

**Department of Transport and Main Roads
Conditions and Additional Information**

Proposed Development: Master Plan No: 44 (Detailed Planning Area Plan) – Detailed Planning Area 2

Real Property Description: Lot 21 on CP891254

Local Government Area: Sunshine Coast Regional Council

No.	Conditions of Development	Condition Timing	Additional Information
Master Plan No: 44 (Detailed Planning Area Plan) – Detailed Planning Area 2			
1	<p>Road Access Location – local road connection</p> <p>(a) The permitted road access location for the development and Nicklin Way is at the signalised intersection of Nicklin Way and Lake Kawana Boulevard as shown on Map 7: Vehicle Movement & Driveway Location Plan.</p> <p>(b) Direct vehicular access is not permitted between Nicklin Way and the subject site at any location other than the permitted road access location.</p> <p>(c) Any vehicular property access, other than permitted in condition, located between the development site and Nicklin Way must be permanently closed and removed. Kerb and channelling or table drain and any required footpath between the pavement edge and the property boundary must be provided in accordance with Department of Transport and Main Roads' Road Planning & Design Manual.</p>	<p>(a) – (c) Prior to the commencement of use and to be maintained at all times</p>	<p>The purposes of the <i>Transport Infrastructure Act 1994</i> (TIA).</p> <p>Vehicular access at the permitted road access location minimises impacts on the safety and efficiency of the state-controlled road network.</p> <p>Further Approval Required: In accordance with Section 33 of the TIA, the applicant must have written approval from the Department of Transport and Main Roads to carry out road works on a state-controlled road.</p> <p>These development conditions do not constitute such approval. The applicant will need to make an application for approval under section 33 of the TIA to carry out road works.</p> <p>Comments or additional information:</p>

No.	Conditions of Development	Condition Timing	Additional Information
			<p>The Department of Transport and Main Roads' technical standards and publications can be accessed at http://www.tmr.qld.gov.au/Business-industry/Technical-standards-publications.aspx.</p>
2.1	<p>Road Access works Unless approved otherwise in writing by the Department of Transport and Main Roads the applicant must comply with the condition below.</p> <p>(a) The applicant must provide road access works, at the permitted road access location, comprising of a forth leg connecting to the signalised intersection of Nicklin Way / Lake Kawana Boulevard. The intersection configuration must include the following:</p> <p><u>Nicklin Way North Leg:</u></p> <ul style="list-style-type: none"> • 2 through lanes • A through and left-turn lane (high entry angle slip lane) • extend the most eastern through lane south of the intersection (minimum length = 250m, this will require modifications at the Wurley Drive intersection) • 2 right-turn lanes (minimum length = 130m) • Pedestrian crossing facility (2 stage crossing) <p><u>Nicklin Way South Leg:</u></p>	<p>(a) – (c) Prior to the commencement of use and to be maintained at all times</p> <p>(d) Prior to commencing any work within the state-controlled road.</p> <p>(e) & (f) Upon the completion of works.</p>	<p>The purposes of the <i>Transport Infrastructure Act 1994</i> (TIA).</p> <p>The intersection and frontage work is required as a result of the development and its associated traffic impacts to ensure the safety and efficiency of the state-controlled road network.</p> <p>Further Approval Required: In accordance with Section 33 of the TIA, the applicant must have written approval from the Department of Transport and Main Roads to carry out road works on a state-controlled road.</p> <p>These development conditions do not constitute such approval. The applicant will need to make an application for approval under section 33 of the TIA to carry out road works.</p>

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	<ul style="list-style-type: none"> • 3 through lanes • Extend right-turn lane (minimum length = 80m) • Left-turn lane high entry angle slip lane (minimum length = 50m) <p><u>Site Access East Leg:</u></p> <ul style="list-style-type: none"> • A right-turn lane (minimum length = 80m), • A through/right-turn lane (length continuous) and • A through and left-turn lane (minimum length = 90m) • Pedestrian crossing facility <p><u>Lake Kawana Blvd West Leg:</u></p> <ul style="list-style-type: none"> • A high entry angle left-turn slip lane (minimum length = 140m) • A through and right turn lane (length continuous) • A right-turn lane (length continuous) • Pedestrian crossing facility <p>(b) The road access works must be designed and constructed in accordance with the Department of Transport and Main Roads' Road Planning and Design Manual (RPDM). Any required work on Nicklin Way must include on road cycle facilities.</p>		<p>Where services within the state-controlled road reserve will be impacted by the development, the applicant will need to contact the relevant service provider.</p> <p>A Traffic Management Plan (TMP) will need to be provide to support an application to conduct works within the road reserve. The TMP must be in accordance with the Department of Transport and Main Roads Technical Standard MRTS02 and address the following items (<i>but not limited to</i>) unless otherwise agreed in writing:</p> <ul style="list-style-type: none"> • Rapid construction of all phases to minimise any disruptions to Nicklin Way; • The current formation (2 lanes north and south bound) shall be maintained at all times; • maintain 70km/hr on the through lanes of Nicklin Way; • All works are to be conducted at night; • All services relocations to be completed prior to traffic disruption. <p>Comments or additional information:</p>

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	<p>(c) The intersection upgrade works including any new or required adjustments and/or relocations to existing services, cycle facilities, bus stops, accesses, drainage, intersection lighting, line marking, street furniture, verge and footpath treatments, etc. within the state-controlled road must be provided by the applicant at no cost to the Department of Transport and Main Roads.</p> <p>(d) Engineering design plans and specifications for the proposed works, certified by an appropriate Registered Professional Engineer Queensland (RPEQ), must be submitted to Corridor & Land Management, Department of Transport and Main Roads (North Coast District) for review and be approved.</p> <p>(e) The applicant must provide RPEQ certification to Corridor & Land Management, Department of Transport and Main Roads (North Coast District) that the development has been designed and constructed in accordance with this condition.</p> <p>(f) The applicant must dedicate for road purposes any land from the development necessary to accommodate any road works, including any footpaths, drainage, and other road based infrastructure.</p>		<p>The Department of Transport and Main Roads' technical standards and publications can be accessed at http://www.tmr.qld.gov.au/Business-industry/Technical-standards-publications.aspx.</p> <p>Contact Details Corridor & Land Management, Department of Transport and Main Roads (North Coast District): phone 5451 7055 or email North.coast.idas@tmr.qld.gov.au</p>
2.2	External Road Works	(a) – (e)	

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	<p>Unless approved otherwise in writing by the Department of Transport and Main Roads the applicant must comply with the condition below:</p> <p><u>Nicklin Way / Beach Dr / Meridian St intersection</u></p> <p>(a) The applicant must upgrade the intersection of Nicklin Way / Beach Dr / Meridian St. The upgraded intersection configuration must include the following:</p> <p><u>Nicklin Way North Leg:</u></p> <ul style="list-style-type: none"> • 2 through lanes • 1 through and left-turn lane (high entry angle slip lane) • A right-turn lane (length existing) • Pedestrian crossing facility <p><u>Nicklin Way South Leg:</u></p> <ul style="list-style-type: none"> • 2 through lanes • 1 through and left-turn lane (high entry angle slip lane) • A right-turn lane (length existing) <p><u>Beach Drive East Leg:</u></p> <ul style="list-style-type: none"> • A right-turn lane (length continuous) • A through and right-turn lane (minimum length = 60m) • Left-turn high entry angle slip lane (minimum length = 20m) • Pedestrian crossing facility <p><u>Meridian Street West Leg:</u></p>	<p>Prior to the commencement of use</p> <p>(f) Prior to commencing any work within the state-controlled road</p> <p>(g) & (h) Upon the completion of works</p>	

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	<ul style="list-style-type: none"> • A right-turn lane (length existing) • A through and right-turn lane (length existing) • Left-turn lane high entry angle slip lane (length existing) • Pedestrian crossing facility <p>Frontage Works</p> <p>(b) The applicant must upgrade Nicklin Way, along the entire site frontage to 3 through lanes north-bound and 3 through lanes south-bound including on road cycle lanes.</p> <p>(c) The applicant must provide 2 indented bus stops (Intermediated Stop) on the south-bound lane of Nicklin Way along the site frontage located generally in accordance CoastConnect Planning. The bus stops shall:</p> <ul style="list-style-type: none"> • include all mandatory bus stop components for an 'Intermediate Stop' detailed in Chapter 2.0 of the <i>TransLink Transit Authority Public Transport Infrastructure Manual</i>, May 2012; • make provision for the setdown of a 12.5m length single unit rigid bus in an indent bay in accordance with Drawing No. TL-102 (page 162) and the Bus Bay Length Requirements (page 164) of the <i>TransLink Transit Authority Public Transport Infrastructure Manual</i>, May 2012; 		

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	<ul style="list-style-type: none"> • be in accordance with the Disability Standards for Accessible Public Transport 2002 made under subsection 31(1) of the <i>Disability Discrimination Act 1992</i>. • be serviced by a suitable pathway network that connects to the development and surrounding active transport network, including road crossing facilities. <p>(d) The road works must be designed and constructed in accordance with the Department of Transport and Main Roads' Road Planning and Design Manual (RPDM). Any required work on Nicklin Way must include on road cycle facilities.</p> <p>(e) The intersection upgrade works including any new or required adjustments and/or relocations to existing services, cycle facilities, bus stops, accesses, drainage, intersection lighting, line marking, street furniture, verge and footpath treatments, etc. within the state-controlled road must be provided by the applicant at no cost to the Department of Transport and Main Roads.</p> <p>(f) Engineering design plans and specifications for the proposed works, certified by an appropriate Registered Professional Engineer Queensland (RPEQ), must be submitted to Corridor & Land Management, Department of Transport and Main Roads (North Coast District) for review and be approved.</p>		

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	<p>(g) The applicant must provide RPEQ certification to Corridor & Land Management, Department of Transport and Main Roads (North Coast District) that the development has been designed and constructed in accordance with this condition.</p> <p>(h) The applicant must dedicate for road purposes any land from the development necessary to accommodate any road works, including any footpaths, drainage, and other road based infrastructure.</p>		
2.3	<p>Nicklin Way Pedestrian Underpass</p> <p>(a) The proposed pedestrian underpass must be location generally in accordance with Map 5 Pedestrian and Cycle Movement Plan.</p> <p>(b) The pedestrian underpass works must be designed and constructed in accordance with council requirements.</p> <p>(c) Any associated road works must be designed and constructed in accordance with the Department of Transport and Main Roads' Road Planning and Design Manual (RPDM). Any required work on Nicklin Way must include on road cycle facilities.</p>	<p>(a) at all times</p> <p>(b) determined by council</p> <p>(c) – (d) at all times</p> <p>(e) Prior to commencing any work within the state-controlled road</p> <p>(f) & (g)</p>	

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	<p>(d) The works including any new or required adjustments and/or relocations to existing services, cycle facilities, bus stops, accesses, drainage, intersection lighting, line marking, street furniture, verge and footpath treatments, etc. within the state-controlled road must be provided by the applicant at no cost to the Department of Transport and Main Roads.</p> <p>(e) Engineering design plans and specifications for the proposed works, certified by an appropriate Registered Professional Engineer Queensland (RPEQ), must be submitted to Corridor & Land Management, Department of Transport and Main Roads (North Coast District) for review and be approved.</p> <p>(f) The applicant must provide RPEQ certification to Corridor & Land Management, Department of Transport and Main Roads (North Coast District) that the development has been designed and constructed in accordance with this condition.</p> <p>(g) The applicant will be required to dedicate land for road purposes necessary to accommodate any road works, including any footpaths, drainage, and other road based infrastructure.</p> <p>(h) The applicant must provide written confirmation that council agree to own and maintain the pedestrian underpass infrastructure at no cost to the Department of Transport and Main Roads.</p>	<p>Upon the completion of works</p> <p>(h) Prior to commencing any work within the state-controlled road</p>	

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3	<p>Flood and Stormwater Management</p> <p>(a) The applicant must ensure that the management of flooding and stormwater quantity and quality post development achieves a no worsening impact (on the pre-development condition) for Nicklin Way calculated for Average Recurrence Interval (ARI) up to ARI 100 year. In particular:</p> <ul style="list-style-type: none"> • stormwater management for the development must ensure no worsening or actionable nuisance Nicklin way caused by peak discharges, flood levels, frequency/duration of flooding, flow velocities, water quality, sedimentation and scour effects; • the development must not cause a net increase or concentration of stormwater or flooding flows discharging on Nicklin Way during construction or thereafter; • the development must not interfere with stormwater or flooding from or within Nicklin Way; • the development does not exceed stormwater discharge for all flood and stormwater events which exist prior to development; and • Nicklin Way must be protected from ponding or nuisance from stormwater runoff as a result of the development. <p>(b) Any works on the land must not:</p> <ol style="list-style-type: none"> i. create any new discharge points for stormwater runoff onto the Nicklin Way; 	<p>(a) & (b) At all times</p> <p>(c) Prior to any works commencing on site for each relevant stage / precinct of development.</p> <p>OR</p> <p>Prior to lodging an application for operational works for each relevant stage / precinct of development.</p> <p>(d) Prior to submitting the Plan of Survey to the local government for approval for each relevant stage / precinct of development.</p> <p>OR</p>	<p><i>The purposes of the Transport Infrastructure Act 1994 (TIA).</i></p> <p>The safety and efficiency of state-controlled roads can be adversely affected by changes to stormwater runoff as a result of development.</p> <p>Comments or additional information: TMR has reviewed the updated flood investigation report by Calibre Consulting dated 20 November 2015. A letter by Calibre Consulting dated 12 October 2015 has also been provided.</p> <p>The updated flood investigation report shows that the proposed development will potentially increase flood levels on Nicklin Way at its intersection with Beach Drive by up to 300 mm during a 1% AEP flood event. During a 1% AEP flood event, modelling by Calibre shows that three out of the four southbound lanes are inundated in the vicinity of the intersection.</p> <p>To demonstrate compliance TMR require further information that details all proposed stormwater infrastructure required to mitigate the flood impacts on Nicklin Way.</p>

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	<p>ii. interfere with and/or cause damage to the existing stormwater drainage on the Nicklin Way;</p> <p>iii. surcharge any existing culvert or drain on the Nicklin Way;</p> <p>iv. reduce the quality of stormwater discharge onto the Nicklin Way.</p> <p>(c) The applicant must provide RPEQ certificated designs (<i>for construction</i>) with supporting documentation for review and endorsement to Corridor & Land Management, Department of Transport and Main Roads (North Coast District) demonstrating that the development has been designed in accordance with parts (a) and (b) of this condition.</p> <p>(d) RPEQ certification with supporting documentation must be provided to Corridor & Land Management, Department of Transport and Main Roads (North Coast District), confirming that the development has been constructed in accordance with parts (a), (b) and (c) of this condition.</p>	<p>Prior to the commencement of use for each relevant stage / precinct of development.</p>	<p>The information must be supported with appropriate modelling to demonstrate that these proposed works would mitigate the impacts.</p> <p>Also, the details on the proposed drainage channel adjacent to Nicklin Way between Beach Drive and the proposed entrance lake need to be submitted for review and endorsement. In particular, TMR request:</p> <ul style="list-style-type: none"> • Details that show how this drainage channel will fit between the lots and proposed Nicklin Way upgrade works. • Details should include a catchment plan for the drainage channel, typical cross sections, and detailed calculations showing the design flow depth, flow width, vegetation type and pipe drainage. <p>Please refer to the Department of Transport and Main Roads' Road Drainage Manual which can be accessed at http://www.tmr.qld.gov.au/Business-industry/Technical-standards-publications.aspx.</p>

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			<p>Further guidance regarding stormwater management is also provided in the Queensland Urban Drainage Manual available at www.derm.qld.gov.au and in the Environmental Protection Act 1994 and Environmental Protection (Water) Policy 2009 which are available at www.legislation.qld.gov.au</p> <p>Contact Details Corridor & Land Management, Department of Transport and Main Roads (North Coast District): phone 5451 7055 or email North.coast.idas@tmr.qld.gov.au</p>
4.1	<p>Noise Report</p> <p>(a) The development must incorporate noise attenuation treatments generally as detailed in the Noise Impact Assessment: Bokarina Beach Master Plan, Prepared by ASK Consulting Engineers Pty Lt, Ref: 7634R01V05, dated: 08.10.2015. In particular, this includes:</p> <ul style="list-style-type: none"> • the noise barrier with returns further detailed in these conditions; • noise attenuation building treatments; <p>(b) The location and size of the barriers in part (a) shall be shown on plans and submitted to Corridor & Land Management,</p>	<p>(a) Prior to obtaining a final inspection certificate or certificate of classification, whichever is applicable, or prior to the commencement of use, whichever occurs first for each relevant stage / precinct of development, and to be maintained at all times.</p> <p>(b)</p>	<p><i>The purposes of the Transport Infrastructure Act 1994 (TIA).</i></p> <p>The development is creating a noise sensitive use in proximity to a state-controlled road.</p>

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	<p>Department of Transport and Main Roads (North Coast District) for approval prior to barrier construction.</p> <p>(c) The applicant must provide RPEQ certification to Corridor & Land Management, Department of Transport and Main Roads (North Coast District) that the development has been designed and constructed in accordance with parts (a) and (b) of this condition.</p>	<p>Prior to barrier construction</p> <p>(c) Prior to submitting the Plan of Survey to the local government for approval for each relevant stage / precinct of development.</p> <p>OR</p> <p>Prior to obtaining a final inspection certificate or certificate of classification, whichever is applicable, or prior to the commencement of use, whichever occurs first for each relevant stage / precinct of development.</p>	<p>The objectives set out in section 2(2)(b) of the TIA for roads includes establishing a regime for State Controlled Roads in which "impacts on development from environmental emissions generated by State Controlled Roads are addressed by the development". Furthermore, section 49A of the TIA requires that the department, in its referral agency role, must consider the extent to which the development addresses impacts on the development from environmental emissions generated by State Controlled Roads, for example noise emissions.</p> <p>Comments or additional information: The noise impact assessment is based on assumed noise sensitive receiver heights based on the proposed pad levels, finished ground levels, noise source (road heights) as detailed in approved Noise Impact Assessment: Bokarina Beach Master Plan, Prepared by ASK Consulting Engineers Pty Lt, Ref: 7634R01V05, dated: 08.10.2015</p>
4.2	<p>Noise Barrier</p> <p>(a) Noise fence/s must be provided in accordance with the Department of Transport and Main Roads':</p> <ul style="list-style-type: none"> • <i>Road Traffic Noise Management: Code of Practice, Volume 1;</i> • Technical Standard MRTS15; and 	<p>(a) Prior to submitting the Plan of Survey to the local government for approval for each relevant stage / precinct of development.</p>	

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	<ul style="list-style-type: none"> • Standard Drawings Road Manual – Part 13, Noise Barriers 1605 steel posts -timber planks, 1606 steel posts – plywood panels, 1607 universal beam posts – plywood panels or 1608 universal beam posts – concrete panel. <p>(b) The applicant must provide RPEQ certification of structural drawings to Corridor & Land Management, Department of Transport and Main Roads (North Coast District) for review and endorsement, that the noise fence has been designed in accordance with part (a) of this condition prior to commencing the construction.</p> <p>(c) The applicant must provide RPEQ certification of “as constructed” drawings to Corridor & Land Management, Department of Transport and Main Roads (North Coast District) indicating that the noise fence has been constructed in accordance with parts (a) and (b) of this condition.</p> <p>(d) The “as constructed” noise fence will be inspected by a Department of Transport and Main Roads officer(s) prior to final acceptance being given.</p>	<p>OR</p> <p>Prior to obtaining a final inspection certificate or certificate of classification, whichever is applicable, or prior to the commencement of use, whichever occurs first for each relevant stage / precinct of development.</p> <p>(b) Prior to submitting structural drawings, or prior to commencement of design for each relevant stage / precinct of development, whichever occurs first</p> <p>(c) Prior to submitting “as constructed” drawings, or prior to commencement of site inspection for each relevant stage / precinct of development, whichever occurs first</p>	<p>The receiver heights (building pad levels finished ground levels or finished floor levels) shall not increase by more than 200 mm and/or the effective noise attenuating structure height shall not be reduced by more than 200 mm compared to the assumptions made in the approved Road Traffic Noise Management Report.</p> <p>If designed or as-constructed receiver heights and/or effective noise attenuating structure heights do not meet this requirement, then a revised Road Traffic Noise Management Report acceptable to Transport and Main Roads shall be submitted to Transport and Main Roads.</p> <p>The Department of Transport and Main Roads’ technical standards and publications can be accessed at http://www.tmr.qld.gov.au/Business-industry/Technical-standards-publications.aspx.</p> <p>Contact Details Corridor & Land Management, Department of Transport and Main Roads (North Coast District): phone 5451 7055 or email North.coast.idas@tmr.qld.gov.au</p>

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		<p>(d) Prior to obtaining a final inspection certificate or certificate of classification, whichever is applicable, or prior to the commencement of use, whichever occurs first, for each relevant stage / precinct of development.</p> <p>OR</p> <p>Prior to submitting the Plan of Survey to the local government for approval for each relevant stage / precinct of development.</p>	
4.3	<p>Balcony Attenuation</p> <p>(a) Balustrades associated with facades of noise sensitive rooms on lots predicted to be exposed to road traffic noise levels from State controlled roads greater than 60 dBA (free field) must be solid, gap-free and continuous for their complete length other than gaps required for drainage purposes which are to comply with the <i>Building Code of Australia</i>. The total</p>	<p>(a) Prior to the commencement of use for each relevant stage / precinct of development and to be maintained at all times</p> <p>(b)</p>	

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	<p>area of the soffit above these balconies must be treated with sound absorption material.</p> <p>(b) The applicant must provide RPEQ certification to Corridor & Land Management, Department of Transport and Main Roads (North Coast District) that the development has been designed and constructed in accordance with part (a) of this condition.</p>	<p>Prior to obtaining a final inspection certificate or certificate of classification, whichever is applicable, or prior to the commencement of use, whichever occurs first</p>	
5	<p>Future Potential Bus Route</p> <p>(a) The road/s identified as 'potential future bus route' shown on Map 10: Public Transport Network and any associated traffic management devices along this route must be designed to allow a 14.5 metre length bus to service the route in accordance with the development standards outlined in the Schedule – Code for IDAS, Part 2 – Development Standards of the Transport Planning and Coordination Regulation 2005.</p> <p>(b) The applicant must provide RPEQ certification to Corridor & Land Management, Department of Transport and Main Roads (North Coast District) that the development has been designed and constructed in accordance with part (a) of this condition</p>	<p>(a) at all times</p> <p>(b) Prior to submitting the Plan of Survey to the local government for approval for each relevant stage / precinct of development.</p>	<p><i>Land Use and Transport Coordination under the Transport Planning and Coordination Act 1994</i></p> <p>The Department of Transport and Main Roads' jurisdiction is to ensure development minimises reliance on private car based transport, maximises the use of public passenger transport and as far as practicable, provides public passenger transport infrastructure to support public passenger transport.</p> <p>The proposed development includes a potential future bus route. Consequently, the route must be designed to accommodate future public passenger transport. Roadway width and curvature, roundabouts and any traffic calming devices must not impede the safe and efficient movement of buses on the identified route/s.</p>

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			<p>Comments or additional information:</p> <p>TransLink's <i>Public Transport Infrastructure Manual May 2012</i> is available at: http://translink.com.au/about-translink/what-we-do/public-transport-planning.</p> <p>Traffic calming devices should not be incorporated into the design and construction of potential future bus routes in accordance with Chapter 6, Appendix C – Bus Route Infrastructure of the TransLink Transit Authority Public Transport Infrastructure Manual, May 2012. The Public Transport Infrastructure Manual May 2012 is available online at: http://translink.com.au/about-translink/what-we-do/public-transport-planning.</p> <p>Bus Stop Design and Location: Please contact the TransLink Division phone number (07) 3338 4538 or email consultant.busstops@translink.com.au in relation to the detailed design of any proposed bus stop, prior to the commencement of any works in relation to the bus stop.</p>

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6	<p>On Site - Construction Management Plan</p> <p>(a) A Construction Management Plan must be prepared by a suitably qualified and experienced Registered Professional Engineer Queensland and given to Corridor & Land Management, Department of Transport and Main Roads (North Coast District).</p> <p>Road Network</p> <p>(b) The Construction Management Plan must demonstrate that there will be no disruption to David Low Way during the course of construction. In particular:</p> <ul style="list-style-type: none"> • Indicate how trucks will safely access the site, both at their access point and intersections along the route. • Duration of construction • Number of total trips • Number of daily trips • Hours of constructions • Haulage route • Types of vehicles • No parking on Nicklin Way • Environmental nuisance management details (dust and debris must not enter Nicklin Way) • Consider pavement impacts and traffic operation assessment in accordance with Guidelines for Assessment of Road Impacts of Development (GARID). <p>PPT services</p>	<p>(a) - (c) Prior to obtaining development approval for operation works</p> <p>OR</p> <p>Prior to any work commencing on site</p> <p>(d) To be maintained at all time during construction</p>	<p><i>Land Use and Transport Coordination under the Transport Planning and Coordination Act 1994</i></p> <p><i>The purposes of the Transport Infrastructure Act 1994 (TIA).</i></p> <p>This condition is subsequently applied to ensure development does not have a significant adverse impact on existing and future state transport infrastructure and servicing either pre, during or post construction.</p> <p>Further Approval Required</p> <p>Under sections 62 and 33 of the Transport Infrastructure Act 1994, written approval is required from the Department of Transport and Main Roads to obtain legal access (including temporary access) to and to carry out road works on a state-controlled road.</p> <p>This approval must be obtained prior to commencing any works on the state-controlled road reserve and access to the state controlled road can occur.</p> <p>Comments or additional information:</p> <p>Construction Access</p>

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	<p>(c) The detailed Construction Management Plan shall contain recommended treatments to ensure that there is minimum disruption to existing bus services and that safety and efficiency of movement of all road users is maintained during the course of construction In particular :</p> <ul style="list-style-type: none"> • Detail the stages of construction, • Loading requirements, hours of operation; and • Any potential interference construction may have with TransLink's bus-schedules. • Detail mitigation measures for any impact the works have to scheduled bus services and pedestrian routes. <p>At all times the applicant must ensure construction works do not impede scheduled bus services unless otherwise approved in writing by TransLink Transit Authority.</p> <p>(d) The construction of the development must be in accordance with the Construction Management Plan.</p>		<p>If access for construction purposed is proposed via Nicklin Way, please contact Department of Transport and Main Roads to make an application for legal access.</p> <p>Bus Stop Relocation The Applicant is required to consult with TransLink to determine whether the relocation of the any surrounding bus stops adjacent to the subject site is necessary prior to the finalisation of the Construction Management Plan</p> <p>Contact Details Corridor & Land Management, Department of Transport and Main Roads (North Coast District): phone 5451 7055 or email North.coast.idas@tmr.qld.gov.au</p> <p>TransLink Division: phone number (07) 3338 4538 or email consultant.busstops@translink.com.au</p>

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7	<p>External Lighting and illumination</p> <p>Any external lighting (flood lights) or illumination on the subject site that is visible from the state-controlled road must comply with AS4282 and AS1158. A detailed lighting design certified by a RPEQ (electrical) that complies with AS4282 and AS1158</p>	At all times	<p>The purposes of the <i>Transport Infrastructure Act 1994</i>.</p> <p>If lighting associated with the development causes unsafe glare or other nuisance, drivers may be distracted, affecting safety on the state-controlled road.</p>
8	<p>Compliance</p> <p>The applicant shall provide the Assessment Manager with a letter from the department confirming compliance with the department's conditions of development approval</p>	Prior to commencement of use or sealing of survey plan, whichever is appropriate	<p>The purposes of the <i>Transport Infrastructure Act 1994</i>.</p> <p>The applicant has a statutory obligation to ensure that the department's conditions have been satisfactorily complied with.</p> <p>Comments or additional information:</p> <p>Prior to the department issuing any letter confirming compliance the applicant must provide, to the reasonable satisfaction of the department, all relevant written certification(s) by an appropriate experienced registered professional.</p>

General Advice

Public utility plant: Pursuant to Section 80 of the *Transport Infrastructure Act 1994*, the construction, augmentation, alteration or maintenance of a public utility plant on a state-controlled road reserve, must be in accordance with the Department of Transport and Main Roads' requirements.

Technical Standards and Publications: The Department of Transport and Main Roads' technical standards and publications can be accessed at <http://www.tmr.qld.gov.au/Business-industry/Technical-standards-publications.aspx>

Translink contact: Prior to relocating a bus stop, please contact Translink at consultant.busstop@translink.com.au so that arrangements can be put in place to communicate the changed bus stop location to bus drivers and passengers.

Further development permits, compliance permits or compliance certificates

Road works approval: Under section 33 of the *Transport Infrastructure Act 1994*, written approval is required from the Department of Transport and Main Roads to carry out road works on a state-controlled road. Please contact the Department of Transport and Main Roads via Email: North.Coast.IDAS@tmr.qld.gov.au to make an application for road works approval. This approval must be obtained prior to commencing any works on the state-controlled road reserve. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ). **The road works approval process takes time – please contact Transport and Main Roads as soon as possible to ensure that gaining approval does not delay construction.**

Road corridor permit: An application for a Road Corridor Permit is required for any ancillary works and encroachments on the state-controlled road under section 50(2) and Schedule 6 of the *Transport Infrastructure Act 1994* and Part 5 and Schedule 1 of the *Transport Infrastructure (State-Controlled Roads) Regulation 2006*. Please contact the Department of Transport and Main Roads via Email: North.Coast.IDAS@tmr.qld.gov.au to make an application for a Road Corridor Permit. Ancillary works and encroachments include but are not limited to advertising signs or other advertising devices, paths or bikeways, buildings/shelters, vegetation clearing, landscaping and planting.

Bonding of Works: A bond will be required to ensure that the works required in conditions above are completed to the standard required by the Department of Transport and Main Roads. The bond requirement will be included as a condition of the road works approval (section 33 of the *Transport Infrastructure Act 1994*). If you would like any further information about the Department of Transport and Main Roads' policy with regard to bonding please contact the Department of Transport and Main Roads on Phone Number: 5451 7055 or Email: North.Coast.IDAS@tmr.qld.gov.au].