

Department of Transport and Main Roads
 Concurrence Agency Conditions and Statement of Reasons – Amended

Proposed Development: Development Permit for Material Change of Use (Shopping Complex)
Real Property Description: Lot 1RP176802, 1RP906174, 206B4412, 271SP126351, 2RP906174, 5RP55629
Street Address: Corner Peachester Road and Simpson Street, Beerwah QLD 4519
Our ref.: TMR12-004465 (previously NCR-8263 & BR/S-1882)
Assessment Manager ref.: 2008/500078.01
Local Government Area: Sunshine Coast Regional Council

No.	Conditions of Development	Condition Timing	Jurisdiction and Reasons
1	<p>Development Permit for Material Change of Use (Shopping Complex)</p> <p>(a) Access between the proposed development and Peachester Road is permitted via a single at two road access locations only as shown on Powe Architects drawing number DA-01-03 RevA, Site Plan – Masterplan, dated 18 October 2012. All movement entry and exit is permitted via the existing constructed Market Place access. Left-in / left-out movement only is permitted at the new (second) access location. The permitted road access shall be at the current access location where shown on drawing TP/2A (Rev P0 dated May 2008) prepared by Santel Architects Pty Ltd.</p> <p>AND</p> <p>(b) There shall be no permitted vehicle access between the proposed development and Peachester Road via Lodge Lane.</p>	<p>(a) – (c) Prior to the commencement of the use of stage 2 and to be maintained at all times.</p>	<p>The purposes of the <u>Transport Infrastructure Act 1994</u>.</p> <p>The traffic study by Adam Peko Consulting (August 2008).</p> <p>GTA Consultants submission and traffic analysis dated 16 June 2009 including revised drawings TP/2A (Rev P0 dated May 2008), TP/5A (Rev P0 dated May 2008) TP/6A (Rev P0 dated May 2008) TP/9B (Rev P0 dated May 2008) prepared by Santel Architects Pty Ltd.</p>

Traffic Impact Assessment prepared by GTA

No.	Conditions of Development	Conditioning	Justification and Reasons
	<p><u>AND</u></p> <p><u>(c)</u> The proposed development must also include provision for passenger and service vehicle access from Simpson Street or other local roads under the control of council.</p>		<p><u>Consultants, Issue B, dated 11 October 2012 and Addendum letter dated 05 February 2013.</u></p> <p>Rationalising the number and location of access and intersections to the State-controlled road network improves safety and efficiency for vehicular traffic and bicycle and pedestrian movement.</p> <p>The access arrangements and design must meet accepted standards for safety and efficiency considerations on the State-controlled road network.</p> <p>Beerwah is a nominated growth centre in council's planning scheme.</p>
2	<p><u>(a)</u> <u>The applicant must design and construct upgrades at the Peachester Road / Simpson Street intersection must be upgraded to provide at least two approach lanes from all directions (comprising a through and left turn lane and a separate right turn early lane) and on-road cycle facilities. The two lanes on the Peachester Road approach shall include a separate right turn only lane and a shared through / left turn lane. The northern approach on Simpson Road must be upgraded to lengthen the existing right turn pocket to 45m.</u></p> <p><u>AND</u></p>	<p><u>(a) – (c)</u> <u>Prior to the commencement of the use of stage 2 and to be maintained at all times</u></p> <p><u>(d)</u> <u>Prior to the commencement of any works within the state-controlled road</u></p>	<p><u>The purposes of the Transport Infrastructure Act 1994.</u></p> <p>The proposed development will significantly increase the volume and distribution of local traffic within the Beerwah CBD.</p> <p>The works identified are required to ensure the safe and efficient operation of the State-controlled road network.</p>

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	<p>(b) The applicant must design and construct/upgrade the two permitted development accesses on Peachester Road in condition 1 above generally in accordance with the arrangements shown on Powe Architects drawing number DA-01-03 RevA, Site Plan – Masterplan, dated 18 October 2012 and incorporate at least the following:</p> <ul style="list-style-type: none"> • <u>Channelised Left-turn Treatment (CHL) on the Major Road</u> • <u>Channelised Right-turn treatment for Turner Street</u> • <u>central raised medians separating lanes and associated overhead lighting</u> • <u>safe provision for pedestrian and cycle movement</u> • <u>design speed to suit the relevant current posted speed</u> • <u>any required (i.e. new, alteration and/or reinstatement) overhead lighting, footpaths and verges, road pavements, drainage, medians, traffic signs and directional signage, line marking, services etc.</u> <p>The upgrading works must be completed before commencement of the use of Stage-3.</p> <p><u>AND</u></p> <p>(c) The works upgraded intersection must be designed and constructed in accordance with the Department of Transport and Main Roads <i>Road Planning and Design Manual (RPDM)</i> and <i>AUSTROADS Guide to Road Design</i>.</p> <p><u>AND</u></p>	<p>(e) <u>Prior to obtaining the relevant final inspection certificate or certificate of classification, whichever is applicable, or prior to the commencement of use, whichever occurs first</u></p>	<p>Works to be in accordance with the department's <i>Technical Manuals, Policies and Guidelines</i> together with relevant State and National Standards.</p> <p>The department's <i>Road Planning and Design Manual (RPDM)</i>.</p>

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	<p>(d) Prior to the commencement of any works within the State-controlled road, the applicant must arrange for detailed engineering plans and specifications for the proposed works to be submitted to the department for acceptance and the department's written approval to commence construction of the works must be issued. The engineering design plans and specifications submitted to the department for acceptance must be certified by an appropriately Registered Professional Engineer Qld (RPEQ).</p> <p><u>Note:</u> Further approvals will be required for construction prior to commencement of use in accordance with the requirements of Section 33 of the <i>Transport Infrastructure Act 1994</i>.</p> <p><u>AND</u></p> <p>(e) <u>The applicant must provide RPEQ certification to the Department of Transport and Main Roads that the development has been designed and constructed in accordance with parts (a) to (c) of this condition.</u></p>		
3	<p>The applicant must dedicate sufficient land to widen the existing road reserve in Peachester Road from the existing Beerwah Market Place access to Simpson Street, to provide for the intersection upgrading and the on road cycle facilities described <u>required in conditions 1 and 2</u> above.</p>	<p><u>Prior to the commencement of the use of stage 2 and to be maintained at all times.</u></p>	<p><u>The purposes of the <i>Transport Infrastructure Act 1994</i>.</u></p> <p>Required to maintain the safety and efficiency on Peachester Road.</p>

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4	<p>The applicant must ensure that:</p> <ul style="list-style-type: none"> • there is no increase in any existing stormwater discharge from the proposed development site to the State-controlled road • the proposed development does not impede any existing discharge of stormwater from the State-controlled road to the property. <p>(a) The management of stormwater (quantity and quality) post development must achieve a no worsening impact (on the pre-development condition) in accordance with the Department of Transport and Main Roads' <i>Road Drainage Manual</i>. In particular, stormwater management for the development must ensure no worsening or actionable nuisance to the state-controlled road network caused by peak discharges, flood levels, frequency/duration of flooding, flow velocities, water quality, sedimentation and scour effects.</p> <p>AND</p> <p>(b) Any excavation, filling, paving, landscaping, construction or any other works to the land must not:</p> <ol style="list-style-type: none"> i. create any new discharge points for stormwater runoff onto the state-controlled road; ii. interfere with and/or cause damage to the existing stormwater drainage on the state-controlled road; iii. surcharge any existing culvert or drain on the state-controlled road; iv. reduce the quality of stormwater discharge onto the state- 	<p>(a) – (b) Prior to the commencement of use and to be maintained at all times</p> <p>(c) 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>	<p>Required to maintain the safety and efficiency of the State-controlled road network.</p> <p>The purposes of the <i>Transport Infrastructure Act 1994</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>Additional comments or information: Please refer to the Department of Transport and Main Roads' <i>Road Drainage Manual</i> which can be accessed at http://www.tmr.qld.gov.au/Business-industry/Technical-standards-publications.aspx.</p> <p>Further guidance regarding stormwater management is also provided in the <i>Queensland Urban Drainage Manual</i> available at www.derm.qld.gov.au and in the <i>Environmental Protection Act 1994</i> and <i>Environmental Protection (Water) Policy 2009</i> which are available at www.legislation.qld.gov.au</p> <p>In accordance with Section 33 of the TIA, you must have written approval to carry out road</p>

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	<p>controlled road.</p> <p><u>AND</u></p> <p>(c) <u>The applicant must provide RPEQ certification to the Department of Transport and Main Roads that the development has been designed and constructed in accordance with parts (a) and (b) of this condition.</u></p>		<p>works, including road access works on a state-controlled road. <u>These development conditions do not constitute such approval. You will need to contact the Department of Transport and Main Roads on 5370 5555 to make an application for approval under section 33 of the TIA to carry out road works.</u></p>
5	<p>The applicant is responsible for achieving the relevant acoustic quality objectives of the Environmental Protection Act 1994, the Environmental Protection (Noise) Policy 2008 and the requirements of the Road Traffic Noise Management Code of Practice.</p> <p>The department will not be responsible for the provision of any buffers or noise attenuation measures necessary to maintain an appropriate level of amenity for residential or other noise-sensitive uses. The applicant must provide any required noise attenuation facilities which are to be located clear of the State-controlled road reserve:</p>		<p><i>Environmental Protection Act 1994.</i></p> <p><i>The department's Road Traffic Noise Management Code of Practice.</i></p>
65	<p>All works associated with this proposal, including any longitudinal or cross road drainage, relocation of services, lighting, etc. must be carried out at no cost to the department.</p>	<p><u>At all times</u></p>	<p><u>The purposes of the Transport Infrastructure Act 1994.</u></p> <p>The works identified are required to provide for safe and efficient access to the proposed</p>

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6	<p><u>(a) The applicant must provide a taxi facility parallel to kerb at a location within the development site.</u></p> <p>AND</p> <p><u>(b) The taxi facility must include the following components in accordance with the standards indicated:</u></p> <ul style="list-style-type: none"> ▪ <u>A dedicated taxi bay of minimum 12.8m in length and 1.7m in width to accommodate 2 taxis at any one time in accordance with AS2890.5 - Parking Facilities Part 5: On-street parking, AS1428.1 - Designing for Access and Mobility.</u> <p>AND</p> <ul style="list-style-type: none"> ▪ <u>At least one taxi parking bay must be suitable for use by people with disabilities in accordance with the Disability Standards for Accessible Public Transport 2002 - subsection 31(1) of the Disability Discrimination Act 1992;</u> ▪ <u>Include two 'Taxi Zone' signs, one at either end of the rank, in accordance with Australian Standards 1742 - "Manual of Uniform Traffic Control Devices".</u> 	<p><u>(a) - (b)</u> <u>Prior to the commencement of the use of stage 2 and to be maintained at all times.</u></p> <p><u>(c)</u> <u>Prior to obtaining a final inspection certificate or certificate of classification, whichever is applicable, or prior to the commencement of use, whichever occurs first</u></p>	<p>development</p> <p>The department does not contribute to private development works (unless a specific agreement has been entered into).</p> <p><u>Land Use and Transport Coordination under the Transport Planning and Coordination Act 1994</u></p> <p><u>The way the object of s.8A of the TPCA is to be achieved includes ensuring as far as practicable that public passenger transport offers an attractive alternative to private transport. It also seeks to promote urban development that maximises the use of public passenger transport and ensure, as far as practicable, the provision of public passenger transport infrastructure to support public passenger transport.</u></p> <p>Comments or additional information: <u>The Department of Transport and Main Roads' technical standards and publications can be accessed at</u> <u>http://www.tmr.qld.gov.au/Business-industry/Technical-standards-publications.aspx</u></p>

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	<p><u>AND</u></p> <p>(c) <u>The applicant must provide RPEQ certification to the Department of Transport and Main Roads that the taxi facility and associated components have been designed and constructed in accordance with parts (a) and (b) of this condition.</u></p>		



Stuart Duncan
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19 February 2013