Against Local Categorising Instrument - Moreton Bay Regional Council Planning Scheme

An assessment against the relevant parts of the planning scheme is set out below.

2.4.1 Strategic Framework

In accordance with section 1.7.3 of the planning scheme, “*development requiring code assessment may, to the extent the development does not comply with some or all of the assessment benchmarks, be refused where compliance cannot reasonably be achieved by imposing development conditions*”.

As identified in section 2.1 above and in accordance with Chapter 3, Part 1, section 45(3) of the *Planning Act 2016*, a code assessment is an assessment that must be carried out only against the assessment benchmarks in a categorising instrument for the development. Section 43(2) defines the parameters of an assessment benchmark. This notes that an assessment benchmark does not include for code assessment (item c) a strategic outcome within a Planning Scheme.

Based on the above, assessment of the development application against the Strategic Framework is not applicable.

2.4.2 Assessment of Applicable Codes

Code Compliance Summary

The assessment below identifies how the development proposal achieves the assessment benchmarks and where the development proposal;

- (a) proposes an alternative outcome satisfying or not satisfying the corresponding Performance Outcome; and
- (b) proposes an outcome where no 'Example' is stated in the code and the proposed outcome does not satisfy the corresponding Performance Outcome.

Assessment Benchmarks	Compliance with Overall Outcomes	Performance Outcomes assessment is required
Zone/ Local Plan Code		
General Residential Zone Code - Urban	<input checked="" type="checkbox"/> Yes	PO59, PO61, PO62, PO63, PO66, PO67, PO70, PO71

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Assessment Benchmarks	Compliance with Overall Outcomes	Performance Outcomes assessment is required
Zone/ Local Plan Code		
Neighbourhood Precinct	<input type="checkbox"/> No	
Centre Zone Code - Local Centre Precinct	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	PO2, PO6, PO9, PO10, PO17, PO20, PO21
Overlay Codes		
Flood Hazard Overlay Code	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Development Codes		
Reconfiguring a Lot Code - Generation Residential Precinct - Urban Neighbourhood Precinct	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

The assessment of the development proposal against the Performance Outcomes of the applicable code(s) is discussed below in section 2.4.3.

2.4.3 Performance Outcome Assessment

Performance Outcome	Example
General Residential Zone Code - Urban Neighbourhood Precinct	
<p>PO59 Retail and commercial activities do not establish in this precinct unless:</p> <ol style="list-style-type: none"> forming part of an existing or new neighbourhood hub on a site identified on Overlay map - Community activities and neighbourhood hubs; or forming a new neighbourhood hub where the urban neighbourhood precinct does not adjoin a higher order or district centre (e.g. Clontarf, Woody Point, Scarborough) or where adjoining or opposite a train station; or forming part of a mixed-use building with residential uses; or for a corner store. 	No example provided.
<i>Performance Outcome Assessment</i>	
The development does not comply with this Performance Outcome as the scale and function of the development proposal does not constitute the scale and function of a neighbourhood hub.	

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Performance Outcome	Example																																																																										
<p>Refer to the assessment against Performance Outcome PO61 below for details on the scale of the proposal.</p> <p>As the proposal, does not comply with this Performance Outcome, an assessment against the Overall Outcome is required and discussed in the following section of the report.</p>																																																																											
<p>PO61 Retail and commercial uses within a neighbourhood hub are of a scale that provide for the convenience needs or localised services of the immediate neighbourhood and do not constitute the scale or function of a Local centre.</p> <p>Note - For the function and scale of a Local centre refer to Table 6.2.1.1 Moreton Bay centres network</p>	<p>E61 Retail and commercial uses within a neighbourhood hub consist of no more than:</p> <ol style="list-style-type: none"> a. 1 small format supermarket with a maximum GFA of 1200m²; b. 10 small format retail or commercial tenancies with a maximum GFA of 100m² each. 																																																																										
<p><i>Performance Outcome Assessment</i></p>																																																																											
<p>The development proposes an alternative solution as the following uses and corresponding GFA are proposed, exceeding the areas nominated in the Example:</p>																																																																											
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 70%;">USE</th> <th style="width: 30%;">GFA (m²)</th> </tr> </thead> <tbody> <tr><td>Offices</td><td>400</td></tr> <tr><td> </td><td> </td></tr> <tr><td>Office</td><td>165</td></tr> <tr><td> </td><td> </td></tr> <tr><td>Food and Drink 1</td><td>120</td></tr> <tr><td>Outdoor Seating</td><td>32</td></tr> <tr><td> </td><td> </td></tr> <tr><td>Food and Drink 2</td><td>196</td></tr> <tr><td>Outdoor Seating</td><td>41</td></tr> <tr><td> </td><td> </td></tr> <tr><td>Service Station</td><td>220</td></tr> <tr><td> </td><td> </td></tr> <tr><td>Food and Drink 3</td><td>51</td></tr> <tr><td> </td><td> </td></tr> <tr><td>Health Care Services</td><td>607</td></tr> <tr><td>Health Care Services</td><td>735</td></tr> <tr><td> </td><td> </td></tr> <tr><td>Food and Drink</td><td>60</td></tr> <tr><td>Food and Drink</td><td>100</td></tr> <tr><td>Food and Drink</td><td>70</td></tr> <tr><td>Food and Drink</td><td>60</td></tr> <tr><td>Food and Drink</td><td>60</td></tr> <tr><td>Food and Drink</td><td>50</td></tr> <tr><td>Food and Drink</td><td>60</td></tr> <tr><td>Food and Drink</td><td>60</td></tr> <tr><td> </td><td> </td></tr> <tr><td>Shop</td><td>2,467</td></tr> <tr><td>Shop</td><td>71</td></tr> <tr><td>Shop</td><td>120</td></tr> <tr><td>Shop</td><td>50</td></tr> <tr><td>Shop</td><td>40</td></tr> <tr><td> </td><td> </td></tr> <tr><td>Amenities</td><td>90</td></tr> <tr><td>Amenities</td><td>29</td></tr> <tr><td> </td><td> </td></tr> <tr> <td style="text-align: right;">Total</td> <td>5,953</td> </tr> </tbody> </table>		USE	GFA (m ²)	Offices	400			Office	165			Food and Drink 1	120	Outdoor Seating	32			Food and Drink 2	196	Outdoor Seating	41			Service Station	220			Food and Drink 3	51			Health Care Services	607	Health Care Services	735			Food and Drink	60	Food and Drink	100	Food and Drink	70	Food and Drink	60	Food and Drink	60	Food and Drink	50	Food and Drink	60	Food and Drink	60			Shop	2,467	Shop	71	Shop	120	Shop	50	Shop	40			Amenities	90	Amenities	29			Total	5,953
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Performance Outcome	Example
	<p>Performance Outcome PO61 requires that retail and commercial uses within a neighbourhood hub are of a scale that provide for the convenience needs or localised services of the immediate neighbourhood and do not constitute that scale and function of a Local Centre.</p> <p>The Centre Zone Code (section 6.2.1) outlines the purpose of a Local Centre precinct where it lists the following relevant aspects;</p> <ul style="list-style-type: none"> (i) a local centre precinct is to provide a limited range of services, including convenience retail, to a cluster of local neighbourhoods; (ii) they have good local accessibility, particularly active transport and act as a focal point and meeting place for the local community; (iii) they generally serve a catchment of 10,000 - 15,000 people and (iv) are generally defined by the presence of a full-line supermarket or a fully functioning main street that caters for a catchment of the same size. <p>Table 6.2.1.1 identifies the role and function of centres, as identified in the Moreton Bay centres network table with a number of criteria specific to each centre category. An assessment of the development proposal against Table 6.2.1.1 of the Centre Zone Code has identified the following;</p> <ul style="list-style-type: none"> 1) A Local Centre is identified as generally including a ‘full-line supermarket’, defined in the planning scheme as: <ul style="list-style-type: none"> “a supermarket generally stocking more than 18,000 line items and having a gross floor area between 2,500m² and 4,000m².” <p>In response to Council’s information request the development application has reduced the GFA of the proposed supermarket from 2,500m² to 2,490m² arguing that having an area of less than 2500m² means the proposal no longer includes a ‘full line supermarket’. The proposed <i>shop</i> is however considered to be a ‘full-line supermarket’ as the inclusion of the word ‘generally’ in the definition does qualify that the measures are general with each proposal to be assessed on its merits and not limited to the sizes nominated. In this instance, the proposal is regarded as including a full line supermarket. If however this is not the situation, it is not compulsory that a local centre includes a ‘full line supermarket’ as the purpose of a local centre precinct also states that one is ‘generally’ included.</p> 2) The proposal includes 1 proposed vacant site (understood to be a future child care centre site however there is no approval or applications at this time on this lot). This gives further rise to the overall scale and function of the development site. This site at 4,308m² (although some plans state 4,264m²) will substantially contribute to the overall scale of retail / commercial activities within the site. Weight also needs to be given to the commercial office (real estate) on the adjoining land that forms part of the overall site and existing overlay and has a GFA of approximately 320m². Therefore, combined, the scale of the future development on the land is known to be larger than what is currently proposed. 3) The applicant nominates that the total GFA proposed is less than the thresholds nominated for retail and commercial activities in Table 6.2.1.1 for a Local Centre and therefore argues the proposal does not constitute a Local Centre. However, the GFA thresholds nominated are not fixed. By way of example, the thresholds for a Local Centre are listed as ranging from 5,000m² - 7,000m² GFA whereas the thresholds for a District Centre are listed as 15,000m² - 25,000m² GFA leaving a centre between

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Performance Outcome	Example
<p>7,000m² and 15,000m² as either a Local Centre or District Centre. Therefore, a centre less than 5000m² can still represent a Local Centre despite having a lower GFA, being larger than the area nominated in the Example to the Performance Outcome for a Neighbourhood Hub.</p> <p>In this instance, the proposal is regarded as being a Local Centre and not the development of the land for a Neighbourhood Hub.</p> <p>Based on the provision of a full line supermarket, the scale and range of uses proposed and the consideration of the <i>future development</i> sites and the existing commercial development, the proposal will function at the scale of a local centre and therefore does not comply with the Performance Outcome.</p> <p>Importantly, in triggering an assessment against the Overall Outcome of the Zone Code, Overall Outcome k. specifically identifies the following:</p> <p style="padding-left: 40px;"><i>Note - Retail and commercial uses that will result in a new or existing neighbourhood hub expanding to a scale and function consistent with a Local centre are to be assessed as if establishing a new Local Centre. Refer to the Centre zone code for relevant assessment benchmark.</i></p> <p>Based on the determination that the proposal will function at the scale of a local centre, an assessment against the Centre Zone Code - Local Centre Precinct has been included in the assessment of this application.</p>	
<p>PO62 Non-residential uses address and activate streets and public spaces by:</p> <ol style="list-style-type: none"> a. ensuring buildings and individual tenancies address street frontage(s), civic space and other areas of pedestrian movement; b. new buildings adjoin or are within 3m of the primary street frontage(s), civic space or public open space; c. locating car parking areas behind or under buildings to not dominate the street environment; d. establishing and maintaining interaction, pedestrian activity and casual surveillance through appropriate land uses and building design (e.g. The use of windows or glazing and avoiding blank walls with the use of sleeving); e. providing visual interest to the façade (e.g. Windows or glazing, variation in colour, materials, finishes, articulation, recesses or projections); f. establishing and maintaining human scale. 	<p>No example provided.</p>
<p><i>Performance Outcome Assessment</i></p>	

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Performance Outcome	Example
<p>The development does not comply with Performance Outcome PO62 as the proposal does not comply with sub clauses (a) and (d).</p> <p>The proposed Service Station does not comply with (a) and (d) in that the building does not address and actively interface with streets and public spaces. The proposed Service Station does not address Anzac Avenue. A blank wall fronts Anzac Avenue.</p> <p>It is recommended that a condition be included requiring the Service Station building to incorporate windows / glazing or the like along the full frontage of Anzac Avenue.</p> <p>Appropriately conditioned, the development can comply with Performance Outcome PO62.</p>	
<p>PO63 All buildings exhibit a high standard of design and construction, which:</p> <ul style="list-style-type: none"> a. add visual interest to the streetscape (e.g. variation in materials, patterns, textures and colours, cantilevered awning); b. enable differentiation between buildings; c. contribute to a safe environment; d. incorporate architectural features within the building facade at the street level to create human scale (e.g. cantilevered awning); e. include building entrances that are readily identifiable from the road frontage; f. locate and orientate to favour active and public transport usage by connecting to pedestrian footpaths on the street frontage and adjoining sites; g. incorporate appropriate acoustic treatments, having regard to any adjoining residential uses; h. facilitate casual surveillance of all public spaces. 	<p>No example provided.</p>
<p><i>Performance Outcome Assessment</i></p>	
<p>The development does not comply with Performance Outcome PO63 as the proposal does not comply with sub clauses (a), (c), (e), and (h).</p> <ol style="list-style-type: none"> 1. The proposed Service Station does not comply with (h) in that the building does not facilitate casual surveillance of all public spaces. The proposed Service Station does not address Anzac Avenue. A blank wall fronts Anzac Avenue. <p>It is recommended that a condition be included requiring the Service Station building to incorporate windows / glazing or the like along the full frontage of Anzac Avenue.</p> <ol style="list-style-type: none"> 2. The two Food and Drink Outlets (Lot 2 and Lot 3) are proposed to be setback behind EMT C RP889548. Whilst it is acknowledged that this prevents the achievement of a genuine active frontage, Performance Outcome PO63 still requires the buildings located 	

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Performance Outcome	Example
<p>on Lot 2 and Lot 3 to add visual interest to the streetscape and contribute to a safe environment.</p> <p>It is recommended that a condition be included to ensure that drive-through facilities are appropriately screened and the provision is made for alfresco seating between EMT C RP889548 and the drive-through facilities. This will ensure these tenancies:</p> <ul style="list-style-type: none"> i. add visual interest to the streetscape; ii. contribute to a safe environment; iii. contribute to a further point of identification in relation to building entrances; and iv. facilitate casual surveillance of EMT C RP889548. 	
<p>Appropriately conditioned, the development can comply with Performance Outcome PO63.</p>	
<p>PO66 The number of car parking spaces is managed to:</p> <ul style="list-style-type: none"> a. avoid significant impacts on the safety and efficiency of the road network; b. avoid an oversupply of car parking spaces; c. avoid the visual impact of large areas of open car parking from road frontages and public areas; d. promote active and public transport options; e. promote innovative solutions, including on-street parking and shared parking areas. <p>Note - Refer to Planning scheme policy - Integrated transport assessment for guidance on how to achieve compliance with this outcome.</p>	<p>E66.1 Car parking is provided in accordance with Table 6.2.6.4.5 'Car parking spaces'.</p> <p>Note - The above rates exclude car parking spaces for people with a disability required by Disability Discrimination Act 1992 or the relevant disability discrimination legislation and standards.</p> <p>E66.2 All car parking areas are designed and constructed in accordance with Australian Standard AS2890.1.</p>
<p><i>Performance Outcome Assessment</i></p>	
<p>The development proposes the following supply of car parking spaces;</p>	

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Performance Outcome			Example		
Lot	Use	GFA (m2)	Min Car Parks Required	Max Car Parks Required	Car Parks Proposed
1	Office	165	6	9	5
2	Food and Drink 1	120	4	6	8
	Outdoor Seating	32			
3	Food and Drink 2	196	7	10	16
	Outdoor Seating	41			
4	Service Station	220	8	11	12
5	Health Care Services	1,342	45	68	62 total (61 required)
	Food and Drink Outlet	51	2	3	
	Office	400	14	20	
6	Food and Drink Outlet	60	2	3	149 total (113 required)
	Food and Drink Outlet	100	4	5	
	Food and Drink Outlet	70	3	4	
	Food and Drink Outlet	60	2	3	
	Food and Drink Outlet	60	2	3	
	Food and Drink Outlet	50	2	3	
	Food and Drink Outlet	60	2	3	
	Food and Drink Outlet	60	2	3	
	Shop	2,467	83	124	
	Shop	71	3	4	
	Shop	120	4	6	
	Shop	50	2	3	
	Shop	40	2	2	

The development proposes an alternative solution to Performance Outcome PO66 as follows:

- the number of car spaces for lot 5 is one (1) below the minimum requirement;
- the number of car spaces for lot 2 is two (2) above the maximum requirement;
- the number of car spaces for lot 3 is six (6) above the maximum requirement; and
- the number of car spaces for lot 4 is one (1) above the maximum requirement.

It is acknowledged that the development has avoided an oversupply of car parking spaces and that the bulk of the visual impact of the car parking area is appropriately screened from Anzac Avenue, Brays Road and Cecily Street. Further to this the development has sought to promote active and public transport options through the provision of direct pedestrian connections through the development site.

Appropriately conditioned, the car parking proposed for the development site complies with Performance Outcome PO66 and it is recommended that the alternative option be accepted in this instance.

<p>PO67</p> <ol style="list-style-type: none"> End of trip facilities are provided for employees or occupants, in the building or on-site within a reasonable walking distance, and include: <ol style="list-style-type: none"> adequate bicycle parking and storage facilities; and adequate provision for securing belongings; and change rooms that include adequate showers, sanitary 	<p>E67.1</p> <p>Minimum bicycle parking facilities are provided in accordance with the table below (rounded up to the nearest whole number).</p>
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ITEM 2.1 MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 - A17194714 (Cont.)

Performance Outcome	Example									
<p>compartments, wash basins and mirrors.</p> <p>b. Notwithstanding a. there is no requirement to provide end of trip facilities if it would be unreasonable to provide these facilities having regard to:</p> <p>i. the projected population growth and forward planning for road upgrading and development of cycle paths; or</p> <p>ii. whether it would be practical to commute to and from the building on a bicycle, having regard to the likely commute distances and nature of the terrain; or</p> <p>iii. the condition of the road and the nature and amount of traffic potentially affecting the safety of commuters.</p> <p>Editor's note - The intent of b above is to ensure the requirements for bicycle parking and end of trip facilities are not applied in unreasonable circumstances. For example these requirements should not, and do not apply in the Rural zone or the Rural residential zone etc.</p> <p>Editor's note - This performance outcome is the same as the Performance Requirement prescribed for end of trip facilities under the Queensland Development Code. For development incorporating building work, that Queensland Development Code performance requirement cannot be altered by a local planning instrument and has been reproduced here solely for information purposes. Council's assessment in its building work concurrence agency role for end of trip facilities will be against the performance requirement in the Queensland Development Code. As it is subject to change at any time, applicants for development incorporating building work should ensure that proposals that do not comply with the examples under this heading meet the current performance requirement prescribed in the Queensland Development Code.</p>	<table border="1"> <thead> <tr> <th data-bbox="853 407 1107 443">Use</th> <th data-bbox="1107 407 1401 443">Minimum Bicycle Parking</th> </tr> </thead> <tbody> <tr> <td data-bbox="853 452 1107 510">Residential uses comprised of dwellings</td> <td data-bbox="1107 452 1401 510">Minimum 1 space per dwelling</td> </tr> <tr> <td data-bbox="853 519 1107 591">All other residential uses</td> <td data-bbox="1107 519 1401 591">Minimum 1 space per 2 car parking spaces identified in Schedule 7 – car parking</td> </tr> <tr> <td data-bbox="853 600 1107 636">Non-residential uses</td> <td data-bbox="1107 600 1401 636">Minimum 1 space per 200m² of GFA</td> </tr> </tbody> </table>	Use	Minimum Bicycle Parking	Residential uses comprised of dwellings	Minimum 1 space per dwelling	All other residential uses	Minimum 1 space per 2 car parking spaces identified in Schedule 7 – car parking	Non-residential uses	Minimum 1 space per 200m ² of GFA	<p>Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is a combination of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council..</p> <p>E67.2 Bicycle parking is:</p> <ol style="list-style-type: none"> provided in accordance with <i>Austroads (2008), Guide to Traffic Management - Part 11: Parking</i>; protected from the weather by its location or a dedicated roof structure; located within the building or in a dedicated, secure structure for residents and staff; adjacent to building entrances or in public areas for customers and visitors. <p>Note - Bicycle parking structures are to be constructed to the standards prescribed in AS2890.3.</p> <p>Note - Bicycle parking and end of trip facilities provided for residential and non-residential activities may be pooled, provided they are within 100 metres of the entrance to the building.</p> <p>Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.</p> <p>E67.3 For non-residential uses, storage lockers:</p> <ol style="list-style-type: none"> are provide at a rate of 1.6 per bicycle parking space (rounded up to the nearest whole number); have minimum dimensions of 900mm (height) x 300mm (width) x 450mm (depth). <p>Note - Storage lockers may be pooled across multiple sites and activities when within 100 metres of the</p>
Use	Minimum Bicycle Parking									
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Performance Outcome	Example																																			
	<p>entrance to the building and within 50 metres of bicycle parking and storage facilities.</p> <p>Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.</p> <p>E67.4 For non-residential uses, changing rooms:</p> <ol style="list-style-type: none"> a. are provided at a rate of 1 per 10 bicycle parking spaces; b. are fitted with a lockable door or otherwise screened from public view; c. are provided with shower(s), sanitary compartment(s) and wash basin(s) in accordance with the table below: <table border="1" data-bbox="874 1003 1417 1391"> <thead> <tr> <th>Bicycle spaces provided</th> <th>Male/ Female</th> <th>Change rooms required</th> <th>Showers required</th> <th>Sanitary compartments required</th> <th>Washbasins required</th> </tr> </thead> <tbody> <tr> <td>1-5</td> <td>Male and female</td> <td>1 unisex change room</td> <td>1</td> <td>1 closet pan</td> <td>1</td> </tr> <tr> <td>6-19</td> <td>Female</td> <td>1</td> <td>1</td> <td>1 closet pan</td> <td>1</td> </tr> <tr> <td rowspan="2">20 or more</td> <td>Male</td> <td>1</td> <td>1</td> <td>1 closet pan</td> <td>1</td> </tr> <tr> <td>Female</td> <td>1</td> <td>2, plus 1 for every 20 bicycle spaces provided thereafter</td> <td>2 closet pans, plus 1 sanitary compartment for every 60 bicycle parking spaces provided thereafter</td> <td>1, plus 1 for every 60 bicycle parking spaces provided thereafter</td> </tr> <tr> <td></td> <td>Male</td> <td>1</td> <td>2, plus 1 for every 20 bicycle spaces provided thereafter</td> <td>1 urinal and 1 closet pans, plus 1 sanitary compartment at the rate of 1 closet pan or 1 urinal for every 60 bicycle space provided thereafter</td> <td>1, plus 1 for every 60 bicycle parking spaces provided thereafter</td> </tr> </tbody> </table> <ol style="list-style-type: none"> d. are provided with: <ol style="list-style-type: none"> i. a mirror located above each wash basin; ii. a hook and bench seating within each shower compartment; iii. a socket-outlet located adjacent to each wash basin. <p>Note - Change rooms may be pooled across multiple sites, residential and non-residential activities when within 100 metres of the entrance to the building and within 50 metres of bicycle parking and storage facilities.</p> <p>Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.</p>	Bicycle spaces provided	Male/ Female	Change rooms required	Showers required	Sanitary compartments required	Washbasins required	1-5	Male and female	1 unisex change room	1	1 closet pan	1	6-19	Female	1	1	1 closet pan	1	20 or more	Male	1	1	1 closet pan	1	Female	1	2, plus 1 for every 20 bicycle spaces provided thereafter	2 closet pans, plus 1 sanitary compartment for every 60 bicycle parking spaces provided thereafter	1, plus 1 for every 60 bicycle parking spaces provided thereafter		Male	1	2, plus 1 for every 20 bicycle spaces provided thereafter	1 urinal and 1 closet pans, plus 1 sanitary compartment at the rate of 1 closet pan or 1 urinal for every 60 bicycle space provided thereafter	1, plus 1 for every 60 bicycle parking spaces provided thereafter
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<i>Performance Outcome Assessment</i>																																				

Moreton Bay Regional Council

ITEM 2.1 MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 - A17194714 (Cont.)

Performance Outcome		Example			
The development triggers the following minimum end of trip facilities requirements:					
Lot	Use	GFA (m2)	Min Bicycle Parking Required	Min Lockers Required	Change Rooms Required
1	Office	165	1	2	1
2	Food and Drink 1	120	1	2	1
	Outdoor Seating	32			
3	Food and Drink 2	196	1	2	1
	Outdoor Seating	41			
4	Service Station	220	2	4	1
5	Health Care Services	1,342	9	15	1
	Food and Drink Outlet	51			
	Office	400			
6	Food and Drink Outlet	60	17	28	2
	Food and Drink Outlet	100			
	Food and Drink Outlet	70			
	Food and Drink Outlet	60			
	Food and Drink Outlet	60			
	Food and Drink Outlet	50			
	Food and Drink Outlet	60			
	Food and Drink Outlet	60			
	Shop	2,467			
	Shop	71			
	Shop	120			
	Shop	50			
	Shop	40			
<p>The plans provided as part of change representations made by the applicant on 13 June 2018 do not identify end-of-trip facilities. It is therefore recommended that end-of-trip facilities be conditioned in accordance with the minimum requirements outlined above.</p> <p>It is important to also highlight that an alternative solution is sought whereby the applicant is seeking that the minimum calculation for bicycle spaces, storage lockers and change rooms for Lots 5 and 6 be calculated based on all the individual uses combined to an integrated complex.</p> <p>This approach is reasonable and end of trip facilities are proposed to be provided in accordance with Performance Outcome PO67.</p> <p>It is recommended that the alternative solution be accepted in this instance.</p>					
<p>PO70 On-site landscaping is provided, that:</p> <ol style="list-style-type: none"> a. is incorporated into the design of the development; b. reduces the dominance of car parking and servicing areas from the street frontage; c. retains mature trees wherever possible; d. does not create safety or security issues by creating potential concealment areas or interfering with sight lines; 			No example provided.		

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Performance Outcome	Example
<p>e. maintains the achievement of active frontages and sight lines for casual surveillance.</p> <p>Note - All landscaping is to accord with Planning scheme policy - Integrated design.</p>	
<i>Performance Outcome Assessment</i>	
<p>Council requested the provision of a landscape plan in its information request dated 8 September 2017. The applicant did not provide a landscape plan in it response to Council's information request.</p> <p>The landscaping proposed does not demonstrate compliance with Performance Outcome PO70.</p> <p>The provided plans indicate that landscaping has been incorporated to a small degree into the design of the development, however the landscaping incorporated does not reduce the dominance of car parking areas from the street frontage while achieving active frontages and sight lines for casual surveillance.</p> <p>It is recommended that a condition be included requiring a landscape plan to be provided to Council for approval that demonstrates compliance with Performance Outcome PO70.</p> <p>Appropriately conditioned, the development can comply with Performance Outcome PO70.</p>	
<p>PO71 Surveillance and overlooking are maintained between the road frontage and the main building line.</p>	<p>E71 No fencing is provided forward of the building line.</p>
<i>Performance Outcome Assessment</i>	
<p>The proposal does not comply with PO71 as the building design of the proposed Service Station does not create and is not conducive to surveillance and overlooking of the road frontage.</p> <p>While no fencing is proposed forward of the building line in accordance with the nominated requirements of E71, section 1.7.4.1 of the MBRC Planning Scheme states that compliance with an Example does not mean that compliance with a Performance Outcome is achieved. This is such an example.</p> <p>It is recommended that a condition be included requiring the Service Station building to incorporate windows / glazing or the like along the full frontage of Anzac Avenue.</p> <p>Appropriately conditioned, the development can comply with Performance Outcome PO71.</p>	

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Centre Zone Code - Local Centre Precinct	
<p>PO2 Development addresses and activates streets and public spaces by:</p> <ol style="list-style-type: none"> a. establishing and maintaining interaction, pedestrian activity and casual surveillance through appropriate land uses and building design (e.g. the use of windows or glazing and avoiding blank walls with the use of sleeving); b. ensuring buildings and individual tenancies address street frontages and other areas of pedestrian movement; c. new buildings adjoin or are within 3m of a primary street frontage, civic space or public open space; d. locating car parking areas behind or under buildings to not dominate the street environment; e. providing visual interest to the façade (e.g. windows or glazing, variation in colours, materials, finishes, articulation, recesses or projections); f. establishing or maintaining human scale. 	<p>E2.1 Development addresses the street frontage.</p> <p>E2.2 New buildings and extensions are built to the street alignment.</p> <p>E2.3 At-grade car parking:</p> <ol style="list-style-type: none"> a. does not adjoin a main street or a corner; b. where at-grade car parking adjoins a street (other than a main street) or civic space it does not take up more than 40% of the length of the street frontage. <p>Note - Refer to Planning scheme policy - Centre and neighbourhood hub design for details and examples.</p> <p>E2.4 Development on corner lots:</p> <ol style="list-style-type: none"> a. addresses both street frontages; b. expresses strong visual elements, including feature building entries. <p>E2.5 Development incorporates active uses adjacent to a street frontage, civic spaces, public open space or pedestrian thoroughfare.</p> <p>E2.6 The front facade of the building:</p> <ol style="list-style-type: none"> a. is made up of a minimum of 50% windows or glazing between a height of 1m and 2m; b. the minimum area of window or glazing is to remain uncovered and free of signage. <p>E2.7 Individual tenancies do not exceed a frontage length of 20m.</p> <p>E2.8 Large format retail uses (e.g. showroom⁽⁷⁸⁾, supermarket or discount department store) are sleeved by smaller tenancies (e.g. retail and similar uses).</p> <p>Note - Refer to Planning scheme policy - Centre and neighbourhood hub design for details and examples.</p>

ITEM 2.1 MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 - A17194714 (Cont.)

<i>Performance Outcome Assessment</i>	
<p>The proposed Service Station has a blank wall fronting Anzac Avenue with no articulation, activation or visual interest provided and therefore does not comply with (a) and (e) of Performance Outcome PO2. Further to this, the development plans provided do not provide detailed floor plans so the location of consulting rooms, etc cannot be determined for the Health Care Services building.</p> <p>It is recommended that a condition be included requiring the Service Station building to incorporate windows / glazing or the like along the full frontage of Anzac Avenue. It is further recommended that the minimum area of window or glazing for the proposed Health Care Services is to remain uncovered and free of signage in accordance with Example E2.6. It is also recommended internal building layouts be provided to ensure opportunities for activation occur.</p> <p>Appropriately conditioned, the development can comply with Performance Outcome PO2</p>	
<p>PO6 Developments incorporating a gross leasable area greater than 3,000m² include a public plaza on-site, that:</p> <ol style="list-style-type: none"> a. is integrated with adjacent development, in relation to built form, streetscape, landscaping and the street and pedestrian network; b. is directly accessible from adjacent development or tenancies and is easily and conveniently accessible to the public; c. is of a sufficient size and dimensions to cater for passive recreation activities (e.g. alfresco dining and temporary activities etc); d. includes greening (e.g. Landscaping, planter boxes, street trees etc) that contributes to the identity of the centre; e. is lit and has adequate signage for way finding, ensuring adjoining and near by residential uses are not impacted by 'overspill'; f. is designed to achieve CPTED principles e.g. visible at all times. <p>Note - For details and examples of civic space requirements refer to Planning scheme policy - Centre and neighbourhood hub design.</p> <p>Note - Refer to Planning scheme policy - Centre and neighbourhood hub design for details and examples.</p>	<p>No example provided.</p>
<i>Performance Outcome Assessment</i>	
<p>The development proposes a public plaza at 430m² located in the middle of the site, contiguous to the southern boundary.</p>	

ITEM 2.1 MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 - A17194714 (Cont.)

Relevantly, the applicant has explored the use of the existing EMT C on RP889548 in responding to this Performance Outcome. The current terms of the easement document identifies that the Grantee has *“the full and free right and liberty to the uninterrupted access and enjoyment of light and air to and for the Dominant Tenement through over and across the Servient Tenement without any obstruction or interruption thereof caused by or consequent upon the erection raising making or suffering to stand of any tree shrub building structure or thing whatsoever”*. Therefore, the proposal cannot locate such any structure in this location.

Given this hard constraint the applicant has located a small public plaza internal to the site. The proposed plaza will be largely separated and partly screened from the adjoining residential development to the south through the provision of an acoustic fence along part of the southern boundary. The plaza is surrounded by land uses and outdoor seating areas, to encourage the facility to be utilised by members of the public. Pedestrian connections have been provided north to Anzac Avenue, west to Cecily Street and south to the adjoining residential development, to allow appropriate connections and surrounding residents to utilise this facility. The proposed location of this facility is acceptable due to the hierarchy of the surrounding road networks and volume of cars travelling along Anzac Avenue, and the requirements for the development to provide active frontages to Anzac Avenue and Cecily Street.

The applicant has provided insufficient detail on the proposed landscaping of the public plaza. It is therefore recommended a condition be included requiring a landscape plan to be provided to Council for approval that demonstrates compliance with Performance Outcome PO6.

Appropriately conditioned the development complies with Performance Outcome PO6.

<p>PO9 Awnings are provided at the ground level fronting pedestrian footpaths. Awnings:</p> <ul style="list-style-type: none"> a. provide adequate protection for pedestrians from solar exposure and inclement weather; b. are integrated with the design of the building and the form and function of the street; c. do not compromise the provision of street trees and signage; d. ensure the safety of pedestrians and vehicles (e.g. No support poles). 	<p>E9 Buildings incorporate an awning that:</p> <ul style="list-style-type: none"> a. is cantilevered; b. extends from the face of the building; c. has a minimum height of 3.2m and a maximum height of 4.2m above pavement level; d. does not extend past a vertical plane of 1.5m inside the kerb line to allow for street trees and regulatory signage; e. aligns with adjoining buildings to provide continuous shelter where possible.
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Performance Outcome Assessment

The development proposes an alternative solution to Performance Outcome PO9 as the awnings proposed along the Anzac Avenue and Cecily Street frontages are not all cantilevered.

- Awnings are proposed to extend out into the road reserve in numerous locations:
1. the primary pedestrian entrance to the Health Care Service building located on Lot 5;
 2. off the alfresco seating area attached to the Service Station on Lot 4; and
 3. off the fuel canopy for the Service Station on Lot 4.

The awnings identified will provides adequate protection for pedestrians, they are integrated with the design of the building and form and function of the street, and they will not compromise the provision of street trees and signage.

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It is noted that there are support poles identified in the road reserve. For the proposal to be able to comply with Performance Outcome PO9(d), it is recommended that a condition be included requiring the development to remove any support poles from within the road reserve.

Appropriately conditioned, the development will comply with Performance Outcome PO9. It is recommended that the alternative solution be accepted in this instance.

PO10

All buildings exhibit a high standard of design and construction, which:

- a. adds visual interest to the streetscape (e.g. variation in materials, patterns, textures and colours, cantilevered awning);
- b. enables differentiation between buildings;
- c. contributes to a safe environment;
- d. incorporates architectural features within the building facade at the street level to create human scale;
- e. treat or break up blank walls that are visible from public areas;
- f. includes building entrances that are readily identifiable from the road frontage, located and oriented to favour active and public transport usage by connecting to pedestrian footpaths on the street frontage and adjoining sites;
- g. facilitate casual surveillance of all public spaces.

No example provided.

Performance Outcome Assessment

The development as proposed does not comply with this Performance Outcome. Refer to the assessment against Performance Outcome PO63 of the General Residential Zone Code for the Urban Neighbourhood Precinct above that is substantially similar to this Performance Outcome that applies equally to this Performance Outcome, specifically in relation to the design of the proposed Service Station.

Appropriately conditioned the development can comply with Performance Outcome PO10.

PO17

- a. End of trip facilities are provided for employees or occupants, in the building or on-site within a reasonable walking distance, and include:
 - i. adequate bicycle parking and storage facilities; and
 - ii. adequate provision for securing belongings; and
 - iii. change rooms that include adequate showers, sanitary compartments, wash basins and mirrors.

E17.1

Minimum bicycle parking facilities are provided in accordance with the table below (rounded up to the nearest whole number).

Use	Minimum Bicycle Parking
Residential uses comprised of dwellings	Minimum 1 space per dwelling
All other residential uses	Minimum 1 space per 2 car parking spaces identified in Schedule 7 – car parking
Non-residential uses	Minimum 1 space per 200m ² of GFA

ITEM 2.1 MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 - A17194714 (Cont.)

<p>b. Notwithstanding a. there is no requirement to provide end of trip facilities if it would be unreasonable to provide these facilities having regard to:</p> <ul style="list-style-type: none"> i. the projected population growth and forward planning for road upgrading and development of cycle paths; or ii. whether it would be practical to commute to and from the building on a bicycle, having regard to the likely commute distances and nature of the terrain; or iii. the condition of the road and the nature and amount of traffic potentially affecting the safety of commuters. <p>Editor's note - The intent of b above is to ensure the requirements for bicycle parking and end of trip facilities are not applied in unreasonable circumstances. For example these requirements should not, and do not apply in the Rural zone or the Rural residential zone etc.</p> <p>Editor's note - This performance outcome is the same as the Performance Requirement prescribed for end of trip facilities under the Queensland Development Code. For development incorporating building work, that Queensland Development Code performance requirement cannot be altered by a local planning instrument and has been reproduced here solely for information purposes. Council's assessment in its building work concurrence agency role for end of trip facilities will be against the performance requirement in the Queensland Development Code. As it is subject to change at any time, applicants for development incorporating building work should ensure that proposals that do not comply with the examples under this heading meet the current performance requirement prescribed in the Queensland Development Code.</p>	<p>Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is a combination of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.</p> <p>E17.2 Bicycle parking is:</p> <ul style="list-style-type: none"> a. provided in accordance with <i>Austroads (2008), Guide to Traffic Management - Part 11: Parking</i>; b. protected from the weather by its location or a dedicated roof structure; c. located within the building or in a dedicated, secure structure for residents and staff; d. adjacent to building entrances or in public areas for customers and visitors. <p>Note - Bicycle parking structures are to be constructed to the standards prescribed in AS2890.3.</p> <p>Note - Bicycle parking and end of trip facilities provided for residential and non-residential activities may be pooled, provided they are within 100 metres of the entrance to the building.</p> <p>Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.</p> <p>E17.3 For non-residential uses, storage lockers:</p> <ul style="list-style-type: none"> a. are provide at a rate of 1.6 per bicycle parking space (rounded up to the nearest whole number); b. have minimum dimensions of 900mm (height) x 300mm (width) x 450mm (depth). <p>Note - Storage lockers may be pooled across multiple sites and activities when within 100 metres of the entrance to the building and within 50 metres of bicycle parking and storage facilities.</p> <p>Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.</p>
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ITEM 2.1 MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 - A17194714 (Cont.)

E17.4

For non-residential uses, changing rooms:

- a. are provided at a rate of 1 per 10 bicycle parking spaces;
- b. are fitted with a lockable door or otherwise screened from public view;
- c. are provided with shower(s), sanitary compartment(s) and wash basin(s) in accordance with the table below:

Bicycle spaces provided	Male/Female	Change rooms required	Showers required	Sanitary compartments required	Washbasins required
1-5	Male and female	1 unisex change room	1	1 closet pan	1
6-19	Female	1	1	1 closet pan	1
20 or more	Male	1	1	1 closet pan	1
	Female	1	2, plus 1 for every 20 bicycle spaces provided thereafter	2 closet pans, plus 1 sanitary compartment for every 60 bicycle parking spaces provided thereafter	1, plus 1 for every 60 bicycle parking spaces provided thereafter
	Male	1	2, plus 1 for every 20 bicycle spaces provided thereafter	1 urinal and 1 closet pans, plus 1 sanitary compartment at the rate of 1 closet pan or 1 urinal for every 60 bicycle space provided thereafter	1, plus 1 for every 60 bicycle parking spaces provided thereafter

Note - All showers have a minimum 3-star Water Efficiency Labelling and Standards (WELS) rating shower head.

Note - All sanitary compartments are constructed in compliance with F2.3 (e) and F2.5 of BCA (Volume 1).

- d. are provided with:
 - i. a mirror located above each wash basin;
 - ii. a hook and bench seating within each shower compartment;
 - iii. a socket-outlet located adjacent to each wash basin.

Note - Change rooms may be pooled across multiple sites, residential and non-residential activities when within 100 metres of the entrance to the building and within 50 metres of bicycle parking and storage facilities

Editor's note - The examples for end of trip facilities prescribed under the Queensland Development Code permit a local planning instrument to prescribe facility levels higher than the default levels identified in those acceptable solutions. This example is an amalgamation of the default levels set for end of trip facilities in the Queensland Development Code and the additional facilities required by Council.

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<i>Performance Outcome Assessment</i>	
Refer to the assessment above against PO67 of the General Residential Zone Code for the Urban Neighbourhood Precinct above that is the same as this Performance Outcome.	
It is recommended that the alternative solution be accepted in this instance.	
<p>PO20 On-site landscaping:</p> <ul style="list-style-type: none"> a. is incorporated into the design of the development; b. reduces the dominance of car parking and servicing areas from the street frontage; c. incorporates shade trees in car parking areas; d. retains mature trees wherever possible; e. contributes to quality public spaces and the microclimate by providing shelter and shade; f. maintains the achievement of active frontages and sightlines for casual surveillance. <p>Note - All landscaping is to accord with Planning scheme policy - Integrated design.</p>	No example provided.
<i>Performance Outcome Assessment</i>	
Refer to the assessment above against Performance Outcome PO70 of the General Residential Zone Code for the Urban Neighbourhood Precinct above that is substantially similar to this Performance Outcome that applies equally to this Performance Outcome.	
It is recommended that a condition be included requiring a landscape plan to be provided to Council for approval that demonstrates compliance with Performance Outcome PO20.	
Appropriately conditioned, the development complies with Performance Outcome PO20.	
<p>PO21 Surveillance and overlooking are maintained between the road frontage and the main building line.</p>	No example provided.
<i>Performance Outcome Assessment</i>	
Refer to the assessment above against PO71 of the General Residential Zone Code for the Urban Neighbourhood Precinct above that is the same as this Performance Outcome.	
It is recommended that a condition be included requiring the Service Station building to incorporate windows / glazing or the like along the full frontage of Anzac Avenue.	
Appropriately conditioned, the development can comply with Performance Outcome PO21.	

2.4.4 Overall Outcome Assessment

The development proposal does not comply with Performance Outcome PO59 and PO61 of the General Residential Zone Code - Urban Neighbourhood. Therefore, the proposal is required to be assessed against the applicable Overall Outcomes of the code as follows;

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General Residential Zone Code - Urban Neighbourhood Precinct Section 6.2.6.4		
Overall Outcomes	Comply Y/N	Comments
a) The Urban neighbourhood precinct will mainly comprise of a series of residential neighbourhoods that will each achieve a site density of at least 45 dwellings per hectare and can support the provision of local services.	N/A	Not applicable as proposal is not for a residential development.
b) Neighbourhoods will have a mix of residential uses (e.g. apartments, plexes, terrace etc), tenure and densities providing housing choice and affordability for different lifestyle choices and life stages to meet diverse community needs.	N/A	Not applicable as proposal is not for a residential development.
c) The scale and density of development facilitates an efficient land use pattern that supports compact, walkable and sustainable communities that are well connected to centres, community and social infrastructure.	Y	The development is providing retail and commercial activities on a site identified under Overlay - Community activities and Neighbourhood hubs. The development can demonstrate that it facilitates the outcomes sought by the overall outcome.
d) Neighbourhoods are designed to provide well-connected, safe and convenient movement and open space networks through interconnected streets and active transport linkages that provide high levels of accessibility between residences, open space areas and places of activity.	Y	<p>The development provides for connections from the site to the surrounding neighbourhood, including pedestrian links through the adjoining residential development proposal through to the Murrumba Downs train station.</p> <p>Further, Cecily Street which is a secondary active transport route, will be constructed in accordance with an Urban Fringe Road typology (modified for the interim) which improves connectivity.</p> <p>In addition, it is a recommended condition of approval that the applicant carry out a pedestrian connectivity investigation to identify and implement any opportunities to improve pedestrian connections into the site, in particular from north of Anzac Avenue.</p>
e) The design siting and construction of residential uses are to	N/A	Not applicable as the proposal is not for a residential development.
f) Non-residential uses in the urban neighbourhood precinct take the form of community activities, corner stores, mixed use	Y	The development is providing retail and commercial activities and community activities on a site identified under Overlay - Community activities and Neighbourhood hubs. The development can demonstrate

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buildings or neighbourhood hubs.		that it facilitates the outcomes sought by the overall outcome. Refer to overall outcome (k) for discussion relating to the scale of the neighbourhood hub.
g) Community activities: i. establish in a location that may be serviced by public transport; ii. do not negatively impact adjoining residents or the streetscape; iii. do not undermine the viability of existing or future centres.	Y	The development proposes Health Care Services which is a community activity. The establishment of Health Care Services in this location: i. can be serviced by public transport; ii. does not negatively impact adjoining residents or the streetscape; iii. do not undermine the viability of existing or future centres. The proposal complies with this overall outcome.
h) Corner stores may establish as stand alone uses (not part of a neighbourhood hub) where:	N/A	Not applicable as the proposal in not for a corner store.
i) Mixed use buildings may incorporate retail and commercial activities (not part of a neighbourhood hub or a corner store) where:	N/A	Not applicable as the development site is identified under Overlay - Community activities and Neighbourhood hubs.
j) New retail and commercial uses (other than a corner store or mixed use building) only establish within this precinct if: i. within an existing or future neighbourhood hub identified in the planning scheme (e.g. Overlay map - Neighbourhood hubs and community activities); or ii. the urban neighbourhood precinct does not adjoin a higher order or district centre (e.g. Clontarf, Woody Point, Scarborough); or iii. on land adjoining or opposite a train station.	Y	The development proposal complies as new retail and commercial uses are being proposed on a site identified on the Overlay Map - Community activities and Neighbourhood hubs.
k) Retail and commercial activities (forming part of a neighbourhood hub and not for a corner store or mixed use building): i. cluster with other non-residential uses forming a neighbourhood hub; ii. are centred around a 'Main Street' central	Y	Section 6.2.1 of the planning scheme being the Centre Zone Code outlines the criteria around the scale and function of a Local Centre as distinct from a Neighbourhood Hub. A Neighbourhood Hub is defined as; <i>A cluster of non-residential uses. A conveniently located public place that is recognised and valued in the local</i>

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<p>core, that is adjoining or adjacent to a train station (platform entrance/exit) fostering opportunities for social and economic exchange;</p> <p>iii. are of a small scale, appropriate for a neighbourhood hub;</p> <p>Note - Retail and commercial uses that will result in a new or existing neighbourhood hub expanding to a scale and function consistent with a Local centre are to be assessed as if establishing a new Local centre. Refer to the Centre zone code for relevant assessment benchmark.</p> <p>iv. do not negatively impact adjoining residents or the streetscape;</p> <p>v. are subordinate in function and scale to all centres within the region.</p>	<p><i>community as a gathering place for people, and an access point for a wide range of community activities, programs, services and events. Includes, a lot shown on Overlay map - Community activities and neighbourhood hubs.</i></p> <p>An assessment against Table 6.2.1.1 of the Centre Zone Code is provided in the assessment above against Performance Outcome PO61 of the General Residential Zone Code for the Urban Neighbourhood Precinct.</p> <p>The conclusion of that assessment is that based on the provision of a full line supermarket, the scale and range of uses proposed and the consideration of the future development sites and the existing commercial development, the proposal / site will function at the scale of a Local Centre.</p> <p>Importantly, the inclusion of the note in the overall outcome which states that <i>retail and commercial uses that will result in a new or existing neighbourhood hub expanding to a scale and function consistent with a Local centre are to be assessed as if establishing a new Local centre</i>, precludes any requirement to comply with point (iii) by instead directing the development proposed to be assessed against the Centre Zone Code - Local Centre Precinct.</p> <p>Further to this, the development is providing a cluster of non-residential uses; it is centred around a main street that adjoins Murrumba Downs Station; it has been designed and can be conditioned to manage the impacts on adjoining residents and the streetscape; and it is subordinate in function and scale to the adjoining centres of North Lakes and Kallangur.</p>
<p>l) The design, siting and construction of non-residential uses:</p> <p>i. maintains a human scale, through appropriate building heights and form;</p> <p>ii. provides attractive, active frontages that maximise pedestrian activity along road frontages, movement</p>	<p>Y</p> <p>The proposal largely provides for attractive active frontages that maximise pedestrian activity. Active frontage is defined in the planning scheme as;</p> <p><i>A building that ensures interactivity and encourages cross-movement between the public and private domains at ground level and above ground levels, by the way the buildings are designed and oriented. An active frontage is one that avoids blank walls and facades and instead:</i></p>

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<p>corridors and public spaces;</p> <p>iii. provides for active and passive surveillance of road frontages, movement corridors and public spaces;</p> <p>iv. promotes active transport options and ensures an oversupply of car parking is not provided;</p> <p>v. does not result in large internalised shopping centres (e.g. large blank external walls with tenancies only accessible from within the building) surrounded by expansive areas of surface car parking.</p>		<p>(a) <i>includes windows, openings, entry statements, balconies and awnings;</i></p> <p>(b) <i>uses a variety of materials, textures and colours;</i></p> <p>(c) <i>creates opportunities for surveillance and interface between different user groups;</i></p> <p>(d) <i>provides a variety of activities to occur along the building front.</i></p> <p>The Health Care Services building is located contiguous to Anzac Avenue and provides for an attractive, active frontage that maximises pedestrian activity. The building incorporates:</p> <ol style="list-style-type: none"> i. a pedestrian direct pedestrian entry to tenancies located within the site; ii. a second level for greater vertical built form; and iii. awnings, windows, glazing to further promote passive surveillance of Anzac Avenue. <p>The two Food and Drink Outlets (Lot 2 and Lot 3) are proposed to be setback behind EMT C RP889548. It is acknowledged that this prevents the achievement of a genuine active frontage. It is recommended that a condition be included to ensure that drive-through facilities are appropriately screened and the provision is made for alfresco seating between EMT C RP889548 and the drive-through facility. This will ensure these tenancies provide for passive surveillance of public spaces and Anzac Avenue.</p> <p>The Service Station, whilst constructed within 3m of the property boundary, faces internally with only a blank wall fronting Anzac Avenue. This provides no activation or opportunity for active and passive surveillance of the road frontage and therefore does not comply with this Overall Outcome sub-clauses (ii) and (iii). In that regard, it is recommended that a condition be included requiring the Service Station building to incorporate windows / glazing or the like along the full frontage of Anzac Avenue.</p>
<p>m) General works associated with the development achieves the following:</p> <ol style="list-style-type: none"> i. new development is provided with a high 	<p>Y</p>	<p>The development has been supported by sufficient technical documentation to demonstrate compliance with Overall Outcome (m).</p>

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	<p>standard of services to meet and support the current and future needs of users of the site, including roads, street lighting services, telecommunications and reticulated electricity (underground wherever possible), water and sewerage (where available);</p> <p>ii. the development manages stormwater to:</p> <p style="margin-left: 20px;">A. ensure the discharge of stormwater does not adversely affect the quality, environmental values or ecosystem functions of downstream receiving waters;</p> <p style="margin-left: 20px;">B. prevent stormwater contamination and the release of pollutants;</p> <p style="margin-left: 20px;">C. maintain or improve the structure and condition of drainage lines and riparian areas;</p> <p style="margin-left: 20px;">D. avoid off-site adverse impacts from stormwater.</p> <p>iii. the development does not result in unacceptable impacts on the capacity and safety of the external road network;</p> <p>iv. the development ensures the safety, efficiency and useability of access ways and parking areas;</p> <p>v. site works including earthworks are managed to be safe and have minimal impacts on adjoining or adjacent premises, the streetscape or the environment.</p>	
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n) Activities associated with the use do not cause a nuisance by way of aerosols, fumes, light, noise, odour, particles or smoke.	Y	The development proposal could be appropriately conditioned to ensure that activities associated with the use do not cause nuisance.
o) Noise generating uses are designed, sited and constructed to minimise the transmission of noise to appropriate levels and do not cause environmental harm or nuisance.	Y	The applicant has provided an Acoustic Assessment Report that has been accepted by Council officers however requires amendment to reflect the revised layout. With a condition requiring an amended acoustic report, the development can comply with Overall Outcome (o).
p) Noise sensitive uses are designed, sited and constructed so as not to be subject to unacceptable levels of noise.	N/A	Not applicable as no noise sensitive uses are proposed under this application.
q) Development in a Water supply buffer is undertaken in a manner which contributes to the maintenance and enhancement where possible of water quality to protect the drinking water and aquatic ecosystem environmental values in those catchments.	N/A	Not applicable as site is not located in water supply buffer.
r) Development avoids areas subject to constraint, limitation, or environmental value. Where development cannot avoid these identified areas, it responds by: <ul style="list-style-type: none"> i. adopting a 'least risk, least impact' approach when designing, siting and locating development in any area subject to a constraint, limitation or environmental value to minimise the potential risk to people, property and the environment; ii. ensuring no further instability, erosion or degradation of the land, water or soil resource; iii. when located within a Water buffer area, complying with the Water Quality Vision and Objectives contained in the Seqwater Development Guidelines: Development Guidelines for Water Quality Management in Drinking Water Catchments 2012. iv. maintaining, restoring and rehabilitating environmental values, including natural, ecological, biological, 	Y	The development has appropriately considered all identified constraints over the site.

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<p>aquatic, hydrological and amenity values, and enhancing these values through the provision of planting and landscaping, and facilitating safe wildlife movement and connectivity through:</p> <ul style="list-style-type: none"> A. the provision of replacement, restoration, rehabilitation planting and landscaping; B. the location, design and management of development to avoid or minimise adverse impacts on ecological systems and processes; C. the requiring of environmental offsets in accordance with the Environmental Offsets Act 2014. <ul style="list-style-type: none"> v. protecting native species and protecting and enhancing species habitat; vi. protecting and preserving the natural, aesthetic, architectural historic and cultural values of significant trees, places, objects and buildings of heritage and cultural significance; vii. establishing effective separation distances, buffers and mitigation measures associated with identified infrastructure to minimise adverse effects on sensitive land uses from odour, noise, dust and other nuisance generating activities; viii. establishing, maintaining and protecting appropriate buffers to waterways, wetlands, native vegetation and significant fauna habitat; ix. ensuring it promotes and does not undermine the ongoing viability, integrity, operation, maintenance and safety of identified infrastructure; 		
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<p>x. ensuring effective and efficient disaster management response and recovery capabilities;</p> <p>xi. where located in an overland flow path:</p> <p style="margin-left: 20px;">A. development siting, built form, layout and access responds to the risk presented by the overland flow and minimises risk to personal safety;</p> <p style="margin-left: 20px;">B. development is resilient to the impacts of overland flow by ensuring the siting and design accounts for the potential risks to property associated with the overland flow;</p> <p style="margin-left: 20px;">C. development does not impact on the conveyance of the overland flow for any event up to and including the 1% AEP for the fully developed upstream catchment;</p> <p style="margin-left: 20px;">D. development directly, indirectly and cumulatively avoid an increase in the severity of overland flow and potential for damage on the premises or other premises, public lands, watercourses, roads or infrastructure.</p>		
<p>s) Development in the Urban neighbourhood precinct includes one or more of the following:</p> <ul style="list-style-type: none"> • Food and Drink Outlet • Health Care Service • Office • Shop 	Y	<p>The proposed uses are consistent uses under the Zone Code. It is noted that Service Station is a policy neutral use.</p>

Based on the assessment above, the proposal is consistent with all of the Overall Outcomes of the code(s) (subject to the application of certain conditions) and is therefore taken to be consistent with the purposes of the code(s).

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2.5 Trunk Infrastructure

In accordance with section 4 of the Moreton Bay Regional Council Planning Scheme, the subject site is located in the identified Priority Infrastructure Area. Infrastructure charges applying to the land, where applicable, are to be applied in accordance the Council's Charges Resolution No. 7 commencing on 11 December 2017 (CR).

2.5.1 Levied Charge

In accordance with section 10 of the CR, a Levied Charge is applicable to the development proposal.

2.5.2 Levied Charge Credit

In accordance with section 14 of the CR, a credit exists for the development based on the credit being the greater of the following amounts:

(a) Payment of previous charges or contributions

There is no record of a previous charge or contribution having been made in relation to the land in accordance with section 14 of the CR. Accordingly, the credit available under this option is \$0.00

(b) Lawful use of land

An assessment of existing and previous lawful uses of the land has determined that a credit amount of \$1,023,783.20 exists and has been calculated based on the following:

Adopted Charge Category	Demand	Adopted Charge	Total
Commercial (retail) - Tulip Town Shopping Centre	4,579m ² GFA	\$182.15m ²	\$834,064.85
	18,852m ² Impervious	\$10.10m ²	\$190,405.20
Total			\$1,024,470.05

Credit available after proportional split stated in Table 4 of the ICR is **\$614,682.03**.

(c) Other development able to occur without a development permit

There is no other development able to be lawfully carried out without a development permit (including a development permit for Building Works). Accordingly, the credit available under this option is \$0.00

(d) The adopted charge for a residential lot (applied equally to non-residential development)

The credit available under this option is \$17,215.35 based on the proportional split stated in Table 4 of the ICR.

2.5.3 Levied Charge Offset or Refund

The site is not affected by a Trunk Infrastructure requirement and therefore there is no offset or refund applicable to the development proposal.

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2.5.4 Additional Trunk Infrastructure Costs

In accordance with section 130 of the *Planning Act 2016*, an additional payment condition may be imposed if the proposed development;

- (a) generates infrastructure demand of more than what is required to service the type or scale of future development assumed in the LGIP; or
- (b) requires new trunk infrastructure earlier than when identified in the LGIP; or
- (c) is for premises located completely or partly outside the Priority Infrastructure Area; and the development will impose additional trunk infrastructure costs on Council after taking into account the levied charge and any trunk infrastructure provided, or to be provided by the development.

In this instance, having assessed the proposed development, it does not warrant the imposition of an additional payment condition.

2.6 Recording of particular approvals on the MBRC Planning Scheme

Not Applicable in this instance.

2.7 Referrals

2.7.1 Council Referrals

2.7.1.1 Development Engineering

Traffic, Access & Parking

Cecily Street is a Council District Collector Road. Under Permit DA/34568/2017/V2M (located directly south of the subject site) Council included conditions for frontage roadworks on Cecily Street including a 1.5m cycle lane, 2x3.3m traffic lanes, 2x2.45m parking lanes and 2m wide pedestrian path under the urban fringe typology of the MBRC scheme. The development is required to undertake roadworks consistent with this permit condition with the addition of a short CHR lane on Cecily Street for northbound traffic accessing the site as indicated by the Lambert and Rehbein review. The TTM report recommended a BAR intersection in the report of 21 July 2017, the justification provided has not been accepted by Council's ITPD or Lambert and Rehbein.

Conditions for a pedestrian path 3.0m wide under Arterial Road typology for the Anzac Ave where the buildings are set back from the frontage boundary and wider paths abutting the building/ property boundary where the buildings are built to the boundary.

Stormwater / Flooding

A Site Based Stormwater Management Plan and a Hydraulic Impact Assessment Report have been supplied in support of the application. The stormwater quantity issues have been demonstrated to comply with Council requirements, however the water quality issues must be revised. As a consequence the recommendations of this report include a condition requiring an amended Stormwater Quality Assessment. Both reports are also prepared using superseded site layout plan versions and must be amended for consistency with approved layouts.

2.7.1.2 Environmental Health

Waste Management

The bin storage areas for the new layout of the development has been indicated on the site plan and is acceptable. Waste bins will be serviced onsite by a 12.5m long HRV. As a consequence the recommendations of this report include a condition that the development be undertaken in accordance with the plan.

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Waste Management (Clinical Waste)

Any clinical waste generated at this site must be managed in accordance with legislative requirements. As a consequence the recommendations of this report include an advice that the development be undertaken in accordance with the relevant regulation.

Lighting

It is recommended that conditions are included to ensure suitable lighting is installed.

Noise

An environmental noise impact assessment was provided for the original layout which no longer applies to the new layout. One of the proposed changes includes the relocation of the food and drink outlets to the north-west of the development in close proximity to sensitive receivers in Cecily Street. Therefore it is appropriate that an amended noise assessment be conducted to reflect the new changes to the development and determine if there are any acoustic attenuation measures that are required. As a consequence the recommendations of this report include a condition that an amended environmental noise impact assessment report is provided.

Air Quality

The proposed changes to the development will not affect the outcomes of the air quality assessment that was undertaken for the original development layout. An Air Quality Assessment prepared by MWA Environmental dated 21 July 2017, report number 1613, was submitted with the original application. The report assessed the impact of air pollutants and odour emissions from the proposed service station onto surrounding sensitive receptors. It is acknowledged that the location of the proposed service station has not changed, therefore the results regarding the emissions from the service station will not have changed. The results from air pollutant dispersion modelling conducted had demonstrated that emissions from the proposed service station with Stage 1 vapour recovery system will readily satisfy the relevant air quality objectives and odour amenity guideline at all surrounding sensitive receptors.

It is noted that the proposed food and drink outlets have been changed as part of the new layout. However, the new locations for the food and drink outlets is not likely to affect the results of the assessment. Odour associated with the drive-through part of the development is managed by the installation of a kitchen exhaust canopy system. Therefore odour emissions from any restaurants is not likely to cause an adverse impact on sensitive receptors on the basis that the kitchen exhaust system appropriately complies with the relevant Australian Standards and are routinely maintained. As a consequence the recommendations of this report include a condition that the development be undertaken in accordance with the Air Quality Assessment.

Fuel Storage

Service stations have specific environmental risks inherent with the bulk storage and dispensing of dangerous goods. As a consequence the recommendations of this report include conditions that environmental impacts be managed.

Food Premises - Food Business Licence

The development may incorporate a licensable food business under the Food Act 2006 that will have specific structural requirements. As a consequence the recommendations of this report include an advice for a Food Business Licence.

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2.7.2 Referral Agencies

2.7.2.1 Concurrence Agencies - Department of State Development, Manufacturing, Infrastructure and Planning

The application was referred to the Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) for the following;

- (a) Matters relating to State-Controlled Roads;
- (b) Matters relating to Queensland Heritage Place;
- (c) Matters relating to Railways;
- (d) Matters relating to Public Passenger Transport; and
- (e) Matters relating to Development Impacting on State Transport Infrastructure.

Council was advised that DSDMIP has no objection to the development application subject to a number of conditions being attached to Council's Decision Notice. Some of the matters dealt with in the conditions were;

- (i) the planting of trees along Anzac Avenue;
- (ii) controlling access into the site;
- (iii) upgrades to a bus stop along Anzac Avenue;
- (iv) provision of a taxi bay on site; and
- (v) frontage works to Anzac Avenue

2.7.2.2 Advice Agencies

There were no Advice Agencies involved in assessing this application.

2.7.2.3 Third Party Agencies

There were no Third Party Agencies involved in assessing this application.

2.8 Public Consultation

2.8.1 Public Notification Requirements under the Development Assessment Rules

The development application is Code Assessable and accordingly there are no public notification requirements associated with the proposal.

2.9 Other Matters

None identified.

3. **Strategic Implications**

3.1 Legislative/Legal Implications

The applicant has appeal rights in accordance with the *Planning Act 2016*.

3.2 Corporate Plan / Operational Plan

Creating Opportunities: Well-planned growth - a sustainable and well-planned community.

3.3 Policy Implications

The proposal is consistent with the existing Moreton Bay Region planning provisions and relevant policies.

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3.4 Risk Management Implications

Development occurs efficiently and effectively in the region in a manner that reduces the potential risk implications to Council and the community.

3.5 Delegated Authority Implications

There are no delegated authority implications arising as a direct result of this report.

3.6 Financial Implications

- a) In the event that an appeal is made to the Planning & Environment court against Council's decision, the Council will incur additional costs in defending its position.
- b) Permit conditions require infrastructure contributions to Council.

3.7 Economic Benefit

Appropriate development supports the growing Moreton Bay Region.

3.8 Environmental Implications

There are no environmental implications arising from the approval of this development application

3.9 Social Implications

There are no social implications arising from the approval of this development application.

3.10 Consultation / Communication

Refer to clauses 2.7 and 2.8.

SUPPORTING INFORMATION

Ref: [A17213346](#), [A17211287](#), [A17348141](#)

The following list of supporting information is provided for:

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**MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT -
DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK -
1613 ANZAC AVENUE, KALLANGUR - DIVISION 7**

#1 Locality Plan

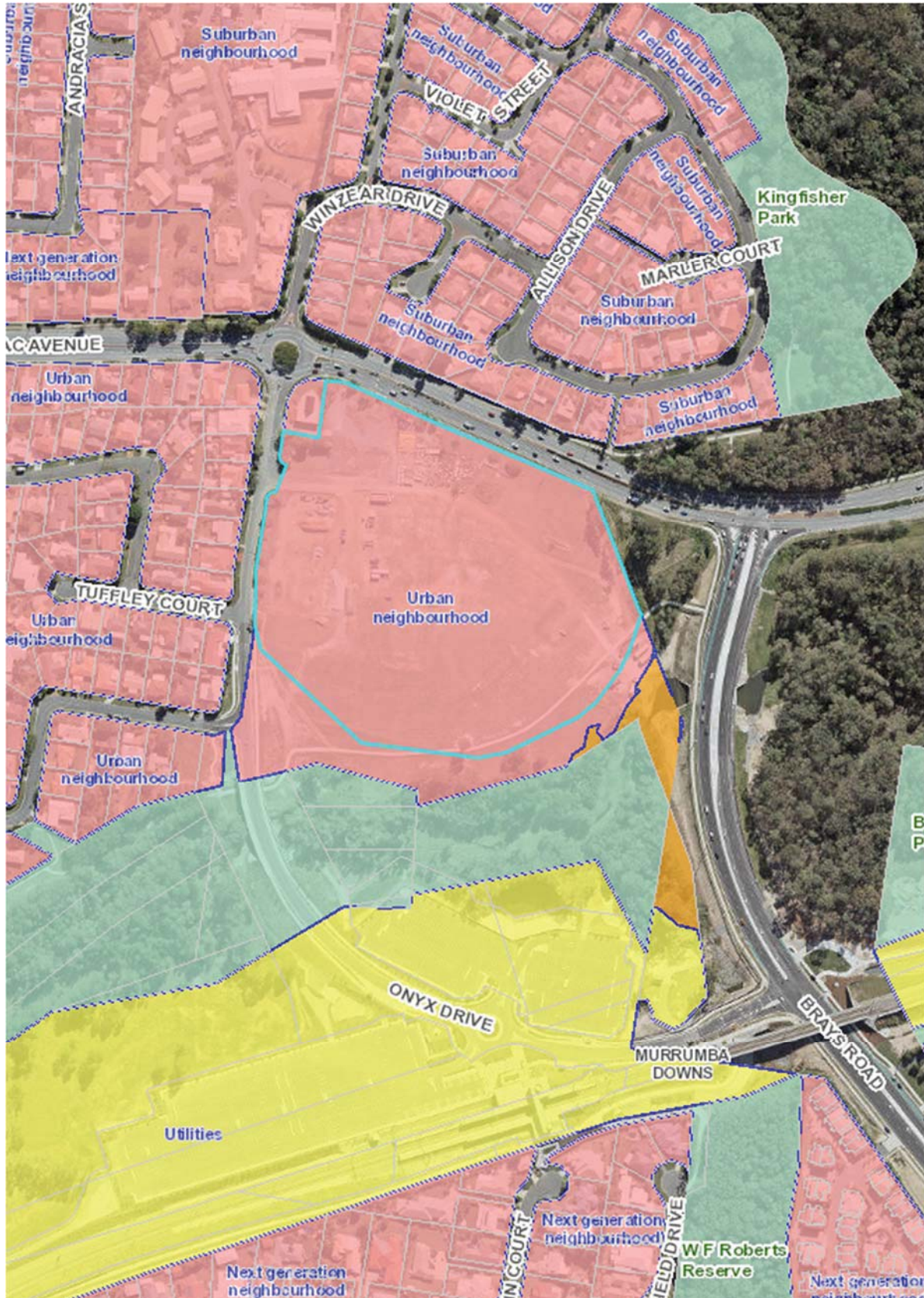
#2 Aerial Map

#3 Proposed Development Plans

#4 Referral Agency Response

ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)

#1 Locality Plan

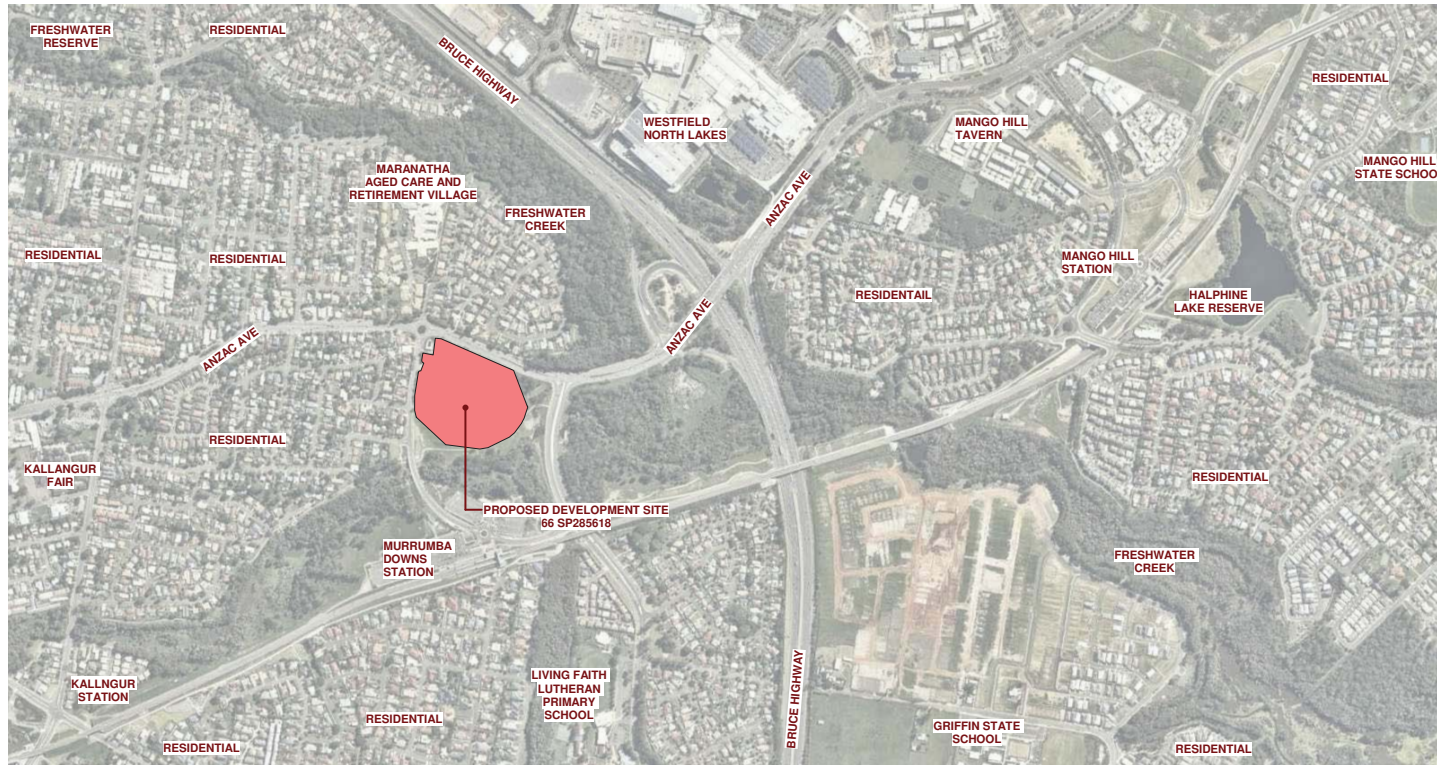


ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)

#2 Aerial Map



ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)



REAL PROPERTY DESCRIPTION
RPD: LOT 66 ON SP285618
LGA: MORETON BAY REGIONAL COUNCIL
TOTAL AREA: 53003.880m ²

NOTES
1. DO NOT SCALE OFF DRAWINGS. FIGURED DIMENSIONS ONLY
2. ALL DIMENSIONS TO BE CHECKED AND VERIFIED ON SITE PRIOR TO COMMENCEMENT OF WORKS FOR EACH CONTRACT
3. THERE IS TO BE NO SPACES OF ANY KIND BETWEEN SITE DIMENSIONS AND THOSE DIMENSIONS SHOWN ON THE DRAWINGS
4. REFER TO COVER SHEET FOR ADDITIONAL NOTES, LEGENDS ETC.
5. THESE DRAWINGS ARE TO BE KEPT IN CONFORMANCE WITH THE ARCHITECTURAL DRAWINGS, SPECIFICATIONS AND SCHEDULES RELATING TO CONSTRUCTION APPROVALS
6. DOCUMENTATION & CURRENT DOCUMENTS SHOWN IN DRAWINGS AND SPECIFICATIONS
7. LOCATION OF ALL EXISTING AND PROPOSED SERVICES IS INDICATIVE ONLY. REFER TO SURVEYORS DRAWINGS. THE CONTRACTOR IS TO ACCURATELY VERIFY AND LOCATE ALL SERVICES PRIOR TO COMMENCING CONSTRUCTION

AMENDMENTS	AND DATE	AMENDMENT DETAILS	BY
1	12/01/17	ISSUE FOR TENDERS	TRG
2	21/01/17	BA ISSUE	HW
3	26/01/17	BA ISSUE - UPGRADE 1	HW
4	07/07/17	BA ISSUE - UPGRADE 2	HW
5	22/07/17	BA ISSUE - UPGRADE 3	HW
A	11/11/17	BA CONDITIONS	HW
B	21/11/17	BA CONDITIONS	HW
C	08/12/17	BA BY ISSUES	HW
D	21/12/17	BA BY ISSUES WITH UPDATED LOT BOUNDARIES	HW
E	15/01/18	BA SET 1 REVISION	HW

PROJECT TITLE & ADDRESS
KALLANGUR DEVELOPMENT
1613 ANZAC AVENUE, KALLANGUR, QLD
4503

DRAWING TITLE
LOCALITY PLAN

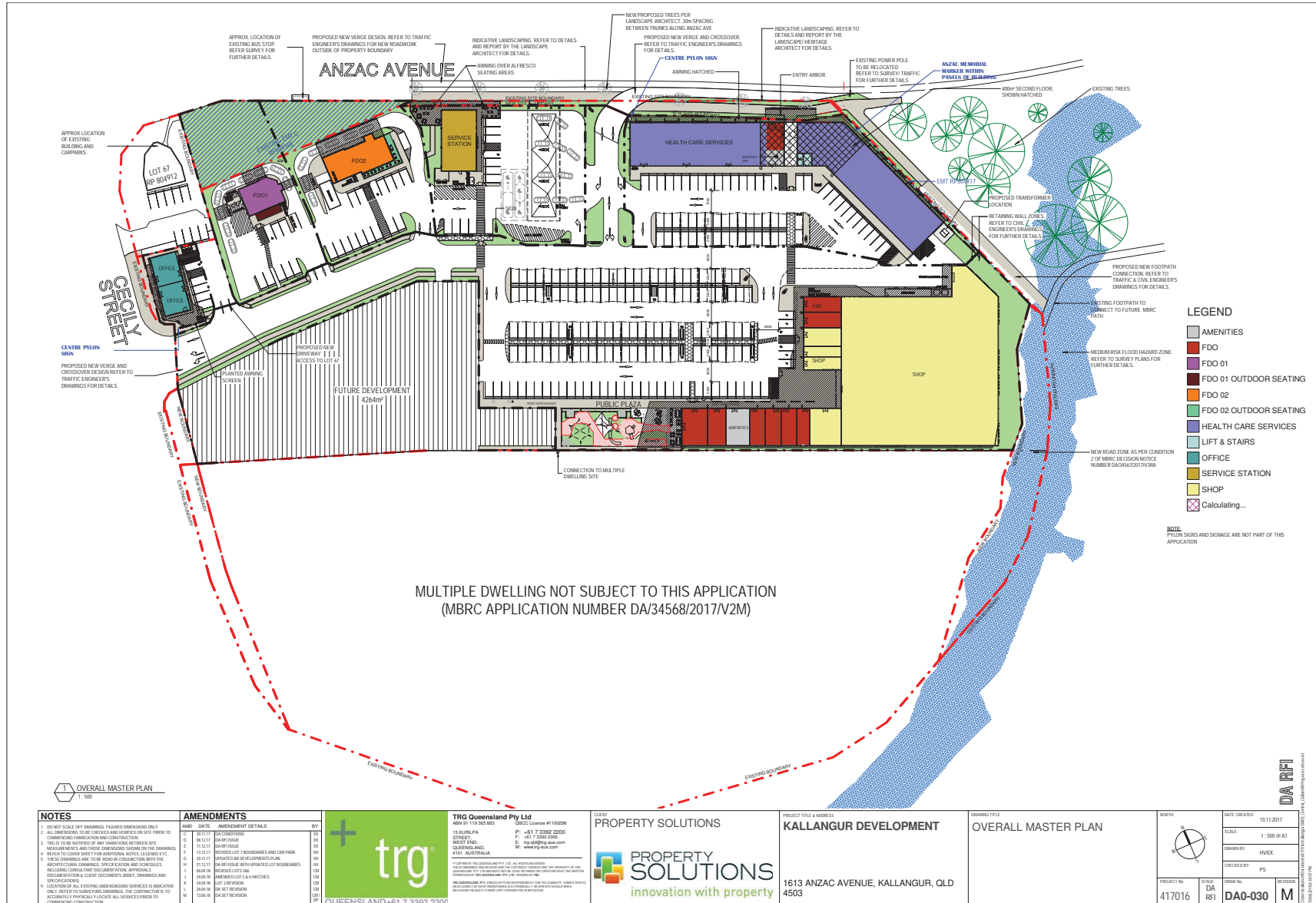
NORTH	DATE CREATED	10/11/2017
	SCALE	As Indicated @ A1
	DRAWN BY	HW
	CHECKED BY	PS
PROJECT No.	DRAW No.	REVISION
417016	DA0-010	E

DA RFI
City of Moreton Bay Regional Council, 2018. All rights reserved.

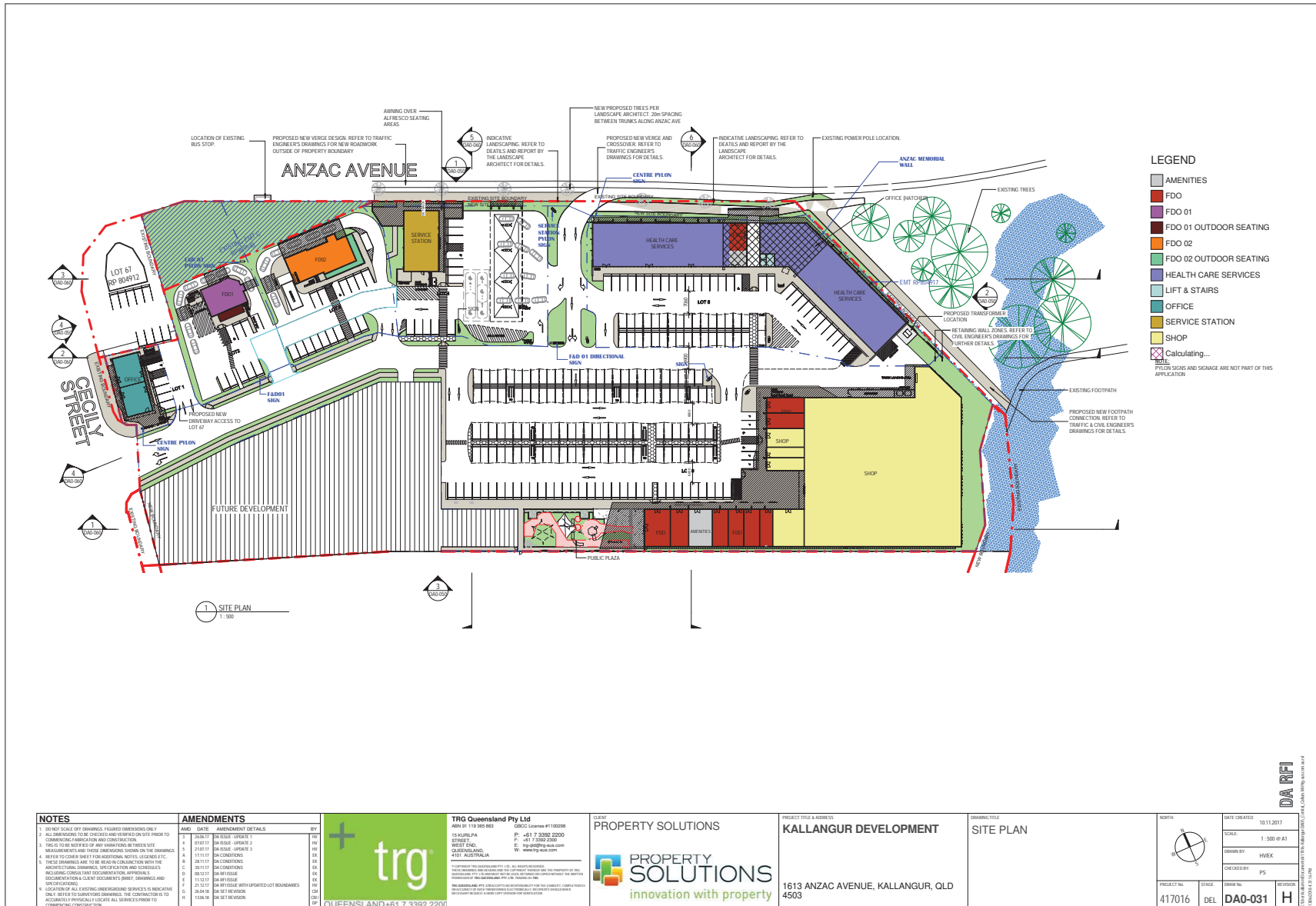
ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)



ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)



ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)



NOTES

- DO NOT SCALE OFF DRAWINGS. FIGURED DIMENSIONS ONLY
- ALL DIMENSIONS TO BE CHECKED AND VERIFIED ON SITE PRIOR TO COMMENCING WORK FOR THIS CONSTRUCTION
- TRIG IS TO BE NOTIFIED OF ANY VARIATIONS BETWEEN SITE MEASUREMENTS AND THOSE DIMENSIONS SHOWN ON THE DRAWINGS
- REFER TO COVER SHEET FOR ADDITIONAL NOTES, LEGENDS ETC.
- THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE ARCHITECTURAL DRAWINGS, SPECIFICATION AND SCHEDULES INCLUDING CONSULTANT DOCUMENTATION APPROVALS
- DOCUMENTATION & CLIENT DOCUMENTS (BRIEF, DRAWINGS AND SPECIFICATIONS)
- LOCATION OF ALL EXISTING MEASUREMENT SERVICES IS INDICATIVE ONLY. REFER TO SURVEYORS DRAWINGS. THE CONTRACTOR IS TO ACCURATELY REPRODUCE ALL SERVICES PRIOR TO COMMENCING CONSTRUCTION

AMENDMENTS

NO	DATE	REVISION / COMMENTS	BY
1	05/07/17	REVISED 'SERVICE' ZONE	TRG
2	07/07/17	BA ISSUE - UPDATES 2	HW
3	21/07/17	BA ISSUE - UPDATES 3	HW
4	11/11/17	BA CONDITIONS	AK
5	06/11/17	BA CONDITIONS	AK
6	06/11/17	BA CONDITIONS	AK
7	11/12/17	BA REVISED	HW
8	21/12/17	BA ISSUE WITH UPDATED LOT BOUNDARIES	HW
9	26/01/18	BA SET 1 REVISION	HW
10	13/01/18	BA SET 1 REVISION	HW

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W: www.trg.qld.com.au

PROPERTY SOLUTIONS
innovation with property

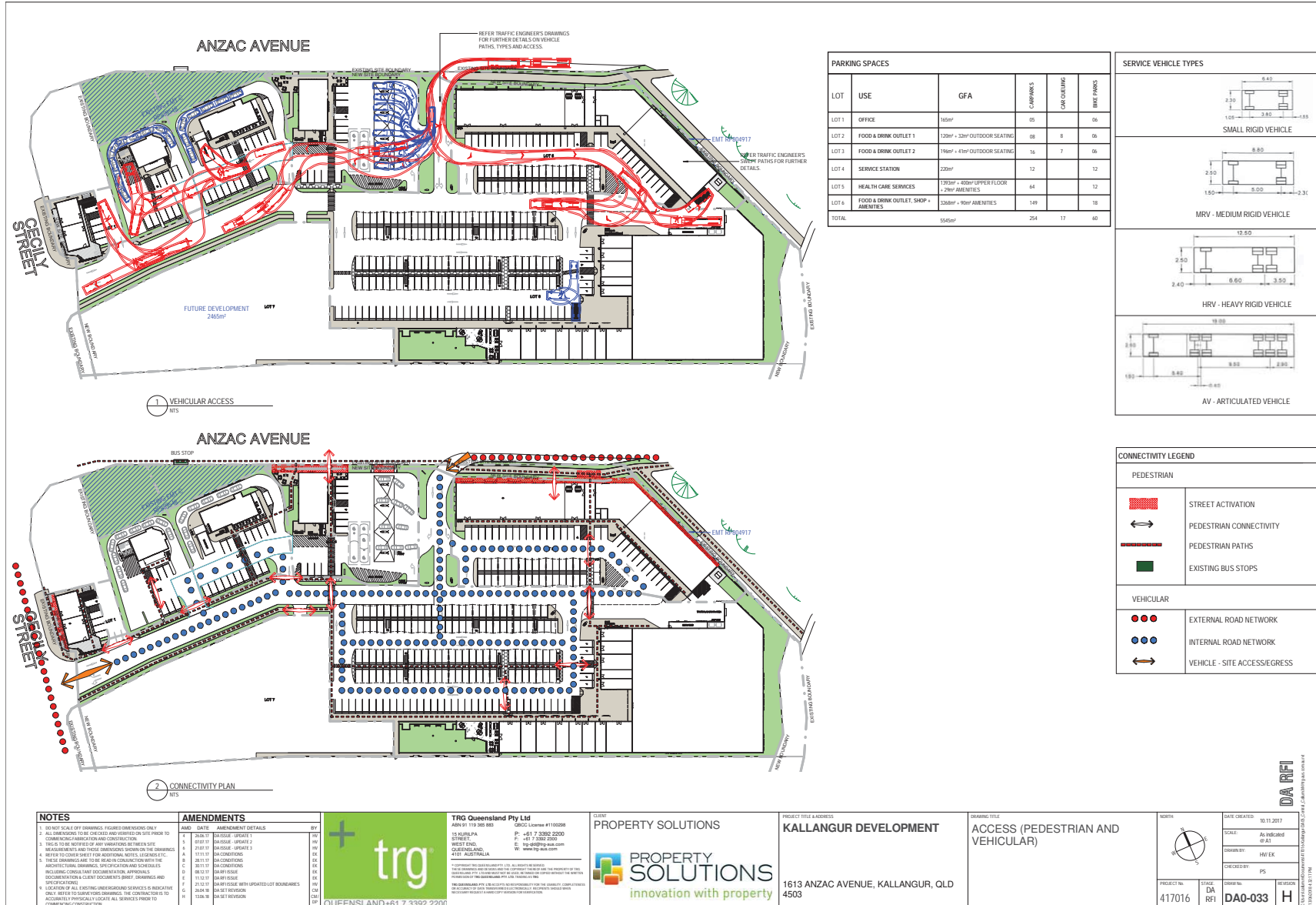
KALLANGUR DEVELOPMENT
1613 ANZAC AVENUE, KALLANGUR, QLD
4503

SITE PLAN

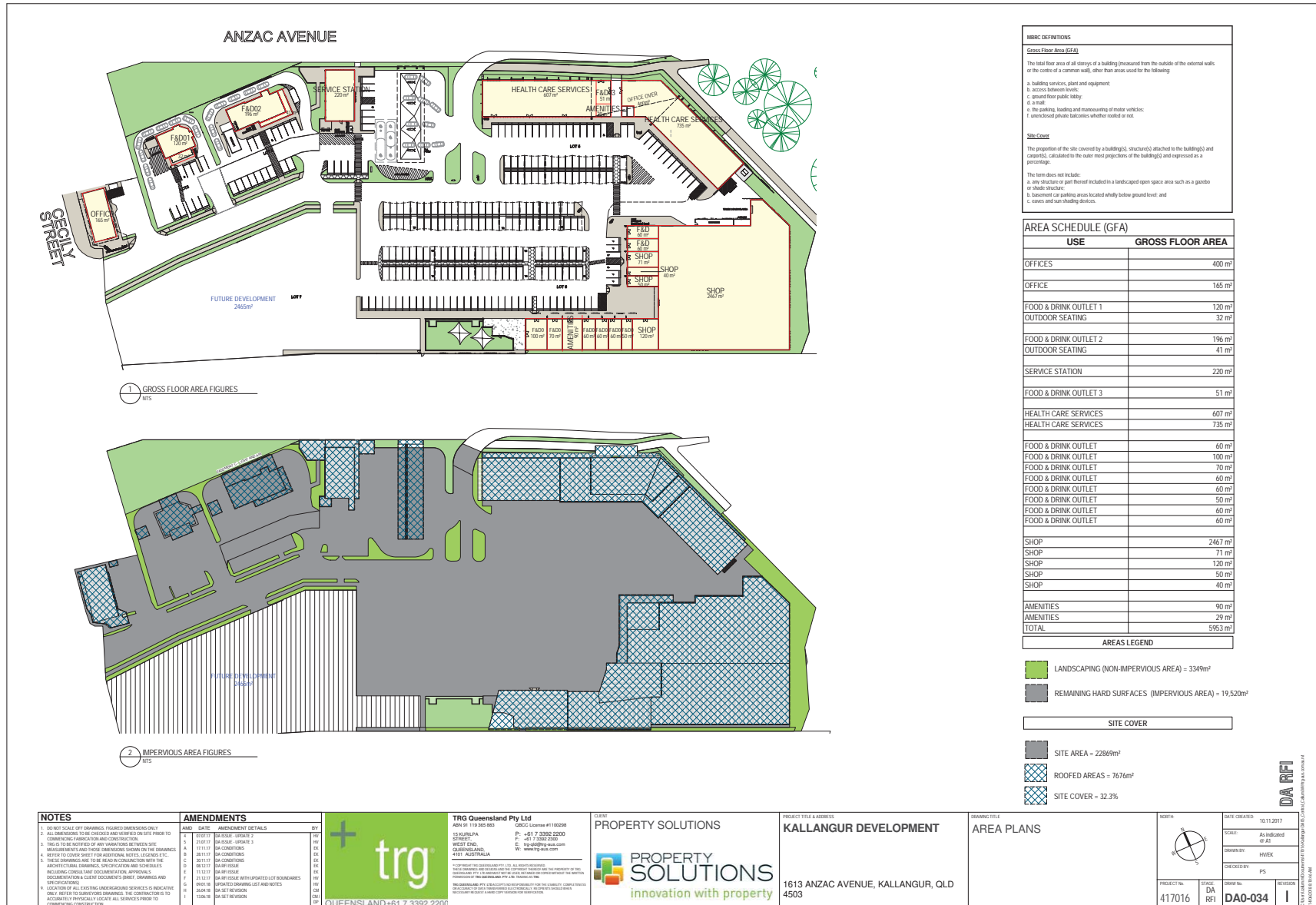
DA RFI

DATE CREATED: 10/11/2017
SCALE: 1:500 @ A1
DRAWN BY: HWK
CHECKED BY: PS
PROJECT No: 417016
STAGE: DEL
DRAW No: DAO-031
REVISION: H

ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)



ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)



MBRC DEFINITIONS

Gross Floor Area (GFA)
The total floor area of all storeys of a building (measured from the outside of the external walls or the centre of a common wall), other than areas used for the following:
a. building services, plant and equipment
b. access between levels
c. ground floor public lobby
d. a mall
e. the parking, loading and manoeuvring of motor vehicles
f. unenclosed private balconies whether raised or not

Site Cover
The proportion of the site covered by a building(s), structure(s) attached to the building(s) and carport(s), calculated to the outer most projections of the building(s) and expressed as a percentage.
The term does not include:
a. any structure or part thereof included in a landscaped open space area such as a garden or shade structure
b. basement car parking areas located wholly below ground level and
c. canopies and sun-shading devices.

NOTES	AMENDMENTS
1. DO NOT SCALE OFF DRAWINGS. FIGURED DIMENSIONS ONLY	
2. ALL DIMENSIONS TO BE CHECKED AND VERIFIED ON SITE PRIOR TO COMMENCEMENT OF CONSTRUCTION	
3. THIS IS TO BE KEPT AS A RECORD OF ANY VARIATIONS BETWEEN SITE MEASUREMENTS AND THOSE SHOWN ON THESE DRAWINGS	
4. REFER TO COVER SHEET FOR ADDITIONAL NOTES, LEGENDS ETC.	
5. THESE DRAWINGS ARE TO BE USED IN CONJUNCTION WITH THE ARCHITECTURAL DRAWINGS, SPECIFICATION AND SCHEDULES INCLUDING CONSULTANT DOCUMENTATION APPROVALS	
6. DOCUMENTATION & CLIENT DOCUMENTS BRIEF, DRAWINGS AND SPECIFICATIONS	
7. LOCATION OF ALL EXISTING UNDERGROUND SERVICES IS RECORDED ONLY. REFER TO SURVEYORS DRAWINGS. THE CONTRACTOR IS TO ACCURATELY VERIFY AND LOCATE ALL SERVICES PRIOR TO COMMENCING CONSTRUCTION	
1. 201717	BA ISSUE - OFFICE 2
2. 210717	BA ISSUE - OFFICE 3
3. 211117	BA CONDITIONS
4. 201117	BA CONDITIONS
5. 111217	BA SITE ISSUE
6. 111217	BA SITE ISSUE
7. 211217	BA SITE ISSUE WITH UPDATED LOT BOUNDARIES
8. 201718	BA SITE ISSUE WITH UPDATED LOT BOUNDARIES
9. 201718	BA SITE REVISION
1. 131018	BA SITE REVISION

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PROPERTY SOLUTIONS
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KALLANGUR DEVELOPMENT
PROJECT TITLE & ADDRESS
1613 ANZAC AVENUE, KALLANGUR, QLD 4503

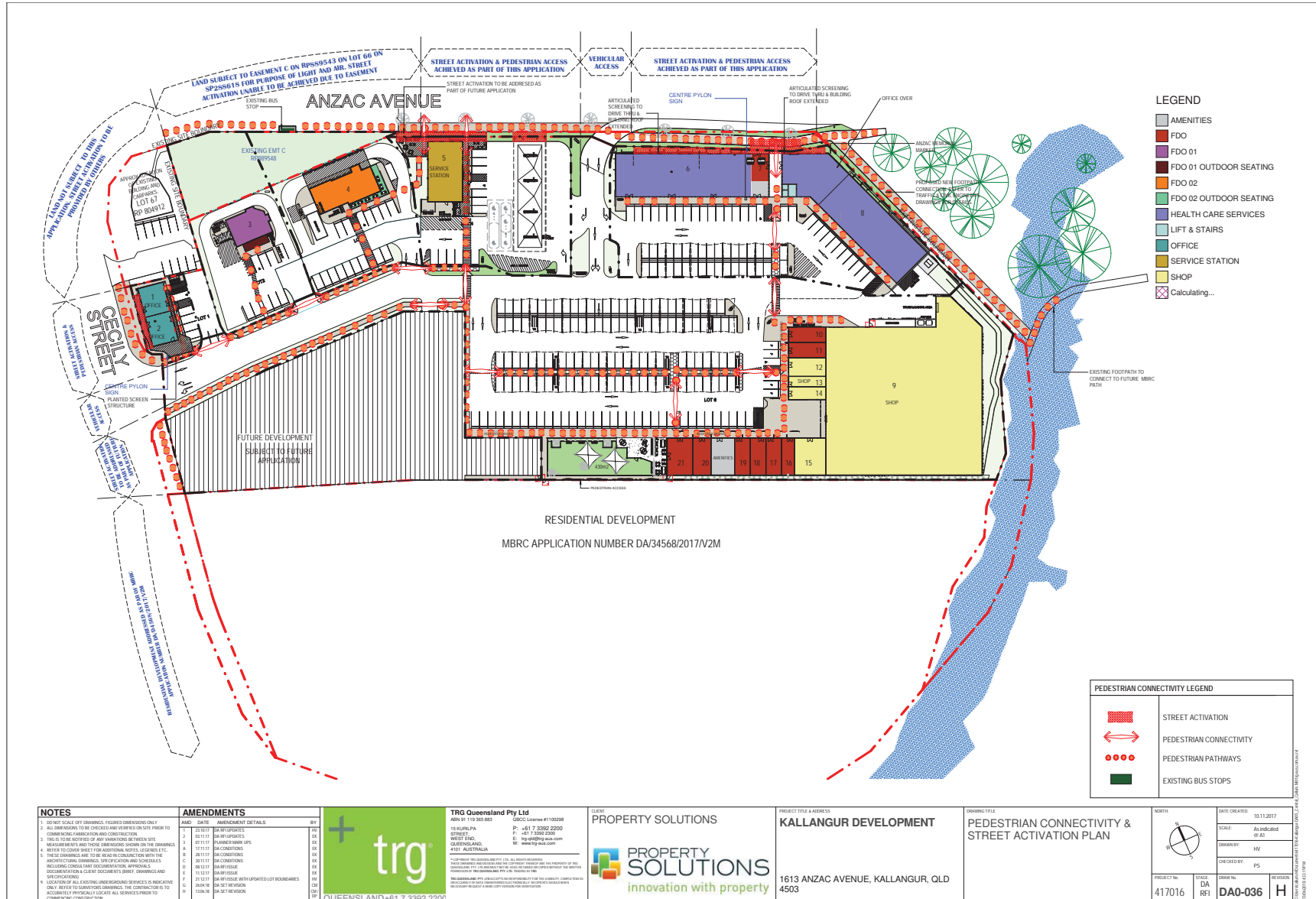
AREA PLANS
DRAWING TITLE

DA RFI
DATE CREATED: 10/11/2017
SCALE: As Indicated @ A1
DRAWN BY: HWK
CHECKED BY: PS
PROJECT No: 417016
STAGE: DA RFI
DRAW No: DAO-034
REVISION: 1

ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)



ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)



ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)



ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)

1 LOT 1 - CECILY STREET, WEST VIEW

2 LOT 1 - CECILY STREET, EAST VIEW

5 LOT 1 - EAST VIEW

6 SERVICE STATION - ANZAC AVENUE ACTIVATION

NOTES

NO	DATE	AMENDMENT DETAILS	BY
1	08/11/17	DO NOT SCALE OFF DRAWINGS. FIGURED DIMENSIONS ONLY	TRG
2	08/11/17	ALL DIMENSIONS TO BE CHECKED AND VERIFIED ON SITE PRIOR TO COMMENCING CONSTRUCTION	TRG
3	08/11/17	TRG IS TO BE ADVISED OF ANY VARIATIONS BETWEEN SITE MEASUREMENTS AND THOSE DIMENSIONS SHOWN ON THE DRAWINGS	TRG
4	08/11/17	REFER TO COVER SHEET FOR ADDITIONAL NOTES, LEGENDS ETC.	TRG
5	08/11/17	THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE ARCHITECTURAL DRAWINGS, SPECIFICATIONS AND SCHEDULES RELATIONSHIP CONSULTANT DOCUMENTATION APPROVALS	TRG
6	08/12/17	DA SET REVISION	TRG
7	11/12/17	DA SET REVISION	TRG
8	12/12/17	DA SET REVISION	TRG
9	21/12/17	DA SET REVISION WITH UPDATED LOT BOUNDARIES	TRG
10	26/01/18	DA SET REVISION	TRG
11	13/02/18	DA SET REVISION	TRG

AMENDMENTS

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PROPERTY SOLUTIONS
KALLANGUR DEVELOPMENT
1613 ANZAC AVENUE, KALLANGUR, QLD
4503

PROPERTY SOLUTIONS
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PROJECT TITLE & ADDRESS
KALLANGUR DEVELOPMENT
1613 ANZAC AVENUE, KALLANGUR, QLD
4503

DRAWING TITLE
STREET ACTIVATION PLAN
PROPOSAL

PROJECT NO.	STAGE	DRAW NO.	REVISION
417016	DEL	DA0-041	1

NOTES

1. DO NOT SCALE OFF DRAWINGS. FIGURED DIMENSIONS ONLY

2. ALL DIMENSIONS TO BE CHECKED AND VERIFIED ON SITE PRIOR TO COMMENCING CONSTRUCTION

3. TRG IS TO BE ADVISED OF ANY VARIATIONS BETWEEN SITE MEASUREMENTS AND THOSE DIMENSIONS SHOWN ON THE DRAWINGS

4. REFER TO COVER SHEET FOR ADDITIONAL NOTES, LEGENDS ETC.

5. THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE ARCHITECTURAL DRAWINGS, SPECIFICATIONS AND SCHEDULES RELATIONSHIP CONSULTANT DOCUMENTATION APPROVALS

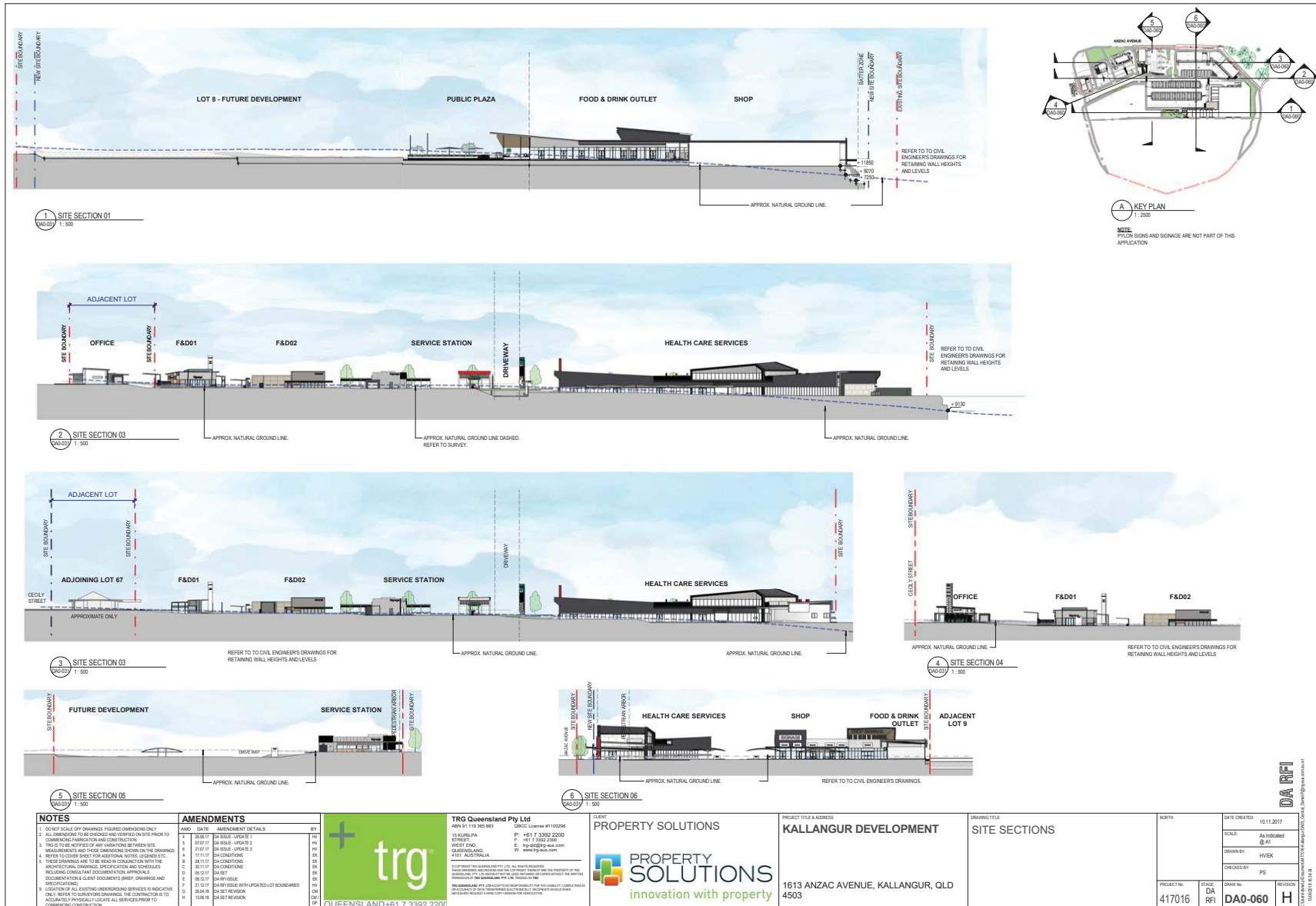
6. DOCUMENTATION & CLIENT DOCUMENTS (BRIEF, DRAWINGS AND SPECIFICATIONS)

7. LOCATION OF ALL EXISTING AND PROPOSED SERVICES IS INDICATIVE ONLY. REFER TO SURVEYORS DRAWINGS. THE CONTRACTOR IS TO ACCURATELY PHYSICALLY LOCATE ALL SERVICES PRIOR TO COMMENCING CONSTRUCTION.

ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)

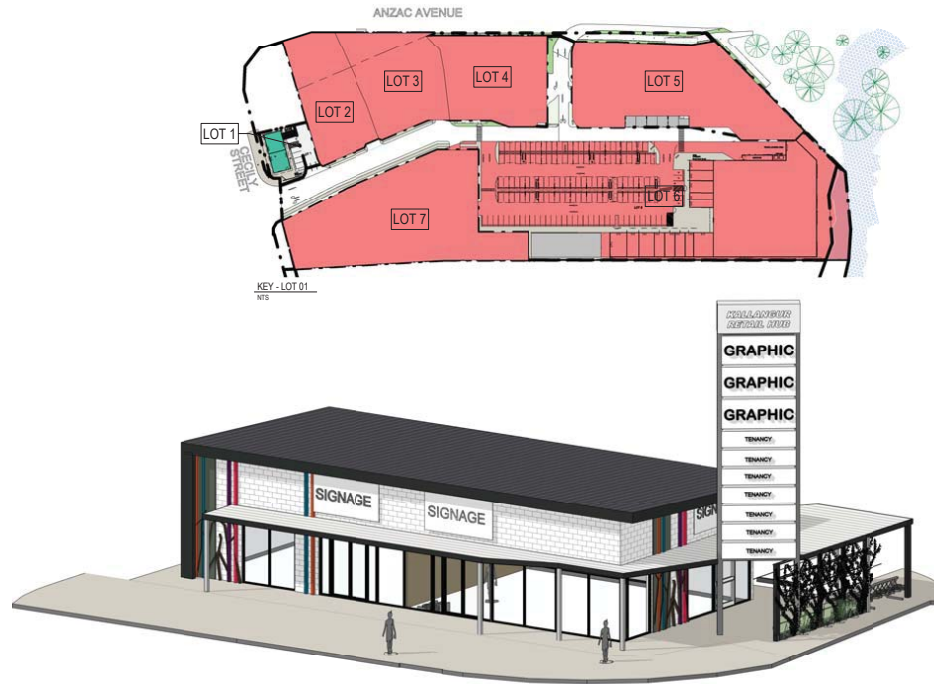


ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)



ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)

LOT 1 - OFFICE



NOTES	AMENDMENTS
1. DO NOT SCALE OFF DRAWINGS. FIGURED DIMENSIONS ONLY	
2. ALL DIMENSIONS TO BE CHECKED AND VERIFIED ON SITE PRIOR TO COMMENCEMENT OF WORK OR ANY CONSTRUCTION	
3. TRG IS TO BE ADVISED OF ANY VARIATIONS BETWEEN SITE MEASUREMENTS AND THOSE DIMENSIONS SHOWN ON THE DRAWINGS	
4. REFER TO COVER SHEET FOR ADDITIONAL NOTES, LEGENDS ETC.	
5. THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE ARCHITECTURAL DRAWINGS, SPECIFICATIONS AND SCHEDULES	
6. RELATIONS CONSULTANT DOCUMENTATION APPROVALS	
7. DOCUMENTATION & CLIENT DOCUMENTS (BRIEF, DRAWINGS AND SPECIFICATIONS)	
8. LOCATION OF ALL EXISTING DIMENSIONS SHOWN IN NEGATIVE ONLY. REFER TO SURVEYORS DRAWINGS. THE CONTRACTOR IS TO ACCURATELY REPRODUCE ALL DIMENSIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION.	
	1. 2017.07 DA ISSUE - UPDATE 1
	2. 2017.07 DA ISSUE - UPDATE 2
	3. 2017.07 DA ISSUE - UPDATE 3
	4. 2017.07 DA CONDITIONS
	5. 2017.07 DA CONDITIONS
	6. 2017.07 DA ISSUE
	7. 2017.07 DA ISSUE
	8. 2017.07 DA ISSUE WITH UPDATED LOT BOUNDARIES AND SET BACKS



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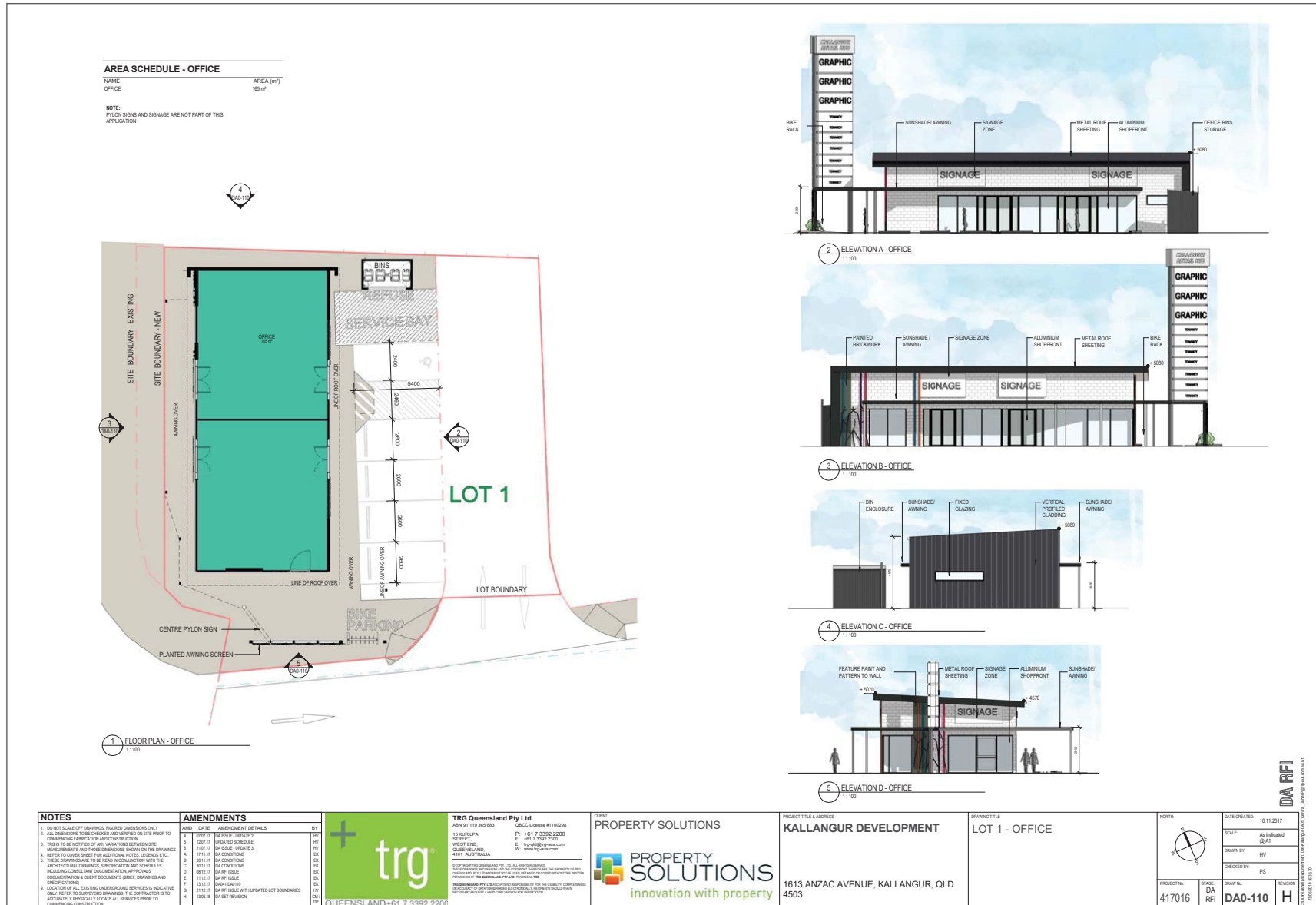
CLIENT: **PROPERTY SOLUTIONS**
PROJECT TITLE & ADDRESS: **KALLANGUR DEVELOPMENT**
1613 ANZAC AVENUE, KALLANGUR, QLD
4503

DRAWING TITLE: **LOT 1 - OFFICE**
DATE CREATED: 10.11.2017
SCALE: 1:1000 @ A1
DRAWN BY: HW
CHECKED BY: PS

PROJECT No.	STAGE	DRAW No.	REVISION
417016	DA RFI	DA0-100	G

DA RFI
 CONSULTANT: DA RFI
 DRAWING NO: DA0-100

ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)



NOTES	AMENDMENTS
1. DO NOT SCALE OFF DRAWINGS. FIGURED DIMENSIONS ONLY	AND DATE AMENDMENT DETAILS BY
2. ALL DIMENSIONS TO BE CHECKED AND VERIFIED ON SITE PRIOR TO COMMENCEMENT OF WORK OR BEFORE CONSTRUCTION	T 1 23/07/17 DA ISSUE - CHECKED T
3. THIS IS TO BE CHECKED FOR ANY VARIATIONS BETWEEN SITE MEASUREMENTS AND THOSE DIMENSIONS SHOWN ON THE DRAWINGS	S 1 23/07/17 DA ISSUE - CHECKED S
4. REFER TO COVER SHEET FOR ADDITIONAL NOTES, LEGENDS ETC.	A 11/11/17 DA CONDITIONS
5. THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE ARCHITECTURAL DRAWINGS, SPECIFICATIONS AND SCHEDULES	B 26/11/17 DA CONDITIONS
6. RELATIONS CONSULTANT DOCUMENTATION APPROVALS	C 26/11/17 DA ISSUE
7. DOCUMENTATION & CLIENT DOCUMENTS (BRIEF, DRAWINGS AND SPECIFICATIONS)	D 13/12/17 DA ISSUE
8. LOCATION OF ALL EXISTING DIMENSIONS SHOWN IN RED INSET ONLY. REFER TO SURVEYORS DRAWINGS. THE CONTRACTOR IS TO ACCURATELY REPRODUCE ALL DIMENSIONS PRIOR TO COMMENCING CONSTRUCTION.	E 21/12/17 DA ISSUE WITH UPDATED LOT BOUNDARIES
	F 13/01/18 DA SET REVISION
	G 21/12/17 DA SET REVISION
	H 13/01/18 DA SET REVISION
	OP

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4101 AUSTRALIA W: www.trg.com.au

CLIENT: PROPERTY SOLUTIONS

PROPERTY SOLUTIONS
innovation with property

PROJECT TITLE & ADDRESS: KALLANGUR DEVELOPMENT
1613 ANZAC AVENUE, KALLANGUR, QLD 4503

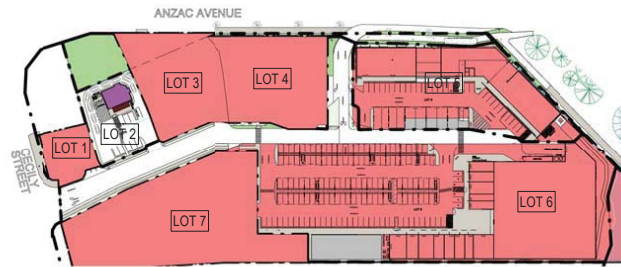
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DATE CREATED: 10.11.2017
SCALE: As Indicated
DRAWN BY: HV
CHECKED BY: PS
PROJECT No: 417016
STAGE: DA RFI
DRAW No: DA0-110
REVISION: H

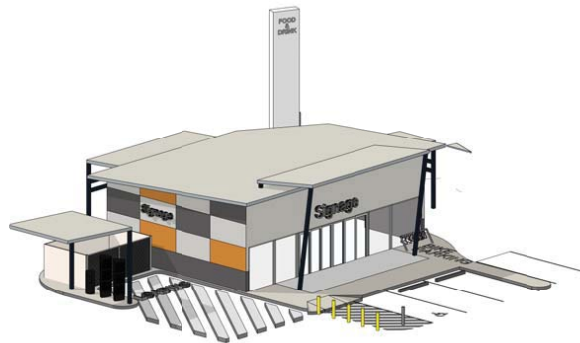
DA RFI

ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)

LOT 2 - FOOD & DRINK OUTLET



KEY - LOT 2
N/S



NOTES	AMENDMENTS
1. DO NOT SCALE OFF DRAWINGS. FIGURED DIMENSIONS ONLY	
2. ALL DIMENSIONS TO BE ON CENTS AND VISIBLE ON SITE PRIOR TO COMMENCEMENT OF WORK OR AS DIRECTED BY THE CONTRACTOR	
3. TRG IS TO BE ADVISED OF ANY VARIATIONS BETWEEN SITE MEASUREMENTS AND THOSE DIMENSIONS SHOWN ON THE DRAWINGS	
4. REFER TO COVER SHEET FOR ADDITIONAL NOTES, LEGENDS ETC.	
5. THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE ARCHITECTURAL DRAWINGS, SPECIFICATIONS AND SCHEDULES	
6. INCLUDE CONSULTANT DOCUMENTATION APPROVALS	
7. DOCUMENTATION & CLIENT DOCUMENTS (BRIEF, DRAWINGS AND SPECIFICATIONS)	
8. LOCATION OF ALL EXISTING MEASUREMENTS SERVICES IS NEGATIVE ONLY. REFER TO SURVEYORS DRAWINGS. THE CONTRACTOR IS TO ACCURATELY REPRODUCE LOCATIONS ALL SERVICES PRIOR TO COMMENCING CONSTRUCTION.	
T 1 2017.07 DA ISSUE - UPDATE 1	TRG
A 1 2017.07 DA ISSUE - UPDATE 2	TRG
B 2017.07 DA ISSUE - UPDATE 3	TRG
C 30.11.17 DA CONDITIONS	TRG
D 2017.07 DA ISSUE	TRG
E 11.12.17 DA ISSUE	TRG
F 21.02.17 DA ISSUE WITH UPDATED LOT BOUNDARIES	TRG
G 26.04.18 DA SET REVISION	TRG
H 13.08.18 DA SET REVISION	TRG



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WEST END, QLD 4101
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AUSTRALIA W: www.trg.com.au



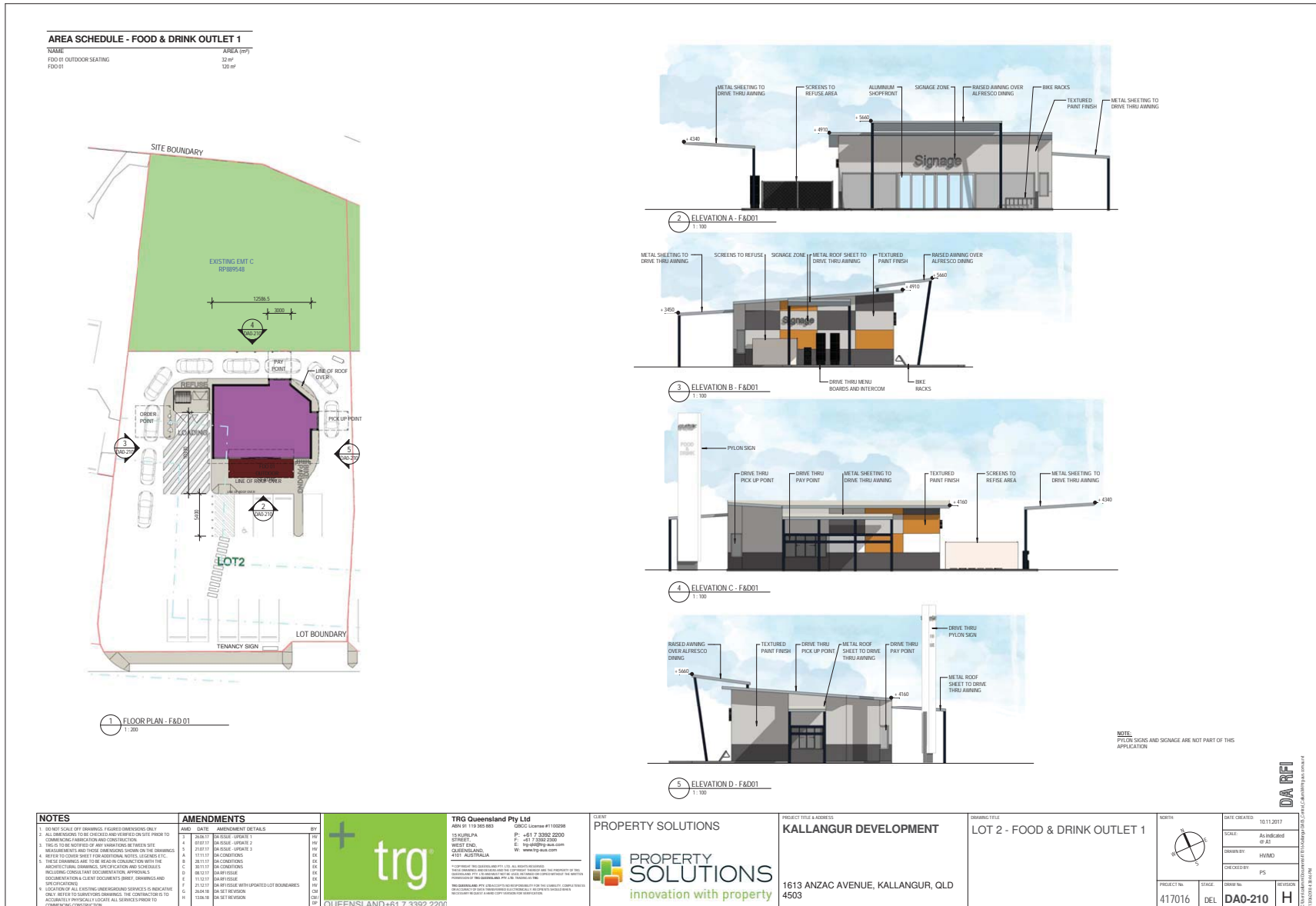
CLIENT: PROPERTY SOLUTIONS
PROJECT TITLE & ADDRESS: KALLANGUR DEVELOPMENT
1613 ANZAC AVENUE, KALLANGUR, QLD 4503

DRAWING TITLE: LOT 2 - FOOD & DRINK OUTLET 1

NORTH	DATE CREATED: 10.11.2017
SCALE: 1:1000	DRAWN BY: H/M/D
CHECKED BY: PS	REVISION: H
PROJECT No: 417016	STAGE: DEL
DRAW No: DA0-200	REVISION: H

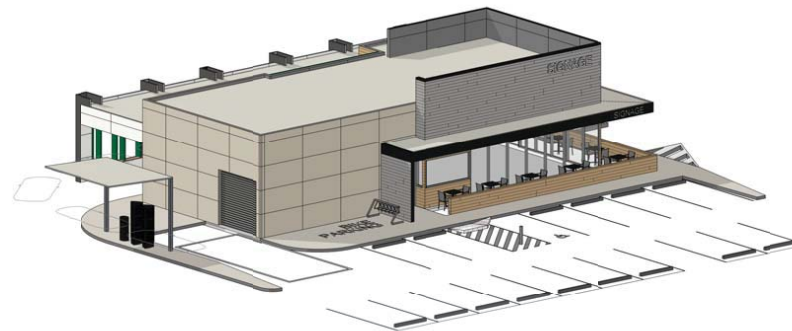
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ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)



ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)

LOT 3 - FOOD & DRINK OUTLET 2



NOTES	AMENDMENTS
1. DO NOT SCALE OFF DRAWINGS. FIGURED DIMENSIONS ONLY.	
2. ALL DIMENSIONS TO BE ON GRID AND REFERRED TO THIS PRIOR TO COMMENCEMENT OF WORK.	
3. TRG IS TO BE ADVISED OF ANY VARIATIONS BETWEEN SITE MEASUREMENTS AND THOSE DIMENSIONS SHOWN ON THE DRAWINGS.	
4. REFER TO COVER SHEET FOR ADDITIONAL NOTES, LEGENDS ETC.	
5. THESE DRAWINGS ARE TO BE USED IN CONNECTION WITH THE ARCHITECTURAL DRAWINGS, SPECIFICATIONS AND SCHEDULES INCLUDING CONSULTANT DOCUMENTATION APPROVALS.	
6. DOCUMENTATION & CLIENT DOCUMENTS (BRIEF, DRAWINGS AND SPECIFICATIONS).	
7. LOCATION OF ALL EXISTING AND PROPOSED SERVICES IS INDICATIVE ONLY. REFER TO SURVEYOR'S DRAWINGS. THE CONTRACTOR IS TO ACCURATELY VERIFY AND LOCATE ALL SERVICES PRIOR TO COMMENCING CONSTRUCTION.	



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 QUEENSLAND E. trg@trg.qld.com.au
 4101 AUSTRALIA W. www.trg.qld.com.au



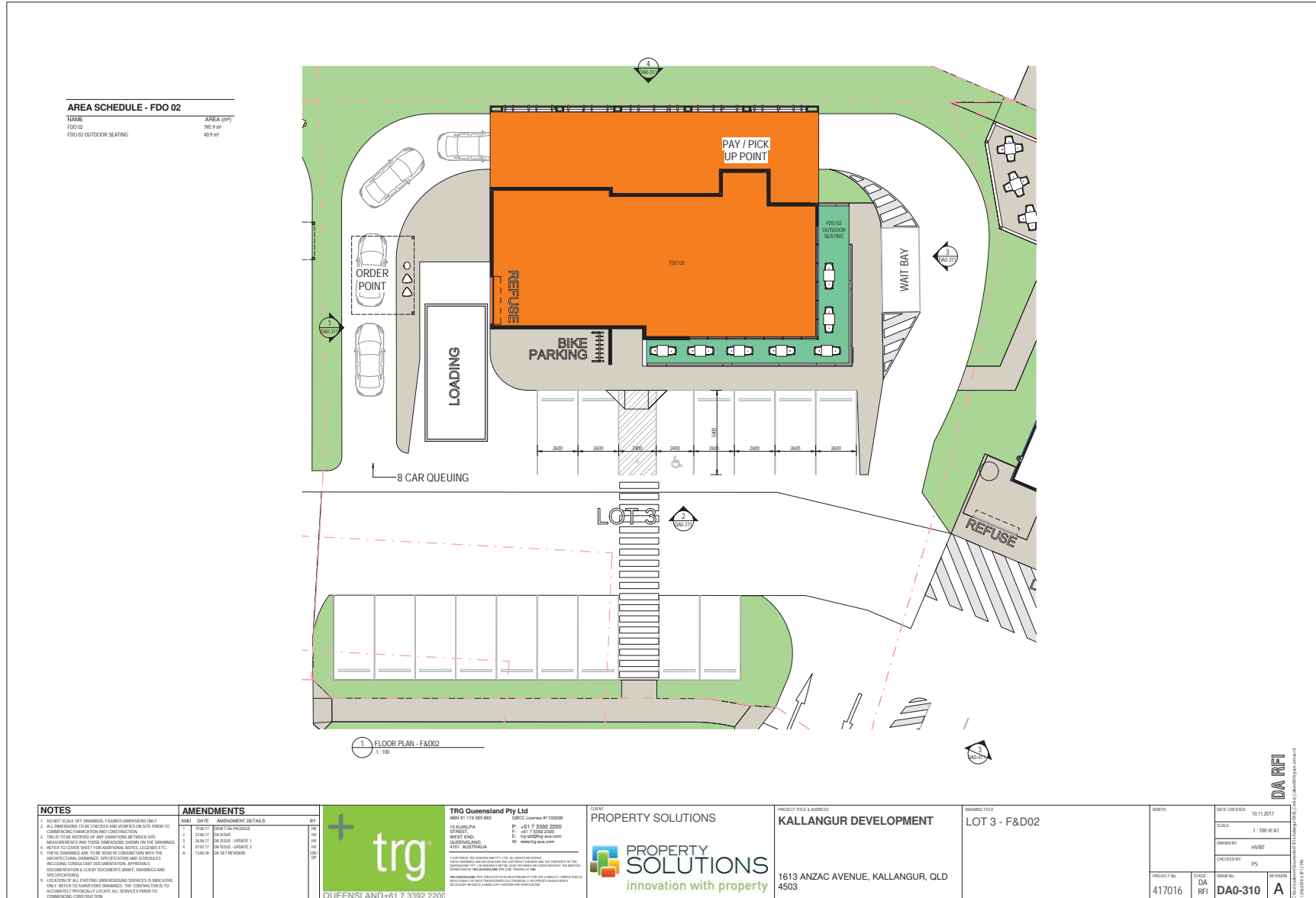
CLIENT: **PROPERTY SOLUTIONS**
 PROJECT TITLE & ADDRESS: **KALLANGUR DEVELOPMENT**
 1613 ANZAC AVENUE, KALLANGUR, QLD
 4503

DRAWING TITLE: **LOT 3 - F&D02**

NORTH	DATE CREATED: 10.11.2017
	SCALE: 1:1000 (P)
	DRAWN BY: HWB
	CHECKED BY: PS
PROJECT No: 417016	STAGE: DA RFI
DRAW No: DA0-300	REVISION: A

DA RFI
City of Moreton Bay Regional Council, 1613 Anzac Avenue, Kallangur QLD 4503

ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)



ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)

NOTES

1. DO NOT SCALE OFF DRAWINGS. FIGURED DIMENSIONS ONLY
2. ALL DIMENSIONS TO BE CHECKED AND VERIFIED ON SITE PRIOR TO COMMENCEMENT OF WORK
3. TRG IS TO BE ADVISED OF ANY VARIATIONS BETWEEN SITE MEASUREMENTS AND THOSE SHOWN ON THE DRAWINGS
4. REFER TO COVER SHEET FOR ADDITIONAL NOTES, LEGENDS ETC.
5. THESE DRAWINGS ARE TO BE USED IN CONJUNCTION WITH THE ARCHITECTURAL DRAWINGS, SPECIFICATION AND SCHEDULES INCLUDING CONSULTANT AND DOCUMENTATION APPROVALS
6. CONTRACTOR TO VERIFY DIMENSIONS ON SITE AND RECOMMEND ONLY REFER TO SURVEYORS DRAWINGS. THE CONTRACTOR IS TO ACCURATELY VERIFY ALL DIMENSIONS PRIOR TO COMMENCING CONSTRUCTION.

AMENDMENTS

NO	DATE	AMENDMENT DETAILS	BY
1	2016.11	REVISE	TRG
2	2016.11	DA ISSUE - UPDATE 1	HM
3	2017.11	DA ISSUE - UPDATE 2	HM
4	2018.10	DA SET 1 REVISION	DM

TRG Queensland Pty Ltd
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E: trg@trg.com.au
W: www.trg.com.au

CLIENT: **PROPERTY SOLUTIONS**

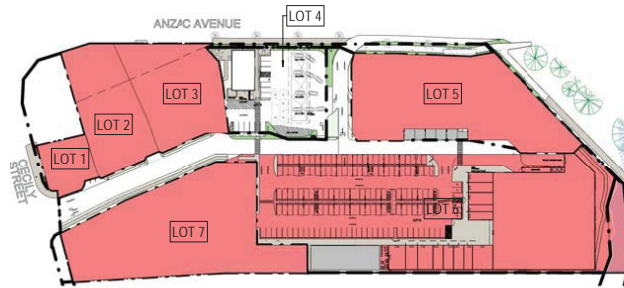
PROJECT TITLE & ADDRESS: **KALLANGUR DEVELOPMENT**
1613 ANZAC AVENUE, KALLANGUR, QLD 4503

DRAWING TITLE: **LOT 3 - F&D02**

NORTH	DATE CREATED: 10.11.2017
PROJECT No: 417016	SCALE: 1:100 (P&A)
DRAWN BY: DA RFI	DRAWN BY: HWB
CHECKED BY: PS	REVISION: A

ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)

LOT 4 - SERVICE STATION



KEY - LOT 4
NTS



NOTES	AMENDMENTS
1. DO NOT SCALE OFF DRAWINGS. FIGURED DIMENSIONS ONLY	1. DATE: AMENDMENT DETAILS
2. ALL DIMENSIONS TO BE ON GRID AND REFERRED TO THIS PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION WORK	2. 08/07/17
3. TRG IS TO BE ADVISED OF ANY VARIATIONS BETWEEN SITE MEASUREMENTS AND THOSE DIMENSIONS SHOWN ON THE DRAWINGS	3. 07/07/17
4. REFER TO COVER SHEET FOR ADDITIONAL NOTES, LEGENDS ETC.	4. 04/08/17
5. THESE DRAWINGS ARE TO BE USED FOR CONSTRUCTION OF THE ARCHITECTURAL DRAWINGS, SPECIFICATIONS AND SCHEDULES AND FOR OBTAINING ALL NECESSARY APPROVALS	5. 12/11/17
6. DOCUMENTATION & CLIENT DOCUMENTS (BRIEF, DRAWINGS AND SPECIFICATIONS)	6. 08/12/17
7. LOCATION OF ALL EXISTING AND PROPOSED SERVICES IS INDICATIVE ONLY. REFER TO SURVEYORS DRAWINGS. THE CONTRACTOR IS TO ACCURATELY REPRODUCE LOCATE ALL SERVICES PRIOR TO COMMENCEMENT OF CONSTRUCTION	7. 11/02/17
	8. 21/12/17
	9. 13/06/18

TRG Queensland Pty Ltd
ABN 59 110 260 883 GPO BOX 4110000
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STREET F: +61 7 3392 2000
WEST END, E: trg@trg.qld.com.au
QUEENSLAND W: www.trg.qld.com.au
4101 AUSTRALIA

QUEENSLAND +61 7 3392 2200

CLIENT: **PROPERTY SOLUTIONS**

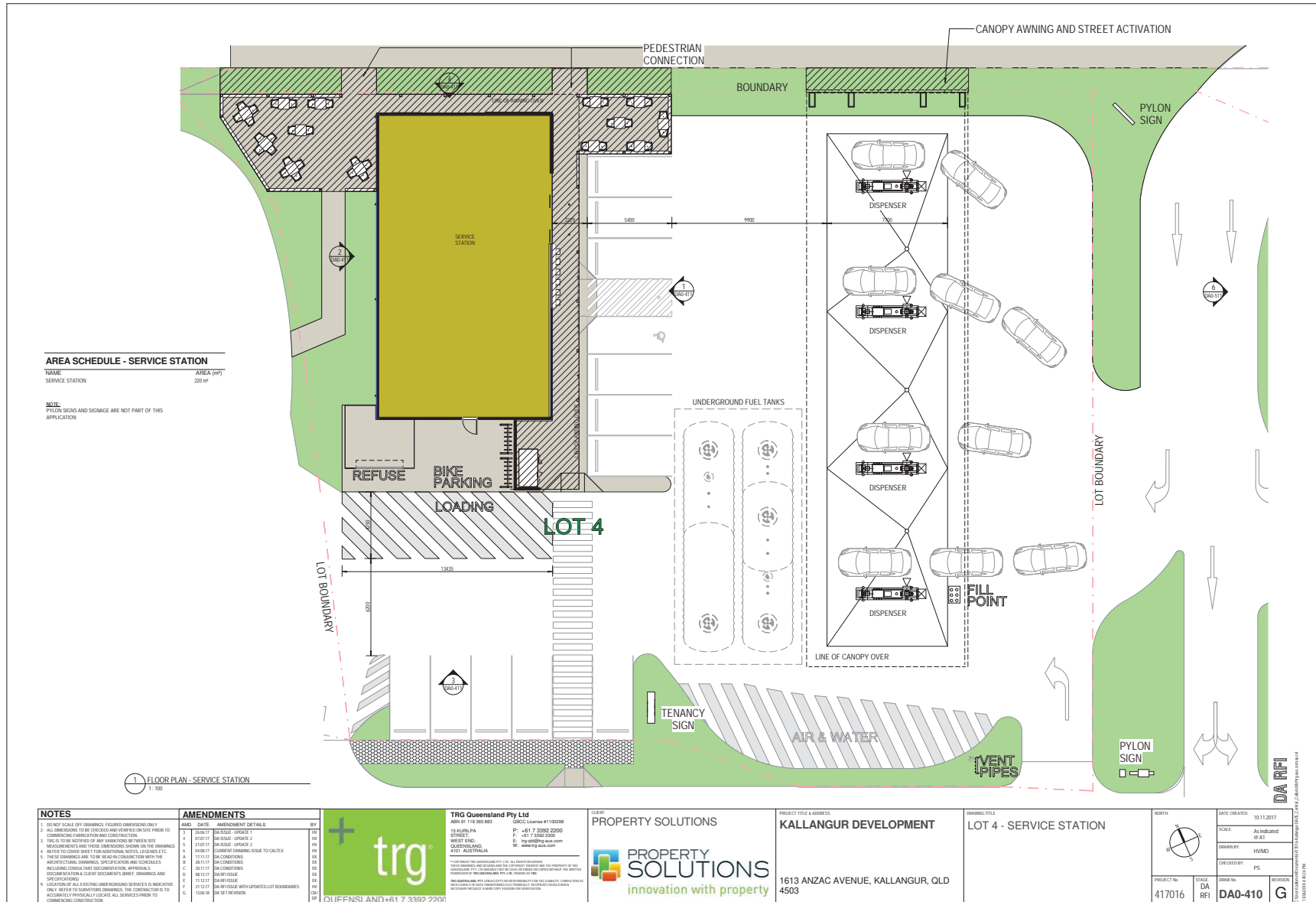
PROJECT TITLE & ADDRESS:
KALLANGUR DEVELOPMENT
1613 ANZAC AVENUE, KALLANGUR, QLD
4503

DRAWING TITLE:
LOT 4 - SERVICE STATION

DATE CREATED: 10.11.2017
SCALE: 1:1000 RP
DRAWN BY: H/M/D
CHECKED BY: PS
PROJECT No: 417016
STAGE: DA RFI
DRAW No: DA0-400
REVISION: G

DA RFI
10/11/2017 10:11:20 AM
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ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)



ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)

1 ELEVATION A - SERVICE STATION
1:100

2 ELEVATION B - SERVICE STATION
1:100

3 ELEVATION C - SERVICE STATION
1:100

4 ELEVATION D - SERVICE STATION
1:100

NOTE: PYLON SIGNS AND SIGNAGE ARE NOT PART OF THIS APPLICATION

NO.	DATE	DESCRIPTION	BY
1	2017.11	REVISED DRAWING	TRG
2	2017.11	REVISED DRAWING	TRG
3	2017.11	REVISED DRAWING	TRG
4	2017.11	REVISED DRAWING	TRG
5	2017.11	REVISED DRAWING	TRG
6	2017.11	REVISED DRAWING	TRG
7	2017.11	REVISED DRAWING	TRG
8	2017.11	REVISED DRAWING	TRG
9	2017.11	REVISED DRAWING	TRG
10	2017.11	REVISED DRAWING	TRG
11	2017.11	REVISED DRAWING	TRG
12	2017.11	REVISED DRAWING	TRG
13	2017.11	REVISED DRAWING	TRG
14	2017.11	REVISED DRAWING	TRG
15	2017.11	REVISED DRAWING	TRG
16	2017.11	REVISED DRAWING	TRG
17	2017.11	REVISED DRAWING	TRG
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19	2017.11	REVISED DRAWING	TRG
20	2017.11	REVISED DRAWING	TRG
21	2017.11	REVISED DRAWING	TRG
22	2017.11	REVISED DRAWING	TRG
23	2017.11	REVISED DRAWING	TRG
24	2017.11	REVISED DRAWING	TRG
25	2017.11	REVISED DRAWING	TRG
26	2017.11	REVISED DRAWING	TRG
27	2017.11	REVISED DRAWING	TRG
28	2017.11	REVISED DRAWING	TRG
29	2017.11	REVISED DRAWING	TRG
30	2017.11	REVISED DRAWING	TRG
31	2017.11	REVISED DRAWING	TRG
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47	2017.11	REVISED DRAWING	TRG
48	2017.11	REVISED DRAWING	TRG
49	2017.11	REVISED DRAWING	TRG
50	2017.11	REVISED DRAWING	TRG

TRG Queensland Pty Ltd
4801 113 200 583
15 KURUPA STREET, WEST END, QUEENSLAND 4101 AUSTRALIA
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PROPERTY SOLUTIONS
KALLANGUR DEVELOPMENT
1613 ANZAC AVENUE, KALLANGUR, QLD 4503

LOT 4 - SERVICE STATION

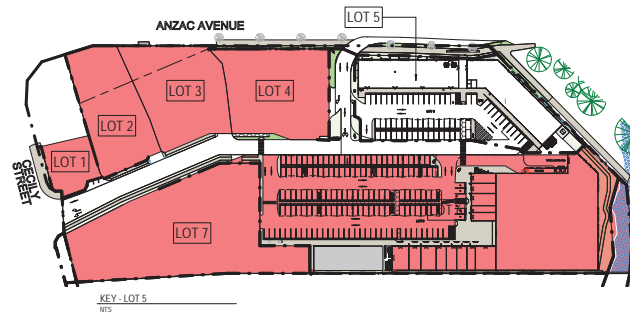
DA RFI

PROJECT No. 417016
STAGE DA RFI
DRAW No. DA0-411
REVISION G

DATE CREATED 10.11.2017
SCALE As Indicated @ A1
DRAWN BY HVM
CHECKED BY PS

ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)

LOT 5 - HEALTH CARE SERVICES



NOTES	AMENDMENTS
1. DO NOT SCALE OFF DRAWINGS. FIGURED DIMENSIONS ONLY	AMC DATE AMENDMENT DETAILS BY
2. ALL DIMENSIONS TO BE ON GRID UNLESS SPECIFIED OTHERWISE	T 20/07/17 REVISED - UPDATE 1 HW
3. TRG IS TO BE ADVISED OF ANY VARIATIONS BETWEEN SITE	F 01/07/17 DA ISSUE - UPDATE 2 HW
4. REFER TO COVER SHEET FOR ADDITIONAL NOTES, LEGENDS ETC.	A 21/07/17 DA ISSUE - UPDATE 3 HW
5. THESE DRAWINGS ARE TO BE USED FOR CONSTRUCTION ONLY	C 01/11/17 DA CONDITIONS HW
6. THESE DRAWINGS ARE TO BE USED FOR CONSTRUCTION ONLY	D 06/11/17 DA CONDITIONS HW
7. THESE DRAWINGS ARE TO BE USED FOR CONSTRUCTION ONLY	E 11/12/17 DA CONDITIONS HW
8. THESE DRAWINGS ARE TO BE USED FOR CONSTRUCTION ONLY	F 21/07/17 DA ISSUE HW
9. THESE DRAWINGS ARE TO BE USED FOR CONSTRUCTION ONLY	G 26/06/18 DA SET REVISION HW
10. THESE DRAWINGS ARE TO BE USED FOR CONSTRUCTION ONLY	H 13/06/18 DA SET REVISION HW



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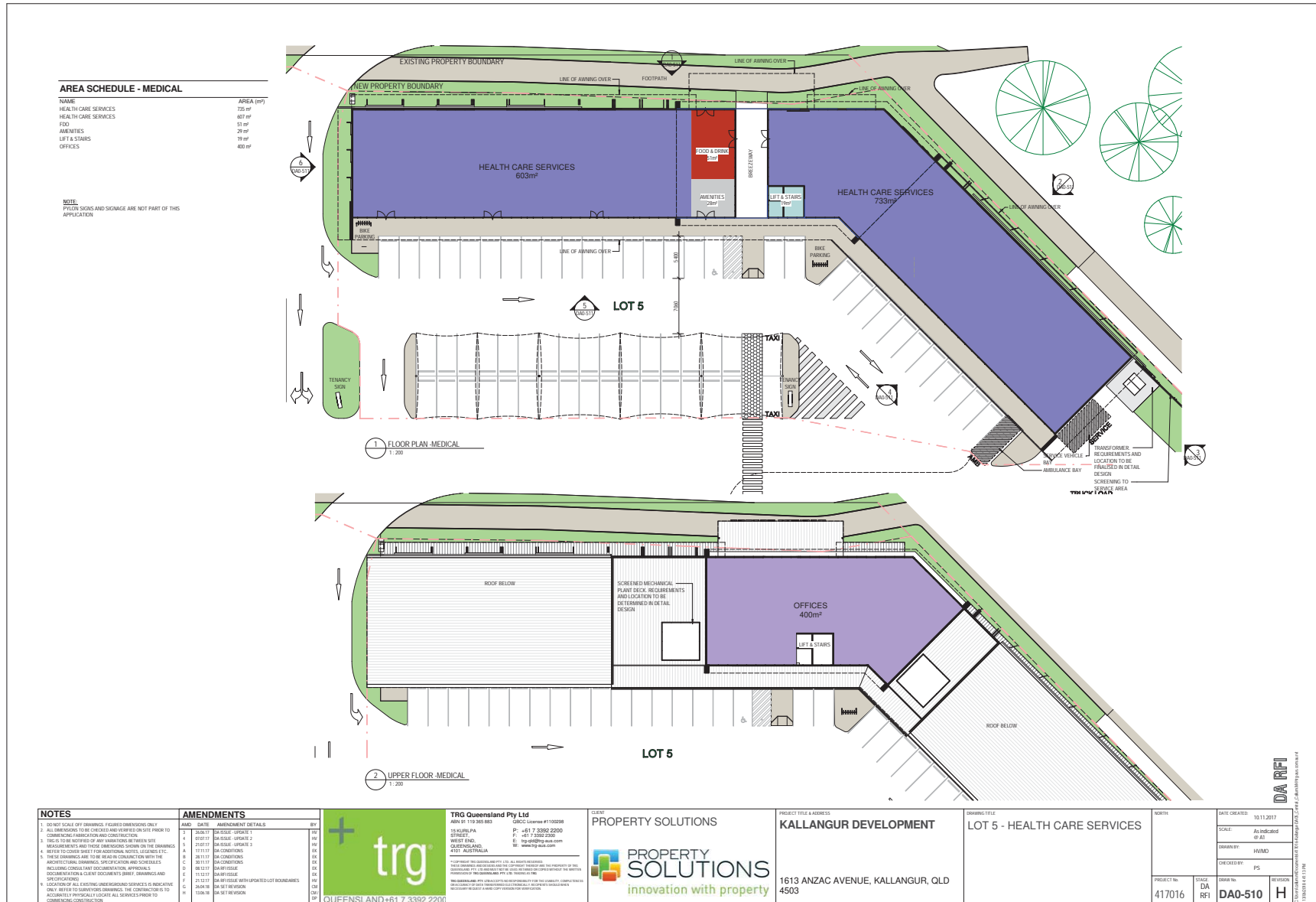
PROJECT TITLE & ADDRESS
KALLANGUR DEVELOPMENT
1613 ANZAC AVENUE, KALLANGUR, QLD 4503

DRAWING TITLE
LOT 5 - HEALTH CARE SERVICES

PROJECT No. 417016	STAGE DA RFI	DRAW No. DA0-500	REVISION H
DATE CREATED 10.11.2017		SCALE 1:1000 (P)	
DRAWN BY H/M/D		CHECKED BY P/S	

DA RFI

ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)



ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)

NOTES

- DO NOT SCALE OFF DRAWINGS. FIGURED DIMENSIONS ONLY
- ALL DIMENSIONS TO BE CHECKED AND VERIFIED ON SITE PRIOR TO COMMENCEMENT OF WORK FOR EACH CONSTRUCTION
- THIS IS TO BE NOTIFIED OF ANY VARIATIONS BETWEEN SITE MEASUREMENTS AND THOSE DIMENSIONS SHOWN ON THE DRAWINGS
- REFER TO COVER SHEET FOR ADDITIONAL NOTES, LEGENDS ETC.
- THESE DRAWINGS ARE TO BE REVIEWED FOR THE ARCHITECTURAL DRAWINGS, SPECIFICATION AND SCHEDULES INCLUDING CONSULTING ENGINEER APPROVALS
- DOCUMENTATION & CLIENT DOCUMENTS (BRIEF, DRAWINGS AND SPECIFICATIONS)
- LOCATION OF ALL EXISTING ADJACENT SERVICES IS INDICATIVE ONLY. REFER TO SURVEYORS DRAWINGS. THE CONTRACTOR IS TO ACCURATELY VERIFY AND LOCATE ALL SERVICES PRIOR TO COMMENCING CONSTRUCTION.

AMENDMENTS	DATE	AMENDMENT DETAILS	BY
T	2017.11	BA ISSUE - ISSUE 1	TRG
J	2017.11	BA ISSUE - UPDATE 2	HM
A	2017.11	BA ISSUE - UPDATE 3	HM
A	2017.11	BA CONDITIONS	HK
C	2017.11	BA CONDITIONS	HK
B	2017.11	BA ISSUE	HM
F	2017.11	BA ISSUE	HM
F	2017.11	BA ISSUE WITH UPDATED LOT BOUNDARIES	HM
G	2018.08	BA SET 1 REVISION	DM
H	2018.08	BA SET 1 REVISION	DM

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W: www.trg.com.au

PROPERTY SOLUTIONS
KALLANGUR DEVELOPMENT
1613 ANZAC AVENUE, KALLANGUR, QLD 4503

LOT 5 - HEALTH CARE SERVICES

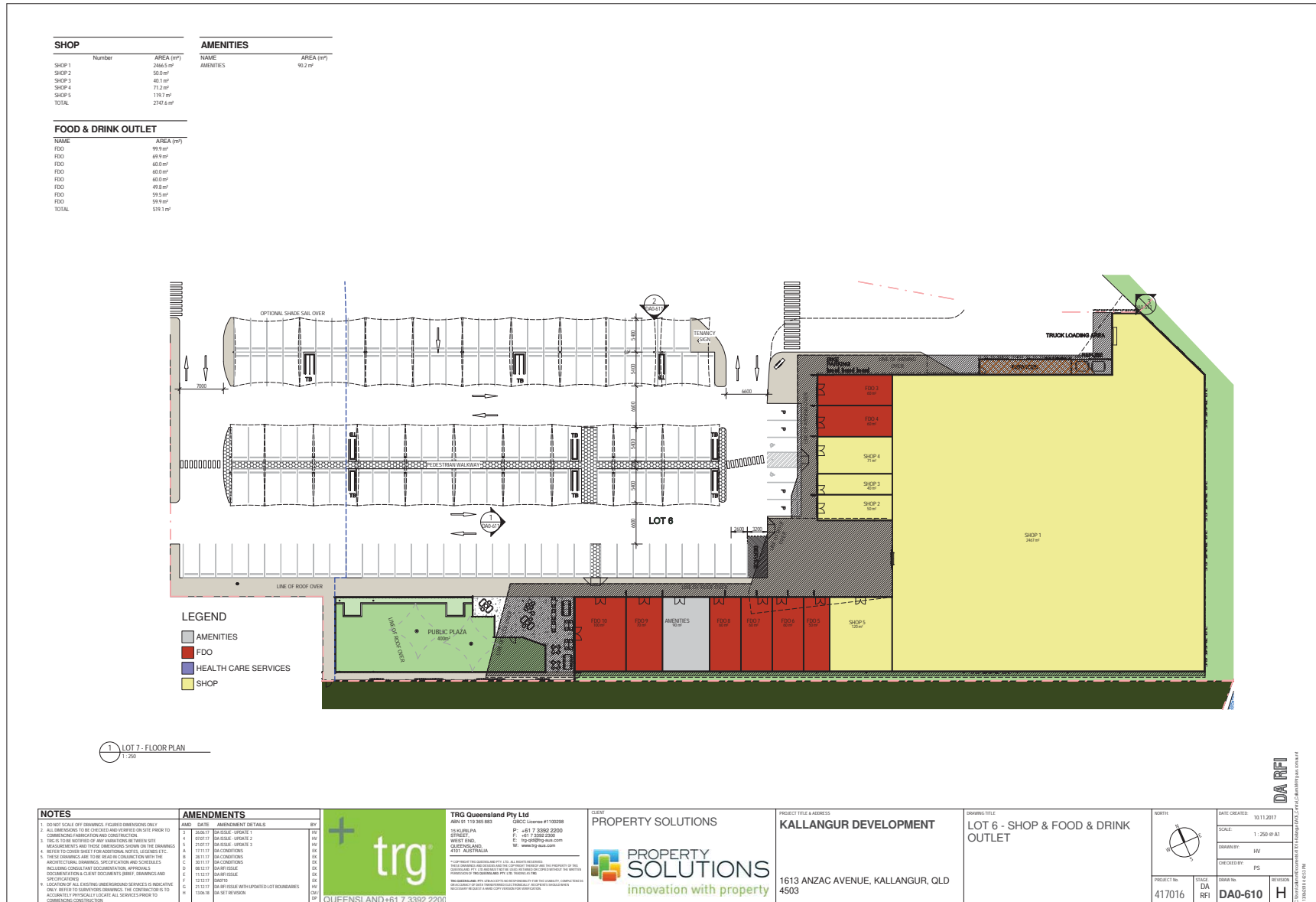
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DATE CREATED: 10.11.2017
SCALE: As Indicated @ A1
DRAWN BY: HVM/D
CHECKED BY: PS

PROJECT No: 417016
STAGE: DA RFI
DRAW No: DA0-511
REVISION: H

DA RFI
City of Moreton Bay Regional Council
1613 Anzac Avenue, Kallangur QLD 4503
Tel: 07 4503 4503
Fax: 07 4503 4504
www.moretonbay.qld.gov.au

ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)



ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)

2 ELEVATION A - SHOP & F&D
1:250

1 ELEVATION B - SHOP & F&D
1:100

PROPOSED FINISHES
NOTE: FINISHES SHOWN INDICATIVE ONLY. FINISHES AND COLOURS TO BE CONFIRMED DURING DESIGN DEVELOPMENT.

- PRECAST CONCRETE PANEL WITH FEATURE GROOVES - CUSTOM PAINT FINISH
- VERTICAL PROFILED CLADDING
- TIMBER-LOOK CLADDING
- VERTICAL BATTENS
- FC CLADDING. COLOUR VARY

NOTES	AMENDMENTS
1. DO NOT SCALE OFF DRAWINGS. FIGURED DIMENSIONS ONLY.	
2. ALL DIMENSIONS TO BE CHECKED AND VERIFIED ON SITE PRIOR TO COMMENCEMENT OF WORK.	
3. CHECK FOR ANY VARIATIONS BETWEEN SITE AND DRAWINGS AND REPORT TO ARCHITECT IMMEDIATELY.	
4. REFER TO COVER SHEET FOR ADDITIONAL NOTES, LEGENDS ETC.	
5. THESE DRAWINGS ARE TO BE USED IN CONJUNCTION WITH THE ARCHITECTURAL DRAWINGS, SPECIFICATION AND SCHEDULES.	
6. REFER TO THE RELEVANT ARCHITECTURAL DRAWINGS FOR MORE INFORMATION.	
7. CONSULT WITH THE ARCHITECT FOR ANY VARIATIONS TO BE MADE TO THESE DRAWINGS.	
8. REFER TO THE RELEVANT ARCHITECTURAL DRAWINGS FOR MORE INFORMATION.	
9. REFER TO THE RELEVANT ARCHITECTURAL DRAWINGS FOR MORE INFORMATION.	
10. REFER TO THE RELEVANT ARCHITECTURAL DRAWINGS FOR MORE INFORMATION.	
11. REFER TO THE RELEVANT ARCHITECTURAL DRAWINGS FOR MORE INFORMATION.	
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16. REFER TO THE RELEVANT ARCHITECTURAL DRAWINGS FOR MORE INFORMATION.	
17. REFER TO THE RELEVANT ARCHITECTURAL DRAWINGS FOR MORE INFORMATION.	
18. REFER TO THE RELEVANT ARCHITECTURAL DRAWINGS FOR MORE INFORMATION.	
19. REFER TO THE RELEVANT ARCHITECTURAL DRAWINGS FOR MORE INFORMATION.	
20. REFER TO THE RELEVANT ARCHITECTURAL DRAWINGS FOR MORE INFORMATION.	

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CLIENT: **PROPERTY SOLUTIONS**
PROJECT TITLE & ADDRESS: **KALLANGUR DEVELOPMENT**
1613 ANZAC AVENUE, KALLANGUR, QLD 4503

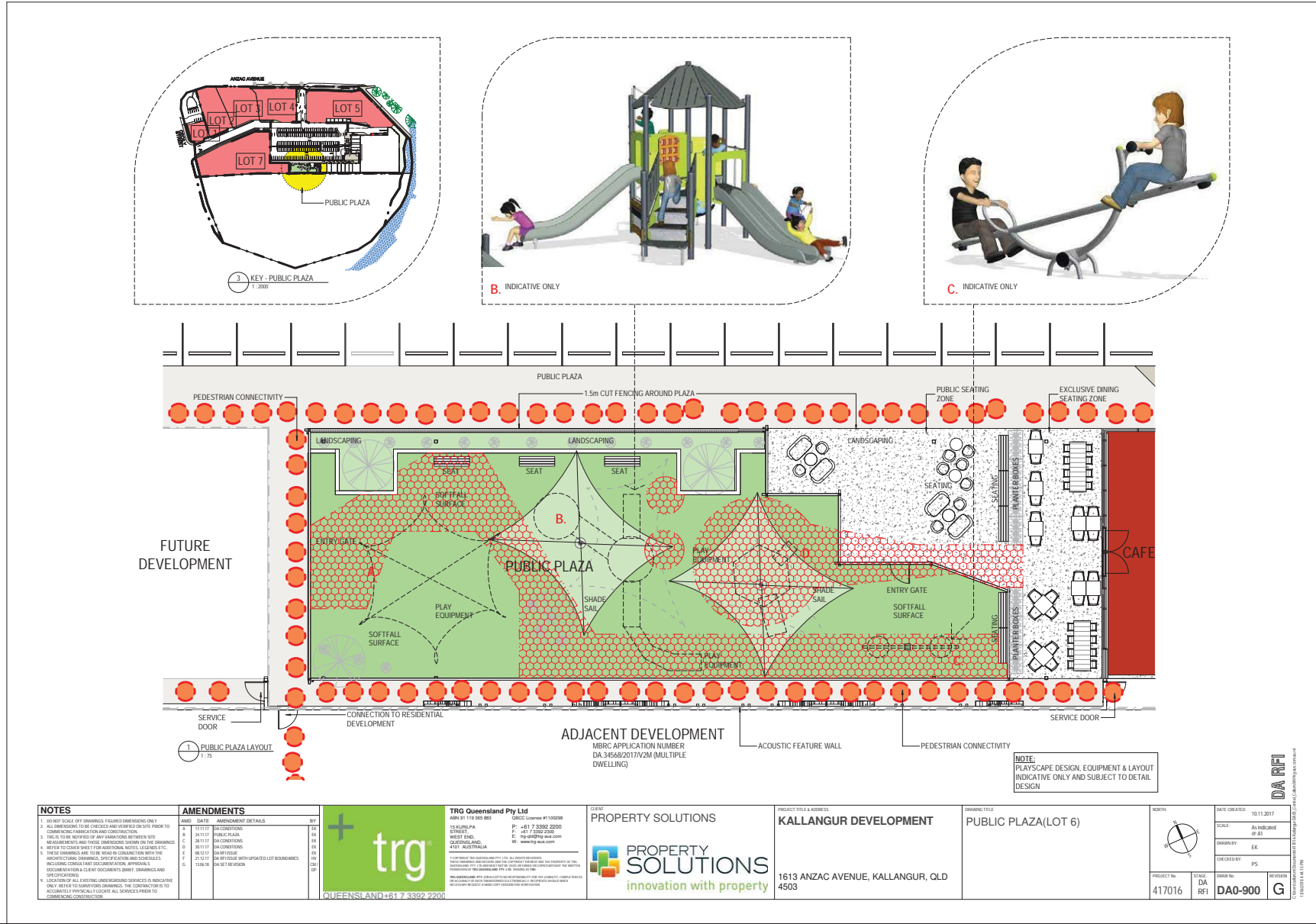
DRAWING TITLE: **LOT 6 - SHOP & FOOD & DRINK OUTLET**

DATE CREATED: 10/11/2017
SCALE: As Indicated @ A1
DRAWN BY: HW
CHECKED BY: PS

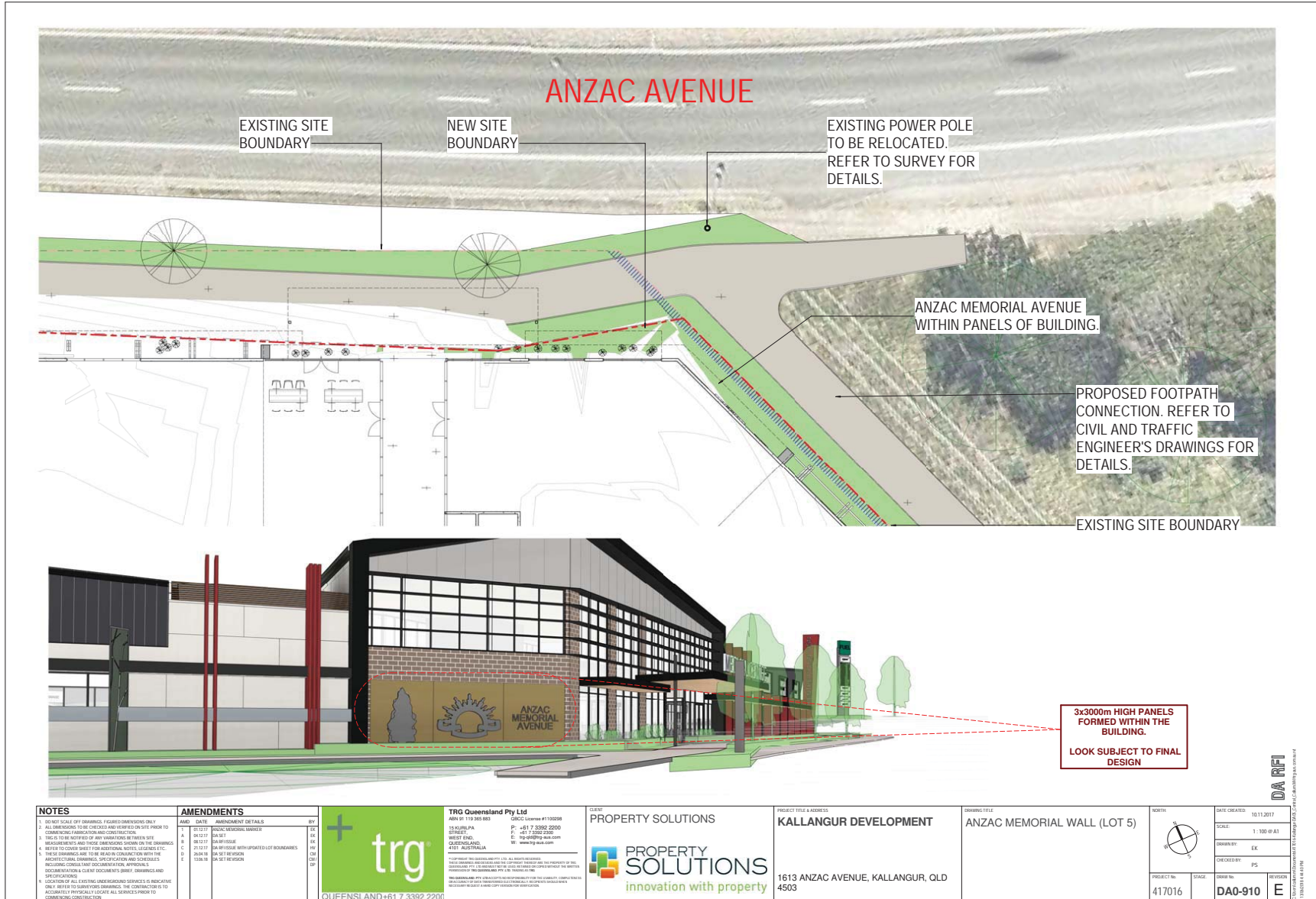
PROJECT No: 417016
STAGE: DA RFI
DRAW No: DA0-611
REVISION: G

DA RFI
10/11/2017

ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)



ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)



NOTES

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- ALL DIMENSIONS TO BE CHECKED AND VERIFIED ON SITE PRIOR TO COMMENCEMENT OF WORK.
- CONTRACTOR TO BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS.
- REFER TO SURVEY SHEET FOR ADDITIONAL NOTES, LEGENDS ETC.
- THESE DRAWINGS ARE TO BE USED IN CONNECTION WITH THE ARCHITECTURAL DRAWINGS, SPECIFICATIONS AND SCHEDULES INCLUDING CONSULTANT DOCUMENTATION APPROVALS.
- DOCUMENTATION & CLIENT DOCUMENTS BREF, DRAWINGS AND SPECIFICATIONS.
- LOCATION OF ALL EXISTING ABOVE-GROUND SERVICES IS INDICATIVE ONLY. REFER TO SURVEY DRAWINGS. THE CONTRACTOR IS TO ACCURATELY IDENTIFY AND LOCATE ALL SERVICES PRIOR TO COMMENCING CONSTRUCTION.

AMENDMENTS

NO.	DATE	AMENDMENT OR FALLS	BY
T	01/11/17	REVISED REGIONAL TENDER	TRG
A	08/12/17	DA SET	EK
B	08/12/17	DA SET ISSUE	EK
C	21/12/17	DA SET ISSUE WITH UPDATED LOT BOUNDARIES	HP
D	26/01/18	DA SET FOR DESIGN	GM
E	11/01/18	DA SET FOR DESIGN	GM

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4801 113 380 583 GPOC Licence #1100208
15 KURUPA P: +61 7 3392 2200
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QUEENSLAND E: trg@trg.com.au
4101 AUSTRALIA W: www.trg.com.au

QUEENSLAND +61 7 3392 2200

CLIENT: **PROPERTY SOLUTIONS**

PROPERTY SOLUTIONS
innovation with property

PROJECT TITLE & ADDRESS: **KALLANGUR DEVELOPMENT**
1613 ANZAC AVENUE, KALLANGUR, QLD
4503

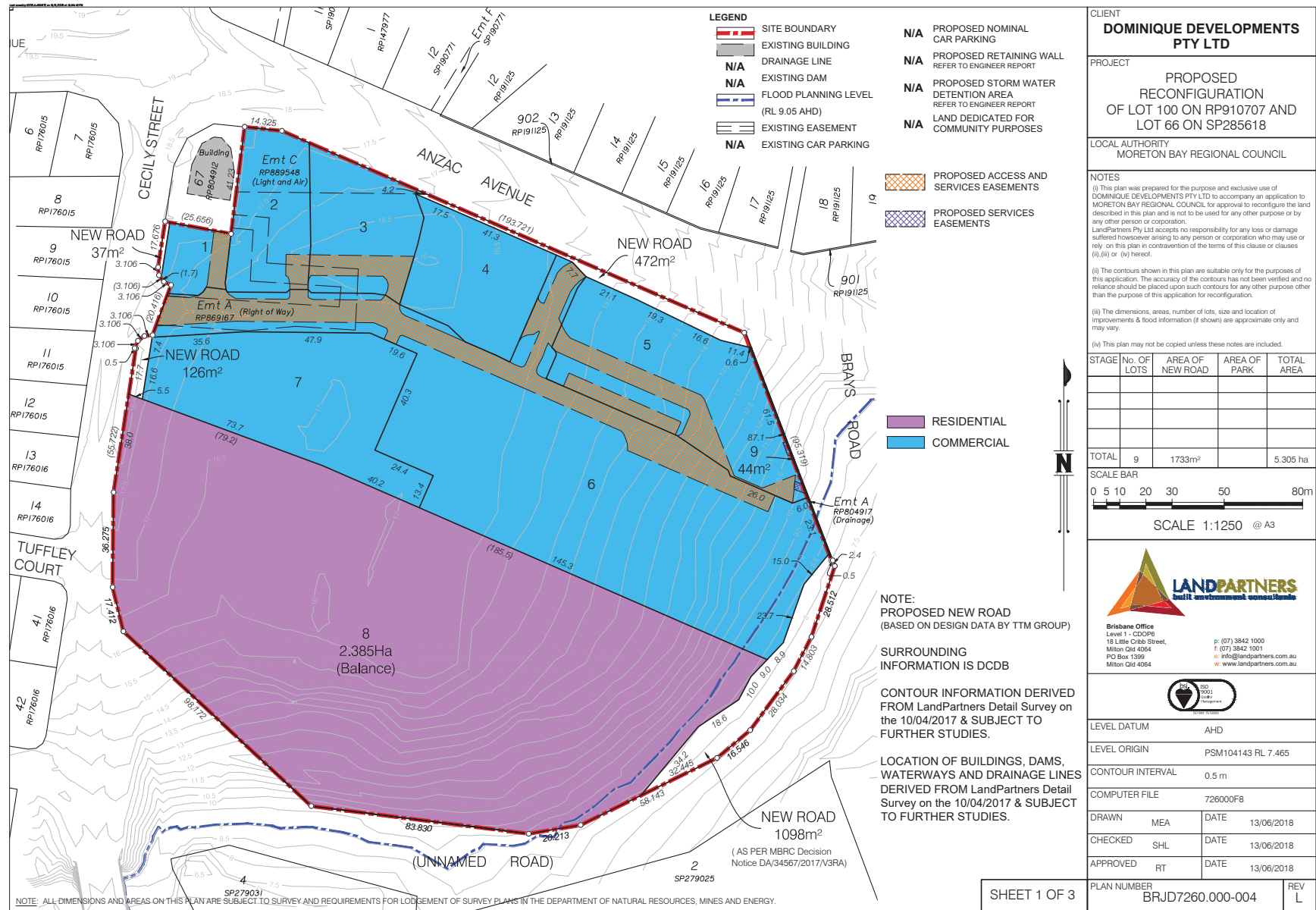
DRAWING TITLE: **ANZAC MEMORIAL WALL (LOT 5)**

DATE CREATED: 10/11/2017
SCALE: 1:100 @ A1
DRAWN BY: EK
CHECKED BY: PS

PROJECT No: 417016 STAGE: DRAW No: **DA0-910** REVISION: **E**

DA RFI

ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)

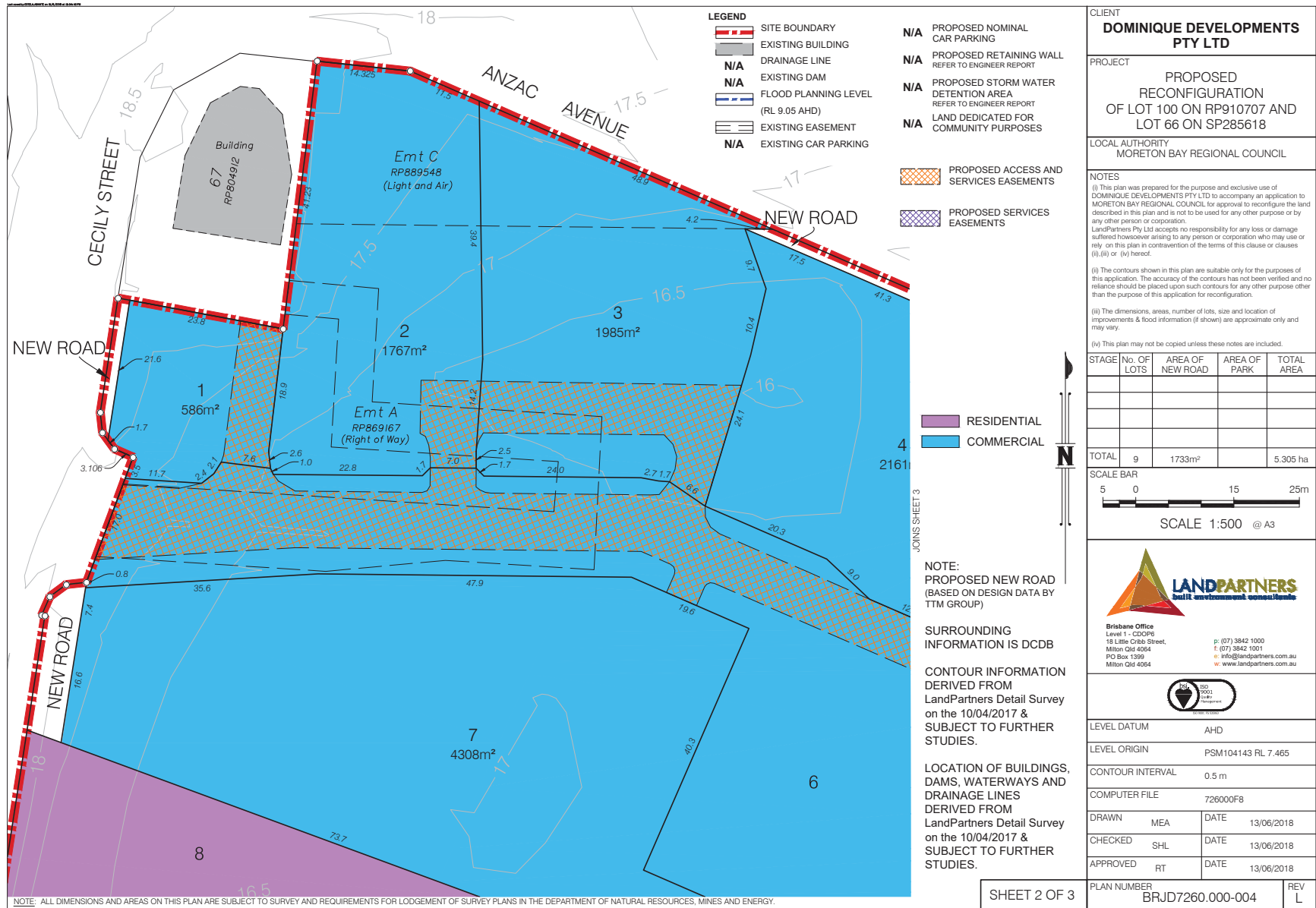


Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING
14 August 2018

PAGE 115
Agenda

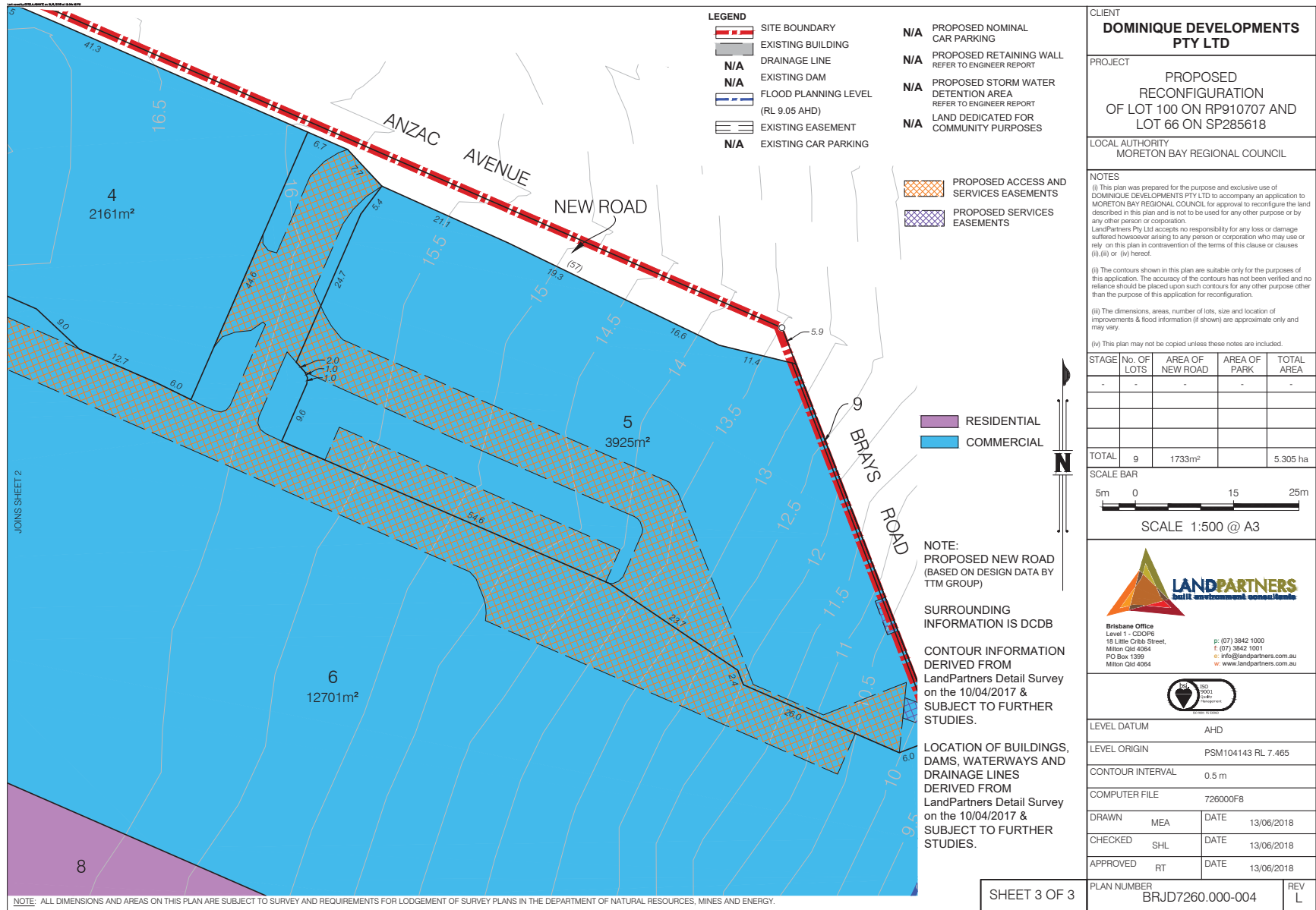
ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)



COORDINATION COMMITTEE MEETING
14 August 2018

PAGE 115
Agenda

ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)



ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)

#4 Referral Agency Response



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

RE6-N

Changed referral agency response

Our reference: SDA-0817-041331

Referral agency response—with conditions

(Given under section 290(1)(a) of the *Sustainable Planning Act 2009*)

Date of original response: 1 March 2018
Original reference: SDA-0817-041331

The referral agency material for the development application described below was received by the Department of State Development, Manufacturing, Infrastructure and Planning under section 272 of the *Sustainable Planning Act 2009* on 18 June 2018.

Applicant details

Applicant name: Dominique Developments Pty Ltd
Applicant contact details: C/- LandPartners, PO Box 1399, Milton QLD 4064

Site details

Street address: 1613 Anzac Avenue, Kallangur
Real property description: Lot 66 on SP285618 and Lot 100 on RP910707
Local government area: Moreton Bay Regional Council

Application details

Development permit	Material change of use for Office, Food and drink outlet, Service station, Shop and Health care services
Development permit	Reconfiguring a lot for two lots into nine lots, access easement and new road
Development permit	Building work on a Queensland heritage place

Referral triggers

The development application was referred to the department under the following provisions of the Sustainable Planning Regulation 2009:

Referral trigger	Schedule 7, Table 2, Item 19 – Queensland heritage place
	Schedule 7, Table 2, Item 19A – Adjoining a Queensland heritage place
	Schedule 7, Table 2, Item 2 – State-controlled road
	Schedule 7, Table 2, Item 33 – Public passenger transport
	Schedule 7, Table 2, Item 34 – Railways
	Schedule 7, Table 3, Item 1 – State-controlled road

South East Queensland (West) regional office
Level 4, 117 Brisbane Street, Ipswich
PO Box 129, Ipswich QLD 4305

Moreton Bay Regional Council

COORDINATION COMMITTEE MEETING
14 August 2018

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Agenda

ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)

SDA-0817-041331

- Schedule 7, Table 3, Item 2 – Development impacting on State transport infrastructure
- Schedule 7, Table 3, Item 14 – Public passenger transport
- Schedule 7, Table 3, Item 15A – Railways

Changed conditions

Under section 287(1)(a) of the *Sustainable Planning Act 2009*, the conditions set out in Attachment 1 must be attached to any development approval.

Reasons for decision to impose conditions

Under section 289(1) of the *Sustainable Planning Act 2009*, the department must set out the reasons for the decision to impose conditions. These reasons are set out in Attachment 2.

Further advice

The department offers advice about the application to the applicant—see Attachment 3.

Changed approved plans and specifications

The department requires that the following plans and specifications set out below and enclosed must be attached to any development approval.

Drawing/report title	Prepared by	Date	Reference no.	Version/issue
Aspect of development: Material change of use				
Overall Master Plan, as amended in red by SARA on 19 February 2018	TRG Queensland Pty Ltd	21 December 2017	DA0-030	H
Area Plans	TRG Queensland Pty Ltd	9 January 2018	DA0-034	G I
Site Elevations, as amended in red by SARA on 19 February 2018	TRG Queensland Pty Ltd	21 December 2017	DA0-050	F H
Site Sections	TRG Queensland Pty Ltd	21 December 2017	DA0-060	F-H
Overall Master Plan	TRG Queensland Pty Ltd	-	DA0-030	M, Amended 17 July 2018
Aspect of development: Reconfiguring a lot				
Proposed Reconfiguration of Lot 100 on RP910707 and Lot 66 on SP285618, as amended in red by SARA on 23 February 2018	LandPartners Pty Ltd	6 February 2018	BRJD7260.00 0-004	J
Proposed Reconfiguration of Lot 100 on RP910707 and Lot 66 on SP285618	LandPartners Pty Ltd	-	BRJD7260.00 0-004	L, Amended 17 July 2018
Aspect of development: Building work				

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Drawing/report title	Prepared by	Date	Reference no.	Version/issue
Overall Master Plan, as amended in red by SARA on 19 February 2018	TRG Queensland Pty Ltd	21 December 2017	DA0-030	H
Overall Master Plan	TRG Queensland Pty Ltd	-	DA0-030	M, Amended 17 July 2018
External Works – Concept Plan – Proposed Commercial Site, as amended in red by SARA on 28 February 2018	TTM Consulting Pty Ltd	27 June 2017	16BRT0657-10	E
Detail Survey of Lot 66 on SP285618, as marked up on 7 September 2017 to show trees in verge, sheet 1	LandPartners Pty Ltd	20 April 2017	BRJD7260.00 0-001	A
Detail Survey of Lot 66 on SP285618, as marked up on 7 September 2017 to show trees in verge, sheet 2	LandPartners Pty Ltd	20 April 2017	BRJD7260.00 0-001	A
Figure 1 – Proposed Avenue Trees – Indicative Location, from the report titled Heritage Impact Statement Report, as amended in red by SARA on 19 February 2018	Catherine Brouwer Landscape Architects	21 July 2017	-	-
Figure 1 - Proposed Avenue Trees – Indicative Location, from the report titled Heritage Impact Statement Report, as amended in red by SARA on 19 February 2018	Catherine Brouwer Landscape Architects	21 July 2017	-	Amended 17 July 2018

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

Regards



Michele McMahon
Manager Planning

enc Attachment 1—Changed conditions to be imposed
Attachment 2—Reasons for decision to impose conditions
Attachment 3—Changed further advice
Approved plans and specifications

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Attachment 1—Changed conditions to be imposed

No.	Conditions of development approval	Condition timing
<p>Development permit for material change of use for Office, Food and drink outlet, Service station, Shop and Health care services</p>		
<p>Sustainable Planning Regulation 2009, Schedule 7, Table 3, Item 1 State-controlled road; Schedule 7, Table 3, Item 2 State transport infrastructure; and Schedule 7, Table 3, Item 14 Public passenger transport —Pursuant to section 255D of the <i>Sustainable Planning Act 2009</i>, the chief executive administering the <i>Sustainable Planning Act 2009</i> nominates the Director-General of the Department of Transport and Main Roads to be the assessing authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):</p>		
1.	<p>The development must be carried out generally in accordance with the following plan:</p> <ul style="list-style-type: none"> • Overall Master Plan, prepared by TRG Queensland Pty Ltd, dated 21 December 2017, drawing number DA0-030, revision H, as amended in red to show transport infrastructure requirements. • Overall Master Plan, drawing number DA0-030 revision M, prepared by TRG Queensland Pty Ltd and amended in red 17 July 2018 to show transport infrastructure requirements. 	<p>Prior to the commencement of use and to be maintained at all times</p>
2.	<p>(a) The existing bus stop, 'Anzac Ave at Allison Drive, Kallangur' (TransLink ID: 600531, Hastus ID: 310588) adjacent to site in Anzac Avenue must be upgraded to an Intermediate stop standard.</p> <p>(b) The upgraded bus stop must be in accordance with the Disability Standards for Accessible Public Transport 2002 made under subsection 31(1) of the <i>Disability Discrimination Act 1992</i> and include the following components in accordance with the Department of Transport and Main Roads <i>Public Transport Infrastructure Manual 2015</i>:</p> <ul style="list-style-type: none"> • all mandatory bus stop components for an 'Intermediate stop' detailed in Section 5.7 - 'Bus stop components' (pages 30-41) of Chapter 5 - 'Bus stop infrastructure'; • the existing J pole sign with timetable case reinstated. Where the existing J pole sign with timetable case cannot be reinstated a new J Pole sign with timetable case must be provided in accordance with Figure 5.11 – 'Bus stop identification markers' (page 50) and Table 5.9 - 'Stop signage/stop marker' (page 35) of Chapter 5 - 'Bus stop infrastructure', and Sign Type IS-10b 'Bus Stop – J Pole Sign (TransLink)' (sections 4.26.1 – 4.27, page 63-65) of the <i>Signage Manual – Bus Network Infrastructure</i>, TransLink Division, Department of Transport and Main Roads, December 2016; • a disability compliant shelter in accordance with Moreton Bay Regional Council's requirements and Table 5.9 – 'TransLink requirements for bus stop components – bus stop furniture - shelters' (page 38) of Chapter 5 – 'Bus Stop Infrastructure'; 	<p>(a), (b) and (d) Prior to the commencement of use for the first stage of the development</p> <p>(c) Prior to obtaining development approval for operational work or building work, whichever occurs first for the first stage of the development</p>

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No.	Conditions of development approval	Condition timing
	<ul style="list-style-type: none"> • the existing bin reinstated. Where the existing bin cannot be reinstated a new bin must be provided in accordance with Table 5.9 – ‘TransLink requirements for bus stop components – bus stop furniture - bins’ (page 39) of Chapter 5 – ‘Bus Stop Infrastructure’; • hardstand and access in accordance with DRG5 – 0022 – ‘Intermediate Stop – Site Layout – With Indented Bus Bay’ and DRG 5 – 0025 – ‘Intermediate Stop – Site Layout – Access Examples’ of Appendix 5-B – ‘Layout and technical drawings’; and • the existing bus zone and indented bus bay to be retained. <p>(c) Written notice must be provided to the Department of Transport and Main Roads’ TransLink Division (07 3851 8700 or at bus_stops@translink.com.au) prior to upgrading the existing bus stop.</p> <p>(d) RPEQ certification must be provided to the Program Delivery and Operations Unit, Department of Transport and Main Roads, North Coast Region (North.Coast.IDAS@tmr.qld.gov.au), confirming that the development has been designed and constructed in accordance with parts (a) and (b) of this condition.</p>	
3.	<p>(a) The applicant must provide a dedicated taxi facility parallel to the kerb at the location shown on the Overall Master Plan, prepared by TRG Queensland Pty Ltd, dated 21/12/2017, drawing number DA0-030 and revision H, Overall Master Plan, drawing number DA0-030 revision M, prepared by TRG Queensland Pty Ltd and dated 13 June 2018 and amended in red 17 July 2018 to show transport infrastructure requirements.</p> <p>(b) The dedicated taxi facility must be designed and constructed to include the following:</p> <ul style="list-style-type: none"> • a taxi parking bay in accordance with AS2890.5 - Parking facilities, Part 5: On-street parking; • the taxi bay provided is to be of a length and width suitable for use by people with disabilities in accordance AS1428.1 - Design for access and mobility and AS2890.6 – Parking Facilities, Part 6: Off-street parking for people with disabilities; • two taxi zone signs R5-21, placed at either end of the taxi facility, and taxi zone line marking in accordance with AS1742.11 – Manual of uniform traffic control devices, Part 11: Parking controls; • lighting in accordance with AS/NZS 1158.3.1 – Lighting for Roads and Public Spaces, Part 3.1: Pedestrian Area (Category P) Lighting – Performance and Design Requirements; and • accessibility in accordance with the Disability Standards for Accessible Public Transport 2002 made under subsection 31(1) of the <i>Disability Discrimination Act 1992</i> and the 	(a) and (b) Prior to commencement of the use and to be maintained at all times

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No.	Conditions of development approval	Condition timing
	Department of Transport and Main Roads TransLink <i>Public Transport Infrastructure Manual 2015.</i>	
4.	<p>(a) Any excavation, filling/backfilling/compaction, retaining structures, must not encroach upon or de-stabilise the state-controlled road, including all transport infrastructure or the land supporting this infrastructure, or cause similar adverse impacts.</p> <p>(b) RPEQ certification with supporting documentation must be provided to the North Coast District, Development Assessment Team, via North.Coast.IDAS@tmr.qld.gov.au within the Department of Transport and Main Roads', confirming that the development has been designed in accordance with part (a) of this condition.</p>	<p>(a) At all times</p> <p>(b) Prior to commencement of the use</p>
5.	<p>(a) Stormwater management of the development must ensure no worsening or actionable nuisance to the state-controlled road.</p> <p>(b) Any works on the land must not:</p> <ul style="list-style-type: none"> (i) create any new discharge points for stormwater runoff onto the state-controlled road; (ii) interfere with and/or cause damage to the existing stormwater drainage on the state-controlled road; (iii) surcharge any existing culvert or drain on the state-controlled road; and (iv) reduce the quality of stormwater discharge onto the state-controlled road. <p>(c) RPEQ certification must be provided to the North Coast District, Development Assessment Team, via North.Coast.IDAS@tmr.qld.gov.au within the Department of Transport and Main Roads, confirming that the development has been designed and constructed in accordance with part (a) and (b) of this condition.</p>	<p>(a) and (b) At all times</p> <p>(c) Prior to commencement of the use</p>
6.	<p>(a) The road access location, is to be located generally in accordance with Overall Master Plan, prepared by TRG Queensland Pty Ltd, dated 21/12/2017, drawing number DA0-030 and revision H, Overall Master Plan, drawing number DA0-030 revision M, prepared by TRG Queensland Pty Ltd and amended in red 17 July 2018 to show transport infrastructure requirements.</p> <p>(b) Road access works comprising:</p> <ul style="list-style-type: none"> • A Heavy Duty Vehicle Crossing: IPWEA RS-51 must be provided at the permitted access location; • Left turn in from, and no egress to, the State-controlled road; • An auxiliary left (AUL) turn lane must be provided. The design turn lane should be consistent with Figure 8.6 in Austroads Guide to Road Design (Part 4A); • Maintenance of the width of the existing through lanes on Anzac Avenue; and 	<p>(a) At all times</p> <p>(b) and (c) Prior to commencement of the use</p>

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No.	Conditions of development approval	Condition timing
	<ul style="list-style-type: none"> • Adequate manoeuvring for heavy vehicles to turn into the site from the left turn lane without encroaching on the through lanes, must be provided at the permitted road access location. <p>(c) The road access works must be designed and constructed in accordance with Institute of Public Works Engineering Australia Standard Drawings (IPWEA) RS-51 and TMR's Road Planning and Design Manual 2nd Edition.</p>	
<p>7.2.19A - Pursuant to section 255D of the Sustainable Planning Act 2009, the chief executive administering the Act nominates the Director-General of the Department of Environment and Science to be the assessing authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following conditions:</p>		
7.	<p>The form, bulk and proximity of the development must be provided generally in accordance with the following plans:</p> <ul style="list-style-type: none"> • Overall Master Plan, prepared by TRG Queensland Pty Ltd, dated 21.12.17, drawing number DA0-030, revision H, as amended in red by SARA on 19 February 2018 to show transport infrastructure requirements • Overall Master Plan, drawing number DA0-030 revision M, prepared by TRG Queensland Pty Ltd and amended in red 17 July 2018 to show transport infrastructure requirements. • Area Plans, prepared by TRG Queensland Pty Ltd, dated 09.01.18, drawing number DA0-034, revision G I • Site Elevations, prepared by TRG Queensland Pty Ltd, dated 21.12.17, drawing number DA0-050, revision F H, as amended in red by SARA on 19 February 2018 17 July 2018 to clarify that tree spacing is indicative only • Site Sections, prepared by TRG Queensland Pty Ltd, dated 21.12.17, drawing number DA0-060, revision F H 	<p>Prior to the commencement of use and to be maintained at all times</p>
8.	<p>Provide written notice of the commencement of the material change of use to Environmental Services and Regulation, Department of Environment and Science at palm@des.qld.gov.au.</p>	<p>Within 10 working days of the commencement of the material change of use</p>
9.	<p>(a) Take photographs of the area where the works are undertaken:</p> <ol style="list-style-type: none"> i. prior to the commencement of works; and ii. at the completion of works. <p>(b) Submit both sets of the photographs to Environmental Services and Regulation, Department of Environment and Science at palm@des.qld.gov.au.</p>	<p>(a)(i) – (a)(ii) as indicated</p> <p>(b) Within 10 working days of completion of the works</p>
<p>Development permit for reconfiguring a lot for two lots into nine lots, access easement and new road</p>		
<p>Sustainable Planning Regulation 2009, Schedule 7, Table 2, Item 2 – State-controlled road— Pursuant to section 255D of the <i>Sustainable Planning Act 2009</i>, the chief executive administering</p>		

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No.	Conditions of development approval	Condition timing
	the <i>Sustainable Planning Act 2009</i> nominates the Director-General of the Department of Transport and Main Roads to be the assessing authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):	
10.	<p>(a) The applicant must register an access easement on the title of proposed Lot 11 in favour of proposed Lot 1, 2, 3, 4, 5, 6, 7, 8 for the shared access (EMT A).</p> <p>(b) The applicant must register an access easement on the title of proposed Lot 11 in favour of proposed Lot 1,2,3,4,5,6,7 and 8 for the shared access.</p> <p>(c) The applicant must register an access easement on the title of proposed Lot 2 in favour of proposed Lots 3 and 4 for the shared access.</p> <p>(d) The applicant must register an access easement on the title of proposed Lot 3 in favour of proposed Lot 4 for the shared access.</p> <p>(e) The applicant must register an access easement on the title of proposed Lot 5 in favour of proposed Lot 6 for the shared access.</p> <p>(f) The applicant must register an access easement on the title of proposed Lot 6 in favour of proposed Lot 5 for the shared access.</p> <p>(g) The applicant must register an access easement on the title of proposed Lot 7 in favour of proposed Lot 1, 2, 3, 4, 5, 6, 8, and 11 for the shared access.</p> <p>(h) The applicant must register an access easement on the title of proposed Lot 1 in favour of existing Lot 67 on RP804912 for the shared access.</p> <p>(i) The applicant must provide to North Coast District Development Assessment Team of the Department of Transport and Main Roads via North.Coast.IDAS@tmr.qld.gov.au of the Department of Transport and Main Roads a copy of Registration Confirmation Statement/s and easement registration dealing number/s as evidence of the registration of the easement/s referred to in parts (a) – (h) of this condition.</p> <p>(a) The applicant must register reciprocal access easements on the titles of proposed Lots 1-7 for the shared access.</p> <p>(b) The applicant must register an access easement on the title of proposed Lot 1 in favour of existing Lot 67 on RP804912 for the shared access.</p>	<p>(a) – (h) At the time of survey plan registration</p> <p>(i) Within 20 business days of registration of the easements</p> <p>(a) and (b) At the time of survey plan registration</p> <p>(c) Within 20 business days of registration of the easements</p>

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No.	Conditions of development approval	Condition timing
	<p>(c) The applicant must provide to North Coast District Development Assessment Team of the Department of Transport and Main Roads via North.Coast.IDAS@tmr.qld.gov.au of the Department of Transport and Main Roads a copy of Registration Confirmation Statement/s and easement registration dealing number/s as evidence of the registration of the easement/s referred to in parts (a) and (b) of this condition.</p>	
11.	<p>The development must be carried out generally in accordance with the following plan:</p> <ul style="list-style-type: none"> • Proposed Reconfiguration of Lot 100 on RP910707 and Lot 66 on SP285618, prepared by LandPartners Pty Ltd, dated 20 December 2017, drawing number BRJD7260.000-004, revision L, as amended in red to show transport infrastructure requirements. • Proposed Reconfiguration of Lot 100 on RP910707 and Lot 66 on SP285618, drawing number BRJD7260.000-004 revision L, prepared by LandPartners Pty Ltd and amended in red 17 July 2018 to show transport infrastructure requirements. 	<p>Prior to submitting the Plan of Survey to the local government for approval</p>
12.	<p>(a) The existing bus stop, 'Anzac Ave at Allison Drive, Kallangur' (TransLink ID: 600531, Hastus ID: 310588) adjacent to site in Anzac Avenue must be upgraded to an Intermediate stop standard.</p> <p>(b) The upgraded bus stop must be in accordance with the Disability Standards for Accessible Public Transport 2002 made under subsection 31(1) of the <i>Disability Discrimination Act 1992</i> and include the following components in accordance with the Department of Transport and Main Roads <i>Public Transport Infrastructure Manual 2015</i>:</p> <ul style="list-style-type: none"> • all mandatory bus stop components for an 'Intermediate stop' detailed in Section 5.7 - 'Bus stop components' (pages 30-41) of Chapter 5 - 'Bus stop infrastructure'; • the existing J pole sign with timetable case reinstated. Where the existing J pole sign with timetable case cannot be reinstated a new J Pole sign with timetable case must be provided in accordance with Figure 5.11 - 'Bus stop identification markers' (page 50) and Table 5.9 - 'Stop signage/stop marker' (page 35) of Chapter 5 - 'Bus stop infrastructure', and Sign Type IS-10b 'Bus Stop - J Pole Sign (TransLink)' (sections 4.26.1 - 4.27, page 63-65) of the <i>Signage Manual - Bus Network Infrastructure</i>, TransLink Division, Department of Transport and Main Roads, December 2016; • a disability compliant shelter in accordance with Moreton Bay Regional Council's requirements and Table 5.9 - 'TransLink requirements for bus stop components - bus stop furniture - shelters' (page 38) of Chapter 5 - 'Bus Stop Infrastructure'; 	<p>(a), (b) and (d) Prior to submitting the Plan of Survey to the local government for approval for the first stage of the development</p> <p>(c) Prior to obtaining development approval for operational work for the first stage of the development</p>

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No.	Conditions of development approval	Condition timing
	<ul style="list-style-type: none"> • the existing bin reinstated. Where the existing bin cannot be reinstated a new bin must be provided in accordance with Table 5.9 – ‘TransLink requirements for bus stop components – bus stop furniture - bins’ (page 39) of Chapter 5 – ‘Bus Stop Infrastructure’; • hardstand and access in accordance with DRG5 – 0022 – ‘Intermediate Stop – Site Layout – With Indented Bus Bay’ and DRG 5 – 0025 – ‘Intermediate Stop – Site Layout – Access Examples’ of Appendix 5-B – ‘Layout and technical drawings’; and • the existing bus zone and indented bus bay to be retained. <p>(c) Written notice must be provided to the Department of Transport and Main Roads’ TransLink Division (07 3851 8700 or at bus_stops@translink.com.au) prior to upgrading the existing bus stop.</p> <p>(d) RPEQ certification must be provided to the Program Delivery and Operations Unit, Department of Transport and Main Roads, North Coast Region (North.Coast.IDAS@tmr.qld.gov.au), confirming that the development has been designed and constructed in accordance with parts (a) and (b) of this condition.</p>	
13.	<p>(a) Any excavation, filling/backfilling/compaction, retaining structures, must not encroach upon or de-stabilise the state-controlled road, including all transport infrastructure or the land supporting this infrastructure, or cause similar adverse impacts</p> <p>(b) RPEQ certification with supporting documentation must be provided to the North Coast District, Development Assessment Team, via North.Coast.IDAS@tmr.qld.gov.au within the Department of Transport and Main Roads’, confirming that the development has been designed in accordance with part (a) of this condition.</p>	<p>(a) At all times</p> <p>(b) Prior to submitting the Plan of Survey to the local government of approval</p>

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No.	Conditions of development approval	Condition timing
14.	<p>(a) Stormwater management of the development must ensure no worsening or actionable nuisance to the state-controlled road.</p> <p>(b) Any works on the land must not:</p> <ul style="list-style-type: none"> (i) create any new discharge points for stormwater runoff onto the state-controlled road; (ii) interfere with and/or cause damage to the existing stormwater drainage on the state-controlled road; (iii) surcharge any existing culvert or drain on the state-controlled road; and (iv) reduce the quality of stormwater discharge onto the state-controlled road. <p>(c) RPEQ certification must be provided to the North Coast District Development Assessment Team, via North.Coast.IDAS@tmr.qld.gov.au within the Department of Transport and Main Roads, confirming that the development has been designed and constructed in accordance with part (a) and (b) of this condition.</p>	<p>(a) and (b) At all times</p> <p>(c) Prior to submitting the Plan of Survey to the local government for approval</p>
15.	<p>(a) The road access location, is to be located generally in accordance with Proposed Reconfiguration of Lot 100 on RP910707 and Lot 66 on SP285618, prepared by LandPartners Pty Ltd, dated 20 December 2017, drawing number BRJD7260.000-004, revision I Proposed Reconfiguration of Lot 100 on RP910707 and Lot 66 on SP285618, drawing number BRJD7260.000-004 revision L, prepared by LandPartners Pty Ltd and dated 13 June 2018 and amended in red 17 July 2018 to show transport infrastructure requirements.</p> <p>(b) Road access works comprising:</p> <ul style="list-style-type: none"> • A Heavy Duty Vehicle Crossing: IPWEA RS-51 must be provided at the access location; • Left turn in from, and no egress to, the State-controlled road; • An auxiliary left (AUL) turn lane with the design turn lane consistent with Figure 8.6 in Austroads Guide to Road Design (Part 4A); • Maintenance of the width of the existing through lanes on Anzac Avenue; and • Adequate manoeuvring for heavy vehicles to turn into the site from the left turn lane without encroaching on the through lanes, <p>must be provided at the permitted road access location.</p> <p>(c) The road access works must be designed and constructed in accordance with Institute of Public Works Engineering Australia Standard Drawings (IPWEA) RS-51 and the Road Planning and Design Manual 2nd Edition.</p>	<p>(a) At all times</p> <p>(b) and (c) Prior to submitting the Plan of Survey to the local government for approval</p>

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No.	Conditions of development approval	Condition timing
Development Permit for building work on a Queensland heritage place		
Sustainable Planning Regulation 2009, Schedule 7, Table 2, Item 19 – Queensland heritage place— Pursuant to section 255D of the <i>Sustainable Planning Act 2009</i> , the chief executive administering the <i>Sustainable Planning Act 2009</i> nominates the Director-General of the Department of Environment and Science to be the assessing authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):		
16.	<p>Works on the Anzac Memorial Avenue Queensland heritage place must be undertaken generally in accordance with the following plans:</p> <ul style="list-style-type: none"> • Overall Master Plan, prepared by TRG Queensland Pty Ltd, dated 21.12.17, drawing number DA0-030, revision H, as amended in red by SARA on 19 February 2018 to show transport infrastructure requirements. • Overall Master Plan, drawing number DA0-030 revision M, prepared by TRG Queensland Pty Ltd and amended in red 17 July 2018 to show transport infrastructure requirements. • External Works – Concept Plan – Proposed Commercial Site, prepared by TTM Consulting Pty Ltd, dated 27 Jun 2017, drawing number 16BRT0657-10, revision E, as amended in red by SARA on 28 February 2018 to show external works and sections relevant to the Queensland heritage place. • Detail Survey of Lot 66 on SP285618, prepared by LandPartners Pty Ltd, dated 20/04/2017, drawing number BRJD7260.000-001, revision A, as marked up on 7 September 2017 to show trees in verge, sheet 1. • Detail Survey of Lot 66 on SP285618, prepared by LandPartners Pty Ltd, dated 20/04/2017, drawing number BRJD7260.000-001, revision A, as marked up on 7 September 2017 to show trees in verge, sheet 2. • Figure 1 – Proposed Avenue Trees – Indicative Location, from the report titled Heritage Impact Statement Report, prepared by Catherine Brouwer Landscape Architects, dated 21 July 2017, as amended in red by SARA on 19 February 2018 17 July 2018 to specify tree species and spacing. 	<p>Prior to the issue of the Certificate of Classification/ Final Inspection Certificate or prior to commencement of the use, whichever comes first, and to be maintained at all times</p>
17.	<p>(a) Provide written notice to Environmental Services and Regulation, Department of Environment and Science at palm@des.qld.gov.au of the start of the works. The notice must state the application's reference number: SDA-0817-041331.</p> <p>(b) Provide written notice to Environmental Services and Regulation, Department of Environment and Science at palm@des.qld.gov.au of the completion of works the subject of this approval. The notice must state the application's reference number: SDA-0817-041331, and include a copy of the final inspection certificate of the building works.</p>	<p>(a) No later than two weeks prior to commencement of the building work</p> <p>(b) Within ten working days of completion of the building work</p>

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No.	Conditions of development approval	Condition timing
18.	<p>(a) Take photographs of the area where the works are undertaken:</p> <ul style="list-style-type: none"> (i) prior to the commencement of works; and (ii) at the completion of works. <p>Photographs of the trees to be removed must provide sufficient detail to identify the tree species.</p> <p>(b) Submit both sets of the photographs to Environmental Services and Regulation, Department of Environment and Science at palm@des.qld.gov.au.</p>	<p>(a) As indicated</p> <p>(b) Within ten working days of completion of the works</p>
19.	<p>Tree planting on the Anzac Memorial Avenue Queensland heritage place must be undertaken generally in accordance with the following plan:</p> <ul style="list-style-type: none"> • Figure 1 – Proposed Avenue Trees – Indicative Location, from the report titled Heritage Impact Statement Report, prepared by Catherine Brouwer Landscape Architects, dated 21 July 2017, as amended in red by SARA on 19 February 2018 17 July 2018 to specify tree species and spacing. 	<p>Within two months of the removal of any trees within the road reserve</p>

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Attachment 2—Reasons for decision to impose conditions

The reasons for this decision are:

Material change of use

- To ensure the development is carried out generally in accordance with the plans of development submitted with the application.
- To provide, as far as practicable, public passenger transport infrastructure to support public passenger services.
- To ensure the development and its construction does not cause adverse structural impacts on state-transport infrastructure.
- To ensure that the impacts of stormwater events associated with development are minimised and managed to avoid creating any adverse impacts on the State transport corridor.
- To ensure the road access location to the State-controlled road from the site does not compromise the safety and efficiency of the State-controlled road.
- To ensure the design of any road access maintains the safety and efficiency of the State-controlled road.
- To facilitate the monitoring of the development works for compliance purposes.
- To ensure the development maintains opportunities for the public appreciation of Anzac Avenue's cultural heritage significance as an extensive tree-lined avenue of planned and evenly spaced plantings.

Reconfiguring a lot

- To ensure access to the State-controlled road from the site does not compromise the safety and efficiency of the State-controlled road and the number of road access locations are minimised.
- To ensure the development is carried out generally in accordance with the plans of development submitted with the application.
- To ensure the development and its construction does not cause adverse structural impacts on state transport infrastructure.
- To ensure that the impacts of stormwater events associated with development are minimised and managed to avoid creating any adverse impacts on the state transport corridor.
- To ensure the road access location to the State-controlled road from the site does not compromise the safety and efficiency of the State-controlled road.
- To ensure the design of any road access maintains the safety and efficiency of the State-controlled road.

Building work

- To ensure the development is carried out generally in accordance with the plans of development submitted with the application.
- To facilitate the monitoring of the development works for compliance purposes.

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Attachment 3—Changed further advice

General advice	
Advertising	
1.	<p>Advertising devices have the potential to cause unsafe distraction, glare or other nuisance to drivers, which affects safety on the state-controlled road. Any proposed advertising devices are to be in accordance with the Department of Transport and Main Roads' Roadside Advertising Guide. In particular:</p> <ul style="list-style-type: none"> Proposed pylon signage must be placed within the subject site, clear of the state-controlled Rd reserve (without overhang). Construction and maintenance of a pylon sign must be carried out from within the subject site. Any proposed illumination must not exceed 350cd/m² and must not contain a variable message component.
Access to the State-controlled Road	
2.	<p>The department considers temporary access approval to the State-controlled Rd may be required to carry out earthworks associated with the proposed development. There is no direct access permitted to the state-controlled road (Redcliffe Road, known locally as Anzac Ave), from proposed Lot 2, 3, 4, and 5 & 6.</p> <p>Under section 62 of the <i>Transport Infrastructure Act 1994</i> (TIA) written approval is required from the Department of Transport and Main Roads (TMR) for access, temporary or otherwise between a state-controlled road and adjacent land. For further information regarding an application for s62 approval for temporary access to the state-controlled Rd, please contact TMR by phone 07 5451 7055 or email North.Coast.IDAS@tmr.qld.gov.au.</p>
Road Corridor Permit	
3.	<p>In accordance with Section 50(2) and Schedule 6 of the TIA and Part 5 and Schedule 1 of the <i>Transport Infrastructure (State-Controlled Roads) Regulation 2006</i>, you must have written approval to carry out ancillary works and encroachments on a state-controlled road. These development conditions do not constitute such an approval. You will need to contact the Department of Transport and Main Roads on 5451 7055 to make an application for a Road Corridor Permit under section 50(2) of the TIA to carry out ancillary works and encroachments. Ancillary works and encroachments include but are not limited to advertising signs or other advertising devices, paths or bikeways, buildings/shelters, vegetation clearing, landscaping and planting.</p> <p>The Department of Transport and Main Roads' technical standards and publications can be accessed at www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Roadsides-road-corridors-and-utilities.</p>
Public Passenger Transport	
4.	<p>The existing bus stop, 'Anzac Ave at Allison Drive, Kallangur' (TransLink ID: 600531, Hastus ID: 310588) may be impacted on by the development. This bus stop must be able to function and pedestrian access to this facility must be maintained during the upgrade of the bus stop and the construction of the development. Accordingly, if any temporary bus stop and pedestrian access arrangements are required, the applicant must reach agreement on</p>

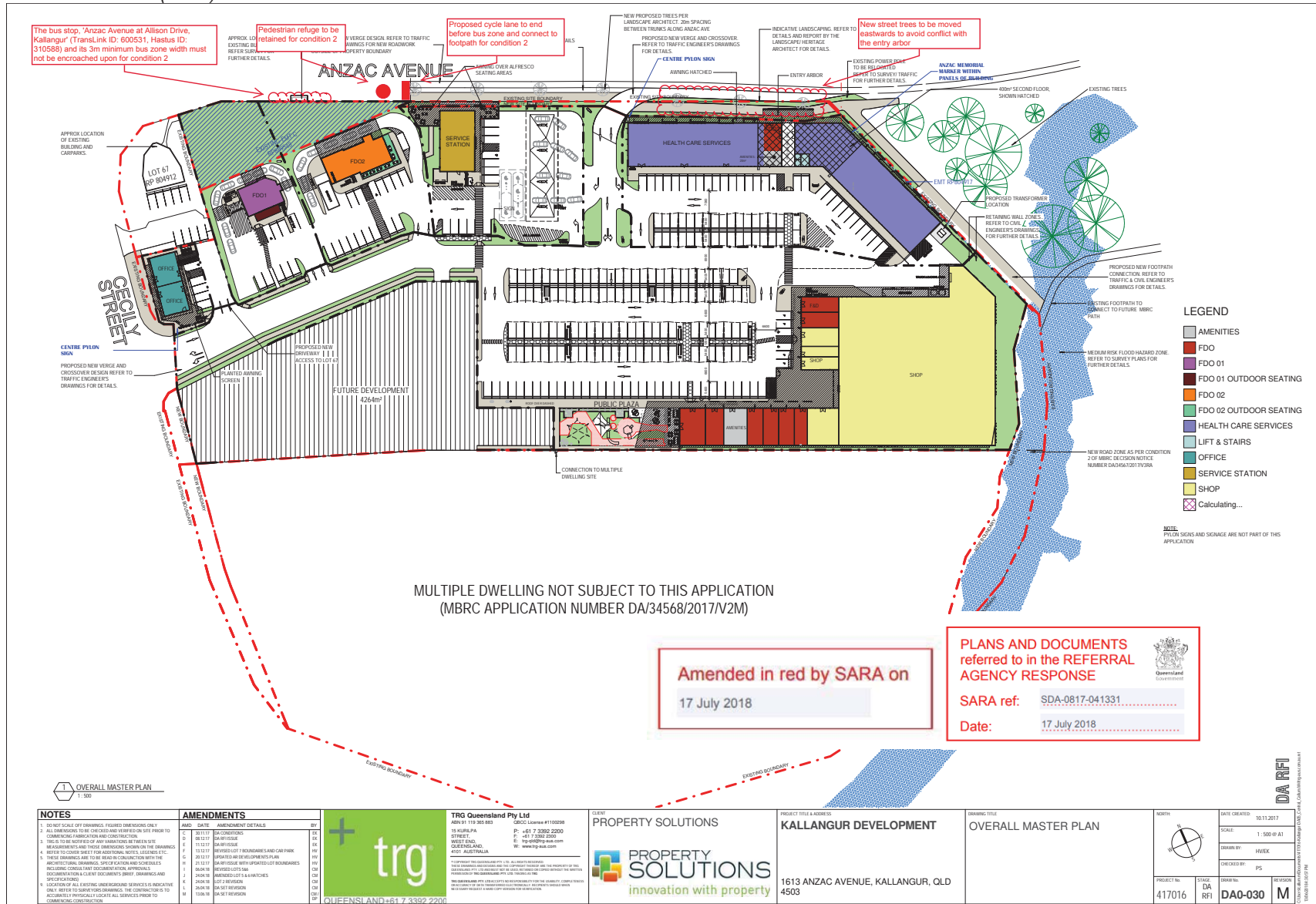
Moreton Bay Regional Council

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	<p>suitable arrangements with the Department of Transport and Main Roads' TransLink Division (07 3851 8700 or at bus_stops@translink.com.au) prior to any construction or works commencing.</p>
Further development permits, compliance permits or compliance certificates	
Public passenger transport	
5.	<p>To ensure compliance with conditions relating to works on the existing bus stop on Anzac Avenue, the detailed design of the bus stop should be submitted to the TransLink Division of the Department of Transport and Main Roads for endorsement prior to construction or any works commencing. Please contact the TransLink Division on telephone number 07 3851 8700 or at bus_stops@translink.com.au.</p> <p>The Department of Transport and Main Roads, TransLink <i>Public Transport Infrastructure Manual May (PTIM) 2015</i> and <i>Signage Manual Bus Network Transport Infrastructure</i> December 2016 are available at www.translink.com.au/about-translink/what-we-do/public-transport-planning.</p>
Road Access Works on a State-controlled Road	
6.	<p>To ensure compliance with conditions relating to road access:</p> <p>Under sections 62 and 33 of the <i>Transport Infrastructure Act 1994</i>, written approval is required from the Department of Transport and Main Roads to carry out road works that are road access works (including driveways) on a state-controlled road. Please contact the Department of Transport and Main Roads via North.Coast.IDAS@tmr.qld.gov.au (or phone 5451 0755), (please quote TMR17-022335) to make an application for road works approval. This approval must be obtained prior to commencing any works on the state-controlled road reserve.</p> <p>The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ). The road access works approval process takes time – please contact Transport and Main Roads as soon as possible to ensure that gaining approval does not delay construction.</p> <p>The applicant is requested to submit the certification of completion from TMR once works are complete and prior to commencement of use as evidence of compliance with road access conditions.</p>

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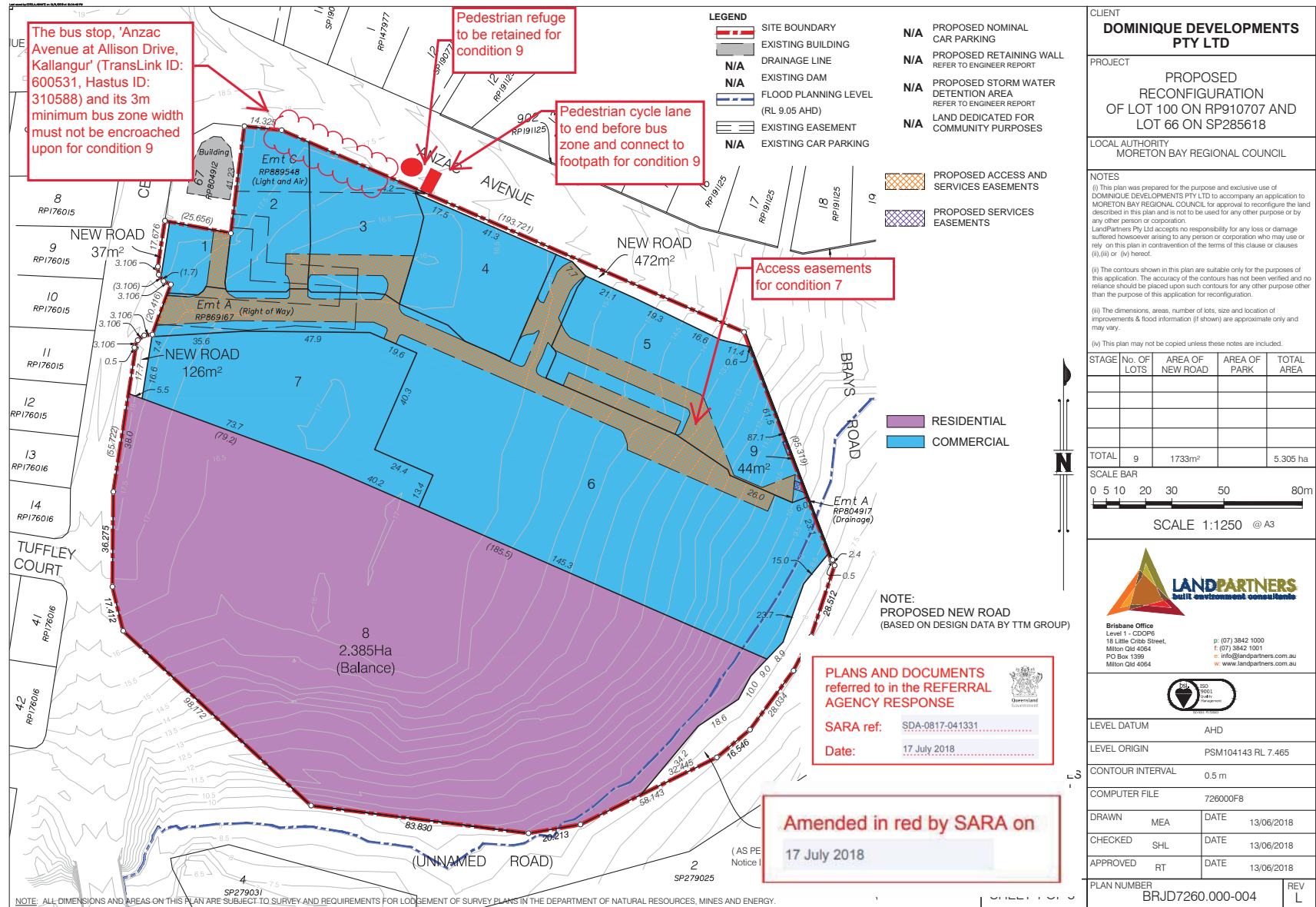


Moreton Bay Regional Council

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14 August 2018

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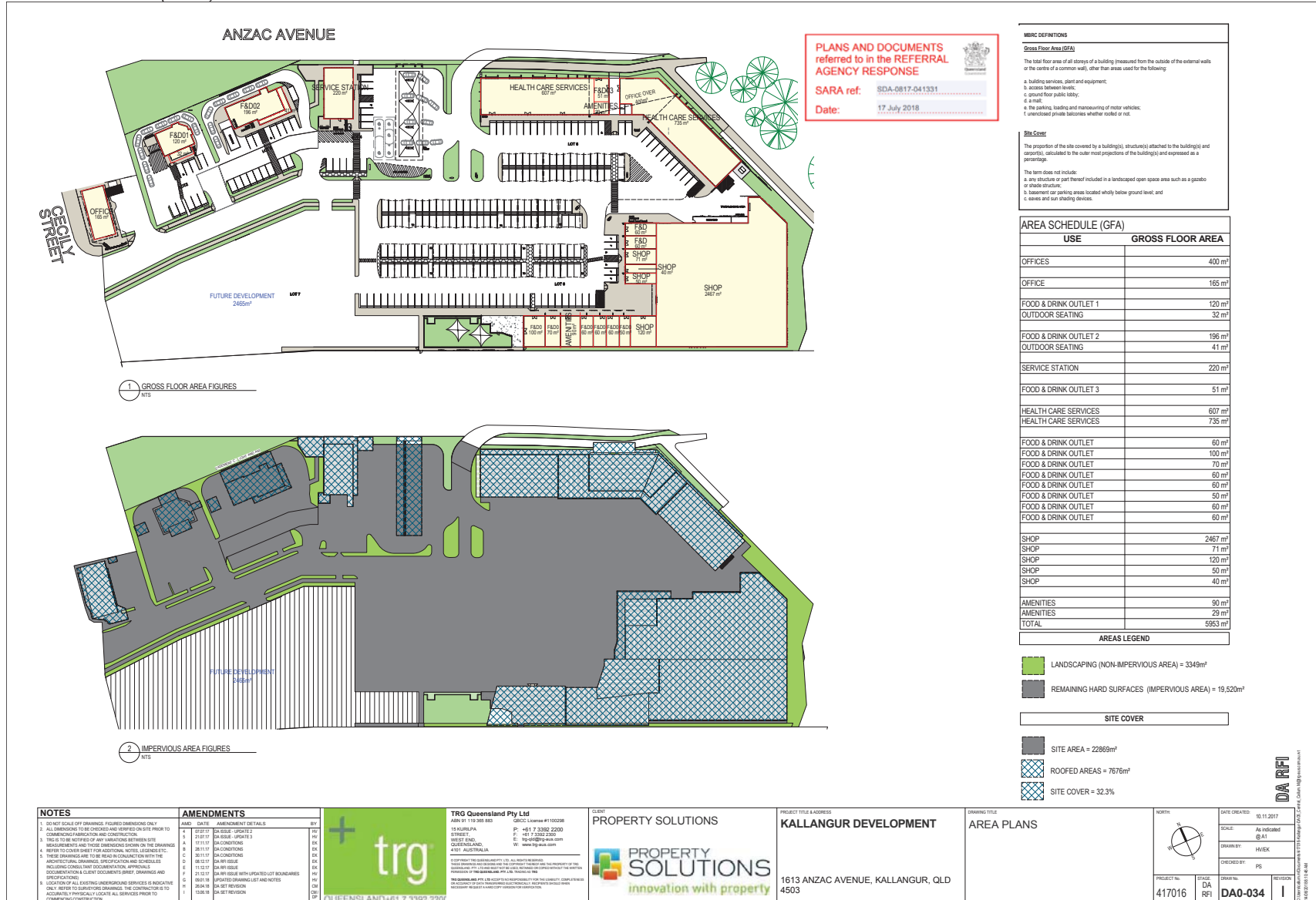
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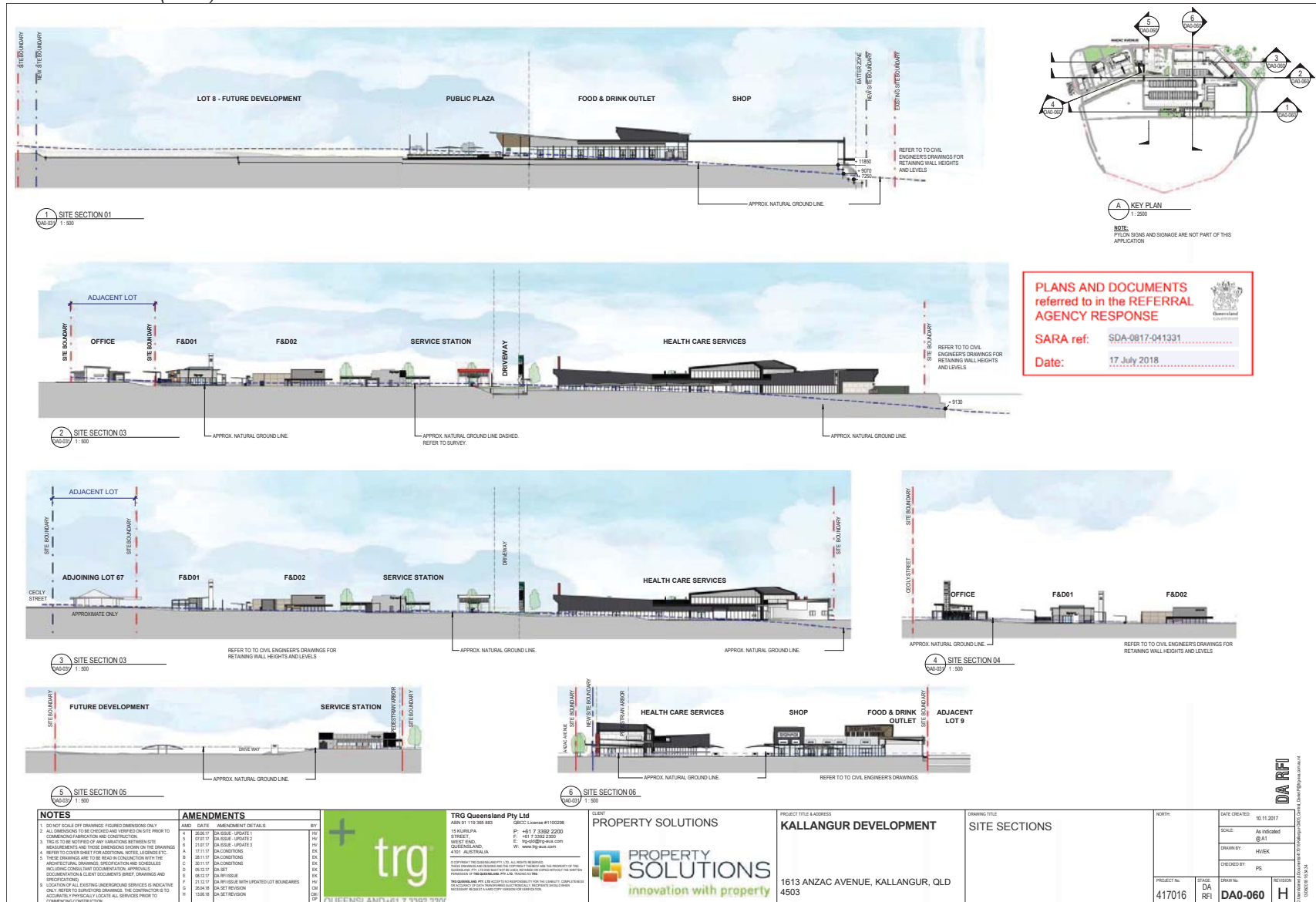
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NOTES	
1.	DO NOT SCALE OFF DRAWINGS. FIGURED DIMENSIONS ONLY.
2.	ALL DIMENSIONS TO BE CHECKED AND VERIFIED ON SITE PRIOR TO COMMENCING CONSTRUCTION AND CORRECTED FOR.
3.	THIS TO BE ADVISED OF ANY VARIATIONS BETWEEN SITE DIMENSIONS AND THOSE SHOWN ON THE DRAWINGS.
4.	REFER TO COVER SHEET FOR ADDITIONAL NOTES, LEGENDS ETC.
5.	THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE ARCHITECTURAL DRAWINGS, SPECIFICATION AND SCHEDULES INCLUDING CONSULTANT DOCUMENTATION, APPROVALS, RECOMMENDATIONS & CLIENT DOCUMENTS SHEET, DRAWINGS AND SPECIFICATIONS.
6.	LOCATION OF ALL EXISTING UNDERGROUND SERVICES IS INDICATED ONLY. REFER TO SURVEYORS DRAWINGS. THE CONTRACTOR IS TO LOCATE THEM PHYSICALLY LOCATE ALL SERVICES PRIOR TO COMMENCING CONSTRUCTION.

AMENDMENTS	
AM01	DATE: 10/11/2017 BY: HVE
1	20/07/17 DA ISSUE - UPDATE 1
2	20/07/17 DA ISSUE - UPDATE 2
3	20/07/17 DA ISSUE - UPDATE 3
A	20/11/17 DA CONDITIONS
B	20/11/17 DA CONDITIONS
C	20/11/17 DA CONDITIONS
D	20/12/17 DA SET
E	20/12/17 DA REVISION
F	21/12/17 DA REVISION WITH UPDATED LOT BOUNDARIES
G	20/04/18 DA SET REVISION
H	13/08/18 DA SET REVISION

TRG Queensland Pty Ltd
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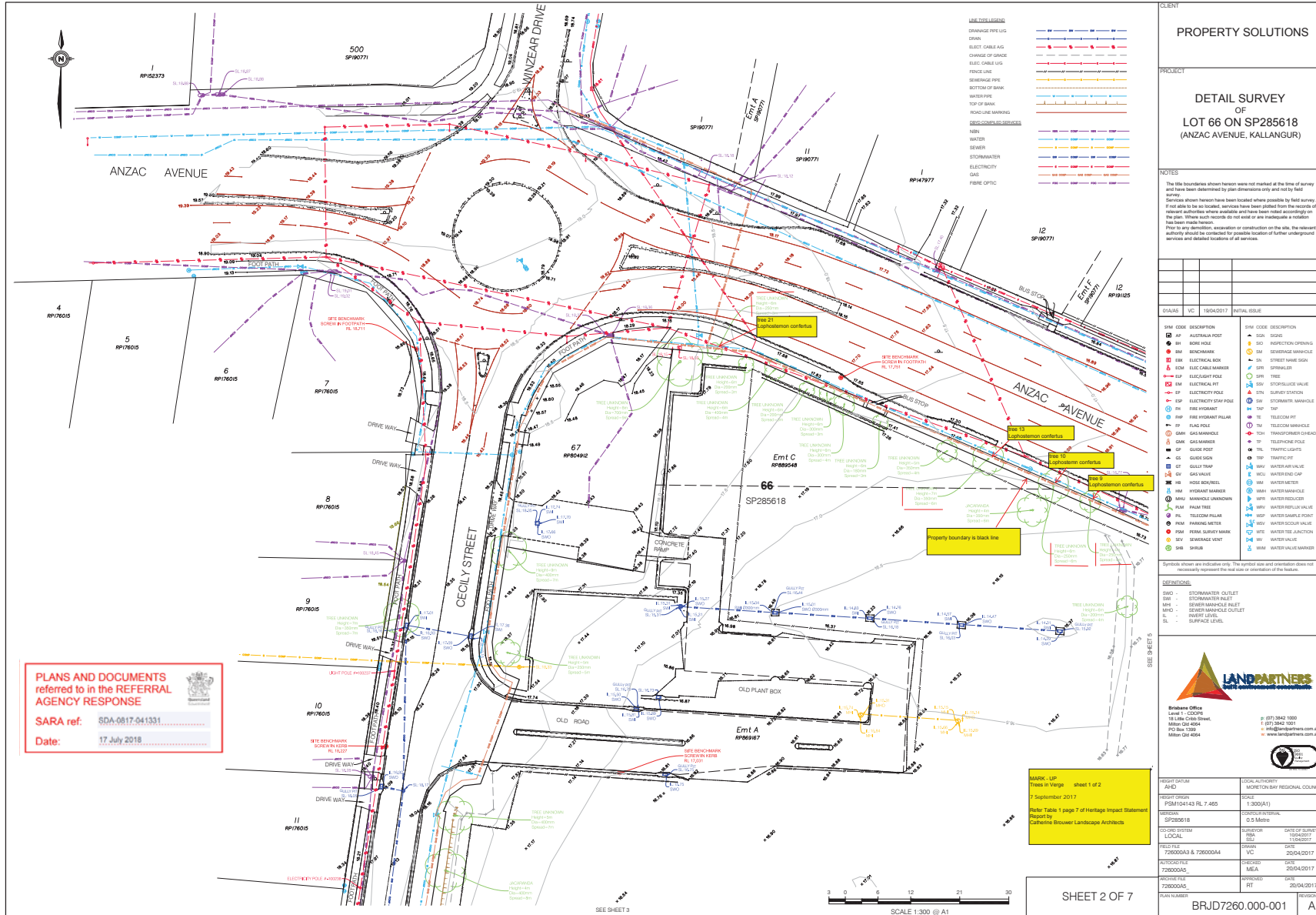
PROPERTY SOLUTIONS
 innovation with property

CLIENT: **KALLANGUR DEVELOPMENT**
 PROJECT TITLE & ADDRESS: **1613 ANZAC AVENUE, KALLANGUR, QLD 4503**

DRAWING TITLE	
SITE SECTIONS	

NORTH	DATE CREATED: 10.11.2017
SCALE: As indicated @ A1	SCALE: As indicated @ A1
DRAWN BY: HVE/K	CHECKED BY: PS
PROJECT No: 417016	STAGE: DA RFI
DRAWING No: DA0-060	REVISION: H

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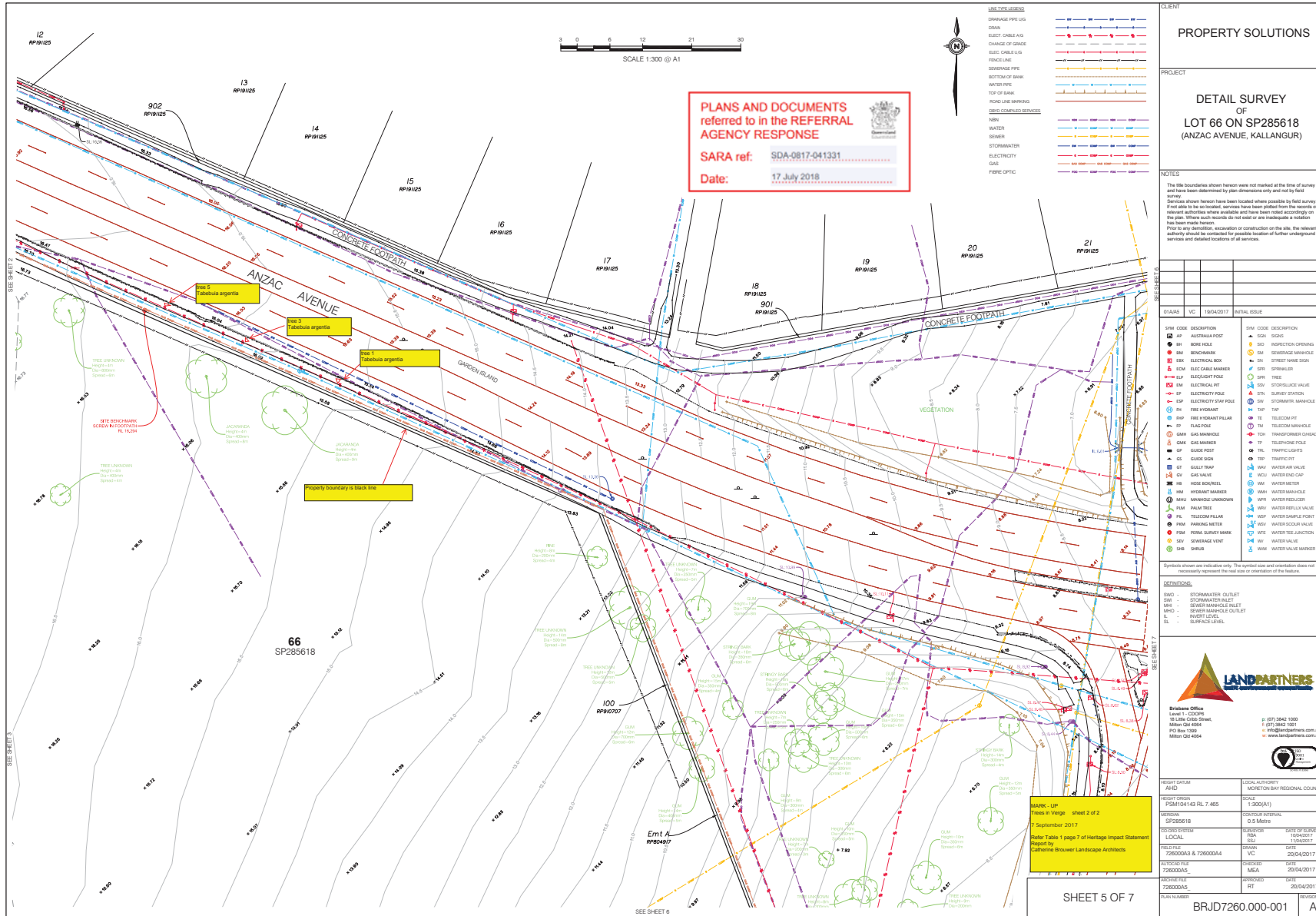


PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE
SARA ref: SDA-0817-041331
Date: 17 July 2018

MARK - UP
Tree 11 Merge sheet 1 of 2
7 September 2017
Refer Table 1 page 7 of Heritage Impact Statement
Report by Catherine Browner Landscape Architects

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<p>The site boundaries shown hereon were not marked at the time of survey and have been determined by plan dimensions only and not by field survey. Therefore, adjacent tenements have been located where possible by field survey. If not able to be so located, services have been plotted from the records of recent authorities where available and have been noted accordingly on the plan. Where such records do not exist or are inadequate a rotation has been made to the plan. Prior to any demolition, excavation or construction on the site, the relevant authority should be contacted for possible location of further underground services and detailed locations of all services.</p>																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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POST	GT	GT	GULLY TRAP	GV	GV	GUY WIRE	H	H	HOSE BOX/REEL	DM	DM	GAS MANHOLE	GAM	GAM	GAS MANHOLE	GP	GP	GUIDE POST	GT	GT	GULLY TRAP	GV	GV	GUY WIRE	H	H	HOSE BOX/REEL	DM	DM	GAS MANHOLE	GAM	GAM	GAS MANHOLE	GP	GP	GUIDE POST	GT	GT	GULLY TRAP	GV	GV	GUY WIRE	H	H	HOSE BOX/REEL	DM	DM	GAS MANHOLE	GAM	GAM	GAS MANHOLE	GP	GP	GUIDE POST	GT	GT	GULLY TRAP	GV	GV	GUY WIRE	H	H	HOSE BOX/REEL	DM	DM	GAS MANHOLE	GAM	GAM	GAS MANHOLE	GP	GP	GUIDE POST	GT	GT	GULLY TRAP	GV	GV	GUY WIRE	H	H	HOSE BOX/REEL	DM	DM	GAS MANHOLE	GAM	GAM	GAS MANHOLE	GP	GP	GUIDE POST	GT	GT	GULLY TRAP	GV	GV	GUY WIRE	H	H	HOSE BOX/REEL	DM	DM	GAS MANHOLE	GAM	GAM	GAS MANHOLE	GP	GP	GUIDE POST	GT	GT	GULLY TRAP	GV	GV	GUY WIRE	H	H	HOSE BOX/REEL	DM	DM	GAS MANHOLE	GAM	GAM	GAS MANHOLE	GP	GP	GUIDE POST	GT	GT	GULLY TRAP	GV	GV	GUY WIRE	H	H	HOSE BOX/REEL	DM	DM	GAS MANHOLE	GAM	GAM	GAS MANHOLE	GP	GP	GUIDE POST	GT	GT	GULLY TRAP	GV	GV	GUY WIRE	H	H	HOSE BOX/REEL	DM	DM	GAS MANHOLE	GAM	GAM	GAS MANHOLE	GP	GP	GUIDE POST	GT	GT	GULLY TRAP	GV	GV	GUY WIRE	H	H	HOSE 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WIRE	H	H	HOSE BOX/REEL	DM	DM	GAS MANHOLE	GAM	GAM	GAS MANHOLE	GP	GP	GUIDE POST	GT	GT	GULLY TRAP	GV	GV	GUY WIRE	H	H	HOSE BOX/REEL	DM	DM	GAS MANHOLE	GAM	GAM	GAS MANHOLE	GP	GP	GUIDE POST	GT	GT	GULLY TRAP	GV	GV	GUY WIRE	H	H	HOSE BOX/REEL	DM	DM	GAS MANHOLE	GAM	GAM	GAS MANHOLE	GP	GP	GUIDE POST	GT	GT	GULLY TRAP	GV	GV	GUY WIRE	H	H	HOSE BOX/REEL	DM	DM	GAS MANHOLE	GAM	GAM	GAS MANHOLE	GP	GP	GUIDE POST	GT	GT	GULLY TRAP	GV	GV	GUY WIRE	H	H	HOSE BOX/REEL	DM	DM	GAS MANHOLE	GAM	GAM	GAS MANHOLE	GP	GP	GUIDE POST	GT	GT	GULLY TRAP	GV	GV	GUY WIRE	H	H	HOSE BOX/REEL	DM	DM	GAS MANHOLE	GAM	GAM	GAS MANHOLE	GP	GP	GUIDE POST	GT	GT	GULLY TRAP	GV	GV	GUY WIRE	H	H	HOSE BOX/REEL	DM	DM	GAS MANHOLE	GAM	GAM	GAS MANHOLE	GP	GP	GUIDE POST	GT	GT	GULLY TRAP	GV	GV	GUY WIRE	H	H	HOSE BOX/REEL	DM	DM	GAS MANHOLE	GAM	GAM	GAS MANHOLE	GP	GP	GUIDE POST	GT	GT	GULLY TRAP	GV	GV	GUY WIRE	H	H	HOSE BOX/REEL	DM	DM	GAS MANHOLE	GAM	GAM	GAS MANHOLE	GP	GP	GUIDE POST	GT	GT	GULLY TRAP	GV	GV	GUY WIRE	H	H	HOSE BOX/REEL	DM	DM	GAS MANHOLE	GAM	GAM	GAS 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ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)



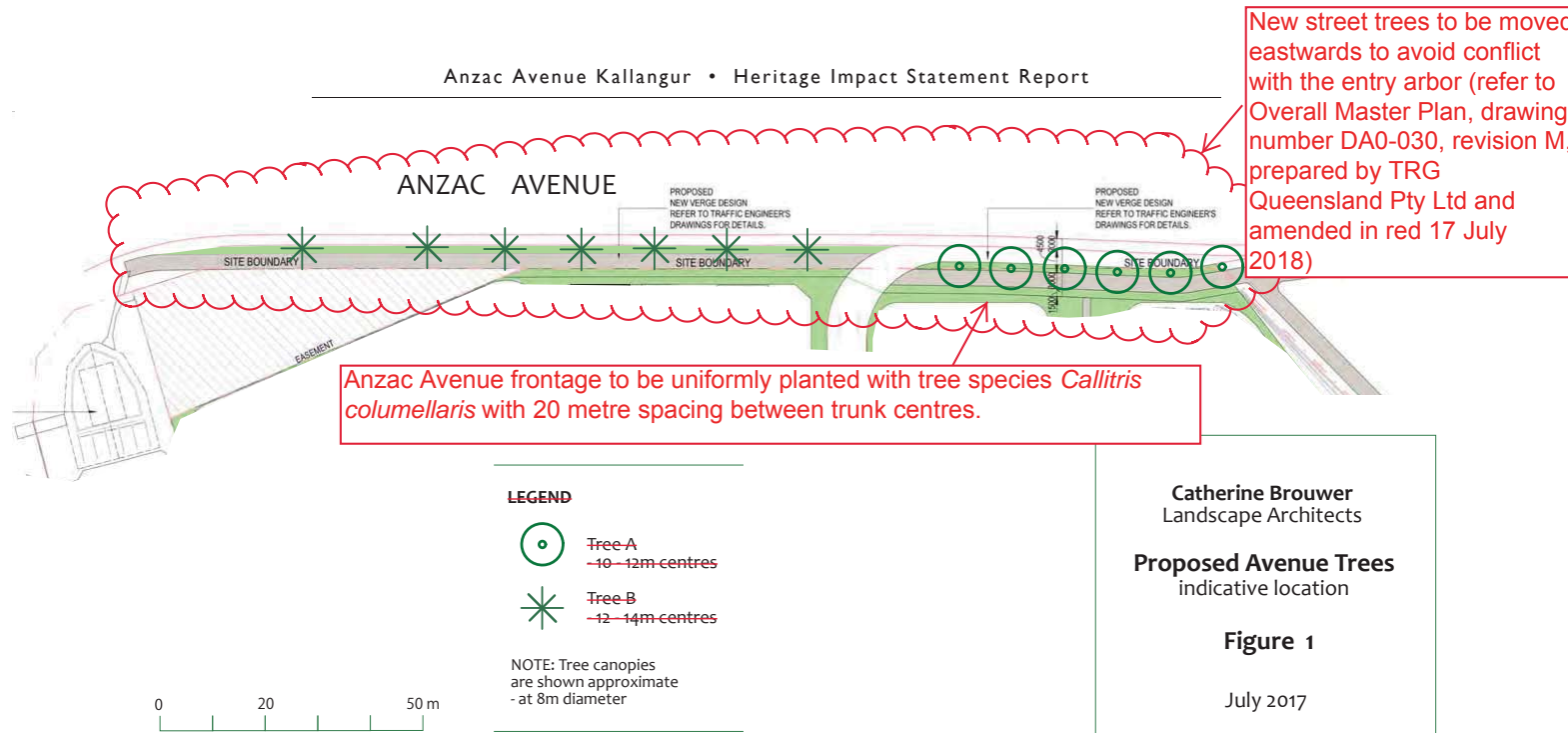
CLIENT			
PROPERTY SOLUTIONS			
PROJECT			
DETAIL SURVEY OF LOT 66 ON SP285618 (ANZAC AVENUE, KALLANGUR)			
NOTES			
The site boundaries shown hereon were not marked at the time of survey and have been determined by plan dimensions only and not by field survey. Services shown hereon have been located where possible by field survey. If not able to be so located, services have been plotted from the records of relevant authorities where available and have been noted accordingly on the plan. Where such records do not exist or are inadequate a notation has been made thereon. Accuracies of information on the site, the relevant authority should be contacted for possible location of further underground services and detailed locations of all services.			
SYMBOLS			
SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
AP	AUTOMATIC POST	SC	SEWER
BH	BORER HOLE	SDO	INSPECTION OPENING
BM	BENCHMARK	SM	SEWERAGE MANHOLE
ES	ELECTRICAL SOLE	ST	STREET LIGHT
ECM	ELECTRIC CABLE MARKER	SPR	SPRINKLER
ELP	ELECTRICITY POLE	STR	TREE
EM	ELECTRICAL FIT	STV	STORMWATER VALVE
EP	ELECTRICITY POLE	STN	STATION
ESP	ELECTRICITY STAY POLE	SW	STORMWATER MANHOLE
FI	FIRE HYDRANT	TAP	TAP
FIP	FIRE HYDRANT FALLAR	TE	TELECOM FIT
FP	FLAG POLE	TM	TELECOM MANHOLE
GM	GAS MANHOLE	TR	TRANSFORMER OVERHEAD
GMM	GAS MARKER	TP	TELEPHONE POLE
GP	GUIDE POST	TL	TRAFFIC LIGHTS
GS	GUIDE SIGN	TR	TRAFFIC LIGHT
GT	GULLY TRAP	WAV	WATER AIR VALVE
GV	GV VALVE	WCE	WATER END CAP
HS	HOSE BOX/REEL	WM	WATER METER
HM	HYDRANT MANHOLE	WMH	WATER MANHOLE
HMU	MANHOLE UNKNOWN	WPR	WATER REDUCER
PA	PARK TREE	WRF	WATER REDUCER VALVE
PF	TELECOM PILLAR	WSP	WATER SAMPLE POINT
PMP	PARKING METER	WV	WATER VALVE
PM	PEDESTAL SURVEY MARK	WVJ	WATER VALVE JUNCTION
SV	SEWERAGE VIEW	WV	WATER VALVE
SHS	SHIELD	WAV	WATER VALVE MARKER

DEFINITIONS	
SWO	STORMWATER OUTLET
SWA	STORMWATER ALLET
SMO	SEWER MANHOLE OUTLET
INVT	INVERT LEVEL
SL	SURFACE LEVEL

<p>BRISBANE OFFICE Level 1, COOPERS 18 Little Gales Street, Milton QLD 4054 p: (07) 3842 1000 f: (07) 3842 5001 e: info@landpartners.com.au www.landpartners.com.au</p>	<p>LANDPARTNERS</p>
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<p>HEALTH DATA AHD RIGHT ORIGIN PSM 104143 RL 7.465 SCALE 1:300(A1)</p>	<p>LOCAL AUTHORITY MORFETON BAY REGIONAL COUNCIL</p>
<p>MEMBER SP285618</p>	<p>CONDUIT RETURN 0.2 Meters</p>
<p>COORDINATE SYSTEM LOCAL MGRS 726000A3 & 726000A4</p>	<p>DATE OF SURVEY 15/04/2017 DATE 20/04/2017</p>
<p>PROJECT FILE 726000A3</p>	<p>CHECKED MGA</p>
<p>PROJECT NUMBER 726000A3</p>	<p>DATE 20/04/2017</p>
<p>PROJECT NUMBER BRJD7260.000-001</p>	<p>DATE 20/04/2017</p>

ITEM 2.1 - MATERIAL CHANGE OF USE - DEVELOPMENT PERMIT AND RECONFIGURING A LOT - DEVELOPMENT PERMIT FOR SUBDIVISION AND DEVELOPMENT PERMIT FOR BUILDING WORK - 1613 ANZAC AVENUE, KALLANGUR - DIVISION 7 (Cont.)



Amended in red by SARA on
17 July 2018

PLANS AND DOCUMENTS
referred to in the REFERRAL
AGENCY RESPONSE

SARA ref: SDA-0817-041331

Date: 17 July 2018

3 CORPORATE SERVICES SESSION

(Cr M Constance)

No items for consideration.

4 ASSET CONSTRUCTION & MAINTENANCE SESSION

(Cr A Hain)

ITEM 4.1

**LAWNTON - LEIS PARK - PLAYGROUND AND PICNIC FACILITY UPGRADE -
DIVISION 8**

Meeting / Session: 4 ASSET CONSTRUCTION & MAINTENANCE
Reference: A17314251 : 1 August 2018 - Refer **Confidential Supporting Information
A17269347**
Responsible Officer: SL, Project Engineer (ECM Project Management & Construction)

Executive Summary

Tenders were invited for the 'Lawnton - Leis Park - Playground and Picnic Facility Upgrade (MBRC007708)' project. The tender closed on 25 July 2018, with a total of eight tenders received, seven of which were conforming. The project has been split into two separable portions, with the first section being the primary work, which includes the renewal and upgrade of existing playground equipment, soft fall and picnic facilities. Separable Portion 1 includes pathway connections around and under the former railway bridge.

It is recommended that Council award the contract to The Landscape Construction Company Pty Ltd for the total sum of \$490,932.90 (excluding GST) as this tender was evaluated as representing the best overall value to Council.

OFFICER'S RECOMMENDATION

1. That the tender for *Lawnton - Leis Park - Playground and Picnic Facility Upgrade - Primary Works (MBRC007708)* be awarded to The Landscape Construction Company Pty Ltd for the sum of \$457,914 (excluding GST).
2. That the tender for *Lawnton - Leis Park - Playground and Picnic Facility Upgrade - Separable Portion 1 (MBRC007708)* be awarded to The Landscape Construction Company Pty Ltd for the sum of \$33,018.90 (excluding GST).

ITEM 4.1 LAWNTON - LEIS PARK - PLAYGROUND AND PICNIC FACILITY UPGRADE - DIVISION 8 - A17314251
(Cont.)

REPORT DETAIL

1. Background

The project is located at Leis Park, Leis Parade, Lawnton. The project scope includes the renewal and upgrade of existing ageing playground equipment, soft fall and picnic facilities. The objective of the project is to ensure the facilities are consistent with Council's desired standards of service and are of an appropriate standard for a District destination park.

The works are expected to commence in September 2018 and take 13 weeks to complete, which includes an allowance for wet weather.



Figure 1: Location plan - Leis Park, Lawnton

2. Explanation of Item

Tenders for the Lawnton Leis Park Playground and Picnic Facilities Upgrade works closed on 25 July 2018 with eight tenders received, seven of which were conforming. The tenders were assessed by the evaluation panel in accordance with Council's Purchasing Policy and the selection criteria set out in the tender documentation.

*ITEM 4.1 LAWNTON - LEIS PARK - PLAYGROUND AND PICNIC FACILITY UPGRADE - DIVISION 8 - A17314251
(Cont.)*

All tenders with their evaluation scores are tabled below (ranked from highest to lowest):

RANK	TENDERER	EVALUATION SCORE
1	The Landscape Construction Company Pty Ltd	99.07
2	The Landscape Construction Company Pty Ltd - Alternative 1	98.10
3	The Landscape Construction Company Pty Ltd - Alternative 2	95.87
4	DCG Company Pty Ltd	83.90
5	J M Kelly Builders	83.65
6	Auzcon Pty Ltd	82.20
7	V2R Projects Pty Ltd	80.57
8	The Landscape Construction Company Pty Ltd - Alternative 3	Non-Conforming

The Landscape Construction Company Pty Ltd submitted a comprehensive tender and demonstrated their experience on projects of a similar scale and complexity. At a tender clarification meeting on 1 August 2018, The Landscape Construction Company Pty Ltd confirmed their understanding and methodology to complete the project, including site environment controls and temporary works. The construction duration identified was 13 weeks with an allowance for wet weather.

The Landscape Construction Company Pty Ltd Alternative 1 submitted a comprehensive tender and demonstrated their construction methodology and experience on projects of a similar scale and complexity. Their alternative equipment was suitable; however, there were no additional benefits for the higher cost.

The Landscape Construction Company Pty Ltd Alternative 2 submitted a comprehensive tender and demonstrated their construction methodology and experience on projects of a similar scale and complexity. Their alternative equipment was adequate; however there were no additional benefits for the higher cost.

The non-conforming tender did not propose products that were compatible with the design.

3. Strategic Implications

3.1 Legislative/Legal Implications

Due to value of work being greater than \$200,000, Council called a public tender for the work through the LG Tender system in accordance with the *Local Government Act 2009*.

3.2 Corporate Plan / Operational Plan

This project is consistent with the Corporate Plan outcome - Valuing Lifestyle: Quality recreation and cultural opportunities - active recreation opportunities.

3.3 Policy Implications

This project has been procured in accordance with the provisions of the following documents:

- Council's Procurement Policy 10-2150-006
- *Local Government Act 2009*
- Local Government Regulation 2012 Chapter 6.

*ITEM 4.1 LAWNTON - LEIS PARK - PLAYGROUND AND PICNIC FACILITY UPGRADE - DIVISION 8 - A17314251
(Cont.)*

3.4 Risk Management Implications

The project risk has been assessed and the following issues identified. The manner in which the possible impact of these risks is managed is detailed below.

Financial Risks:

A third party review of financial status has been carried out and the successful tenderer was rated 'satisfactory'.

Construction Risks:

- a. The recommended contractor will provide a program of works, environmental management plan, and safety plan and will be required to fence off the areas where construction is being undertaken to meet relevant workplace health and safety requirements as part of the contract.
- b. The recommended contractor has demonstrated their understanding of constructability challenges and their technical capability to complete the works.

3.5 Delegated Authority Implications

No delegated authority implications arising as a direct result of this report.

3.6 Financial Implications

Council has allocated a total of \$660,000 (excluding GST) in the 18-19 FY Capital Projects Program for this project (102265).

Tender Price (Construction) Primary Works	\$ 457,914.00
Tender Price (Construction) Separable Portion 1	\$ 33,018.90
Contingency (10%)	\$ 50,000.00
QLeave	\$ 2,332.00

Total Project Cost	\$ 543,264.90
	=====

Estimated ongoing operational/maintenance costs are \$8,200 per financial year.

The budget amount for this project is sufficient.

3.7 Economic Benefit

The project will ensure the facilities are consistent with Council's desired standards for a District destination park and reduce maintenance costs and extend the life of the park infrastructure.

3.8 Environmental Implications

An Environmental Management Plan will be provided to Council by the successful tenderer, detailing the management of environmental matters affecting the project during construction.

3.9 Social Implications

The park has been significantly impacted by construction works associated with the Moreton Bay Rail Project. Once complete, the project will raise the profile of the park to be consistent with Council's desired standards of service for a District destination park.

3.10 Consultation / Communication

A detailed communications plan has been prepared. Project notices and project signs will notify nearby residents and park users of the coming works and will be implemented four weeks prior to the contractor mobilising to site. Monthly updates by Council's project manager will occur, to inform on progress during the thirteen-week construction duration. The Divisional Councillor has been consulted and is supportive of the project and the consultation plan.

SUPPORTING INFORMATION

Ref: A17269347

The following list of supporting information is provided for:

ITEM 4.1

LAWNTON - LEIS PARK - PLAYGROUND AND PICNIC FACILITY UPGRADE - DIVISION 8

Confidential #1 Tender Evaluation

ITEM 4.2

**GRIFFIN - GRIFFIN SPORTS COMPLEX - SPORTING COMPLEX DEVELOPMENT 1 -
(DETAIL DESIGN) - DIVISION 4**

Meeting / Session: 4 ASSET CONSTRUCTION & MAINTENANCE

Reference: A17281162 : 8 August 2018 - Refer **Confidential** Supporting Information
A17211028

Responsible Officer: DD, Project Manager (ECM Project Management & Construction)

Executive Summary

Tenders were invited from the Local Buy Engineering and Environmental panel BUS 262-0317 for the detail design of the 'Griffin - Griffin Sports Complex - Sporting Complex Development 1 (VP108801)' project. The tender closed on 14 June 2018 with a total of five conforming tenders received.

It is recommended that Council award the contract to Complete Urban Pty Ltd for the sum of \$354,831.20 (excluding GST) as this tender was evaluated as representing the best overall value to Council.

OFFICER'S RECOMMENDATION

That the tender for the detail design of the Griffin - Griffin Sports Complex - Sporting Complex Development 1 (VP108801) be awarded to Complete Urban Pty Ltd for the sum of \$354,831.20 (excluding GST).

ITEM 4.2 GRIFFIN - GRIFFIN SPORTS COMPLEX - SPORTING COMPLEX DEVELOPMENT 1 - (DETAIL DESIGN)
- DIVISION 4 - A17281162 (Cont.)

REPORT DETAIL

1. Background

The project is located within the western precinct of the Griffin Sports Complex, Elizabeth Road, Griffin. The project comprises stage 1 of the facility development, including construction of an entry intersection with Henry Road, approximately 450m of entry road and 160 car parking spaces, three multi-purpose turf fields, club house, amenities, field lighting, irrigation and a local level playground and picnic facility.

The objective of the project is to commence staged development of a District Level sports facility consistent with Council's approved master plan. Planning for the project commenced in July 2017 and was completed by March 2018. The detailed design is anticipated to commence in August 2018 and be completed by February 2019.



Figure 1 - Locality plan

ITEM 4.2 GRIFFIN - GRIFFIN SPORTS COMPLEX - SPORTING COMPLEX DEVELOPMENT 1 - (DETAIL DESIGN)
- DIVISION 4 - A17281162 (Cont.)



Figure 2 - Concept for Stage 1 (indicative layout)

2. Explanation of Item

Tenders were invited from the Local Buy Engineering and Environmental panel BUS 262-0317 for the detail design of the 'Griffin - Griffin Sports Complex - Sporting Complex Development 1 (VP108801)' project. The tender closed on 14 June 2018 with a total of five conforming tenders received. The tenders were assessed by the assessment panel in accordance with Council's Purchasing Policy and the selection criteria set out in the tender documents.

All tenders and their evaluation scores are tabled below (ranked from highest to lowest):

RANK	TENDERER	EVALUATION SCORE
1	Complete Urban Pty Ltd	92.56
2	GHD Pty Ltd	91.97
3	SMEC Australia Pty Ltd	.73.26
4	Future-Plus Enterprises Pty Ltd	73.07
5	WSP Opus Australia Pty Limited	67.20

Complete Urban Pty Ltd provided a detailed submission that demonstrated a high level of understanding and relevant experience. Complete Urban Pty Ltd has recently completed similar projects for Council e.g. Nathan Road Sporting Complex. At a tender clarification meeting held on 20 July 2018, Complete Urban Pty Ltd further demonstrated their understanding and experience in delivering this type of project.

*ITEM 4.2 GRIFFIN - GRIFFIN SPORTS COMPLEX - SPORTING COMPLEX DEVELOPMENT 1 - (DETAIL DESIGN)
- DIVISION 4 - A17281162 (Cont.)*

GHD Pty Ltd provided a detailed submission that demonstrated a high level of understanding and relevant experience on similar projects; however, there were no additional benefits for the higher price.

SMEC Australia Pty Ltd submitted a tender addressing the criteria and demonstrated a thorough knowledge of previous design documentation; however, there were no additional benefits for the higher price.

3. Strategic Implications

3.1 Legislative/Legal Implications

Due to value of work being greater than \$200,000, Council called a select tender for the work through the Vendor Panel Local Buy system in accordance with the *Local Government Act 2009*.

3.2 Corporate Plan / Operational Plan

This project is consistent with the Corporate Plan outcome - Valuing Lifestyle: Quality recreation and cultural opportunities - active recreation opportunities.

3.3 Policy Implications

This project has been procured in accordance with the provisions of the following documents:

- Council's Procurement Policy 10-2150-006
- *Local Government Act 2009*
- Local Government Regulation 2012 Chapter 6.

3.4 Risk Management Implications

The project risk has been assessed and the following issues identified. The manner in which the possible impact of these risks is minimised is detailed below.

Financial Risks:

The tenders were procured through the local buy pre-qualified Engineering and Environmental panel BUS 262-0317.

Design Risks:

Contaminated land, State Government approvals, DTMR proposed road, mosquito management

3.5 Delegated Authority Implications

No delegated authority implications arising as a direct result of this report.

3.6 Financial Implications

Council has allocated a total of \$500,000 in the 18-19 FY Capital projects program for the detail design phase of this project.

Tender Price (Detail Design)	\$ 354,831.20
Contingency (10%)	\$ 35,483.00

Total Project Cost	\$ 390,314.20
	=====

The budget amount for this project is sufficient.

3.7 Economic Benefit

The stage 1 sporting precinct will offer further opportunities for sport, recreation and wellbeing activities within the Moreton Bay region and add crucial capacity to the existing sports facility network to service a fast-growing catchment as surrounding land is developed for residential purposes.

*ITEM 4.2 GRIFFIN - GRIFFIN SPORTS COMPLEX - SPORTING COMPLEX DEVELOPMENT 1 - (DETAIL DESIGN)
- DIVISION 4 - A17281162 (Cont.)*

3.8 Environmental Implications

Requirements for Environmental Management for construction will be identified in the detail design documents to enable the construction contractor to provide an Environmental Management Plan, detailing management of environmental matters affecting the project during construction.

3.9 Social Implications

The stage 1 sporting precinct will increase the capacity for additional sporting activities in Council's existing sports facility network which will increase options for people seeking an active, healthy and engaged lifestyle. It will also enable continued growth of sporting clubs in the surrounding catchments and establish a much-needed sporting and recreation presence within the Griffin area which will aid in the development of a strong and inclusive community.

3.10 Consultation / Communication

A detailed communication plan will be developed during the design phase. Comprehensive consultation has been undertaken with stakeholders as part of the development of the Griffin Sports Complex and Environmental Reserve Master Plan. During the design stage, consultation will be carried out with stakeholders including the Divisional Councillor, Government agencies, sporting and local community and various MBRC departments.

Sport and Recreation and Infrastructure Planning departments have been consulted throughout the design process to date. This will continue throughout detail design. The Divisional Councillor has been consulted and is supportive of the project.

SUPPORTING INFORMATION

Ref: A17211028

The following list of supporting information is provided for:

ITEM 4.2

GRIFFIN - GRIFFIN SPORTS COMPLEX - SPORTING COMPLEX DEVELOPMENT 1 - (DETAIL DESIGN) - DIVISION 4

Confidential #1 Tender Evaluation

5 PARKS, RECREATION & SPORT SESSION

(Cr K Winchester)

No items for consideration.

6 LIFESTYLE & AMENITY SESSION

(Cr D Sims)

No items for consideration.

7 ECONOMIC DEVELOPMENT, EVENTS & TOURISM SESSION

(Cr P Flannery)

No items for consideration.

8 REGIONAL INNOVATION

(Cr D Grimwade)

No items for consideration.

9 GENERAL BUSINESS

ANY OTHER BUSINESS AS PERMITTED BY THE MEETING CHAIRPERSON.

CLOSED SESSION (Confidential items)

(Resolution the meeting be closed under s275 of the Local Government Regulation 2012)

ITEM C.1 – CONFIDENTIAL

**COMPENSATION CLAIM - ACQUISITION OF LAND ACT 1967
997-1003 SOUTH PINE ROAD, EVERTON HILLS - DIVISION 10**

Meeting / Session: 4 ASSET CONSTRUCTION & MAINTENANCE

Reference: A17262753 : 24 July 2018 - Refer **Confidential** Supporting Information
A17345782

Responsible Officer: AC, Legal Officer (CEO Legal)

Basis of Confidentiality

Pursuant to s275 (1) of the Local Government Regulation 2012, clause (h), as the matter involves business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

Executive Summary

Council resumed part of 997-1003 South Pine Road, Everton Hills on 19 July 2013 for road purposes. No compensation has yet been paid. After lengthy negotiations, it appears a settlement proposal has been reached which is mutually acceptable to the parties.

The purpose of this report is to seek the Council's instructions on the settlement proposal.