

File: 22/18  
Date: 31 January 2023

FK Gardner and Sons Pty Ltd  
C/- Property Projects Australia  
PO Box 1264  
**NEW FARM QLD 4005**

Attention: Ms Harriet Veal & Mr James Juhasz

Dear Harriet & James

**Decision Notice –approval (with conditions)  
Reconfiguring a Lot  
Lot 9 on SP158267, 18 Cunningham Highway, Goondiwindi**

We wish to advise that on 23 January a decision was made to approve the reconfiguring a lot development application for *One (1) Lot into Fifteen (15) lots, road and drainage reserve* at Lot 9 on SP158267, 18 Cunningham Highway, Goondiwindi. In accordance with the *Planning Act 2016*, please find attached Council's Decision Notice for the application.

Please read the conditions carefully as these include actions which must be undertaken **prior to the commencement of the use** as well as requirements for the ongoing operation of the use.

All conditions are required to be either complied with or bonded prior to the commencement of the use. Please note **Condition 34**, which requires a letter to be submitted to Council prior to commencement of the use, outlining and demonstrating compliance with each condition.

The applicant is required to **notify Council in writing of the date of the commencement** of the use, within fourteen (14) business days of commencement.

If you require any further information, please contact Council's Manager of Planning Services, Mrs Ronnie McMahon, on (07) 4671 7400 or [rmcmahon@grc.qld.gov.au](mailto:rmcmahon@grc.qld.gov.au), who will be pleased to assist.

Yours faithfully



**Ronnie McMahon**  
Manager of Planning Services  
Goondiwindi Regional Council

## Decision Notice approval

### Planning Act 2016 section 63

Council File Reference: 22/18  
Council Contact: Mrs Ronnie McMahon  
Council Contact Phone: (07) 4671 7400

31 January 2023

**Applicant Details:** FK Gardner and Sons Pty Ltd  
C/- Property Projects Australia  
PO Box 1264  
**NEW FARM QLD 4005**

Attention: Ms Harriet Veal & Mr James Juhasz

The development application described below was properly made to Goondiwindi Regional Council on 5 July 2022.

#### Applicant details

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Applicant name: FK Gardner and Sons Pty Ltd  
Applicant contact details: C/- Property Projects Australia  
PO Box 1264, New Farm Qld 4005  
[harriet@propertyprojectsaustralia.com.au](mailto:harriet@propertyprojectsaustralia.com.au)  
[james@propertyprojectsaustralia.com.au](mailto:james@propertyprojectsaustralia.com.au)  
(07) 3254 1566

#### Application details

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Application number: 22/18  
Approval sought: Development Permit  
Details of proposed development: Reconfiguring a Lot (One (1) Lot into Fifteen (15) Lots and road reserve)

#### Location details

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Street address: 18 Cunningham Highway, Goondiwindi  
Real property description: Lot 9 on SP158267

#### Decision

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Date of decision: 23 January 2023  
Decision details: Approved in full with conditions. These conditions are set out in Attachment 1 and are clearly identified to indicate whether the assessment manager or a concurrence agency imposed them

## Details of the approval

The application is not taken to be approved (a deemed approval) under section 64(5) of the *Planning Act 2016*.

The following approvals are given:

	Planning Regulation 2017 reference	Development Permit	Preliminary Approval
Development assessable under the planning scheme, superseded planning scheme, a temporary local planning instrument, a master plan or a preliminary approval which includes a variation approval - building work assessable under the planning scheme - plumbing or drainage work - material change of use - reconfiguring a lot - operational work	N/A	<input type="checkbox"/>  <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/>  <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Carrying out building work (assessable under the <i>Building Act 1975</i> )	Schedule 9, part 1	<input type="checkbox"/>	<input type="checkbox"/>
Development on airport land if the land use plan for the airport land states the development is assessable development - building work - plumbing or drainage work - material change of use (consistent with the land use plan) - reconfiguring a lot - operational work	Schedule 10, part 1, division 1	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>  <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>  <input type="checkbox"/> <input type="checkbox"/>
Making a material change of use on airport land that is inconsistent with the land use plan for the airport land	Schedule 10, part 1, division 1	<input type="checkbox"/>	<input type="checkbox"/>
Making a material change of use for a brothel	Schedule 10, part 2, division 2	<input type="checkbox"/>	<input type="checkbox"/>
Carrying out operational work for the clearing of native vegetation	Schedule 10, part 3, division 2	<input type="checkbox"/>	<input type="checkbox"/>
Making a material change of use on contaminated land	Schedule 10, part 4, division 1	<input type="checkbox"/>	<input type="checkbox"/>
Making a material change of use of premises for an environmentally relevant activity	Schedule 10, part 5, division 2	<input type="checkbox"/>	<input type="checkbox"/>
Making a material change of use of premises for aquaculture	Schedule 10, part 6, division 1, subdivision 1	<input type="checkbox"/>	<input type="checkbox"/>
Carrying out operational work that is completely or partly in a declared fish habitat area	Schedule 10, part 6, division 2, subdivision 1	<input type="checkbox"/>	<input type="checkbox"/>

	<b>Planning Regulation 2017 reference</b>	<b>Development Permit</b>	<b>Preliminary Approval</b>
Carrying out operational work that is the removal, destruction or damage of a marine plant	Schedule 10, part 6, division 3, subdivision 1	<input type="checkbox"/>	<input type="checkbox"/>
Carrying out operational work that is constructing or raising waterway barrier works	Schedule 10, part 6, division 4, subdivision 1	<input type="checkbox"/>	<input type="checkbox"/>
Making a material change of use for a hazardous chemical facility	Schedule 10, part 7, division 1	<input type="checkbox"/>	<input type="checkbox"/>
Development on a local heritage place (other than a Queensland heritage place) - building work assessable under the <i>Building Act 1975</i> - building work assessable under the planning scheme - plumbing or drainage work - material change of use - reconfiguring a lot - operational work	Schedule 10, part 8, division 1, subdivision 1	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Development on or adjoining a Queensland heritage place - building work assessable under the <i>Building Act 1975</i> - building work assessable under the planning scheme - plumbing or drainage work - material change of use - reconfiguring a lot - operational work	Schedule 10, part 8, division 2, subdivision 1	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Development interfering with koala habitat in koala habitat areas outside koala priority areas	Schedule 10, part 10, division 3, subdivision 1	<input type="checkbox"/>	<input type="checkbox"/>
Development interfering with koala habitat in koala habitat areas for extractive industries in key resource areas	Schedule 10, part 10, division 4, subdivision 1	<input type="checkbox"/>	<input type="checkbox"/>
Carrying out operational work for reconfiguring a lot, if the reconfiguration is also assessable development	Schedule 10, part 12, division 1	<input type="checkbox"/>	<input type="checkbox"/>
Development in a priority port's master planned area that the port overlay for the master planned area states is assessable development - building work - plumbing or drainage work - material change of use - reconfiguring a lot - operational work	Schedule 10, part 13, division 4, subdivision 1	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

	<b>Planning Regulation 2017 reference</b>	<b>Development Permit</b>	<b>Preliminary Approval</b>
Development on strategic port land if the land use plan for the strategic port land states the development is assessable development - building work - plumbing or drainage work - material change of use (consistent with the land use plan) - reconfiguring a lot - operational work	Schedule 10, part 13, division 5, subdivision 1	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Making a material change of use on strategic port land that is inconsistent with the land use plan	Schedule 10, part 13, division 5, subdivision 1	<input type="checkbox"/>	<input type="checkbox"/>
Reconfiguring a lot under the <i>Land Title Act 1994</i>	Schedule 10, part 14, division 1	<input type="checkbox"/>	<input type="checkbox"/>
Making a material change of use of premises for a tourist activity or sport and recreation activity in the SEQ regional landscape and rural production area or the SEQ rural living area	Schedule 10, part 16, division 2, subdivision 1	<input type="checkbox"/>	<input type="checkbox"/>
Making a material change of use of premises for a residential care facility in the SEQ regional landscape and rural production area or the SEQ rural living area	Schedule 10, part 16, division 3, subdivision 2	<input type="checkbox"/>	<input type="checkbox"/>
Making a material change of use of premises for a community activity, other than a residential care facility, in the SEQ regional landscape and rural production area or the SEQ rural living area	Schedule 10, part 16, division 3, subdivision 2	<input type="checkbox"/>	<input type="checkbox"/>
Making a material change of use of premises for indoor recreation in the SEQ regional landscape and rural production area or the SEQ rural living area	Schedule 10, part 16, division 4, subdivision 1	<input type="checkbox"/>	<input type="checkbox"/>
Making a material change of use of premises for a biotechnology industry in the SEQ regional landscape and rural production area or the SEQ rural living area	Schedule 10, part 16, division 6, subdivision 2	<input type="checkbox"/>	<input type="checkbox"/>
Making a material change of use of premises for a service station in the SEQ regional landscape and rural production area or the SEQ rural living area	Schedule 10, part 16, division 6, subdivision 2	<input type="checkbox"/>	<input type="checkbox"/>
Making a material change of use of premises for an urban activity other than a biotechnology industry or service station in the SEQ regional landscape and rural production area or the SEQ rural living area	Schedule 10, part 16, division 6, subdivision 2	<input type="checkbox"/>	<input type="checkbox"/>

	Planning Regulation 2017 reference	Development Permit	Preliminary Approval
<p>Making a material change of use of premises for two or more of the following:</p> <ul style="list-style-type: none"> <li>(i) a community activity</li> <li>(ii) indoor recreation</li> <li>(iii) a sport and recreation activity</li> <li>(iv) a tourist activity</li> <li>(v) an urban activity,</li> </ul> <p>in the SEQ regional landscape and rural production area or the SEQ rural living area</p>	Schedule 10, part 16, division 7, subdivision 1	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Carrying out operational work that is tidal works or work carried out completely or partly in a coastal management district	Schedule 10, part 17, division 1	<input type="checkbox"/>	<input type="checkbox"/>
Carrying out operational work that involves taking, or interfering with, water	Schedule 10, part 19, division 1, subdivision 1	<input type="checkbox"/>	<input type="checkbox"/>
<p>Development for removing quarry material from a watercourse or lake</p> <ul style="list-style-type: none"> <li>- building work assessable under the <i>Building Act 1975</i></li> <li>- building work assessable under the planning scheme</li> <li>- plumbing or drainage work</li> <li>- material change of use</li> <li>- reconfiguring a lot</li> <li>- operational work</li> </ul>	Schedule 10, part 19, division 2, subdivision 1	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Carrying out operational work that is the construction of a dam or relates to a dam.	Schedule 10, part 19, division 3, subdivision 1	<input type="checkbox"/>	<input type="checkbox"/>
Carrying out operational work for construction of a new category 2 or 3 levee or for modification of an existing category 2 or 3 levee	Schedule 10, part 19, division 4, subdivision 1	<input type="checkbox"/>	<input type="checkbox"/>
Carrying out operational work that is high impact earthworks in a wetland protection area	Schedule 10, part 20, division 2	<input type="checkbox"/>	<input type="checkbox"/>
Making a material change of use of premises for a wind farm	Schedule 10, part 21, division 1	<input type="checkbox"/>	<input type="checkbox"/>

### Conditions

This approval is subject to the conditions in Attachment 1.

### Further development permits

Please be advised that the following development permits are required to be obtained before the development can be carried out:

1. Survey Plan approval

### Properly made submissions

Not applicable—No part of the application required public notification.

### Referral agencies for the application

The referral agencies for this application are:

For an application involving	Name of referral agency	Advice agency or concurrence agency	Address
<p>As per Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 (10.9.4.1.1.1) of the PR:</p> <p><i>Development application for an aspect of development stated in schedule 20 that is assessable development under a local categorising instrument or section 21, if—</i></p> <p>(a) <i>the development is for a purpose stated in schedule 20, column 1 for the aspect; and</i></p> <p>(b) <i>the development meets or exceeds the threshold—</i></p> <p style="padding-left: 40px;">(i) <i>for development in local government area 1—stated in schedule 20, column 2 for the purpose; or</i></p> <p style="padding-left: 40px;">(ii) <i>for development in local government area 2—stated in schedule 20, column 3 for the purpose; and</i></p> <p>(c) <i>for development in local government area 1—the development is not for an accommodation activity or an office at premises wholly or partly in the excluded area</i></p> <p><i>However, if the development is for a combination of purposes stated in the same item of schedule 20, the threshold is for the combination of purposes and not for each individual purpose.</i></p>	Department of State Development, Infrastructure, Local Government and Planning	Concurrence Agency	<p>Department of State Development, Infrastructure, Local Government and Planning, Post: PO Box 825, Visit: 128 Margaret Street, TOOWOOMBA QLD 4350</p> <p><a href="mailto:ToowoombaSARA@dcdilg.p.qld.gov.au">ToowoombaSARA@dcdilg.p.qld.gov.au</a></p> <p>Ph: (07) 4616 7307</p>

For an application involving	Name of referral agency	Advice agency or concurrence agency	Address
<p>As per Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1 (10.9.4.2.1.1) of the PR:</p> <p><i>Development application for reconfiguring a lot that is assessable development under section 21, if—</i></p> <p>(a) <i>all or part of the premises are within 25m of a State transport corridor; and</i></p> <p>(b) <i>1 or more of the following apply—</i></p> <p style="padding-left: 40px;">(i) <i>the total number of lots is increased;</i></p> <p style="padding-left: 40px;">(ii) <i>the total number of lots adjacent to the State transport corridor is increased;</i></p> <p style="padding-left: 40px;">(iii) <i>there is a new or changed access between the premises and the State transport corridor;</i></p> <p style="padding-left: 40px;">(iv) <i>an easement is created adjacent to a railway as defined under the Transport Infrastructure Act, schedule 6; and</i></p> <p><i>the reconfiguration does not relate to government supported transport infrastructure</i></p>	Department of State Development, Infrastructure, Local Government and Planning	Concurrence Agency	<p>Department of State Development, Infrastructure, Local Government and Planning, Post: PO Box 825, Visit: 128 Margaret Street, TOOWOOMBA QLD 4350</p> <p><a href="mailto:ToowoombaSARA@dsdilg.p.qld.gov.au">ToowoombaSARA@dsdilg.p.qld.gov.au</a></p> <p>Ph: (07) 4616 7307</p>

### Approved plans and specifications

Copies of the following plans and reports are enclosed.

Drawing No	Title	Date
BE210552-SK01 Rev B	Development Layout Plan, Goondiwindi Subdivision – Johnston Road	03.06.2022
BE210552-SK02 Rev B	Lot Layout Plan, Goondiwindi Subdivision – Johnston Road	03.06.2022
BE210552-RP-TIA-02	Traffic Assessment Report	07.06.2022
BE210552-RP-CER-01	Civil Engineering Report	02/06/2022



### **Currency period for the approval**

This development approval will lapse at the end of the period set out in section 85 of *Planning Act 2016*

### **Rights of appeal**

The rights of an applicant to appeal to a tribunal or the Planning and Environment Court against a decision about a development application are set out in chapter 6, part 1 of the *Planning Act 2016*. For certain applications, there may also be a right to make an application for a declaration by a tribunal (see chapter 6, part 2 of the *Planning Act 2016*).

#### Appeal by an applicant

An applicant for a development application may appeal to the Planning and Environment Court against the following:

- the refusal of all or part of the development application
- a provision of the development approval
- the decision to give a preliminary approval when a development permit was applied for
- a deemed refusal of the development application.

An applicant may also have a right to appeal to the Development tribunal. For more information, see schedule 1 of the *Planning Act 2016*.

The timeframes for starting an appeal in the Planning and Environment Court are set out in section 229 of the *Planning Act 2016*.

**Attachment 5** is an extract from the *Planning Act 2016* that sets out the applicant's appeal rights and the appeal rights of a submitter.

To stay informed about any appeal proceedings which may relate to this decision visit: <https://planning.dsdmip.qld.gov.au/planning/our-planning-system/dispute-resolution/pe-court-database>.

**Attachment 4** is a Notice about decision - Statement of reasons, in accordance with section 63 (5) of the *Planning Act 2016*.

If you wish to discuss this matter further, please contact Council's Manager of Planning Services, Mrs Ronnie McMahon, on 07 4671 7400.

Yours Sincerely



**Ronnie McMahon**  
Manager of Planning Services  
Goondiwindi Regional Council

cc Department of State Development, Infrastructure, Local Government and Planning,  
PO Box 825,  
TOOWOOMBA QLD 4350

ToowoombaSARA@dsdilgp.qld.gov.au

enc Attachment 1—Assessment manager conditions  
Attachment 2—Approved Plans  
Attachment 3—Infrastructure Charges Notice  
Attachment 4—Notice about decision – Statement of reasons  
Attachment 5—*Planning Act 2016* Extracts





## **ATTACHMENTS**

**Attachment 1 – Assessment Manager’s Conditions**

**Attachment 2 – Approved Plans**

**Attachment 3 – Infrastructure Charges Notice**

**Attachment 4 – Notice about decision - Statement of reasons**

**Attachment 5 – *Planning Act 2016* Extracts**

*Planning Act 2016 appeal provisions*

*Planning Act 2016 lapse dates*





## **Attachment 1 – Assessment Manager's Conditions**





### **Assessment Manager's Conditions**

<b>Description:</b>	One (1) lot into Fifteen (15) lots and road reserve
<b>Development:</b>	Development Permit – Reconfiguring a lot
<b>Applicant:</b>	FK Gardner and Sons Pty Ltd C/- Property Projects Australia
<b>Real Property Description:</b>	Lot 9 on SP158267
<b>Address:</b>	18 Cunningham Highway, Goondiwindi
<b>Council File Reference:</b>	22/18

GENERAL CONDITIONS																	
1.	Approval is granted for the purpose of Reconfiguring a Lot – One (1) into fifteen (15) lot subdivision and road reserve.																
2.	<p>The development shall be in accordance with supporting information supplied by the applicant with the development application including the following plans, subject to and modified by the conditions of this approval:</p> <table><tr><th>Drawing No</th><th>Title</th><th>Date</th></tr><tr><td>BE210552-SK01 Rev B</td><td>Development Layout Plan, Goondiwindi Subdivision – Johnston Road</td><td>03.06.2022</td></tr><tr><td>BE210552-SK02 Rev B</td><td>Lot Layout Plan, Goondiwindi Subdivision – Johnston Road</td><td>03.06.2022</td></tr><tr><td>BE210552-RP-TIA-02</td><td>Traffic Assessment Report</td><td>07.06.2022</td></tr><tr><td>BE210552-RP-CER-01</td><td>Civil Engineering Report</td><td>02/06/2022</td></tr></table> <p>Where there is any conflict between the conditions of this development approval and the details shown on the above plans, the conditions must prevail.</p> <p>Please note this is not an approved Plan of Survey. The approved plans are included in <b>Attachment 2</b>.</p>		Drawing No	Title	Date	BE210552-SK01 Rev B	Development Layout Plan, Goondiwindi Subdivision – Johnston Road	03.06.2022	BE210552-SK02 Rev B	Lot Layout Plan, Goondiwindi Subdivision – Johnston Road	03.06.2022	BE210552-RP-TIA-02	Traffic Assessment Report	07.06.2022	BE210552-RP-CER-01	Civil Engineering Report	02/06/2022
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BE210552-RP-TIA-02	Traffic Assessment Report	07.06.2022															
BE210552-RP-CER-01	Civil Engineering Report	02/06/2022															



3.	<p>Complete and maintain the approved development as follows:</p> <ul style="list-style-type: none"> <li>(i) Generally in accordance with development approval documents; and</li> <li>(ii) Strictly in accordance with those parts of the approved development which have been specified in detail by the Council or Referral Agency unless the Council or Referral Agency agrees in writing that those parts will be adequately complied with by amended specifications.</li> </ul> <p>All development must comply with any relevant provisions in the <i>Goondiwindi Region Planning Scheme 2018 (Version 2)</i>, Council's standard designs for applicable work and any relevant Australian Standard that applies to that type of work.</p> <p>The development approval documents are the material contained in the development application, approved plan(s) and supporting documentation including any written and electronic correspondence between applicant, Council or Referral Agencies during all stages of the development application assessment processes.</p>
4.	<p>All conditions must be complied with or bonded prior to the submission to Council of the Plan of Survey, unless specified in an individual condition.</p>
	<p><b>ESSENTIAL SERVICES</b></p>
6.	<p>Prior to the submission to Council of the Plan of Survey, each proposed lot shall be serviced by and connected to Council's reticulated water supply system in accordance with Schedule 6.2 – Planning Scheme Policy 1 – Land Development Standards in the <i>Goondiwindi Region Planning Scheme 2018 (Version 2)</i>, to the satisfaction of and at no cost to Council.</p> <p>The developer shall provide all necessary water infrastructure to enable all parcels to be serviced by a standard water connection to the satisfaction of Council and to relevant engineering standards.</p>
7.	<p>Prior to the submission to Council of the Plan of Survey, each proposed lot shall be serviced by and connected to Council's reticulated sewerage system, in accordance with Schedule 6.2 – Planning Scheme Policy 1 – Land development Stands of the <i>Goondiwindi Region Planning Scheme 2018 (Version 2)</i>, to the satisfaction of and at no cost to Council.</p> <p>The developer shall provide all sewerage infrastructure to enable every parcel within the development to be serviced by Council's sewerage reticulation system.</p>
	<p><b>PUBLIC UTILITIES</b></p>
8.	<p>Each proposed lot shall be connected to an adequate electricity supply system, with services to be installed underground when required, at no cost to Council.</p>
9.	<p>Each proposed lot shall be connected to an adequate telecommunications supply system, with services to be installed underground when required, at no cost to Council.</p>

	<b>FENCING</b>
10.	<p>Solid screen fencing, 1.8m high, shall be provided for the full length of the western boundaries of Proposed Lots 1-7. Fencing shall be constructed of suitable materials to protect the amenity of the proposed 'residential' lots.</p> <p>The fence shall be appropriately integrated with the proposed landscaping on site and present an attractive visual appearance to adjoining properties.</p>
	<b>VEHICLE ACCESS</b>
11.	<p>Proposed Lots 1-7 shall be provided with a residential vehicle crossover in accordance with Schedule 6.2.1 – Standard Drawing in Schedule 6.2 – Planning Scheme Policy 1 – Land Development Standards of the <i>Goondiwindi Region Planning Scheme 2018 (Version 2)</i> or to other relevant engineering standards to the satisfaction of and at no cost to Council.</p> <p>Vehicular access shall be designed to mitigate against bushfire hazards, and crossovers shall be either constructed or bonded prior to the submission of a Building Application.</p> <p>The applicant shall contact Council's Department of Engineering to ensure the correct specifications are obtained for all civil works prior to commencement of any works onsite.</p> <p>A qualified Council Officer may inspect construction works at the request of the developer to ensure compliance with this condition.</p>
12.	<p>Proposed Lots 8-15 shall be provided with a commercial vehicle crossover in accordance with Schedule 6.2.1 – Standard Drawing in Schedule 6.2 – Planning Scheme Policy 1 – Land Development Standards of the <i>Goondiwindi Region Planning Scheme 2018 (Version 2)</i> or to other relevant engineering standards to the satisfaction of and at no cost to Council.</p> <p>Vehicular access shall be designed to mitigate against bushfire hazards, and crossovers shall be either constructed or bonded prior to the submission of a Building Application.</p> <p>The applicant shall contact Council's Department of Engineering to ensure the correct specifications are obtained for all civil works prior to commencement of any works onsite.</p> <p>A qualified Council Officer may inspect construction works at the request of the developer to ensure compliance with this condition.</p>
	<b>ROADS</b>
13.	<p>All new roads shall have a minimum reservation width of twenty (20) metres and shall be dedicated as public road at no cost to Council.</p>

14.	<p>All new roads shall be constructed:</p> <ul style="list-style-type: none"> <li>(a) Generally in accordance with the approved plans, the Traffic Impact Assessment and the Civil Engineering report.</li> <li>(b) With an eleven (11) metre pavement width measured from invert of kerb to invert of kerb, to relevant engineering standards as outlined in Schedule 6: Planning Scheme Policies, SC6.2.1 – Standards for Roads, Footpaths and Access of the <i>Goondiwindi Region Planning Scheme 2018 (Version 2)</i>.</li> <li>(c) To the satisfaction of the Director Engineering Services and shall be in accordance with the relevant engineering standards outlined in Schedule 6: Planning Scheme Policies, SC6.2.1 – Standards for Roads, Footpaths and Access of the <i>Goondiwindi Region Planning Scheme 2018 (Version 2)</i>.</li> </ul>
15.	The connection of the new road to the Cunningham Highway shall be constructed to standards determined by the Department of Transport and Main Roads.
16.	All new roads shall be appropriately named and all lots shall be given an appropriate street number. The developer shall submit to Council a prioritised list of proposed names for consideration.
17.	Street lighting shall be provided along the new road, to the satisfaction of the Director Engineering Services and to relevant engineering standards as outlined in Schedule 6: Planning Scheme Policies, SC6.2.6 – Standards for Utilities of the <i>Goondiwindi Region Planning Scheme 2018 (Version 2)</i> .
<b>STORMWATER</b>	
18.	<p>The subject site shall be adequately drained and all stormwater shall be disposed of to the satisfaction of the Director Engineering Services and to relevant engineering standards as outlined in Schedule 6: Planning Scheme Policies, SC6.2.4 – Standards for Stormwater Drainage of the <i>Goondiwindi Region Planning Scheme 2018 (Version 2)</i>.</p> <p>The stormwater disposal system shall be designed so that stormwater detention will be managed <b>without the dedication</b> of land to Council for the management of stormwater. The conceptual Stormwater Management Plan shall be revised accordingly and to the satisfaction of the Director Engineering Services.</p>
19.	The stormwater drainage system shall be designed for the 1 in 5 year event. The design should be checked for the 1 in 100 year event to establish flow paths within the overall development.
20.	Any fill placed on the subject land in relation to the development shall not cause any ponding of water on any land.

	<b>DEVELOPER'S RESPONSIBILITIES</b>
21.	Prior to the commencement of construction, full detailed design engineering drawings and specifications certified by an RPEQ shall be provided for all roadworks, stormwater drainage, water supply, sewerage works and electricity supply and earthworks for the approval of the Director Engineering Services.
22.	Prior to the commencement of construction, a detailed project management plan addressing quality, safety and environmental management shall be provided for all roadworks, stormwater drainage, water supply, sewerage works and electricity supply and earthworks for the approval of the Director Engineering Services.
23.	Any alteration or damage to roads and public infrastructure that is attributable to the progress of works or vehicles associated with the development must be repaired to Council's satisfaction or the cost of repairs paid to Council.
24.	The developer shall be responsible for meeting all costs reasonably associated with the approved development, unless there is specific agreement by other parties, including Council, to meeting those costs.
25.	It is the developer's responsibility to ensure that any contractors and subcontractors have current, relevant and appropriate qualifications and insurances in place to carry out the works.
26.	The developer shall be responsible for mitigating any complaints arising from on-site operations during construction.
27.	Construction works must occur so they do not cause unreasonable interference with the amenity of adjoining premises. During construction the site must be kept in a clean and tidy state at all times.
28.	At all times all requirements of the conditions of the development approval must be maintained.
29.	Where appropriate, easements shall be provided in favour of Council to contain infrastructure elements, including water, sewerage and stormwater mains.
	<b>BEFORE PLANS WILL BE ENDORSED</b>
30.	All works necessitated by the conditions of approval for roadworks, stormwater drainage, water supply, sewerage, utilities and earthworks shall be completed prior to the submission to Council of the Plan of Survey required.

31.	Detailed "As Constructed" plans shall be provided for all roadworks, stormwater drainage, water supply, sewerage works and electricity supply and earthworks in an electronic format suitable for uploading to Council's GIS systems.
32.	<p>The developer shall submit a detailed Plan of Survey, prepared by a licensed surveyor, for the endorsement of Council. In accordance with Schedule 18 of the <i>Planning Regulations 2017</i>.</p> <p>The relevant Council Fee for endorsement of the Plan of Survey (currently \$190.00; subject to change).</p>
33.	<p>All outstanding rates and charges shall be paid to Council prior to the submission to Council of the Plan of Survey.</p> <p>At its discretion, Council may accept bonds or other securities by way of bank guarantee or cash, to ensure completion of specified development approval conditions to expedite the endorsement of the Plan of Survey.</p> <p>It may be necessary for Council to use such bonds for the completion of outstanding works without a specific timeframe agreed.</p>
34.	<p>A letter outlining and demonstrating that each condition has been complied with or how they will be complied with shall be submitted to Council prior to the submission to Council of the Plan of Survey. Council officers may require a physical inspection to confirm that all conditions have been satisfied to relevant standards.</p> <p><i>When approval takes effect</i></p> <p>This approval takes effect in accordance with section 85 of the <i>Planning Act 2016</i>.</p> <p><i>When approval lapses</i></p> <p>The approval will lapse if a plan for the reconfiguration is not given to the local government within <b>four (4) years</b> as specified in section 85(1)(b)(ii) of the <i>Planning Act 2016</i>.</p> <p>Section 86 of the <i>Planning Act 2016</i> sets out how an extension to the period of approval can be requested.</p>
<b>NOTES AND ADVICE</b>	
	Infrastructure charges as outlined in the attached Infrastructure Charges Notice shall be paid upon Council's approval of the Plan of Survey. The Infrastructure Charges Notice is included in <b>Attachment 3</b> .
	All development shall be conducted in accordance with the provisions of the <i>Environmental Protection Act 1994</i> and all relevant regulations and standards under that Act. All necessary licences under the Act shall be obtained and shall be maintained at all times.

	<p>This approval in no way removes the duty of care responsibility of the applicant under the <i>Aboriginal Cultural Heritage Act 2003</i>. Pursuant to Section 23(1) of the <i>Aboriginal Cultural Heritage Act 2003</i>, a person who carries out an activity must take all reasonable and practicable measures to ensure the activity does not harm Aboriginal cultural heritage (the "cultural heritage duty of care").</p>
	<p>This approval in no way authorises the clearing of native vegetation protected under the <i>Vegetation Management Act 1999</i>.</p>
	<p>The approved development does not authorise any deviation from the applicable Australian Standards nor from the application of any laws, including laws covering work place health and safety.</p>
	<p>It is the applicant's responsibility to obtain all statutory approvals prior to commencement of any works onsite.</p>



## **Attachment 2 – Approved Plans**







# LEGEND

- EXISTING LOT BOUNDARY
- PROPOSED LOT BOUNDARY
- PROPOSED STORMWATER & SEWER EASEMENT
- RESIDENTIAL LOTS
- COMMERCIAL / LIGHT INDUSTRY
- SERVICE STATION FOR TRUCKS
- FAST FOOD
- COMMERCIAL
- STORMWATER MANAGEMENT

GOONDIWINDI REGIONAL COUNCIL  
Approved Plan referred to in Council's Decision Notice  
Council Reference: 22/18  
Dated: 31/01/23  
Signed: *RMM*  
Print Name: *Ronnie McMahon*  
(Under Delegation) ASSESSMENT MANAGER



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Prepared for : FK GARDNER & SONS PTY LTD

Designer : JARED SKINNER  
Checked: JEREMY MOORING  
Date : 03.06.2022

## DEVELOPMENT LAYOUT PLAN GOONDIWINDI SUBDIVISION - JOHNSTON RD

SCALE 1 : 800 (FULL SIZE) (metres)

BE210552-SK01 Rev B



Gold Coast | Brisbane | Traralgon  
Ipswich | Moreton Bay  
Phone: +61 7 5509 6400  
Fax: +61 7 5509 6411  
Email: admin@burchills.com.au  
Coote Burchills Engineering Pty Ltd  
ABN 70 155 642 365





#### LEGEND

- EXISTING LOT BOUNDARY
- PROPOSED LOT BOUNDARY
- PROPOSED STORMWATER & SEWER EASEMENT

GOONDIWINDI REGIONAL COUNCIL  
Approved Plan referred to in Council's Decision Notice  
Council Reference: 22/18  
Dated: 31/01/23  
Signed: *Ronnie McManahan*  
Print Name: *Ronnie McManahan*  
(Under Delegation) ASSESSMENT MANAGER



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Prepared for : FK GARDNER & SONS PTY LTD

Designer : JEREMY MOORING  
Checked: JEREMY MOORING  
Date : 03.06.2022

#### LOT LAYOUT PLAN GOONDIWINDI SUBDIVISION - JOHNSTON RD

SCALE 0 8 16 24 32 40 (metres)  
1 : 800 (FULL SIZE)

BE210552-SK02 Rev B



Gold Coast | Brisbane | Toowoomba  
Ipswich | Moreton Bay  
Phone : +61 7 5509 6400  
Fax : +61 7 5509 6411  
Email : [admin@burchills.com.au](mailto:admin@burchills.com.au)  
Coote Burchills Engineering Pty Ltd  
ABN 76 156 642 365



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**Proposed Mix-used Development at  
18 Cunningham Highway Goondiwindi  
Lots 9 SP158267**

**Traffic Assessment Report**


Client: FKG Group  
Project No: BE210552  
Document No: BE210552-RP-TIA-02

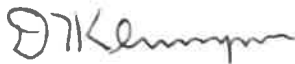
June 2022

GOONDIWINDI REGIONAL COUNCIL  
Approved Plan referred to in Council's Decision Notice  
Council Reference: 22/18  
Dated: 31/01/23  
Signed: *RM'M*  
Print Name: *Ronnie McMahon*  
(Under Delegation) ASSESSMENT MANAGER



## Document Control Record

Prepared by:	Aga Szewczak
Position:	Senior Traffic Engineer
Signed:	
Date:	7 <sup>th</sup> June 2022

Approved by:	Dale Kleimeyer
Position:	Principal Traffic Engineer
Signed:	
Date:	7 <sup>th</sup> June 2022

Version No.	Description	Date	Prepared	Approved
01	Final Issue	28 <sup>th</sup> February 2022	AS	DK
02	Final Issue	7 <sup>th</sup> June 2022	AS	DK

***Recipients are responsible for eliminating all superseded documents in their possession***

**Coote Burchills Engineering Pty Ltd ACN: 166 942 365**

**123 Margaret Street, TOOWOOMBA QLD 4350  
PO Box 1436, TOOWOOMBA QLD 4350  
Telephone: +61 7 4580 4970**

**Email: [admin@burchills.com.au](mailto:admin@burchills.com.au)**

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## Executive Summary

FKG Group has engaged Burchills Engineering Solutions to prepare a Traffic Impact Assessment (TIA) report to be considered as part of a future Development Application for Service station (Truck stop) commercial and residential lots development located at 18 Cunningham Highway, Goondiwindi. This development application is for a ROL to support a range of future uses.

The future land uses of the development application and their approximate yields are:

- Lot 1 to Lot 7 - Residential Land (27,423m<sup>2</sup> Total Area);
- Lot 8 – Light Industry (9,760m<sup>2</sup> Total Area);
- Lot 9 – Service station (14,185m<sup>2</sup> Total Area);
- Lot 10 – Food and Drink Outlet (3,714m<sup>2</sup> Total Area); and
- Lot 11 to Lot 15 – Commercial (22,639m<sup>2</sup> Total Area).

Access to the wider road network is provided via Cunningham Highway to the west for the proposed commercial, light industry and service station land uses and via Johnston Road to the east for the proposed residential lots.

Cunningham Highway in the last 10 years grew at an inconsistent level, with negative growth recorded between 2017 and 2020. For robust assessment, a higher 5-year growth rate (2.39% p.a.) was adopted for a Traffic Impact Assessment. Cunningham Highway carried 3,814 two-way vehicles (AADT) in 2020 with high proportion of recorded traffic classified as road trains (22.79%). Articulated Vehicles accounted to 7.47% whereas Trucks and buses accounted to 11.24%. In total Heavy Vehicles accounted to 41.5% of all traffic volumes with 58.55% of vehicles classified as light.

No accidents were recorded along Cunningham Highway and Johnston Road in the vicinity of the proposed development site in the last 5-year period.

Cunningham Highway in the vicinity of the subject site benefits from straight alignment and a good forward visibility. The proposed access intersection with Cunningham Highway is adequate and located appropriately according to the road hierarchy. The development provides for a safe and convenient movement to, from and within the site. The proposed left-in / left-out access arrangements do not impede the traffic performance of the existing roads.

Turn Warrant Assessment undertaken for the proposed site access intersection identified a requirement for Short Auxiliary Left Turn Lane (AUL(s)) lane. Cunningham Highway carries high proportion of heavy vehicles and in particular road trains. To ensure safety of Cunningham Highway, the full AUL has been provided. In line with Austroads, 120m deceleration length for the left turn lane has been provided based on the 20km/h design speed of exit curve for the 90km/h design speed.

SIDRA results show that proposed left-in / left-out priority intersection with Cunningham Highway operates within acceptable limits at the 2033 design. The intersection DOS reaches 0.198 during AM Peak and 0.213 during PM Peak.



Overall, the Level of Service A for the intersection is achieved. Left turn out delay is 7.6 seconds in the AM Peak and 7.9 seconds in the PM Peak which is within maximum recommended 40 seconds delay for a priority-controlled intersection.

The proposed intersection is designed to cater for a 26.0m B-double movements. The new priority intersection has been designed to cater for occasional A-double access. The intersection design achieves a key objective of minimizing the interference between vehicles manoeuvring into and out of the new road and vehicles travelling through Cunningham Highway.

The visibility at the new road / Cunningham Highway priority intersection meets Austroads SISD requirements for the 90km/h design speed for cars and trucks.



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## Appendices

- Appendix A – Proposed Development Layout
- Appendix B – Traffic Surveys
- Appendix C – Traffic Flow Diagrams
- Appendix D – Site Access Layout
- Appendix E – SIDRA





## 1. Introduction

### 1.1 Background

FKG Group has engaged Burchills Engineering Solutions to prepare a Traffic Impact Assessment report to be considered as part of a Development Application for a mixed-use development located at 18 Cunningham Highway, Goondiwindi.

The proposed development will result in the creation of seven (7) residential lots, five (5) commercial lots, one (1) light industry lot and one (1) service station lot over Lots 9 SP158267 (18 Cunningham Highway). The proposed development layout plan and is attached as Appendix A to this report.

This report considers the transportation aspects of the development proposal, in particular site access, parking, traffic generation and waste management. It concludes that the proposed left-in/left out site access arrangement is adequate to service the site and that there will be no material impacts associated with the development of the site onto the local road network.

### 1.2 Scope of This Report

The report provides an audit of the existing transport conditions in the vicinity of the site including a description of the local road network and its operation. It also determines the anticipated level of trip generation, the distribution of these trips on the local road network. In addition, the report addresses the key issues in relation to the provisions made for the loading, unloading and manoeuvring of service vehicles and also pedestrian paths.

The structure of this report is summarised below:

- |           |  |
|-----------|--|
| Section 2 | Outlines existing traffic conditions in the vicinity of the site;  |
| Section 3 | Outlines the relevant characteristics of the proposed development including access and internal road design; |
| Section 4 | Estimate the change in traffic generated by the proposed development;  |
| Section 5 | Operational Assessment including Turn Warrant Assessment and SIDRA analysis                                  |
| Section 6 | Conclusions; and   |
| Section 7 | References.  |



## 2. Existing Conditions

Section 2 of this report details the baseline conditions in the vicinity of the site, including the existing development site, the local road infrastructure etc.

### 2.1 Site Location

The subject site is located at 18 Cunningham Highway, Goondiwindi within the Goondiwindi Regional Council Government Area. The proposed development site is adjacent to Cunningham Highway to the west and Johnston Road to the east, to the north the subject site is adjacent to the Goondiwindi Natural Heritage and Water Park, and to the south with the existing commercial and light industry lots as shown in Figure 2.1 below.

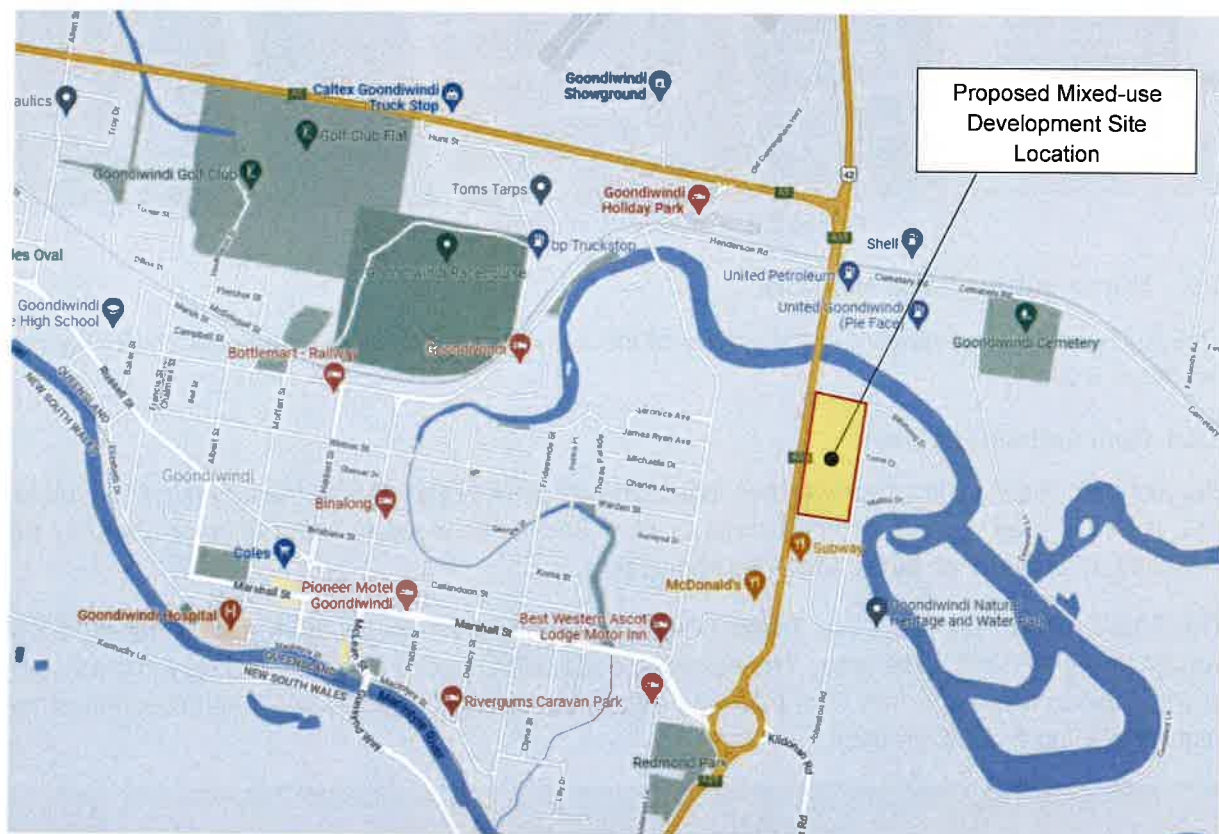


Figure 2.1 Site Location – Wider Context

Goondiwindi is a rural town and locality in the Goondiwindi Region with approximately 6,355 population (2016 census).

The site is located within the Goondiwindi Regional Council Local Government Area and is currently zoned as Highway Commercial Precinct Zone as shown in Figure 2.2 below.





Figure 2.2 Proposed Development Zoning

## 2.2 Surrounding Road Network

The surrounding road network in the vicinity of the subject site includes Cunningham Highway and Johnston Road.

### 2.2.1 Cunningham Highway

Cunningham Highway is a two-way, two-lane State-controlled roadway. In the vicinity of the subject site, it has a road reserve of approximately 60m and a carriageway width of approximately 8m including 3.75m through lanes and 0.5m shoulders.

The 2020 Annual Average Daily Traffic (AADT) of Cunningham Highway is approximately 3,814 vehicles per day (vpd) in the area. The posted speed limit of the Cunningham Highway in the vicinity of the subject site is 80 km/h. The following Figure 2.3 shows the cross-sectional elevation of the Highway facing a north direction.



Figure 2.3 Cunningham Highway adjacent to Subject Site (Subject Site to the Right)





Cunningham Highway in the vicinity of the subject site benefits from straight alignment and a good forward visibility as shown in Figure 2.4 below.



**Figure 2.4 Cunningham Highway Elevation Profile**

### 2.2.2 Johnston Road

Johnston Road is a local controlled road that has a 20.5-metre road reserve and a carriageway width of approximately 9.0m. Posted speed limit is 50km/h.

Johnston Road is flat and benefits from straight alignment with good forward visibility. The following Figure 2.5 shows the cross-sectional elevation of the Johnston Road facing a north direction.



**Figure 2.5 Johnston Road adjacent to Subject Site (Subject Site to the Left)**



## 2.1 Traffic Surveys

The traffic impact of the proposed development will be assessed within the development's 'area of influence'. The implications of the proposed development on the operation of Cunningham Highway including proposed new priority intersection, were considered as part of the Traffic Impact Assessment.

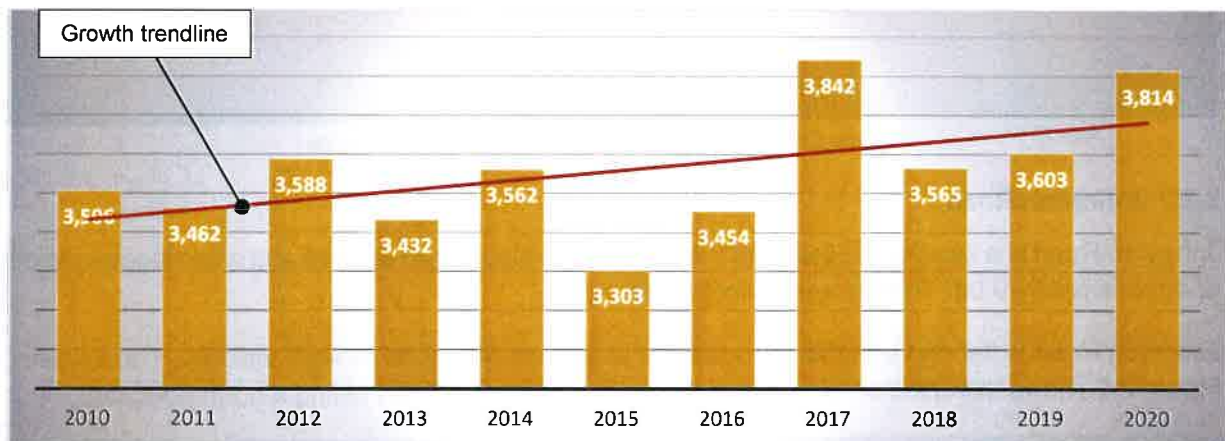
### 2.1.1 Existing Traffic Data

The proposed development site is located adjacent to Cunningham Highway and Johnston Road.

Cunningham Highway Annual Average Daily Traffic (AADT) data was provided by TMR (2010-2020 AADTs traffic Census data). Table 2.1 and Figure 2.6 below shows a summary of the recorded Annual Average Daily Traffic (AADT) in the vicinity of the proposed development site with AADT report for Cunningham Highway attached as Appendix B to this report.

**Table 2.1 Historical AADT Flows along Cunningham Highway**

Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
AADT	3,506	3,462	3,588	3,432	3,562	3,303	3,454	3,842	3,565	3,603	3,814

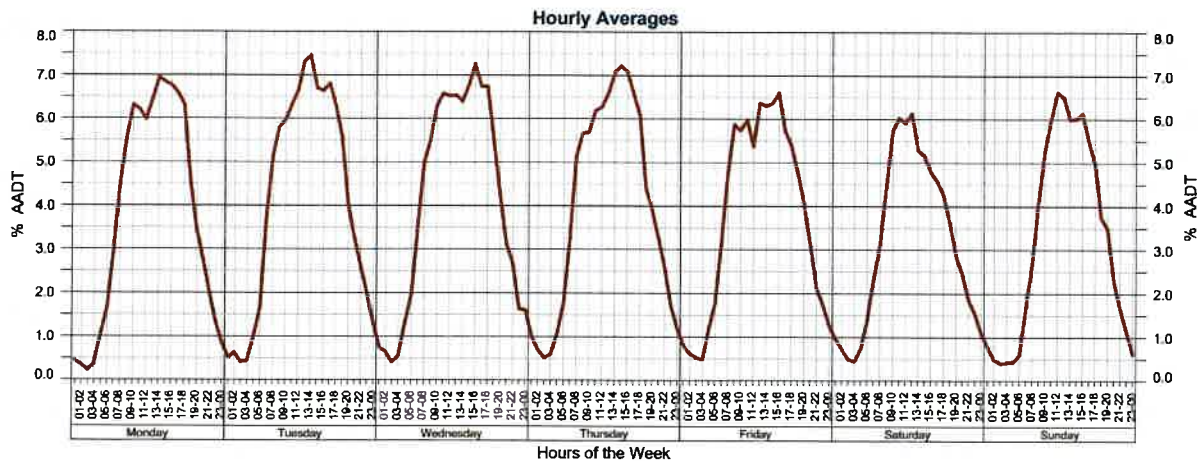


**Figure 2.6 2010-2020 Historical AADT along Cunningham Highway**

As shown in Figure 2.6, the traffic along Cunningham Highway in the last 10 years grew at an inconsistent level, with negative growth recorded between 2017 and 2020. For robust assessment, a higher 5-year growth rate was adopted for a Traffic Impact Assessment. A 2.39% per annum traffic growth rate has been adopted, which represents 5-year growth per annum between 2015 and 2020. The above growth rate has been adopted to forecast 2020 historical traffic data to 2023 and 2033 base year.

Cunningham Highway carried 3,814 two-way vehicles (AADT) in 2020. Relationship between AADT traffic volumes and peak hour traffic volumes have been identified for each assessed peak hours based on the AADT data and are summarised in Figure 2.7 below.



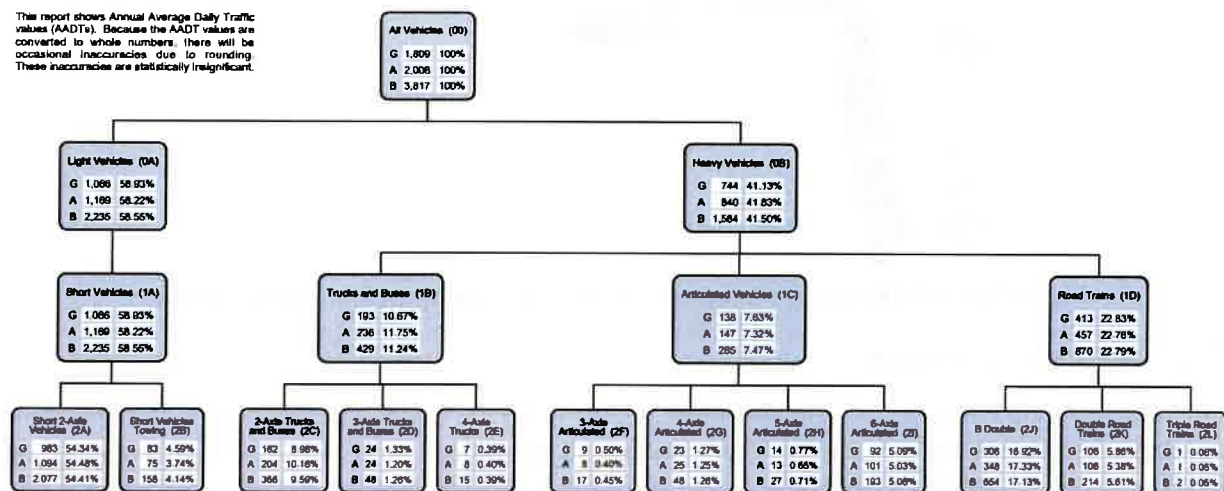


**Figure 2.7 AADT to Peak Hour relationship along Cunningham Highway**

The highest morning peak occurred between 09:00am and 10:00am on Mondays and accounted to 6.25% of AADT. The highest afternoon peak occurred on Wednesday between 15:00pm and 16:00pm and accounted to 7.25% of AADT.

The above percentages were adopted to calculate AM and PM Peak volumes along Cunningham Highway. In summary, it has been forecast that Cunningham Highway carried typically 238 two-way vehicles during AM Peak and 277 two-way vehicles during PM Peak in 2020.

The extract from the DTMR 2020 AADT report including northbound / southbound traffic distribution summary is shown in Figure 2.8 below.



**Figure 2.8 Extract from Figure C1 – 2016 Existing Traffic Flows**

The above traffic data includes Annual Average Daily Traffic volumes only. The northbound traffic accounted to 47.4%. It is worth noting that very high proportion of recorded traffic was classified as road trains and accounted to 22.79% of all traffic. Articulated Vehicles accounted to 7.47% whereas Trucks and buses accounted to 11.24%. In total Heavy Vehicles accounted to 41.5% of all traffic volumes with 58.55% of vehicles classified as light.



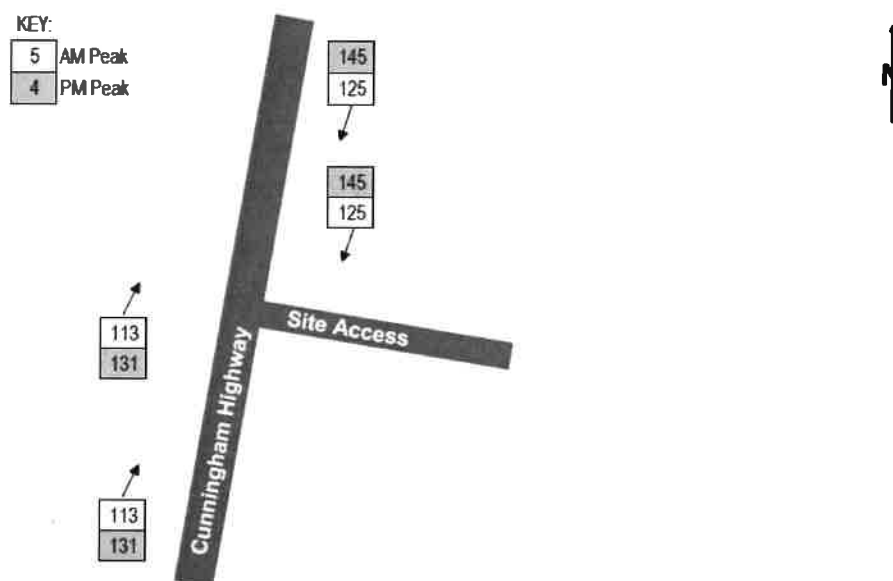
Table 2.2 below summarises peak hour traffic volumes in northbound and southbound direction along Cunningham Highway based on AADT data available for 2020.

Based on the available two-way AADT along Cunningham Highway, there are on average 113 trips during AM Peak in northbound direction and 125 trips in southbound direction during AM Peak. During PM Peak 131 vehicles arrived from the south versus 145 vehicles arriving from the north.

**Table 2.2 2020 Two-way Flows Peak Hour Directional Split Assumptions**

	Peak hour	% of AADT	2020 Two-way Flows	Northbound	Southbound
Friday AM Peak	09:00-10:00	6.25%	238	113	125
Friday PM Peak	15:00-16:00	7.25%	277	131	145
Total AADTs		100%	3,814		

Baseline Peak Hour Flows for 2020 have been summarised in Figure 2.9 below.



**Figure 2.9 2020 Baseline Peak Hour Traffic Flows along Cunningham Highway**

## 2.2 Road Safety Review

For road safety assessments, only the most recent five-year period is considered. Details of the number of accidents recorded within Cunningham Highway and Johnston Road catchments have been obtained from the Queensland Crash Data database (<https://data.qld.gov.au/dataset/crash-data-from-queensland-roads>) for the period from 2015 to 2020. The information has been grouped into three categories of accidents:

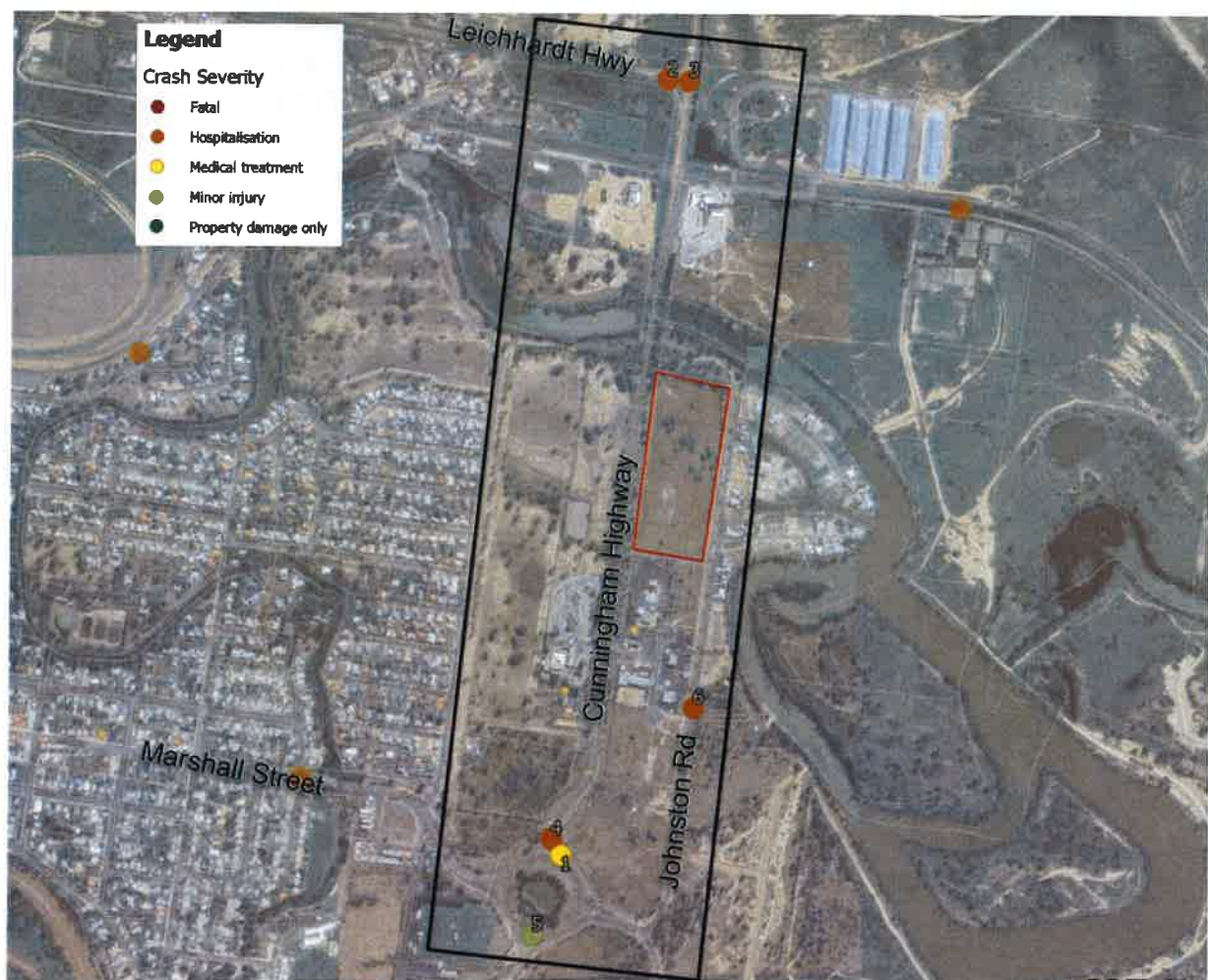
- A **fatal accident** is one in which at least one person is fatally injured;
- A **serious accident** is one in which at least one person is seriously injured, but no-one suffers a fatal injury, and which is in one (or more) of the following categories:
  - a. an injury for which a person is detained in hospital as an in-patient; or





- b. any accident requiring medical treatment (whether or not the person is detained in hospital). This might include but is not limited to fractures, concussion, internal injuries, crushing, severe cuts and lacerations, severe general shock requiring treatment etc.
- A **minor accident** is one in which at least one person suffers "slight" injuries (i.e. a sprain, bruise or cut which is not judged to be severe), but no-one is seriously or fatally injured or if a property is damaged.

No accidents were recorded along Cunningham Highway and Johnston Road in the vicinity of the proposed development site. A total of 5 collisions were recorded within Cunningham Highway study area and one collision within Johnston Road study area as shown in Figure 2.10.



**Figure 2.10 5-Year Crash Data**

Of these five (5) were classified as serious accidents requiring medical treatment or hospitalisation with one (1) classified as minor accidents. Recorded six (6) accidents involved 12 casualties including seven (7) cars, one (1) motorcycle, two (2) trucks and one (1) pedestrian.





Table 2.3 below shows a summary of recorded accidents within the study area.

**Table 2.3 Crash Summary**

ID	Crash Severity		Year	Description	Car	Truck
1	Serious	Medical treatment	2017	Rear-end	2	0
2	Serious	Hospitalisation	2018	Off carriageway on curve hit object	0	0
3	Serious	Hospitalisation	2018	Opposing vehicles turning	2	1
4	Serious	Hospitalisation	2019	Off carriageway on curve hit object	1	0
5	Minor	Minor injury	2019	Intersection from adjacent approaches	1	1
6*	Serious	Hospitalisation	2020	Pedestrian walking with traffic hit	1	0

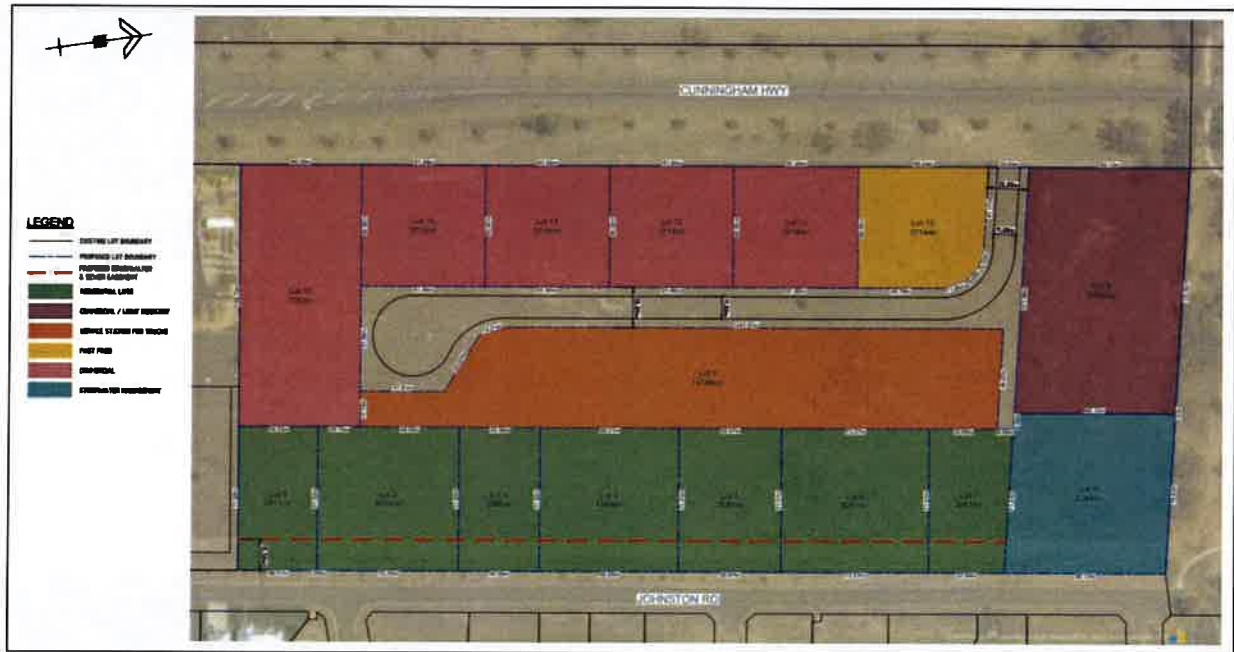
\*Accident involving Pedestrian

In the majority of the recorded collisions, the standard of the road network does not appear to be a contributory factor. For the most part, the collisions are a result of driver/rider error or merely unfortunate circumstances.



### 3. Proposed Development

The proposed development layout is shown in Figure 3.1 below also attached as Appendix A.



**Figure 3.1 Proposed Development Layout**

The proposed land uses of the development application and their approximate yields are:

- Lot 1 to Lot 7 - Residential Land (27,423m<sup>2</sup> Total Area);
- Lot 8 – Light Industry (9,760m<sup>2</sup> Total Area);
- Lot 9 – Service station (14,185m<sup>2</sup> Total Area);
- Lot 10 – Food and Drink Outlet (3,714m<sup>2</sup> Total Area); and
- Lot 11 to Lot 15 – Commercial (22,639m<sup>2</sup> Total Area).

#### 3.1 Vehicular Access

Access to the wider road network is provided via Cunningham Highway to the west for the proposed commercial, light industry and service station land uses and via Johnston Road to the east for the proposed residential lots. There is no direct link between the commercial and residential section of the development. The above ensures that residential trips access Cunningham Highway via local road network.

Cunningham Highway benefits from a straight alignment facilitating good forward visibility. The proposed Cunningham Highway access intersection road is presented in Figure 3.2 below.





**Figure 3.2 The Proposed Left-in / Left-out Cunningham Highway Access Intersection**

As shown in Figure 3.2 above, the movements at the proposed site access intersection are restricted to left-in / left-out only. The above site access strategy has been endorsed in principle by DTMR.

The proposed vehicular access intersection has been designed to accommodate A-double two-way movements as shown in Figure 3.3 below.



**Figure 3.3 A-double Swept Paths Analysis**

Cunningham Highway is subject to 80km/h speed limits in the vicinity of the subject site. The Safe Intersection Sight Distance required for 90km/h design speed is 270.4m based on 2.5s reaction time and 0.24 coefficient of deceleration suitable for trucks. The SISD for cars is 214m based on 2.0s reaction time. A visibility assessment at the new intersection has been undertaken to ensure that



the proposed intersection is safe and there is no obstruction to visibility. Figure 3.4 shows that required SISD at the New Road / Cunningham Highway Intersection is achieved.



**Figure 3.4 Cunningham Highway Left-in / Left-out Intersection Visibility Assessment**

### 3.2 Proposed Intersection Spacing

The separation between the Cunningham Highway / Cemetery Road intersection to the north and the proposed access intersection is 595 metres. The separation between the Cunningham Highway / Wilson Ct intersection to the south and the proposed access intersection is 645 metres as shown in Figure 3.5.



Figure 3.5 Cunningham Highway Intersection Spacing

The location of the proposed access intersection is not regarded to cause any safety issues and is in line of the function of Cunningham Highway.

### 3.3 Internal Roads

The cross-section adopted for the internal road is shown in the following Figure 3.6 below for 20m Road Reserve.

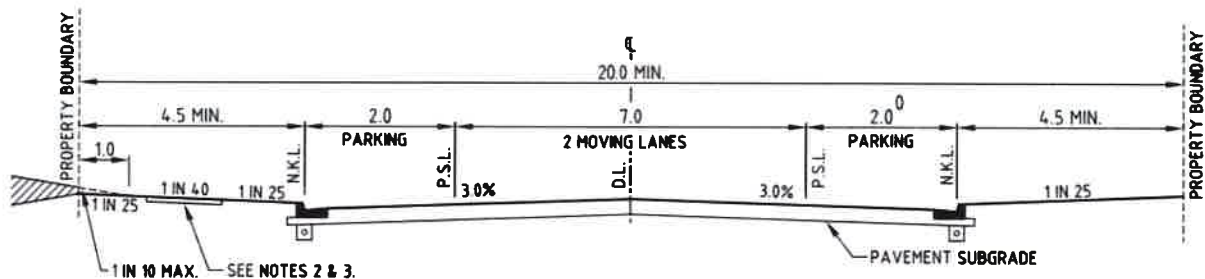


Figure 3.6 Proposed Internal Road Cross-Section (20m Road Reserve)





## 4. Traffic Demands

In order to assess the relative impact of the proposal on the surrounding road network, it is necessary to define the existing traffic demands along Cunningham Highway.

This section of the report details the existing traffic demands as defined in DTMR 2020 AADT Census data and forecasts these to the future assessment years. These volumes represent the “Pre-Development” scenario.

The traffic generated by the proposed development is estimated, along with its distribution along Cunningham Highway. These volumes are added to the “Pre-Development” scenario to provide the “Post Development” traffic scenario.

### 4.1 Pre-Development Traffic

#### 4.1.1 Background Traffic Growth Rates

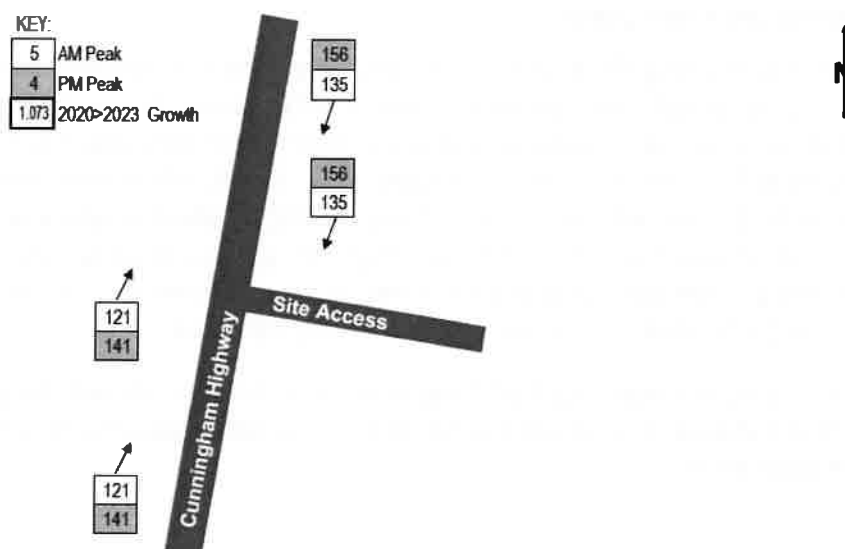
2.39% compound growth rate for Cunningham Highway been used in the assessment. The development is expected to be completed by 2023 and the 10-year design horizon in accordance with Department of Main Roads 2017, *Guide to Traffic Impact Assessment*, is 2033. Table 4.1 below summarises compound growth rates used in the traffic impact assessment.

**Table 4.1 Traffic Growth Factors**

	2020 to 2023	2023 to 2033
Cunningham Highway traffic growth	7.3%	26.6%

#### 4.1.2 Future Year Traffic Volumes

Growth factors summarised in Table 4.1 have been applied to the 2020 base traffic flows (Figure 2.9) to identify the future traffic flows in 2023 and 2033. The resultant future traffic for the year of 2023 and 2033 AM and PM peak hours is shown in the Figure 4.1 and Figure 4.2 respectively.



**Figure 4.1 2023 Base Peak Hour Traffic Flows along Cunningham Highway**



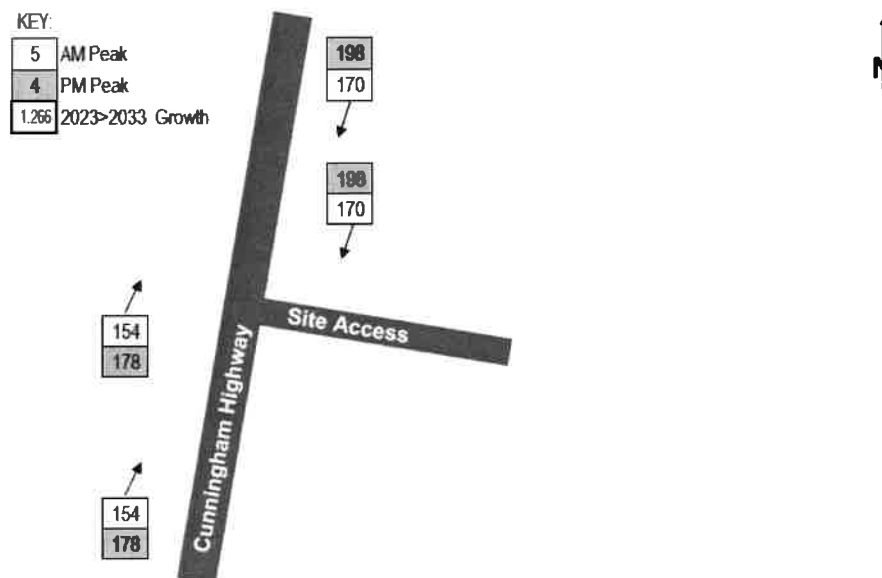


Figure 4.2 2033 Base Peak Hour Traffic Flows along Cunningham Highway

## 4.2 Development Traffic Generation

### 4.2.1 Residential Dwellings

The RTA *Guide to Traffic Generating Developments* recommends a peak hour traffic generation rate of 0.85 vehicles per hour (vph) per dwelling for a dwelling house and daily traffic generation rate of 9.0 vehicle trips per dwelling.

### 4.2.2 Service station

The RTA *Guide to Traffic Generating Developments* recommends an evening peak hour traffic generation rate of 1 / 100m<sup>2</sup> for a Service station.

### 4.2.3 Drive-in Take Away Food Outlet

RMS *Guide to Traffic Generating Developments* recommends a peak hour traffic generation rate of 120 vehicles per hour for a fast-food takeaway similar to KFC. Given that existing volumes along Cunningham Highway during AM Peak equates to 238 vehicles, 120 trips to fast food would account to 50% of all trips along Cunningham Highway. Based on the above, it has been assumed that the proposed take-away food outlet will attract 20% of passing traffic, which is considered to be more realistic. 2033 two-way volumes along Cunningham Highway were adopted for calculations (Refer Figure 4.6). In summary, it has been estimated that the proposed fast-food development will attract 65 two-way trips during AM Peak and 75 two-way trips during PM Peak.

It is worth noting that the peak hour of a Fast-Food outlet may not coincide with the peak hours on the surrounding road network. For robust assessment, it has been assumed that fast-food peak hours occur at the same time.



#### 4.2.4 Light Industry

The peak traffic generation period for industrial land use for the evening peak hour has been recommended as traffic generation rate of 1 / 100m<sup>2</sup> as extracted from the RTA *Guide to Traffic Generating Developments*.

#### 4.2.5 Commercial Use

The RTA *Guide to Traffic Generating Developments* recommends an evening peak hour traffic generation rate of 2 / 100m<sup>2</sup> for a Commercial use.

#### 4.2.6 Total Development Trip Generation

As this is the ROL application, the exact details of the tenancies for each land use are not known. For robust assessment, it has been assumed that Lots adjacent to Cunningham Highway will be occupied by a commercial business which typically generate higher trip rates in comparison to light industry land use. The above represents a robust assessment. It has been assumed, that 40% of overall lot size will be utilised for the building with the remainder area being allocated to car parking and auxiliary facilities. Table 4.2 below shows a summary of the proposed development schedule.

**Table 4.2 Proposed Development Summary**

Lot	Land Use	Area	GFA	Units	Access
Lot 1 - Lot 7	Residential	27,423	N/A	7	Johnston Road
Lot 8	Light Industry	16,129	6,452*	N/A	Cunningham Highway
Lot 9	Service station	14,583	5,833*	N/A	Cunningham Highway
Lot 10	Food and Drink Outlet	3,714	N/A	N/A	Cunningham Highway
Lot 11-Lot 15	Commercial	22,639	9,056*	N/A	Cunningham Highway

\*Assumed 40% of overall lot size

A summary of the trips generated from the proposed development is presented in Table 4.3 below. These trip rates have been sourced from both the DTMR *Road Planning and Design Manual Chapter 3 Road Planning and Design Fundamentals*, the RTA *Guide to Traffic Generating Developments*.

**Table 4.3 Development Trip Generation Rates Summary**

Lot	Land Use	Area	GFA	AM Peak		PM Peak	
				Trip Rate	Trips	Trip Rate	Trips
Lot 1 - Lot 7	Residential	27,423	N/A	0.85 per dwelling	6	0.85 per dwelling	6
Lot 8	Light Industry	16,129	6,452*	1/100m <sup>2</sup> GFA	65	1/100m <sup>2</sup> GFA	65
Lot 9	Service station	14,583	5,833*	1/100m <sup>2</sup> GFA	58	1/100m <sup>2</sup> GFA	58
Lot 10	Food and Drink Outlet	3,714	N/A	20% of through traffic	65	20% of through traffic	75
Lot 11-Lot 15	Commercial	22,639	9,056*	2/100m <sup>2</sup> GFA	182	2/100m <sup>2</sup> GFA	182

It is important to note that Service station and food and drink outlets attract high proportion of through traffic.

#### 4.2.7 Drop -in and shared trips

The distribution of the proposed Service station and food and drink outlets development drop-in and multi-purpose trips have been based on the advice given in the DTMR *Guidelines for Assessment of Road Impacts of Development*, 2006, the State of Queensland (Department of Transport and Main





Roads) document (GARID). The extract relating to appropriate proportion of trips for each development type is shown in Figure 4.3 below.

<b>Table F.1</b>			
<b>Development</b>	<b>Trip Segmentation</b>		
	<b>New (%)</b>	<b>Diverted Drop In (%)</b>	<b>Undiverted Drop In (%)</b>
Shopping Centres >20 000 m <sup>2</sup>	63	18	19
Shopping Centre 3 000 m <sup>2</sup> – 20 000 m <sup>2</sup>	50	22	28
Shopping Centres <3 000 m <sup>2</sup>	50	32	18
Fast Food Outlets	40	25	35

**Figure 4.3 Trips Segmentations**

Roads and Traffic Authority 2002, *Guide to Traffic Generating Developments*, (Section 3.7.1) quotes the proportion of passing trade as 35% for McDonalds / Hungry Jacks and 50% for Kentucky Fried Chicken drive in, take away food outlets. For robust assessment it has been assumed that only 35% of trips attracted to Food and Drink outlets are pass-by trips.

Considering the above reductions and composition of the proposed development, an overall average reduction of 25% to the gross trips generated by Food and Drink outlets has been allowed for multi-purpose trips. The multi-purpose trips represent vehicle trip to the food and drink outlet in addition to the commercial or service station site (multi-purpose trip).

A 50% in and 50% out directional split is assumed for both the AM and PM peaks.

The trips generated for each land use for the morning and evening peak hour as well as percentages entering and leaving are shown in the following Table 4.4 and Table 4.5.

**Table 4.4 Development Drop-in Trips**

<b>Lot</b>	<b>Land use</b>	<b>AM Peak Hour</b>				<b>PM Peak Hour</b>			
		<b>IN</b>	<b>%</b>	<b>OUT</b>	<b>%</b>	<b>IN</b>	<b>%</b>	<b>OUT</b>	<b>%</b>
Lot 1 - Lot 7	Residential	N/A							
Lot 8	Light Industry	N/A							
Lot 9	Service station	10	35%	10	35%	10	35%	10	35%
Lot 10	Food and Drink Outlet	12	35%	12	35%	13	35%	13	35%
Lot 11-Lot 15	Commercial	N/A							
<b>Total</b>		22	35%	22	35%	23	35%	23	35%

**Table 4.5 Development Multi-Purpose Trips**

<b>Lot</b>	<b>Land use</b>	<b>AM Peak Hour</b>				<b>PM Peak Hour</b>			
		<b>IN</b>	<b>%</b>	<b>OUT</b>	<b>%</b>	<b>IN</b>	<b>%</b>	<b>OUT</b>	<b>%</b>
Lot 1 - Lot 7	Residential	N/A							
Lot 8	Light Industry	N/A							
Lot 9	Service station	N/A							
Lot 10	Food and Drink Outlet	8	25%	8	25%	9	25%	9	25%
Lot 11-Lot 15	Commercial	N/A							
<b>Total</b>		8	25%	8	25%	9	25%	9	25%



Summary of total trips generated by the proposed development are shown in Table 4.6 below.

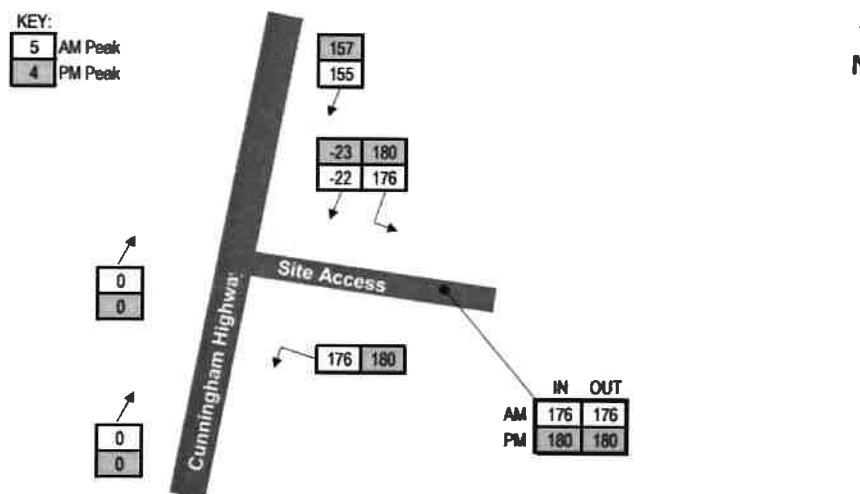
**Table 4.6 Total Development Trips**

Land use	AM Peak Hour			PM Peak Hour		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Residential*	3	3	6	3	3	6
Light Industry	32	32	65	32	32	65
Service station New Trips	19	19	38	19	19	38
Service station Drop-in Trips	10	10	20	10	10	20
Food and Drink Outlet New Trips	13	13	26	15	15	30
Food and Drink Outlet Drop-in Trips	12	12	24	13	13	26
Commercial	91	91	182	91	91	182

\*Access via Johnston Road

### 4.3 Trip Distribution

The total development trip distribution adopted for different peak hours periods is presented in Figure 4.4.



**Figure 4.4 TOTAL Development Traffic Distribution at the Cunningham Highway Access**

The above total development trips exclude residential land use which has direct access from Johnston Road.

### 4.4 Post Development Traffic

The development traffic (Figure 4.8) has been added to the Pre-Development traffic demands to provide the Post Development traffic scenarios. The Post Development traffic demands for the 2033 design year are provided in Appendix C.



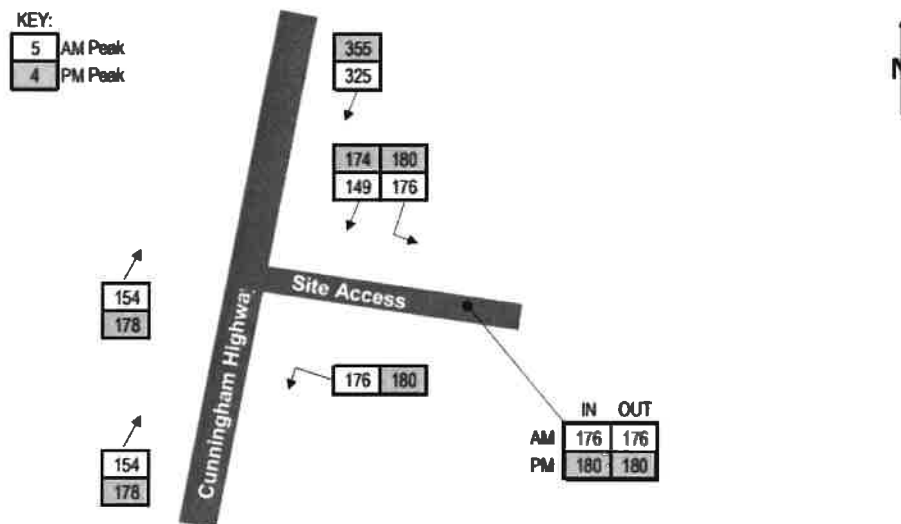


Figure 4.5 2033 Post-Development Traffic Flows

## 5. Operational Assessment

This section addresses the surrounding road network giving consideration to turning treatments and intersection capacity. The following intersections have been analysed for the Post-Development scenario:

- Cunningham Highway/ Site Access intersection.

The Cunningham Highway/ Site Access intersection has been modelled for both the morning and evening weekday peak hours for the 2033 design year. Recommendations for turning provisions are provided based on the DTMR *Road Planning and Design Manual Chapter 13: Intersections at Grade* requirements.

Intersection capacity analysis has been assessed using SIDRA 8. SIDRA summaries for all modelled scenarios are provided in Appendix E.

### 5.1 Turning Treatment Assessment

Turn warrants have been developed in relation to safety. The warrants have been developed around the relationship between traffic volumes, speed environments and accident statistics, employing a Benefit Cost Ratio (BCR) across an assumed design life.

The warrants are based on the construction of intersections on new roads, ie “greenfield” sites. For existing intersections, they provide a reference point, however are not strictly applied as the BCRs in established locations often do not support upgrades, due to the existing physical constraints (eg. services, road reserve, drainage structures, etc). A brief summary of turn treatments is provided in Table 5.1 below. Assessment of turn warrants has been carried out using Figure 5.1 and Table 5.1 a guide (DTMR Road Planning and Design Manual Chapter 13: *Intersections at Grade*, Fig 13.22 & 13.23).

**Table 5.1 Turn Lane Descriptions**

Turn Treatment	Description
BAL	Basic Left Turn Lane
CHL	Channelised Left Turn Lane
AUL (s)	Shortened Auxiliary Left Turn Lane
AUL	Full Length Auxiliary Left Turn Lane
BAR	Basic Right Turn Lane
CHR (s)	Shortened Channelised Right Turn Lane
CHR	Channelised Right Turn Lane



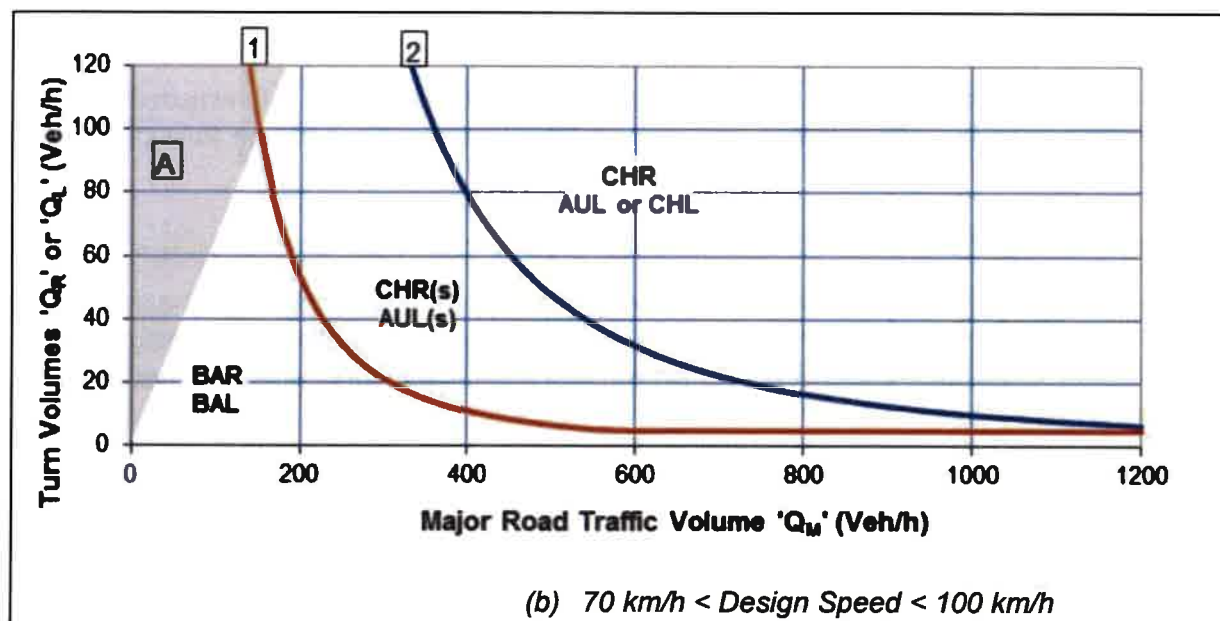


Figure 5.1 Warrants for Turn Treatments for Roads with a Design Speed < 100 kph

Calculation of the values of  $Q_m$ ,  $Q_r$  and  $Q_l$  for use with Figure 5.1 is in accordance with Figure 5.2 (DTMR *Road Planning and Design Manual Chapter 13: Intersections at Grade*, Fig 13.24). All volumes used for turn warrant analysis are provided in Appendix E.

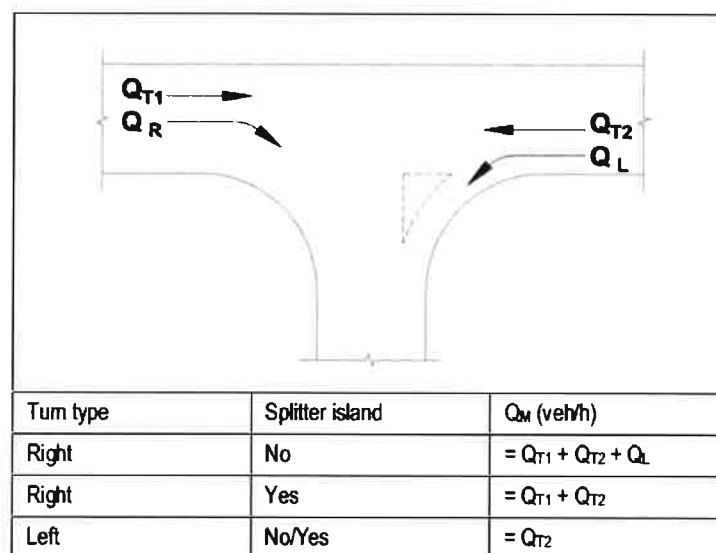




Figure 5.2 Calculation of the Major Road Traffic Volume Parameter ' $Q_m$ '

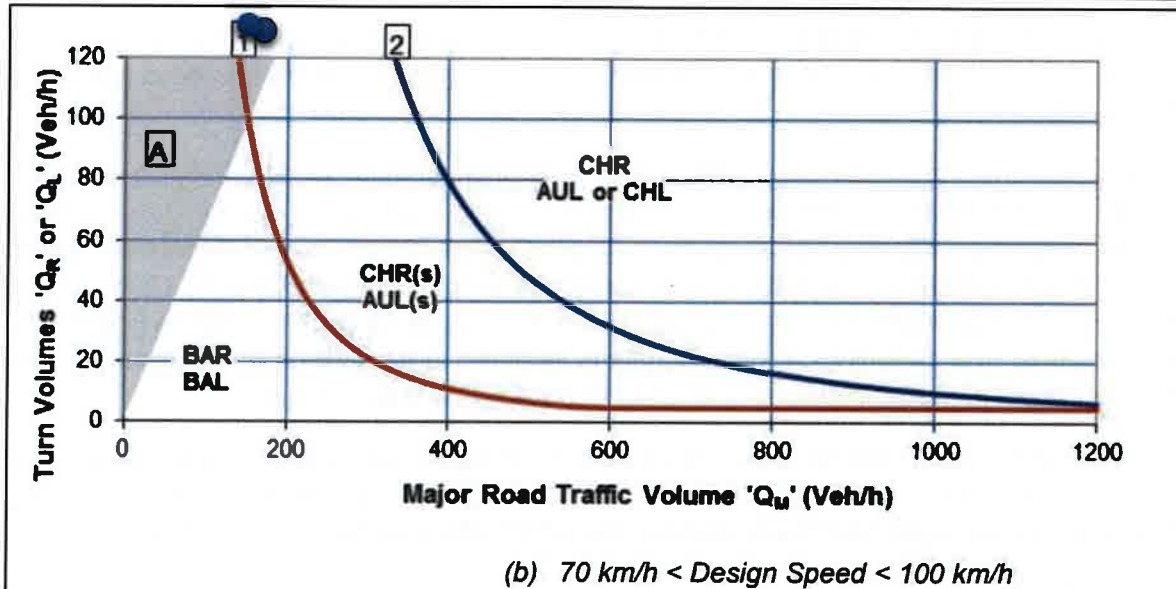
### 5.1.1 Cunningham Highway / Site Access

The Cunningham Highway / Site Access intersection is a priority left-in / left-out priority intersection where Cunningham Highway is the major road. The left turn treatment suggested by the DTMR *Road Planning and Design Manual Chapter 13: Intersections at Grade* warrants for the Cunningham Highway / Service Road intersection are summarised in Table 5.2.



Table 5.2 Assessment of Turn Warrants for Cunningham Highway/ Service Road Intersection

Scenario	Right Turn					Left Turn		
	$Q_{T1}$	$Q_{T2}$	$Q_M$	$Q_R$	Treatment	$Q_M$	$Q_L$	Treatment
Morning peak hour								
2033 AM	154	149	N/A	N/A	N/A	149	176	AUL(s) 
2033 PM	178	174	N/A	N/A	N/A	174	180	AUL(s) 



As demonstrated, due to the addition of development trips, an AUL(s) turning treatment is warranted at the Cunningham Highway/ Site Access intersection. Cunningham Highway carries high proportion of heavy vehicles and in particular road trains. To ensure safety of Cunningham Highway, the full AUL has been provided. An example AUL taken from DTMR *Road Planning and Design Manual Chapter* turning treatment on a rural road is provided in Figure 5.3.

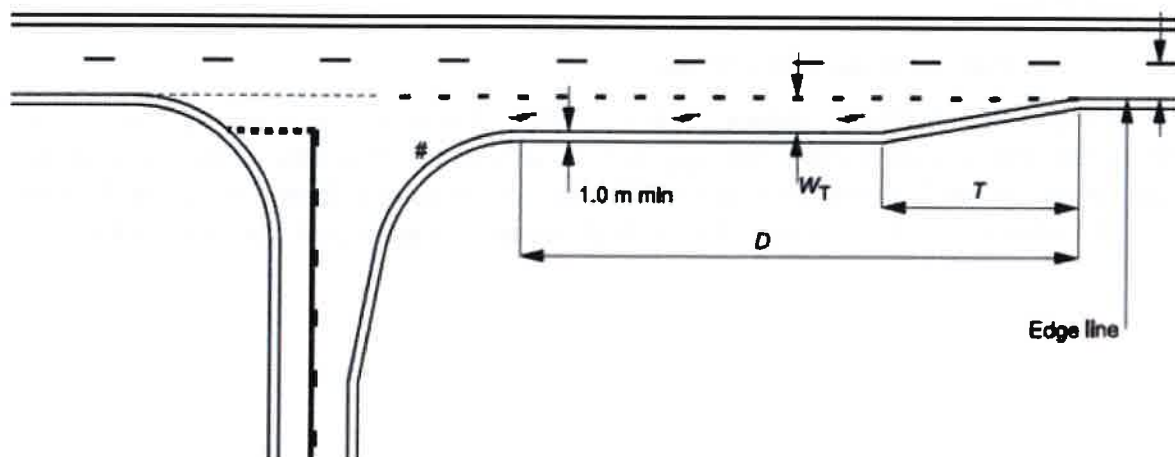


Figure 5.3 Rural Auxiliary Left Turn Treatment (AUL) (DTMR *Road Planning and Design Manual Chapter 13: Intersections*) at Grade)



with Austroads, 120m deceleration length for the left turn lane has been provided based on a 20km/h design speed of exit curve for the 90km/h design speed.

Refer to Appendix D for the site access functional layout plan.

## 5.2 Intersection Capacity Analysis

Capacity analysis of the surrounding intersections has been carried out utilising SIDRA INTERSECTION 8 traffic modelling software. This is an advanced micro-analytical traffic evaluation tool that employs lane-by-lane and vehicle drive models and has the ability to assess intersections within a network.

The key performance criteria considered are Degree of Saturation (DOS), Delays and Queuing. According to the DTMR *Guidelines for Assessment of Road Impacts of Developments* (Chapter 6, page 7) for priority controlled intersections, a DOS in excess of 80% is considered over capacity. Above this value performance quickly deteriorates. In accordance with the RTA *Guide to Traffic Generating Developments* (Table 4.2), delays above 40 seconds for priority-controlled intersections are considered over capacity. Acceptable queue lengths are determined on a site-by-site basis, taking into account available storage and interaction with other intersections.

SIDRA model has been updated to include additional vehicle classes as follows: Articulated Vehicles (2.9 PCU), Buses and Trucks (2.0 PCU) and Large Trucks (3.6 PCU). Cunningham Highway vehicle composition percentages have been based on the AADT 2020 Census data as follows:

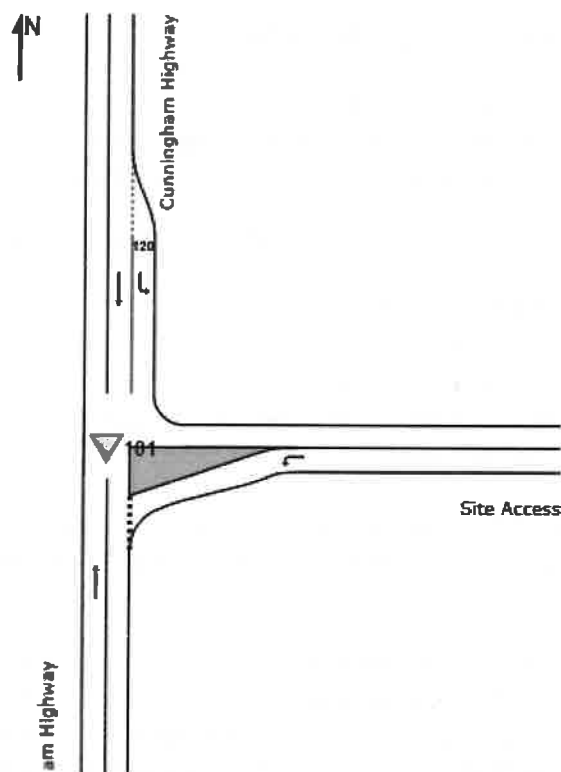
- Light Vehicles – 58.5%
- Articulated Vehicles – 7.47%
- Buses and Trucks – 11.24%
- Large Trucks – 22.79%

For robust assessment the proposed development traffic has been assumed to generate 10% of Articulated Vehicles, 10% of trucks and 15.8% Large Trucks (assumed all service station vehicles are large trucks).

### 5.2.1 Cunningham Highway / Site Access

The proposed Cunningham Highway / Site Access intersection is a priority left-in / left-out intersection where Cunningham Highway is the major road. This intersection incorporates an auxiliary left turn on Cunningham Highway. The layout has been modelled in SIDRA. The SIDRA layout for the Cunningham Highway / Site Access intersection are presented in Figure 5.4.





**Figure 5.4 Cunningham Highway / Site Access Intersection SIDRA Layout**

The performance summaries for 2033 with the proposed development are presented in Table 5.3 below.

**Table 5.3 Cunningham Highway / Site Access Performance Summary – 2033**

Approach	Post Development Weekday 2033					
	Morning Peak Hour			Evening Peak Hour		
	DOS (%)	Delay (sec)	Queue (m)	DOS (%)	Delay (sec)	Queue (m)
South Cunningham Highway	0.152	0.0	0.0	0.176	0.1	0.0
Site Access	0.198	7.6	9.6	0.213	7.9	10.3
North Cunningham Highway	0.174	4.2	0.0	0.178	3.1	0.0

The results show that proposed priority T-intersection operates within acceptable limits at the 2033 design. The intersection DOS reaches 0.198 during AM Peak and 0.213 during PM Peak.

Overall, the Level of Service A for the intersection is achieved. Left turn out delay is 7.6 seconds in the AM Peak and 7.9 seconds in the PM Peak which is within maximum recommended 40 seconds delay for a priority-controlled intersection.

The performance summaries for 2033 assessment year with the proposed development traffic superimposed are presented in Appendix E.





## 6. Conclusions and Recommendations

FKG Group has engaged Burchills Engineering Solutions to prepare a Traffic Impact Assessment (TIA) report to be considered as part of a Development Application for a Service station, commercial and residential lots development located at 18 Cunningham Highway, Goondiwindi.

The proposed land uses of the development application and their approximate yields are:

- Lot 1 to Lot 7 - Residential Land (27,423m<sup>2</sup> Total Area);
- Lot 8 – Light Industry (9,760m<sup>2</sup> Total Area);
- Lot 9 – Service station (14,185m<sup>2</sup> Total Area);
- Lot 10 – Food and Drink Outlet (3,714m<sup>2</sup> Total Area); and
- Lot 11 to Lot 15 – Commercial (22,639m<sup>2</sup> Total Area).

Access to the wider road network is provided via Cunningham Highway to the west for the proposed commercial, light industry and service station land uses and via Johnston Road to the east for the proposed residential lots.

Cunningham Highway in the last 10 years grew at an inconsistent level, with negative growth recorded between 2017 and 2020. For robust assessment, a higher 5-year growth rate (2.39% p.a.) was adopted for a Traffic Impact Assessment. Cunningham Highway carried 3,814 two-way vehicles (AADT) in 2020 with high proportion of recorded traffic classified as road trains (22.79%). Articulated Vehicles accounted to 7.47% whereas Trucks and buses accounted to 11.24%. In total Heavy Vehicles accounted to 41.5% of all traffic volumes with 58.55% of vehicles classified as light.

No accidents were recorded along Cunningham Highway and Johnston Road in the vicinity of the proposed development site in the last 5-year period.

Cunningham Highway in the vicinity of the subject site benefits from straight alignment and a good forward visibility. The proposed access intersection with Cunningham Highway is adequate and located appropriately according to the road hierarchy. The development provides for a safe and convenient movement to, from and within the site. The proposed left in / left-out access arrangements do not impede the traffic performance of the existing roads.

Turn Warrant Assessment undertaken for the proposed site access intersection identified a requirement for Short Auxiliary Left Turn Lane (AUL(s)) lane. Cunningham Highway carries high proportion of heavy vehicles and in particular road trains. To ensure safety of Cunningham Highway, the full AUL has been provided. In line with Austroads, 120m deceleration length for the left turn lane has been provided based on the 20km/h design speed of exit curve for the 90km/h design speed.

SIDRA results show that proposed left-in / left-out priority intersection with Cunningham Highway operates within acceptable limits at the 2033 design. The intersection DOS reaches 0.198 during AM Peak and 0.213 during PM Peak.



Overall, the Level of Service A for the intersection is achieved. Left turn out delay is 7.6 seconds in the AM Peak and 7.9 seconds in the PM Peak which is within maximum recommended 40 seconds delay for a priority-controlled intersection.

The proposed intersection is designed to cater for a 26.0m B-double movements. The new priority intersection has been designed to cater for occasional A-double access. The intersection design achieves a key objective of minimizing the interference between vehicles manoeuvring into and out of the new road and vehicles travelling through Cunningham Highway.

The visibility at the new road / Cunningham Highway priority intersection meets Austroads SISD requirements for the 90km/h design speed for cars and trucks.



## 7. References

Australian / New Zealand Standard 2004, *Parking Facilities Part 1: Off-Street Car Parking*, Standards Australia, Sydney.

Standards Australia 2002, *AS 2890.2 Parking Facilities Part 2: Off-Street Commercial Vehicle*.

Department of Main Roads 2004, *Road Planning and Design Manual Chapter 5: Traffic Parameters and Human Factors*, Queensland Government, Brisbane.

Department of Main Roads 2005, *Road Planning and Design Manual Chapter 3: Road Planning and Design Fundamentals*, Queensland Government, Brisbane.

Department of Main Roads 2006, *Road Planning and Design Manual: Supplement to Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections*.

Department of Main Roads 2006, *Guidelines for Assessment of Road Impacts of Development*, Queensland Government, Brisbane.

Roads and Traffic Authority (RTA) 2002, *Guide to Traffic Generating Developments*, Roads and Traffic Authority, Sydney.

Austroads 2009, *Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections*, Austroads Incorporated, Sydney.

Translink Transit Authority *Public Transport Infrastructure Manual*.



## **Appendix A – Proposed Development Layout**

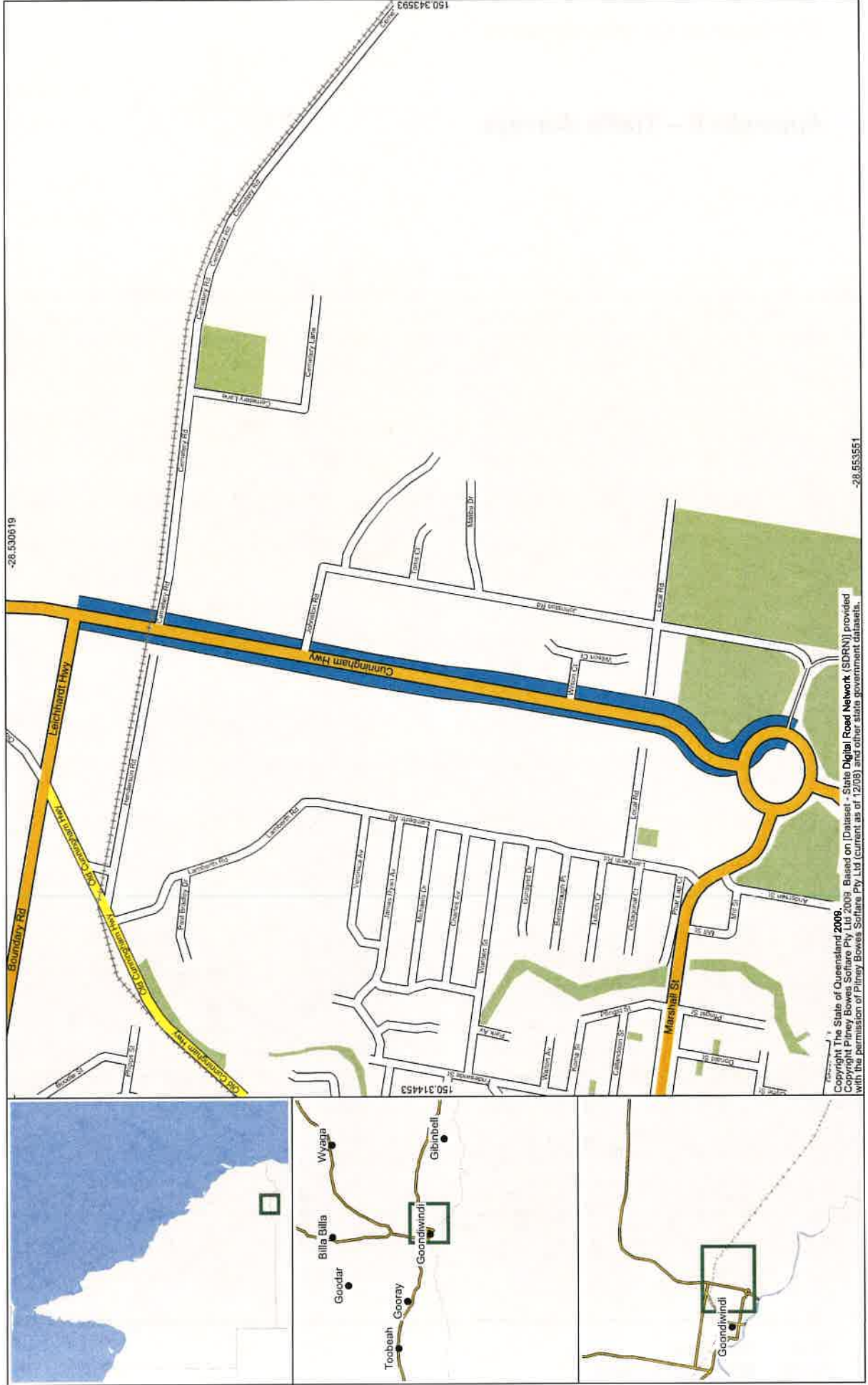




The experience you deserve 

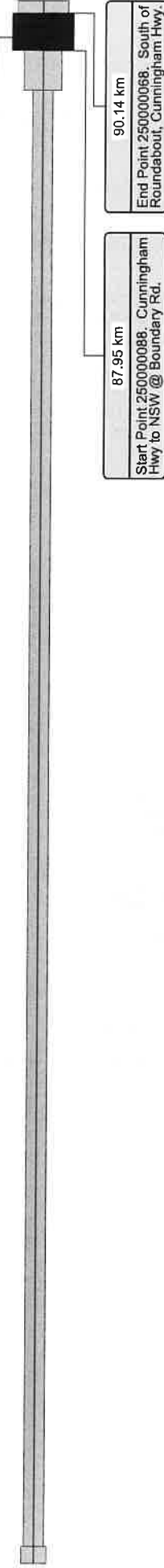
## **Appendix B – Traffic Surveys**



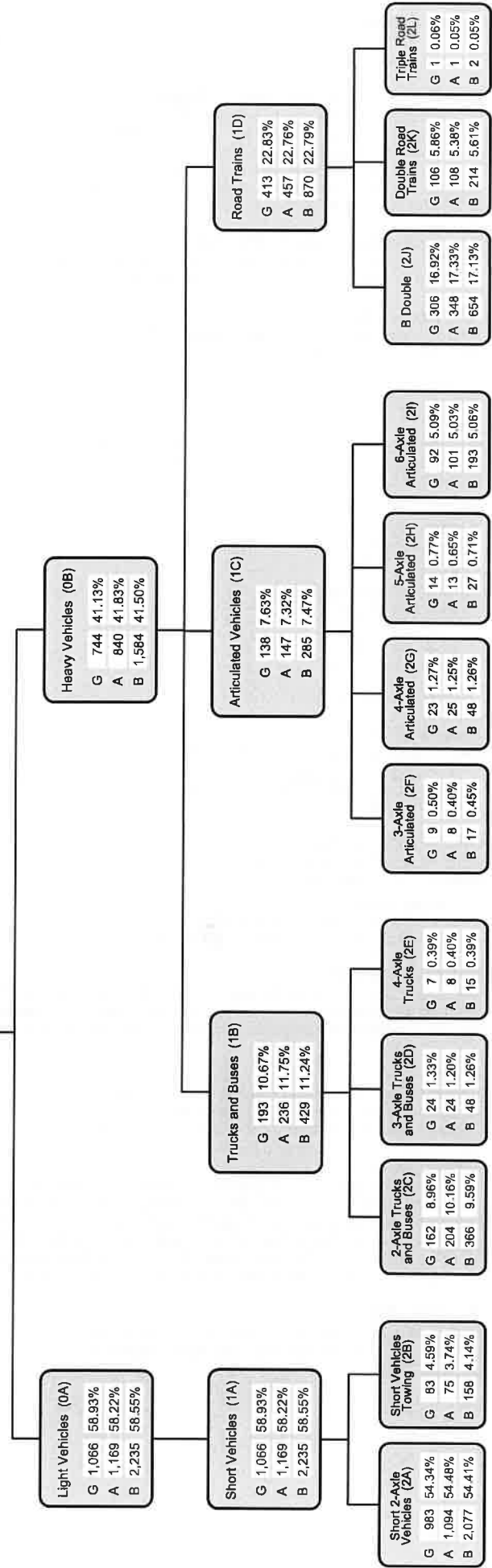


Site 50574. Point 250000395. CS-50574 780m South of Leichhardt Hwy 26C.  
88.72 km

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.





### AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

### Annual Average Daily Traffic (AADT)

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

### AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

### Area

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

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

### AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazetted direction
- A Traffic flow against gazetted direction
- B Traffic flow in both directions

### Data Collection Year

Is the most recent year that data was collected at the data collection site.

#### Please Note:

Due to location and/or departmental policy, some sites are not counted every year.

### Gazetted Direction

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

### Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

### Road Section

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

### Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

### Site

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

### Site Description

The description of the physical location of the traffic counting device.

### Start and End Point

The unique identifier for the Through Distance along a Road Section.

### Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

#### Volume or All Vehicles

00 = 0A + 0B

#### Light Vehicles

0A = 1A

1A = 2A + 2B

#### Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

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

#### Volume

00 All vehicles

#### 2-Bin

0A Light vehicles

0B Heavy vehicles

#### 4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

#### 12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

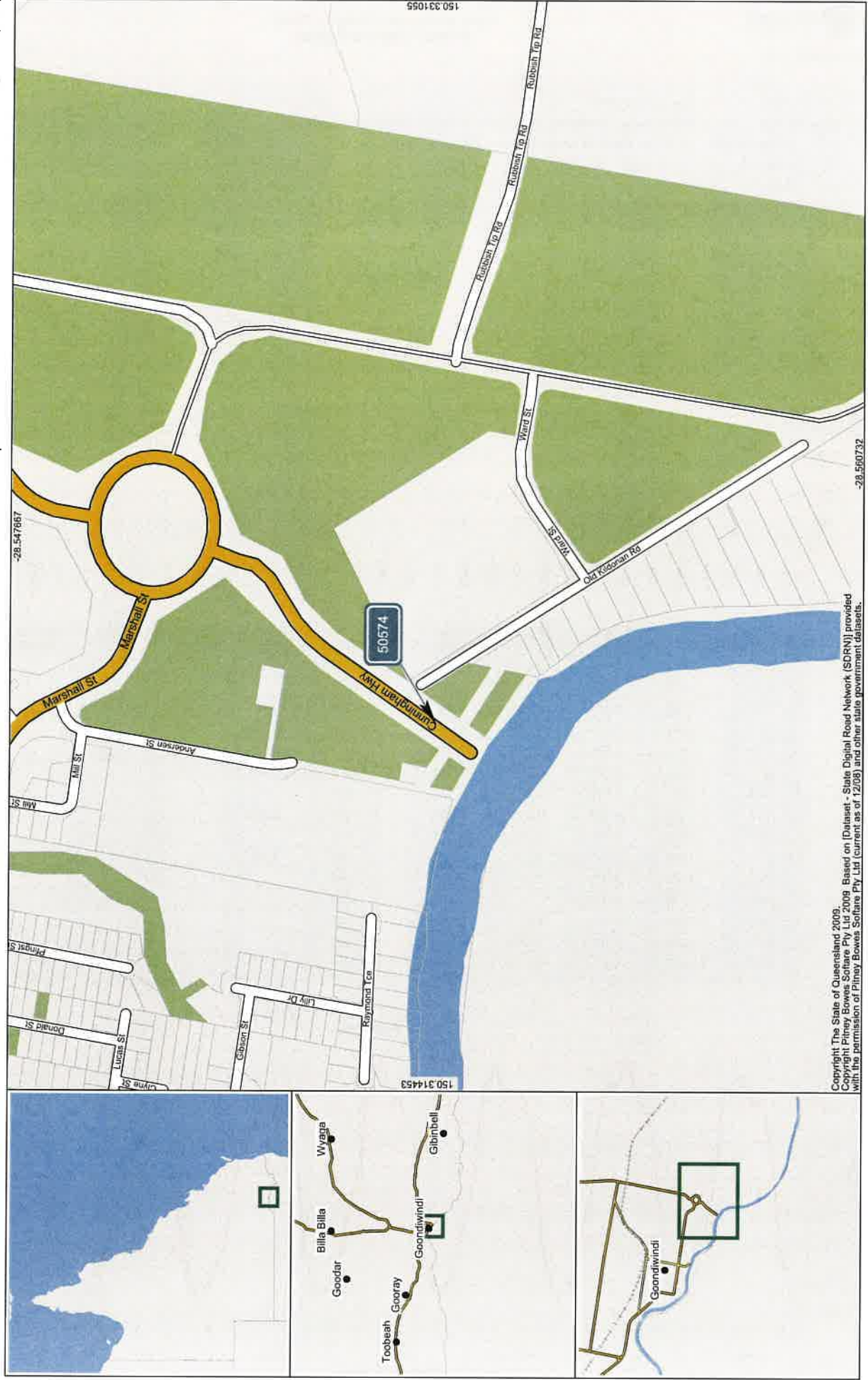
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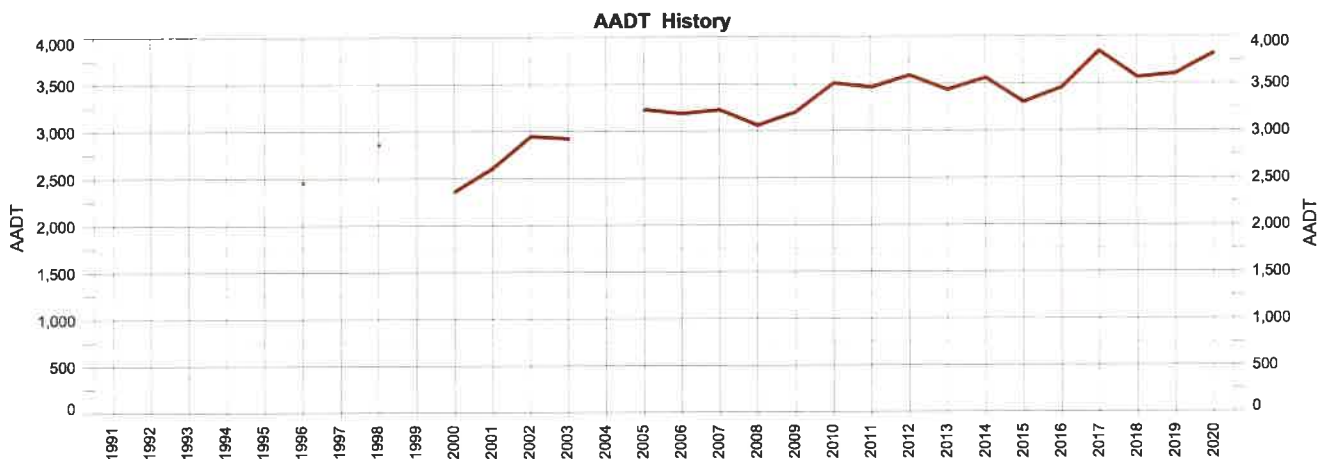
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Area 402 - Darling Downs District  
Road Section 17D - CUNNINGHAM HIGHWAY (INGLEWOOD-GOONDIWINDI)  
Site 50574 - 17D-780m South of Leichhardt Hwy 26C  
Thru Dist 88.72  
Type C - Coverage  
Stream TB - Bi-directional traffic flow

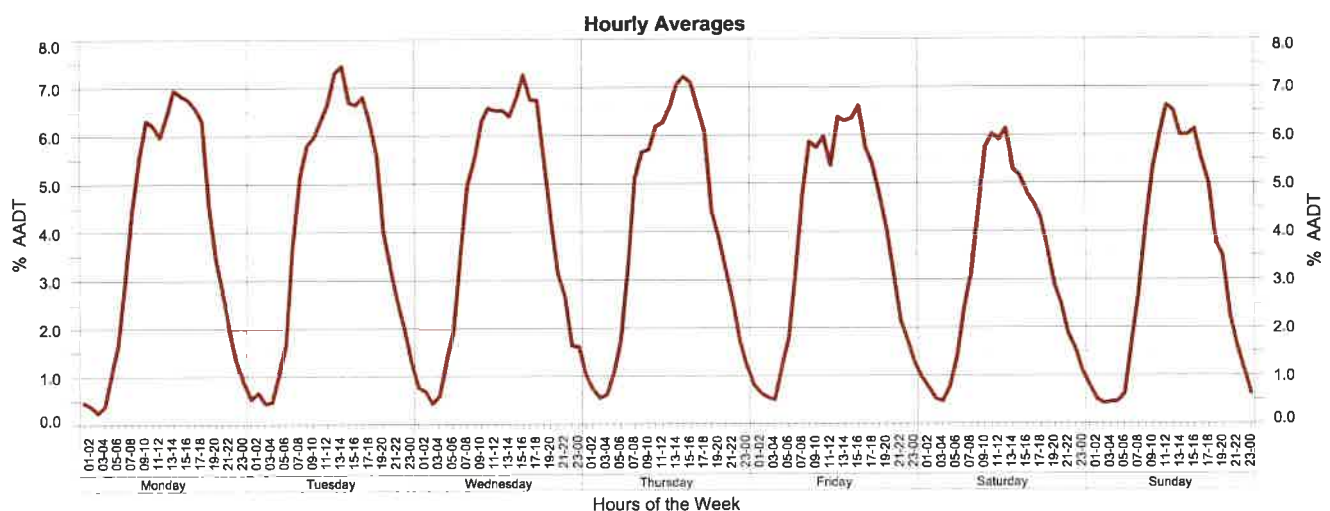
Year 2020  
AADT 3,817  
Avg Week Day 3,587  
Avg Weekend Day 2,900  
Growth last Year 5.94%  
Growth last 5 Yrs 2.39%  
Growth last 10 Yrs 1.22%

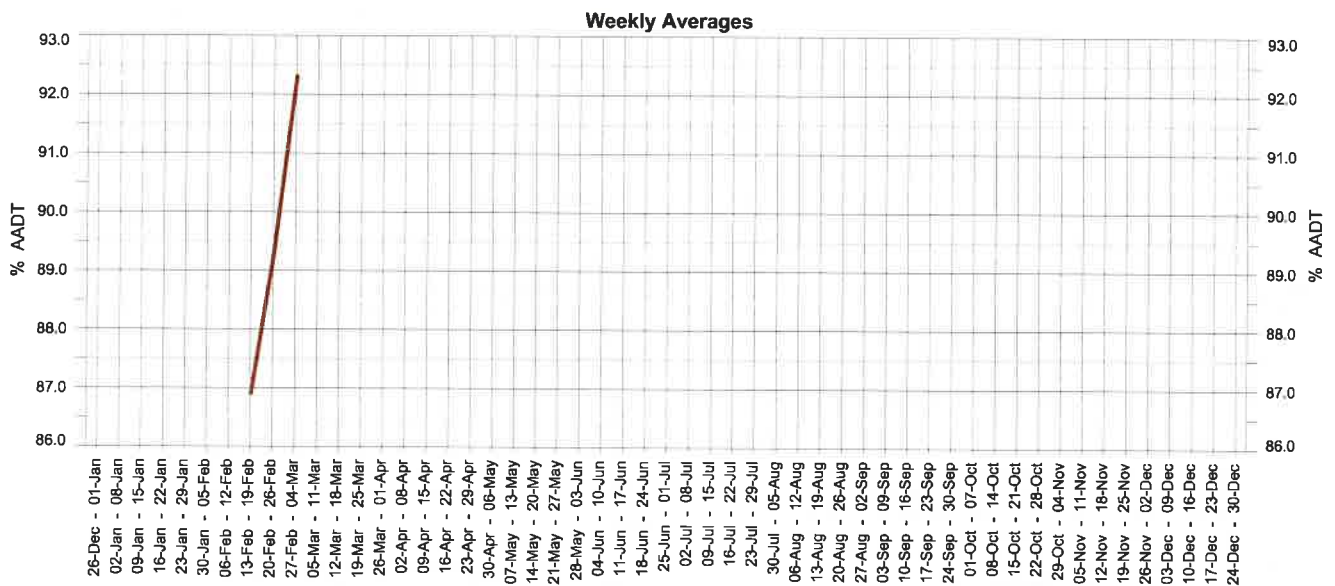
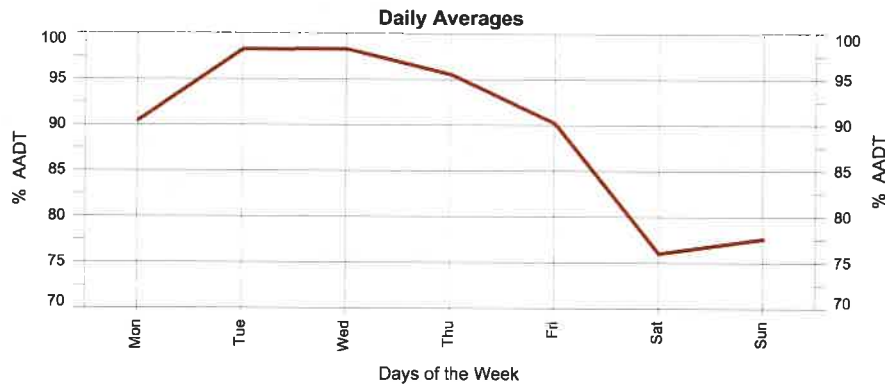


Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2020	3,817	5.94%	2.39%	1.22%
2019	3,603	1.07%	0.76%	0.65%
2018	3,565	-7.21%	0.75%	0.84%
2017	3,842	11.23%	2.63%	2.09%
2016	3,454	4.57%	-0.29%	0.70%
2015	3,303	-7.27%	-1.60%	0.15%
2014	3,562	3.79%	1.30%	
2013	3,432	-4.35%	1.34%	1.23%
2012	3,588	3.64%	2.95%	2.16%
2011	3,462	-1.25%	2.23%	2.19%
2010	3,506	9.60%	2.59%	3.11%
2009	3,199	4.58%		
2008	3,059	-5.15%	-0.17%	1.40%
2007	3,225	1.19%	1.89%	
2006	3,187	-1.30%	3.12%	2.76%

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2005	3,229		5.49%	
2004				
2003	2,921	-0.81%	2.49%	
2002	2,945	12.88%		
2001	2,609	10.36%	0.36%	
2000	2,364			
1999				
1998	2,860			
1997				
1996	2,455			
1995				
1994				
1993				
1992				
1991				





### 2020 Calendar

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

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

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

Days on which traffic data was collected.

**Annual Volume Report**

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

**Annual Average Daily Traffic (AADT)**

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

**AADT History**

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

**Area**

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

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

**Avg Week Day**

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

**Avg Weekend Day**

Average daily traffic volume during the weekend, Saturday and Sunday.

**Calendar**

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

**Gazettal Direction**

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

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

**Growth Percentage**

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

**Hour, Day & Week Averages**

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

**Road Section**

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

**Site**

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

**Stream**

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

**Thru Dist or TDist**

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

**Type**

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

**Year**

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

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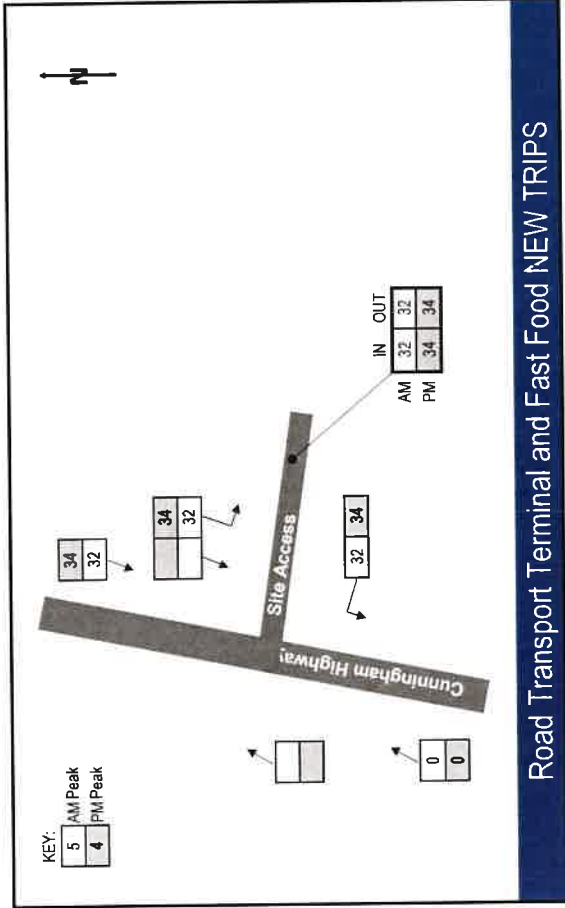
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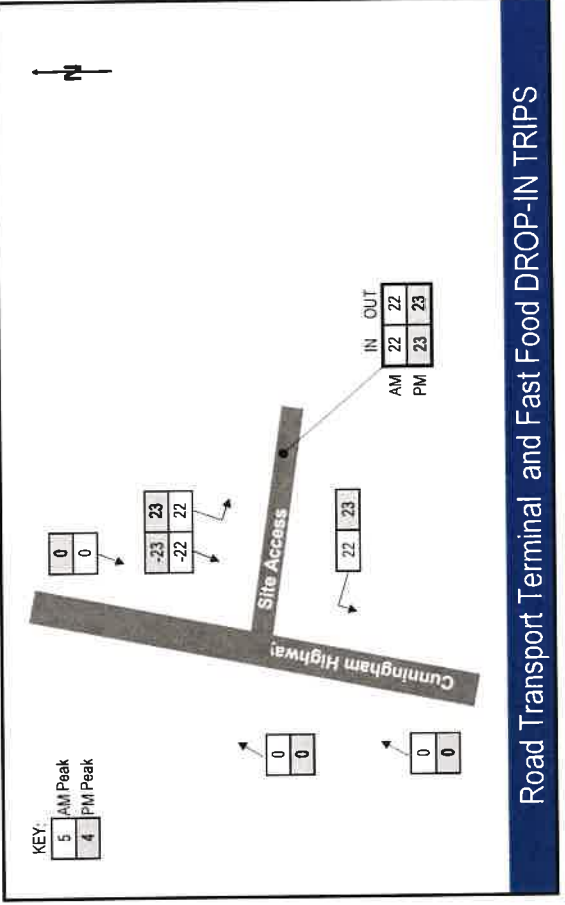
## **Appendix C – Traffic Flow Diagrams**



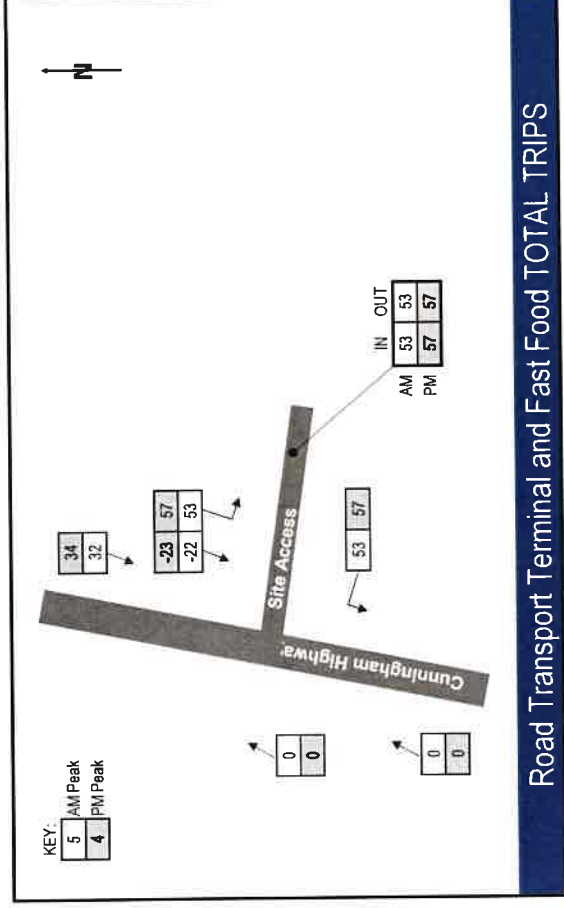




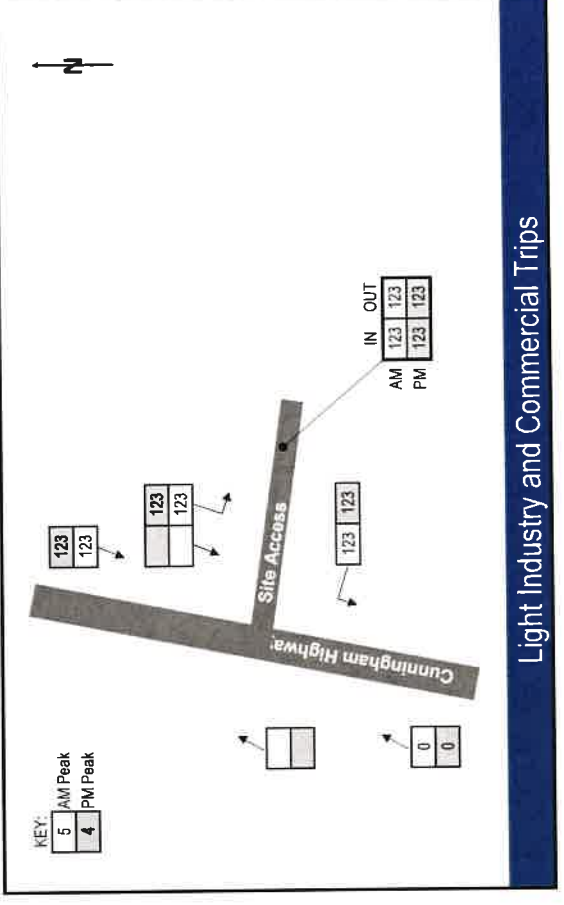
Road Transport Terminal and Fast Food NEW TRIPS



Road Transport Terminal and Fast Food DROP-IN TRIPS



Road Transport Terminal and Fast Food TOTAL TRIPS



Light Industry and Commercial Trips

PLAN TITLE:

## Figure 2 - Traffic Volumes Forecast

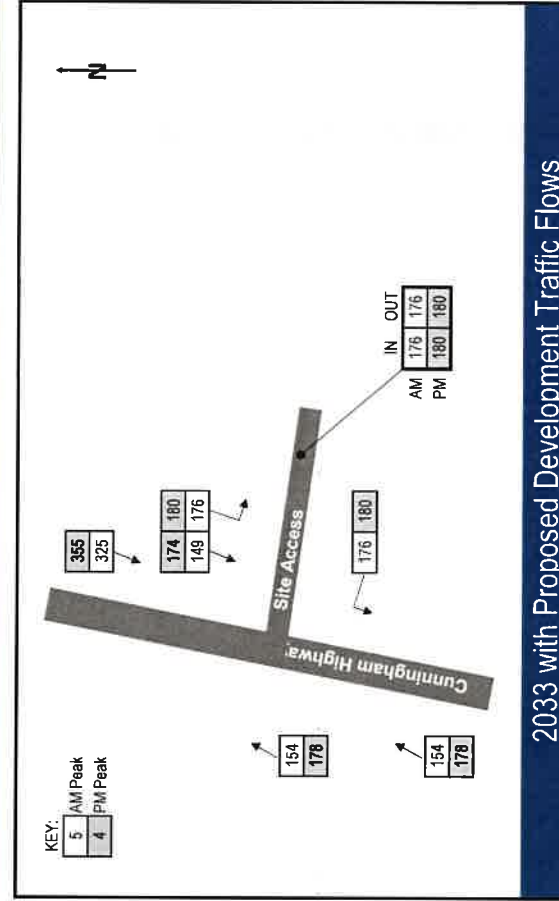
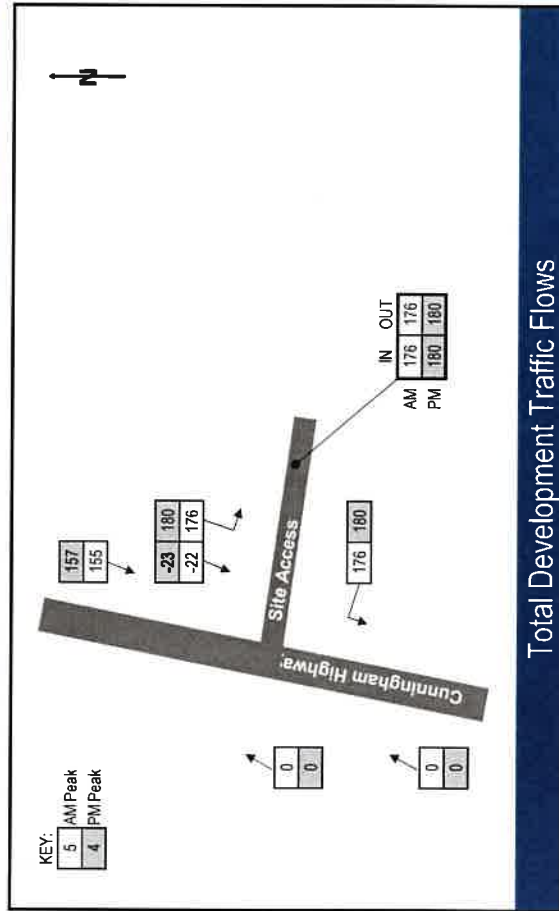
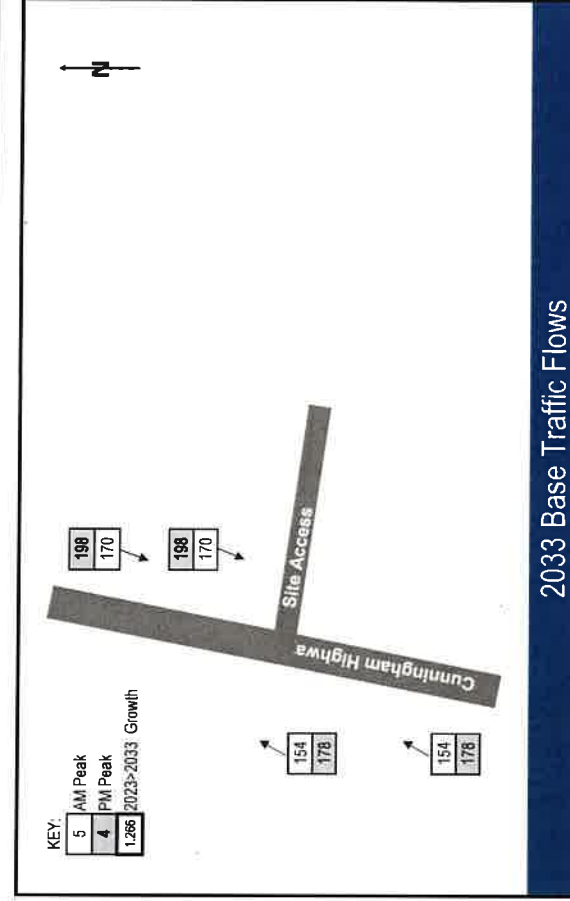
PROJECT NO:  
BE210552

REVISION  
B

DATE:  
14/05/2022

AUTHOR:  
A.Szewczak

PROJECT:  
BE210552\_Goondiwindi Subdivision





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



## **Appendix D – Site Access Layout**



Client: FKG Group  
Doc No.: BE210552-RP-TIA-02  
Doc Title: Traffic Assessment Report

[www.burchills.com.au](http://www.burchills.com.au)

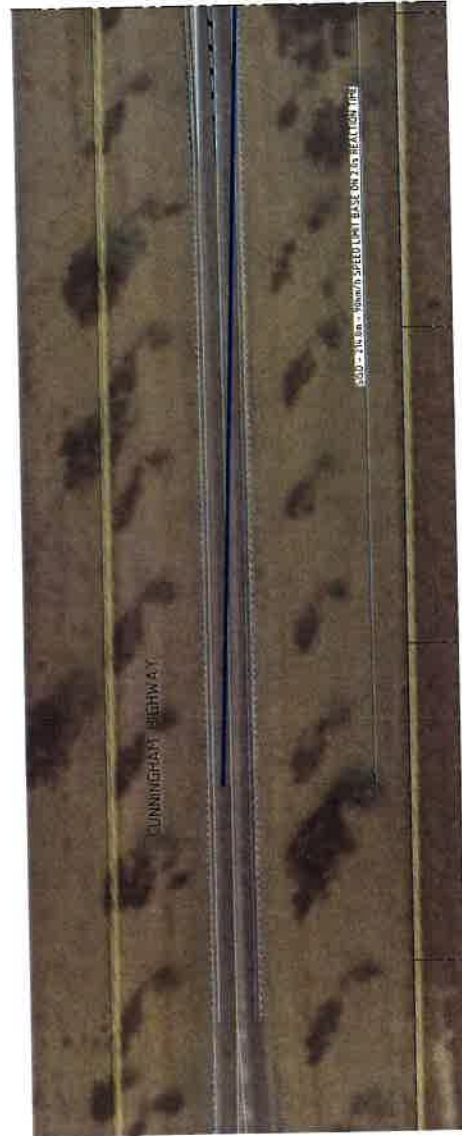
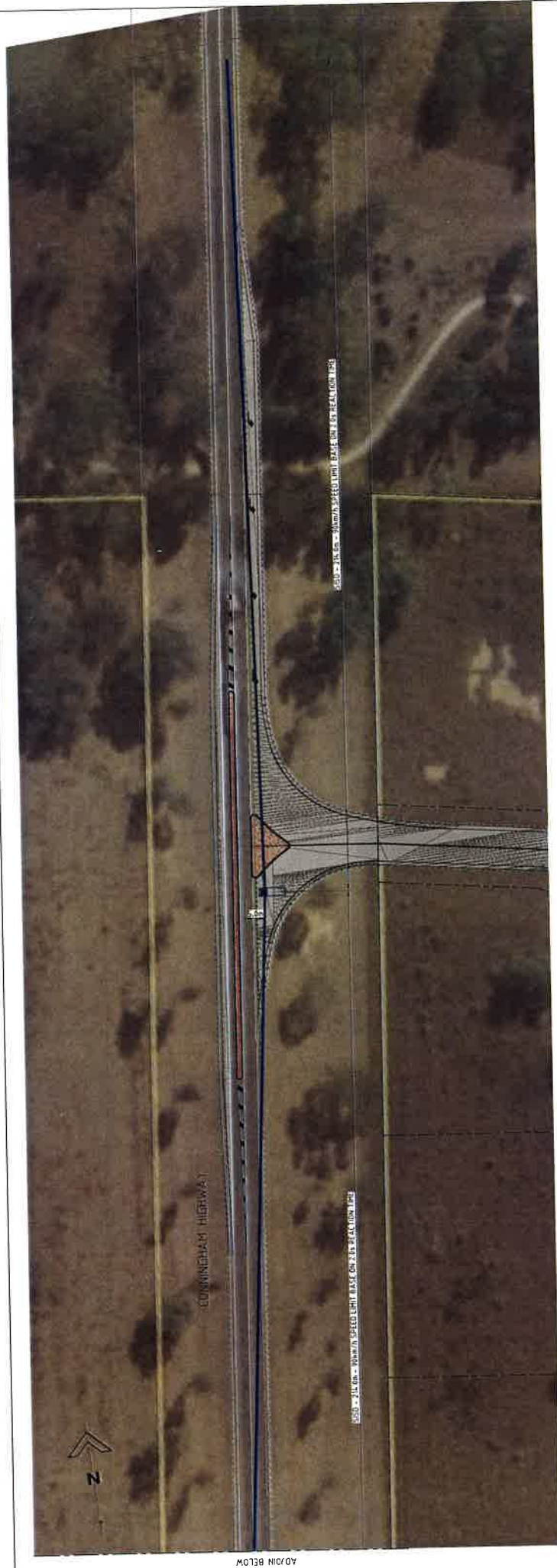


	EXISTING LANE MARKING
	EXISTING EDGE OF BITUMEN
	PROPOSED EDGE OF BITUMEN
	PROPOSED PAVEMENT
	PROPOSED CONCRETE MEDIAN



**BURCHILLS**  
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Gold Coast | Brisbane | Toowoomba  
 Ipswich | Morston Bay  
 Phone +61 7 5509 6400  
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 Coote Burchills Engineering Pty Ltd  
 ABN 76 166 042 365



**LEGEND:**

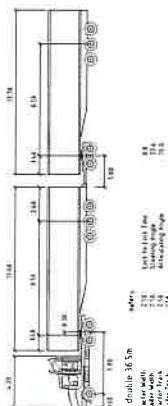
- EXISTING LINEMARKING
- EXISTING EDGE OF BITUMEN
- PROPOSED EDGE OF BITUMEN
- PROPOSED PAVEMENT
- 5550

Prepared for

Designer  
Date 13/05/22

**GOONDIWINDI SUBDIVISION**  
**SIGHT DISTANCE LAYOUT PLAN**  
Scale: 1:500  
BE210552 - SK02





TURN LEFT SWEEP PATH

- LEGEND**
- 300m CLEARANCE
  - VEHICLE BODY ENVELOPE
  - WHEELS SWEEP PATH

Prepared for

GOONDIWINDI SUBDIVISION

SWEPT PATH PLAN

Scale: 1:500

BE210552 - SK04


Designer

Date

130522



Burchills Engineering Solutions  
1000 Gt. Highway 1, Torquay  
Victoria 3228, Australia  
Phone: +61 7 2208 4400  
Fax: +61 7 2208 4401  
Email: info@burchills.com.au  
Website: www.burchills.com.au  
ABN 15 151 121 121

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## **Appendix E – SIDRA**



Client: FKG Group  
Doc No.: BE210552-RP-TIA-02  
Doc Title: Traffic Assessment Report

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# MOVEMENT SUMMARY

Site: 101 [Access / Cunningham Highway 2033WD AM Peak (Site Folder: General)]

New Site

Site Category: (None)

Give-Way (Two-Way)

## Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total	HV ]	[ Total	HV ]				[ Veh.	Dist ]				
		veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Cunningham Highway														
11	T1	154	41.5	162	41.5	0.152	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.8
Approach		154	41.5	162	41.5	0.152	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.8
East: Site Access														
1	L2	176	35.8	185	35.8	0.198	7.6	LOS A	0.9	9.6	0.40	0.61	0.40	51.5
Approach		176	35.8	185	35.8	0.198	7.6	LOS A	0.9	9.6	0.40	0.61	0.40	51.5
North: Cunningham Highway														
4	L2	176	35.8	185	35.8	0.174	7.7	LOS A	0.0	0.0	0.00	0.63	0.00	54.5
5	T1	149	41.5	157	41.5	0.147	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.8
Approach		325	38.4	342	38.4	0.174	4.2	NA	0.0	0.0	0.00	0.34	0.00	63.8
All Vehicles		655	38.4	689	38.4	0.198	4.1	NA	0.9	9.6	0.11	0.33	0.11	62.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: P:\2021\BE210552\_Goondiwindi Subdivision\Traffic\SIDRA\Site Access with Cunningham Highway.sip9



# MOVEMENT SUMMARY

Site: 101 [Access / Cunningham Highway 2033WD PM Peak (Site Folder: General)]

New Site

Site Category: (None)

Give-Way (Two-Way)

## Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total	HV ]	[ Total	HV ]				[ Veh.	Dist ]				
		veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Cunningham Highway														
11	T1	178	41.5	187	41.5	0.176	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		178	41.5	187	41.5	0.176	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
East: Site Access														
1	L2	180	35.8	189	35.8	0.213	7.9	LOS A	0.9	10.3	0.44	0.64	0.44	51.4
Approach		180	35.8	189	35.8	0.213	7.9	LOS A	0.9	10.3	0.44	0.64	0.44	51.4
North: Cunningham Highway														
4	L2	180	35.8	189	35.8	0.178	6.1	LOS A	0.0	0.0	0.00	0.57	0.00	52.0
5	T1	174	41.5	183	41.5	0.172	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		354	38.6	373	38.6	0.178	3.1	NA	0.0	0.0	0.00	0.29	0.00	55.6
All Vehicles		712	38.6	749	38.6	0.213	3.6	NA	0.9	10.3	0.11	0.30	0.11	55.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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18 Cunningham Highway, Goondiwindi

## Civil Engineering Report

Client: FKG Group Pty Ltd

Project No: BE210552

Document No: BE210552-RP-CER-01

June 2022

GOONDIWINDI REGIONAL COUNCIL  
Approved Plan referred to in Council's Decision Notice


Council Reference: 22/18

Dated: 31/01/23

Signed: *Ronnie McMahon*

Print Name: *Ronnie McMahon*  
(Under Delegation) ASSESSMENT MANAGER

## Document Control Record

Prepared by:	Elly Ricketts
Position:	Undergraduate Civil Engineer
Signed:	
Date:	2/06/2022

Approved by:	Rod Barry
Position:	Principal Engineer
Signed:	
Date:	2/06/2022

Version No.	Description	Date	Prepared	Approved
00	Original Issue	25/05/2022	ER	RB
01	Revision 1	2/06/2022	ER	RB

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**Coote Burchills Engineering Pty Ltd ACN: 166 942 365**

**123 Margaret Street TOOWOOMBA QLD 4350**

**PO Box 1439 TOOWOOMBA QLD 4350**

**Telephone: +61 7 4580 4970 Facsimile: +61 7 5509 6411 Email: [admin@burchills.com.au](mailto:admin@burchills.com.au)**

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## **Appendices**

Appendix A – Site Layout Plans

Appendix B – DBYD Plans

Appendix C – Site Survey



## **1. Introduction**

FKG Group has engaged Burchills Engineering Solutions to prepare a Servicing Report to be considered as part of a Development Application for a 1 into 15 Lot Reconfiguration over 18 Cunningham Highway, Goondiwindi, properly described as Lot 9 on SP158267.

This report determined that the site is suitable for the proposed development, in relation to matters concerning civil engineering design parameters and site constraints. The development can be undertaken in accordance with the current Goondiwindi Regional Council guidelines, Department of Energy and Water Supply's Planning Guidelines for Water Supply and Sewerage and best management practices.

### **1.1 Scope of Report**

This report describes the existing physical conditions of the site, and suitability for the proposed development with particular respect to:

- Project Identification;
- Proposed Development;
- Site Earthworks;
- Roadworks, Access and Traffic;
- Stormwater Drainage;
- Water Supply;
- Sewer Reticulation; and
- Electricity and Telecommunications Supply.

This report represents an assessment of the facts and circumstances pertaining to these matters, as they are known to the writer at the time of preparation.



## 2. Project Identification

### 2.1 Real Property Description

The subject site is located at 18 Cunningham Highway, Goondiwindi, and is properly described as Lot 9 on SP158267. The site is rectangular in shape and occupies an area of approximately 9.4 hectares.

The site to be developed is shown on the Site Layout Plan prepared by Burchills Engineering Solutions is included within Appendix A of this report. The location of the subject site is shown on Figure 2.1 below.



Figure 2.1 Site Locality Plan



## 2.2 Physical Description

Currently, the subject site is vacant with sparse vegetation and light grass cover. The site is relatively flat, grading uniformly at less than 1% to the north-east. There is an existing drain within the site that runs adjacent to the eastern boundary. The highest point within the site is in the south-western extents at RL 218.6m AHD, and the lowest point is within the drainage channel at approximately 215.5m AHD. The site is bounded by the following existing land uses:

North:	Open parkland;
South:	Existing industrial development and vacant lot;
East:	Johnston Road; and
West:	Cunningham Highway..

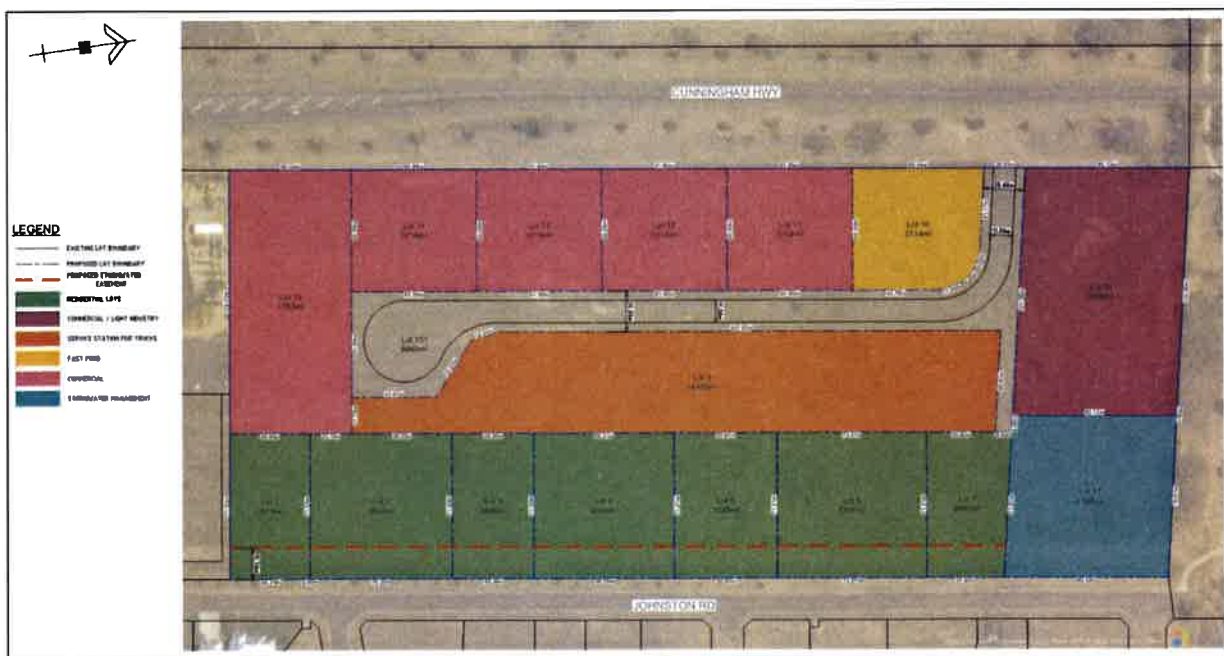




### 3. Proposed Development

The proposal seeks to reconfigure the subject site, into a total of fifteen (15) allotments. The development will provide seven residential lots, seven commercial lots and one service station. The subdivision also allows for the construction of a new internal road with access gained from Cunningham Highway. Residential lots will be accessed via Johnston Rd.

Figure 3.1 below shows the proposed development layout. For further details regarding the proposed layout, please refer to the complete site layout plan attached within Appendix A.



**Figure 3.1 Proposed Site Layout**

Based on the Water Services Association of Australia – WSA 02-2014 Gravity Sewerage Code of Australia, Part 1: Planning and Design, the Equivalent Population (EP) for the proposed development is shown in Table 3.1.

**Table 3.1 Development Summary**

Use	Unit	Total Units	EP's/Unit	Total EP
Residential	Lot	7	3.5	25
Local Commercial	Gross hectare	5.7	75	428
<b>Total</b>	-	-	-	<b>453</b>



## 4. Site Earthworks

It is anticipated that earthworks associated with the proposed development will be kept to a minimum with general cutting and filling associated with road construction, trenching of services and minor alterations to levels to allow for level building pads.

### 4.1 Sediment and Erosion Control

The best management practices will be implemented according to the IECA Best Practice Erosion and Sediment Control (2008) guidelines.

The following is a procedure of water quality controls to be implemented for the construction stage of the development.

#### 4.1.1 Phase 1 – Stripping and Bulk Earthworks

- Identify and mark all trees to be retained and erect exclusions zones, if required.
- Prior to any demolition, stripping or bulk earthworks on site, sediment fences, inlet traps, gully protection and entry/exit pad shall be put in place.
- A wash-down area and entry/exit pad will be provided at the construction site entrance to minimise the amount of sediment being tracked off the site.
- The wash down area will be drained to a suitable sediment capture device installed downstream of the construction entry.
- Sediment fences are to be installed along the downstream property boundaries prior to stripping and earthworks commencing.
- Construct an appropriately sized sediment basin for the development.
- If refuelling of machinery is to occur on site, appropriate absorbent products for cleaning oil spills will be provided.
- Provide bins on site for the disposal of waste and building debris.
- All fresh water upstream of disturbed areas and stockpiles is to be diverted around the disturbed area to minimise the amount of sediment mobilization.
- If it is anticipated that stockpiled material will not be used for a period of two weeks or more, a polythene cover (or equivalent) shall be used to prevent sediment transport by rain during wet periods. Conversely during dry spells a cover shall be used to prevent fine sediments becoming airborne.
- The contractor shall provide on-going maintenance of sediment and erosion control devices around the site.
- The contractor is to stage all works so that disturbed areas remain exposed for a short a period as practicable.

Measures to minimise airborne pollutants during construction in the form of dust during dry and/or windy weather shall include the following:

- Exposed soils shall be kept damp to prevent particulates becoming airborne; and
- Stockpiles exposed for more than two weeks shall be covered to prevent wind erosion.



#### **4.1.2 Phase 2 – Infrastructure, Building and Roadworks**

- The site stormwater pipes and pits shall be installed with drop inlets provided to all pits.
- Provide sediment fences, sandbags or fine mesh cover to all gully pits.
- Monitoring of new stormwater pipes and infrastructure (including the storm water quality improvement devices) to ensure they are free of sediment and debris.
- Maintain shake down and wash down area at entry/exit.
- All disturbed areas are to be surfaced or landscaped/grassed (maintained to minimum 70% ground cover) as soon as practicable after completion of localized works.

#### **4.1.3 Phase 3 – Finishing Works and Defects Liability Period**

All erosion and sediment control measures, including sediment fences and inlet traps shall be maintained until completion of surface finishes including landscaping and turfing:

- Maintain sediment fences.
- Tend to landscaped areas to maintain ground cover.



## 5. Roadworks, Access and Traffic

Access to the proposed commercial lots will be gained via Cunningham Highway. The internal road network will generally have a 20m wide road reserve and a 11m wide pavement width (kerb to kerb). Access driveways are proposed to service residential Lots 1-7 from Johnston Road which is an existing residential access street. Design and grading of the new road will be in accordance with the Goondiwindi Regional Council Development Guidelines.

An assessment of the impact of the proposed development on the external road network has been conducted and is included within the Traffic Impact Assessment prepared by Burchills Engineering Solutions (BE210552-RP-TIA-00).

Based on this study, the following conclusions have been drawn:

- The development will have access to the wider road network via Cunningham Highway. The layout of the subdivision as proposed is included in Appendix A and ultimately comprises 15 lots varying in uses and sizes. (with the residential lots accessing directly to Johnston Road)
- Existing roads within the local network have sufficient capacity to accommodate the subdivision;
- The proposed internal road network and residential driveways are consistent with Queensland Streets for commercial and residential access respectively. The internal road network caters for B-double movements and occasional A-double access; and
- The traffic impact assessment found that the proposed development will not create any adverse impacts on the surrounding road network.

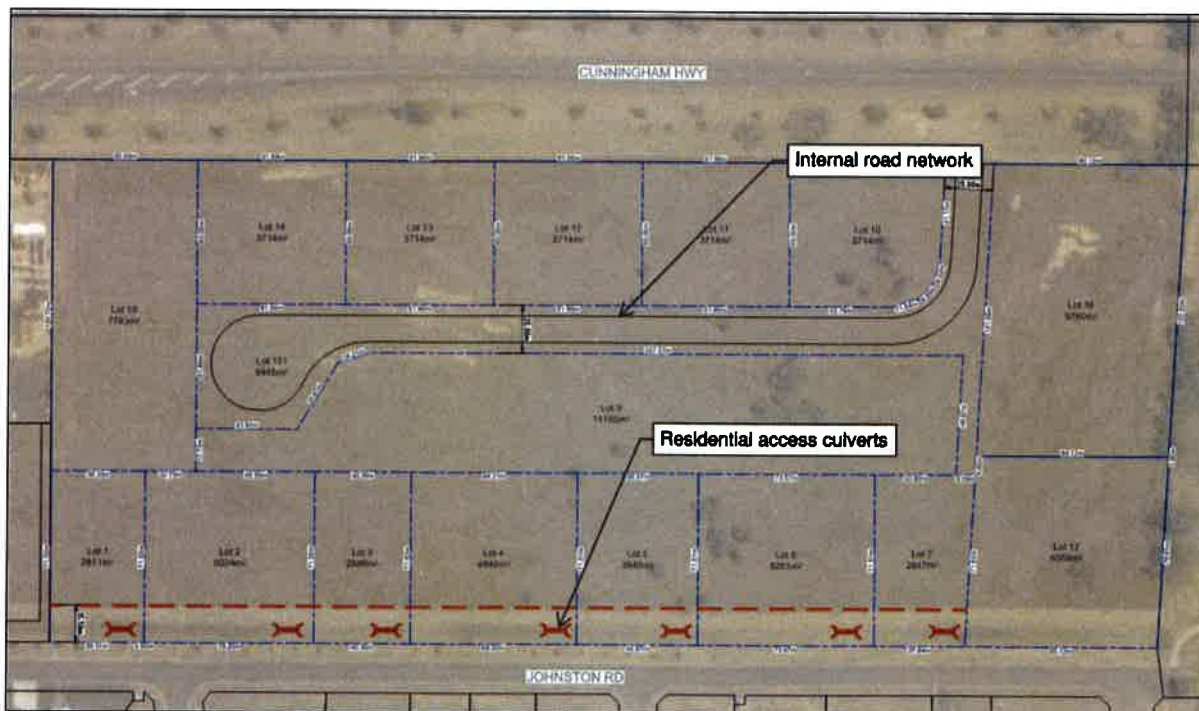


Figure 5.1 Proposed Access

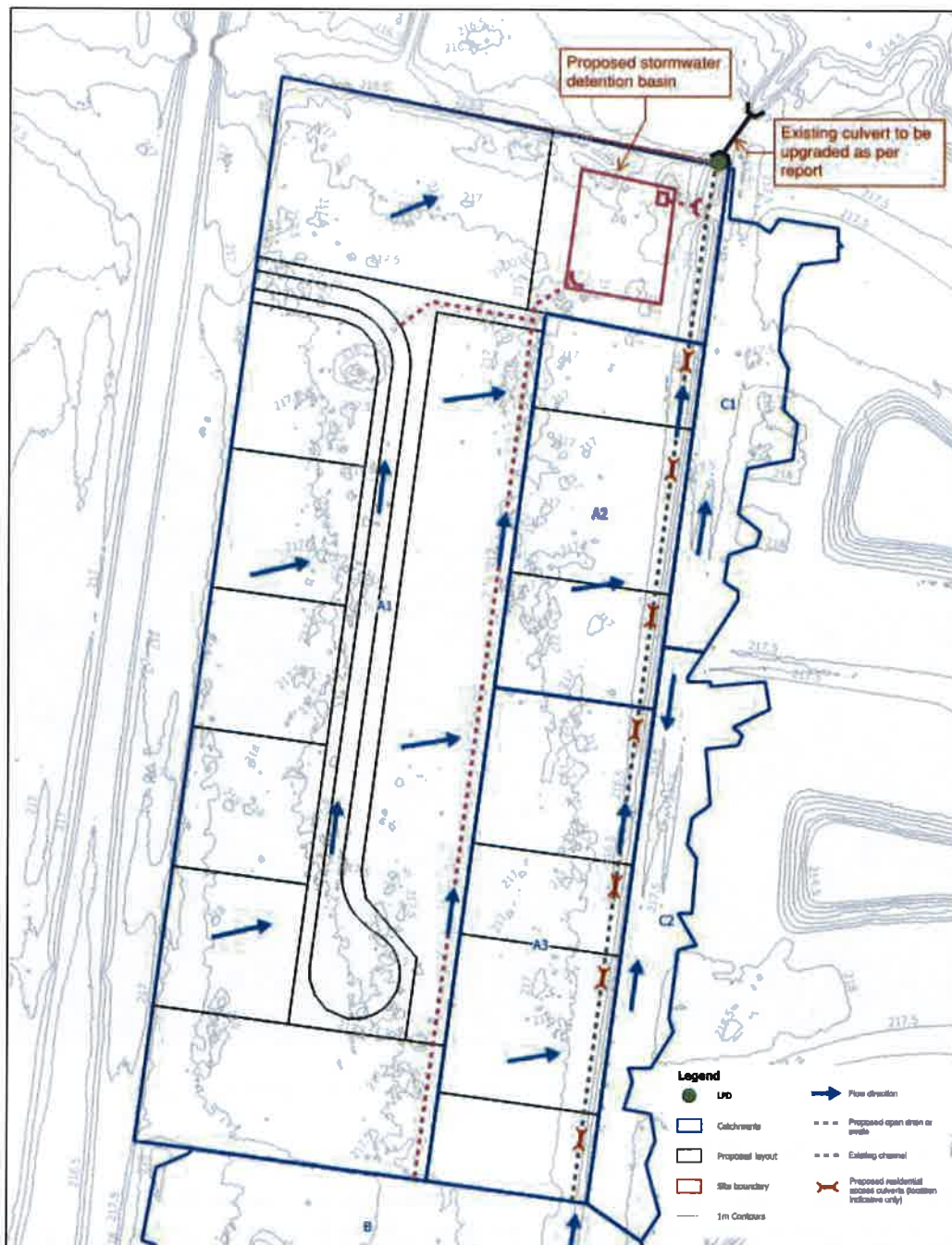


## 6. Stormwater Drainage

All necessary stormwater drainage infrastructure can be provided to satisfy site constraints. The access road will collect stormwater runoff and convey it to inlet pits within the kerbs. These pits will be connected through a series of stormwater drain lines, discharging to the proposed detention basin. The stormwater detention system will require approximately 2,530 m<sup>3</sup>.

A Conceptual Stormwater Management Plan, BE210552-RP-CSMP-00, has been prepared by Burchills Engineering Solutions. This CSMP confirms that water quality controls are not required of the development to manage runoff from the subject site in its developed state.





**Figure 6.1 Post-Development Drainage Schematic**





## 7. Water Supply

There is an existing 150mm diameter water main that runs on the eastern side of Johnston Rd. It is proposed that Lots 1-7 be serviced via connection to this main, as shown in Figure 7.1. It is anticipated that a potable water main exists along the Cunningham Highway and that the proposed western, commercial lots will gain potable water supply via this main. Should this not be readily available then a connection through proposed Lot 8 (in an easement) is proposed as shown in Figure 7.1.

Detailed sizing of mains and internal layout for water reticulation will be provided during the detailed design phase.

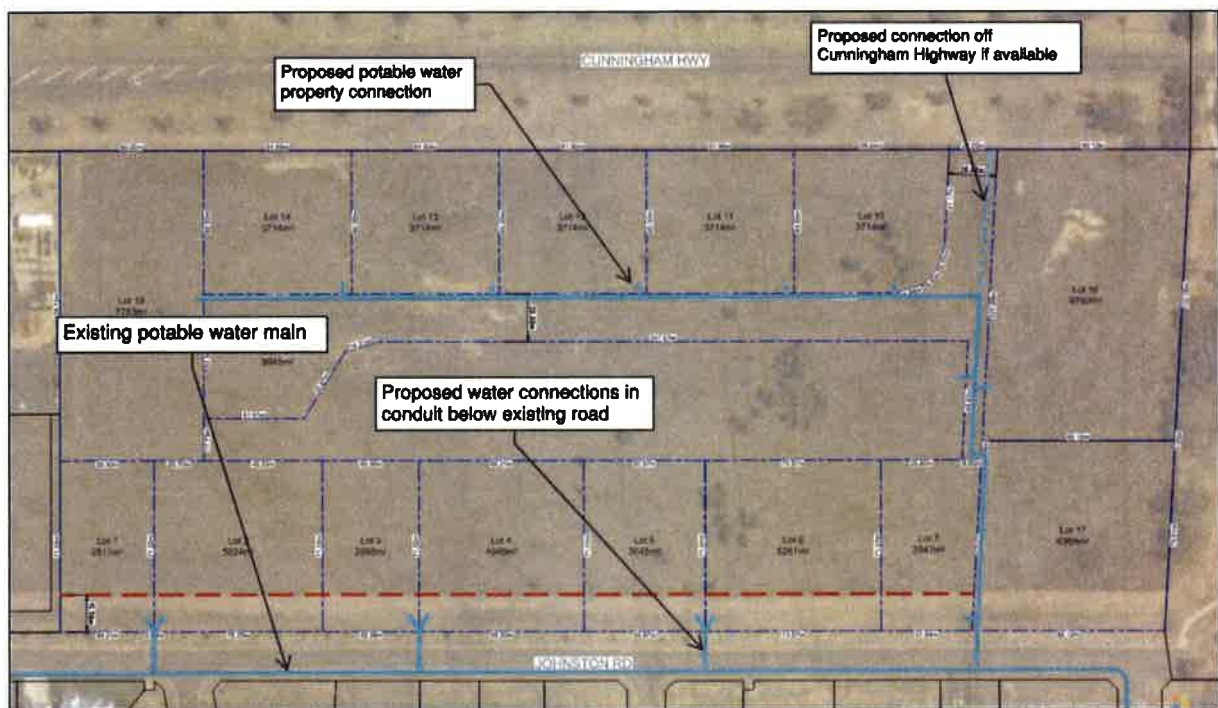


Figure 7.1 Proposed Potable Water Connections (Indicative Only)

### 7.1 Water Demand Calculation

To determine suitable pipe sizing for the proposed development, water demands are calculated according to the intended new development. The water criteria and design parameters are based on the following references:

- Department of Energy and Water Supply – Planning Guidelines for Water Supply and Sewerage (April 2010); and
- Water Services Association of Australia – WSA 03-2013 Water Supply Code of Australia, Part 1: Planning and Design.

The service mains internal of each building will be designed and constructed in accordance with AS/NZS 3500.1:2003 Plumbing and Drainage – Water services (Standards Australia, 2003).





The water flow parameters shown in Table 7.1, 7.2 and 7.3 required to meet Council's Standards of Service and have been based on Single Supply (Drinking Water Only) Network parameters shown in DEWS Planning Guidelines for Water Supply and Sewerage and WSA03-2013.

**Table 7.1 Potable Water Supply Demand and Peaking Factor**

Property Type	Average Day Demand L/EP/day	Non-Revenue L/EP/day	Peaking Factors		
			MDMM	PD	PH
Residential and Commercial	1162	20	1.4	1.5	3.6

**Notes:**

MDMM	Mean Day Maximum Month Demand
PD	Peak Day Demand
AD	Average Day Demand
PH	Peak Hour Demand

**Table 7.2 Potable Water Pressure Parameters**

Item	Pressure Parameter
Minimum Service Pressure	Target 20 metres head
Maximum Service Pressure	Target 50 metres head Max. 60 metres head

**Table 7.3 Fire Fighting Parameters**

Item	Pressure Parameter
Minimum Residential Mains Pressure (Emergency Fire operating conditions)	12 metres at the main 6 metres elsewhere
Fire Flow Urban Residential	15 L/s for a duration of 2 hrs
Fire Flow Commercial	30 L/s for a duration of 4 hrs
Background Demand	2/3 x Peak Hour demand (not less than Average Day Demand)

The calculated water supply demand for the proposed development is shown in Table 7.4.

**Table 7.4 Water Supply Demand Calculations**

Use	EP	AD Flow (L/EP/Day)	Non-Revenue (L/EP/Day)	AD (kL/day)	PH (L/s)
Residential and Commercial	453	229	20	526.3	22.04

Calculations of maximum peak demand and demand multiplier for the residential aspect of the development are based on an allowance of 1162 L/EP/day and a peak hour factor of 3.6 while applying the Non-Revenue flows of 20 L/EP/day, as follows:

$$\text{Maximum Peak Demand} = \text{PHF} \times \text{Demand Rate} \times \text{EP's} + \text{NR}$$



$$= 3.6 \times 1162 \times 453 + (20 \times 1162)$$

$$= 1,903,894 \text{ L/day}$$

$$= 22.04 \text{ L/s}$$

Demand Multiplier

$$= \text{Maximum Demand} / \text{EP's}$$

$$= 0.049 \text{ L/sec/EP}$$



## 8. Sewer Reticulation

There is an existing sewer pump station fronting the proposed Lot 7 on the eastern side of Johnston Rd. It is anticipated that the proposed development will convey wastewater to this existing pump station as per Figure 8.1. A detailed assessment of the pump station capacity has not been conducted.

Detailed sizing of mains and internal layout for sewer reticulation will be provided during the detailed design phase.



Figure 8.1 Proposed Sewer Reticulation (Indicative Only)

### 8.1 Sewer Demand Calculation

The sewer criteria and design parameters are based on the following references:

- Department of Energy and Water Supply – Planning Guidelines for Water Supply and Sewerage (April 2010); and
- Water Services Association of Australia – WSA 02-2014 Sewerage Code of Australia, Part 1: Planning and Design.

The sewer flow generation, pipe design parameters, minimum sewer pipe grades and maximum capacity are shown below in Table 8.1, 8.2 and 8.3. The following parameters are based on a Reduced Infiltration Gravity System (RIGS):



**Table 8.1 Sewer Flow Generation Parameters**

Flow	Parameter
Average Dry Weather Flow (ADWF)	180 L/EP/d
Peak Dry Weather Flow (PDWF)	$C_2 \times \text{ADWF}$ where $C_2 = 4.7 \times (\text{EP})^{-0.105}$
Peak Wet Weather Flow (PWWF)	The larger of $5 \times \text{ADWF}$ and $C_1 \times \text{ADWF}$ where $C_1 = 15 \times \text{EP}^{-0.1587} > 3.5$

**Table 8.2 Pipe Design Parameters**

Flow	Parameter
Mannings 'n'	0.013
Minimum velocity @ PDWF +GWI	0.7 m/s
Depth of Flow @ PWWF	Up to 0.75d

**Table 8.3 Minimum Pipe Capacity – New Sewers Flowing ¾ Full**

Pipe Size (mm)	Min Pipe Grade (1 in x)	Capacity (L/s)
150	180	10.4
225	300	23.6
300	400	44.1
525	750	143.0
1200	2400	796.1

The total development yield has been taken into account, not just the increase in equivalent persons on the subject site. The calculated sewer demand generation for the proposed development is shown in Table 8.4.

**Table 8.4 Sewer Demand Calculation**

	EP	ADWF Rate	ADWF (L/d)	ADWF (L/s)	PWWF (L/d)	PWWF (L/s)
Total	453	180	82,192	0.95	203,254	2.35

The calculations indicate that the total post development demand at PWWF will be approximately 2.35 L/s.



## **9. Electrical and Telecommunications**

A Dial Before You Dig search has also been completed, and results are included within Appendix B. The survey indicates that there are existing electrical and telecommunications services in the immediate area of Johnston Rd. It is envisaged that adequate power supply can be provided to the site from the existing infrastructure. However, a specialist electrical consultant will need to be engaged to provide advice in relation to internal electrical reticulation requirements, to prepare detailed designs and to liaise with the relevant authorities.



## 10. Conclusion

The findings of this Civil Engineering Report support the site use proposed in this development application to Goondiwindi Regional Council.

It is anticipated that earthworks associated with the proposed development will be kept to a minimum with general cutting and filling associated with road construction, trenching of services and minor alterations to levels to allow for level building pads.

Access to the commercial lots will be gained via Cunningham Highway. The internal road network will generally have a 20m wide road reserve and a 11m wide pavement width (kerb to kerb). Individual access driveways are proposed to service residential Lots 1-7 from Johnston Rd. Design and grading of the new road will be in accordance with the Goondiwindi Regional Council Development Guidelines.

All necessary stormwater drainage infrastructure can be provided to satisfy site constraints. The access road will collect stormwater runoff and convey it to inlet pits within the kerbs. These pits will be connected through a series of stormwater drain lines, discharging to the proposed detention basin. The stormwater detention system will require approximately 2,530 m<sup>3</sup>.

There is an existing 150mm diameter water main that runs on the eastern side of Johnston Rd. It is proposed that Lots 1-7 be serviced via connection to this main. It is anticipated that a potable water main exists along the Cunningham Highway and that the proposed western, commercial lots will gain potable water supply via this main. Should this not be readily available then a connection through proposed Lot 8 (in an easement) is proposed as shown in Figure 7.1.

There is an existing sewer pump station fronting the proposed Lot 7 on the eastern side of Johnston Rd. It is anticipated that the development will convey wastewater to this existing pump station. However, a detailed assessment of the pump station capacity has not been conducted.

All required essential services can be suitably provided to the development, including:

- Stormwater Drainage;
- Reticulated Water Services;
- Reticulated Sewerage Services;
- Electricity and Telecommunications Supply.



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## **Appendix A – Site Layout Plans**



Client: FKG Group  
Doc No.: BE210552-RP-CER-01  
Doc Title: Civil Engineering Report

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- EXISTING LOT BOUNDARY  
PROPOSED LOT BOUNDARY  
PROPOSED STORMWATER  
EASEMENT  
RESIDENTIAL LOTS  
COMMERCIAL / LIGHT INDUSTRY  
SERVICE STATION FOR TRUCKS  
FAST FOOD  
COMMERCIAL  
STORMWATER MANAGEMENT



DEVELOPMENT LAYOUT PLAN  
GOONDIWINDI SUBDIVISION - JOHNSTON RD

SCALE 1 800 (FULL SIZE)

BE210552-SK01 Rev A



**BURCHILLS**  
ENGINEERING SOLUTIONS

Gold Coast Resources & Transportation  
 Resources & Marketing Pty Ltd  
 Phone: +61 7 4509 0400  
 Fax: +61 7 4509 0411  
 Email: [marketing@crsrl.com.au](mailto:marketing@crsrl.com.au)  
 Gold Coast Resources & Transportation Pty Ltd  
 40/41 W. 156 St 2005

Prepared for: FK GARDNER &amp; SONS PTY LTD


Designer: JARED SKINNER  
Checked: JEREMY MOORING  
Date: 01.05.2022

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## **Appendix B – DBYD Plans**



**To:** Elly Ricketts  
**Phone:** Not Supplied  
**Fax:** Not Supplied  
**Email:** elly.ricketts@burchills.com.au

<b>Dial before you dig Job #:</b>	31312742	
<b>Sequence #</b>	207665021	
<b>Issue Date:</b>	02/02/2022	
<b>Location:</b>	18 Cunningham Highway , Goondiwindi , QLD , 4390	

## Indicative Plans

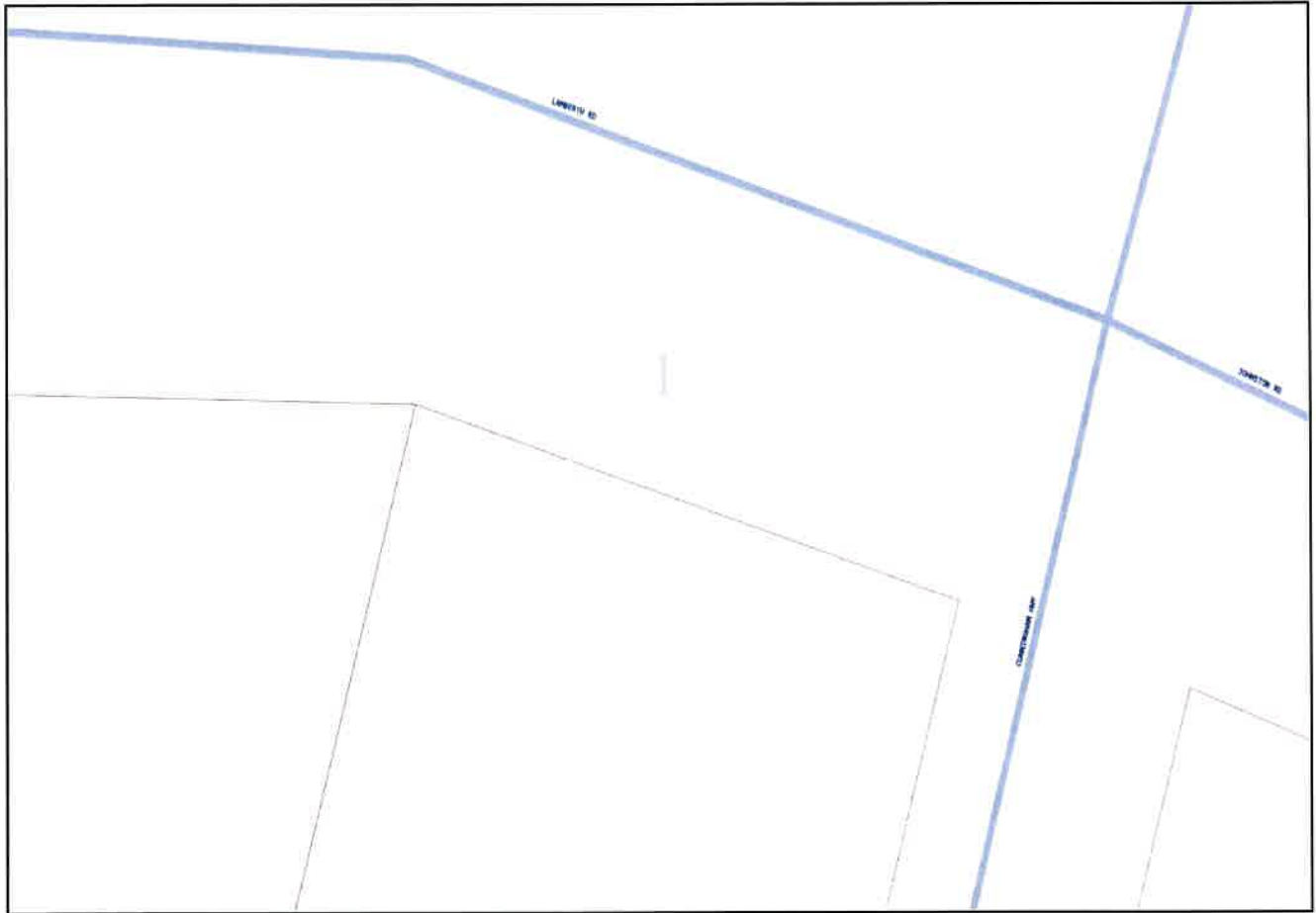
1	5
2	6
3	7
4	8

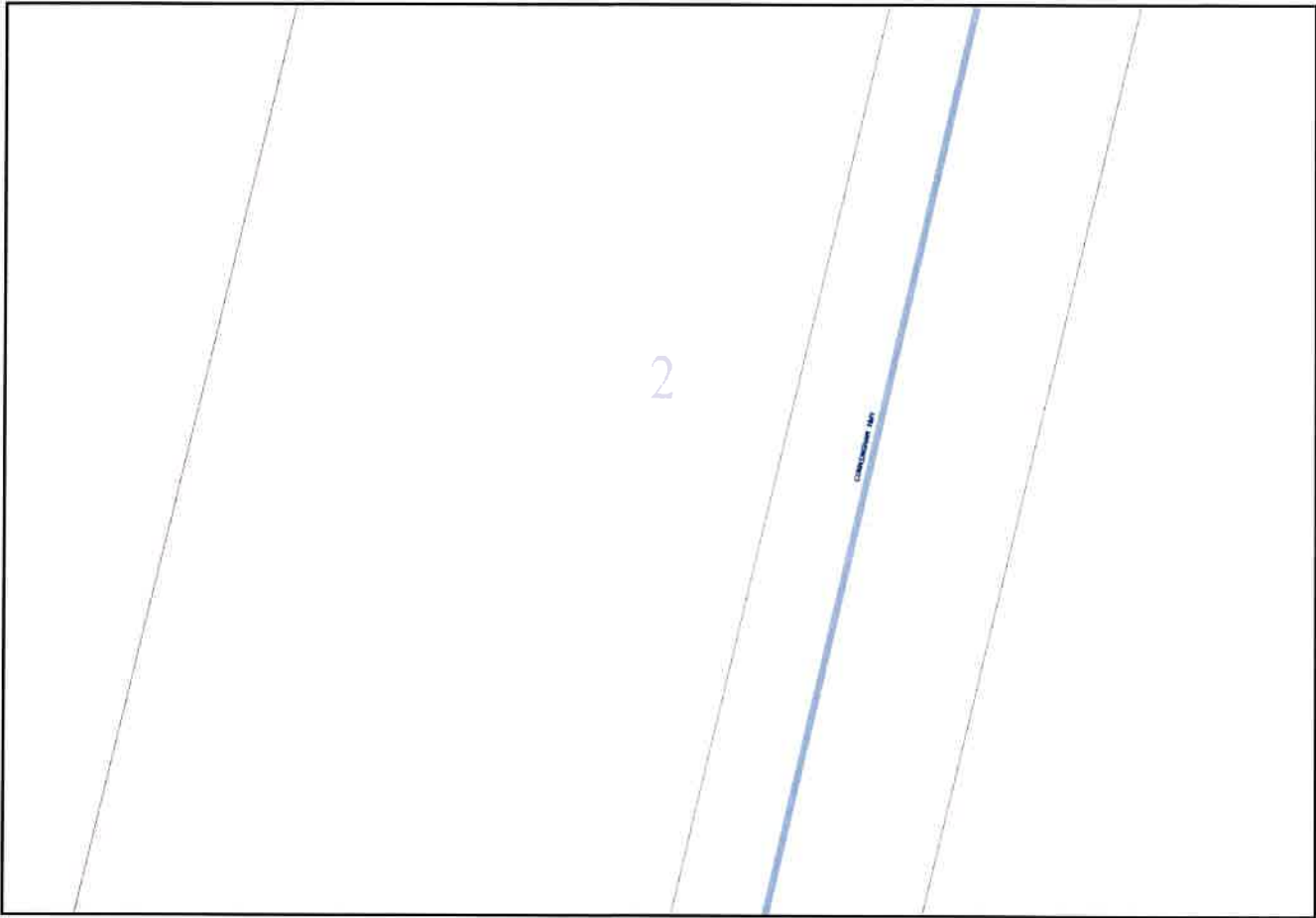


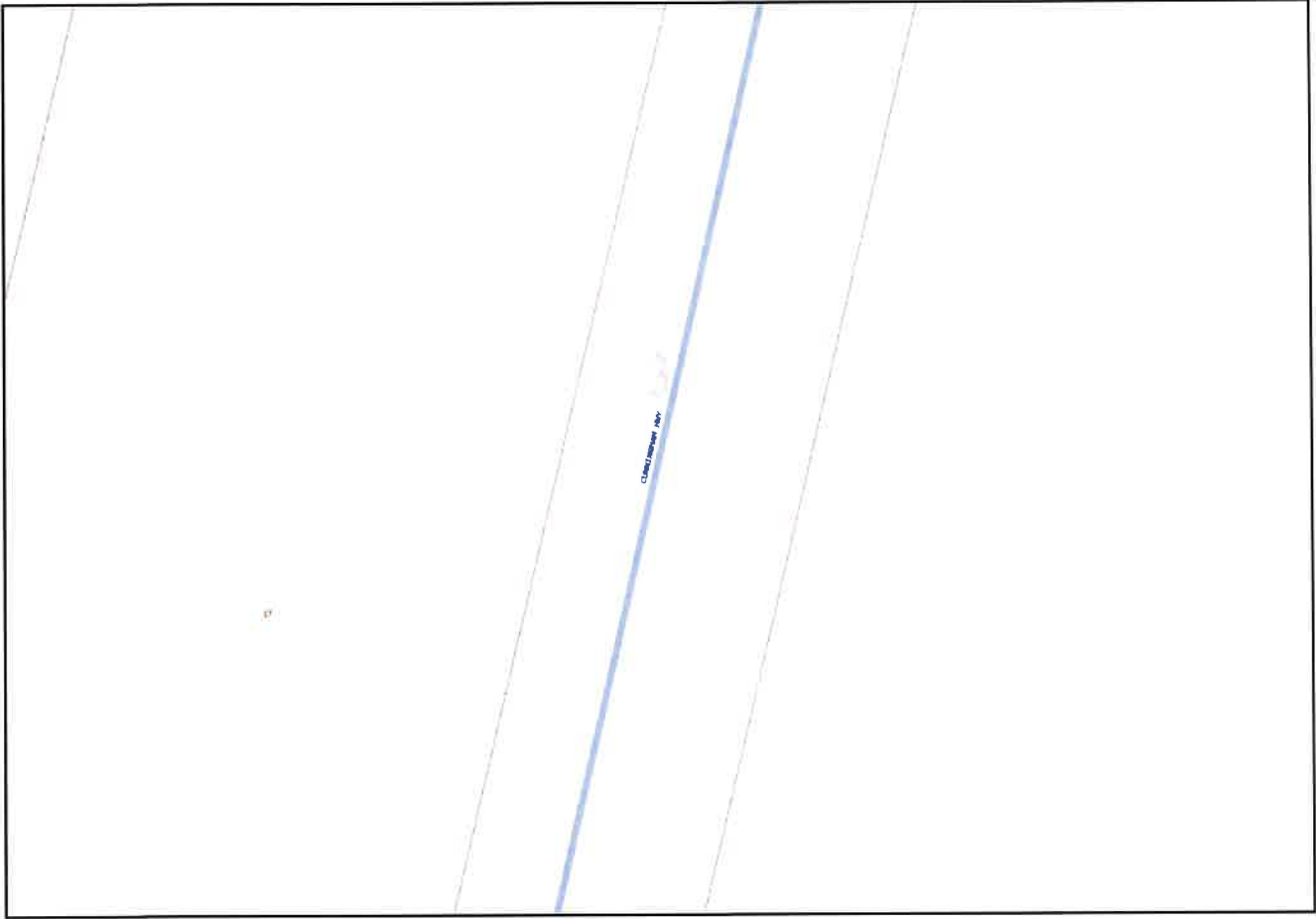
## LEGEND



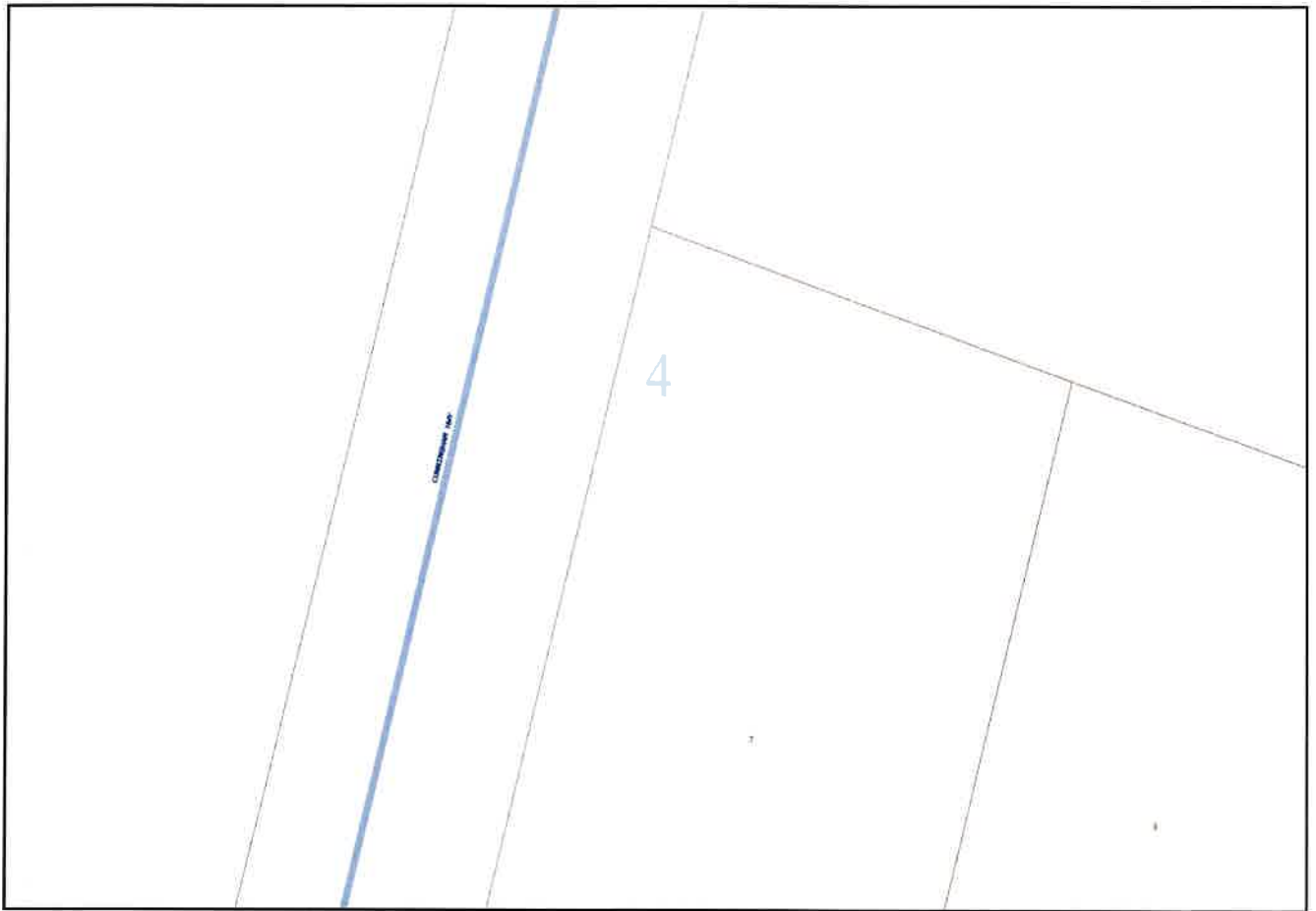
	Parcel and the location
	Pit with size "5"
	Power Pit with size "2E". Valid PIT Size: e.g. 2E, 5E, 6E, 8E, 9E, E, null.
	Manhole
	Pillar
<p>2 PO - T- 25.0m P40 - 20.0m</p>	<p>Cable count of trench is 2. One "Other size" PVC conduit (PO) owned by Telstra (-T-), between pits of sizes, "5" and "9" are 25.0m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

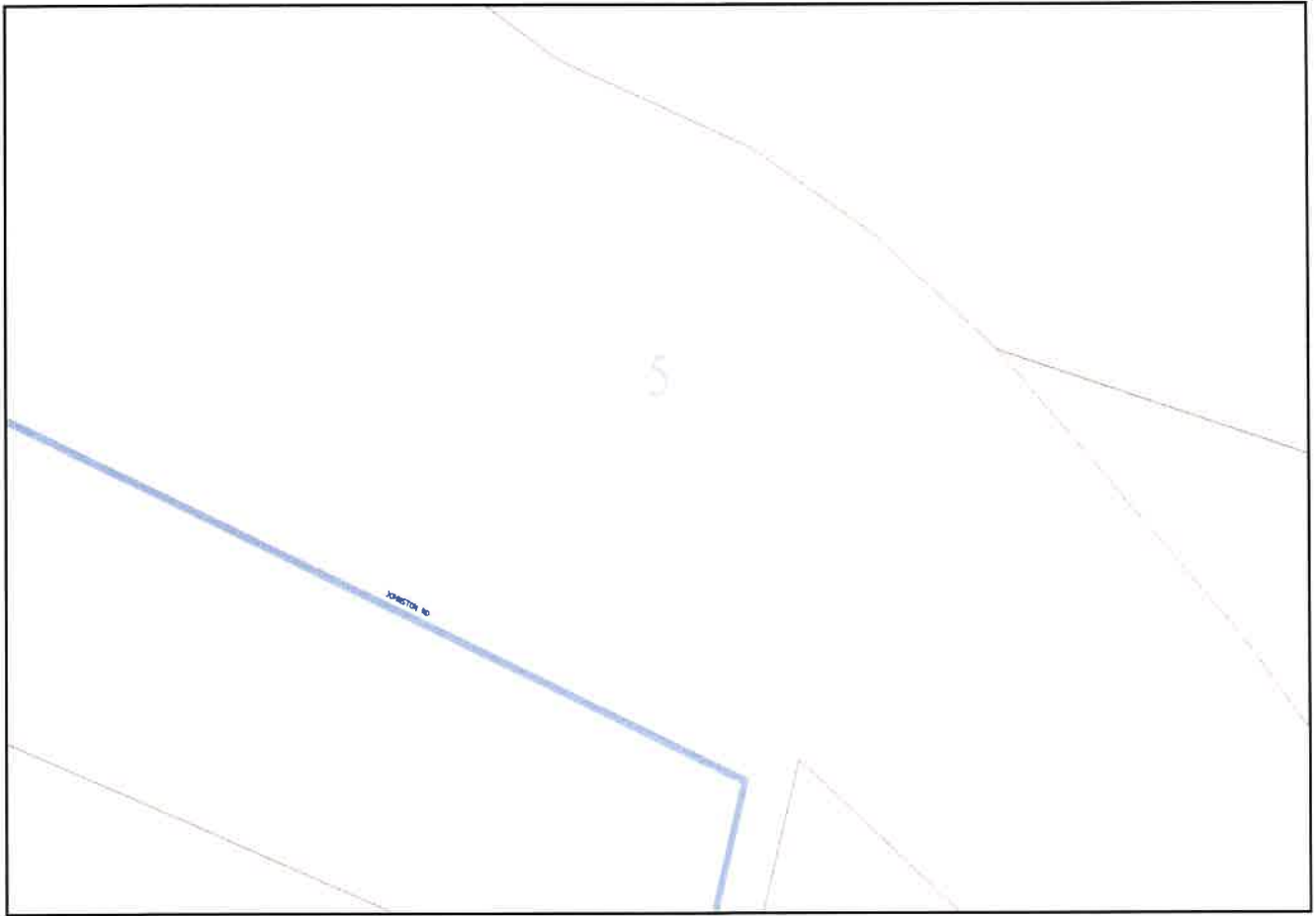


















## Emergency Contacts

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



Overhead wires not shown  
LOOK UP & LIVE!

### LEGEND

- LV Underground Cable
- HV Underground Cable
- Underground Pipe
- Underground Earth or Wires
- Ground Substation
- Pole
- Cubicle
- Pit
- Area of Interest

### Critical Assets

Contact Essential Energy on 13 23 91

- Zone Substation
- Underground Cable
- Underground Fibre

### Proposed Works

- Area of proposed works

Proposed assets are shown as orange symbols

**THE INFORMATION ON THIS MAP MAY NOT BE ACCURATE.**  
If details are incorrect, please notify  
Essential Energy on 13 23 91  
(or fax 1800 354 636)

ISSUE DATE: 02/02/2022

You must resubmit your request if you have not started work within 4 weeks of the 'Issue Date' above

A4 SCALE: 1:4269

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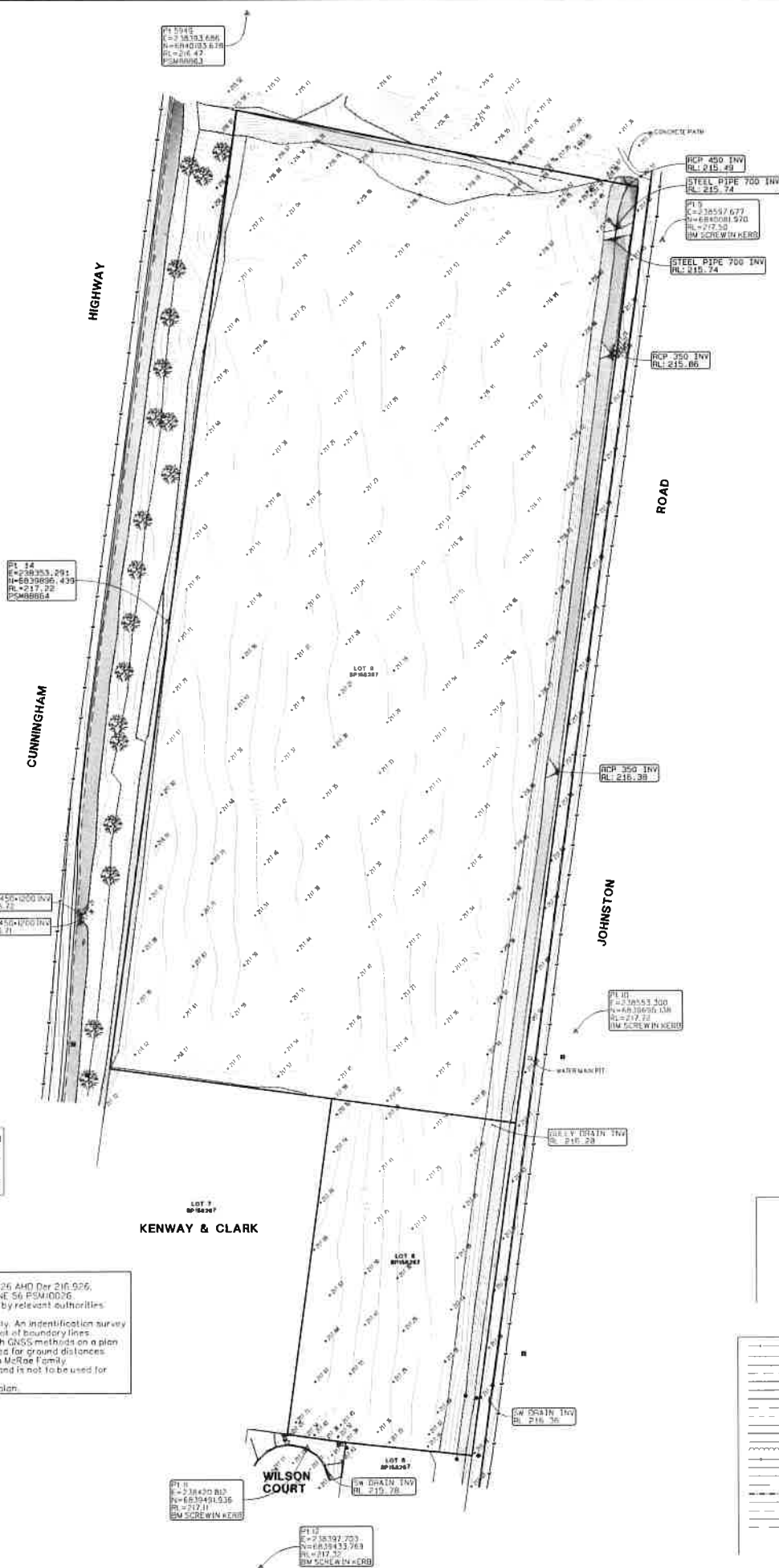
## **Appendix C – Site Survey**



Client: FKG Group  
Doc No.: BE210552-RP-CER-01  
Doc Title: Civil Engineering Report

[www.burchills.com.au](http://www.burchills.com.au)





Notes:  
1) Elevation datum taken from PSMD026 AHD Der 216.926;  
2) Orientation via MGA/GDA2020 ZONE 56 PSMD026;  
3) Underground services to be verified by relevant authorities;  
4) Contours @ 0.1m intervals;  
5) Cadastral boundaries are approved only. An identification survey will be required for an accurate plot of boundary lines;  
6) This survey has been completed with GNSS methods on a plan projection. No scale factor to be applied for ground distances;  
7) Data contained herein is supplied to McRae Family in accordance with the specifications and is not to be used for any other purpose whatsoever;  
8) This note is an integral part of this plan.

PT 11  
E=216.105, 100  
N=68.151, 635  
RL=216.13  
PSMD026  
BENCHMARK

PT 11  
E=216.420, 113  
N=68.541, 536  
RL=217.11  
SW SCREW IN KERB

PT 12  
E=216.102, 223  
N=68.543, 569  
RL=217.32  
SW SCREW IN KERB

RCP 450 INV  
RL 215.49  
STEEL PIPE 700 INV  
RL 215.74

PT 13  
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N=68.001, 570  
RL=217.33  
SW SCREW IN KERB

RCP 450 INV  
RL 215.74

RCP 350 INV  
RL 215.66

RCP 350 INV  
RL 215.38

PT 10  
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N=68.105, 138  
RL=217.22  
SW SCREW IN KERB

SW DRAIN INV  
RL 216.28

SW DRAIN INV  
RL 216.36

SW DRAIN INV  
RL 216.78

- Legend**
- △ Benchmark
  - Telstra Pit
  - Water Meter
  - Sewer MH
  - Light Pole
  - Sign
  - Fire Hydrant
  - Stop Valve
  - Electrical Box
  - Stormwater MH

- Legend**
- Overhead power line
  - Top of Bank
  - Toe of Bank
  - Drain
  - Railway Line
  - Edge of bitumen
  - Back of Kerb
  - Invert of kerb
  - Top of kerb
  - Concrete
  - Subject boundary
  - Adjoining boundary
  - Garden
  - Sewer line
  - Gravel track
  - Path
  - Ramp
  - Deck
  - Archway
  - Shed/shed
  - Fence
  - Slabs



McRae Family  
**SMK QLD**  
Groundwinds - Brisbane - Gold Coast - Toowoomba - Gatton  
Phone: (07) 4571 1445 Email: smk@smkqld.com.au

DETAIL SURVEY OVER LOTS 8 & 9 ON SP158267  
CUNNINGHAM HIGHWAY  
Horizontal Datum: GDA2020 PSMD026  
Vertical Datum: AHD DER PSMD026

21158 A1 21158-I  
SCALE 1:1000  
DATE 17/11/2023  
BY 409W



## **Attachment 3 – Infrastructure Charges Notice**





Goondiwindi Customer Service  
Centre  
4 McLean Street  
Goondiwindi  
Inglewood Customer Service  
Centre  
18 Elizabeth Street  
Inglewood

Locked Mail Bag 7  
Inglewood QLD 4387

Telephone: 07 4671 7400  
Fax: 07 4671 7433

Email: [mail@grc.qld.gov.au](mailto:mail@grc.qld.gov.au)

## Infrastructure Charges Notice

<b>Address</b>	18 Cunningham Highway, Goondiwindi
<b>Owner</b>	Elonbreath Pty Ltd
<b>Applicant</b>	FK Gardner and Sons Pty Ltd C/- Property Projects Australia
<b>Application No.</b>	22/18
<b>Lot and Survey Plan</b>	Lot 9 on SP158267
<b>Date</b>	31 January 2023
<b>Approval</b>	Development Permit – Reconfiguring a Lot

Development Application Details
One (1) Lot into Fifteen (15) Lots and road reserve

Type of Charge	Charge Area (A, B, C, D or E)	Charge Amount per lot (\$)	Number of additional lots	Charge (\$)
Reconfiguring a Lot	A	5,000	14	\$70,000

<b>Due Date</b>	When Goondiwindi Regional Council approves the plan of subdivision	<b>Total Charge (\$)</b>	\$70,000
<b>Charge to be paid to</b>	Goondiwindi Regional Council		
<b>Lapse Date</b>	31 January 2027		

Authorised by:

An offset has been applied to this notice, where the existing lot has not been charged.

Print Name: **Mrs Ronnie McMahon**  
**Manager of Planning Services**

*In accordance the Planning Act 2016*

**Office Use – Receipt Number**

Subdivisions – 1250-1150-0000





**Attachment 4 – Notice about decision - Statement of reasons**



## Notice about decision - Statement of reasons

The following information is provided in accordance with section 63 (5) of the *Planning Act 2016* and must be published on the assessment managers website.

The development application for Reconfiguring a Lot (One (1) lot into fifteen (15) lots and road reserve)

22/18

18 Cunningham Highway, Goondiwindi

Lot 9 on SP158267

On 23 January 2023, the above development application was:

- ☐ approved in full or
- ☐ approved in part for \_\_\_\_\_ or
- ☒ approved in full with conditions or
- ☐ approved in part for \_\_\_\_\_, with conditions or
- ☐ refused.

### 1. Reasons for the decision

The reasons for this decision are:

- Having regard to the relevant criteria in the Goondiwindi Region Planning Scheme 2018, the proposed development satisfied all relevant criteria, and was approved subject to appropriate, relevant and reasonable conditions.

### 2. Assessment benchmarks

The following are the benchmarks applying for this development:

Benchmarks applying for the development	Benchmark reference
Reconfiguring a Lot Code	PO1-PO12
Flood Hazard Overlay Code	PO1-PO4
Natural Resources Overlay Code	PO5-PO8

### 3. Compliance with benchmarks

Benchmark reference	Reasons for the approval despite non-compliance with benchmark
<b>Reconfiguring a Lot Code</b>	
<b>AO5</b> Stormwater drainage is provided in accordance with <b>SC6.2 – Planning Scheme Policy 1 – Land Development Standards.</b>	<b>Condition to Comply</b> The applicant supplied a Conceptual Stormwater Management Plan that included Proposed Lot 16 as a drainage reserve to be dedicated to Council.  Council's Director of Engineering does not support the proposed reserve and therefore conditions will be applied for an alternative lot layout and stormwater design that removes this reserve.



**Attachment 5 – *Planning Act 2016* Extracts**



# EXTRACT FROM *PLANNING ACT 2016* RELATING TO APPEAL RIGHTS

## Chapter 6 Dispute Resolution, Part 1 Appeal Rights

### 229 Appeals to tribunal or P&E Court

(1) Schedule 1 states—

(a) matters that may be appealed to—

(i) either a tribunal or the P&E Court; or

(ii) only a tribunal; or

(iii) only the P&E Court; and

(b) the person—

(i) who may appeal a matter (the **appellant**); and

(ii) who is a respondent in an appeal of the matter; and

(iii) who is a co-respondent in an appeal of the matter; and

(iv) who may elect to be a co-respondent in an appeal of the matter.

(2) An appellant may start an appeal within the appeal period.

(3) The **appeal period** is—

(a) for an appeal by a building advisory agency—10 business days after a decision notice for the decision is given to the agency; or

(b) for an appeal against a deemed refusal—at any time after the deemed refusal happens; or

(c) for an appeal against a decision of the Minister, under chapter 7, part 4, to register premises or to renew the registration of premises—20 business days after a notice is published under section 269(3)(a) or (4); or

(d) for an appeal against an infrastructure charges notice—20 business days after the infrastructure charges notice is given to the person; or

(e) for an appeal about a deemed approval of a development application for which a decision notice has not been given—30 business days after the applicant gives the

deemed approval notice to the assessment manager; or

(f) for any other appeal—20 business days after a notice of the decision for the matter, including an enforcement notice, is given to the person.

**Note—**

See the P&E Court Act for the court's power to extend the appeal period.

(4) Each respondent and co-respondent for an appeal may be heard in the appeal.

(5) If an appeal is only about a referral agency's response, the assessment manager may apply to the tribunal or P&E Court to withdraw from the appeal.

(6) To remove any doubt, it is declared that an appeal against an infrastructure charges notice must not be about—

(a) the adopted charge itself; or

(b) for a decision about an offset or refund—

(i) the establishment cost of trunk infrastructure identified in a LGIP; or

(ii) the cost of infrastructure decided using the method included in the local government's charges resolution.

### 230 Notice of appeal

(1) An appellant starts an appeal by lodging, with the registrar of the tribunal or P&E Court, a notice of appeal that—

(a) is in the approved form; and

(b) succinctly states the grounds of the appeal.

(2) The notice of appeal must be accompanied by the required fee.

(3) The appellant or, for an appeal to a tribunal, the registrar must, within the service period, give a copy of the notice of appeal to—

(a) the respondent for the appeal; and

(b) each co-respondent for the appeal; and

(c) for an appeal about a development application under schedule 1, table 1, item 1—each



principal submitter for the development application; and

(d) for an appeal about a change application under schedule 1, table 1, item 2—each principal submitter for the change application; and

(e) each person who may elect to become a co-respondent for the appeal, other than an eligible submitter who is not a principal submitter in an appeal under paragraph (c) or (d); and

(f) for an appeal to the P&E Court—the chief executive; and

(g) for an appeal to a tribunal under another Act—any other person who the registrar considers appropriate.

(4) The **service period** is—

(a) if a submitter or advice agency started the appeal in the P&E Court—2 business days after the appeal is started; or

(b) otherwise—10 business days after the appeal is started.

(5) A notice of appeal given to a person who may elect to be a co-respondent must state the effect of subsection (6).

(6) A person elects to be a co-respondent by filing a notice of election, in the approved form, within 10 business days after the notice of appeal is given to the person.

### **231 Other appeals**

(1) Subject to this chapter, schedule 1 and the P&E Court Act, unless the Supreme Court decides a decision or other matter under this Act is affected by jurisdictional error, the decision or matter is non-appealable.

(2) The Judicial Review Act 1991, part 5 applies to the decision or matter to the extent it is affected by jurisdictional error.

(3) A person who, but for subsection (1) could have made an application under the Judicial Review Act 1991 in relation to the decision or matter, may apply under part 4 of that Act for a statement of reasons in relation to the decision or matter.

(4) In this section—

**decision** includes—

(a) conduct engaged in for the purpose of making a decision; and

(b) other conduct that relates to the making of a decision; and

(c) the making of a decision or the failure to make a decision; and

(d) a purported decision; and

(e) a deemed refusal.

**non-appealable**, for a decision or matter, means the decision or matter—

(a) is final and conclusive; and

(b) may not be challenged, appealed against, reviewed, quashed, set aside or called into question in any other way under the Judicial Review Act 1991 or otherwise, whether by the Supreme Court, another court, a tribunal or another entity; and

(c) is not subject to any declaratory, injunctive or other order of the Supreme Court, another court, a tribunal or another entity on any ground.

### **232 Rules of the P&E Court**

(1) A person who is appealing to the P&E Court must comply with the rules of the court that apply to the appeal.

(2) However, the P&E Court may hear and decide an appeal even if the person has not complied with rules of the P&E Court.

## **Part 2 Development tribunal**

### **Division 1 General**

#### **233 Appointment of referees**

(1) The Minister, or chief executive, (the appointer) may appoint a person to be a referee, by an appointment notice, if the appointer considers the person—

(a) has the qualifications or experience prescribed by regulation; and

(b) has demonstrated an ability—

(i) to negotiate and mediate outcomes between parties to a proceeding; and

(ii) to apply the principles of natural justice; and

(iii) to analyse complex technical issues; and

(iv) to communicate effectively, including, for example, to write informed succinct and well-organised decisions, reports, submissions or other documents.

(2) The appointer may—

(a) appoint a referee for the term, of not more than 3 years, stated in the appointment notice; and

(b) reappoint a referee, by notice, for further terms of not more than 3 years.

(3) If an appointer appoints a public service officer as a referee, the officer holds the appointment concurrently with any other appointment that the officer holds in the public service.

(4) A referee must not sit on a tribunal unless the referee has given a declaration, in the approved form and signed by the referee, to the chief executive.

(5) The appointer may cancel a referee's appointment at any time by giving a notice, signed by the appointer, to the referee.

(6) A referee may resign the referee's appointment at any time by giving a notice, signed by the referee, to the appointer.

(7) In this section—

**appointment notice** means—

(a) if the Minister gives the notice—a gazette notice; or

(b) if the chief executive gives the notice—a notice given to the person appointed as a referee.

### **234 Referee with conflict of interest**

(1) This section applies if the chief executive informs a referee that the chief executive proposes to appoint the referee as a tribunal member, and either or both of the following apply—

(a) the tribunal is to hear a matter about premises—

(i) the referee owns; or

(ii) for which the referee was, is, or is to be, an architect, builder, drainer, engineer, planner, plumber, plumbing inspector, certifier, site evaluator or soil assessor; or

(iii) for which the referee has been, is, or will be, engaged by any party in the referee's capacity as an accountant, lawyer or other professional; or

(iv) situated or to be situated in the area of a local government of which the referee is an officer, employee or councillor;

(b) the referee has a direct or indirect personal interest in a matter to be considered by the tribunal, and the interest could conflict with the proper performance of the referee's functions for the tribunal's consideration of the matter.

(2) However, this section does not apply to a referee only because the referee previously acted in relation to the preparation of a relevant local planning instrument.

(3) The referee must notify the chief executive that this section applies to the referee, and on doing so, the chief executive must not appoint the referee to the tribunal.

(4) If a tribunal member is, or becomes, aware the member should not have been appointed to the tribunal, the member must not act, or continue to act, as a member of the tribunal.

### **235 Establishing development tribunal**

(1) The chief executive may at any time establish a tribunal, consisting of up to 5 referees, for tribunal proceedings.

(2) The chief executive may appoint a referee for tribunal proceedings if the chief executive considers the referee has the qualifications or experience for the proceedings.

(3) The chief executive must appoint a referee as the chairperson for each tribunal.

(4) A regulation may specify the qualifications or experience required for particular proceedings.

(5) After a tribunal is established, the tribunal's membership must not be changed.

### **236 Remuneration**

*A tribunal member must be paid the remuneration the Governor in Council decides.*

### **237 Tribunal proceedings**

- (1) A tribunal must ensure all persons before the tribunal are afforded natural justice.*
- (2) A tribunal must make its decisions in a timely way.*
- (3) A tribunal may—*
  - (a) conduct its business as the tribunal considers appropriate, subject to a regulation made for this section; and*
  - (b) sit at the times and places the tribunal decides; and*
  - (c) hear an appeal and application for a declaration together; and*
  - (d) hear 2 or more appeals or applications for a declaration together.*
- (4) A regulation may provide for—*
  - (a) the way in which a tribunal is to operate, including the qualifications of the chairperson of the tribunal for particular proceedings; or*
  - (b) the required fee for tribunal proceedings.*

### **238 Registrar and other officers**

- (1) The chief executive may, by gazette notice, appoint—*
  - (a) a registrar; and*
  - (b) other officers (including persons who are public service officers) as the chief executive considers appropriate to help a tribunal perform its functions.*
- (2) A person may hold the appointment or assist concurrently with any other public service appointment that the person holds.*

## **Division 2 Applications for declarations**

### **239 Starting proceedings for declarations**

- (1) A person may start proceedings for a declaration by a tribunal by filing an application, in the approved form, with the registrar.*
- (2) The application must be accompanied by the required fee.*

### **240 Application for declaration about making of development application**

- (1) The following persons may start proceedings for a declaration about whether a development application is properly made—*
  - (a) the applicant;*
  - (b) the assessment manager.*
- (2) However, a person may not seek a declaration under this section about whether a development application is accompanied by the written consent of the owner of the premises to the application.*
- (3) The proceedings must be started by—*
  - (a) the applicant within 20 business days after receiving notice from the assessment manager, under the development assessment rules, that the development application is not properly made; or*
  - (b) the assessment manager within 10 business days after receiving the development application.*
- (4) The registrar must, within 10 business days after the proceedings start, give notice of the proceedings to the respondent as a party to the proceedings.*
- (5) In this section—*

**respondent** means—

- (a) if the applicant started the proceedings—the assessment manager; or*
- (b) if the assessment manager started the proceedings—the applicant.*

### **241 Application for declaration about change to development approval**

- (1) This section applies to a change application for a development approval if—*
  - (a) the approval is for a material change of use of premises that involves the use of a classified building; and*
  - (b) the responsible entity for the change application is not the P&E Court.*
- (2) The applicant, or responsible entity, for the change application may start proceedings for a*

declaration about whether the proposed change to the approval is a minor change.

- (3) The registrar must, within 10 business days after the proceedings start, give notice of the proceedings to the respondent as a party to the proceedings.

- (4) In this section—

**respondent** means—

- (a) if the applicant started the proceedings—the responsible entity; or
- (b) if the responsible entity started the proceedings—the applicant.

### **Division 3 Tribunal proceedings for appeals and declarations**

#### **242 Action when proceedings start**

If a document starting tribunal proceedings is filed with the registrar within the period required under this Act, and is accompanied by the required fee, the chief executive must—

- (a) establish a tribunal for the proceedings; and
- (b) appoint 1 of the referees for the tribunal as the tribunal's chairperson, in the way required under a regulation; and
- (c) give notice of the establishment of the tribunal to each party to the proceedings.

#### **243 Chief executive excusing noncompliance**

- (1) This section applies if—

- (a) the registrar receives a document purporting to start tribunal proceedings, accompanied by the required fee; and
- (b) the document does not comply with any requirement under this Act for validly starting the proceedings.

- (2) The chief executive must consider the document and decide whether or not it is reasonable in the circumstances to excuse the noncompliance (because it would not cause substantial injustice in the proceedings, for example).

- (3) If the chief executive decides not to excuse the noncompliance, the chief executive must give a notice stating that the document is of no effect,

because of the noncompliance, to the person who filed the document.

- (4) The chief executive must give the notice within 10 business days after the document is given to the chief executive.

- (5) If the chief executive does excuse the noncompliance, the chief executive may act under section 242 as if the noncompliance had not happened.

#### **244 Ending tribunal proceedings or establishing new tribunal**

- (1) The chief executive may decide not to establish a tribunal when a document starting tribunal proceedings is filed, if the chief executive considers it is not reasonably practicable to establish a tribunal.

Examples of when it is not reasonably practicable to establish a tribunal—

- there are no qualified referees or insufficient qualified referees because of a conflict of interest
- the referees who are available will not be able to decide the proceedings in a timely way

- (2) If the chief executive considers a tribunal established for tribunal proceedings—

(a) does not have the expertise to hear or decide the proceedings; or

(b) is not able to make a decision for proceedings (because of a tribunal member's conflict of interest, for example); the chief executive may decide to suspend the proceedings and establish another tribunal, complying with section 242(c), to hear or re-hear the proceedings.

- (3) However, the chief executive may instead decide to end the proceedings if the chief executive considers it is not reasonably practicable to establish another tribunal to hear or re-hear the proceedings.

- (4) If the chief executive makes a decision under subsection (1) or (3), the chief executive must give a decision notice about the decision to the parties to the proceedings.

- (5) Any period for starting proceedings in the P&E Court, for the matter that is the subject of the tribunal proceedings, starts again when the chief

executive gives the decision notice to the party who started the proceedings.

- (6) The decision notice must state the effect of subsection (5).

#### **245 Refunding fees**

The chief executive may, but need not, refund all or part of the fee paid to start proceedings if the chief executive decides under section 244—

- (a) not to establish a tribunal; or
- (b) to end the proceedings.

#### **246 Further material for tribunal proceedings**

- (1) The registrar may, at any time, ask a person to give the registrar any information that the registrar reasonably requires for the proceedings.

Examples of information that the registrar may require—

- material about the proceedings (plans, for example)
- information to help the chief executive decide whether to excuse noncompliance under section 243
- for a deemed refusal—a statement of the reasons why the entity responsible for deciding the application had not decided the application during the period for deciding the application.

- (2) The person must give the information to the registrar within 10 business days after the registrar asks for the information.

#### **247 Representation of Minister if State interest involved**

If, before tribunal proceedings are decided, the Minister decides the proceedings involve a State interest, the Minister may be represented in the proceedings.

#### **248 Representation of parties at hearing**

A party to tribunal proceedings may appear—

- (a) in person; or
- (b) by an agent who is not a lawyer.

#### **249 Conduct of tribunal proceedings**

- (1) Subject to section 237, the chairperson of a tribunal must decide how tribunal proceedings are to be conducted.

- (2) The tribunal may decide the proceedings on submissions if the parties agree.

- (3) If the proceedings are to be decided on submissions, the tribunal must give all parties a notice asking for the submissions to be made to the tribunal within a stated reasonable period.

- (4) Otherwise, the tribunal must give notice of the time and place of the hearing to all parties.

- (5) The tribunal may decide the proceedings without a party's submission (written or oral) if—

- (a) for proceedings to be decided on submissions—the party's submission is not received within the time stated in the notice given under subsection (3); or

- (b) for proceedings to be decided by hearing—the person, or the person's agent, does not appear at the hearing.

- (6) When hearing proceedings, the tribunal—

- (a) need not proceed in a formal way; and
- (b) is not bound by the rules of evidence; and
- (c) may inform itself in the way it considers appropriate; and
- (d) may seek the views of any person; and
- (e) must ensure all persons appearing before the tribunal have a reasonable opportunity to be heard; and
- (f) may prohibit or regulate questioning in the hearing.

- (7) If, because of the time available for the proceedings, a person does not have an opportunity to be heard, or fully heard, the person may make a submission to the tribunal.

#### **250 Tribunal directions or orders**

A tribunal may, at any time during tribunal proceedings, make any direction or order that the tribunal considers appropriate.

Examples of directions—

- a direction to an applicant about how to make their development application comply with this Act
- a direction to an assessment manager to assess a development application, even though the referral agency's response to the assessment manager was to refuse the application

#### **251 Matters tribunal may consider**

- (1) This section applies to tribunal proceedings about—
  - (a) a development application or change application; or
  - (b) an application or request (however called) under the Building Act or the Plumbing and Drainage Act.
- (2) The tribunal must decide the proceedings based on the laws in effect when—
  - (a) the application or request was properly made; or
  - (b) if the application or request was not required to be properly made—the application or request was made.
- (3) However, the tribunal may give the weight that the tribunal considers appropriate, in the circumstances, to any new laws.

#### **252 Deciding no jurisdiction for tribunal proceedings**

- (1) A tribunal may decide that the tribunal has no jurisdiction for tribunal proceedings, at any time before the proceedings are decided—
  - (a) on the tribunal's initiative; or
  - (b) on the application of a party.
- (2) If the tribunal decides that the tribunal has no jurisdiction, the tribunal must give a decision notice about the decision to all parties to the proceedings.
- (3) Any period for starting proceedings in the P&E Court, for the matter that is the subject of the tribunal proceedings, starts again when the tribunal gives the decision notice to the party who started the proceedings.

- (4) The decision notice must state the effect of subsection (3).
- (5) If the tribunal decides to end the proceedings, the fee paid to start the proceedings is not refundable.

#### **253 Conduct of appeals**

- (1) This section applies to an appeal to a tribunal.
- (2) Generally, the appellant must establish the appeal should be upheld.
- (3) However, for an appeal by the recipient of an enforcement notice, the enforcement authority that gave the notice must establish the appeal should be dismissed.
- (4) The tribunal must hear and decide the appeal by way of a reconsideration of the evidence that was before the person who made the decision appealed against.
- (5) However, the tribunal may, but need not, consider—
  - (a) other evidence presented by a party to the appeal with leave of the tribunal; or
  - (b) any information provided under section 246.

#### **254 Deciding appeals to tribunal**

- (1) This section applies to an appeal to a tribunal against a decision.
- (2) The tribunal must decide the appeal by—
  - (a) confirming the decision; or
  - (b) changing the decision; or
  - (c) replacing the decision with another decision; or
  - (d) setting the decision aside, and ordering the person who made the decision to remake the decision by a stated time; or
  - (e) for a deemed refusal of an application—
    - (i) ordering the entity responsible for deciding the application to decide the application by a stated time and, if the entity does not comply with the order, deciding the application; or
    - (ii) deciding the application.

(3) However, the tribunal must not make a change, other than a minor change, to a development application.

(4) The tribunal's decision takes the place of the decision appealed against.

(5) The tribunal's decision starts to have effect—

(a) if a party does not appeal the decision—at the end of the appeal period for the decision; or

(b) if a party appeals against the decision to the P&E Court—subject to the decision of the court, when the appeal ends.

#### **255 Notice of tribunal's decision**

A tribunal must give a decision notice about the tribunal's decision for tribunal proceedings, other than for any directions or interim orders given by the tribunal, to all parties to proceedings.

#### **256 No costs orders**

A tribunal must not make any order as to costs.

#### **257 Recipient's notice of compliance with direction or order**

If a tribunal directs or orders a party to do something, the party must notify the registrar when the thing is done.

#### **258 Tribunal may extend period to take action**

(1) This section applies if, under this chapter, an action for tribunal proceedings must be taken within a stated period or before a stated time, even if the period has ended or the time has passed.

(2) The tribunal may allow a longer period or a different time to take the action if the tribunal considers there are sufficient grounds for the extension.

#### **259 Publication of tribunal decisions**

The registrar must publish tribunal decisions under the arrangements, and in the way, that the chief executive decides.

## **Schedule 1 Appeals**

### **section 229**

#### **Appeal rights and parties to appeals**

(1) Table 1 states the matters that may be appealed to—

(a) the P&E court; or

(b) a tribunal.

(2) However, table 1 applies to a tribunal only if the matter involves—

(a) the refusal, or deemed refusal of a development application, for—

(i) a material change of use for a classified building; or

(ii) operational work associated with building work, a retaining wall, or a tennis court; or

(b) a provision of a development approval for—

(i) a material change of use for a classified building; or

(ii) operational work associated with building work, a retaining wall, or a tennis court; or

(c) if a development permit was applied for—the decision to give a preliminary approval for—

(i) a material change of use for a classified building; or

(ii) operational work associated with building work, a retaining wall, or a tennis court; or

(d) a development condition if—

(i) the development approval is only for a material change of use that involves the use of a building classified under the Building Code as a class 2 building; and

(ii) the building is, or is proposed to be, not more than 3 storeys; and

(iii) the proposed development is for not more than 60 sole-occupancy units; or

(e) a decision for, or a deemed refusal of, an extension application for a development approval that is only for a material change of use of a classified building; or

(f) a decision for, or a deemed refusal of, a change



application for a development approval that is only for a material change of use of a classified building; or

(g) a matter under this Act, to the extent the matter relates to the Building Act, other than a matter under that Act that may or must be decided by the Queensland Building and Construction Commission; or

(h) a decision to give an enforcement notice—

(i) in relation to a matter under paragraphs (a) to (g); or

(ii) under the Plumbing and Drainage Act; or

(i) an infrastructure charges notice; or

(j) the refusal, or deemed refusal, of a conversion application; or

(l) a matter prescribed by regulation.

(3) Also, table 1 does not apply to a tribunal if the matter involves—

(a) for a matter in subsection (2)(a) to (d)—

(i) a development approval for which the development application required impact assessment; and

(ii) a development approval in relation to which the assessment manager received a properly made submission for the development application; or

(b) a provision of a development approval about the identification or inclusion, under a variation approval, of a matter for the development.

(4) Table 2 states the matters that may be appealed only to the P&E Court.

(5) Table 3 states the matters that may be appealed only to the tribunal.

(6) In each table—

(a) column 1 states the appellant in the appeal; and

(b) column 2 states the respondent in the appeal; and

(c) column 3 states the co-respondent (if any) in the appeal; and

(d) column 4 states the co-respondents by election (if any) in the appeal.

(7) If the chief executive receives a notice of appeal under section 230(3)(f), the chief executive may elect to be a co-respondent in the appeal.

(8) In this section—

**storey** see the Building Code, part A1.1.

**Table 1**

**Appeals to the P&E Court and, for certain matters, to a tribunal**

**1. Development applications**

For a development application other than a development application called in by the

Minister, an appeal may be made against—

(a) the refusal of all or part of the development application; or

(b) the deemed refusal of the development application; or

(c) a provision of the development approval; or

(d) if a development permit was applied for—the decision to give a preliminary approval.

**EXTRACT FROM THE *PLANNING ACT 2016*  
RELATING TO LAPSE DATES**

***Division 4 Lapsing of and extending  
development approvals***

***85 Lapsing of approval at end of current period***

*(1) A part of a development approval lapses at the end of the following period (the **currency period**)—*

*(a) for any part of the development approval relating to a material change of use—if the first change of use does not happen within—*

*(i) the period stated for that part of the approval; or*

*(ii) if no period is stated—6 years after the approval starts to have effect;*

*(b) for any part of the development approval relating to reconfiguring a lot—if a plan for the reconfiguration that, under the Land Title Act, is required to be given to a local government for approval is not given to the local government within—*

*(i) the period stated for that part of the approval; or*

*(ii) if no period is stated—4 years after the approval starts to have effect;*

*(c) for any other part of the development approval if the development does not substantially start within—*

*(i) the period stated for that part of the approval; or*

*(ii) if no period is stated—2 years after the approval starts to take effect.*

*(2) If part of a development approval lapses, any monetary security given for that part of the approval must be released.*