



APPENDIX E

LANDSCAPE INTENT PLAN



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VANTAGE YATALA

Landscape Intent Plan Stage 1

Frasers Property (Australia) Pty. Ltd.

Lot 501 on SP295994

Stapylton Jacobs Well Road,
Stapylton

November 2020
Revision - C

Prepared By -
Gassman Development Perspectives

GDP Ref: 5941



VantageYatala ♦





Landscape Master Plan

CONTENT

VANTAGE YATALA

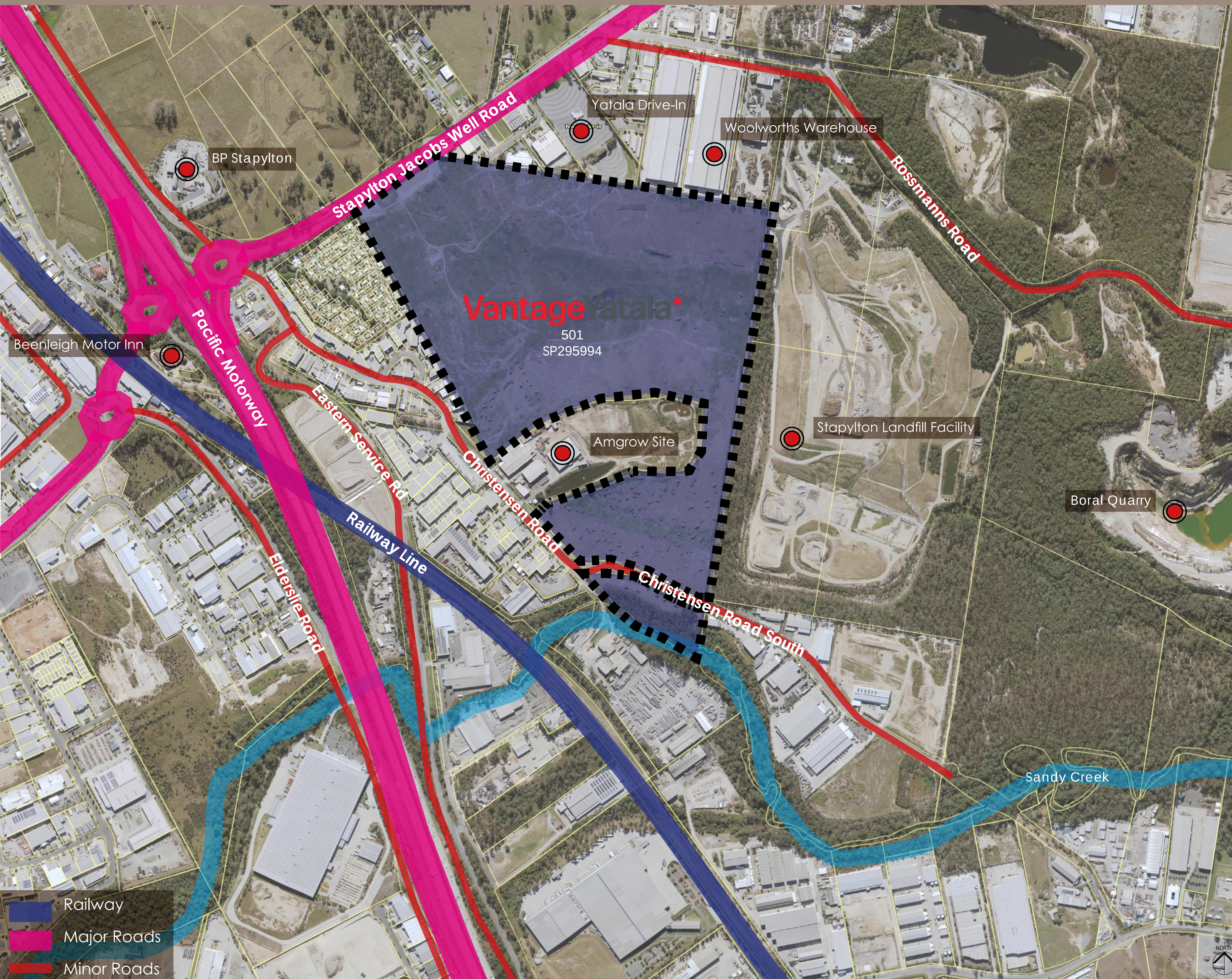
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01 SITE LOCALITY PLAN



BP Stapylton



Stapylton Landfill Facility



Eastern Service Road Industries



Yatala Drive-In



02 LANDSCAPE PLANS



LANDSCAPE DETAIL PLAN

LEGEND

THE PROPOSED 6000MM LANDSCAPE BUFFER WILL PROVIDE AMENITY TO THE STAPLTON JACOBS WELL ROAD WIDENING

PROPOSED ENTRY STATEMENT PLACED AT DEVELOPMENT ENTRY TO IDENTIFY THE CHARACTER OF THE INDUSTRIAL ESTATE

6000MM to 10000MM BATTER AT 1:3 TO THE SITE FRONTAGE AND SIDE IS UTILISED TO REDUCE THE VISUAL IMPACT OF THE ESTATE WITH A COMPOST BLANKET TREATMENT WITH EXCAVATED TREE HOLES TO INCORPORATE MATURE SPECIES

VEGETATE THE BIO-RETENTION BASIN WITH NATIVE SPECIES TO SUPPORT LOCAL FAUNA

BATTERS TO THE LOT BOUNDARY TO REDUCE THE VISUAL IMPACT OF THE ESTATE WITH A COMPOST BLANKET TREATMENT

PEDESTRIAN FOOTPATH THROUGHOUT THE DEVELOPMENT

STREETSCAPE DESIGNED TO ENSURE A HIGH QUALITY LANDSCAPE THAT IMPROVES THE VISUAL AND LANDSCAPE AMENITY OF THE DEVELOPMENT

THE STREETScape TREATMENT OF THE PROPOSED ROAD NETWORK THROUGHOUT THE ESTATE IS DESIGNED TO ESTABLISH A CLEAR ROAD HIERARCHY AND AID LEGIBILITY

2400MM HIGH ACOUSTIC FENCE TO BE CONSTRUCTED ALONG THE PROPERTY BOUNDARY TO REDUCE IMPACT ON ADJACENT RESIDENTIAL AREA

1:1 BATTER TO BE TREATED WITH NON-VEGETATED STABILISATION MEASURE AS PER GEOTECHNICAL ENGINEERS SPECIFICATIONS.

3000MM OF DENSELY PLANTED LOW MAINTENANCE VEGETATION WITH A MINIMUM OF 600MM DEPTH OF PREMIUM IMPORTED TOPSOIL ON 300MM EXCAVATED SUB-BASE

THE LANDSCAPE DESIGN WILL RESPECT THE ENVIRONMENTAL ASPECTS OF RESPONSIBLE DESIGN, PLANNING AND CONSTRUCTION, WHICH WILL RESPOND TO ISSUES OF BIODIVERSITY, NATURAL PROCESSES AND IMPACTS ON LOCAL WATERWAYS

THE PLANTING SCHEME THROUGHOUT THE DEVELOPMENT WILL CONSIST OF A MAJORITY OF NATIVE AUSTRALIAN SPECIES TO IMPROVE THE LOCAL ECOSYSTEM AND MINIMISE WATER REQUIREMENTS

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- 01 DENSE AND AESTHETICALLY PLEASING 6000MM BUFFER PLANTING PALETTE TO DEVELOPMENT FRONTAGE
- 02 ACOUSTIC FENCE AND RICH 3000MM MINIMUM PLANTED BUFFER BETWEEN THE DEVELOPMENT AND ADJACENT PROPERTIES
- 03 1:3 BATTER TO BE TREATED WITH COMPOST BLANKET CONTAINING SOIL AMELIORATION ADDITIVES AND A NATIVE GROUND COVER AND GRASS SEED MIX. AS DETERMINED NECESSARY ON SITE A SUPPLEMENTARY STABILISATION TECHNIQUE OF AN OPEN WEAVE ORGANIC BLANKET IS TO BE USED IN CONJUNCTION WITH THE COMPOST BLANKET
- 04 NON-VEGETATED STABILISATION TREATMENT TO BATTERS STEEPER THAN 1 IN 2 TO BE PROVIDED AS PER GEOTECHNICAL ENGINEERS SPECIFICATION
- 05 CLUSTERS OF BRACHYCHITON ACERIFOLIUS TO ESTATE ENTRANCE TO FRAME THE DEVELOPMENT
- 06 BUCKINGHAMIA CELSISSIMA STREET TREE
- 07 XANTHOSTEMON CHRYSANTHUS STREET TREE
- 08 ELAEOCARPUS EUMUNDII STREET TREE
- 09 BIO-RETENTION BASIN PLANTED WITH WATER SENSITIVE SPECIES TO SUPPORT LOCAL WILDLIFE
- 10 DRIVEWAY LOCATIONS INDICATIVE ONLY
- 11 ROAD GARDEN TREATMENTS TO SOFTEN THE BUILT FORM AND IMPROVE THE VISUAL AMENITIES
- 12 TEMPORARY PRIVATE LOT BATTERS TO BE STABILISED BY CIVIL CONTRACTOR AS PER GEOTECHNICAL ENGINEERS REQUIREMENTS. PLANTING TO BE CONDITIONED AS PART OF FUTURE DEVELOPMENT APPROVAL

- PROPOSED INDUSTRIAL ALLOTMENTS
- ENTRY STATEMENT FOR INDUSTRIAL ESTATE
- 2400MM HIGH ACOUSTIC FENCE
- BOULDER RETAINING WALL (TO ENGINEERS SPECIFICATIONS)

FUTURE STAGE OF THE INDUSTRIAL ESTATE SUBJECT TO FUTURE DESIGN

FULL EXTENT OF THE EARTHWORKS ASSOCIATED WITH STAGE ONE OF THE DEVELOPMENT ARE TO BE STABILISED TO MINIMISE EROSION AND PRESERVE FUTURE STAGES OF THE DEVELOPMENT IN ACCORDANCE WITH CIVIL SPECIFICATIONS



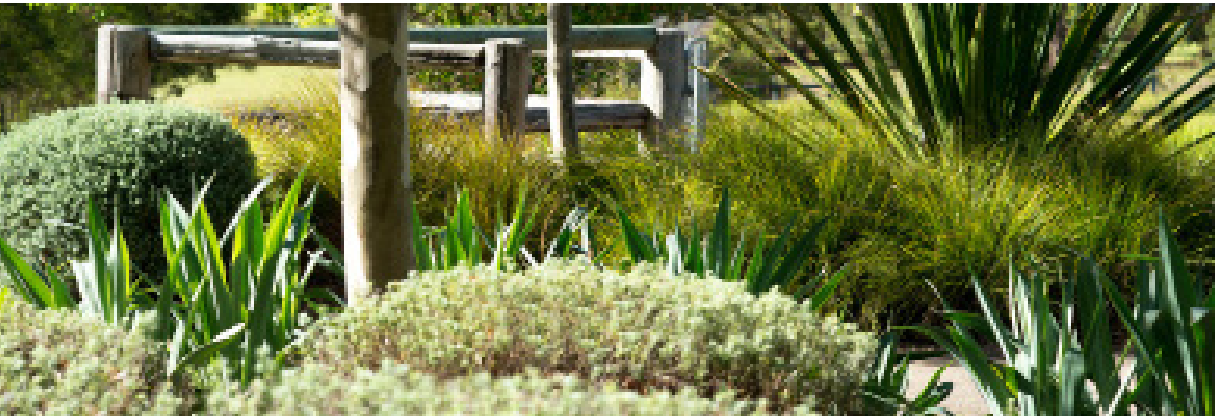
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SCALE 1:2000 @ A3 Landscape Intent Plan C



LANDSCAPE COMMUNITY TITLE SCHEME (CTS) PLAN

LEGEND

- 01
- DENSE AND AESTHETICALLY PLEASING 6000MM BUFFER PLANTING PALETTE TO DEVELOPMENT FRONTAGE



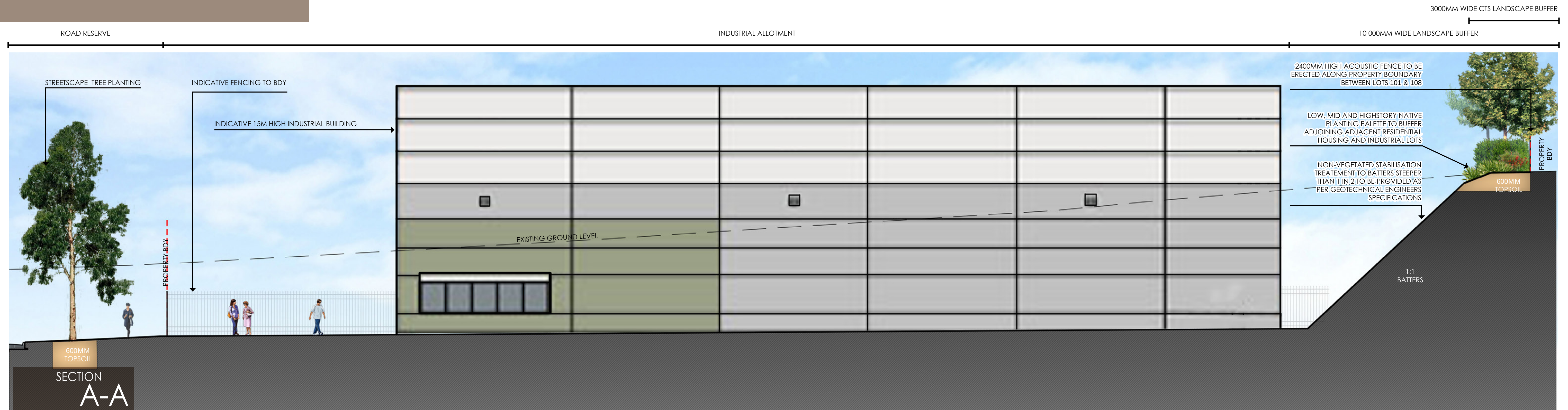
- 02
- ACOUSTIC FENCE AND RICH 3000MM MINIMUM PLANTED BUFFER BETWEEN THE DEVELOPMENT AND ADJACENT PROPERTIES

- PROPOSED INDUSTRIAL ALLOTMENTS
- ENTRY STATEMENT FOR INDUSTRIAL ESTATE
- 2400MM HIGH ACOUSTIC FENCE
- BOUNDER RETAINING WALL (TO ENGINEERS SPECIFICATIONS)
- COMMUNITY TITLE SCHEME (CTS) BOUNDARIES



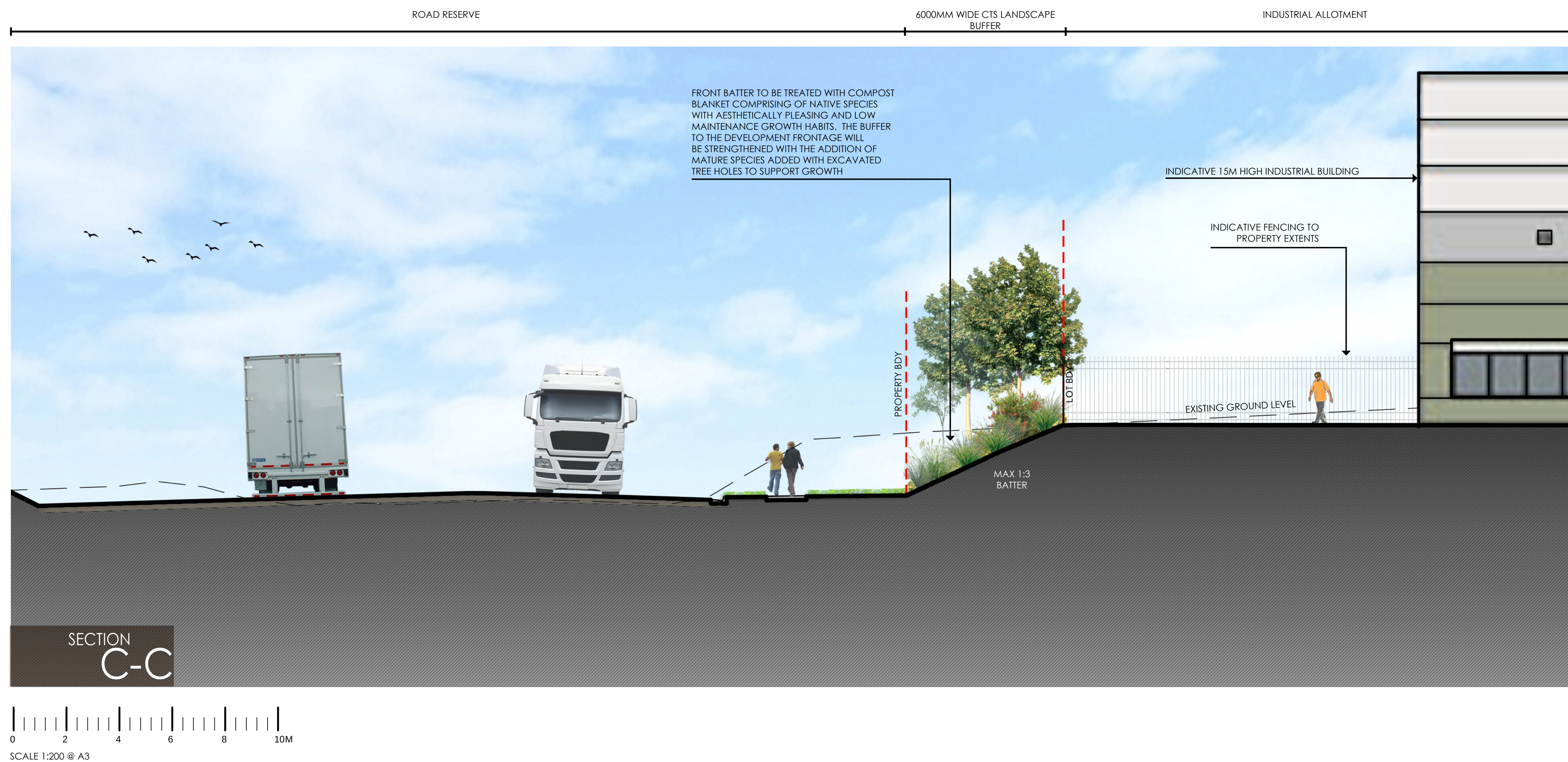
03

TYPICAL SECTIONS



03

TYPICAL SECTIONS



VANTAGE YATALA DESIGN PALETTE

04

The landscape design intent for the industrial estate is underpinned by a number of overriding design Principles that will promote legibility, create site scale and setting and respond to the environmental values of the site.

Design details, finishes and materials will be complimentary to provide visual consistency throughout the estate. The softscape palette has been selected in response to the location of the site. Accompanied by an appropriate species list, the result will be a variety of landscape forms that meet both the needs of the estate and the local fauna.

The planting hierarchy throughout the development will reflect Crime Prevention through Environmental Design principles. By utilising plants with low heights and trees with thin trunks, this will allow for passive surveillance as well as recognition of traffic and pedestrian movements. By increasing the planting areas and providing a shared network, the overall aesthetics of the estate will be greatly enhanced. Water Sensitive Urban Design principles will be applied to the industrial estate where space allows. The principles will be incorporated into open space areas, allowing for water filtering and harvesting and other landscape purposes.

The scale and nature of the landscaping materials shall be appropriate to the size of the structures and the available space. Planting has been selected for ease of maintenance as well as the suitability and tolerance to the varying conditions of the site.

The planting scheme used is predominately native which softens the built form, improves natural ecosystems and minimised water usage. The design will respect the environmental aspects of responsible design, planning, and construction, which will respond to issues of biodiversity, natural processes and impacts on local waterways.



COHESIVE STREETSCAPE DESIGN
AND PLANT PALETTE



DISTINCTIVE ENTRY STATEMENT TO
DEVELOPMENT ENTRANCE



DENSE PLANTING BUFFERS TO
ESTATE FRONTAGE



ACOUSTIC FENCING TO REAR OF
INDUSTRIAL LOTS TO PROVIDE PRIVACY &
ACOUSTIC BARRIER TO ADJACENT
RESIDENTIAL HOUSING



AUSTRALIAN NATIVE PLANTING
PALETTE



WATER SENSITIVE URBAN DESIGN
PLANTING PALETTE TO
BIO-RETENTION BASIN



GRASS SEED COMPOST BLANKET TO PRIVATE
BATTERS FOR LOW MAINTENANCE AND
DROUGHT TOLERANCE



BLACK CHAIN WIRE FENCING TO
REAR OF INDUSTRIAL LOTS

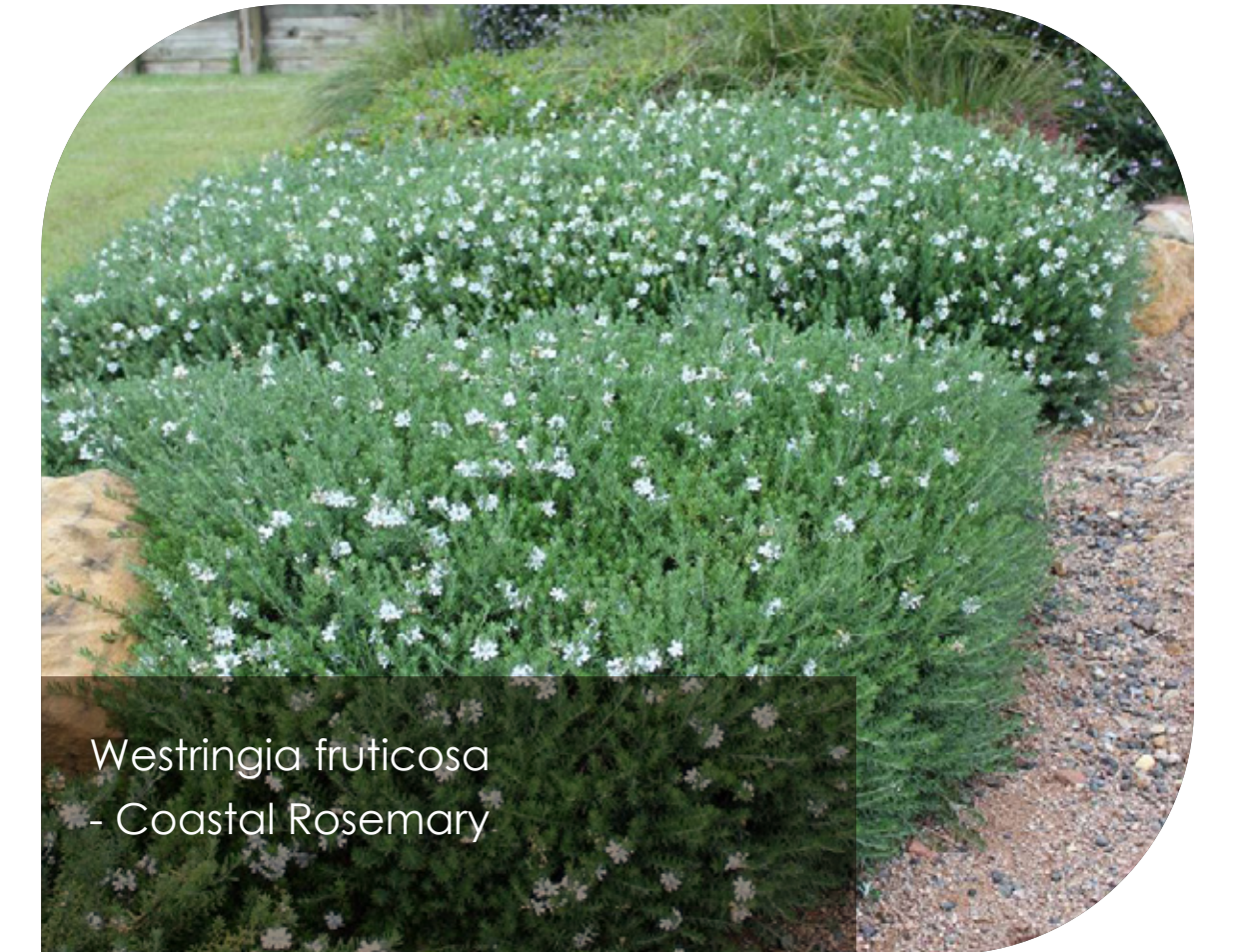
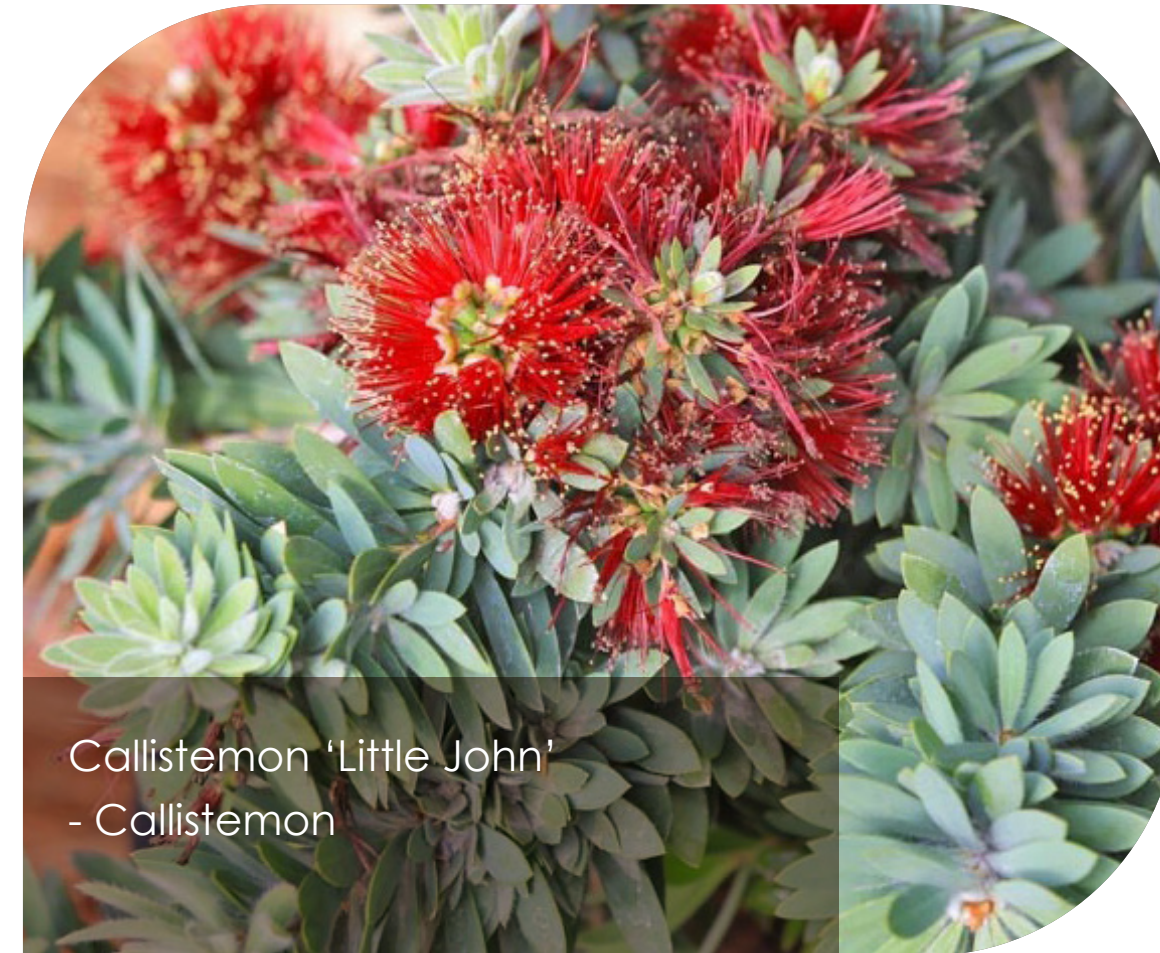
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PLANTING PALETTE 05



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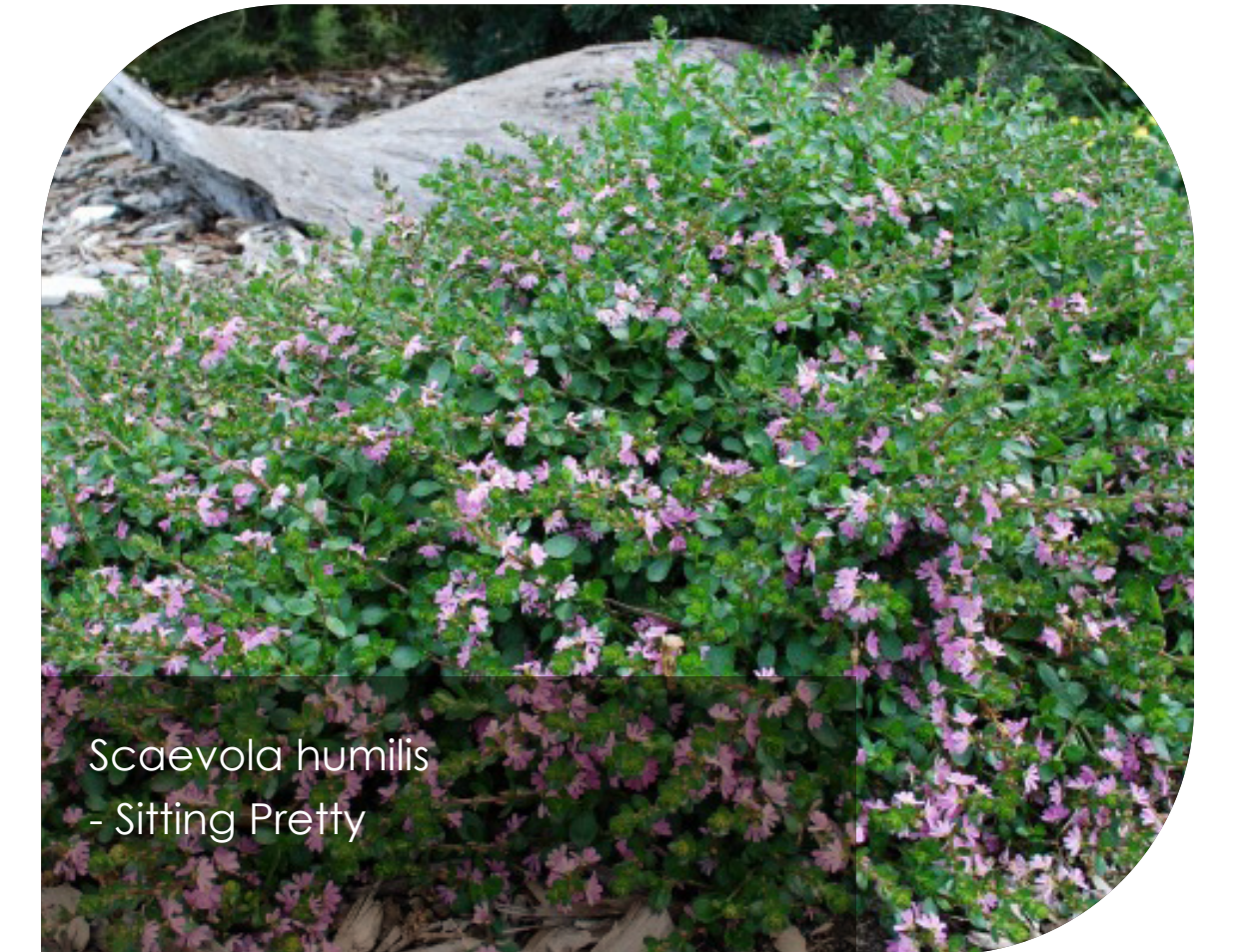
PLANTING PALETTE 06



* BIO SPECIES

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PLANTING PALETTE 07



* BIO SPECIES

APPENDIX F

ENGINEERING SERVICES REPORT

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ENGINEERING SERVICES REPORT

RECONFIGURING A LOT – COMMUNITY TITLE SUBDIVISION (STAGE 1, 22 INDUSTRIAL LOTS)

ADDRESS

60 Stapylton Jacobs Well Road, Stapylton

REAL PROPERTY DESCRIPTION

Lot 501 on SP295994

PREPARED FOR

Frasers Property (Australia) Pty. Ltd.

November 2020 (Rev. 1)



gassman
development
perspectives

project coordination
urban + regional planning
landscape + urban design
engineering services
environmental management
visualisation + spatial services
surveying services
advisory services

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In preparing this report we have made certain assumptions. We have assumed that all information and documents provided to us by the Client or as a result of a specific request or enquiry were complete, accurate and up-to-date. Where we have obtained information from a government register or database, we have assumed that the information is accurate. Where an assumption has been made, we have not made any independent investigations with respect to the matters the subject of that assumption. We are not aware of any reason why any of the assumptions are incorrect.

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Approval for Issue

Rev. No.	Name	Position	Signature	Date
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Final Distribution

Frasers Property (Australia) Pty. Ltd. (Client)	1 electronic copy
City of Gold Coast Council (Assessment Manager)	1 electronic copy
GDP File	1 electronic copy

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1.0 INTRODUCTION

Gassman Development Perspectives (GDP) has been engaged by Frasers Property (Australia) Pty. Ltd. (Client) to prepare an Engineering Services Report over land situated at 60 Stapylton Jacobs Well Road, Stapylton (Lot 501 on SP295994) being the 'subject site'.

This report has been prepared for submission to City of Gold Coast Council (Council) as part of a Development Application requesting Development Permits for Reconfiguring a Lot – Community Title Subdivision (22 industrial lots) (refer **Appendix A – Reconfiguration of Lot Plan**)

The purpose of this report is to supply information relating specifically to Civil Engineering infrastructure, services and issues over the subject site and how the proposed lot configuration changes by way of the proposed Community Title Scheme (CTS) and the associated interaction of the civil services with the common property extent still align with the previously approved servicing strategy for the subject site.

2.0 SITE DESCRIPTION

2.1 SITE LOCATION

The subject site is located within the City of Gold Coast Council's (Council) local government boundaries, in Council's "Future Low Impact Industry" and "Future Medium Impact Industry" zone precinct. The subject site is bounded by Stapylton Jacobs Well Road to the north, Christensen Road and existing industrial uses to the west and Council's land fill facility to the south-east (refer to **Figure 2.1**).

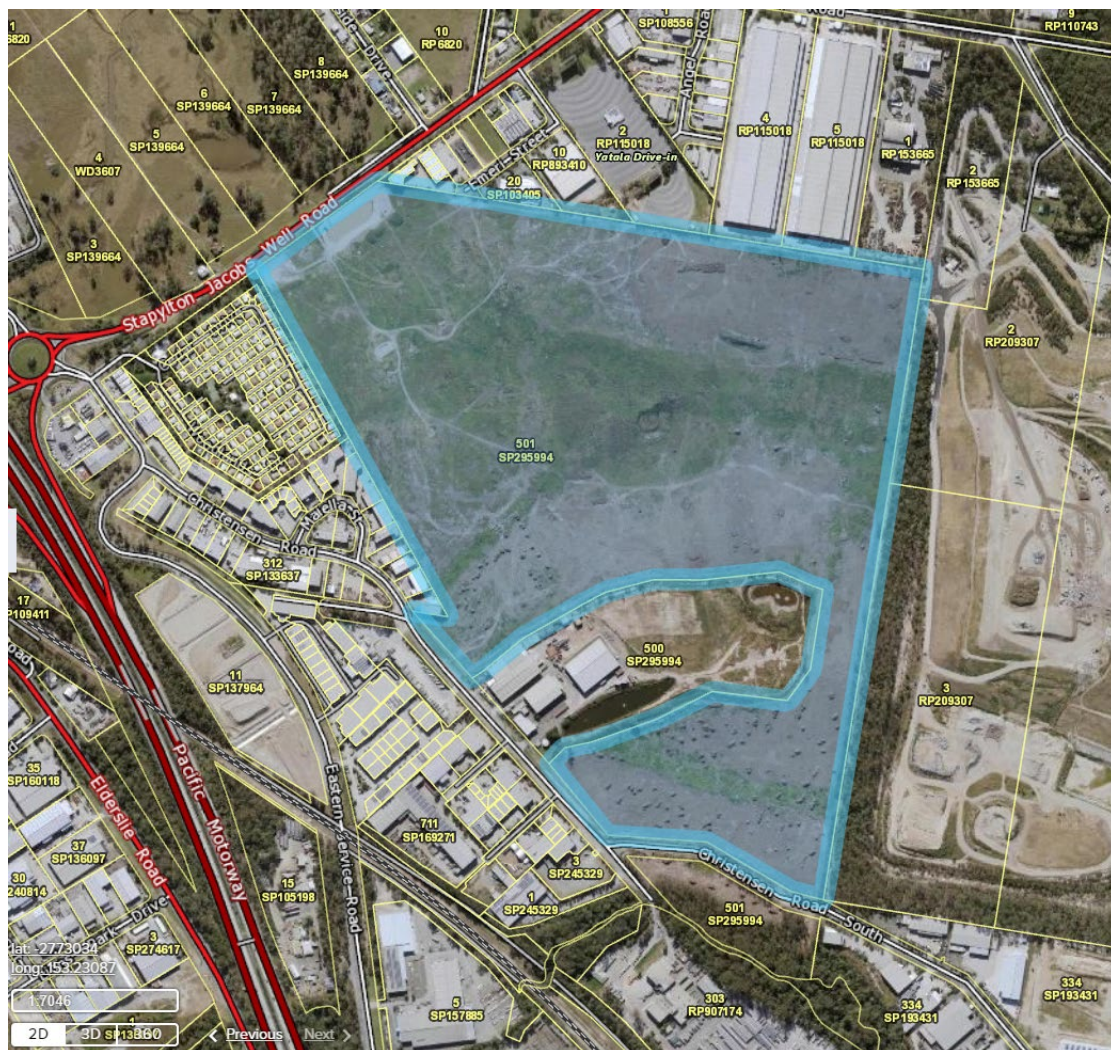


Figure 2.1: Site Locality Plan, Source: Google Earth 2017

2.2 LAND ENCUMBRANCES

There are no existing encumbrances over the subject site.

2.3 EXISTING LAND USES

The subject land is vacant following recent vegetation clearing.

2.4 TOPOGRAPHY

Along the south-eastern boundary of the subject site is the existing high point of 29.23m AHD with a ridge line extending through to the properties' northern boundary. This existing topography defines the existing catchments of the site and current stormwater discharge locations along the northern and eastern boundaries

2.5 EXISTING VEGETATION

The subject land is vacant of vegetation following recent clearing completed under Council approvals OPW201800486 and OPW201801219. A 10m retained vegetation buffer exists along the subject site's south-east boundary shared with Council's landfill facility but is outside the Stage 1 area.

2.6 CONTAMINATED LAND

The subject site is not known to be contaminated.

3.0 EARTHWORKS

Due to the existing topography of the subject site (refer **Appendix B**) major bulk earthworks will be required to provide generally flat pads suitable for the intended industrial use.

A bulk earthworks strategy has been developed by Gassman Development Perspectives over the subject site (refer **Appendix C**) to facilitate the creation of suitable flat earthworked pads capable of being serviced to City of Gold Coast Council standards and subsequently approved by Council (Council Ref: MIN/2020/454). The currently approved earthworks strategy does not require any amendments to facilitate the proposal to adopt a Community Title Scheme (CTS).

4.0 ROADWORKS AND ACCESS

Stage 1 of the proposed development will gain access via construction of a signalised intersection along the subject site's frontage to Stapylton Jacobs Well Road. Due to the subject site's proximity to Exit 38 of the M1 Motorway the conceptual design of the external intersection has included access provisions for A-Double vehicular movements into the development. As Stapylton Jacobs Well Road is State-controlled approval has been sought from Department of Transport and Main Roads (DTMR) for the detailed civil design of the intersection. Please refer **Appendix D** for a copy of the DTMR approval and associated approved roadworks and drainage plans for the signalised external intersection. It is noted that the signalised intersection works include dual lanes to Stapylton Jacobs Well Road in accordance

with DTMR's ultimate design for the frontage of the subject site. Adequate provision for these external works and any land dedication within the subject site to accommodate the ultimate design have been made within the ROL Plan for Stage 1 (refer **Appendix A**).

In accordance with the superseded planning scheme approval in place over the subject site, the internal road network will be constructed in accordance with the typical cross section shown on Council standard drawing 05-02-004 for an Industrial Collector Street (refer **Figure 4.1** below). It is noted this road reserve configuration has been applied to internal roads that would typically be classed as "Industrial Access Streets" to maintain greater access and manoeuvrability throughout the proposed development. In line with the design intent of the external signalised intersection, the radii of kerb returns throughout the estate have also been designed to accommodate A-Double vehicular movements.

The truncations to lot boundaries necessary to maintain minimum road verge widths through these kerb returns have been incorporated into the Reconfiguration of Lot plan for Stage 1

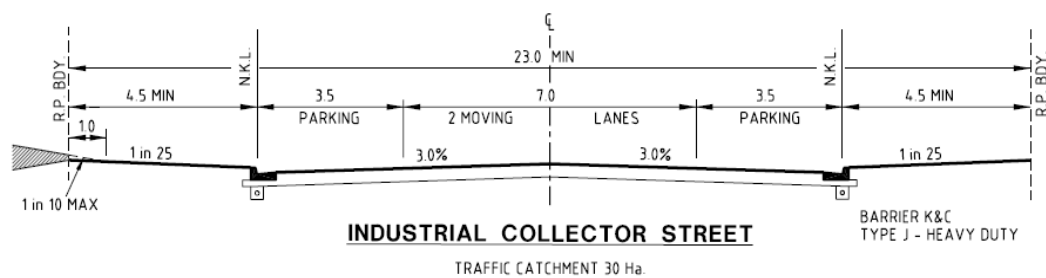


Figure 4.1: Proposed Internal Roads Cross Section, Source: CoGC Std Dwg 05-02-004

Under the existing Reconfiguration of Lot approval (Council Ref: MIN/2019/761) Council have approved a subsequent civil Operational Work package (Council Ref: MIN/2020/464) (refer **Appendix E**) which aligns with the above commentary on the required roadworks and access provisions necessary to service Stage 1 of the development. The currently approved civil works do not require any amendments to facilitate the proposal to adopt a Community Title Scheme (CTS) as all roads are proposed to remain public and as assets of Council. All proposed Common Property as identified on the proposed ROL plan (refer **Appendix A**) is accessible from the public road network within the Stage 1 extent.

5.0 INFRASTRUCTURE SERVICES

5.1 SEWERAGE

Consultation has previously been undertaken with Gold Coast Water and Waste's Sewer Catchment Planning officers to establish the Sewer Network Analysis Report that was approved as part of the original Stage 1 Development Permit for Reconfiguration of Lot. This involved the creation of an overall sewer strategy internal to the site along with outlining the key trunk sewer infrastructure upgrades required external to the subject site to facilitate a sewer servicing solution.

The currently approved Stage 1 civil works package (Council Ref: MIN/2020/464) (refer **Appendix E**) does not require any amendments to facilitate the proposal to adopt a Community Title Scheme (CTS) over the development as the approved Stage 1 gravity sewer reticulation network remains within Council road reserve. It is not proposed to provide a sewer property connection to any Common Property within the Stage 1 extent.

5.2 WATER SUPPLY

GDP have previously completed a detailed Water Network Analysis as part of the original ROL application process in accordance with Council's requirements to confirm minimum service supply and fire demand can be met for the proposed lots.

The currently approved Stage 1 civil works package (Council Ref: MIN/2020/464) (refer **Appendix E**) does not require any amendments to facilitate the proposal to adopt a Community Title Scheme (CTS) over the development as the approved Stage 1 potable water reticulation network remains within Council road reserve on a standard alignment. It is not proposed to provide a potable water property connection to any Common Property within the Stage 1 extent.

5.3 ELECTRICITY AND TELECOMMUNICATIONS

The advanced nature of existing Stage 1 approvals means that electrical and NBN reticulation designs and approvals are in place to facilitate development.

The currently approved Energex and NBN reticulation networks do not require any amendments to facilitate the proposal to adopt a Community Title Scheme (CTS) over the development as the approved Stage 1 designs stay within the proposed Council road reserve and already allocated pad mount transformer truncations.

6.0 SITE BASED STORMWATER MANAGEMENT

6.1 STORMWATER QUANTITY

A stormwater drainage network for Stage 1 has been designed by Gassman Development Perspectives and approved by Council (Council Ref: MIN/2020/464) (refer **Appendix E**) which ensures the proposed lot configuration adequately drains to a Lawful Point of Discharge. A Site Based Stormwater Management Plan has also been prepared by Gassman Development Perspectives and approved by Council for Stage 1 that demonstrates that attenuation measures are able to be incorporated into the proposed development to ensure there is no adverse impacts to downstream properties, waterways or infrastructure as a result of an increase in peak stormwater flow rates discharging from the subject site upon development.

As the proposed Common Property within Stage 1 encompasses the landscaping buffer along Stapylton Jacobs Well Road, easements in favour of Council are proposed to ensure stormwater infrastructure out letting to the basin (Lot 900) from Homestead Drive along with infrastructure providing the LPoD from the stormwater basin to Stapylton Jacobs Well Road are accessible by Council. These easement locations with the OPW-approved stormwater infrastructure underlaid are shown with **Figure 6.1** below.

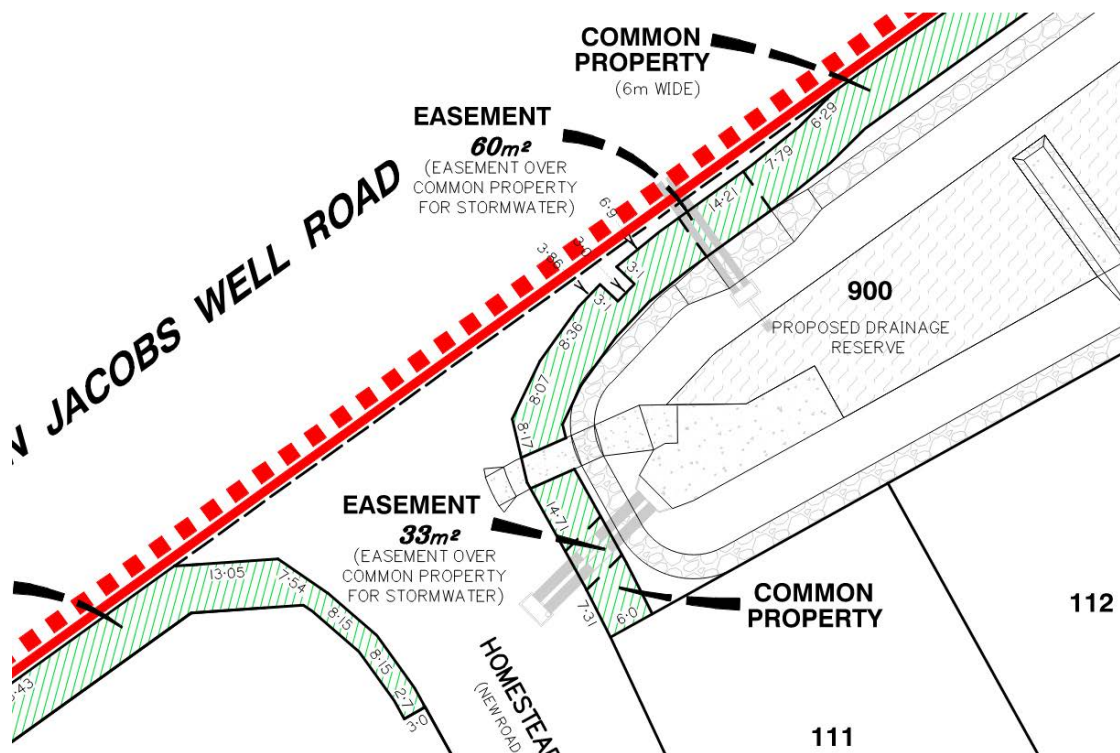


Figure 6.1: Proposed easement locations facilitating stormwater infrastructure in Common Property

6.2 STORMWATER QUALITY

A suitable stormwater treatment train has been designed by Gassman Development Perspectives and approved by Council (Council Ref: MIN/2020/464) (refer **Appendix E**) as part of the existing Stage 1 civil Operational Work approval to ensure the servicing of both the proposed industrial lots and surrounding public road reserves

A site based stormwater management plan for the subject site outlining how all necessary steps to ensure that the quality of stormwater discharging from the subject site meets the necessary standards to comply with City of Gold Coast Council's Water Sensitive Urban Design (WSUD) requirements, Queensland Urban Drainage Manual (QUDM) and the performance objectives of the Queensland State Planning Policy (SPP) has been prepared by Gassman Development Perspectives and approved by Council as part of the existing Stage 1 ROL.

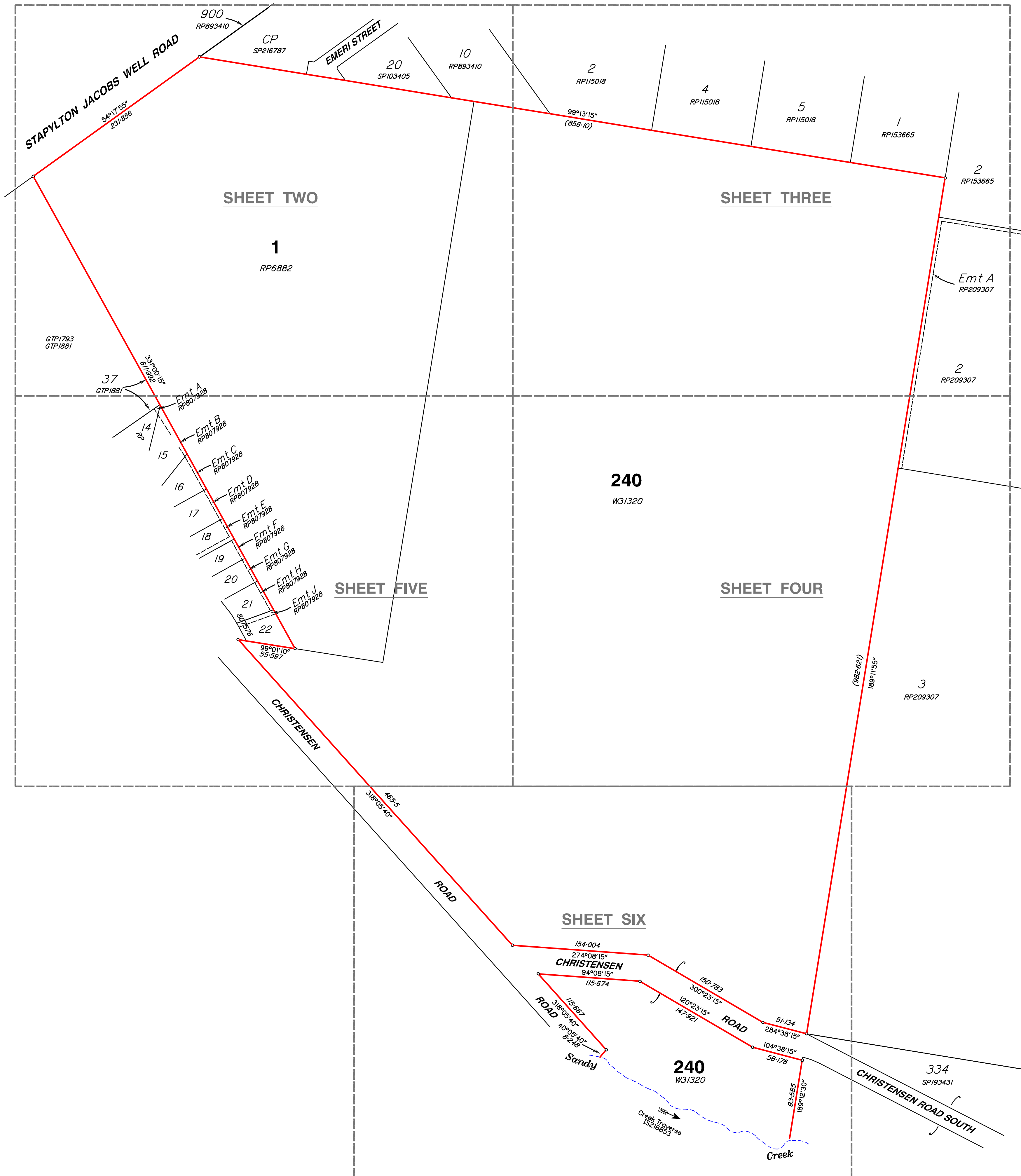
The currently approved Stage 1 civil works package (Council Ref: MIN/2020/464) does not require any amendments to facilitate the proposal to adopt a Community Title Scheme (CTS) over the development as the approved Stage 1 stormwater drainage infrastructure remains within proposed Lot 900 to be dedicated to Council.

7.0 CONCLUSION

The above reporting demonstrates that proposed development can be undertaken through the construction of Civil Engineering infrastructure and services that meet the requirements of City of Gold Coast City Council's Land Development Guidelines and associated Australian Standards.

Appendix A – Stage 1 Reconfiguration of Lot Plan

Appendix B – Site Survey



Notes

This plan has been prepared for the exclusive use and purposes of the client as stated on this plan and should not be used by any other person or corporation and for any other purpose.

Property boundaries have not been defined by this survey and have been compiled from 15216853.

Only those underground features and services as shown on this plan have been located by this survey. Prior to any construction, demolition or excavation on the site, the relevant authority should be contacted for the location of any further underground services and detailed location of all services.

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Client

HESTER

Project

CONTOUR AND DETAIL PLAN

Over Lot 1 on RP6882 and Lot 240 on WD31320

Parish of **ALBERT**

County of **Ward**

Local Govt **GOLD COAST CITY COUNCIL**

Level Datum	A.H.D.	Date Surveyed	Jan 2011
Meridian	15216853	Surveyor	A. Macdonald
Contour Interval	0.2	Drawn	S. Holt
F.B.	No	Date Drafted	02-02-2011
Origin	PSM 133471	Checked	
	RL 22.169		

Scale (on A1 original)

1:2500

Designed

Drawn

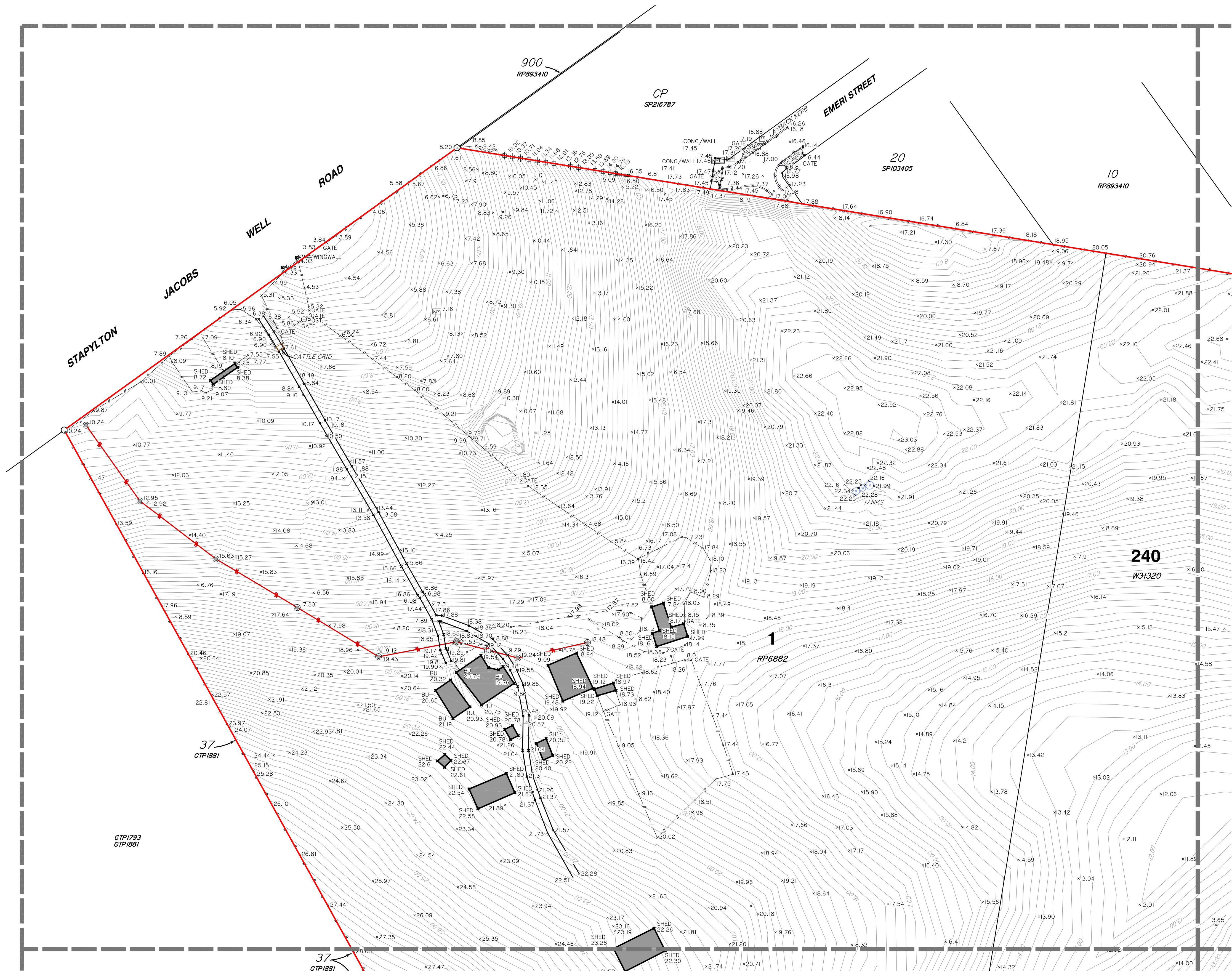
Date Designed

 **gassman development perspectives** planning design environment surveying

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f: (07) 32217308
Gold Coast and Logan Office
Access Business Park
76 Business Street Yatala Q. 4207
t: (07) 38073333
f: (07) 32975461
e: mail@gassman.com.au
w: www.gassman.com.au

REFERENCE No. **5093-10**

PLAN No. **5093 S CD 01**



Scale 1:1000 - Lengths are in Metres.
0 10 20 30 40 50 60 70 80

- LEGEND**
- PERMANENT MARK
 - SEWER MANHOLE
 - SEWER INSPECTION OUTLET
 - ELECTRICITY PILLAR
 - ELECTRICITY POLE
 - ELECTRICITY POLE WITH LIGHT
 - TELSTRA PIT
 - MANHOLE
 - STORMWATER MANHOLE
 - GULLY TRAP
 - WATER METER
 - FIRE HYDRANT
 - VALVE
 - GATE
 - BOLLARD
 - CONCRETE
 - EDGE OF BITUMEN
 - FENCE
 - OVERHEAD ELECTRICITY
 - OPEN DRAIN
 - RETAINING WALL
 - EDGE OF GARDEN
 - CONTOUR LEVEL

Notes

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Client
HESTER

Project
CONTOUR AND DETAIL PLAN

Over Lot 1 on RP6882 and Lot 240 on WD31320

Parish of **ALBERT**
County of **Ward**
Local Govt **GOLD COAST CITY COUNCIL**

Level Datum	A.H.D.	Date Surveyed	Jan 2011
Meridian	IS133471	Surveyor	A. Macdonald
Contour Interval	0.2	Drawn	S. Holt
F.B.	No	Date Drafted	02-02-2011
Origin	PSM 133471	Checked	
	RL 22.169		

Scale (on A1 original)	Designed
1:1000	Drawn
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- ELECTRICITY PILLAR
- ELECTRICITY POLE
- ELECTRICITY POLE WITH LIGHT
- TELSTRA PIT
- MANHOLE
- STORMWATER MANHOLE
- GULLY TRAP
- WATER METER
- FIRE HYDRANT
- VALVE
- GATE
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CONTOUR AND DETAIL PLAN

Over Lot 1 on RP6882 and Lot 240 on WD31320

Parish of **ALBERT**

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Local Govt **GOLD COAST CITY COUNCIL**

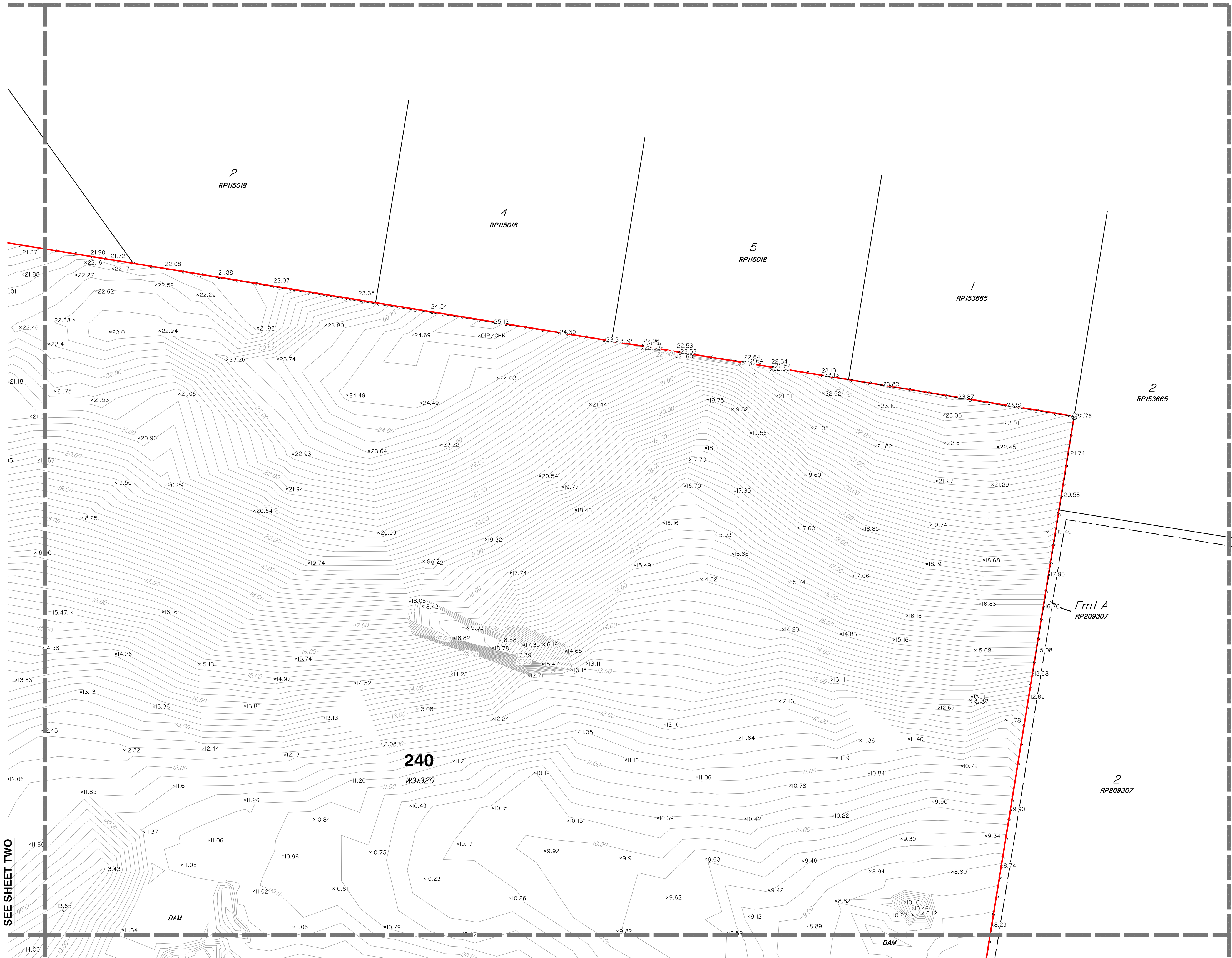
Level Datum	A.H.D.	Date Surveyed	Jan 2011
Meridian	15216853	Surveyor	A. Macdonald
Contour Interval	0.2	Drawn	S. Holt
F.B.	No	Date Drafted	02-02-2011
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	Drawn		
	Date Designed		

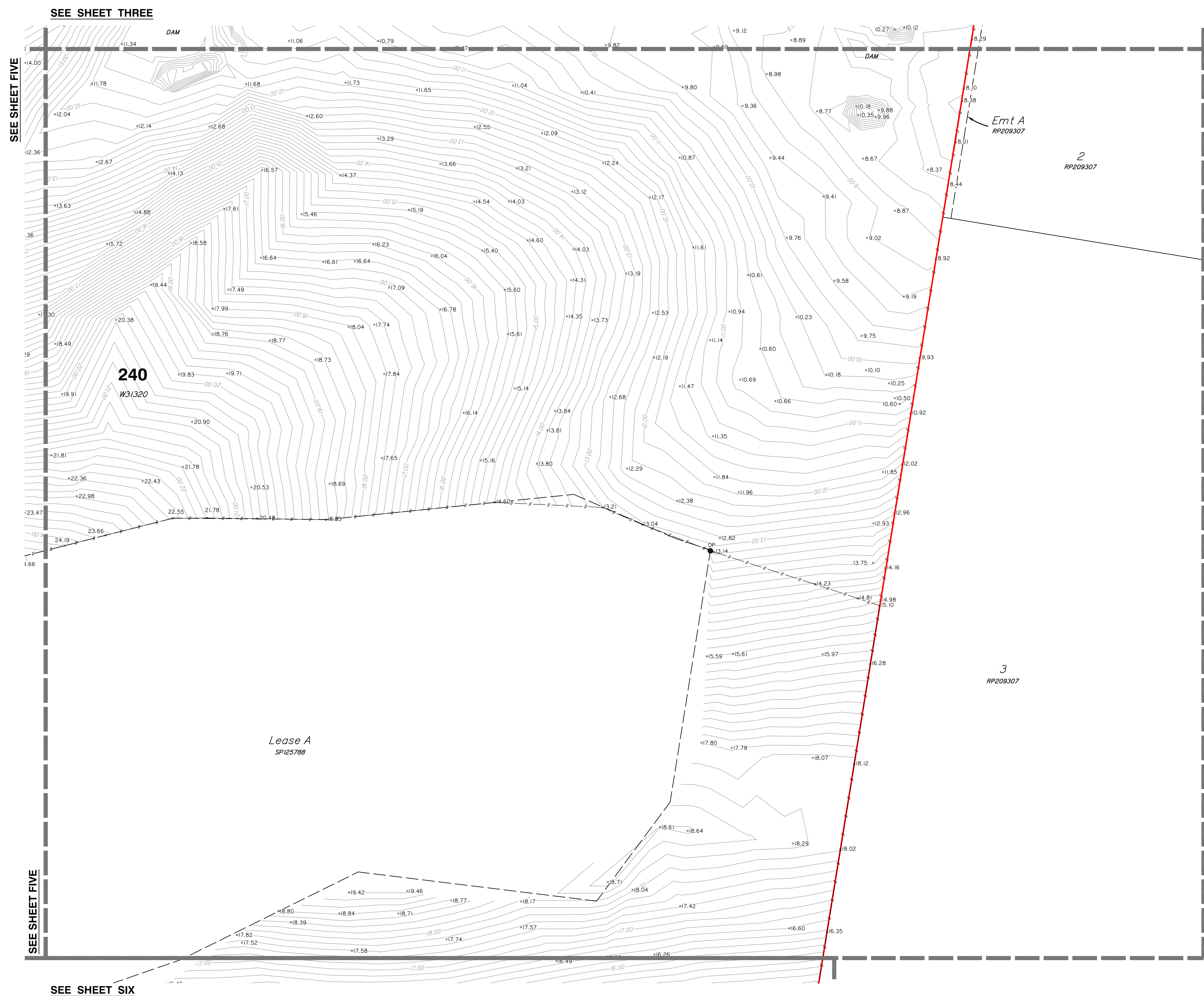
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PLAN No. **5093 S CD 01**





LEGEND	
	PERMANENT MARK
	SEWER MANHOLE
	SEWER INSPECTION OUTLET
	ELECTRICITY PILLAR
	ELECTRICITY POLE
	ELECTRICITY POLE WITH LIGHT
	TELEPHONE PIT
	MANHOLE
	STORMWATER MANHOLE
	GULLY TRAP
	WATER METER
	FIRE HYDRANT
	VALVE
	GATE
	BOLLARD
	CONCRETE
	EDGE OF BITUMEN
	FENCE
	OVERHEAD ELECTRICITY
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	EDGE OF GARDEN
	CONTOUR LEVEL

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CONTOUR AND DETAIL PLAN

Over Lot 1 on RP6882 and Lot
240 on WD31320

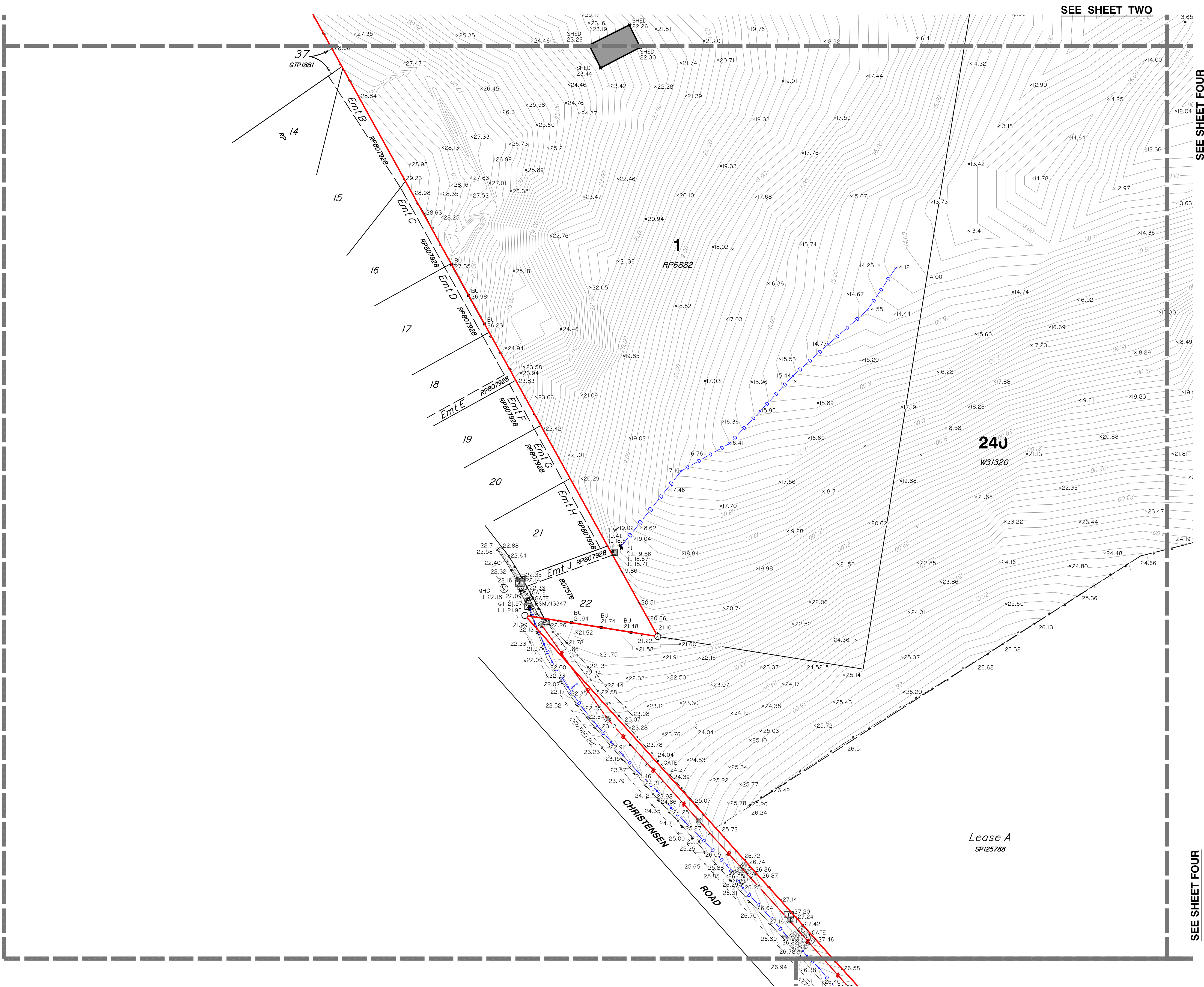
Parish of **ALBERT**
County of **Ward**
Local Govt **GOLD COAST CITY COUNCIL**

Level Datum	A.H.D.	Date Surveyed	Jan 2011
Meridian	1S216853	Surveyor	A. Macdonald
Contour Interval	0.2	Drawn	S. Holt
F.B.	No	Date Drafted	02-02-2011
Origin	PSM 133471	Checked	
	RL 22.169		
Scale (on AI original)		Designed	
1:1000		Drawn	
		Date Designed	



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REFERENCE No. 5093-10
PLAN No. 5093 S CD 01



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1:1000	Date Designed



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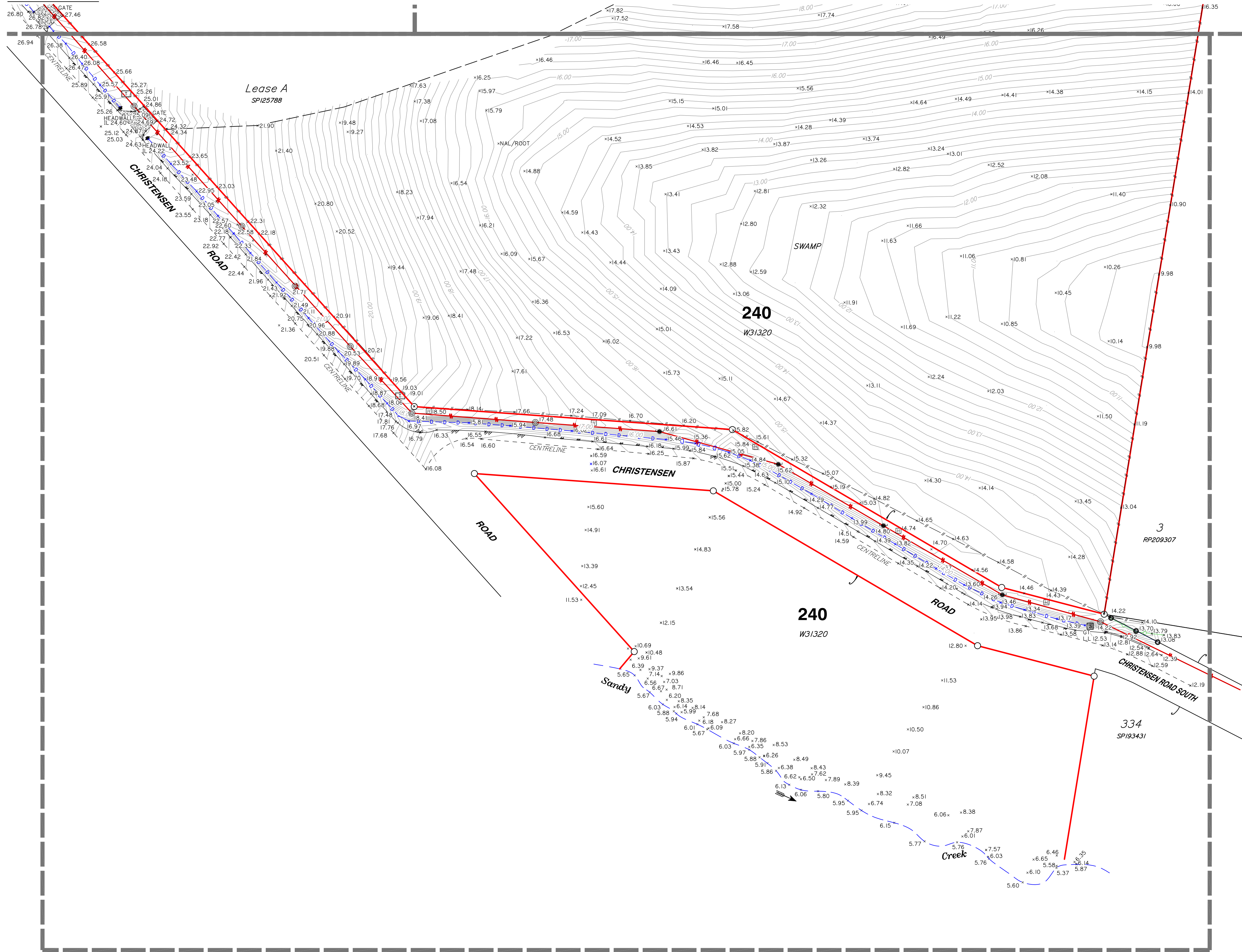
REFERENCE No. **5093-10**

PLAN No. **5093 S CD 01**



SEE SHEET FIVE

SEE SHEET FOUR



LEGEND

- PERMANENT MARK
- SEWER MANHOLE
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F.B.	No	Date Drafted	02-02-2011
Origin	PSM 133471	Checked	
	RL 22.169		

Scale (on A1 original)	Designed
1:1000	Date Designed

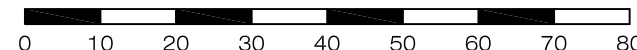


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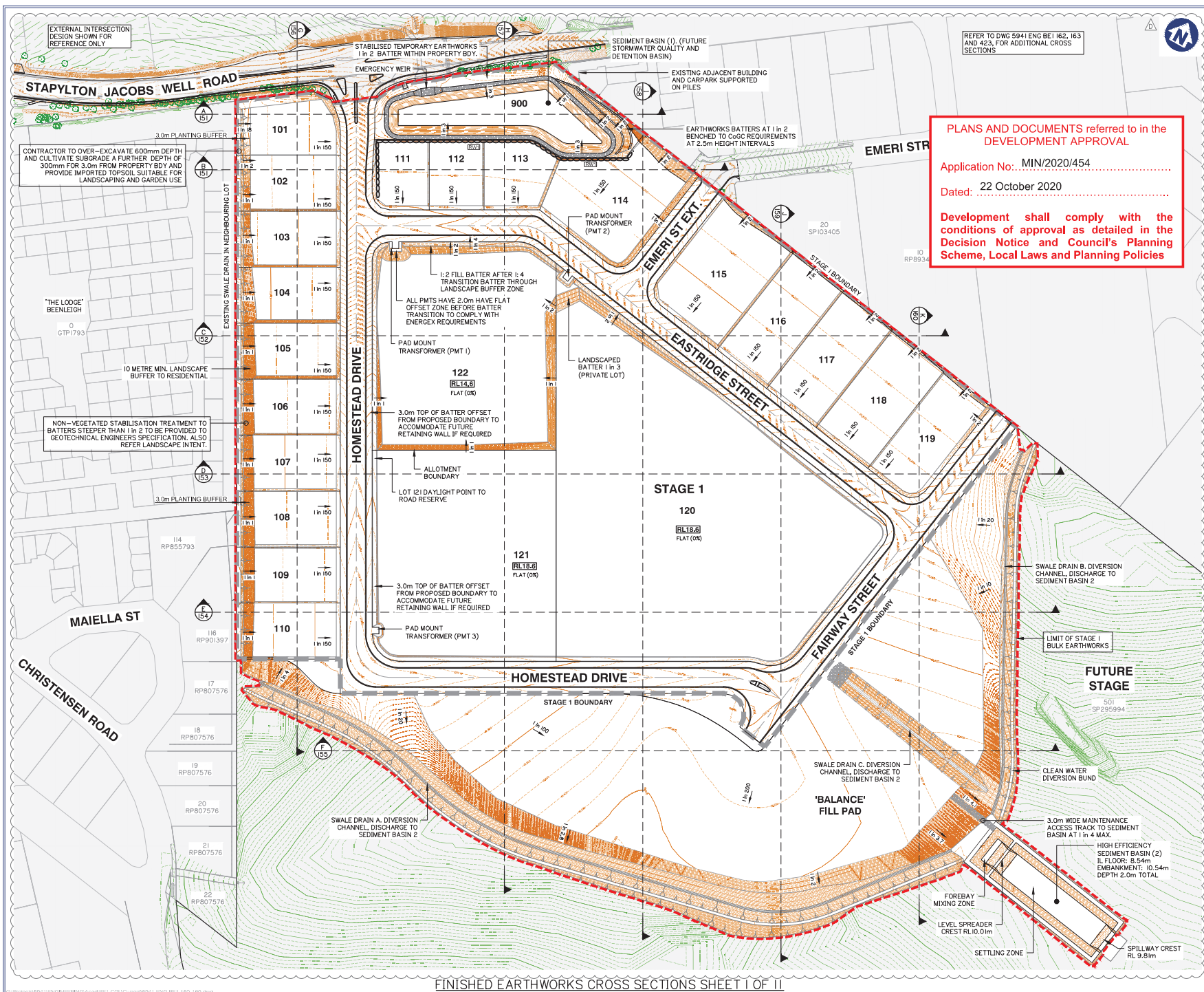
REFERENCE No. **5093-10**

PLAN No. **5093 S CD 01**

Scale 1:1000 - Lengths are in Metres.



Appendix C – Bulk Earthworks Strategy



Client:



FRASERS PROPERTY
(AUSTRALIA) PTY. LTD.

Project: VANTAGE YATALA STAGE 1

Site Address:
60 STAPYLTON JACOBS WELL ROAD & 31 YELLOWWOOD ROAD, STAPYLTON QLD 4207

THIS DRAWING IS INTENDED TO BE PRINTED IN COLOUR

RPD:
Lot: 501.4
Plan: SP295994, RP6843
Local Authority: CITY OF GOLD COAST COUNCIL
Level Datum: AHD
Meridian: -
Contour Interval: -
PSM: -
RL: -

ISSUED FOR APPROVAL
NOT FOR CONSTRUCTION

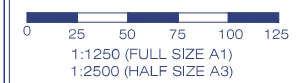
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ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ORIGINAL NOTES

DRAWING TITLE
FINISHED EARTHWORKS
CROSS SECTIONS SHEET
1 OF 11

NO.	DATE	DESCRIPTION	BY	CHECKED
1	18-08-2020	ISSUED FOR APPROVAL	IG	MG
2	22-10-2020	REVISION: FINISHED EARTHWORKS CROSS SECTIONS SHEET 1 OF 11	IG	MG
3	22-10-2020	REVISION: FINISHED EARTHWORKS CROSS SECTIONS SHEET 1 OF 11	IG	MG
4	22-10-2020	REVISION: FINISHED EARTHWORKS CROSS SECTIONS SHEET 1 OF 11	IG	MG
5	22-10-2020	REVISION: FINISHED EARTHWORKS CROSS SECTIONS SHEET 1 OF 11	IG	MG
6	22-10-2020	REVISION: FINISHED EARTHWORKS CROSS SECTIONS SHEET 1 OF 11	IG	MG
7	22-10-2020	REVISION: FINISHED EARTHWORKS CROSS SECTIONS SHEET 1 OF 11	IG	MG
8	22-10-2020	REVISION: FINISHED EARTHWORKS CROSS SECTIONS SHEET 1 OF 11	IG	MG
9	22-10-2020	REVISION: FINISHED EARTHWORKS CROSS SECTIONS SHEET 1 OF 11	IG	MG
10	22-10-2020	REVISION: FINISHED EARTHWORKS CROSS SECTIONS SHEET 1 OF 11	IG	MG

SCALE IN METRES



Scale at A1:	1:1250
Designed:	IG
Drafted:	JRG
Approved:	MG
RPEQ:	16939
Signed:	
Date:	19-08-2020
Drawing No:	5941 ENG BE1 150
Rev. No:	D

Appendix D – DTMR-approved Signalised Intersection Layout Plans

Our ref TMR18-024147 [CM15193]
Your ref 5941
Enquiries Michael Limpin



Department of
Transport and Main Roads

23 October 2020

Frasers Property Australia Pty Ltd c/- Gassman Development
Perspectives
PO Box 392
Beenleigh QLD 4207

Dear Mitchell Gassman

Conditional approval of road works at Stapylton-Jacobs Well Road (SCR1003)

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

I refer to your application for road works made pursuant to section 33 of the *Transport Infrastructure Act 1994* (TIA) for works at 60 Stapylton-Jacobs Well Road, Stapylton.

The Department of Transport and Main Roads (the department) has assessed your application, including the following plans:

Drawing / Report Title	Drawing / Report No.	Revision No	Date
Drawing Index and Locality Plan	EXTINT 001	C	09/2020
General Notes	EXTINT 002	B	20/07/2020
Legend	EXTINT 003	B	20/07/2020
Key Layout Plan	EXTINT 004	B	20/07/2020
Existing Surface Layout Plan Sheet 1 of 4	EXTINT 010	B	20/07/2020
Existing Surface Layout Plan Sheet 2 of 4	EXTINT 011	B	20/07/2020
Existing Surface Layout Plan Sheet 3 of 4	EXTINT 012	B	20/07/2020
Existing Surface Layout Plan Sheet 4 of 4	EXTINT 013	B	20/07/2020
Demolition and Protection Layout Plan Sheet 1 of 4	EXTINT 020	B	20/07/2020
Demolition and Protection Layout Plan Sheet 2 of 4	EXTINT 021	B	20/07/2020
Demolition and Protection Layout Plan Sheet 3 of 4	EXTINT 022	B	20/07/2020
Demolition and Protection Layout Plan Sheet 4 of 4	EXTINT 023	B	20/07/2020
Sediment and Erosion Control Plan Sheet 1 of 4	EXTINT 050	B	20/07/2020
Sediment and Erosion Control Plan Sheet 2 of 4	EXTINT 051	B	20/07/2020
Sediment and Erosion Control Plan Sheet 3 of 4	EXTINT 052	B	20/07/2020
Sediment and Erosion Control Plan Sheet 4 of 4	EXTINT 053	B	20/07/2020
Sediment and Erosion Typical Sections and Details	EXTINT 054	B	20/07/2020
Earthworks Cut and Fill Plan	EXTINT 120	B	20/07/2020
Control Line Layout Plan	EXTINT 300	C	03/09/2020
Control Line Setout Table	EXTINT 301	B	20/07/2020
Comparison of Pavement Lebel Sheet 1 of 4	EXTINT 350	B	20/07/2020
Comparison of Pavement Lebel Sheet 2 of 4	EXTINT 351	B	20/07/2020
Comparison of Pavement Lebel Sheet 3 of 4	EXTINT 352	B	20/07/2020
Comparison of Pavement Lebel Sheet 4 of 4	EXTINT 353	B	20/07/2020

Drawing / Report Title	Drawing / Report No.	Revision No	Date
Roadworks and Drainage Layout Plan Sheet 1 of 4	EXTINT 400	B	20/07/2020
Roadworks and Drainage Layout Plan Sheet 2 of 4	EXTINT 401	B	20/07/2020
Roadworks and Drainage Layout Plan Sheet 3 of 4	EXTINT 402	C	03/09/2020
Roadworks and Drainage Layout Plan Sheet 4 of 4	EXTINT 403	B	20/07/2020
Typical Sections and Details Sheet 1 of 3	EXTINT 410	B	20/07/2020
Typical Sections and Details Sheet 2 of 3	EXTINT 411	B	20/07/2020
Typical Sections and Details Sheet 3 of 3	EXTINT 412	B	20/07/2020
Rock Anchor Detail and Cut Face Elevation	EXTINT 413	C	03/09/2020
Pavement Layout Plan Sheet 1 of 4	EXTINT 420	B	20/07/2020
Pavement Layout Plan Sheet 2 of 4	EXTINT 421	B	20/07/2020
Pavement Layout Plan Sheet 3 of 4	EXTINT 422	B	20/07/2020
Pavement Layout Plan Sheet 4 of 4	EXTINT 423	B	20/07/2020
Road Longitudinal Section – SJW Road Sheet 1 of 2	EXTINT 430	B	20/07/2020
Road Longitudinal Section – SJW Road Sheet 2 of 2	EXTINT 431	B	20/07/2020
Road Longitudinal Section – Homestead Drive	EXTINT 432	B	20/07/2020
Road Cross Sections Sheet 1 of 28	EXTINT 450	B	20/07/2020
Road Cross Sections Sheet 2 of 28	EXTINT 451	B	20/07/2020
Road Cross Sections Sheet 3 of 28	EXTINT 452	B	20/07/2020
Road Cross Sections Sheet 4 of 28	EXTINT 453	B	20/07/2020
Road Cross Sections Sheet 5 of 28	EXTINT 454	B	20/07/2020
Road Cross Sections Sheet 6 of 28	EXTINT 455	B	20/07/2020
Road Cross Sections Sheet 7 of 28	EXTINT 456	B	20/07/2020
Road Cross Sections Sheet 8 of 28	EXTINT 457	B	20/07/2020
Road Cross Sections Sheet 9 of 28	EXTINT 458	B	20/07/2020
Road Cross Sections Sheet 10 of 28	EXTINT 459	B	20/07/2020
Road Cross Sections Sheet 11 of 28	EXTINT 460	B	20/07/2020
Road Cross Sections Sheet 12 of 28	EXTINT 461	B	20/07/2020
Road Cross Sections Sheet 13 of 28	EXTINT 462	B	20/07/2020
Road Cross Sections Sheet 14 of 28	EXTINT 463	B	20/07/2020
Road Cross Sections Sheet 15 of 28	EXTINT 464	B	20/07/2020
Road Cross Sections Sheet 16 of 28	EXTINT 465	B	20/07/2020
Road Cross Sections Sheet 17 of 28	EXTINT 466	B	20/07/2020
Road Cross Sections Sheet 18 of 28	EXTINT 467	B	20/07/2020
Road Cross Sections Sheet 19 of 28	EXTINT 468	B	20/07/2020
Road Cross Sections Sheet 20 of 28	EXTINT 469	B	20/07/2020
Road Cross Sections Sheet 21 of 28	EXTINT 470	B	20/07/2020
Road Cross Sections Sheet 22 of 28	EXTINT 471	B	20/07/2020
Road Cross Sections Sheet 23 of 28	EXTINT 472	B	20/07/2020
Road Cross Sections Sheet 24 of 28	EXTINT 473	B	20/07/2020
Road Cross Sections Sheet 25 of 28	EXTINT 474	B	20/07/2020
Road Cross Sections Sheet 26 of 28	EXTINT 475	B	20/07/2020
Road Cross Sections Sheet 27 of 28	EXTINT 476	B	20/07/2020
Road Cross Sections Sheet 28 of 28	EXTINT 477	B	20/07/2020
Kerb Island Setout Layout Plan	EXTINT 480	C	03/09/2020
Kerb Island Setout Tables Sheet 1 of 2	EXTINT 481	B	20/07/2020
Kerb Island Setout Tables Sheet 2 of 2	EXTINT 482	B	20/07/2020
Lot 4 and 5 Driveway Access Setout Details	EXTINT 483	A	14/05/2020
Road Intersection Details	EXTINT 490	C	03/09/2020

Drawing / Report Title	Drawing / Report No.	Revision No	Date
Stormwater Catchment Plan	EXTINT 500	B	20/07/2020
Stormwater Drainage Longitudinal Sections Sheet 1 of 2	EXTINT 510	B	20/07/2020
Stormwater Drainage Longitudinal Sections Sheet 2 of 2	EXTINT 511	B	20/07/2020
Stormwater Drainage Calculation Tables	EXTINT 550	B	20/07/2020
Stormwater Manhole Details	EXTINT 554	B	20/07/2020
Reinforced Concrete Box Culver Extension	EXTINT 570	B	20/07/2020
Line Marking and Signage Plan Sheet 1 of 4	EXTINT 800	B	20/07/2020
Line Marking and Signage Plan Sheet 2 of 4	EXTINT 801	B	20/07/2020
Line Marking and Signage Plan Sheet 3 of 4	EXTINT 802	C	03/09/2020
Line Marking and Signage Plan Sheet 4 of 4	EXTINT 803	B	20/07/2020
Guardrail Setout Details Sheet 1 of 2	EXTINT 804	C	03/09/2020
Guardrail Setout Details Sheet 2 of 2	EXTINT 804	B	20/07/2020
Traffic Signals Installation Operations and Electrical	TS-01	A	14/10/2020
Traffic Signals Installation Construction Details	TS-02	A	14/10/2020
Rate 3 Lighting – Locality Plan & Index	S1301347 – 1 of 7	A	20/08/2020
Rate 3 Lighting Works Plans & Pole Schedules – Sheet 1 of 5	S1301347 – 2 of 7	A	20/08/2020
Rate 3 Lighting Works Plans & Pole Schedules – Sheet 2 of 5	S1301347 – 3 of 7	A	20/08/2020
Rate 3 Lighting Works Plans & Pole Schedules – Sheet 3 of 5	S1301347 – 4 of 7	A	20/08/2020
Rate 3 Lighting Cable Schedule & Design Certificate	S1301347 – 5 of 7	A	20/08/2020
Rate 3 Lighting Circuit Diagram & Circuit Schedule – Sheet 5 of 5	S1301347 – 6 of 7	A	20/08/2020
Rate 3 Lighting – Lux Plot – Sheet 1 of 1	S1301347 – 7 of 7	A	20/08/2020
Vegetation Management Plan – V2	5941	2.0	28/09/2020
Permanent Anchor Design prepared by Douglas Partners	90520.02	R001. Rev 1	15/05/2020
*Design Exception Documentation listed below is for information only and is still subject approval.			
Design Exception – Review of Pedestrian Facilities prepared by Rytenschild Traffic Engineering	20156	-	21/10/2020
* Landscape Design Plans listed below are generally for information only and are subject to separate approval (Road Corridor Permit). Landscape details accepted as part of this approval are only for works associated with revegetation of disturbed area including stabilisation of the catch bank.			
Landscape Coversheet and Locality Plan	EXTINT_000	B	30/09/2020
Landscape Specifications	EXTINT_001	B	30/09/2020
Landscape Finishes – General Arrangement Plan	EXTINT_200	B	30/09/2020
Landscape Finishes	EXTINT_201	B	30/09/2020
Landscape Finishes	EXTINT_202	B	30/09/2020
Landscape Finishes	EXTINT_203	B	30/09/2020
Landscape Finishes	EXTINT_204	B	30/09/2020
Landscape Finishes	EXTINT_205	B	30/09/2020
Landscape Finishes	EXTINT_206	B	30/09/2020
Landscape Shrubs & Ground Covers Planting Plan – General Arrangement Plan	EXTINT_600	B	30/09/2020
Landscape Shrubs & Ground Covers Planting Plan	EXTINT_601	B	30/09/2020
Landscape Shrubs & Ground Covers Planting Plan	EXTINT_602	B	30/09/2020

Drawing / Report Title	Drawing / Report No.	Revision No	Date
Landscape Shrubs & Ground Covers Planting Plan	EXTINT_603	B	30/09/2020
Landscape Shrubs & Ground Covers Planting Plan	EXTINT_604	B	30/09/2020
Landscape Shrubs & Ground Covers Planting Plan	EXTINT_605	B	30/09/2020
Landscape Shrubs & Ground Covers Planting Plan	EXTINT_606	B	30/09/2020
Landscape Details	EXTINT_901	B	30/09/2020
Landscape Details	EXTINT_902	B	30/09/2020
Landscape Details	EXTINT_903	B	30/09/2020

The department advises that it has decided to approve the application, subject to the following conditions:

No.	Conditions of Approval	Condition Timing
Road Works		
A. General		
1	Road Works must be provided generally in accordance with the submitted plans listed above. Any major design changes are to be submitted to the department for acceptance prior to implementation.	Construction of road works must not commence until the prestart meeting has concluded and an 'Authority to Commence Works' and Works Permit has been issued.
2	All road works are to be carried out in accordance with the current TMR Technical Specifications (including annexures), Standard Drawings, and the attached General Conditions of Approval (DC03W01).	Prior to commencement of use.
4	The Road Works are to be constructed at no cost to TMR.	At all times.
5	TMR officers are to be allowed access to the project site for the purpose of ensuring compliance with TMR's conditions.	At all times during construction.
6	Any damage to the existing road infrastructure caused by carrying out the Road Works is to be rectified/repared at no cost to TMR.	At all times.
7	All TMR Technical Specifications are to be read in conjunction with 'MRTS01 Introduction to Technical Specifications' (including annexure).	At all times.

No.	Conditions of Approval	Condition Timing
B. Documents for Approval		
8	A security in accordance with the attached factsheet titled, Bonds or Security Deposits required by a Road Works Approval (under section 33 of the Transport Infrastructure Act 1991) is to be lodged with the TMR office in South Coast Region Office. The security is to be provided as two documents – one for 50% of the security amount and the other for 50% of the security amount. The bond provided must be any of the following: • Cash (Bank Cheque); • An unconditional, irrevocable bank guarantee using TMR form F5086 (attached) for a bank approved by TMR; or • An unconditional, irrevocable insurance bond using TMR form F5087 (attached) from an insurance company approved by TMR. Recourse to bond – TMR may convert into money at any time such part of the Security provided that does not consist of money. TMR will not be liable in any way for any loss occasioned by the conversion of any part of the Security into money.	Prior to issuance of 'Authority to Commence Works' letter.
9	A Traffic Management Plan (TMP) in accordance with TMR specification 'MRTS02 Provisions for Traffic' (including annexures), TMR's 'Road Planning and Design Manual' and 'Manual of Uniform Traffic Control Devices – Part 3, Works on Roads' is to be submitted to TMR for approval (<i>refer DC03W01 -Section 2.8</i>). The TMP must include, but is not limited to the following details: a) Work site access / Site Plan b) Traffic Guidance Scheme c) Storing or plant and materials	Prior to issuance of 'Authority to Commence Works' letter.
10	A Construction Management Plan (CMP) in accordance with TMR's 'Road Planning and Design Manual' is to be submitted to TMR for approval.	Prior to issuance of 'Authority to Commence Works' letter.

No.	Conditions of Approval	Condition Timing
11	A Quality Management Plan (QMP) in accordance with TMR specification 'MRTS50 Specific Quality System Requirements' must be submitted to TMR for approval. The QMP must include, but is not limited to the following details: a) All Hold Points, Witness Points and Milestones b) Testing frequencies, lot sizes and numbers c) Name and address of laboratory, accredited by the National Association of Testing Authorities (NATA), carrying out samplings. Note: at least 24 hours notice is to be given to TMR advising of required inspections.	Prior to TMR issuing an 'Authority to Commence Works'.
12	The name, Registered Professional Engineer of Queensland (RPEQ) No., and contact details for the Supervising Professional Engineer must be provided to TMR. <i>(refer DC03W01 - Section 2.7)</i>	Prior to TMR issuing an 'Authority to Commence Works'.
13	An appropriately certified estimate of the project value of the works within the State-controlled road, including items and schedule of rates is to be submitted to TMR for reference.	Prior to provision of security per above condition 8.
C. Principal Contractor		
14	A completed 'Principal Contractors Details and Bond Estimate' form F5084 (attached) is to be completed and returned to TMR. The nominated principal contractor must have sufficient expertise to carry out the proposed road works and hold a current public liability insurance policy that notes TMR's interest in the amount of not less than \$20 million.	Prior to TMR issuing an 'Authority for Prestart Meeting'.
15	A completed 'Deed of Indemnity' for the Road Works (completed by the Principal Contractor) using TMR form F5109 (attached) is to be submitted to TMR.	Prior to TMR issuing an 'Authority for Prestart Meeting'.
D. Site Specific Conditions, Amended Plans, Supplemental Design Documentation Approval		
16	The submitted Design Exception Report – Review of Pedestrian Facilities prepared by Rytenskild Traffic Engineering (Ref. No. 20156, dated 21/10/2020) only relates to exception to the Department's Road Safety Policy that is, Safety Standard requiring pedestrian crossings be provided on all approaches at signalised intersections and is subject to review and final acceptance by TMR. Any recommendations and/or mitigation works specified to be added/amended prior to final acceptance of the report shall be appropriately incorporated in the final version of the report and relevant detailed design plans.	Prior to issuance of 'Authority to Commence Works' letter.

No.	Conditions of Approval	Condition Timing
17	In relation to condition 16 above, upon acceptance of the Design Exception Report, any recommendation or mitigating works agreed in the final report shall be implemented prior to completion or during the maintenance period.	Prior to TMR's acceptance of Completed Works.
18	Suitability of proposed pavement profile as indicated on Pavement Layout Plans (on the listed table above) are to be confirmed and reviewed by TMR (refer DC03W01 - Section 2.20) <i>Note: Pavement design shall take into consideration the expected impact of turning movements and existing pavement condition in determining the extent of pavement treatment, tie-in. The Department cannot guarantee the suitability of the existing pavement condition/profile to suit the necessary pavement design requirement for the new intersection.</i>	Prior to Commencement of Pavement Works.
19	Any superfluous pavement markings are to be removed in accordance with MRTS45. Specific method to be utilised is required to be confirmed with TMR prior to implementation. Over painting with black paint is not permitted. In instances where the removal of pavement marking will cause worsening of the existing pavement surface condition, the pavement surface must be replaced with appropriate surfacing material before line marking installation.	Prior to commencement of pavement line marking works.
20	Provide evidence that the current users of the existing driveways for the following properties are appropriately consulted and have agreed to the changes to their respective access structures (including provision of safety barriers) and or movements: a) Lot 3SP139664 b) Lot 4WD6307 (33 Stapylton Jacobs Well Rd) c) Lot 5 SP139664 (43 Stapylton Jacobs Well Rd) <i>*Details of the barrier/fence submitted to TMR for approval prior to installation.</i>	Prior to issuance of 'Authority to Commence Works' letter.
21	All public utility plant that requires removal (decommissioning), including new installation and service connections shown on the accepted design plans associated with this development IS NOT part of this approval and will require separate approval. For further guidance of the application process, please refer to the weblink below: https://www.tmr.qld.gov.au/business-industry/Business-with-us/Alliances/Utilities	Prior to Commencement of relevant Utility infrastructure.
22	Details (colour and pattern) of the median infill treatment must be provided to TMR for confirmation prior to installation of concrete median works.	Prior to commencement of concrete median works.
23	Existing Guardrail structures to be made redundant or removed shall not be used and are to be returned to TMR (RoadTek Depot).	At all times.

No.	Conditions of Approval	Condition Timing
24	Installation of permanent ground anchors shall be done in accordance with the recommendations of the Douglas Partners' Permanent Anchor Design Report No 90520.02 R001, Rev 115/05/2020	At all times.
25	Submitted signals plans are to be amended accordingly to swap B phase with C phase.	Prior to issuance of 'Authority to Commence Works' letter.
E. Prestart Meeting		
26	A Prestart meeting attended by the applicant's representative and/or the principal contractor and TMR's representative is to be held. The prestart meeting will include, but is not limited to the following: a) Introduction of stakeholders. b) Review of road works approved designs & management plans. c) Inspections required by the vegetation management plan d) Construction activities and program. e) Issues pertaining to a Zero Harm working environment. f) Traffic Control Permit conditions It is intended an 'Authority to Commence Works' will be issued at the Prestart meeting. To arrange a Prestart meeting, please contact Michael Limpin on 5563 6600 or via email to scr.calm@tmr.qld.gov.au	A minimum of five (5) business days prior to the commencement of the road works.
27	All works associated with installation of the overhead road lighting and traffic signal infrastructure must be completed in accordance with Main Roads Technical Specifications MRTS91 to MRTS257 as appropriate, and the following specific requirements: a) Please contact TMR South Coast Region's Electrical Inspector Corie Brown on 5563 6600 prior to commencing any work on the traffic signal or road lighting infrastructure, decommissioning of existing infrastructure and installation of conduits. b) Any 'Hold Points' as indicated in MRTS91 – MRTS257, must be inspected by the region's Electrical Inspector or delegate. c) The Contractor must supply an 'Electrical Certificate of Test' prior to connection to the supply network. d) The Contractor must supply quality documentation demonstrating compliance with the department's standards. This quality documentation must demonstrate that all the relevant 'Hold Points' in MRTS91 – MRTS257 have been signed off by the region's Electrical Inspector. e) The installation must be inspected by the region's Electrical	A minimum of five (5) business days prior to the commencement of the road works.

No.	Conditions of Approval	Condition Timing
	Inspector or delegate before the end of the maintenance period. f) The Contractor shall be responsible for maintenance of all electrical infrastructure affected by this approval, from the date the works are accepted by the region's electrical inspector, for a minimum period of: • 90 calendar days, and • 30 continuous fault free days. In accordance with the department's operational requirements, this maintenance period may be called at an end or further extended prior to the above minimum at the discretion of the Regional Director.	
28	The Supervising Engineer is responsible for implementing appropriate inspection systems for the proposed works along the state-controlled road to ensure that all works are constructed in accordance with the engineering drawings and specifications. Notwithstanding the above requirement, TMR's Works Inspector will conduct inspections throughout the period of the works. No paving, priming or sealing shall be carried out until the Supervising Engineer and TMR's Works Inspector have assessed the finished subgrade, finished pavement, and any job specific requirements. In accordance with Specifications and Annexures applying to the particular works, tests may be carried out at the inspections. All certificates of tests carried out for works within state-controlled road boundaries are to be made available to the TMR's Works Inspector. (<i>refer DC03W01 - Section 2.18</i>)	At all times during construction.
F. Practical Completion		
29	A 'Certificate of Practical Completion' of the Road Works by a Registered Professional Engineer of Queensland (RPEQ) is to be submitted. The 'Certificate of Practical Completion' must include but not limited to the following details: a) Testing and inspection plans b) Documentation of dimensional check c) 'As constructed' plans. d) <i>Level 2 inspection (conducted by an appropriately accredited bridge/structure inspector) is required to be provided for the existing cattle crossing (culver structure).</i> e) Any other requirements required under this approval.	Within five (5) days of the completion of the work.

No.	Conditions of Approval	Condition Timing
G. Maintenance Period		
30	Any defect which develops in work within the limits of TMR's maintenance responsibility during the on-maintenance period must be rectified by the applicant at no cost to TMR.	Until TMR has formally accepted off-maintenance the portion of the works, if any, for which it will accept responsibility for future maintenance.

Important information for applicants

This approval does not authorise you to commence road works. Prior to any road works being undertaken within the boundary of the state-controlled road, the department must have issued you with an authority to commence works. The authority to commence works will not be issued until all the requirements of the above conditions have been fulfilled.

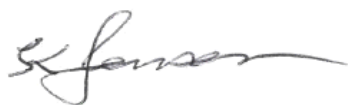
If any variations from the approved road works are required, further written approval from the department must first be obtained.

You should also be aware that you may have other statutory obligations. This conditional approval is for the TIA only.

This document must be retained as evidence of the road works approval.

If you would like to discuss this application, please contact Michael Limpin, Senior Engineer (Civil) by email at scr.calm@tmr.qld.gov.au or on (07) 5563 6600.

Yours sincerely



Ken Jensen
Principal Engineer

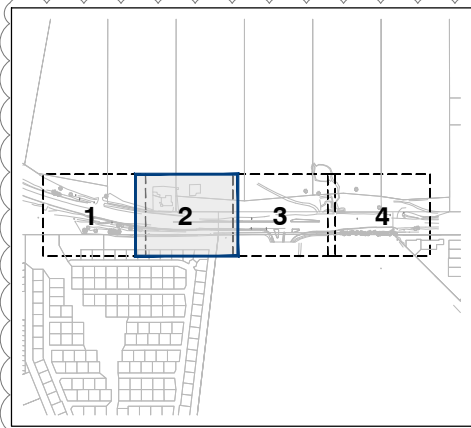
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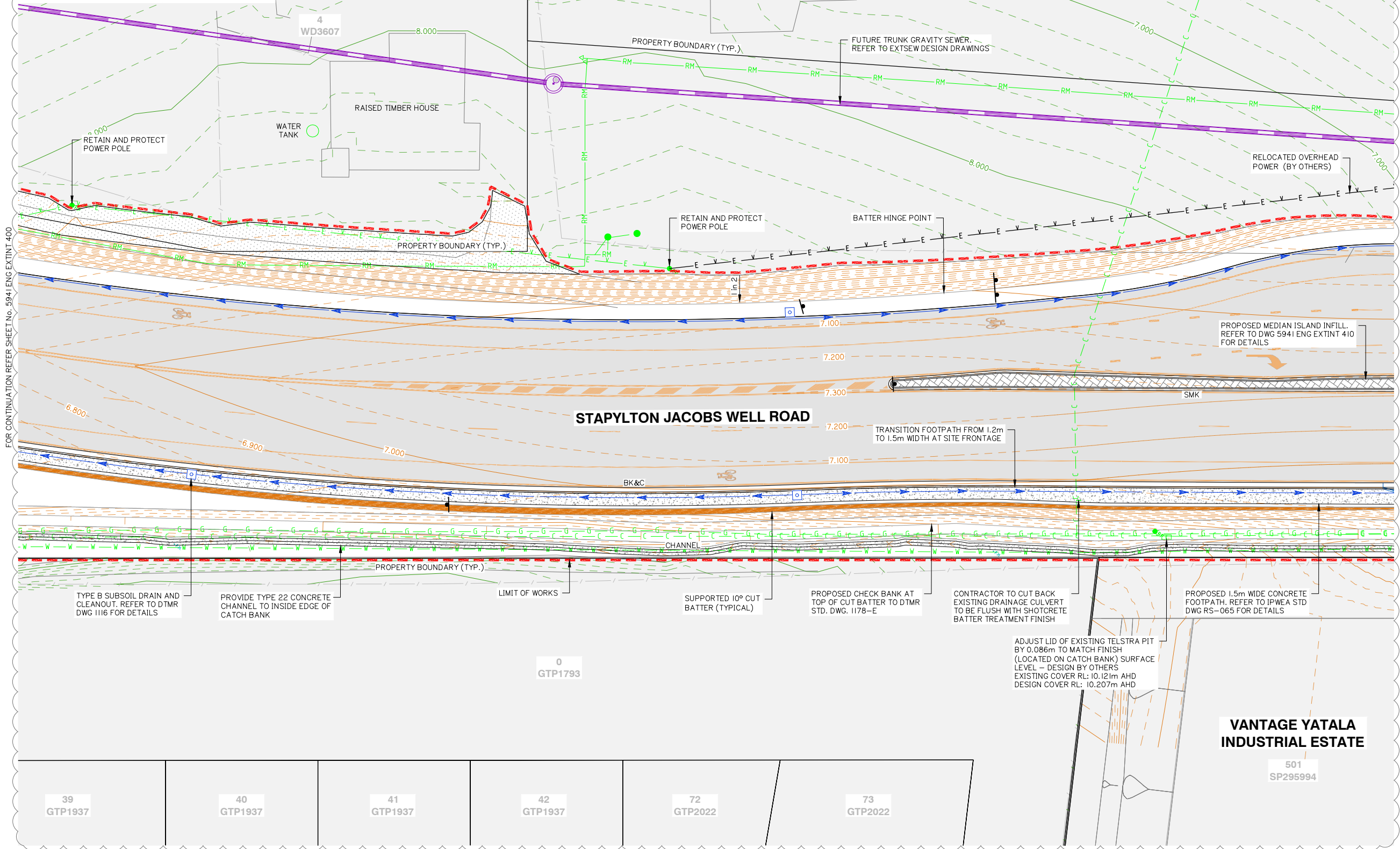
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GTP1937





KEY PLAN
SCALE 1:5000



Client:



Project:

SIGNALISED INTERSECTION FOR
VANTAGE YATALA - STAGE 1

Site Address:

STAPYLTON JACOBS
WELL ROAD, YATALA

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Plan:

Local Authority:

Level Datum:

Meridian:

Contour Interval:

PSM:

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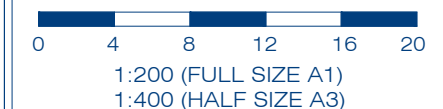
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DRAWING TITLE
ROADWORKS AND
DRAINAGE LAYOUT PLAN
SHEET 2 OF 4

Rev.	Date	Description	BA	MG
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A	14-05-2020	ORIGINAL ISSUE	BA	MG
ISSUE	Date	Description	BA	CHK

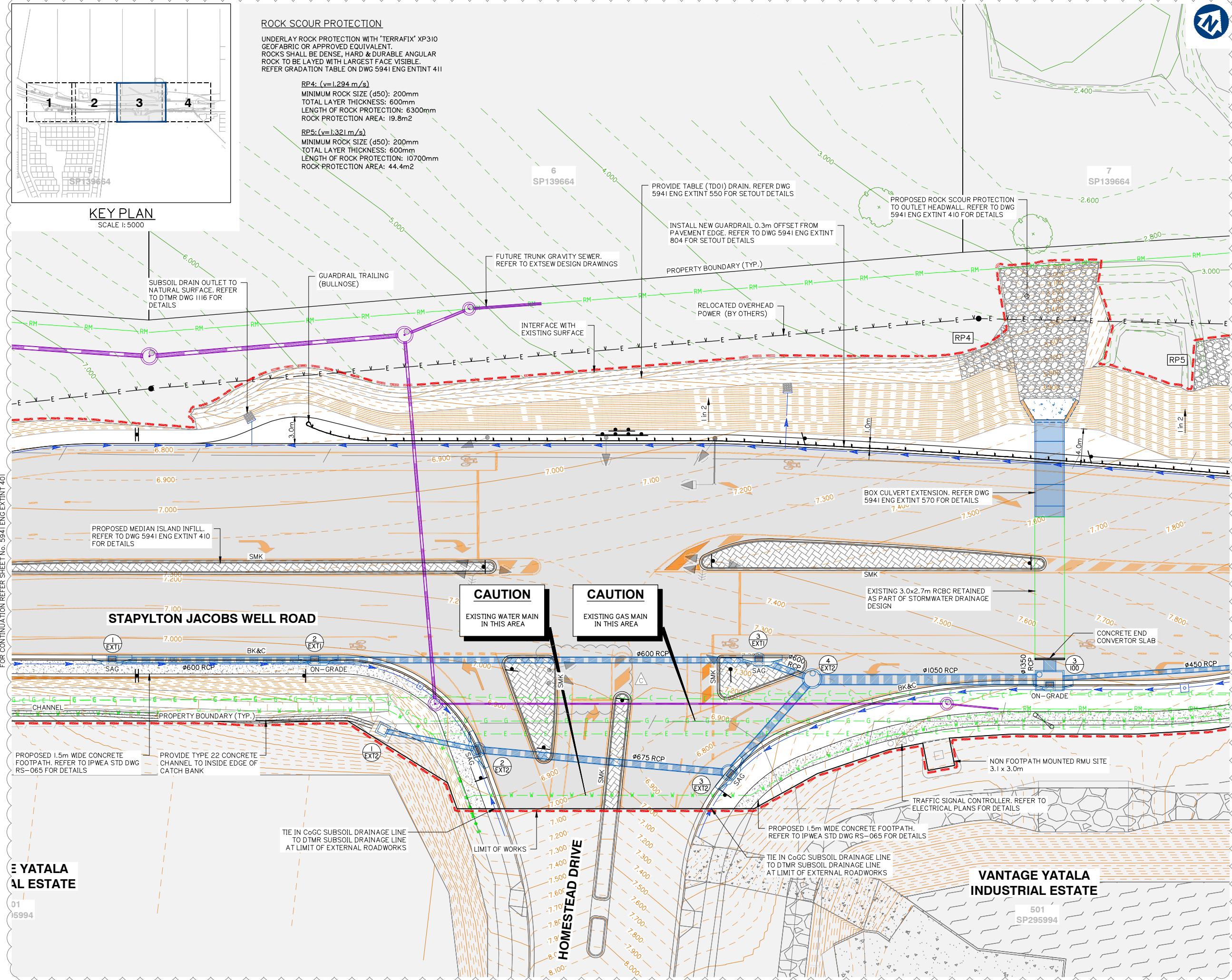
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Designed:	IG
Drafted:	BA
Approved:	MG
RPEQ:	16939
Signed:	
Date:	20-07-2020

Drawing No: 5941 ENG EXTINT 401
Rev. No: B



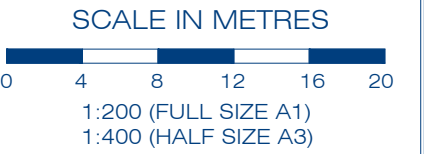
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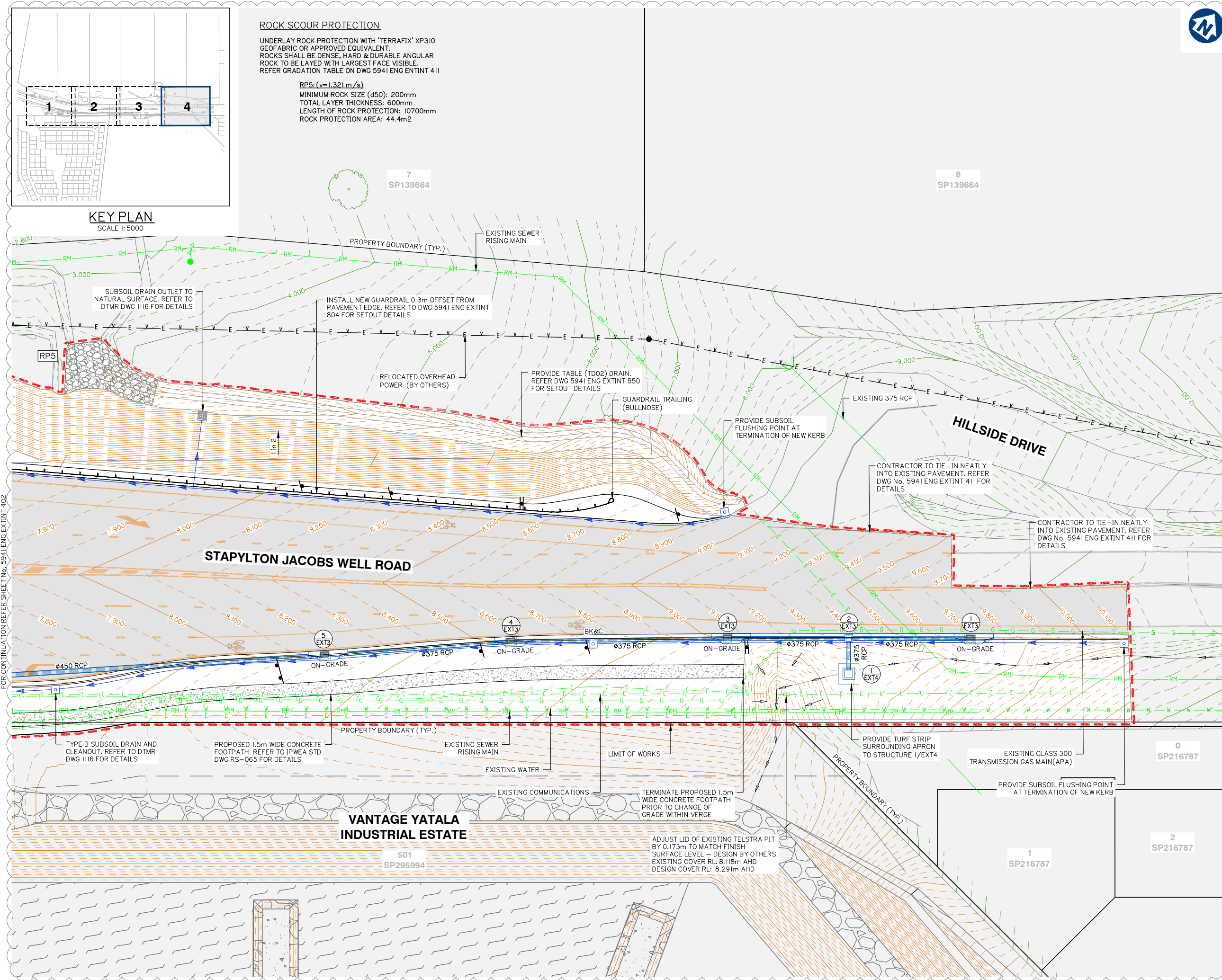
FOR CONTINUATION REFER SHEET No. 5941 ENG EXTINT 401

FOR CONTINUATION REFER SHEET No. 5941 ENG EXTINT 403

C	03-09-2020	FURTHER INFORMATION REQUEST RESPONSE	BA	MG
B	20-07-2020	INFORMATION REQUEST RESPONSE	BA	MG
A	14-05-2020	ORIGINAL ISSUE	BA	MG
Issue	Date	Description	DRN	CHK



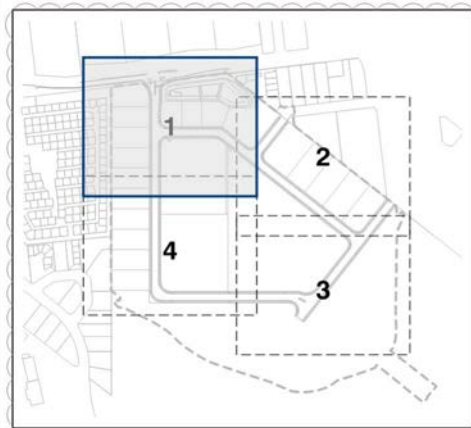
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Drafted:	BA
Approved:	MG
RPEQ:	16939
Signed:	
Date:	03-09-2020



ROADWORKS AND DRAINAGE LAYOUT PLAN SHEET 4 OF 4

Drawing No:	Rev. No:
5941 ENG EXTINT 403	B

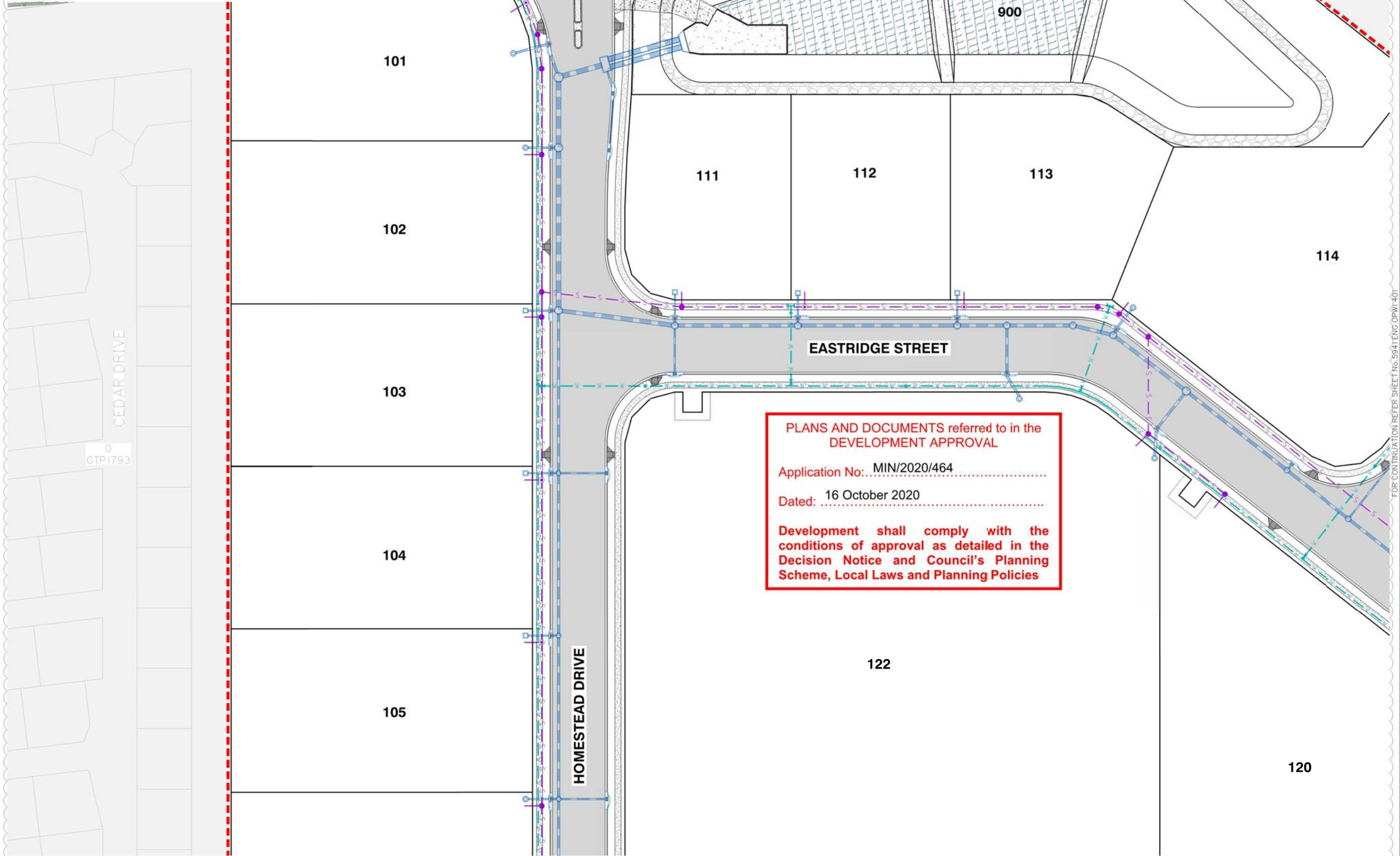
Appendix E – Council-approved Civil Servicing Plans



KEY PLAN
SCALE 1:7500

WARNING
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NOTE:
STORMWATER INFORMATION AND DETAILS REFER TO SHEET 5941 ENG OPW1 400 TO 5941 ENG OPW1 403
SEWER INFORMATION AND DETAILS REFER TO SHEET 5941 ENG OPW1 600 TO 5941 ENG OPW1 603
WATER INFORMATION AND DETAILS REFER TO SHEET 5941 ENG OPW1 700 TO 5941 ENG OPW1 703



PLANS AND DOCUMENTS referred to in the **DEVELOPMENT APPROVAL**
Application No.: MIN/2020/464
Dated: 16 October 2020
Development shall comply with the conditions of approval as detailed in the Decision Notice and Council's Planning Scheme, Local Laws and Planning Policies

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Client:

**FRASERS
PROPERTY**

FRASERS PROPERTY
(AUSTRALIA) PTY. LTD.

Project:

**VANTAGE YATALA
STAGE 1**

Site Address:

**60 STAPYLTON JACOBS WELL
ROAD, STAPYLTON QLD 4207**

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RPD:

Lot:	501
Plan:	SP295994
Local Authority:	CITY OF GOLD COAST COUNCIL
Level Datum:	AHD
Meridian:	-
Contour Interval:	-
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DRAWING TITLE

**OVERALL SERVICES LAYOUT
PLAN SHEET 1 OF 4**

C	02-09-2020	MINOR CHANGE TO STAGE 1	BA	MG
B	12-05-2020	INFORMATION REQUEST RESPONSE	BA	MG
A	01-05-2020	ORIGINAL ISSUE	BA	MG
Issue	Date	Description	DRN	CHK

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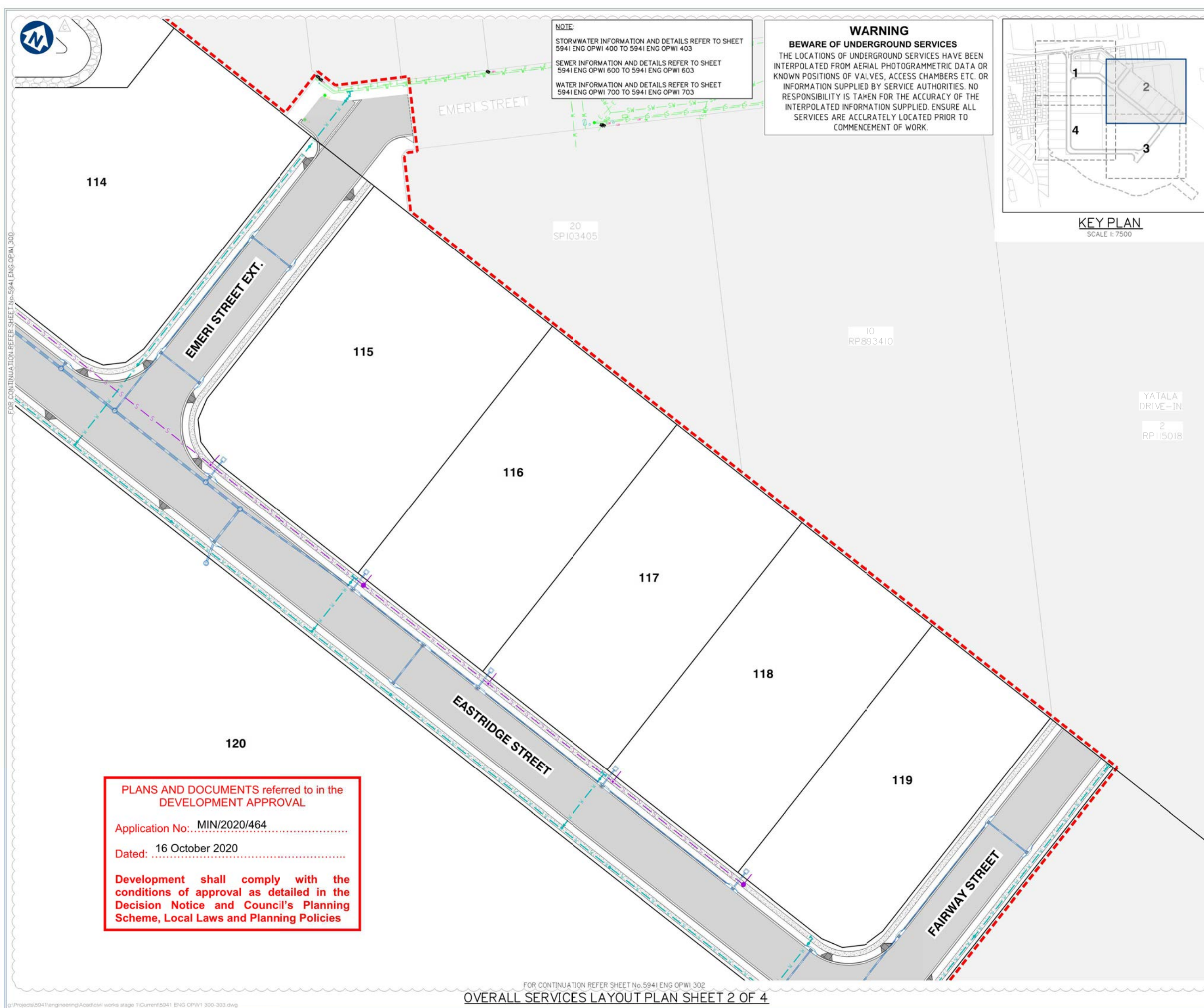
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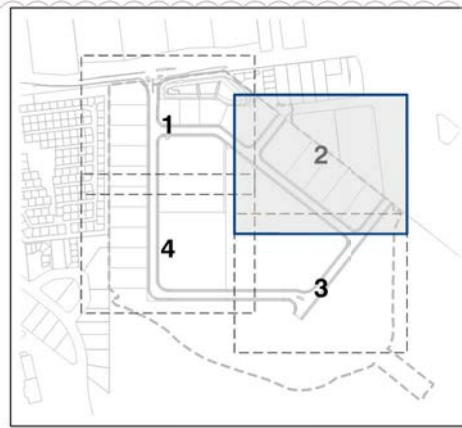
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Signed:	
Date:	02-09-2020

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Rev. No: C



NOTE:
STORMWATER INFORMATION AND DETAILS REFER TO SHEET 5941 ENG OPW1 400 TO 5941 ENG OPW1 403
SEWER INFORMATION AND DETAILS REFER TO SHEET 5941 ENG OPW1 600 TO 5941 ENG OPW1 603
WATER INFORMATION AND DETAILS REFER TO SHEET 5941 ENG OPW1 700 TO 5941 ENG OPW1 703

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KEY PLAN
SCALE 1: 7500

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FRASERS PROPERTY (AUSTRALIA) PTY. LTD.

Project:
VANTAGE YATALA STAGE 1

Site Address:
60 STAPYLTON JACOBS WELL ROAD, STAPYLTON QLD 4207

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RPD:
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DRAWING TITLE
OVERALL SERVICES LAYOUT PLAN SHEET 2 OF 4

Issue	Date	Description	BA	MG
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B	12-06-2020	INFORMATION REQUEST RESPONSE	BA	MG
A	01-05-2020	ORIGINAL ISSUE	BA	MG

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Designed:	IG
Drafted:	BA
Approved:	MG
RPEQ:	16939
Signed:	
Date:	02-09-2020

Drawing No: 5941 ENG OPW1 301
Rev. No: C

PLANS AND DOCUMENTS referred to in the DEVELOPMENT APPROVAL
Application No: MIN/2020/464
Dated: 16 October 2020
Development shall comply with the conditions of approval as detailed in the Decision Notice and Council's Planning Scheme, Local Laws and Planning Policies

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NOTE:
STORMWATER INFORMATION AND DETAILS REFER TO SHEET
5941 ENG OPW1 400 TO 5941 ENG OPW1 403
SEWER INFORMATION AND DETAILS REFER TO SHEET
5941 ENG OPW1 600 TO 5941 ENG OPW1 603
WATER INFORMATION AND DETAILS REFER TO SHEET
5941 ENG OPW1 700 TO 5941 ENG OPW1 703

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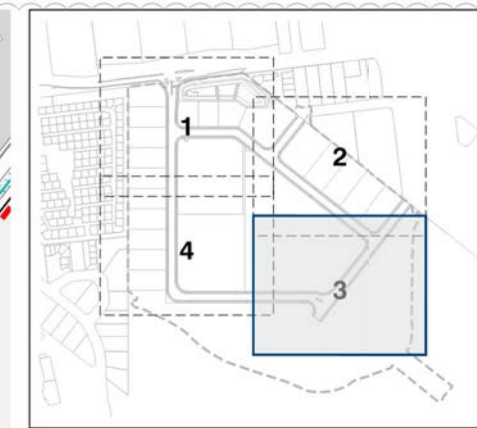
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EASTRIDGE STREET

FAIRWAY STREET

HOMESTEAD DRIVE

FUTURE STAGES



KEY PLAN
SCALE 1: 7500

501
SP295994

**PLANS AND DOCUMENTS referred to in the
DEVELOPMENT APPROVAL**

Application No: MIN/2020/464

Dated: 16 October 2020

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Site Address:

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OVERALL SERVICES LAYOUT
PLAN SHEET 3 OF 4

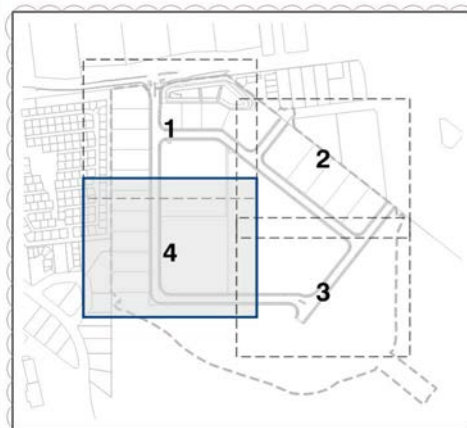
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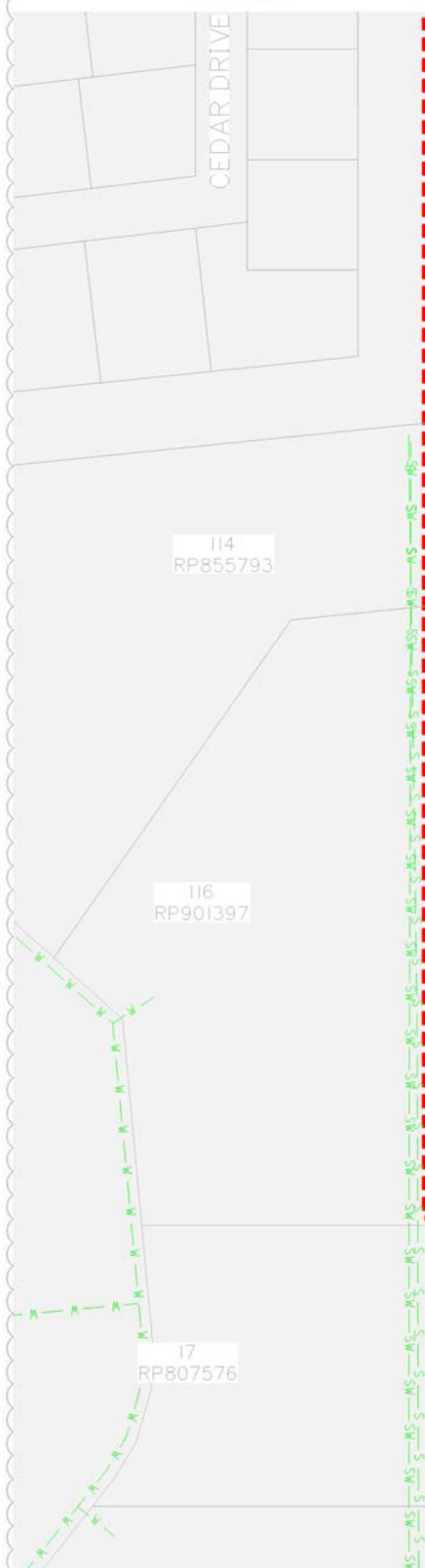


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Approved:	MG
RPEQ:	16939
Signed:	
Date:	02-09-2020

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KEY PLAN
SCALE 1: 7500



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NOTE:

STORMWATER INFORMATION AND DETAILS REFER TO SHEET 5941 ENG OPW1 400 TO 5941 ENG OPW1 403

SEWER INFORMATION AND DETAILS REFER TO SHEET 5941 ENG CPW1 600 TO 5941 ENG CPW1 603

WATER INFORMATION AND DETAILS REFER TO SHEET 5941 ENG CPW1 700 TO 5941 ENG CPW1 703

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121

120

HOMESTEAD DRIVE

HOMESTEAD DRIVE

PLANS AND DOCUMENTS referred to in the
DEVELOPMENT APPROVAL

Application No.: MIN/2020/464

Dated: 16 October 2020

Development shall comply with the
conditions of approval as detailed in the
Decision Notice and Council's Planning
Scheme, Local Laws and Planning Policies

Client:



FRASERS PROPERTY
(AUSTRALIA) PTY. LTD.

Project:

VANTAGE YATALA
STAGE 1

Site Address:

60 STAPYLTON JACOBS WELL
ROAD, STAPYLTON QLD 4207

THIS DRAWING IS INTENDED TO
BE PRINTED IN COLOUR

RPD:

Lot: 501
Plan: SP295994
Local Authority: CITY OF GOLD COAST
COUNCIL
Level Datum: AHD
Meridian: -
Contour Interval: -
PSM: -
RL: -

ISSUED FOR APPROVAL
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ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH GENERAL NOTES

DRAWING TITLE

OVERALL SERVICES LAYOUT
PLAN SHEET 4 OF 4

Issue	Date	Description	BA	MG
C	02-09-2020	MINOR CHANGE TO STAGE 1	BA	MG
B	12-06-2020	INFORMATION REQUEST RESPONSE	BA	MG
A	01-09-2020	ORIGINAL ISSUE	BA	MG

SCALE IN METRES

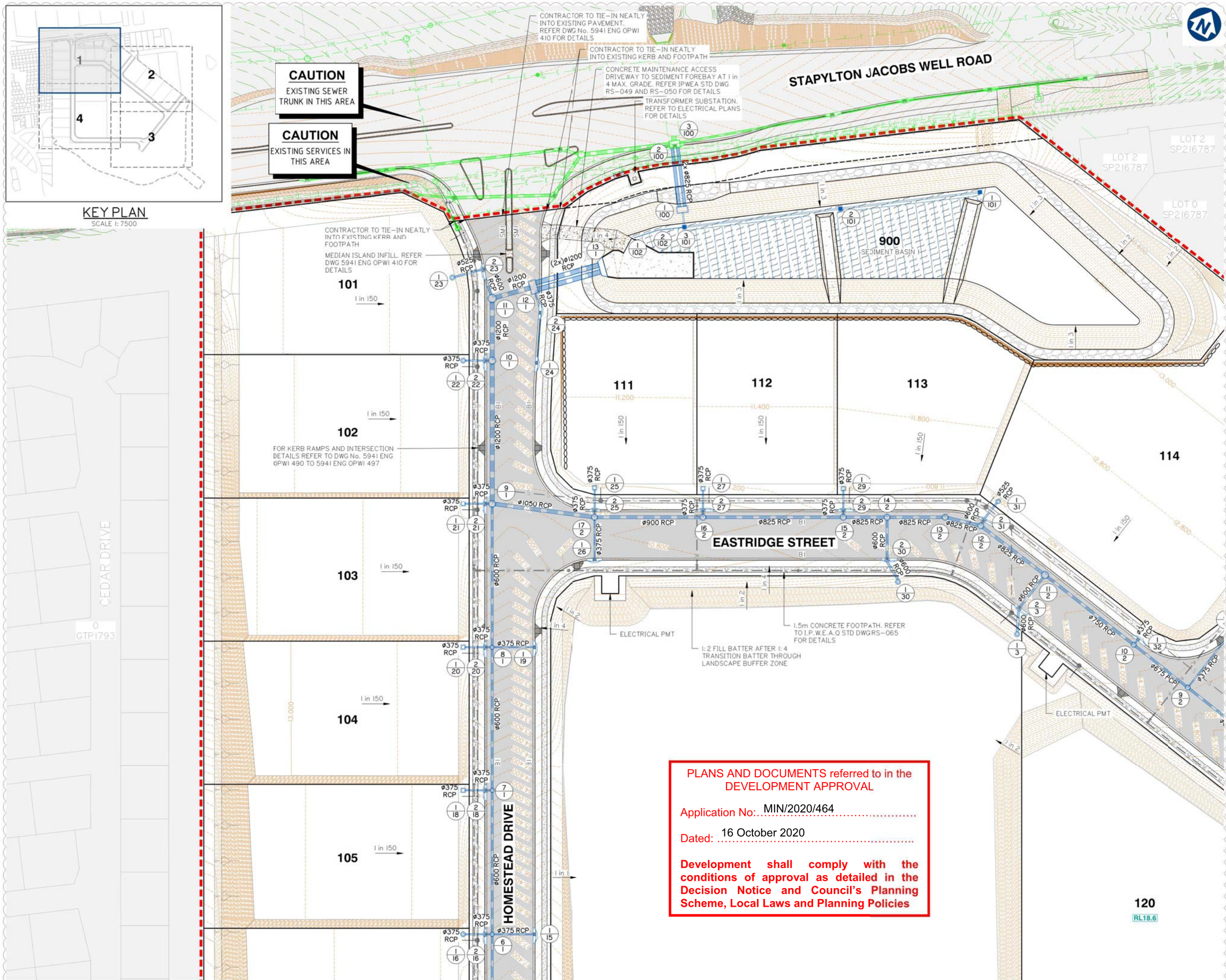
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Designed:	IG
Drafted:	BA
Approved:	MG
RPEQ:	16939
Signed:	
Date:	02-09-2020

Drawing No: 5941 ENG OPW1 303 Rev. No: C

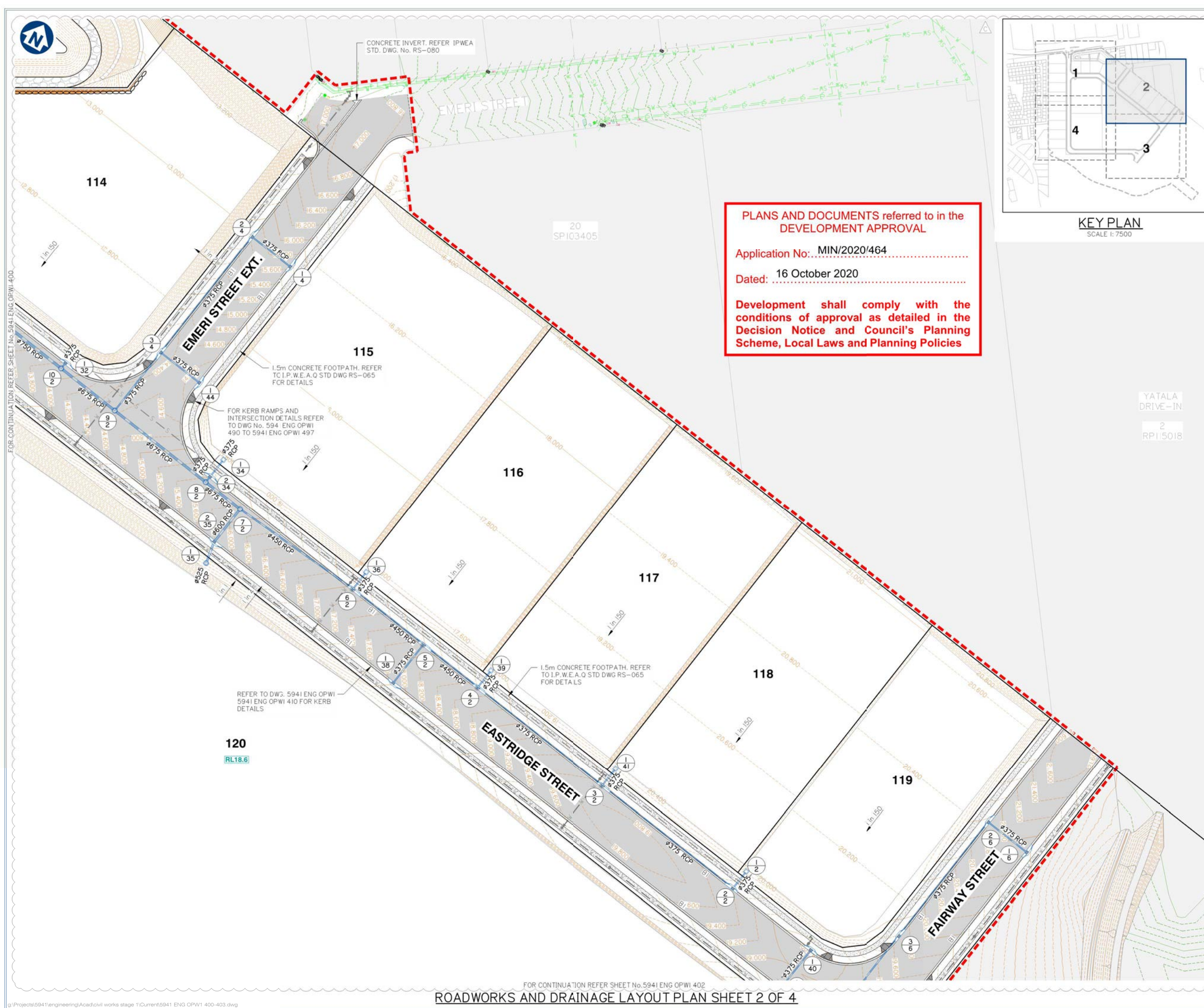


PLANS AND DOCUMENTS referred to in the DEVELOPMENT APPROVAL

Application No.: MIN/2020/464

Dated: 16 October 2020

Development shall comply with the conditions of approval as detailed in the Decision Notice and Council's Planning Scheme, Local Laws and Planning Policies



PLANS AND DOCUMENTS referred to in the DEVELOPMENT APPROVAL

Application No: MIN/2020/464

Dated: 16 October 2020

Development shall comply with the conditions of approval as detailed in the Decision Notice and Council's Planning Scheme, Local Laws and Planning Policies

Client:

FRASERS PROPERTY
FRASERS PROPERTY (AUSTRALIA) PTY. LTD.

Project:

VANTAGE YATALA STAGE 1

Site Address:
60 STAPYLTON JACOBS WELL ROAD, STAPYLTON QLD 4207

THIS DRAWING IS INTENDED TO BE PRINTED IN COLOUR

RPD:

Lot:	501
Plan:	SP295994
Local Authority:	CITY OF GOLD COAST COUNCIL
Level Datum:	AHD
Meridian:	-
Contour Interval:	-
PSM:	-
RL:	-

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ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH GENERAL NOTES

DRAWING TITLE
ROADWORKS AND DRAINAGE LAYOUT PLAN
SHEET 2 OF 4

Issue	Date	Description	BA	MG	DRN	CHK
C	02-09-2020	MINOR CHANGE TO STAGE 1	BA	MG		
B	12-06-2020	INFORMATION REQUEST RESPONSE	BA	MG		
A	01-09-2020	ORIGINAL ISSUE	BA	MG		



Scale at A1:	1:500
Designed:	IG
Drafted:	BA
Approved:	MG
RPEQ:	16939
Signed:	
Date:	02-09-2020

Drawing No: 5941 ENG OPW1 401
Rev. No: C



FOR CONTINUATION REFER SHEET No.5941 ENG OPW1 401

120
RL18.6

PLANS AND DOCUMENTS referred to in the
DEVELOPMENT APPROVAL

Application No: MIN/2020/464

Dated: 16 October 2020

Development shall comply with the
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Decision Notice and Council's Planning
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1.5m CONCRETE FOOTPATH. REFER
TO I.P.W.E.A. Q STD DWG RS-065
FOR DETAILS

MEDIAN ISLAND INFILL. REFER
DWG 5941 ENG OPW1 410 FOR
DETAILS

HOMESTEAD DRIVE
ø1050 RCP

CONTRACTOR TO TERMINATE LINE
54 3.0m PAST EXTENT OF STAGE 1
PAVEMENT. BOARD AND SAND BAG
PIPE FOR CONNECTION IN FUTURE
STAGES

FUTURE STAGES

EASTRIDGE STREET
ø375 RCP

FAIRWAY STREET
ø450 RCP

FOR KERB RAMPS AND
INTERSECTION DETAILS REFER
TO DWG No. 5941 ENG OPW1 490
TO 5941 ENG OPW1 497

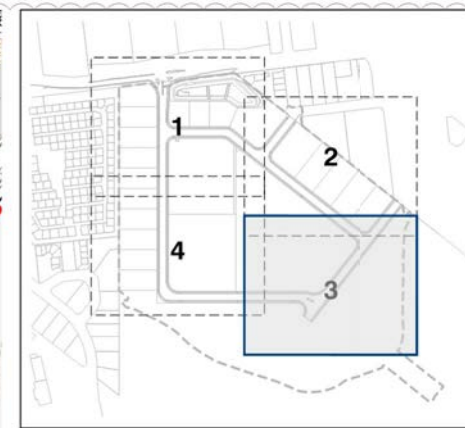
REFER TO DWG. 5941 ENG OPW1
5941 ENG CPW1 410 FOR KERB
DETAILS

1.5m CONCRETE FOOTPATH. REFER
TO I.P.W.E.A. Q STD DWG RS-065
FOR DETAILS

PROPOSED ROCK SCOUR PROTECTION TO
OUTLET HEADWALL. REFER DWG 5941 ENG
OPW1 411 FOR DETAILS

1% GRADE ON OUTLET CHANNEL TO
DISCHARGE SWALE - DIRECTED TO
TEMPORARY SEDIMENT BASIN

2.0m
TURNED LINED



KEY PLAN
SCALE 1:7500

FUTURE
STAGE



planning | environment | landscape | engineering | survey
T: 3807 3333 | F: 3287 5461 | www.gassman.com.au
Gold Coast & Logan | 76 Business Street, Yatala QLD | PO Box 392, Beerleigh 4207

Client:



FRASERS PROPERTY
(AUSTRALIA) PTY. LTD.

Project:

VANTAGE YATALA
STAGE 1

Site Address:

60 STAPYLTON JACOBS WELL
ROAD, STAPYLTON QLD 4207

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RPD:

Lot: 501
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DRAWING TITLE
ROADWORKS AND
DRAINAGE LAYOUT PLAN
SHEET 3 OF 4

Issue	Date	Description	BA	MG
C	02-09-2020	MINOR CHANGE TO STAGE 1	BA	MG
B	12-06-2020	INFORMATION REQUEST RESPONSE	BA	MG
A	01-09-2020	ORIGINAL ISSUE	BA	MG

SCALE IN METRES

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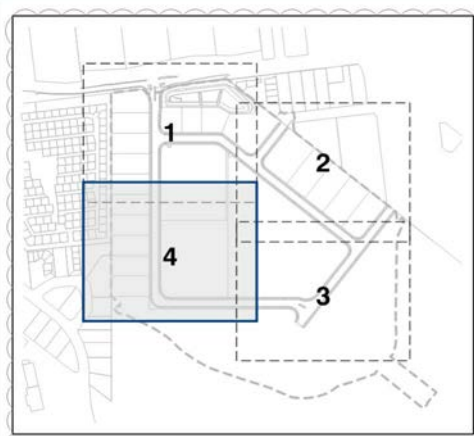
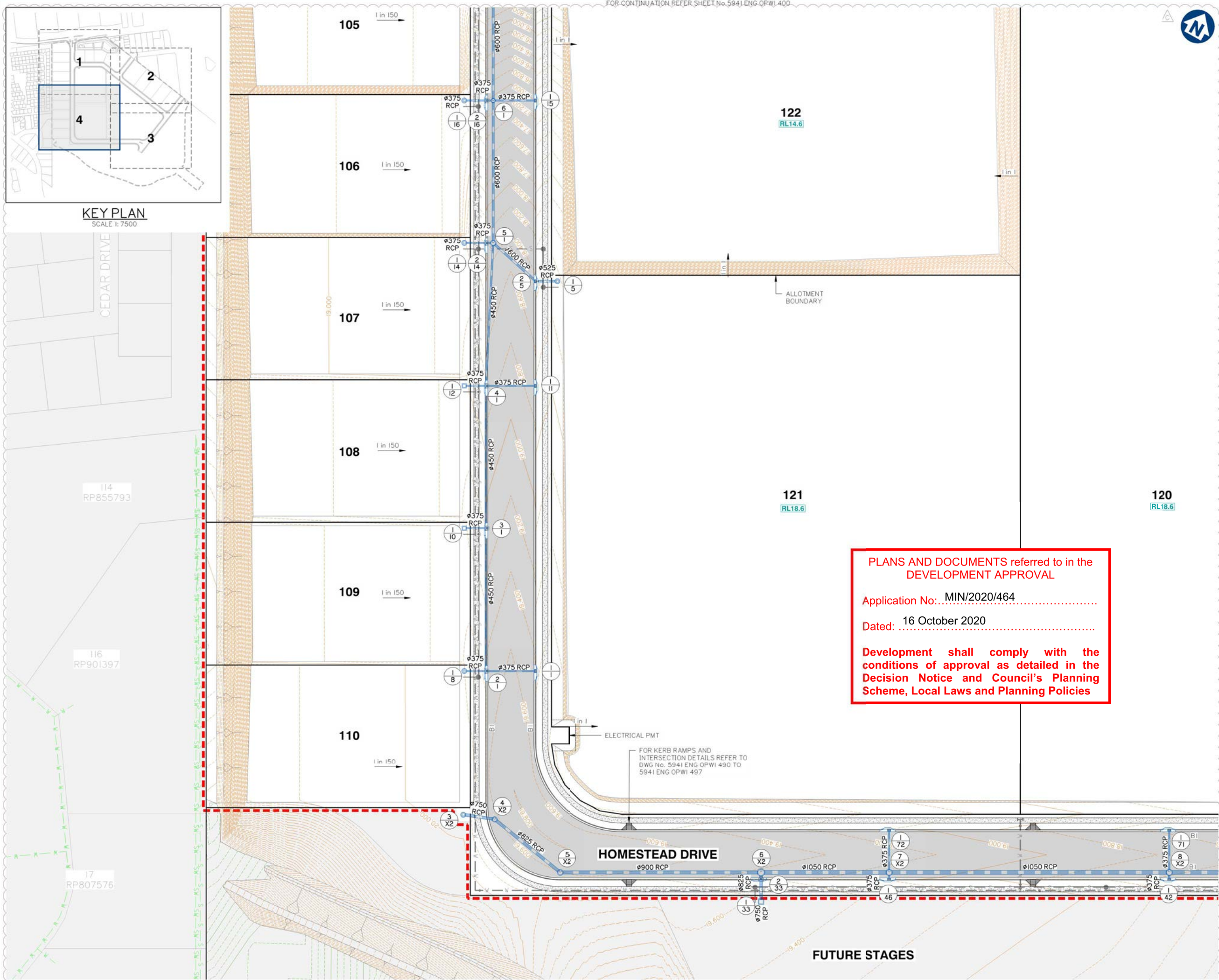
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Designed:	IG
Drafted:	BA
Approved:	MG
RPEQ:	16939
Signed:	
Date:	02-09-2020

Drawing No: 5941 ENG OPW1 402 Rev. No: C

ROADWORKS AND DRAINAGE LAYOUT PLAN SHEET 3 OF 4

FOR CONTINUATION REFER SHEET No.5941 ENG OPW1 403



KEY PLAN
SCALE 1: 7500

PLANS AND DOCUMENTS referred to in the
DEVELOPMENT APPROVAL

Application No: MIN/2020/464

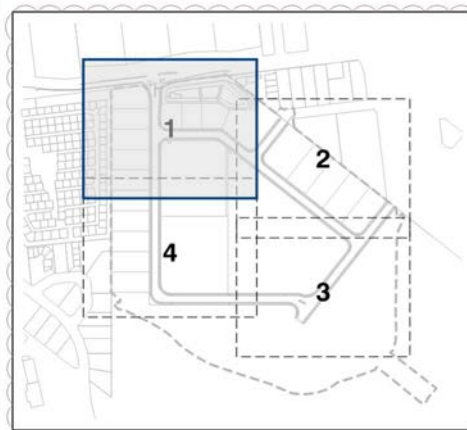
Dated: 16 October 2020

Development shall comply with the
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Issue	Date	Description	BA	MG	BA	MG
C	02-09-2020	MINOR CHANGE TO STAGE 1	BA	MG		
B	12-06-2020	INFORMATION REQUEST RESPONSE	BA	MG		
A	01-09-2020	ORIGINAL ISSUE	BA	MG		



Scale at A1:	1:500
Designed:	IG
Drafted:	BA
Approved:	MG
RPEQ:	16939
Signed:	
Date:	02-09-2020



KEY PLAN
SCALE 1:7500

SEWER STRUCTURE SETOUT TABLE

STRUCTURE NO.	EASTING	NORTHING
SI5/1	2368.90	6688.885
SI4/1	2349.29	6724.281
SI3/1	2329.68	6759.677
SI2/1	2310.071	6795.073
SI1/1	2290.461	6830.469
SI0/1	2270.851	6865.865
S9/1	2251.241	6901.261
S8/1	2231.631	6936.657
S7/1	2228.555	6942.211
S6/1	2212.022	6972.053
S5/1	2201.684	6990.713
S4/1	2196.694	6997.665
S3/1	2190.233	7003.277
S2/1	2182.335	7008.663
SI/1	2176.367	7012.026
SI1/2	2654.719	6958.586
SI0/2	2607.803	6966.203
S9/2	2562.897	6973.492
S8/2	2517.991	6980.782
S7/2	2462.883	6989.728
S6/2	2365.966	7005.462
S5/2	2356.880	7006.937
S4/2	2351.295	7005.964
S3/2	2322.216	6989.854
S2/2	2287.605	6970.679
SI/2	2260.911	6955.890
S7/1	2228.555	6942.211
SI/3	2377.653	6984.367
S6/2	2365.966	7005.462
SI/4	2394.873	6981.571
SI/3	2377.653	6984.367
S7/5	2466.432	6674.779
S6/5	2553.455	6722.991
S5/5	2638.359	6770.028
S4/5	2645.503	6772.099
S3/5	2684.442	6765.600
S2/5	2694.062	6824.858
SI/5	3072.962	6763.348
SI/6	2326.009	6803.990
S2/6	2331.422	6794.501
SI/LOT 101	2188.125	6999.412
SI/LOT 102	2208.26	6969.969
SI/LOT 103	2227.870	6934.573
SI/LOT 104	2247.480	6899.177
SI/LOT 105	2267.090	6863.781
SI/LOT III	2259.093	6959.170
SI/LOT I12	2285.788	6973.959
SI/LOT I13	2320.398	6993.134
SI/LOT I14	2357.481	7010.638
SI/LOT I20	2401.559	6980.486
SI/LOT I22	2377.653	6984.367

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES HAVE BEEN INTERPOLATED FROM AERIAL PHOTOGRAMMETRIC DATA OR KNOWN POSITIONS OF VALVES, ACCESS CHAMBERS ETC. OR INFORMATION SUPPLIED BY SERVICE AUTHORITIES. NO RESPONSIBILITY IS TAKEN FOR THE ACCURACY OF THE INTERPOLATED INFORMATION SUPPLIED. ENSURE ALL SERVICES ARE ACCURATELY LOCATED PRIOR TO COMMENCEMENT OF WORK.

CAUTION
EXISTING GAS, WATER AND ELECTRICAL IN THIS AREA

NOTE:
CONTRACTOR TO CONFIRM LOCATIONS AND LEVELS OF EXISTING SERVICES PRIOR TO COMMENCEMENT OF WORKS AND NOTIFY SUPERINTENDENT IF DIFFERENT FROM THOSE SHOWN.

MANHOLE COVERS AND SURROUNDS:

INSTALL ALL SEWER MAINTENANCE STRUCTURE CLASS D TRAFFICABLE LIDS WITH COMPOSITE LIDS (NON-CORROSIVE) AND FRAMES IN ACCORDANCE WITH SEWERAGE STANDARD DRAWING SEQ-SEW-1308-I, 9, 10, 11.

INTERNAL CORROSION COATING TO BE APPLIED TO ALL MAINTENANCE HOLES AS PER CLAUSE 7.6.2 OF SEQ D&C CODE VERSION 2 (JULY 2019)

CONTRACTOR TO CONNECT INTO EXISTING TRUNK SEWER STUB. WORKS TO BE COMPLETED UNDER GCWW SUPERVISION AT DEVELOPER'S EXPENSE.

101

102

103

104

105

111

112

113

114

122

120

PLANS AND DOCUMENTS referred to in the DEVELOPMENT APPROVAL

Application No: MIN/2020/541

Dated: 16 October 2020

Development shall comply with the conditions of approval as detailed in the Decision Notice and Council's Planning Scheme, Local Laws and Planning Policies

LIVE WORKS SCHEDULE – SEWER

No	DESCRIPTION	DIA SEWER	MH No.	MH/MS TYPE	COVER TYPE	LOT No.	FSL	ESL	IL	DEPTH TO INVERT
I(A)	PNEUMATIC PLUG TO REMAIN IN PLACE AND BE REMOVED FOLLOWING SUCCESSFUL ON MAINTENANCE INSPECTION BY GCWW	150	SI/1	-	-	-	7.032	7.032	3.926	3.106

Client:



FRASERS PROPERTY
(AUSTRALIA) PTY. LTD.

Project:

VANTAGE YATALA
STAGE 1

Site Address:

60 STAPYLTON JACOBS WELL
ROAD, STAPYLTON QLD 4207

THIS DRAWING IS INTENDED TO
BE PRINTED IN COLOUR

RPD:

Lot: 501
Plan: SP295994
Local Authority: CITY OF GOLD COAST COUNCIL
Level Datum: AHD
Meridian: -
Contour Interval: -
PSM: -
RL: -

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DRAWING TITLE
SEWER RETICULATION
LAYOUT PLAN SHEET 1 OF 4

Rev	Date	Description	By	Check
C	02-09-2020	MINOR CHANGE TO STAGE 1	BA	MG
B	12-05-2020	INFORMATION REQUEST RESPONSE	BA	MG
A	01-05-2020	ORIGINAL ISSUE	BA	MG

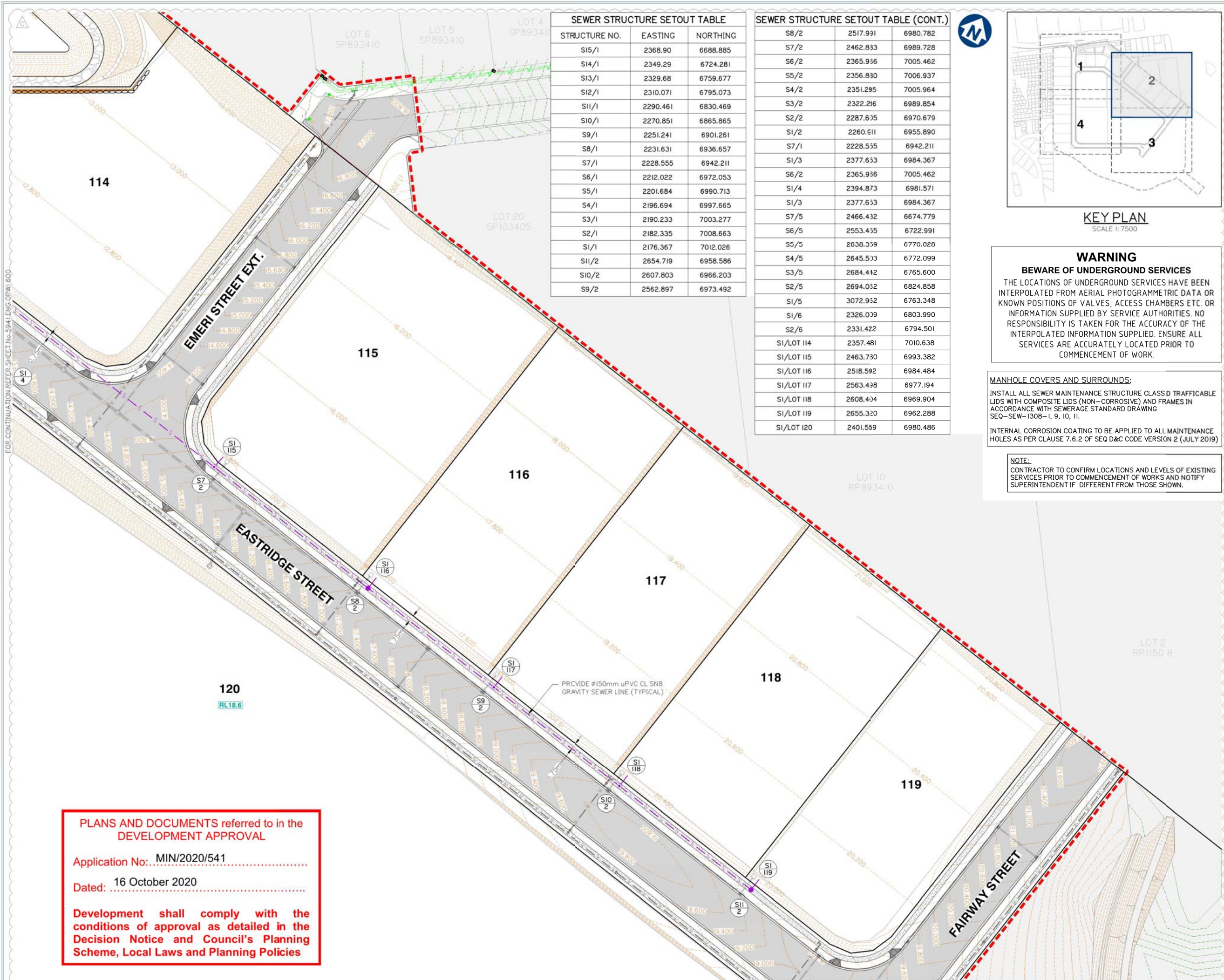
SCALE IN METRES

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1:1000 (HALF SIZE A3)

Scale at A1: 1:500

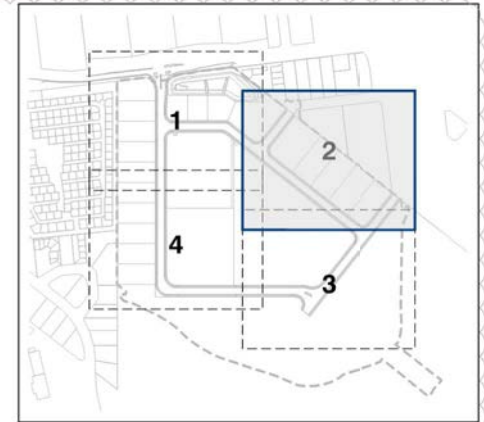
Designed:	IG
Drafted:	BA
Approved:	MG
RPEQ:	16939
Signed:	
Date:	02-09-2020

Drawing No: 5941 ENG OPW1 600
Rev. No: C



SEWER STRUCTURE SETOUT TABLE		
STRUCTURE NO.	EASTING	NORTHING
SI5/1	2368.90	6688.885
SI4/1	2349.29	6724.281
SI3/1	2329.68	6759.677
SI2/1	2310.071	6795.073
SI1/1	2290.461	6830.469
SI0/1	2270.851	6865.865
S9/1	2251.241	6901.261
S8/1	2231.631	6936.657
S7/1	2228.555	6942.211
S6/1	2212.022	6972.053
S5/1	2201.684	6990.713
S4/1	2196.694	6997.665
S3/1	2190.233	7003.277
S2/1	2182.335	7008.663
SI/1	2176.367	7012.026
SI1/2	2654.719	6958.586
SI0/2	2607.803	6966.203
S9/2	2562.897	6973.492

SEWER STRUCTURE SETOUT TABLE (CONT.)		
S8/2	2517.931	6980.782
S7/2	2462.833	6989.728
S6/2	2365.936	7005.462
S5/2	2356.830	7006.937
S4/2	2351.295	7005.964
S3/2	2322.216	6989.854
S2/2	2287.635	6970.679
SI/2	2260.511	6955.890
S7/1	2228.555	6942.211
SI/3	2377.653	6984.367
S6/2	2365.936	7005.462
SI/4	2394.873	6981.571
SI/3	2377.653	6984.367
S7/5	2466.432	6674.779
S6/5	2553.455	6722.991
S5/5	2638.359	6770.028
S4/5	2645.533	6772.099
S3/5	2684.442	6765.600
S2/5	2694.032	6824.858
SI/5	3072.932	6763.348
SI/6	2326.039	6803.990
S2/6	2331.422	6794.501
SI/LOT 114	2357.481	7010.638
SI/LOT 115	2463.730	6993.382
SI/LOT 116	2518.592	6984.484
SI/LOT 117	2563.438	6977.194
SI/LOT 118	2608.404	6969.904
SI/LOT 119	2655.320	6962.288
SI/LOT 120	2401.559	6980.486



KEY PLAN
SCALE 1: 7500

WARNING

BEWARE OF UNDERGROUND SERVICES

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MANHOLE COVERS AND SURROUNDS:

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INTERNAL CORROSION COATING TO BE APPLIED TO ALL MAINTENANCE HOLES AS PER CLAUSE 7.6.2 OF SEQ D&C CODE VERSION 2 (JULY 2019)

NOTE:

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Client:



FRASERS PROPERTY
(AUSTRALIA) PTY. LTD.

Project:

VANTAGE YATALA
STAGE 1

Site Address:

60 STAPYLTON JACOBS WELL
ROAD, STAPYLTON QLD 4207

THIS DRAWING IS INTENDED TO
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RPD:

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Plan: SP295994
Local Authority: CITY OF GOLD COAST
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Meridian: -
Contour Interval: -
PSM: -
RL: -

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DRAWING TITLE

SEWER RETICULATION
LAYOUT PLAN SHEET 2 OF 4

Rev	Date	Description	By	Check
C	02-09-2020	MINOR CHANGE TO STAGE 1	BA	MG
B	12-06-2020	INFORMATION REQUEST RESPONSE	BA	MG
A	01-09-2020	ORIGINAL ISSUE	BA	MG

SCALE IN METRES



1:500 (FULL SIZE A1)
1:1000 (HALF SIZE A3)

Scale at A1:	1:500
Designed:	IG
Drafted:	BA
Approved:	MG
RPEQ:	16939
Signed:	
Date:	02-09-2020

Drawing No: 5941 ENG OPW1 601
Rev. No: C

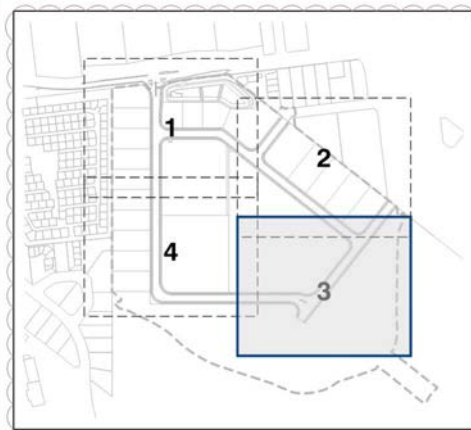
PLANS AND DOCUMENTS referred to in the
DEVELOPMENT APPROVAL

Application No: MIN/2020/541

Dated: 16 October 2020

Development shall comply with the
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FOR CONTINUATION REFER SHEET No.5941 ENG OPW1 603



KEY PLAN
SCALE 1: 7500

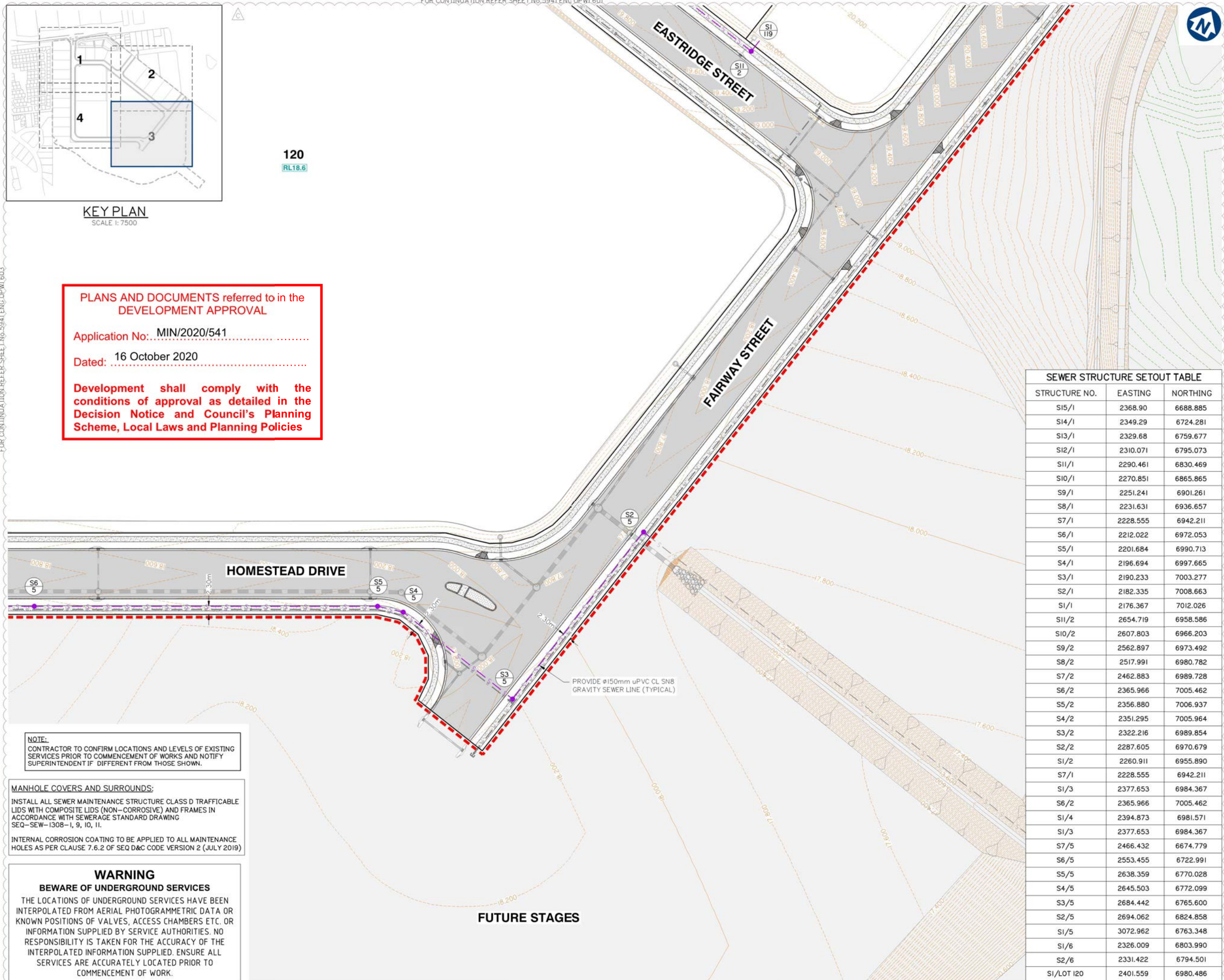
120
RL18.6

PLANS AND DOCUMENTS referred to in the
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Application No: MIN/2020/541

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SEWER STRUCTURE SETOUT TABLE		
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S15/1	2368.90	6688.885
S14/1	2349.29	6724.281
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S12/1	2310.071	6795.073
S11/1	2290.461	6830.469
S10/1	2270.851	6865.865
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S8/2	2517.991	6980.782
S7/2	2462.883	6989.728
S6/2	2365.966	7005.462
S5/2	2356.880	7006.937
S4/2	2351.295	7005.964
S3/2	2322.216	6989.854
S2/2	2287.605	6970.679
S1/2	2260.911	6955.890
S7/1	2228.555	6942.211
S1/3	2377.653	6984.367
S6/2	2365.966	7005.462
S1/4	2394.873	6981.571
S1/3	2377.653	6984.367
S7/5	2466.432	6674.779
S6/5	2553.455	6722.991
S5/5	2638.359	6770.028
S4/5	2645.503	6772.099
S3/5	2684.442	6765.600
S2/5	2694.062	6824.858
S1/5	3072.962	6763.348
S1/6	2326.009	6803.990
S2/6	2331.422	6794.501
S1/LOT 120	2401.559	6980.486

Client:



Project:

VANTAGE YATALA
STAGE 1

Site Address:

60 STAPYLTON JACOBS WELL
ROAD, STAPYLTON QLD 4207

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DRAWING TITLE
SEWER RETICULATION
LAYOUT PLAN SHEET 3 OF 4

Issue	Date	Description	BA	MG	DRN	CHK
C	02-09-2020	MINOR CHANGE TO STAGE 1	BA	MG		
B	12-06-2020	INFORMATION REQUEST RESPONSE	BA	MG		
A	01-09-2020	ORIGINAL ISSUE	BA	MG		

SCALE IN METRES



Scale at A1: 1:500

Designed:	IG
Drafted:	BA
Approved:	MG
RPEQ:	16939
Signed:	
Date:	02-09-2020

Drawing No: 5941 ENG OPW1 602
Rev. No: C

Client:

FRASERS PROPERTY
(AUSTRALIA) PTY. LTD.

Project:

VANTAGE YATALA
STAGE 1

Site Address:

60 STAPYLTON JACOBS WELL
ROAD, STAPYLTON QLD 4207THIS DRAWING IS INTENDED TO
BE PRINTED IN COLOUR

RPD:

Lot: 501
Plan: SP295994
Local Authority: CITY OF GOLD COAST
COUNCIL

Level Datum: AHD
Meridian: -
Contour Interval: -
PSM: -
RL: -

ISSUED FOR APPROVAL
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DRAWING TITLE

SEWER RETICULATION
LAYOUT PLAN SHEET 4 OF 4

Rev	Date	Description	By	Check
C	02-09-2020	MINOR CHANGE TO STAGE 1	BA	MG
B	12-05-2020	INFORMATION REQUEST RESPONSE	BA	MG
A	01-05-2020	ORIGINAL ISSUE	BA	MG
Issue	Date	Description	DRN	CHK

SCALE IN METRES

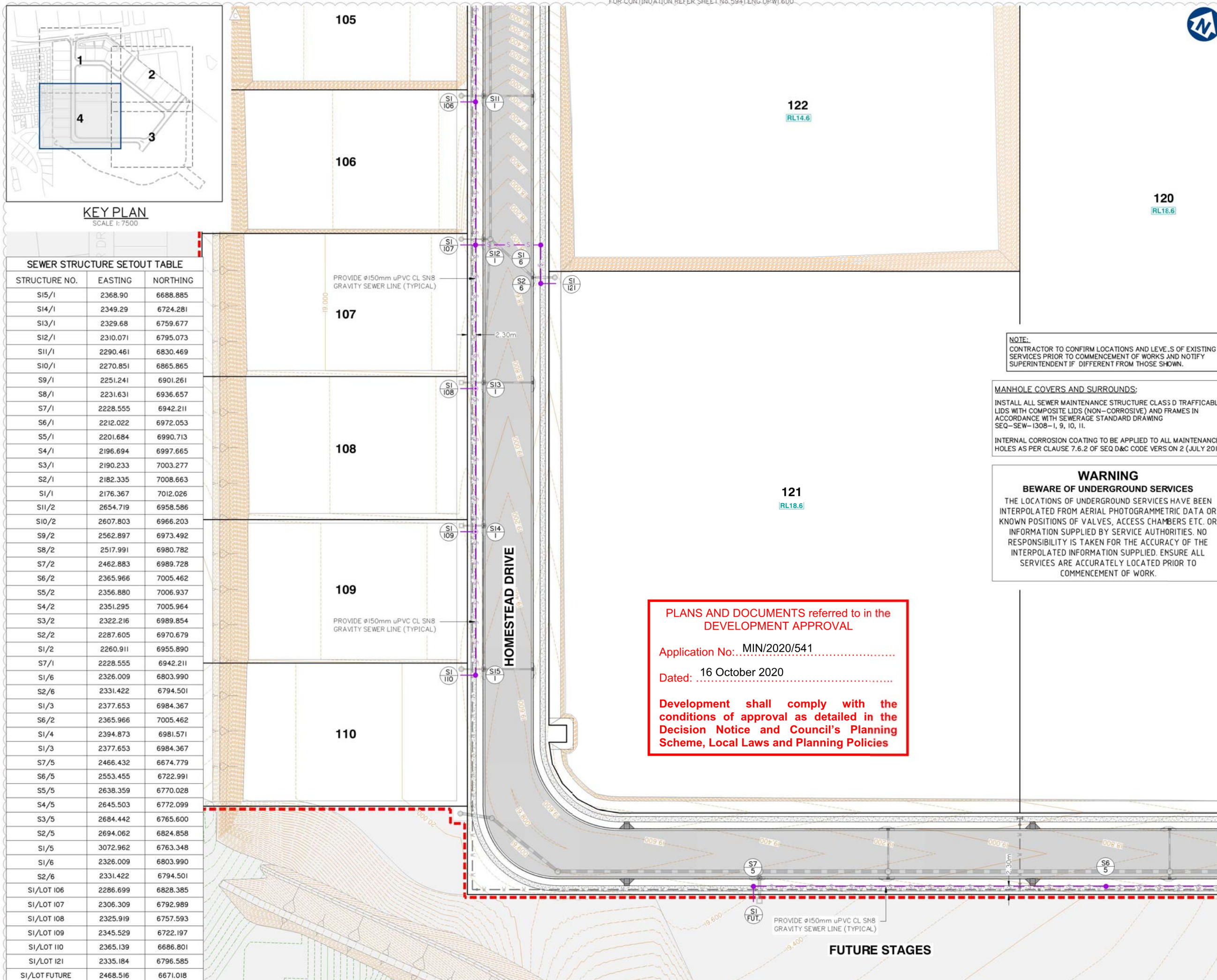
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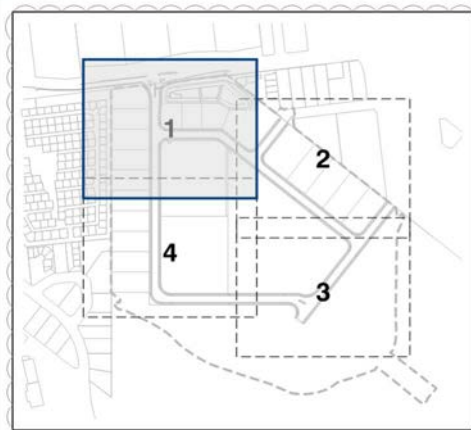
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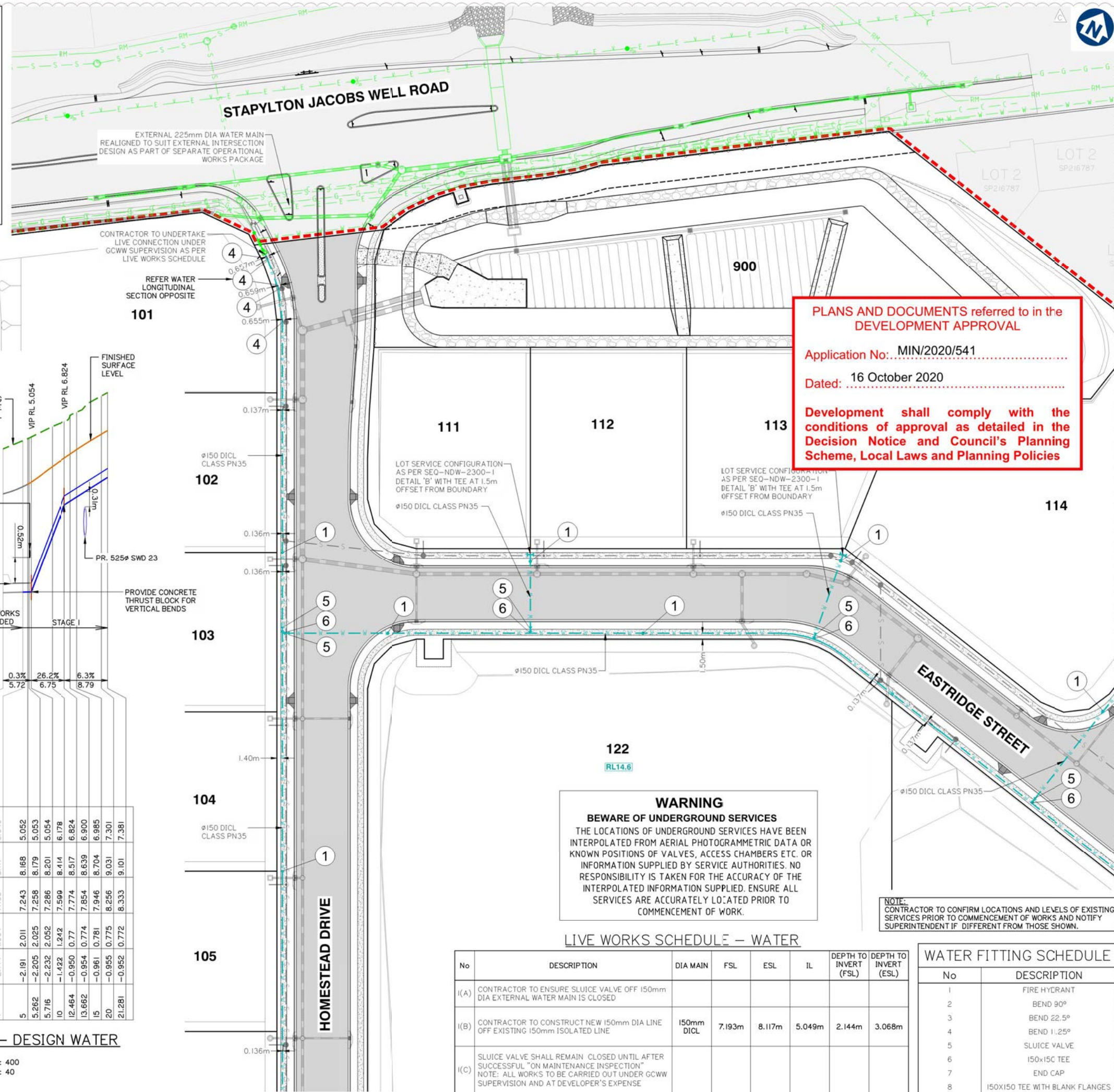
Designed: IG
Drafted: BA
Approved: MG
RPEQ: 16939
Signed:
Date: 02-09-2020

Drawing No: 5941 ENG OPW1 603 Rev. No: C





KEY PLAN
SCALE 1:7500



PLANS AND DOCUMENTS referred to in the DEVELOPMENT APPROVAL

Application No: MIN/2020/541

Dated: 16 October 2020

Development shall comply with the conditions of approval as detailed in the Decision Notice and Council's Planning Scheme, Local Laws and Planning Policies

LONGITUDINAL SECTION – DESIGN WATER

DATUM RL = 0.700

	0	4	5	5.262	5.716	10	12.464	13.662	15	20	21.281
PIPE INVERT LEVEL		5.037	5.049	5.052	5.053	5.054	6.178	6.900	6.985	7.301	7.381
EXISTING SURFACE LEVEL		7.959	8.117	8.168	8.179	8.201	8.414	8.639	8.704	9.031	9.101
FINISHED SURFACE LEVEL		7.048	7.193	7.243	7.258	7.286	7.509	7.774	7.946	8.256	8.333
COVER TO PIPE		1.752	1.964	2.011	2.025	2.052	1.242	0.774	0.781	0.775	0.772
DEPTH TO PIPE INVERT		-2.011	-2.144	-2.191	-2.205	-2.232	-1.422	-0.954	-0.961	-0.955	-0.952
PIPE CHAINAGE	0		4	5	5.262	5.716	10	12.464	13.662	15	20

VERTICAL GEOMETRY GRADE (%)
VERTICAL GEOMETRY LENGTH (m)

Grade (%)	Length (m)
0.3%	5.72
26.2%	6.75
6.3%	8.79

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES HAVE BEEN INTERPOLATED FROM AERIAL PHOTOGRAMMETRIC DATA OR KNOWN POSITIONS OF VALVES, ACCESS CHAMBERS ETC. OR INFORMATION SUPPLIED BY SERVICE AUTHORITIES. NO RESPONSIBILITY IS TAKEN FOR THE ACCURACY OF THE INTERPOLATED INFORMATION SUPPLIED. ENSURE ALL SERVICES ARE ACCURATELY LOCATED PRIOR TO COMMENCEMENT OF WORK.

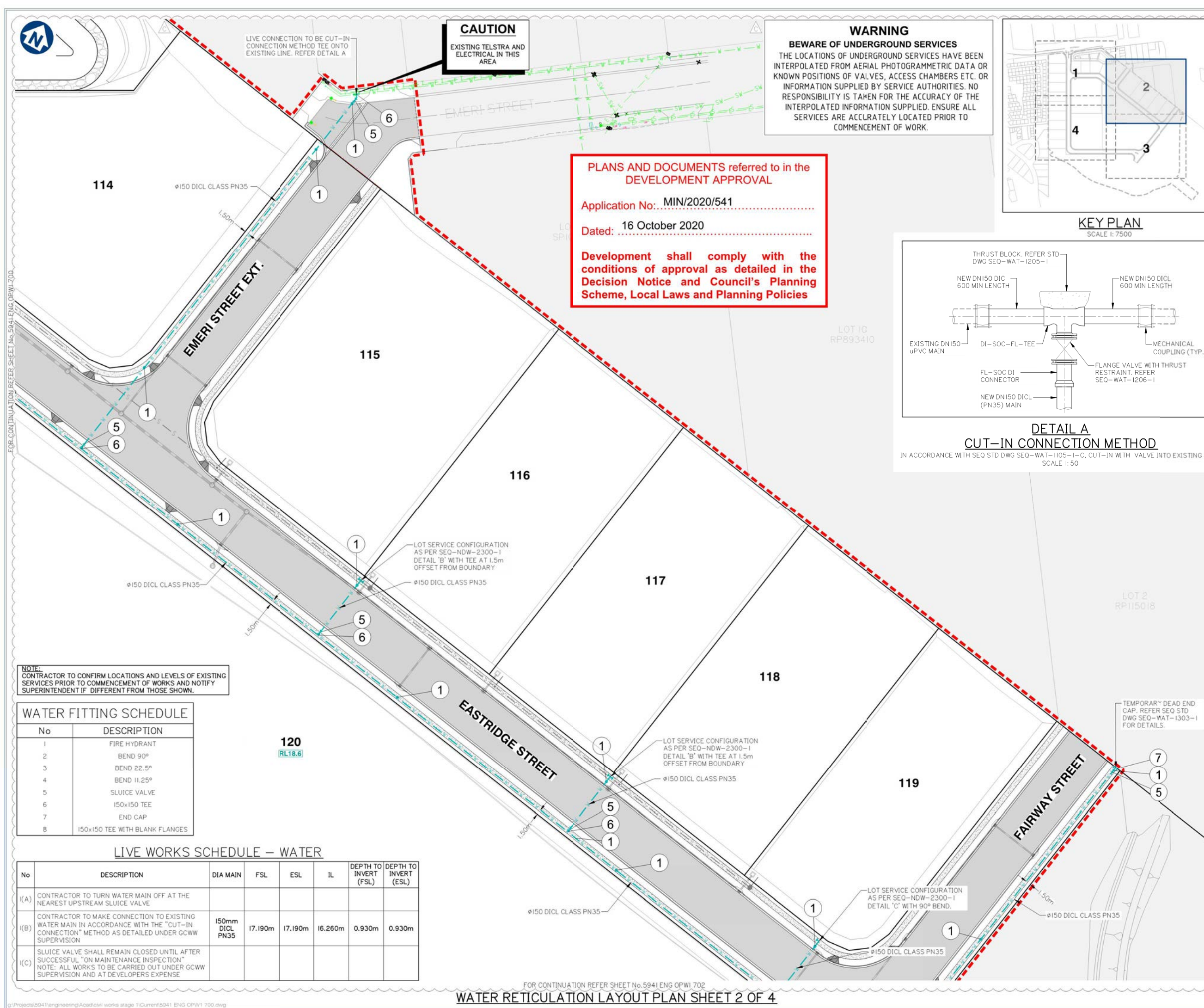
LIVE WORKS SCHEDULE – WATER

No	DESCRIPTION	DIA MAIN	FSL	ESL	IL	DEPTH TO INVERT (FSL)	DEPTH TO INVERT (ESL)
I(A)	CONTRACTOR TO ENSURE SLUIVE VALVE OFF 150mm DIA EXTERNAL WATER MAIN IS CLOSED						
I(B)	CONTRACTOR TO CONSTRUCT NEW 150mm DIA LINE OFF EXISTING 150mm ISOLATED LINE	150mm DI CL	7.193m	8.117m	5.049m	2.144m	3.068m
I(C)	SLUIVE VALVE SHALL REMAIN CLOSED UNTIL AFTER SUCCESSFUL "ON MAINTENANCE INSPECTION" NOTE: ALL WORKS TO BE CARRIED OUT UNDER GCWW SUPERVISION AND AT DEVELOPER'S EXPENSE						

WATER FITTING SCHEDULE

No	DESCRIPTION
1	FIRE HYDRANT
2	BEND 90°
3	BEND 22.5°
4	BEND 1.25°
5	SLUIVE VALVE
6	150x150 TEE
7	END CAP
8	150x150 TEE WITH BLANK FLANGES

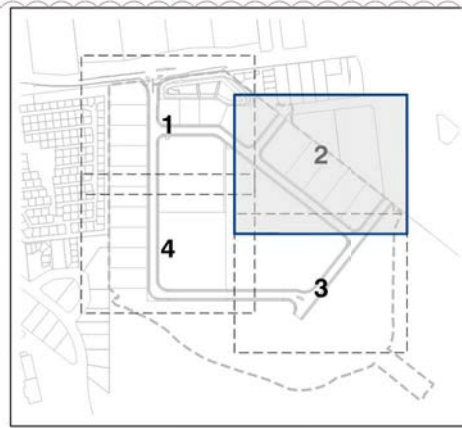
Rev	Date	Description	By	Check
C	02-09-2020	MINOR CHANGE TO STAGE 1	BA	MG
B	12-05-2020	INFORMATION REQUEST RESPONSE	BA	MG
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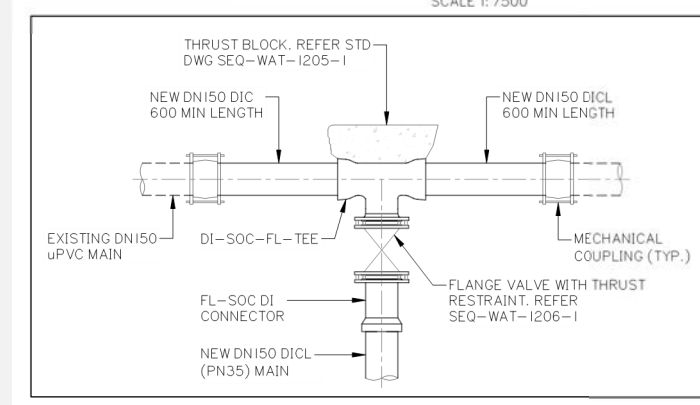
FOR CONTINUATION REFER SHEET No. 5941 ENG OPW1 700

CAUTION
EXISTING TELSTRA AND ELECTRICAL IN THIS AREA

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES HAVE BEEN INTERPOLATED FROM AERIAL PHOTOGRAMMETRIC DATA OR KNOWN POSITIONS OF VALVES, ACCESS CHAMBERS ETC. OR INFORMATION SUPPLIED BY SERVICE AUTHORITIES. NO RESPONSIBILITY IS TAKEN FOR THE ACCURACY OF THE INTERPOLATED INFORMATION SUPPLIED. ENSURE ALL SERVICES ARE ACCURATELY LOCATED PRIOR TO COMMENCEMENT OF WORK.



PLANS AND DOCUMENTS referred to in the DEVELOPMENT APPROVAL
Application No: MIN/2020/541
Dated: 16 October 2020
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DETAIL A
CUT-IN CONNECTION METHOD
IN ACCORDANCE WITH SEQ STD DWG SEQ-WAT-1105-I-C, CUT-IN WITH VALVE INTO EXISTING MAIN
SCALE 1:50

NOTE:
CONTRACTOR TO CONFIRM LOCATIONS AND LEVELS OF EXISTING SERVICES PRIOR TO COMMENCEMENT OF WORKS AND NOTIFY SUPERINTENDENT IF DIFFERENT FROM THOSE SHOWN.

WATER FITTING SCHEDULE	
No	DESCRIPTION
1	FIRE HYDRANT
2	BEND 90°
3	BEND 22.5°
4	BEND 11.25°
5	SLUICE VALVE
6	150x150 TEE
7	END CAP
8	150x150 TEE WITH BLANK FLANGES

LIVE WORKS SCHEDULE – WATER							
No	DESCRIPTION	DIA MAIN	FSL	ESL	IL	DEPTH TO INVERT (FSL)	DEPTH TO INVERT (ESL)
1(A)	CONTRACTOR TO TURN WATER MAIN OFF AT THE NEAREST UPSTREAM SLUICE VALVE						
1(B)	CONTRACTOR TO MAKE CONNECTION TO EXISTING WATER MAIN IN ACCORDANCE WITH THE "CUT-IN CONNECTION" METHOD AS DETAILED UNDER GCWW SUPERVISION	150mm DICL PN35	17.190m	17.190m	16.260m	0.930m	0.930m
1(C)	SLUICE VALVE SHALL REMAIN CLOSED UNTIL AFTER SUCCESSFUL "ON MAINTENANCE INSPECTION" NOTE: ALL WORKS TO BE CARRIED OUT UNDER GCWW SUPERVISION AND AT DEVELOPERS EXPENSE						

est 1985
planning | environment | landscape | engineering | survey
T: 3807 3333 | F: 3287 5461 | www.gassman.com.au
Gold Coast & Logan | 76 Business Street, Yatala QLD | PO Box 392, Beerleigh 4207

Client:

FRASERS PROPERTY (AUSTRALIA) PTY. LTD.

Project:

VANTAGE YATALA STAGE 1

Site Address:

60 STAPYLTON JACOBS WELL ROAD, STAPYLTON QLD 4207

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RPD:

Lot:	501
Plan:	SP295994
Local Authority:	CITY OF GOLD COAST COUNCIL
Level Datum:	AHD
Meridian:	-
Contour Interval:	-
PSM:	-
RL:	-

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WATER RETICULATION LAYOUT PLAN SHEET 2 OF 4

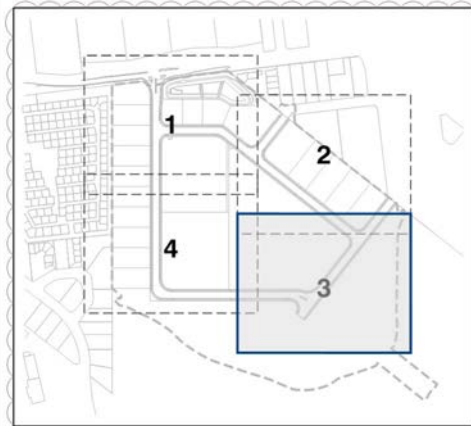
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B	12-06-2020	INFORMATION REQUEST RESPONSE	BA	MG
A	01-09-2020	ORIGINAL ISSUE	BA	MG
ISSUE	Date	Description	DRN	CHK

SCALE IN METRES

1:500 (FULL SIZE A1)
1:1000 (HALF SIZE A3)

Scale at A1:	1:500
Designed:	IG
Drafted:	BA
Approved:	MG
RPEQ:	16939
Signed:	
Date:	02-09-2020

Drawing No:	5941 ENG OPW1 701	Rev. No:	C
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KEY PLAN
SCALE 1: 7500

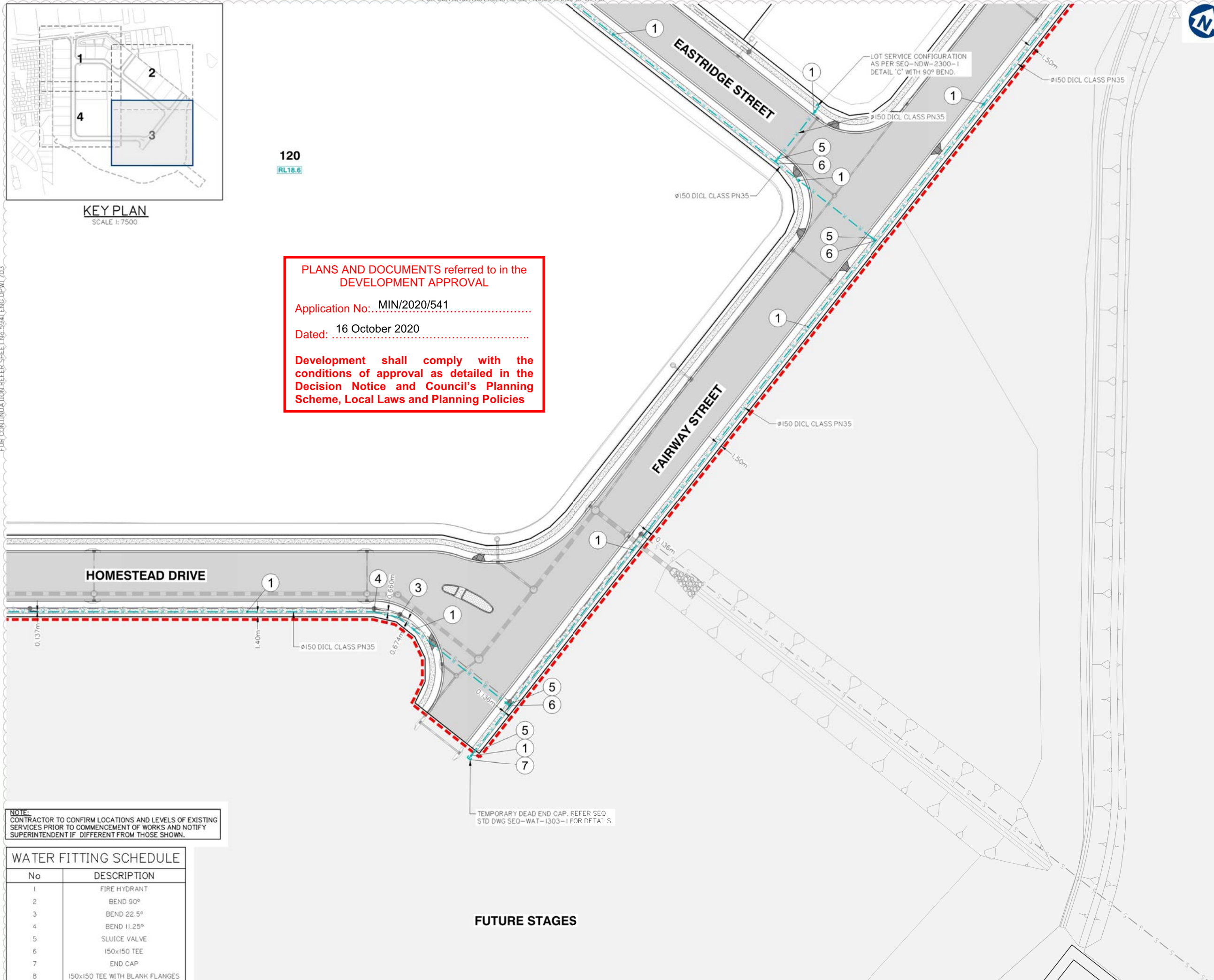
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RL18.6

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SUPERINTENDENT IF DIFFERENT FROM THOSE SHOWN.

WATER FITTING SCHEDULE

No	DESCRIPTION
1	FIRE HYDRANT
2	BEND 90°
3	BEND 22.5°
4	BEND 11.25°
5	SLUICE VALVE
6	150x150 TEE
7	END CAP
8	150x150 TEE WITH BLANK FLANGES

FUTURE STAGES

WATER RETICULATION LAYOUT PLAN SHEET 3 OF 4

Client:



FRASERS PROPERTY
(AUSTRALIA) PTY. LTD.

Project:

VANTAGE YATALA
STAGE 1

Site Address:

60 STAPYLTON JACOBS WELL
ROAD, STAPYLTON QLD 4207

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COUNCIL
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DRAWING TITLE

WATER RETICULATION
LAYOUT PLAN SHEET 3 OF 4

Issue	Date	Description	BA	MG	BA	MG
C	02-09-2020	MINOR CHANGE TO STAGE 1	BA	MG		
B	12-06-2020	INFORMATION REQUEST RESPONSE	BA	MG		
A	01-09-2020	ORIGINAL ISSUE	BA	MG		

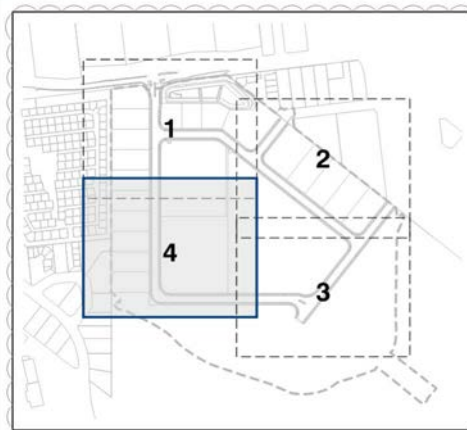
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1:1000 (HALF SIZE A3)

Scale at A1: 1:500

Designed:	IG
Drafted:	BA
Approved:	MG
RPEQ:	16939
Signed:	
Date:	02-09-2020

Drawing No: 5941 ENG OPW1 702
Rev. No: C



KEY PLAN
SCALE 1: 7500



No	DESCRIPTION
1	FIRE HYDRANT
2	BEND 90°
3	BEND 22.5°
4	BEND 11.25°
5	SLUICE VALVE
6	150x150 TEE
7	END CAP
8	150x150 TEE WITH BLANK FLANGES

NOTE:
CONTRACTOR TO CONFIRM LOCATIONS AND LEVELS OF EXISTING SERVICES PRIOR TO COMMENCEMENT OF WORKS AND NOTIFY SUPERINTENDENT IF DIFFERENT FROM THOSE SHOWN.

PLANS AND DOCUMENTS referred to in the DEVELOPMENT APPROVAL

Application No: MIN/2020/541

Dated: 16 October 2020

Development shall comply with the conditions of approval as detailed in the Decision Notice and Council's Planning Scheme, Local Laws and Planning Policies

LOT SERVICE CONFIGURATION
AS PER SEQ-NDW-2300-1
DETAIL 'B' WITH TEE AT 1.5m
OFFSET FROM BOUNDARY

FUTURE STAGES

WATER RETICULATION LAYOUT PLAN SHEET 4 OF 4

Client:



FRASERS PROPERTY
(AUSTRALIA) PTY. LTD.

Project:

**VANTAGE YATALA
STAGE 1**

Site Address:

60 STAPYLTON JACOBS WELL
ROAD, STAPYLTON QLD 4207

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**WATER RETICULATION
LAYOUT PLAN SHEET 4 OF 4**

Issue	Date	Description	BA	MG
C	02-09-2020	MINOR CHANGE TO STAGE 1	BA	MG
B	12-05-2020	INFORMATION REQUEST RESPONSE	BA	MG
A	01-05-2020	ORIGINAL ISSUE	BA	MG
Issue	Date	Description	BA	MG
			DRN	CHK

SCALE IN METRES



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Scale at A1: 1:500

Designed:	IG
Drafted:	BA
Approved:	MG
RPEQ:	16939
Signed:	<i>Michael</i>
Date:	02-09-2020

Drawing No: 5941 ENG OPW1 703 Rev. No: C

FOR CONTINUATION REFER SHEET No. 5941 ENG OPW1 702



APPENDIX G

DRAFT COMMUNITY MANAGEMENT STATEMENT



VantageYatala[®]



gassman
development
perspectives

THIS STATEMENT MUST BE LODGED TOGETHER WITH A FORM 14 GENERAL REQUEST AND IN THE CASE OF A NEW STATEMENT MUST BE LODGED WITHIN THREE (3) MONTHS OF THE DATE OF CONSENT BY THE BODY CORPORATE

Office use only

This statement incorporates and must include the following:

Schedule A - Schedule of lot entitlements

Schedule B - Explanation of development of scheme land

Schedule C - By-laws

Schedule D - Any other details

Schedule E - Allocation of exclusive use areas

CMS LABEL NUMBER

1. Name of community titles scheme

VANTAGE YATALA COMMUNITY TITLES SCHEME

2. Regulation module

COMMERCIAL MODULE

3. Name of body corporate

BODY CORPORATE FOR VANTAGE YATALA COMMUNITY TITLES SCHEME

4. Scheme land

Lot on Plan Description
LOTS 101-122 ON SP

Title Reference
TO ISSUE FROM 51164159

COMMON PROPERTY FOR VANTAGE YATALA
COMMUNITY TITLES SCHEME ON SP

TO ISSUE FROM 51164159

5. #Name and address of original owner

AUSTRALAND INDUSTRIAL NO. 89 PTY LIMITED
A.C.N. 107 355 715

C/- FRASERS PROPERTY AUSTRALIA PTY LTD,
LEVEL 2, 1C HOMEBUSH BAY DRIVE, RHODES NSW
2138

6. Reference to plan lodged with this statement

SP

7. Local Government community management statement notation

..... signed

..... name and designation

..... name of Local Government

8. Execution by original owner/Consent of body corporate

AUSTRALAND INDUSTRIAL NO. 89 PTY LIMITED
A.C.N. 107 355 715

/ /
Execution Date

.....
Director

.....
Director/Secretary
***Execution**

*Original owner to execute for a first community management statement
*Body corporate to execute for a new community management statement

Privacy Statement

Collection of this information is authorised by the Body Corporate and Community Management Act 1997 and is used to maintain the publicly searchable registers in the land registry. For more information about privacy in NR&W see the Department's website.

SCHEDULE A SCHEDULE OF LOT ENTITLEMENTS

Lot on Plan	Contribution	Interest
Lot 101 on SP	171	106
Lot 102 on SP	170	103
Lot 103 on SP	170	103
Lot 104 on SP	170	103
Lot 105 on SP	170	103
Lot 106 on SP	170	103
Lot 107 on SP	170	103
Lot 108 on SP	170	103
Lot 109 on SP	170	103
Lot 110 on SP	170	103
Lot 111 on SP	159	69
Lot 112 on SP	159	68
Lot 113 on SP	163	81
Lot 114 on SP	205	211
Lot 115 on SP	200	196
Lot 116 on SP	182	138
Lot 117 on SP	182	138
Lot 118 on SP	184	145
Lot 119 on SP	179	129
Lot 120 on SP	612	754
Lot 121 on SP	359	352
Lot 122 on SP	354	345
TOTALS	4,639	3,659

1. Contribution Schedule Lot Entitlements (CSLE)

The Contribution Schedule Lot Entitlements (CSLE) for the scheme have been determined using the Relativity Principle. As required by Section 48 of the Body Corporate and Community Management Act 1997, the CSLE for the scheme have been allocated having regard to:

- (i) The structure of the scheme;
- (ii) The nature, features and characteristics of the Lots in the scheme;
- (iii) The area of the Lots.

On the basis of these factors it is just and equitable for there to be a variation in the CSLE for the Scheme. Each Lot starts with an entitlement of 10 and additional entitlements are added or deducted to recognise the above factors. The relative difference in Lot entitlements recognises that the factors stated above do not impact on how much each Lot should contribute to certain Body Corporate costs such as secretarial fees, audit fees, printing postage and outlays, but the structure of the scheme and the features and characteristics of the Lots result in a differential burden on the costs of the Body Corporate for repair and maintenance of the Common Property.

When allocating the Lot entitlements to be included in the CSLE, each of the above factors stated above impacts on the allocation in the following ways:

2. Structure of the Scheme

The scheme does not have mixed use lots and therefore the structure of the scheme does not affect the CSLE.

3. Nature, Feature and Characteristics of the Lots in the Scheme

The Lots are proposed to be used for a wide variety of industrial related uses and landscaped areas, signage and some services will form part of the Common Property. It is common for industrial lots to pay contributions towards outgoings on an area basis so as not to penalise individual owners with smaller Lots.

4. The Purpose for which the Lots are used

Each of the Lots in the scheme are used for industrial purposes and consequently this factor does not contribute to any differences in the Lot entitlements.

The Interest Schedule Lot Entitlements have been determined using the Market Value Principle.

SCHEDULE B EXPLANATION OF THE DEVELOPMENT OF SCHEME LAND
--

1. Dictionary and Interpretation***Dictionary***

- (a) **“Act”** means the Body Corporate and Community Management Act 1997
- (b) **“Adjoining Land”** means any land adjoining the Scheme Land.
- (c) **“CMS”** means the Community Management Statement.
- (d) **“Common Property”** means the common property of the Scheme.
- (e) **“Concept Plan”** means the plan in Annexure "A".
- (f) **“Development”** means the development known as Vantage Yatala.
- (g) **“Local Government”** means Gold Coast City Council.
- (h) **“Lots”** means Lots in the Scheme.
- (i) **“Original Owner”** means the original owner as defined under the Act, and any person nominated by the Original Owner to the Body Corporate from time to time.
- (j) **“Scheme Land”** means the land described as the scheme land in Item 4 of this CMS.
- (k) **“Scheme”** means the CTS.
- (l) **“Utility Infrastructure”** means:
 - i. a device for measuring the reticulation or supply of a Utility Service.
 - ii. cables, wires, pipes, sewers, drains, ducts, plant and equipment by which Lots or Common Property are supplied with Utility Services; and
- (m) **“Utility Services”** means:
 - i. water reticulation or supply; or
 - ii. gas reticulation or supply; or
 - iii. electricity supply; or
 - iv. air conditioning; or
 - v. a telephone service; or
 - vi. a computer data or television service; or
 - vii. a sewer system; or
 - viii. drainage; or
 - ix. a system or the removal or disposal of garbage or water; or

- x. another system or service designed to improve the amenity, or enhance the enjoyment, of Lots or Common Property.

Interpretation

This Schedule B is to be interpreted, so far as possible, in accordance with the interpretation provisions set out in Schedule C of this CMS. Terms not defined in this Schedule B but defined in Schedule C of this CMS have the meanings given to them in Schedule C of this CMS.

2. Staged Development

The Development is to be developed progressively in 3 stages.

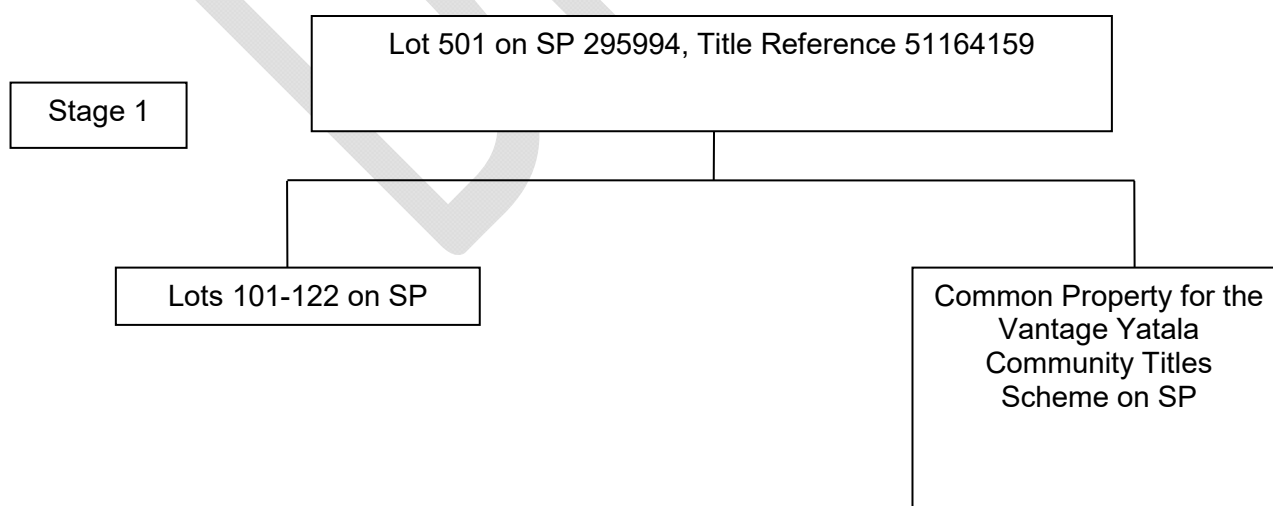
The first stage of the Development will create Lots 101-122 and Common Property on SP . The second stage of the Development will create Lots 201-206 and additional Common Property. The third stage of the Development will create Lots 301-304 and additional Common Property. The staging of the Development and the addition of Lots and Common Property in the second and third stages is shown in the Concept Plan.

The Concept Plan is illustrative only and does not fix the locations of buildings, improvements, Common Property or any other areas or the boundaries of any of them, all of which are subject to changes, including:

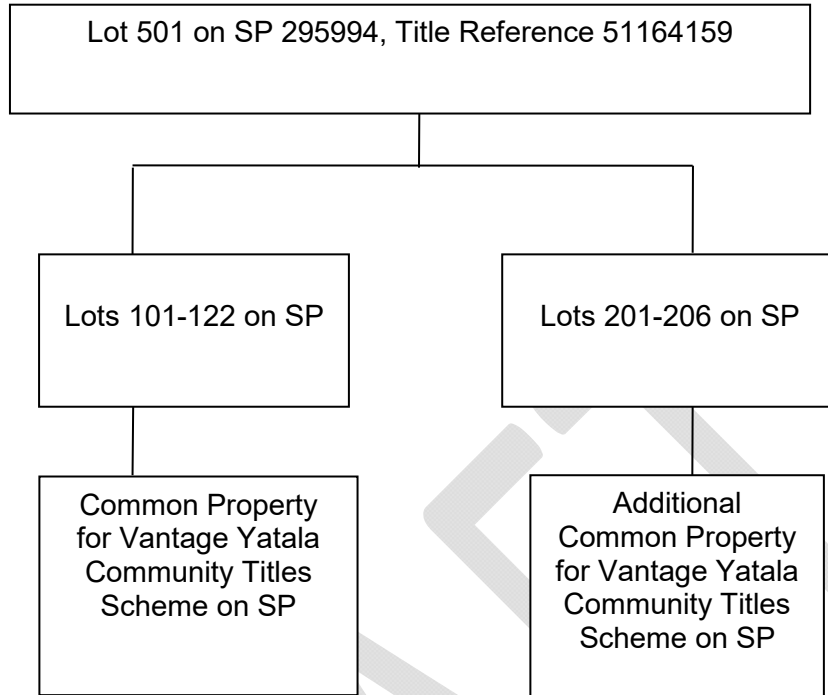
- (a) final surveys on completion of construction and/or placement of buildings, improvements and Utility Infrastructure on or within the Adjoining Land; and
- (b) completion of any other works, including landscaping, required to be undertaken under the terms of any relevant approval or the development issued by the Local Government or other relevant authority.

The Original Owner may from time to time update the Concept Plan to reflect changes referred to in this CMS.

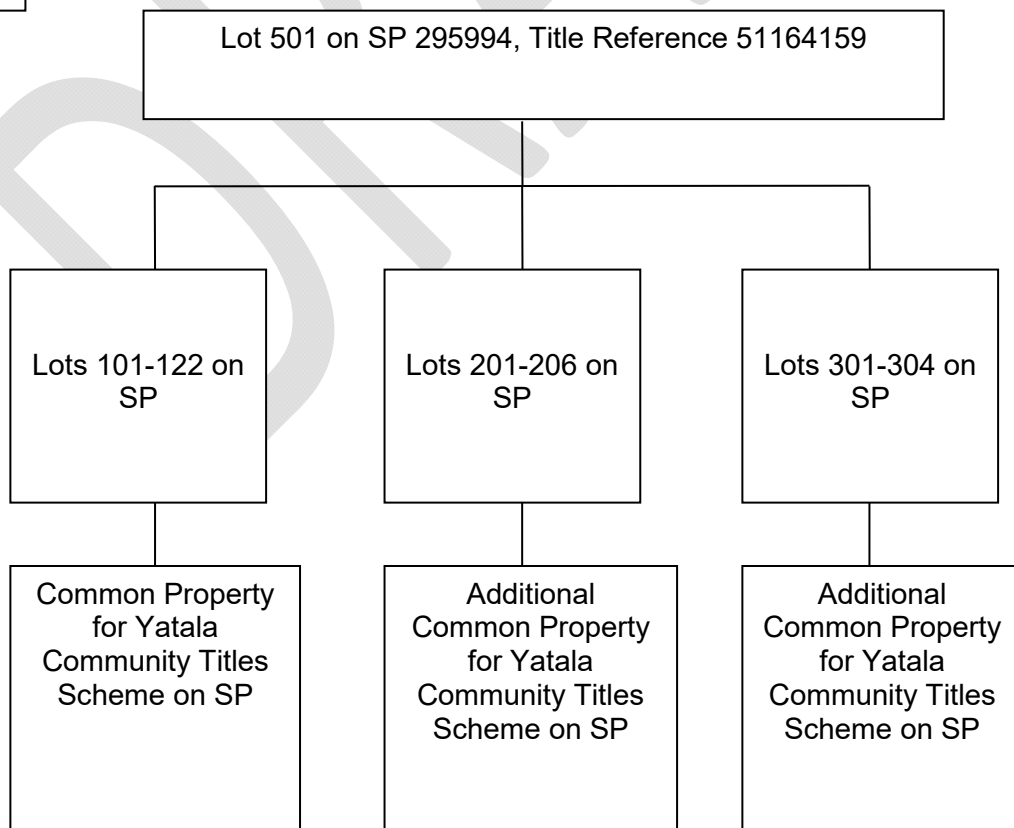
A diagrammatical depiction of the proposed staging of the Development (and explanatory notes) is included below:



Stage 2



Stage 3



3. Changes to aspects of the Scheme

Market, economic and site conditions (including the extent of further development and the need for additional Infrastructure and services as a result), the requirements of the Local Government and other relevant authorities, and the type, extent and conditions of approvals granted by the Local Government and other relevant authorities may mean that changes are made to:

- (a) the number of stages;
- (b) the size of each stage;
- (c) the configuration of Lots in each stage;
- (d) the timing of each stage;
- (e) the number of lots;
- (f) the size of Lots;
- (g) the position and size of roads;
- (h) the extent and location of the Common Property;
- (i) the extent and location of the public open space and roads;
- (j) this CMS; and
- (k) the proposed locations of the Utility Infrastructure.

4. Amalgamation of Lots

Lots may be amalgamated with other Lots or parts of Lots from time to time.

When Lots are amalgamated with other Lots or parts of Lots:-

- (a) the contribution schedule lot entitlement for the amalgamated Lot is equal to the total contribution schedule lot entitlements of the Lots which were amalgamated plus a proportionate part of the contribution schedule lot entitlements of any parts of Lots, rounded to the nearest whole numbers; and
- (b) the interest schedule lot entitlement for the amalgamated Lot is equal to the total interest schedule lot entitlements of the Lots which were amalgamated plus a proportionate part of the interest schedule lot entitlements of any parts of Lots, rounded to the nearest whole number.

5. Subdivision of Lots

The owner of a Lot in the Scheme (other than the Original Owner) must not subdivide the Lot unless the prior written consent of the Body Corporate is obtained.

SCHEDULE C BY-LAWS**1. DEFINITIONS****1.1 Dictionary**

- (a) **"Act"** means the *Body Corporate and Community Management Act 1997*.
- (b) **"Architectural and Landscaping Code"** means the development guidelines published by the Body Corporate from time to time and approved by the Committee.
- (c) **"Body Corporate"** has the same meaning as in the Act.
- (d) **"Committee"** has the same meaning as in the Act.
- (e) **"Commissioner"** has the same meaning as in the Act.
- (f) **"Common Property"** has the same meaning as in the Act.
- (g) **"Invitee"** any person on the Scheme Land with the permission of an Occupier.
- (h) **"Lot"** has the same meaning as in the Act.
- (i) **"Occupier"** an Owner of a Lot, a tenant of a Lot, a licensee of a Lot, or any person resident in a Lot.
- (j) **"Original Owner"** means the person identified in Item 5 of the First Community Management Statement and includes successors or assigns.
- (k) **"Owner"** has the same meaning as in the Act.
- (l) **"Scheme Land"** the Scheme Land identified in Item 4 of the Community Management Statement and includes when the context permits or requires the Lots and the Common Property and all improvements thereon.
- (m) **"Utility Infrastructure"** has the same meaning as in the Act.

1.2 Rules of interpretation

In these By-Laws unless the context Indicates a contrary intention:

- (a) words denoting any gender include all genders;
- (b) the singular number includes the plural and vice versa;
- (c) a person Includes their executors, administrators, successors, substitutes (for example, persons talking by novation) and assignors;
- (d) words importing persons will include all bodies, associations, trusts, partnerships, Instrumentalities and entitles corporate or unincorporated, and vice versa;
- (e) any obligation on the part of or for the benefit of two or more persons will be deemed to bind or benefit as the case may be, any two or more of them jointly and each of them severally;
- (f) references to any legislation includes any legislation which amends or replaces that legislation;

- (g) headings are included for convenience only and will not affect the Interpretation of these By-Laws;
- (h) a reference to anything Includes the whole or each part of it; and
- (i) in interpreting these By-Laws, no rules of construction will apply to the disadvantage of a party because that party was responsible for the drafting of these By-Laws or any part of them.

2. NOISE

Occupiers must not create any noise likely to interfere with the peaceful enjoyment of a person lawfully on another Lot or the Common Property, having regard to the nature and type of business being lawfully conducted on any Lot.

3. VEHICLES

Occupiers must not park any vehicle upon Common Property except:

- (a) with the consent of the Committee on those parts of the Common Property specifically identified for the purpose of car parking by an Occupier; or
- (b) where authorised by an exclusive use By-Law.

4. OBSTRUCTION/NUISANCE

- (a) Occupiers must not obstruct lawful use of Common Property (including any pathways and driveways) by any other person.
- (b) Occupiers must not cause a nuisance or act in such a way so as to interfere with the peaceful enjoyment of a person lawfully on another Lot or using the Common Property.

5. DEPOSITING RUBBISH, ETC ON COMMON PROPERTY

Occupiers must not deposit or throw upon the Common Property any rubbish, dirt, dust or other material likely to interfere with the peaceful enjoyment of a person lawfully on another Lot or using the Common Property.

6. GARBAGE DISPOSAL

- (b) Occupiers must keep a receptacle for garbage in a clean and dry condition and adequately covered on the Lot or on a part of the Common Property designated by the Body Corporate for that purpose, unless the Body Corporate provides for some other way of garbage disposal.
- (c) Occupiers must:
 - i. comply with all local government local laws about disposal of garbage; and
 - ii. ensure that In disposing garbage, the hygiene, health and comfort of other Occupiers is not adversely affected.

7. DAMAGE TO COMMON PROPERTY

Occupiers must not, except with the consent in writing of the Committee:

- (a) damage any Common Property lawn, garden, tree, shrub, plant, flower, walking track or other Body Corporate asset in Common Property; or
- (b) mark, paint, or drive nails or screws or the like into, or otherwise damage or deface a structure that forms part of the Common Property.

8. UTILITY INFRASTRUCTURE

- (a) An Occupier must use the Utility Infrastructure for the purpose for which it was designed and not for any other purpose.
- (b) An Occupier must report any damage or accident involving the Utility Infrastructure to the Committee.
- (c) An Occupier must not waste water and must ensure all water taps are promptly turned off after use.

9. RIGHT OF ENTRY

- 9.1 An Owner or Occupier, upon receiving reasonable notice from the Committee, shall allow the Body Corporate or any contractors, sub-contractors, workmen or other person authorised by it, the right of access to his lot for the purpose of carrying out works or effecting repairs on mains, pipes, wires or connections of any water, sewerage, drainage, gas, electricity, telephone or other system or service, whether to his lot or to an adjoining lot or for any other purpose permitted under these By-Laws, the Act or the Regulation Module.
- 9.2 If in the reasonable opinion of the Committee there is a matter of sufficient emergency no such aforesaid notice will be necessary. Such works or repairs shall be at the expense of the Owner or Occupier of the Lot in the case where the need for such works or repairs is due to any act or default of the owner or Occupier or their guests, servants or agents. Any entry pursuant to this By-Law shall not constitute trespass. The Committee in exercising its powers under this By-Law shall ensure that its servants, agents and employees cause as little inconvenience to the Owner or Occupier of the Lot as is reasonable in the circumstances.

10. MAINTENANCE OF LOTS

- (a) Each Owner must ensure that his Lot is kept and maintained so as not to allow infestation by vermin or insects or be offensive in appearance to other Occupiers.
- (b) Each owner is responsible for the interior maintenance and decoration of his Lot.

11. INCREASE IN INSURANCE PREMIUM

- (a) Occupiers must not bring to, do or keep on a Lot anything which increases the rate of fire insurance on the Scheme Land, or which may conflict with any insurance policy upon the Scheme and, except with the consent in writing of the Committee.
- (b) The Committee will not unreasonably withhold its consent, having regard to the nature and type of business lawfully being conducted on a Lot.
- (c) Where an Occupier obtains the consent of the Committee under By-Law 11(a), then it is the Occupier's responsibility to pay any increase in the insurance premium because of the Occupier's use of the Lot.

12. BEHAVIOUR OF INVITEES

- (a) Occupiers must take all reasonable steps to ensure that their invitees abide by the By-Laws and do not behave in a manner likely to interfere with the peaceful enjoyment of a person lawfully on another Lot or the Common Property.
- (b) Owners will be liable to compensate the Body Corporate for all damage to the Common Property caused by their Occupiers and invitees.

13. AUCTION SALE

Occupiers must not conduct an auction on his Lot or the Common Property, except with the consent in writing of the Committee.

14. USE OF LOTS

- (a) Occupiers may only use a Lot for the purpose permitted by the town planning scheme of the local government and shall ensure that all necessary consents, permits and approvals are obtained before commencing such use.
- (b) Occupiers must not use a Lot for any illegal, unlawful or immoral purpose.

15. INFECTIOUS DISEASES

In the event of any infectious disease which may require notification by virtue of any statute, regulation or ordinance happening in any lot, the owner or occupier of such lot shall give written notice thereof and any other Information which may be required relative thereto to the Committee and shall pay to the Body Corporate the expenses incurred by the Body Corporate for disinfecting the Lot and any part of the Common Property required to be disinfected and replacing any articles or things the destruction of which may be rendered necessary by such disease.

16. MAINTENANCE OF LOTS

An Occupier must:

- (a) keep its Lot (including without limitation) and the Improvements on its Lot clean, maintained in good order and condition and kept free of rubbish;
- (b) keep its landscaping (including without limitation vegetation and hard landscaping) in a neat and healthy state. Lawns must be cut regularly and gardens attended to so that they are in a neat, tidy and attractive state. Nothing in this By-Law requires an Occupier to irrigate its landscaping where doing so would be contrary to law. An occupier is only obliged to comply with this By-Law to the extent the Occupier is lawfully entitled to irrigate the landscaping on the Lot within any relevant water use restrictions;

If an Occupier is in breach of this By-Law the Body Corporate and its contractors may access the Lot at all reasonable times for the purpose of inspection and rectifying the breach provided that the Body Corporate gives the Occupier reasonable Notice of its intention to do so. Any costs of the Body Corporate from remedying a breach of the By-Laws (including legal costs) must be paid for by the Owner of the Lot and the Occupier of the Lot who shall be jointly and severally liable for the whole of the costs.

17. SECURITY

The Body Corporate is empowered to negotiate and to enter into an agreement with an individual or company for the exclusive provision of security services In respect of the Scheme Land if thought necessary or appropriate, and the Body Corporate is further empowered to regulate the provision of the services throughout the Scheme Land and contributions towards the Costs of the security services.

18. BODY CORPORATE EMPOWERED TO ENTER INTO AGREEMENTS

18.1 Without derogating from any powers, authorities, duties and functions conferred or imposed on it by or under the Act or elsewhere under these By-Laws, the Body Corporate shall be empowered to enter into with such person or persons or corporation or corporations as the Body Corporate in Its absolute discretion shall decide one or more of the following agreements:

- (a) an agreement or agreements for the purpose of better seeing to the proper functioning operation and management of the Scheme or for the purpose of ensuring the proper functioning of the duties and powers of the Body Corporate and of the Committee of the Body Corporate including any agreement with the Body Corporate;
- (b) an agreement with an energy provider and/or an energy resources consultant in relation to the provision of utility services (including reticulated hot water and electricity) to the Scheme Land and Lots; and
- (c) an agreement with the owner or body corporate of adjoining land for the provision of electricity, waste disposal, public toilets, reticulated hot water or other utility service.

18.2 The Body Corporate has the power to engage a service contractor for the Scheme on the basis that the service contractor will be the only service contractor that will be engaged by the Body Corporate to provide caretaking services to the Body Corporate for the benefit of the Common Property and Lots.

18.3 Any such agreements shall be upon such terms and conditions as the Body Corporate shall decide in its absolute discretion.

19. ARCHITECTURAL AND LANDSCAPING CODE

19.1 An Owner must observe and comply with the Architectural and Landscaping Code or building covenants in force from time to time in relation to the Scheme.

19.2 An Owner cannot commence any works that would require consent under the Architectural and Landscaping Code unless the requisite consent under that Code has been obtained.

19.3 The Body Corporate and Owners must act according to any lawful directions or recommendations made by the Architectural Review Committee under the Architectural and Landscaping Code.

19.4 The Body Corporate will take all reasonable and lawful steps to enforce the terms of the Architectural and Landscaping Code and the recommendations and directions issued by the Architectural Review Committee.

19.5 The Body Corporate is entitled to use any part of a bond, guarantee, submission fee or other money submitted under the Architectural and Landscaping Code to pay the costs of the process of approval under the Architectural and Landscaping Code and for any cost, loss or damage (including legal costs and professional consultants costs) incurred by the Body Corporate that result from a breach of this By-Law or the failure of the Owner to obey or implement directions, recommendations and terms of any approval from the Architectural Review Committee

- 19.6 Owners and Occupiers must ensure that their agents and consultants submit to and follow directions, recommendations and the conditions of any approvals issued by the Architectural Review Committee.
- 19.7 No person shall occupy any improvements on a Lot until:-
- (a) All statutory inspections have been completed; and
 - (b) The Architectural Review Committee confirms that all works have been completed in accordance with the relevant approved proposal and that no damage has been caused to any other Lot, Common Property or public area.
- 19.8 Neither the Architectural Review Committee, any member of the Architectural Review Committee, the Body Corporate, any member of the Body Corporate, its Committee or the Original Owner will be liable to any applicant under the Architectural and Landscaping Code for any loss, damage or injury arising out of or in any way connected with any recommendation, approval (condition or unconditional) or disapproval given under these By-laws or the Architectural and Landscaping Code.
- 19.9 The Original Owner may undertake any development at any time notwithstanding any noncompliance or inconsistency with the Architectural and Landscaping Code.
- 19.10 If an Owner or Occupier does not rectify any noncompliance with any approval given by the Architectural Review Committee within the period set out in a notice from the Architectural Review Committee, the Body Corporate, members of the Architectural Review Committee and its contractors may enter the relevant Lot and remove the non-complying development or any part of it. All of the costs, expenses and liabilities incurred or payable by the Body Corporate in exercising its rights under this By-law (including legal costs on a full indemnity basis) are payable on demand, by the Owner and the Occupier who will be jointly and severally liable.
- 19.11 If any works are carried out without relevant approval from the Architectural Review Committee, the Body Corporate, members of the Architectural Review Committee and their contractors may enter the relevant Lot and remove the non-complying works or any part of them. All the costs, expenses and liabilities incurred or payable by the Body Corporate in exercising its rights under this By-Law (including legal costs on a full indemnity basis) are payable, on demand, by the Owner and Occupier who are jointly and severally liable.
- 19.12 If any works are being carried out without approval or are not being carried out in accordance with a relevant approval from the Architectural Review Committee, the Body Corporate may refuse entry to the responsible builder and contractors to the Lot and the Body Corporate is authorised as agent for the Owner and Occupier to order, the builder and any contractors to immediately stop work on the Lot and remove the builder and contractors from the Lot and the Scheme Land.

20. RECOVERY OF COSTS

- 20.1 An Owner (which expression shall extend to a mortgagee in possession) shall pay on demand the whole of the Body Corporate's costs and expenses (including Solicitor and own client costs), such amount to be deemed a liquidated debt, incurred in:
- (a) recovering contributions or monies payable to the Body Corporate pursuant to the Act duly levied upon that Owner; and
 - (b) all proceedings including legal proceedings concluded in favour of the Body Corporate taken by or against the Owner or the lessee or Occupier of the Lot, including, but not limited to, applications for an Order by the Commissioner, appeals to the Tribunal and appeals to the Court.

- 20.2 In the event that the Owner (or his mortgagee in possession) fails to attend to the payment of such costs and expenses after demand is made for the payment of same, the Body Corporate may:
- (a) treat such costs and expenses as a liquidated debt and take action for the recovery of same in any Court of competent jurisdiction; and
 - (b) enter such costs and expenses against the levy account of such Owner in which case the amount of same shall be paid to the Body Corporate upon a subsequent sale or disposal of the Lot falling which the purchaser of such Lot shall be liable to the Body Corporate for the payment of same.

21. POWER OF COMMITTEE

- 21.1 The Committee may make rules relating to the Common Property not inconsistent with these By-Laws and the same shall be observed by the Owners or Occupiers of Lots unless and until they are disallowed or revoked by majority resolution at a general meeting of the Body Corporate.

22. MECHANICAL ITEMS

- 22.1 Any mechanical item or apparatus to be installed on the outside of a Lot or on the Common Property with approval of the Body Corporate and in accordance with these By-Laws must be designed and/or screened to limit noise emission to a level satisfactory to the Committee acting reasonably.

23. BULK SUPPLY OF ELECTRICITY AND RETICULATED HOT WATER

- 23.1 The Body Corporate may supply or obtain the supply of electricity, reticulated hot water or other utilities (which may be in bulk) for the Scheme ("utilities"). The utilities may be supplied by the Body Corporate or the Body Corporate may engage a third party provider to supply the utilities ("a Supplier"). The Body Corporate may enter into an agreement with a Supplier on terms decided by the Committee, or if the agreement is outside of the scope of the Committee's authority, on terms decided by the Body Corporate.
- 23.2 The Body Corporate may enter into an agreement with one or more utility managers who may facilitate the Body Corporate's purchase and administration of the utilities ("Utilities Manager").
- 23.3 The Body Corporate must install meters to monitor usage of the utilities supplied from the Supplier to Owners and Occupiers.
- 23.4 The Body Corporate may purchase, otherwise obtain or contract with an entity to provide an Energy Management System ("EMS") or services so as to allow for the bulk purchase of utilities and the efficient use of the utility services.
- 23.5 Owners and Occupiers must obtain their supply of utilities from or through the Body Corporate if the Body Corporate enters into a utility supply agreement with the Supplier or if the Body Corporate supplies the utilities. If requested by the Body Corporate, Owners must sign an agreement for the supply of the utilities on the terms of supply decided by the Body Corporate.
- 23.6 Owners or Occupiers who accept or use the utilities supplied by or through the Body Corporate ("Consumers") shall, in consideration of the supply of the utilities, comply with this By-Law and the terms and conditions of supply adopted by the Body Corporate ("the Terms of Supply"). A copy of the Terms of Supply adopted by the Body Corporate shall be made available by the Body Corporate to consumers.
- 23.7 Upon the acceptance or use of the utilities supplied by or through the Body Corporate, the Terms of Supply shall constitute an agreement between the consumer and the Body Corporate. The

consideration for the agreement shall be the supply and continued supply of the utilities through the Body Corporate to the consumer. The Terms of Supply form an agreement separate to this By-Law.

- 23.8 Upon request by a consumer, the Body Corporate shall provide one copy of the Terms of Supply to a consumer.
- 23.9 When a consumer assigns or transfers the consumer's interest in a Lot, the assignee or transferee becomes joined as a party to the agreement constituted by the Terms of Supply. The assignor or transferor consumer is released from the obligations imposed under this By-Law and the Terms of Supply only when all obligations of the consumer are satisfied and up to date.
- 23.10 The Body Corporate may include the actual costs for the supply of the utilities (whether to an Owner or Occupier of a lot) in notices of contributions payable to the Body Corporate by the Owner of the Lot to which the utilities are supplied.
- 23.11 The terms of this By-Law and the Terms of Supply are subject to any agreement entered into between the Body Corporate and the Supplier. The Body Corporate will have no obligation to provide utilities to a consumer if:
- (a) the agreement with the Supplier is terminated;
 - (b) the Supplier does not provide utilities to the Body Corporate for any reason; or
 - (c) the consumer does not pay for the supply of utilities by the due date.
- 23.12 All enquiries regarding connection, disconnection and charges shall be directed to the Utilities Manager (or other person nominated by the Committee). Consumers shall follow the directions of the Utilities Manager (or other person nominated by the Committee) with respect to the supply and use of electricity provided that the directions must be consistent with the By-law and the Terms of Supply.
- 23.13 The Committee may make rules with respect to the supply of utilities provided they are consistent with this By-law and the Terms of Supply.
- 23.14 The Body Corporate will not, under any circumstances whatsoever, be responsible or liable for any loss, cost or damages that occur to any consumer or anyone who relies upon the utilities supplied because of failure of the supply of utilities due to breakdowns, repairs, maintenance, strikes, accidents or causes of any class or description.
- 23.15 All consumers shall ensure that any electrical installation (as defined in the *Electricity Act 1994*) is maintained free of any defect which is likely to cause a fire or electrical shock. Subject to Act, the Body Corporate or the Utilities Manager shall be entitled to enter a Lot to inspect any electrical installations.
- 23.16 For the purposes of ensuring the efficient and constant supply of electricity to the Lots during any limitation in the supply of electricity, the Body Corporate may impose restrictions in such a manner and to such an extent as it considers necessary, upon the use of electrical articles (as defined in the *Electricity Act 1994*), including the prohibition of the use of specified articles.
- 23.17 The Body Corporate is not responsible for the accuracy or correct operation of any utility meter for a Lot, other than its obligations under the Act. Consumers shall ensure that no person associated with the consumer or their Lot interferes with any meter or equipment used for the supply or measure of supply of utilities to a Lot.
- 23.18 An invoice or notice will have been validly given to a consumer if the invoice or notice is sent to the last known address for the consumer known to the Body Corporate.

SCHEDULE D	OTHER DETAILS REQUIRED/PERMITTED TO BE INCLUDED
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STATUTORY EASEMENTS AND SERVICES LOCATION DIAGRAM

The following lots in the Scheme are affected by the following statutory easements:

Easement	Land Title Act 1994	Lots Affected
Easement for lateral and subjacent support	Section 115N	Lots 101 to 122 on SP and Common Property on SP
Easement for utility services Utility infrastructure	Section 115O Section 115P	Lots 101 to 122 on SP and Common Property on SP
Easement for shelter	Section 115Q	Lots 101 to 122 on SP and Common Property on SP
Easement for projections	Section 115R	Lots 101 to 122 on SP and Common Property on SP
Easement for maintenance of the building close to boundary	Section 115S	Lots 101 to 122 on SP and Common Property on SP

The Services Location Diagram identified as “Services Location Diagram” is attached as Annexure B.

SCHEDULE E	DESCRIPTION OF LOTS ALLOCATED EXCLUSIVE USE AREAS OF COMMON PROPERTY
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Not applicable.



APPENDIX H

TRAFFIC IMPACT ASSESSMENT

VantageYatala[®]



gassman
development
perspectives



TRAFFIC IMPACT ASSESSMENT

PROPOSED INDUSTRIAL ESTATE (STAGE 1)

60 STAPYLTON – JACOBS WELL ROAD, STAPYLTON

LOT 51 ON SP295994

Prepared for

FRASERS PROPERTY

20 NOVEMBER 2020

DOCUMENT REGISTER

Document Vantage Industrial Estate (STAGE 1)
60 Stapylton - Jacobs Well Road

RTE Reference 20336

Prepared by Luke Rytenskild, Dare Janzekovic

Document History

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			Name / Position	Signature
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1.0 INTRODUCTION

1.1 Background

Rytenskild Traffic Engineering (RTE) has been engaged by Frasers Property to prepare a Transport Impact Assessment of its proposed industry development at Yatala.

This report forms part of a Development Application for a reconfiguration of a lot for the first stage of the approved industrial estate over site (MCU201701550).

As mentioned, the site forms part of an existing approval, with the traffic impact of the overall estate carried out as part of a separate application. The results of the analysis indicate that the first stage of the development will require signalisation of the Stapylton – Jacobs Well Road intersection.

The Department of Transport and Main Roads is a referral agency for the application. It is noted that the developable area for Stage 1 have not significantly changes since the original application, therefore the result of the traffic modelling carried out under the approved application are unchanged.

1.2 Subject Site

As shown in Figure 2.1, the site is located on the southern side of Stapylton Jacobs Well Road. The subject site forms the first stage of the planned estate on Lot 1 on RP6882 & Lot 240 on W31330.



FIGURE 1.1 – LOCATION OF SUBJECT SITE

2.0 PROPOSED DEVELOPMENT

The proposed plan of development is for the first stage of the estate and comprises of 23 individual lots, including a detention basin. Stage 1 has a total area of 16.200 hectares. It is intended that the site will be managed as a community title style estate rather than providing freehold lots.

An internal road network is proposed to be built which will provide access to the individual lots. The internal roadway will accommodate vehicles up to A-Double size. It is proposed that a signalised intersection will be constructed to provide access to the development from Stapylton - Jacobs Well Road. It is proposed that the intersection will be signalised prior to plan sealing for stage 1.

The proposed plan of development allows for future road connections to the adjoining properties to the east which will occur when those properties develop.

The proposed plan of development (Stage 1) is shown in Figure 2.1.

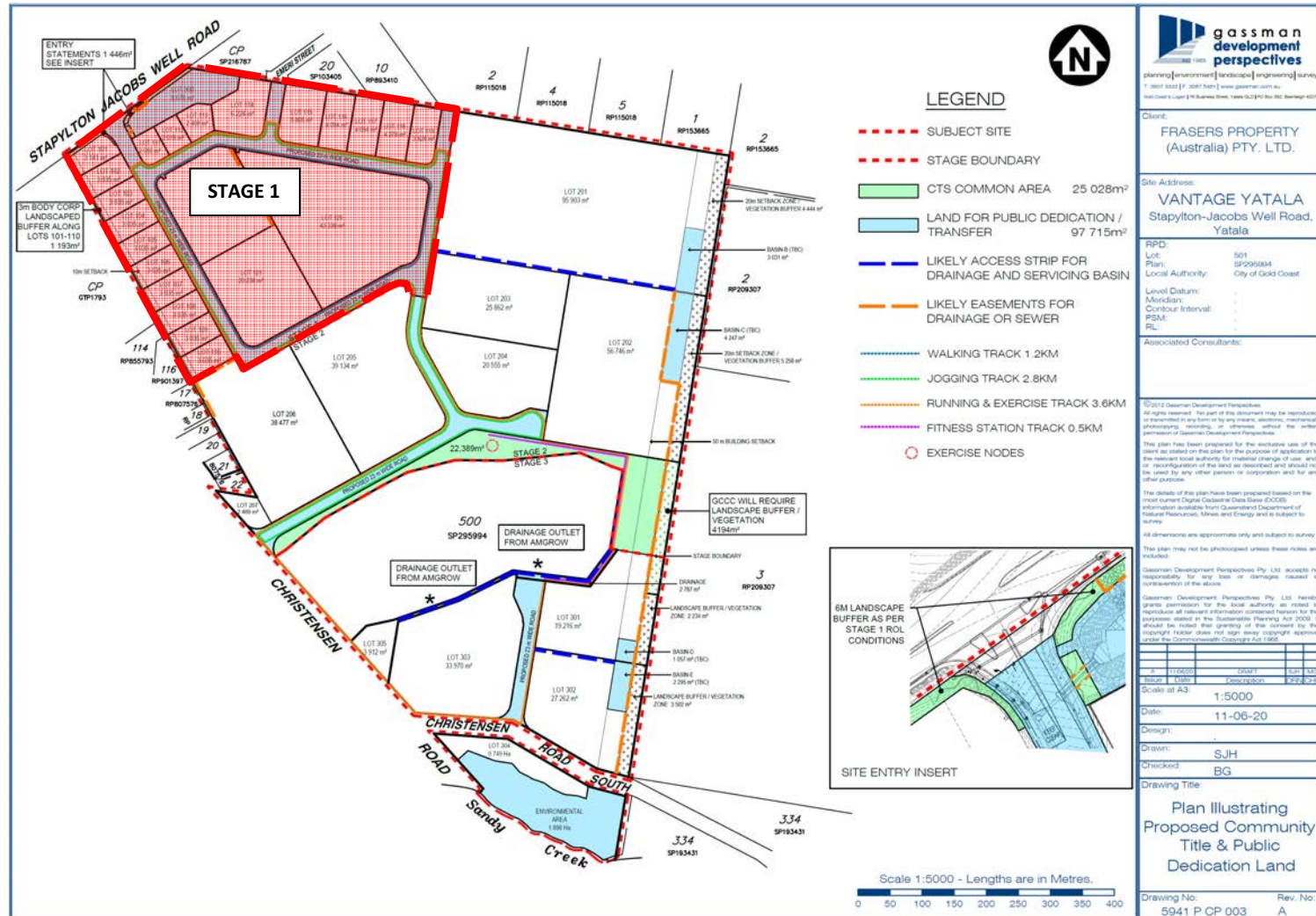


FIGURE 2.1 – PROPOSED STAGE 1 LAYOUT

3.0 SURROUNDING ROAD NETWORK

3.1 Interchange layout

As shown in Figure 3.1, the Exit 38 interchange comprises of a roundabout on each side of the Motorway with a four lane connection road beneath the Motorway. The western roundabout has two circulating lanes and five legs, including the northbound on and off ramps. The western roundabout has two circulating lanes and six legs, including the southbound on and off ramps.

The interchange has recently been upgraded, as follows:

Eastern roundabout:

- A second approach lane on the Stapylton – Jacob’s Well Road leg;
- A signal meter on the Elderslie Road (underpass) approach.

Western roundabout:

- A second approach lane on the Elderslie road approach;
- A signal meter on the Elderslie Road (underpass) approach.

In addition, Nyholt Drive was connected to Martens Street which has provided some relief to the interchange as local traffic is now able to access Beenleigh without using the motorway.

The existing layout of the Exit 38 interchange is shown in Figure 3.1.

3.2 Planned Road Upgrades

The Department of Transport and Main Roads has carried out planning for the future upgrade of the Stapylton – Jacob’s Well Road. Current concept planning layouts are provided as Appendix B. As shown, it is planned that the Stapylton – Jacob’s Well Road will be upgraded to a four – lane divided road with provision made for a signalised intersection providing access to the subject site.

3.3 Traffic Volumes

Traffic count data for each roundabout at the Yatala North interchange have been provided by the Department of Transport and Main Roads. The data was collected in May 2014 on a typical Thursday. This data was collected to the implementation of signal metering on Elderslie Road (underpass) and prior to the connection of Nyholt Drive to Martens Street. These works have significantly improved the performance of the interchange.

Given the above changes, RTE engaged Austraffic to carry out peak period traffic counts in January 2018 (during the first of the school term). During these surveys it was observed that the performance of the roundabouts have significantly improved, particularly with reduced queuing on the off-ramps. Overall, traffic volumes increased at a rate of approximately 3% per annum since the 2014 surveys.

A summary of the January 2018 count data is provided as Appendix D.



FIGURE 3.1 – EXISTING YATALA NORTH INTERCHANGE (PHOTO AUGUST 2020)

4.0 DEVELOPMENT TRAFFIC ESTIMATES

4.1 Trip Generation Rate

In accordance with the original traffic impact assessment, the following trip generation rates have been adopted for the analysis.

0.42 trips / 100m² GFA / peak hour, and 4 trips / 100m² GFA / day.

This rate is considered to be reasonable for the proposal given the proposed mix of lot sizes and similar location. It was also adopted for other studies in the area including the Frasers Property estate off Pearson Road.

4.2 Development Trip Generation

Potential floor areas have been estimated through application of a 45% site coverage. Resultant estimates of development trip generation estimates are provided below. It is noted that the trip generation calculations are based on revised calculations of developable areas. Previous assessments were based on the overall stage area and resulted in a significant over-estimate of potential trip generation.

Table 4.1 - Estimated Peak Hour Development Traffic Generation (STAGES 1 & 2 ONLY)

Stage	Lot Area (m ²)	Est GFA (m ²)	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
STAGE 1	119833	53925	147	79	226	46	180	226

Assumes 45% site cover

Peak Hour Distribution: AM Peak 65 / 35, PM Peak 20/80

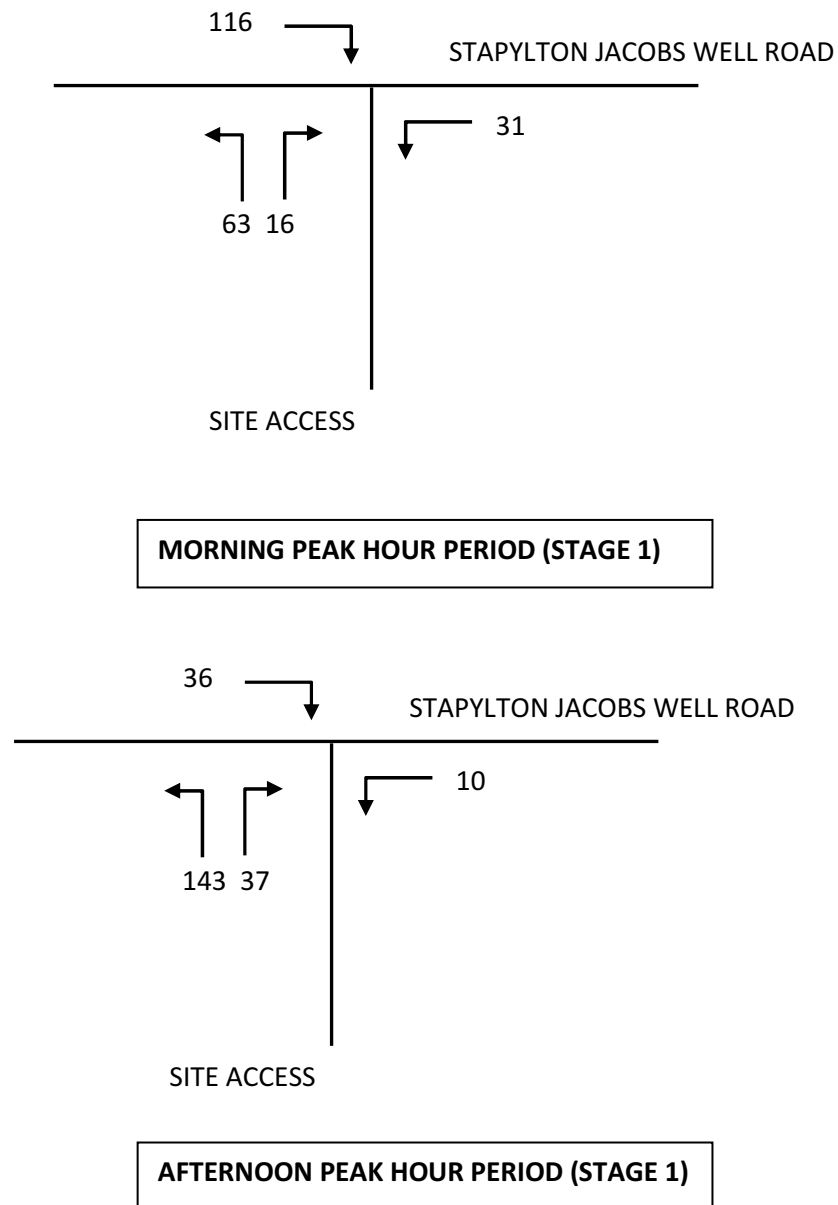
4.3 Development Trip Distribution

To be consistent with the Hyder Consulting report submitted with the Development Application, it is assumed that development traffic will distribute on Stapylton Jacobs Well Road as follows:

Stapylton – Jacobs Well Road

- 80% to and from the Pacific Motorway
- 20% to and from the east via the Stapylton – Jacob's Well Road.

The development traffic estimates (Stage 1) at the site access intersections are shown in Figure 4.1.



**FIGURE 4.1 – STAGE 1 DEVELOPMENT TRAFFIC ESTIMATES
AT THE STAPYLTON – JACOBS WELL ROAD INTERSECTION**

5.0 ROAD NETWORK IMPACT

5.1 General

Traffic modelling using SIDRA software has been carried out to determine the performance of the proposed site access / Stapylton Jacobs Well Road intersection under opening year (year 2020) and project future (year 2030) conditions. In accordance with Section 3.5 and Table 4 of the Guide to Traffic Impact Assessments (2017), the assessment is required to examine impacts for the anticipated year of opening of each stage and the final stage. For the purposes of this assessment it has been assumed that the first stage of development would be completed by the year 2020, and the full development by the year 2023.

It is proposed that the estate access intersection with the Stapylton – Jacob's Well Road will be constructed to its ultimate layout (two through lanes in each direction plus turning lanes / traffic signal control) prior to the commencement of Stage 1.

It is noted that an assessment of impacts at the Exit 38 interchange has been carried out as part of the DA for a Preliminary Approval over the site.

5.2 Development Impact

The proposed signalised intersection with the Stapylton – Jacob's Well Road will improve the operation of the eastern roundabout at the Exit 38 interchange by bunching the traffic flow in the westbound direction. The operation of the Interchange is therefore expected to improve as a result of the first stage of development.

The traffic impact of the overall estate has been carried out as part of a separate application. The results of the analysis indicate that the first stage of the development will not require any additional works on the surrounding road network. However, a signalised intersection is required at the proposed access off Stapylton Jacobs Well Road.

A concept design of the proposed access intersection is Shown in Figure 5.1.

As demonstrated in Appendix E, the proposed signalised intersection will perform satisfactorily for a period of at least 10 years beyond completion of the first stage. Modelling carried out as part of the Preliminary Approval application indicates that the intersection will function satisfactorily with the overall estate completed.

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6.0 INTERNAL ROAD LAYOUT

The internal road profile has been designed in accordance with the Gold Coast City Council requirements for an Industrial Collector Street. As shown in Figure 6.1, the Industrial Collector Street provides a road reserve width of 23 metres with a 14 metre carriageway. Such is provided to accommodate the largest design vehicle expected to use the site (A-Double).

The layout of the intersections within the estate have been designed with a minimum radius of 17.0 metres. This is provided to allow the A-Double to navigate the intersections without having to encroach onto the opposite side of the road. Until the future staging is completed, it is proposed that the dead-end roads will be terminated using a cul-de-sac treatment.

The layout of the internal roadway is shown in Figure 6.2.

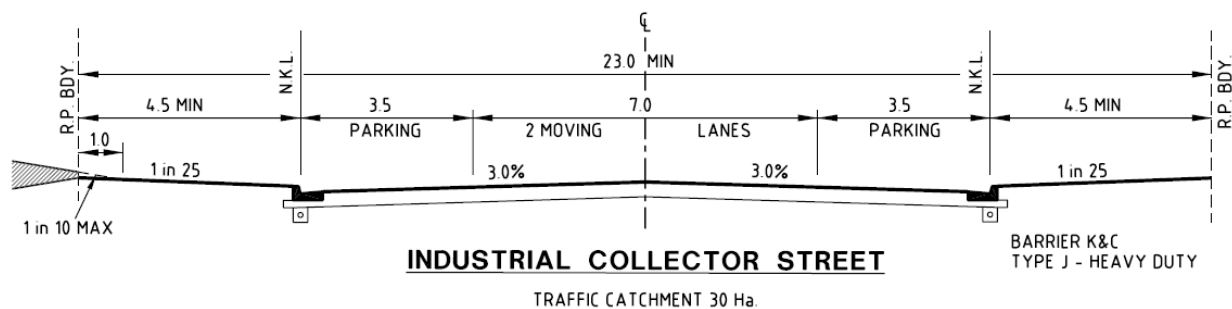


FIGURE 6.1 – PROPOSED ROAD CROSS SECTION

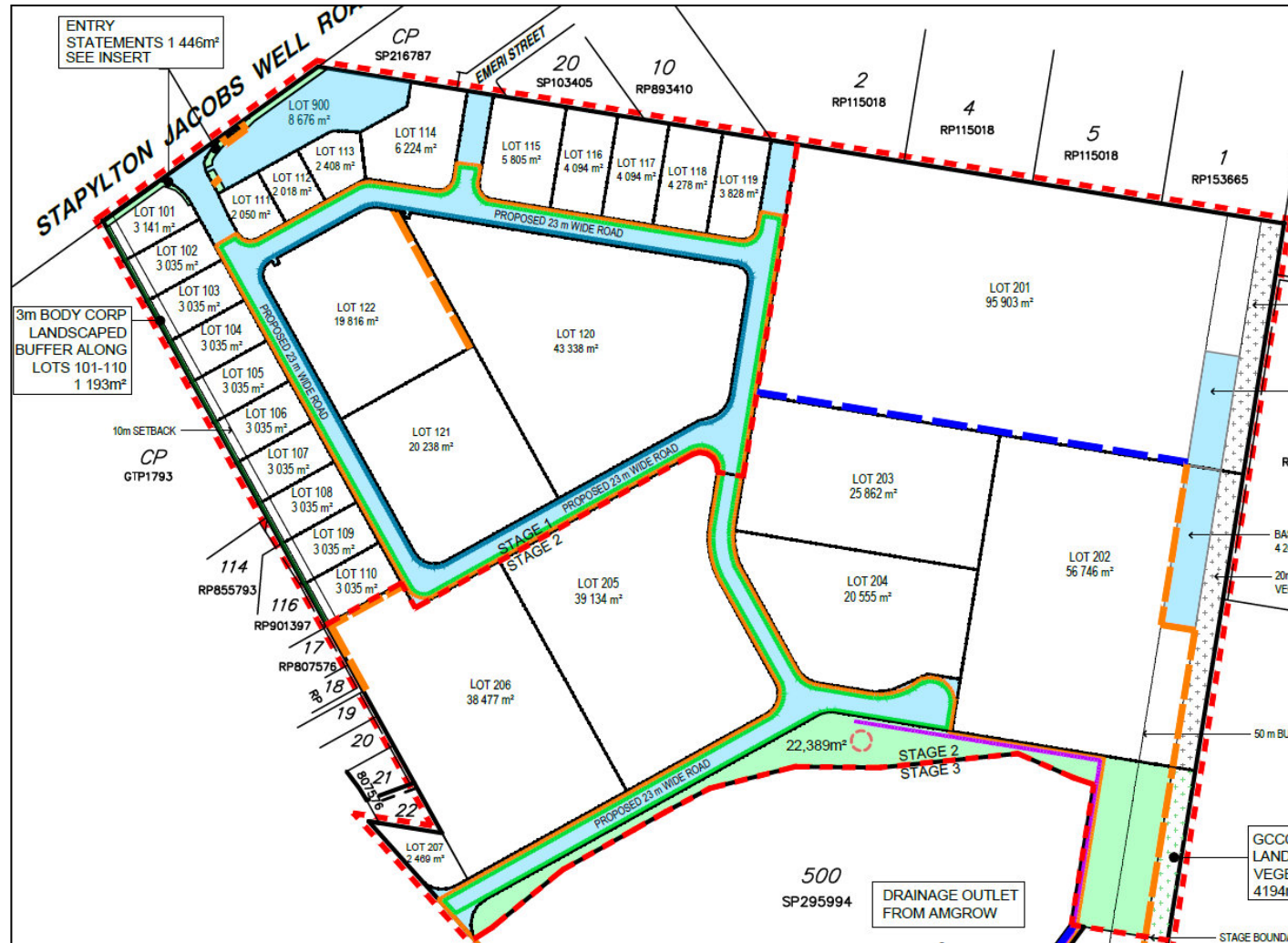


FIGURE 6.2 – PROPOSED ROAD LAYOUT

7.0 SUMMARY OF CONCLUSIONS AND RECOMMENDATIONS

- The site is located on the southern side of Stapylton Jacobs Well Road. The subject site forms the first stage of a planned estate on Lot 1 on RP6882 & Lot 240 on W31330.
- The stage 1 site has an area of approximately 15 hectares and will comprise of 23 individual lots, including a detention basin.
- It is proposed that a new signalised intersection be constructed on Stapylton Jacobs Well Road, serving as the primary access point to the overall estate. The design of the intersection is consistent with TMR's future planning for the upgrade of the Stapylton – Jacobs Well Road., and therefore will contribute to such works.
- SIDRA modelling indicates that the proposed intersection will perform satisfactorily with the construction of the initial stage of development. Modelling of the intersection considering the full development of the estate was carried out as part of the Development Application for a Preliminary Approval over the site.
- The internal road profile has been designed in accordance with the City of Gold Coast requirements for an Industrial Collector Street and allows for A-Double vehicle access.
- It is concluded that the proposed change will not result in any significant impact upon the surrounding local and State controlled road network. The approved signalised intersection at the Stapylton – Jacobs Well Road intersection will have sufficient capacity to accommodate the change to proposal.

APPENDICES

APPENDIX A – RPEQ CERTIFICATION

APPENDIX B – TMR CONCEPT PLANNING FOR THE STAPYLTON JACOBS WELL ROAD

APPENDIX C – 2018 TRAFFIC COUNT DATA (M1 EXIT 38 INTERCHANGE)

APPENDIX D – SURVEYED TRIP GENERATION (RTE / GRIFFITH UNIVERSITY)

APPENDIX E – SIDRA RESULTS (SITE ACCESS / STAPYLTON – JACOBS WELL ROAD)

APPENDIX F – SDAP MODULE CODE 1 RESPONSE

APPENDIX G – SDAP MODULE CODE 6 RESPONSE

APPENDIX A – RPEQ CERTIFICATION

CERTIFICATION OF TRAFFIC IMPACT ASSESSMENT REPORT REGISTERED PROFESSIONAL ENGINEER QUEENSLAND for

Project title:	
----------------	--

As a professional engineer registered by the Board of Professional Engineers of Queensland pursuant to the *Professional Engineers Act 2002* as competent in my areas of nominated expertise, I understand and recognise:

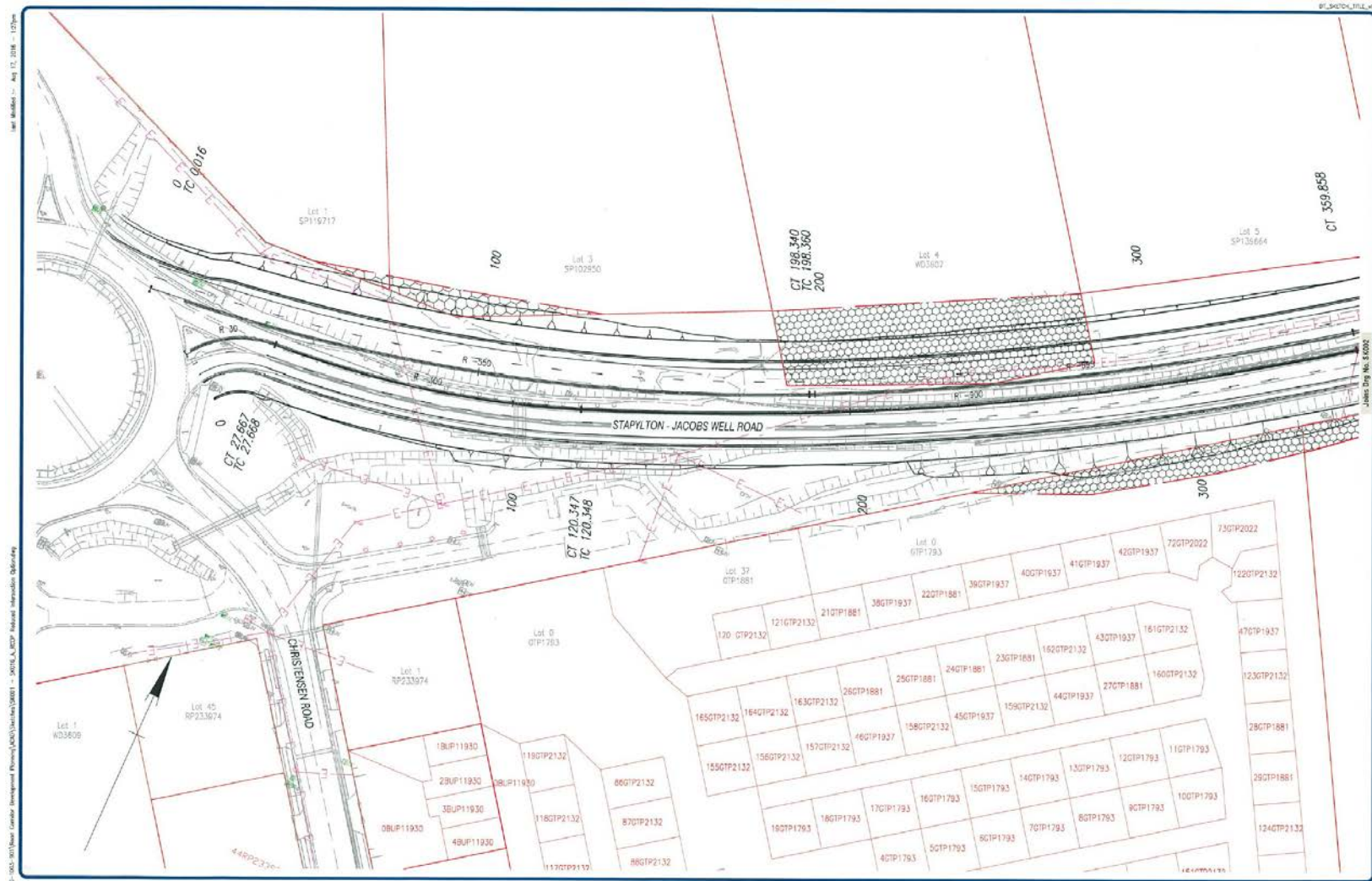
- the significant role of engineering as a profession, and that
- the community has a legitimate expectation that my certification affixed to this engineering work can be trusted, and that
- I am responsible for ensuring its preparation has satisfied all necessary standards, conduct and contemporary practice.

As the responsible RPEQ, I certify:

- I am satisfied that all submitted components comprising this traffic impact assessment, listed in the following table, have been completed in accordance with the Guide to Traffic Impact Assessment published by the Queensland Department of Transport and Main Roads and using sound engineering principles, and
- where specialised areas of work have not been under my direct supervision, I have reviewed the outcomes of the work and consider the work and its outcomes as suitable for the purposes of this traffic impact assessment, and that
- the outcomes of this traffic impact assessment are a true reflection of results of assessment, and that
- I believe the strategies recommended for mitigating impacts by this traffic impact assessment, embrace contemporary practice initiatives and will deliver the desired outcomes.

Name:	Luke Rytenskild	RPEQ No:	6293
RPEQ competencies:	Civil Engineer (Traffic Engineering)		
Signature:		Date:	20.11.20
Postal address:	Po Box 17 Surfers Paradise QLD 4217		
Email:	Luke@rytenskildtraffic.com		

APPENDIX B – TMR CONCEPT PLANNING FOR THE STAPYLTON JACOBS WELL ROAD



Comments:

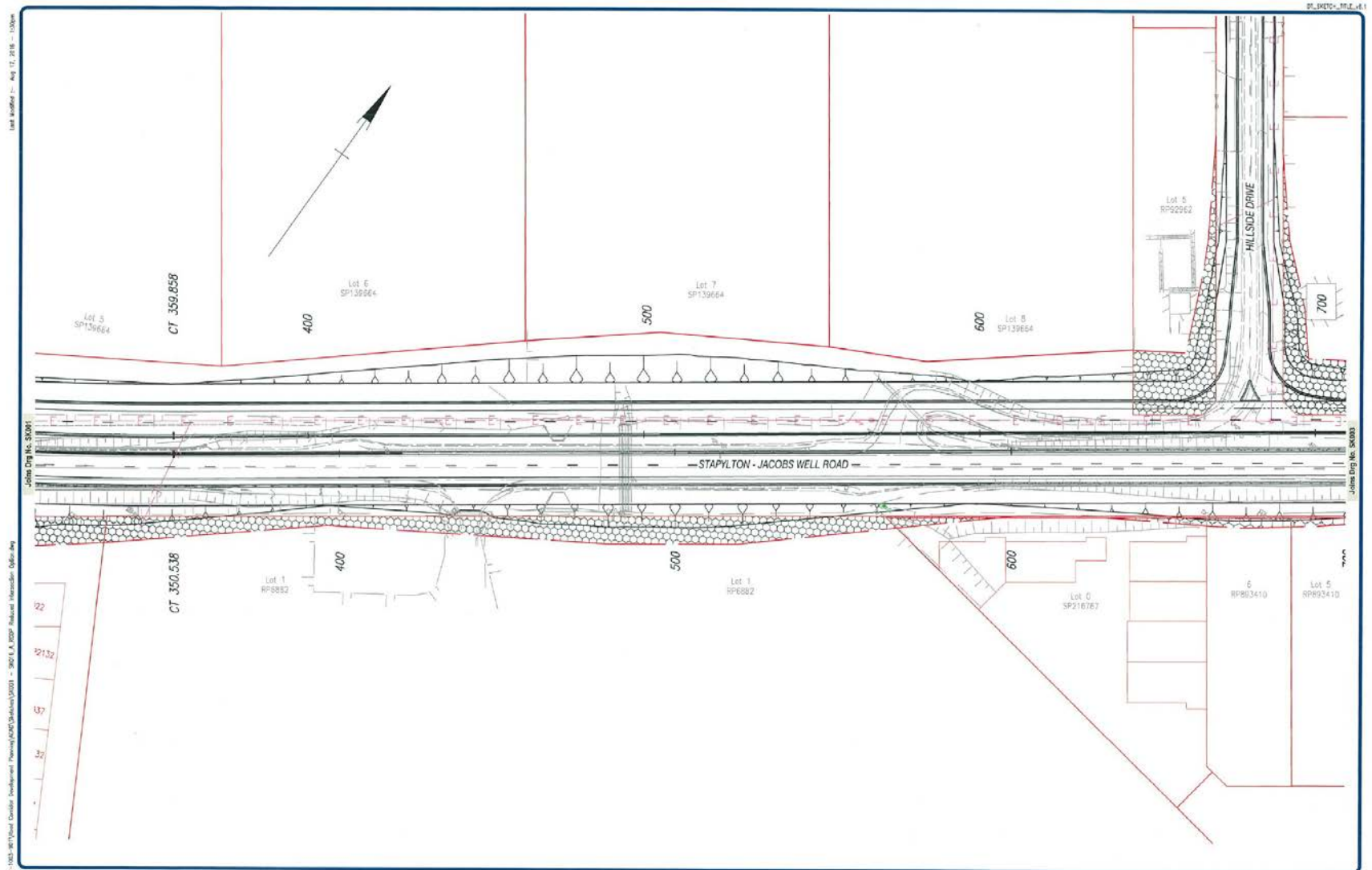
Stapylton - Jacobs Well Road Corridor Development Planning
Reduced Intersections Option
Sheet 1 of 16

0 10 20m
A

Drawing No. SK001 (A)
Drawn: S. READ
Design: S. READ
Engineer:



STAPYLTON - JACOBS WELL ROAD | 160 / 1003 / 901



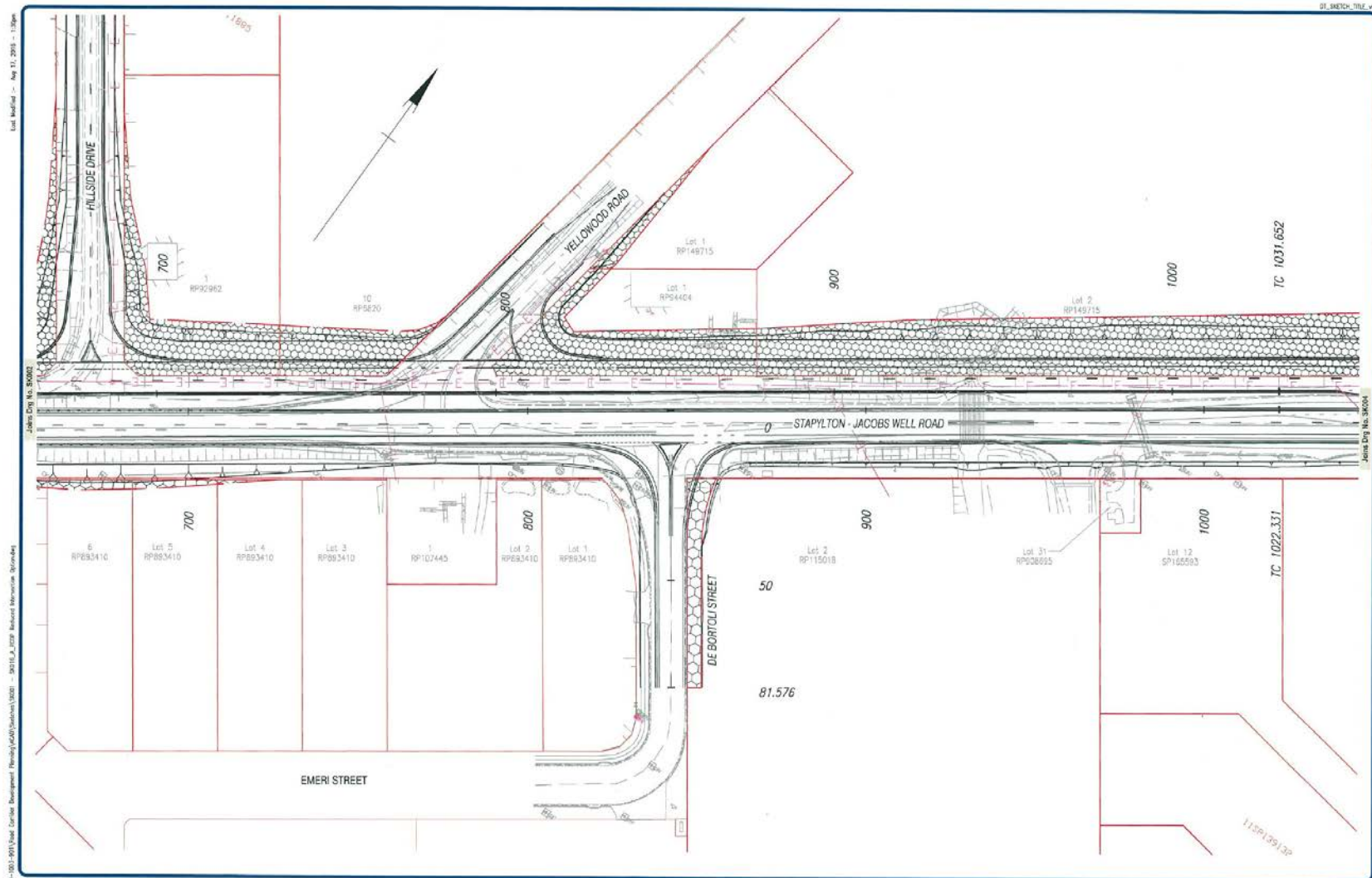
Comments:

Stapylton - Jacobs Well Road Corridor Development Planning
Reduced Intersections Option
Sheet 2 of 16



Drawing No. SK002 (A)
 Drawn: S. READ
 Design: S. READ
 Engineer:





Comments:

Stapylton - Jacobs Well Road Corridor Development Planning
Reduced Intersections Option
Sheet 3 of 16



Drawing No. SK003 (A)
Drawn: S. READ
Design: S. READ
Engineer:



APPENDIX C – 2018 TRAFFIC COUNT DATA (M1 EXIT 38 INTERCHANGE)

AUSTRAFFIC VIDEO INTERSECTION COUNT

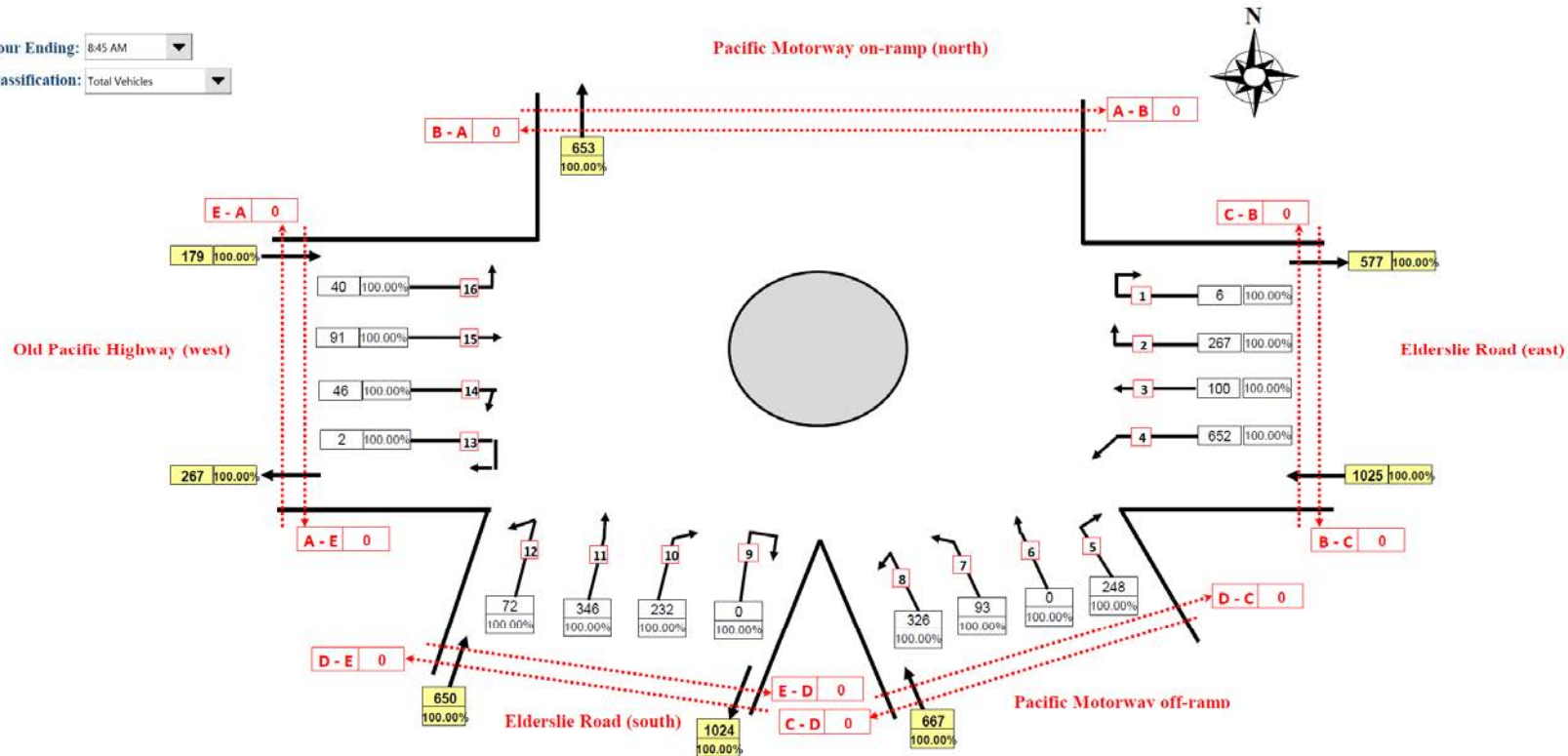
Site No.: 1 Weather: Fine
Location: Stapylton-Jacobs Well Road/Old Pacific Highway/Stanmore Road/M1 Ramps
Day/Date: Tuesday, 23 January 2018
Summary: AM Peak : Hour ending - 8:45 AM
PM Peak : Hour ending - 4:30 PM

Hour Ending: 8:45 AM

Classification: Total Vehicles



**Western Roundabout
Morning Peak Hour**



Note: 3.28% = proportion of selected vehicle classification as a percentage of total vehicles

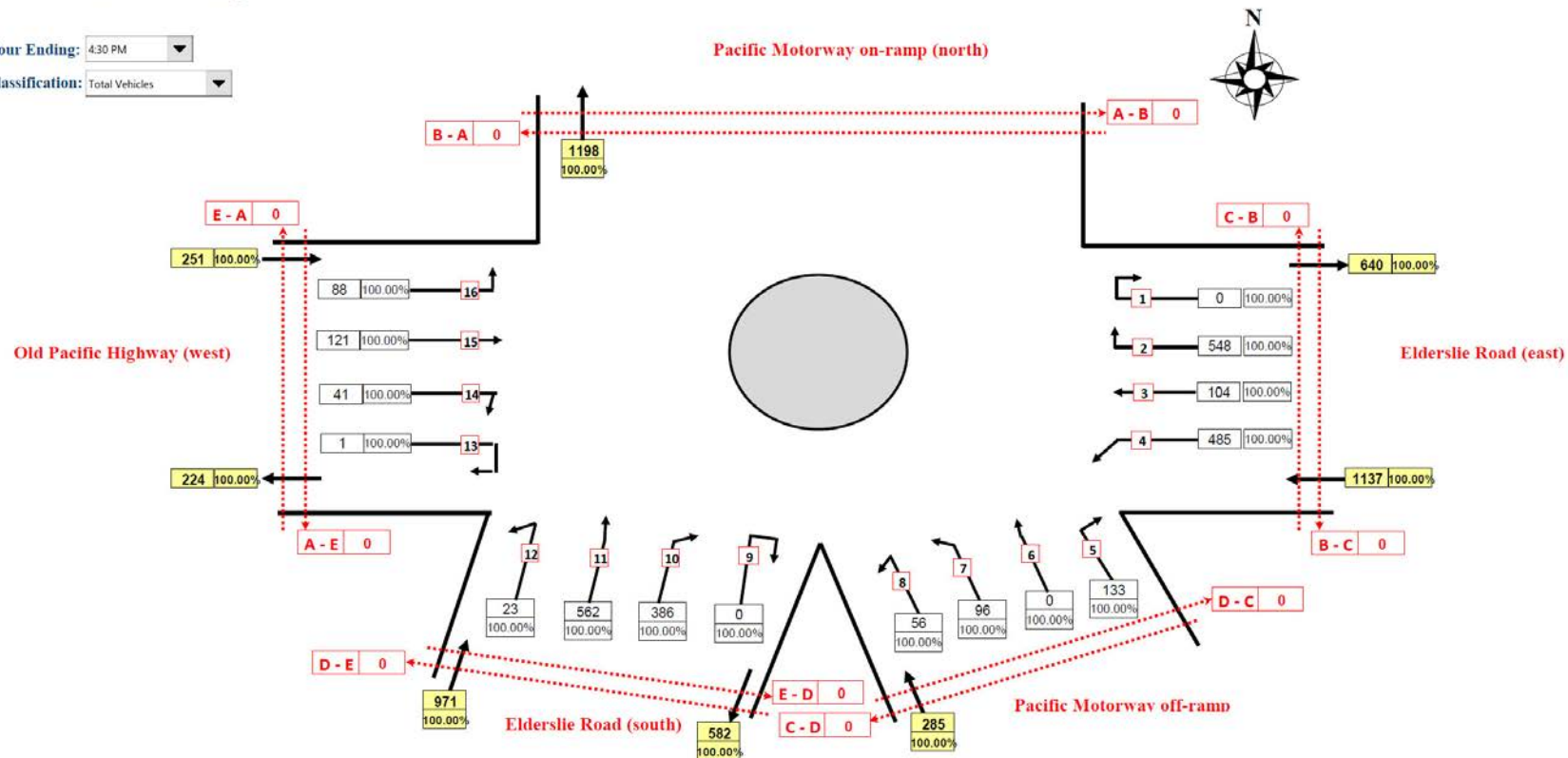
AUSTRAFFIC VIDEO INTERSECTION COUNT



Site No.: 1 Weather: Fine
Location: Stapylton-Jacobs Well Road/Old Pacific Highway/Stammore Road/M1 Ramps
Day/Date: Tuesday, 23 January 2018
Summary: AM Peak : Hour ending - 8:45 AM
PM Peak : Hour ending - 4:30 PM

**Western Roundabout
Afternoon Peak Hour**

Hour Ending: 4:30 PM
Classification: Total Vehicles



Note: 3.28% = proportion of selected vehicle classification as a percentage of total vehicles

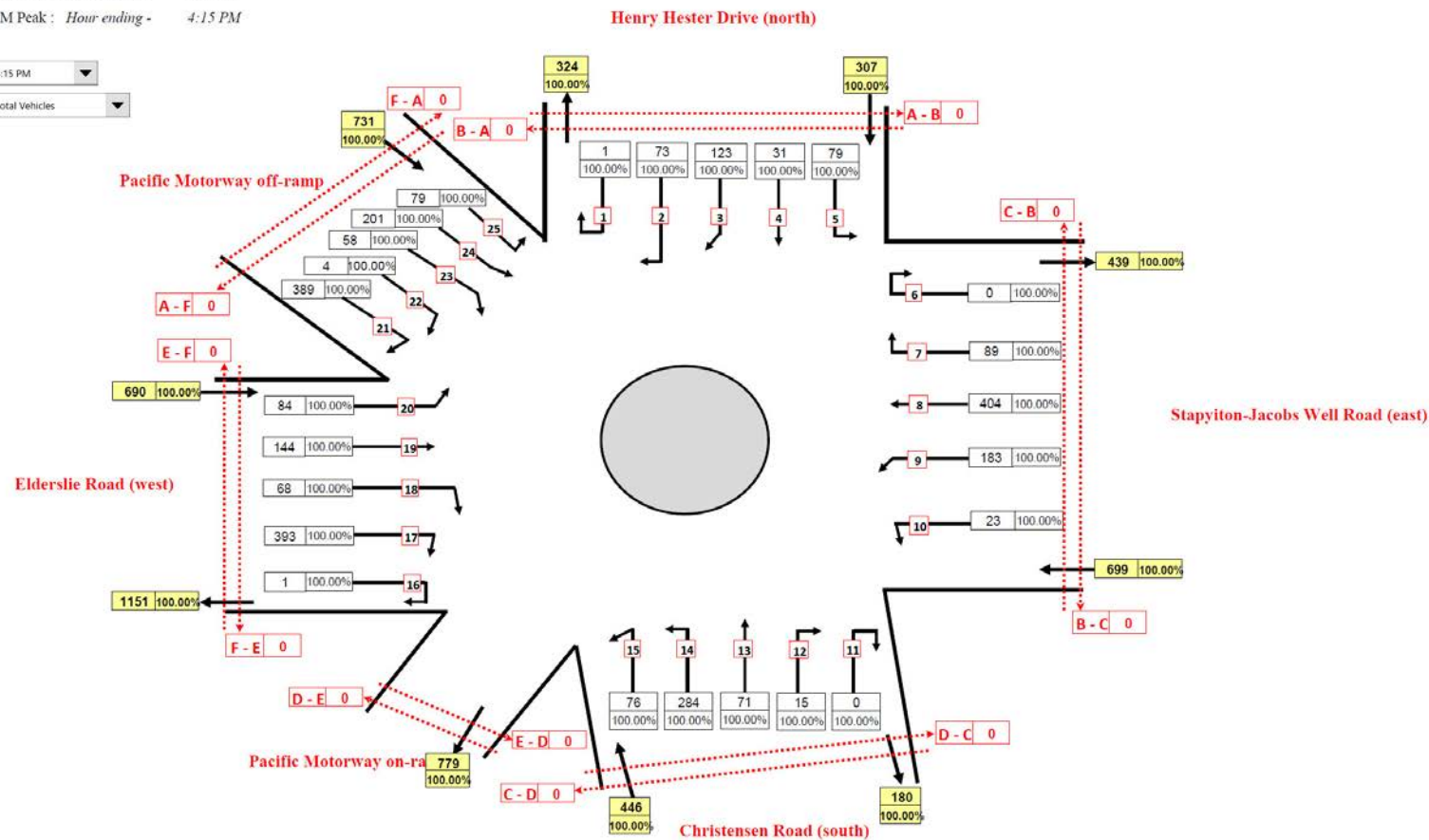
AUSTRAFFIC VIDEO INTERSECTION COUNT



**Eastern Roundabout
Afternoon Peak Hour**

Site No.: 2 Weather: Fine
Location: Stapyiton-Jacobs Well Road/Henry Hester Drive/Christensen Road/M1 Ramps
Day/Date: Tuesday, 23 January 2018
Summary: AM Peak : Hour ending - 8:30 AM
PM Peak : Hour ending - 4:15 PM

Hour Ending: 4:15 PM
Classification: Total Vehicles



Note: 3.28% = proportion of selected vehicle classification as a percentage of total vehicles

APPENDIX D – SURVEYED TRIP GENERATION DATA (RTE / GRIFFITH UNIVERSITY)



Surveyed site at Motorway Circuit, Ormeau

Location:	Motorway Circuit, Ormeau
Use:	Warehouse / manufacturing
GFA:	Approx 45,000m ² GFA
Surveyed trip generation:	AM peak - 170 vehicles per hour PM peak - 190 vehicles per hour
Surveyed trip rate:	AM peak hour - 0.38 trips per 100m ² GFA PM peak hour - 0.42 trips per 100m ² GFA

Weekly Vehicle Counts

WeeklyVehicle-1052

Site: 1.0.0E 2.0.0W

Description: Multiple sites - See Header sheet for site descriptions.

Filter time: 14:14 Sunday, 22 March 2015 => 18:50 Sunday, 29 March 2015

Scheme: Vehicle classification (AustRoads94)

Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NESW) Sp(10,160) Headway(>0)

	Mon 23 Mar	Tue 24 Mar	Wed 25 Mar	Thu 26 Mar	Fri 27 Mar	Sat 28 Mar	Sun 29 Mar	Averages 1 - 5	1 - 7
Hour									
0000-0100	0	4	4	8	3	0	0	3.8	2.7
0100-0200	2	0	0	0	0	0	0	0.4	0.3
0200-0300	0	3	1	2	0	0	0	1.2	0.9
0300-0400	6	11	14	11	3	0	0	9.0	6.4
0400-0500	15	20	23	16	7	0	0	16.2	11.6
0500-0600	115	127	128	124	120	0	0	122.8	87.7
0600-0700	90	100	105	89	107	0	0	98.2	70.1
0700-0800	139	143<	129	133	107	0	0	130.2	93.0
0800-0900	150	124	152	149	120	0	0	139.0	99.3
0900-1000	164<	142	136	170<	166<	0	0	155.6<	111.1<
1000-1100	132	131	159<	125	129	0	0	135.2	96.6
1100-1200	137	139	128	163	152	0<	0<	143.8	102.7
1200-1300	150	155	139	155	158	0	0	151.4	108.1
1300-1400	163	149	128	178	149	0	0	153.4	109.6
1400-1500	192<	190<	186<	197<	185<	0	0	190.0<	135.7<
1500-1600	166	181	127	146	171	0	0	158.2	113.0
1600-1700	161	165	164	145	117	0	0	150.4	107.4
1700-1800	68	55	80	59	39	0	0	60.2	43.0
1800-1900	17	31	25	22	15	0	0	22.0	15.7
1900-2000	2	6	5	7	0	0	*	4.0	3.3
2000-2100	8	2	2	0	0	0	*	2.4	2.0
2100-2200	9	5	6	5	0	0	*	5.0	4.2
2200-2300	9	11	9	7	0	0	*	7.2	6.0
2300-2400	4	10	2	6	0	0<	*	4.4	3.7
Totals									
0700-1900	1639	1605	1553	1642	1508	0	0	1589.4	1135.3
0600-2200	1748	1718	1671	1743	1615	0	*	1699.0	1214.9
0600-0000	1761	1739	1682	1756	1615	0	*	1710.6	1224.6
0000-0000	1899	1904	1852	1917	1748	0	*	1864.0	1334.2
AM Peak	0900 164	0700 143	1000 159	0900 170	0900 166	1100 0	1100 0		
PM Peak	1400 192	1400 190	1400 186	1400 197	1400 185	2300 0	* *		

* - No data.

APPENDIX E – SIDRA RESULTS (SITE ACCESS / STAPYLTON – JACOBS WELL ROAD)

CRITERIA FOR INTERPRETING SIDRA RESULTS

1. Level of Service (LOS)

LOS	Traffic Signals and Roundabouts	Give Way and Stop Signs
'A'		Good operation.
'B'	Good operation.	Acceptable delays and spare capacity.
'C'	Good with acceptable delays and spare capacity.	Satisfactory but accident study required.
'D'	Satisfactory.	Near capacity and accident study required.
'E'	Operating near capacity.	At capacity and requires other control mode.
	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode.	
'F'	Unsatisfactory and requires additional capacity.	Unsatisfactory and requires other control mode.

2. Average Vehicle Delay (AVD)

The AVD provides a measure of the operational performance of an intersection as indicated on the table below which relates AVD to LOS. The AVD's listed in the table should be taken as a guide only as longer delays could be tolerated in some locations (i.e. inner city conditions) and on some roads (i.e. minor side street intersecting with a major arterial route).

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way and Stop Signs
A	less than 14	Good operation.	Good operation.
B	15 to 28	Good with acceptable delays and spare capacity.	Acceptable delays and spare capacity.
C	29 to 42	Satisfactory.	Satisfactory but accident study required.
D	43 to 56	Operating near capacity.	Near capacity and accident study required.
E	57 to 70	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode.	At capacity and requires other control mode.

3. Degree of Saturation (DS)

The DS is another measure of the operational performance of individual intersections.

For intersections controlled by **traffic signals**¹ both queue length and delay increase rapidly as DS approaches 1, and it is usual to attempt to keep DS to less than 0.9. Values of DS in the order of 0.7 generally represent satisfactory intersection operation. When DS exceeds 0.9 queues can be anticipated. For intersections controlled by a **roundabout or GIVE WAY or STOP signs**, satisfactory intersection operation is indicated by a DS of 0.8 or less.

¹The values of DS for intersections under traffic signal control are only valid for cycle length of 120 secs.

SITE ACCESS / STAPYLTON JACOBS WELL ROAD INTERSECTION

2020AM PEAK – STAGE ONE

2020PM PEAK – STAGE ONE

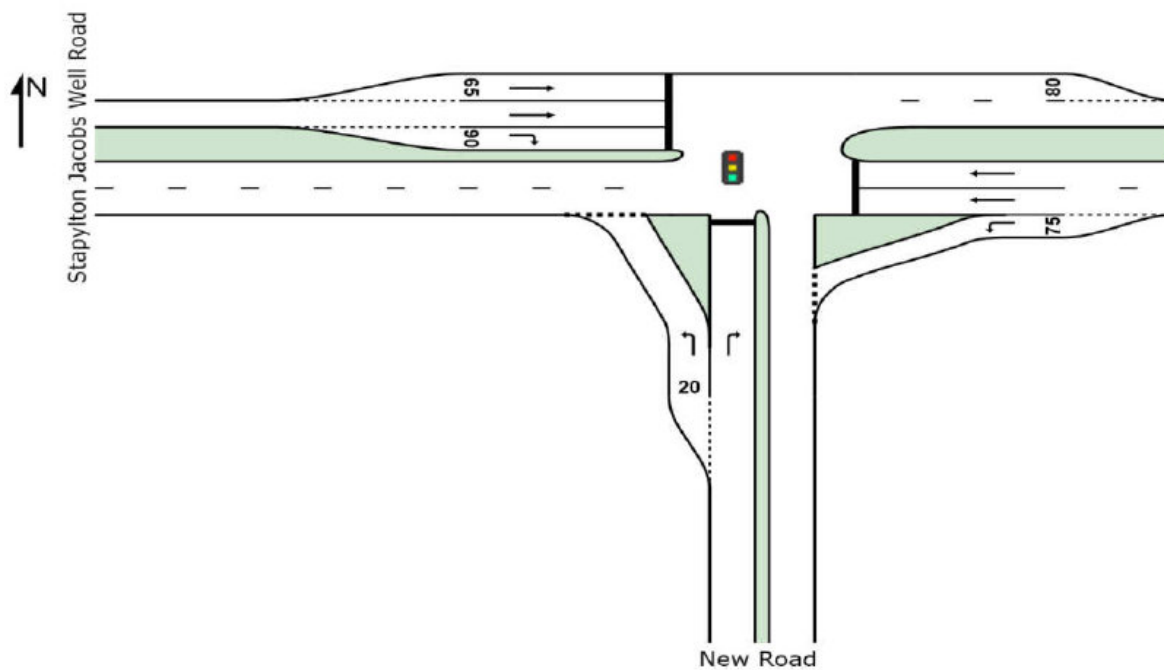
2030AM PEAK – STAGE ONE

2030 PM PEAK – STAGE ONE

SITE LAYOUT

 **Site: Model 3.1A 2020 AM Peak (SJW Rd - New Rd Int) - STAGE 1**

17450 - Stapylton Jacobs Well Road / New Road Signalised Intersection
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

 **Site: Model 31A 2020 AM Peak (SJW Rd - New Rd Int) - STAGE 1**

17450 - Stapylton Jacobs Well Road / New Road Signalised Intersection
 Signals - Fixed Time Isolated Cycle Time = 40 seconds (Practical Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: New Road											
1	L2	61	15.0	0.066	7.8	LOS A	0.3	2.5	0.43	0.64	52.0
3	R2	15	15.0	0.055	22.4	LOS C	0.3	2.1	0.88	0.67	42.9
Approach		76	15.0	0.066	10.6	LOS B	0.3	2.5	0.52	0.65	50.0
East: Stapylton Jacobs Well Road											
4	L2	28	15.0	0.027	7.2	LOS A	0.1	0.9	0.37	0.61	52.4
5	T1	490	15.0	0.546	14.9	LOS B	4.4	35.0	0.92	0.76	48.2
Approach		518	15.0	0.546	14.5	LOS B	4.4	35.0	0.89	0.75	48.4
West: Stapylton Jacobs Well Road											
11	T1	590	15.0	0.408	5.5	LOS A	4.7	36.9	0.59	0.50	55.0
12	R2	114	15.0	0.460	24.1	LOS C	2.2	17.7	0.95	0.77	42.1
Approach		704	15.0	0.460	8.5	LOS A	4.7	36.9	0.65	0.55	52.4
All Vehicles		1298	15.0	0.546	11.0	LOS B	4.7	36.9	0.74	0.63	50.6

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

PHASING SUMMARY

 **Site: Model 31A 2020 AM Peak (SJW Rd - New Rd Int) - STAGE 1**

17450 - Stapylton Jacobs Well Road / New Road Signalised Intersection
 Signals - Fixed Time Isolated Cycle Time = 40 seconds (Practical Cycle Time)

Phase times determined by the program

Sequence: Variable Phasing

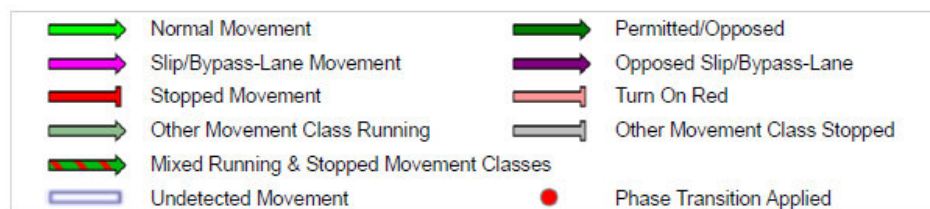
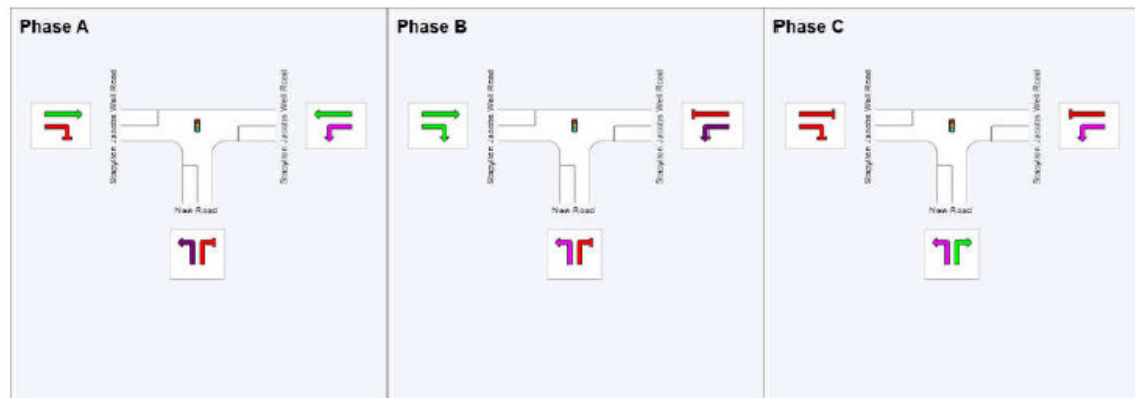
Movement Class: All Movement Classes

Input Sequence: A, B, C

Output Sequence: A, B, C

Phase Timing Results

Phase	A	B	C
Reference Phase	No	Yes	No
Phase Change Time (sec)	24	0	12
Green Time (sec)	10	6	6
Yellow Time (sec)	4	4	4
All-Red Time (sec)	2	2	2
Phase Time (sec)	16	12	12
Phase Split	40 %	30 %	30 %



MOVEMENT SUMMARY

 **Site: Model 31B 2020 PM Peak (SJW Rd - New Rd Int) - STAGE 1**

17450 - Stapylton Jacobs Well Road / New Road Signalised Intersection
 Signals - Fixed Time Isolated Cycle Time = 40 seconds (Practical Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: New Road											
1	L2	140	15.0	0.167	9.0	LOS A	1.0	8.1	0.55	0.69	51.2
3	R2	35	15.0	0.128	22.7	LOS C	0.6	5.0	0.90	0.71	42.7
Approach		175	15.0	0.167	11.7	LOS B	1.0	8.1	0.62	0.69	49.2
East: Stapylton Jacobs Well Road											
4	L2	9	15.0	0.008	6.8	LOS A	0.0	0.2	0.31	0.59	52.6
5	T1	740	15.0	0.824	21.0	LOS C	8.5	67.2	1.00	1.04	44.7
Approach		749	15.0	0.824	20.8	LOS C	8.5	67.2	0.99	1.04	44.7
West: Stapylton Jacobs Well Road											
11	T1	496	15.0	0.343	5.3	LOS A	3.8	29.6	0.57	0.48	55.2
12	R2	35	15.0	0.141	22.9	LOS C	0.6	5.1	0.90	0.71	42.7
Approach		531	15.0	0.343	6.5	LOS A	3.8	29.6	0.59	0.49	54.2
All Vehicles		1455	15.0	0.824	14.5	LOS B	8.5	67.2	0.80	0.80	48.3

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

PHASING SUMMARY

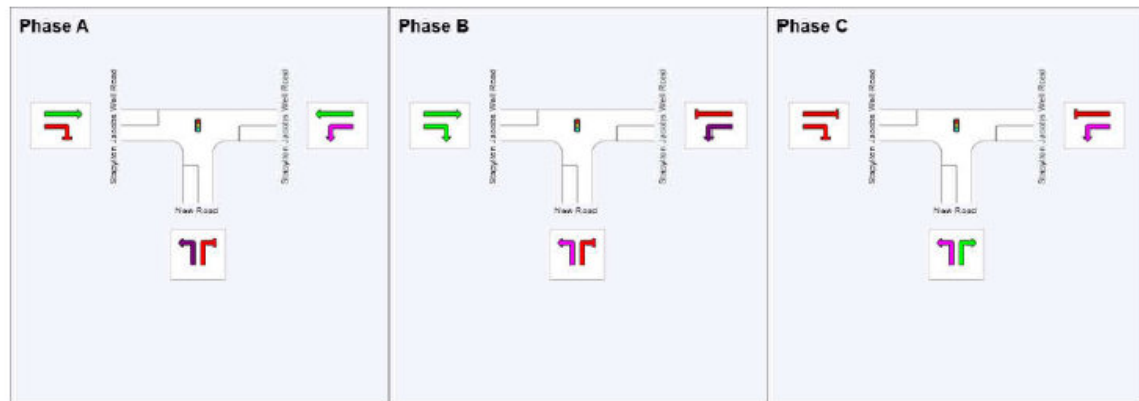
 **Site: Model 31B 2020 PM Peak (SJW Rd - New Rd Int) - STAGE 1**

17450 - Stapylton Jacobs Well Road / New Road Signalised Intersection
Signals - Fixed Time Isolated Cycle Time = 40 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Variable Phasing
Movement Class: All Movement Classes
Input Sequence: A, B, C
Output Sequence: A, B, C

Phase Timing Results

Phase	A	B	C
Reference Phase	No	Yes	No
Phase Change Time (sec)	24	0	12
Green Time (sec)	10	6	6
Yellow Time (sec)	4	4	4
All-Red Time (sec)	2	2	2
Phase Time (sec)	16	12	12
Phase Split	40 %	30 %	30 %



MOVEMENT SUMMARY

 **Site: Model 34A 2030 AM Peak (SJW Rd - New Rd Int) - STAGE 1**

17450 - Stapylton Jacobs Well Road / New Road Signalised Intersection
Signals - Fixed Time Isolated Cycle Time = 40 seconds (Practical Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: New Road											
1	L2	62	15.0	0.073	8.8	LOS A	0.4	3.3	0.51	0.66	51.3
3	R2	15	15.0	0.055	22.4	LOS C	0.3	2.1	0.88	0.67	42.9
Approach		77	15.0	0.073	11.4	LOS B	0.4	3.3	0.59	0.66	49.4
East: Stapylton Jacobs Well Road											
4	L2	29	15.0	0.028	7.2	LOS A	0.1	0.9	0.37	0.61	52.4
5	T1	681	15.0	0.759	18.4	LOS B	7.2	56.9	0.98	0.94	46.1
Approach		710	15.0	0.759	17.9	LOS B	7.2	56.9	0.96	0.93	46.4
West: Stapylton Jacobs Well Road											
11	T1	815	15.0	0.563	6.1	LOS A	7.3	57.5	0.65	0.57	54.6
12	R2	113	15.0	0.456	24.1	LOS C	2.2	17.5	0.95	0.77	42.1
Approach		928	15.0	0.563	8.3	LOS A	7.3	57.5	0.69	0.59	52.7
All Vehicles		1715	15.0	0.759	12.4	LOS B	7.3	57.5	0.80	0.74	49.7

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

PHASING SUMMARY

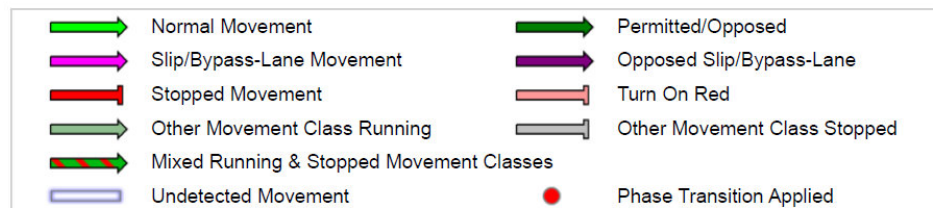
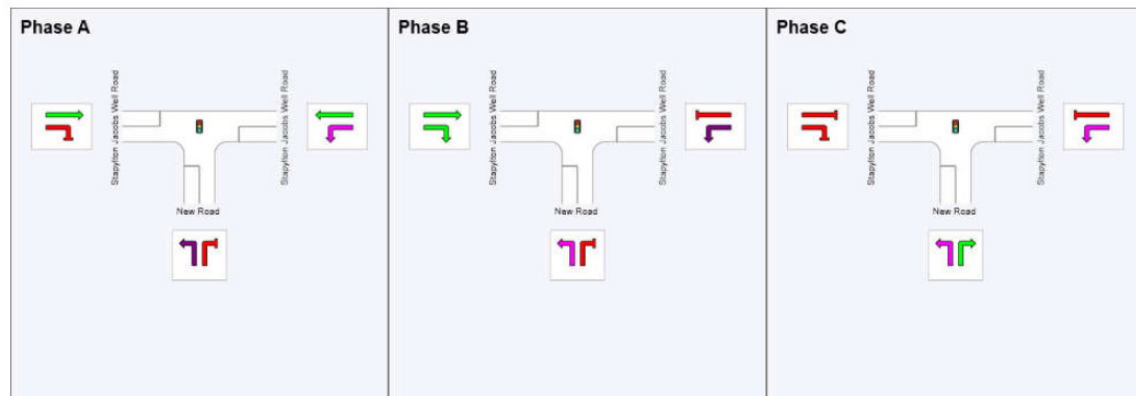
 **Site: Model 34A 2030 AM Peak (SJW Rd - New Rd Int) - STAGE 1**

17450 - Stapylton Jacobs Well Road / New Road Signalised Intersection
Signals - Fixed Time Isolated Cycle Time = 40 seconds (Practical Cycle Time)

Phase times determined by the program
Sequence: Variable Phasing
Movement Class: All Movement Classes
Input Sequence: A, B, C
Output Sequence: A, B, C

Phase Timing Results

Phase	A	B	C
Reference Phase	No	Yes	No
Phase Change Time (sec)	24	0	12
Green Time (sec)	10	6	6
Yellow Time (sec)	4	4	4
All-Red Time (sec)	2	2	2
Phase Time (sec)	16	12	12
Phase Split	40 %	30 %	30 %



MOVEMENT SUMMARY

 **Site: Model 34B 2030 PM Peak (SJW Rd - New Rd Int) - STAGE 1**

17450 - Stapylton Jacobs Well Road / New Road Signalised Intersection
 Signals - Fixed Time Isolated Cycle Time = 50 seconds (Practical Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: New Road											
1	L2	140	15.0	0.194	10.3	LOS B	1.4	11.4	0.56	0.69	50.3
3	R2	35	15.0	0.160	28.5	LOS C	0.8	6.5	0.93	0.71	40.0
Approach		175	15.0	0.194	14.0	LOS B	1.4	11.4	0.64	0.70	47.8
East: Stapylton Jacobs Well Road											
4	L2	9	15.0	0.007	6.6	LOS A	0.0	0.2	0.25	0.58	52.8
5	T1	1026	15.0	0.714	15.3	LOS B	11.4	90.3	0.90	0.83	48.0
Approach		1035	15.0	0.714	15.2	LOS B	11.4	90.3	0.89	0.83	48.0
West: Stapylton Jacobs Well Road											
11	T1	644	15.0	0.382	4.4	LOS A	5.2	40.8	0.48	0.42	55.9
12	R2	35	15.0	0.177	28.8	LOS C	0.8	6.6	0.93	0.72	40.0
Approach		679	15.0	0.382	5.7	LOS A	5.2	40.8	0.51	0.43	54.8
All Vehicles		1889	15.0	0.714	11.7	LOS B	11.4	90.3	0.73	0.68	50.3

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

PHASING SUMMARY

 **Site: Model 34B 2030 PM Peak (SJW Rd - New Rd Int) - STAGE 1**

17450 - Stapylton Jacobs Well Road / New Road Signalised Intersection
Signals - Fixed Time Isolated Cycle Time = 50 seconds (Practical Cycle Time)

Phase times determined by the program

Sequence: Variable Phasing

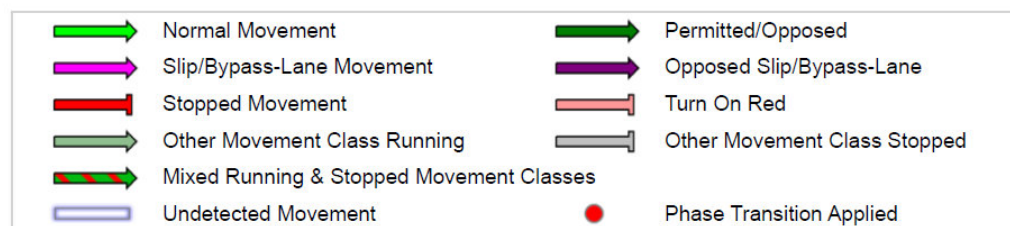
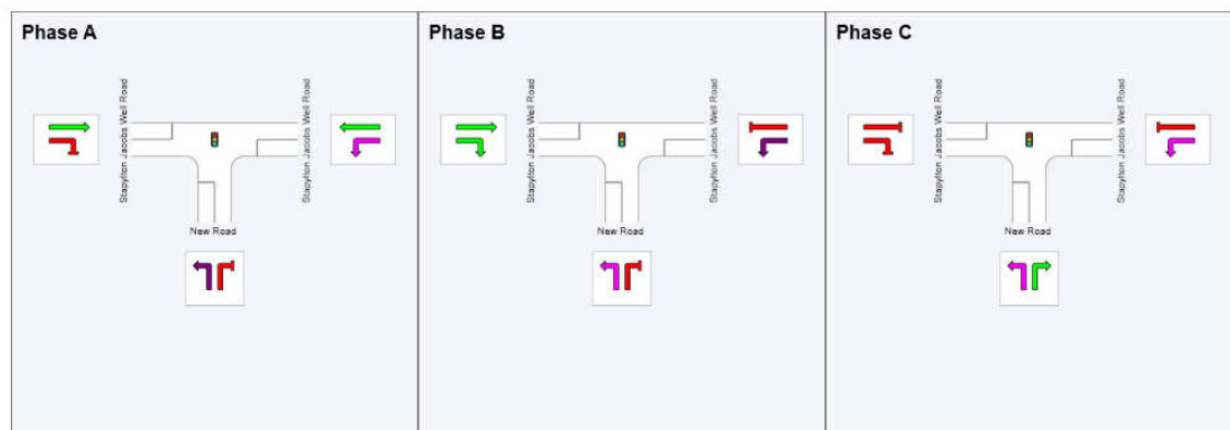
Movement Class: All Movement Classes

Input Sequence: A, B, C

Output Sequence: A, B, C

Phase Timing Results

Phase	A	B	C
Reference Phase	No	Yes	No
Phase Change Time (sec)	24	0	12
Green Time (sec)	20	6	6
Yellow Time (sec)	4	4	4
All-Red Time (sec)	2	2	2
Phase Time (sec)	26	12	12
Phase Split	52 %	24 %	24 %



APPENDIX F – SDAP MODULE CODE 1 RESPONSE

State code 1: Development in a state-controlled road environment

Table 1.2.1: Development in a state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
Buildings and structures		
PO1 The location of buildings, structures, infrastructure, services and utilities does not create a safety hazard in a state-controlled road, or cause damage to, or obstruct road transport infrastructure	AO1.1 Buildings, structures, infrastructure, services and utilities are not located in a state-controlled road. AND	N/A – SUBDIVISION ONLY.
	AO1.2 Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a state-controlled road.	N/A – SUBDIVISION ONLY.
PO2 The design and construction of Buildings and structures does not create a safety hazard by distracting users of a state-controlled road.	AO2.1 Facades of buildings and structures facing a state-controlled road are made of non-reflective materials. OR	N/A – SUBDIVISION ONLY.
	AO2.2 Facades of buildings and structures do not reflect point light sources into the face of oncoming traffic on a state-controlled road. AND	N/A – SUBDIVISION ONLY.
	AO2.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on a state-controlled road and does not involve flashing or laser lights. AND	N/A – SUBDIVISION ONLY.

Performance outcomes	Acceptable outcomes	Response
	AO2.4 Advertising devices visible from a state-controlled road are located and designed in accordance with the Roadside advertising guide, Department of Transport and Main Roads, 2013.	N/A – SUBDIVISION ONLY.
PO3 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto a state-controlled road.	AO3.1 Road, pedestrian and bikeway bridges over a state-controlled road include throw protection screens in accordance with section 4.9.3 of the Design criteria for bridges and other structures manual, Department of Transport and Main Roads, 2014.	N/A – SUBDIVISION ONLY.
Filling, excavation and retaining structures		
PO4 Filling and excavation does not interfere with, or result in damage to, infrastructure or services in a state-controlled road. Note: Information on the location of services and public utility plants in a state-controlled road can be obtained from the Dial Before You Dig service. Where development will impact on an existing or future service or public utility plant in a state-controlled road such that the service or public utility plant will need to be relocated, the alternative alignment must comply with the standards and design specifications of the relevant service or public utility provider, and any costs of relocation are to be borne by the developer.	No acceptable outcome is prescribed.	REFER TO CIVIL ENGINEERING REPORT.
PO5 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a state-controlled road. Note: To demonstrate compliance with this	No acceptable outcome is prescribed.	REFER TO CIVIL ENGINEERING REPORT.

Performance outcomes	Acceptable outcomes	Response
performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road Planning And Design Manual 2nd edition, Department of Transport and Main Roads, 2016, is provided.		
PO6 Filling, excavation, building foundations and retaining structures do not cause ground water disturbance in a state-controlled road. Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road planning and design manual 2nd edition, Department of Transport and Main Roads, 2016, is provided.	No acceptable outcome is prescribed.	REFER TO CIVIL ENGINEERING REPORT.
PO7 Excavation, boring, piling, blasting or fill compaction during construction of a development does not result in ground movement or vibration impacts that would cause damage or nuisance to a state-controlled road, road transport infrastructure or road works. Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road Planning And Design Manual 2nd edition, Department of Transport and Main Roads, 2016, is provided.	No acceptable outcome is prescribed.	REFER TO CIVIL ENGINEERING REPORT.

Performance outcomes	Acceptable outcomes	Response
PO8 Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road. Note: It is recommended a pavement impact assessment is provided in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.	AO8.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.	REFER TO CIVIL ENGINEERING REPORT.
PO9 Filling and excavation associated with the construction of vehicular access to a development does not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.	No acceptable outcome is prescribed.	REFER TO CIVIL ENGINEERING REPORT.
PO10 Fill material used on a development site does not result in contamination of a state-controlled road.	AO10.1 Fill material is free of contaminants including acid sulfate content. Note: Soils and rocks should be tested in accordance with AS 1289.0 – Methods of testing soils for engineering purposes and AS 4133.0-2005 – Methods of testing rocks for engineering purposes. AND	REFER TO CIVIL ENGINEERING REPORT.
	AO10.2 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.	REFER TO CIVIL ENGINEERING REPORT.
PO11 Filling and excavation does not cause wind-blown dust nuisance in a state-controlled road.	AO11.1 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes. AND	REFER TO CIVIL ENGINEERING REPORT.
	AO11.2 Dust suppression measures are used	REFER TO CIVIL ENGINEERING REPORT.

Performance outcomes	Acceptable outcomes	Response
	during filling and excavation activities such as wind breaks or barriers and dampening of ground surfaces.	
Stormwater and drainage		
PO12 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state-controlled road.	No acceptable outcome is prescribed.	REFER TO CIVIL ENGINEERING REPORT.
PO13 Run-off from the development site is not unlawfully discharged to a state-controlled road.	AO13.1 Development does not create any new points of discharge to a state-controlled road. AND	REFER TO CIVIL ENGINEERING REPORT.
	AO13.2 Stormwater run-off is discharged to a lawful point of discharge. Note: Section 3.4 of the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2013, provides further information on lawful points of discharge. AND	REFER TO CIVIL ENGINEERING REPORT.
	AO13.3 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.	REFER TO CIVIL ENGINEERING REPORT.
PO14 Run-off from the development site during construction does not cause siltation of stormwater infrastructure affecting a state-controlled road.	AO14.1 Run-off from the development site during construction is not discharged to stormwater infrastructure for a state-controlled road.	REFER TO CIVIL ENGINEERING REPORT.
Vehicular access to a state-controlled road		
PO15 Vehicular access to a state-controlled road that is a limited access road is consistent with government policy for the management of limited access roads.	AO15.1 Development does not require new or changed access to a limited access road. Note: Limited access roads are declared by the transport chief executive under section 54 of the <i>Transport Infrastructure Act 1994</i> and are identified in	ACCESS IS PROPOSED VIA A NEW SIGNALISED INTERSECTION DESIGNED IN ACCORDANCE WITH TMR STANDARDS.

Performance outcomes	Acceptable outcomes	Response
	the DA mapping system. OR	
	AO15.2 A new or changed access to a limited access road is consistent with the limited access policy for the state-controlled road. Note: Limited access policies for limited access roads declared under the <i>Transport Infrastructure Act 1994</i> can be obtained by contacting the relevant Department of Transport and Main Roads regional office. AND	ACCESS IS PROPOSED VIA A NEW SIGNALISED INTERSECTION DESIGNED IN ACCORDANCE WITH TMR STANDARDS.
	AO15.3 Where a new or changed access is for a service centre, access is consistent with the Service centre policy, Department of Transport and Main Roads, 2013 and the Access policy for roadside service centre facilities on limited access roads, Department of Transport and Main Roads, 2013, and the Service centre strategy for the state-controlled road. Note: The Service centre policy, Department of Transport and Main Roads, 2013, Access policy for roadside service centre facilities, Department of Transport and Main Roads, 2013 and the relevant Service centre strategy for a state-controlled road can be accessed by contacting the relevant Department of Transport and Main Roads regional office.	N/A
PO16 The location and design of vehicular access to a state-controlled road (including access to a limited access road) does not create a safety hazard for users of a state-controlled road or result in a worsening of operating	AO16.1 Vehicular access is provided from a local government road.	ACCESS IS PROPOSED VIA A NEW INTERSECTION WITH THE STATE – CONTROLLED IN ACCORDANCE WITH TMR STANDARDS.
	OR all of the following acceptable outcomes	ACCESS IS PROPOSED VIA A NEW

Performance outcomes	Acceptable outcomes	Response
conditions on a state-controlled road. Note: Where a new or changed access between the premises and a state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued where sufficient information is provided.	apply: AO16.2 Vehicular access for the development is consistent with the function and design of the state-controlled road. AND	INTERSECTION WITH THE STATE – CONTROLLED IN ACCORDANCE WITH TMR STANDARDS.
	AO16.3 Development does not require new or changed access between the premises and the state-controlled road. Note: A decision under section 62 of the <i>Transport Infrastructure Act 1994</i> outlines the approved conditions for use of an existing vehicular access to a state-controlled road. Current section 62 decisions can be obtained from the relevant Department of Transport and Main Roads regional office. AND	N/A
	AO16.4 Use of any existing vehicular access to the development is consistent with a decision under section 62 of the <i>Transport Infrastructure Act 1994</i>. Note: The development which is the subject of the application must be of an equivalent use and intensity for which the section 62 approval was issued and the section 62 approval must have been granted no more than 5 years prior to the lodgement of the application. AND	N/A
	AO16.5 Onsite vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in a road intersection or on the state-controlled road.	COMPLIES.

Performance outcomes	Acceptable outcomes	Response
PO17 Vehicular access to a state-controlled road or local government road (and associated road access works) are located and designed to not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.	AO17.1 Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure. AND	COMPLIES.
	AO17.2 The location and design of vehicular access for a development does not necessitate the relocation of existing public passenger transport infrastructure. AND	COMPLIES.
	AO17.3 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles using a vehicular access do not obstruct public passenger transport infrastructure and public passenger services or obstruct pedestrian or cycle access to public passenger transport infrastructure and public passenger services. AND	COMPLIES.
	AO17.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	COMPLIES.
Vehicular access to local roads within 100 metres of an intersection with a state-controlled road		
PO18 The location and design of vehicular access to a local road within 100 metres of an intersection with a state-controlled road does not create a safety hazard for users of a state-controlled road.	AO18.1 Vehicular access is located as far as possible from the state-controlled road intersection. AND	N/A
	AO18.2 Vehicular access is in accordance with volume 3, parts, 3, 4 and 4A of the Road Planning And Design Manual, 2nd edition, Department of Transport and Main Roads, 2016.	N/A

Performance outcomes	Acceptable outcomes	Response
	AND AO18.3 Onsite vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in the intersection or on the state-controlled road.	N/A
Planned upgrades		
PO19 Development does not impede delivery of planned upgrades of state-controlled roads.	AO19.1 Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road. Note: Land required for the planned upgrade of a state-controlled road is identified in the DA mapping system . OR	COMPLIES – NEW INTERSECTION LAYOUT ACCOUNTS FOR FUTURE PLANNING.
	AO19.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.	COMPLIES.
	OR all of the following acceptable outcomes apply: AO19.3 Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	COMPLIES.

Performance outcomes	Acceptable outcomes	Response
	AO19.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of the state-controlled road. AND	COMPLIES.
	AO19.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state-controlled road. AND	COMPLIES.
	AO19.6 Land is able to be reinstated to the pre-development condition at the completion of the use.	N/A
Network impacts		
PO20 Development does not result in a worsening of operating conditions on the state-controlled road <u>network</u> . Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided, prepared in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.	No acceptable outcome is prescribed.	REFER TO TRAFFIC REPORT PREPARED FOR PRELIMINARY APPROVAL APPLICATION.
PO21 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	AO21.1 The layout and design of the development directs traffic generated by the development to the local road network.	NEW INTERSECTION WITH STATE – CONTROLLED ROAD PROPOSED.
PO22 Upgrade works on, or associated with, a <u>state-controlled road</u> are built in accordance with Queensland road design standards.	AO22.1 Upgrade works required as a result of the development are designed and constructed in accordance with the <i>Road planning and design manual</i> , 2 nd edition, Department of Transport and Main Roads, 2016.	COMPLIES.

Performance outcomes	Acceptable outcomes	Response
	Note: Road works in a state-controlled road require approval under section 33 of the <i>Transport Infrastructure Act 1994</i> before the works commence.	

APPENDIX G – SDAP MODULE CODE 6 RESPONSE

State code 6: Protection of state transport networks

Table 6.2.2: All development

Performance outcomes	Acceptable outcomes	Response
Network impacts		
PO1 Development does not result in a worsening of the safety of a state-controlled road. Note: To demonstrate compliance with this performance outcome, it is recommended that a Registered Professional Engineer of Queensland (RPEQ) certified road safety audit or road safety assessment (as applicable) is provided, prepared in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017. Section 6 of the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017, provides guidance on how to determine whether a road safety audit or road safety assessment is required.	No acceptable outcome is prescribed.	COMPLIES. REFER TO TRAFFIC IMPACT ASSESSMENT PREPARED FOR PRELIMINARY APPROVAL APPLICATION.
PO2 Development does not result in a worsening of the infrastructure condition of a state-controlled road or road transport infrastructure.	No acceptable outcome is prescribed.	COMPLIES. REFER TO TRAFFIC IMPACT ASSESSMENT PREPARED FOR PRELIMINARY APPROVAL APPLICATION.

Performance outcomes	Acceptable outcomes	Response
Note: To demonstrate compliance with this performance outcome, it is recommended that a RPEQ certified traffic impact assessment and pavement impact assessment are provided, prepared in accordance with the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017.		
PO3 Development does not result in a worsening of operating conditions on a state-controlled road or the surrounding road network. To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment, prepared in accordance with the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017, is provided.	No acceptable outcome is prescribed.	COMPLIES. REFER TO TRAFFIC IMPACT ASSESSMENT PREPARED FOR PRELIMINARY APPROVAL APPLICATION.
PO4 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	AO4.1 The layout and design of the development directs traffic generated by the development to the local road network.	COMPLIES.
PO5 Upgrade works on, or associated with, a state-controlled road are built in accordance with relevant design standards.	AO5.1 Upgrade works on a state-controlled road are designed and constructed in accordance with the Road Planning and Design Manual, 2nd edition, Department of Transport and Main Roads, 2016.	COMPLIES.
PO6 Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road. Note: It is recommended that a transport infrastructure impact assessment and pavement impact assessment are provided, prepared in	AO6.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.	REFER TO CIVIL ENGINEERING REPORT.

Performance outcomes	Acceptable outcomes	Response
accordance with the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017.		
PO7 Development does not adversely impact on the safety of a railway crossing. Note: It is recommended that a traffic impact assessment be prepared to demonstrate compliance with this performance outcome. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this performance outcome.	AO7.1 Development does not require a new railway crossing. OR	N/A
	AO7.2 A new railway crossing is grade separated.	N/A
	OR all of the following acceptable outcomes apply: AO7.3 Upgrades to a level crossing are designed and constructed in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings and applicable rail manager standard drawings. Note: It is recommended a traffic impact assessment be prepared to demonstrate compliance with this acceptable outcome. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome AND	N/A
	AO7.4 Access points achieve sufficient clearance from a level crossing in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings by providing a	N/A

Performance outcomes	Acceptable outcomes	Response
	minimum clearance of 5 metres from the edge running rail (outer rail) plus the length of the largest vehicle anticipated on-site. Note: Section 2.2 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome. AND	
	AO7.5 On-site vehicle circulation is designed to give priority to entering vehicles at all times.	N/A
PO8 Development does not result in a worsening of the infrastructure condition of a railway or rail transport infrastructure.	No acceptable outcome is prescribed.	N/A
PO9 Development does not result in a worsening of operating conditions of a railway	No acceptable outcome is prescribed.	N/A
PO10 Development does not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.	AO10.1 Vehicular access and associated road access works are not located within five metres of public passenger transport infrastructure. AND	COMPLIES.
	AO10.2 Development does not necessitate the relocation of existing public passenger transport infrastructure. AND	COMPLIES.
	AO10.3 Development does not obstruct pedestrian or cyclist access to public passenger transport infrastructure or public passenger services. AND	COMPLIES.
	AO10.4 The normal operation of public passenger transport infrastructure or public passenger services	COMPLIES.

Performance outcomes	Acceptable outcomes	Response
	is not interrupted during construction of the development.	
Stormwater and drainage		
PO11 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state transport corridor.	No acceptable outcome is prescribed.	REFER TO CIVIL ENGINEERING REPORT.
\PO12 Run-off from the development site is not unlawfully discharged to a state transport corridor.	AO12.1 Development does not create any new points of discharge to a state transport corridor. AND	REFER TO CIVIL ENGINEERING REPORT.
	AO12.2 Stormwater run-off is discharged to a lawful point of discharge. Note: Section 3.4 of the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2013, provides further information on lawful points of discharge. AND	REFER TO CIVIL ENGINEERING REPORT.
	AO12.3 Development does not worsen the condition of an existing lawful point of discharge to a state transport corridor.	REFER TO CIVIL ENGINEERING REPORT.
PO13 Run-off from the development site does not cause siltation of stormwater infrastructure affecting a state transport corridor.	AO13.1 Run-off from the development site is not discharged to stormwater infrastructure for a state transport corridor.	REFER TO CIVIL ENGINEERING REPORT.
Planned upgrades		
PO14 Development does not impede delivery of planned upgrades of state transport infrastructure.	AO14.1 Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure.	COMPLIES – INTERSECTION LAYOUT ALLOWS FOR FUTURE PLANNING.

Performance outcomes	Acceptable outcomes	Response
	Note: Land required for the planned upgrade of state transport infrastructure is identified in the DA mapping system. OR	
	AO14.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure.	COMPLIES.
	OR all of the following acceptable outcomes apply: AO14.3 Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	COMPLIES.
	AO14.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of state transport infrastructure. AND	COMPLIES.
	AO14.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state transport	REFER TO CIVIL ENGINEERING REPORT.

Performance outcomes	Acceptable outcomes	Response
	infrastructure. AND	
	AO14.6 Land is able to be reinstated to the pre-development condition at the completion of the use.	N/A

Table 6.2.3: Provision of public passenger transport infrastructure

Performance outcomes	Acceptable outcomes	Response
Provision of public passenger transport infrastructure		
PO15 Upgraded or new public passenger transport infrastructure is provided to accommodate the demand for public passenger transport generated by the development. Note: To demonstrate compliance with this performance outcome, it is recommended a public transport impact assessment be prepared in accordance with appendix 1 of the State Development Assessment Provisions Supporting Information – Public Passenger Transport, Department of Transport and Main Roads, 2014. New or upgraded public passenger transport infrastructure provided should be in accordance with the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015	No acceptable outcome is prescribed.	N/A
PO16 Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger	No acceptable outcome is prescribed.	COMPLIES.

Performance outcomes	Acceptable outcomes	Response
services. Note: Chapters 2 and 5 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this performance outcome.		
PO17 Development enables the provision or extension of public passenger services to the development and avoids creating indirect or inefficient routes for public passenger services.	No acceptable outcome is prescribed.	COMPLIES.
PO18 New or modified road networks are designed to enable development to be serviced by public passenger services.	AO18.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent. AND	COMPLIES.
	AO18.2 Roads intended to accommodate buses are designed and constructed in accordance with Road Planning and Design Manual (2nd edition), Volume 3: Guide to Road Design, Department of Transport and Main Roads, 2016. Note: Guidance on how to meet the acceptable outcome is available in the Road Planning and Design Manual (2nd edition), Volume 3: Guide to Road Design, Department of Transport and Main Roads, 2016. 1. Part 3: a. 4.2 Traffic lanes b. 4.8 Bicycle lanes c. 4.9 High occupancy vehicle (HOV) lanes d. 4.12 Bus stops e. 7 Horizontal alignment	COMPLIES.

Performance outcomes	Acceptable outcomes	Response
	f. 7.7 Super elevation g. 7.9 Curve widening 2. Part 4: a. 6.3 Bus Facilities b. 5.6 Design vehicle swept path 3. Part 4A: a. 5 Auxiliary lanes 4. Part 4B: Roundabouts: a. 4 Geometric design b. 4.6 Circulating carriageway. AND	
	AO18.3 Traffic calming devices are not installed on roads used for buses. Note: Chapter 2 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this acceptable outcome. AND	COMPLIES.
	AO18.4 Where road humps are installed on roads used for buses, the road humps are designed in accordance with the Manual of Uniform Traffic Control Devices, Department of Transport and Main Roads, 2016. Note: Guidance on how to meet the acceptable outcome is available in the Manual of Uniform Traffic Control Devices, Part 13: 1. Local Area Traffic Management, section 2.4 – Road humps 2. Supplement part 13: Local Area Traffic	N/A

Performance outcomes	Acceptable outcomes	Response
	Management – 2.4.2-1 Hump profiles for bus routes.	
PO19 Development provides safe, direct and convenient pedestrian access to existing and future public passenger transport infrastructure. Note: Chapter 3 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this performance outcome. In particular, it is recommended that a pedestrian demand analysis be provided to demonstrate compliance with the performance outcome.	No acceptable outcome is prescribed.	COMPLIES.
PO20 Onsite vehicular circulation ensures the safety of both public passenger transport services and pedestrians.	AO20.1 The location of onsite pedestrian crossings ensures safe sight distances for pedestrians and public passenger services. AND	N/A
	AO20.2 Onsite circulation is designed and constructed so that public passenger services can enter and leave in a forward gear at all times. AND	N/A
	AO20.3 Development does not result in public passenger services movements through car parking aisles.	N/A
PO21 Taxi facilities are provided to accommodate the demand generated by the development. Note: Guidance on how to meet the performance outcome are available in chapter 7 of the Public Transport	No acceptable outcome is prescribed.	N/A

Performance outcomes	Acceptable outcomes	Response
Infrastructure Manual, Department of Transport and Main Roads, 2015.		
PO22 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	AO22.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance. AND	N/A
	AO22.2 Taxi facilities are designed in accordance with: 1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work 2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices 3. AS/NZS 2890.6–2009 Parking facilities – off-street parking for people with disabilities 4. Disability standards for accessible public transport 2002 made under section 31(1) of the <i>Disability Discrimination Act 1992</i> 5. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements.	N/A
PO23 Educational establishments are designed to ensure the safe and efficient operation of public passenger services and pedestrian access.	AO23.1 Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.	N/A