

# Shaping Townsville

## Strategic Outcomes

This planning scheme allocates land for housing, business and community uses, sufficient to meet Townsville's needs for at least 25 years.

### Complies

This application is made over land identified within the Mixed Use Zone of the Townsville City Plan. Despite a Hospital use not being anticipated within the zone, the proposed addition of 28 beds to the existing development approval responds directly to the growing demand placed on the healthcare sector across Townsville. It utilises well-located land to sufficiently meet the current and growing demand for private healthcare provision within Townsville.

The shape of the city becomes more compact and efficient, led by intensified development in and around the principal centre and the major activity centres at Aitkenvale, Thuringowa Central and Hyde Park. This makes public transport, walking and cycling more convenient and viable, and supports investment in community facilities and other infrastructure.

### Complies

The development is located within an established mixed-use corridor in proximity to the Townsville CBD principal centre, supporting a more compact and efficient urban form. By consolidating the proposed uses within an existing built form, the proposed changes contribute to the intensification of development in and around key activity centres. Access to the site is well supported by public and active transport links.

A range of housing and lifestyle choices, including accessible, affordable and social housing choices, is provided in appropriate and affordable locations.

### Not Applicable

The change application does not a residential uses.

Limited areas for rural residential lifestyles provide residents with a semi-rural living option. These areas do not create conflicts with other rural uses, extractive industry operations or natural assets and environmental values, and do not expand further.

### Not Applicable

The change application does not comprise a rural residential use.

Townsville has areas of special residential character derived primarily from their architecture. Character residential areas are identified in which character is maintained by retaining character houses and ensuring sensitive redevelopment within these streetscapes.

### Complies

The proposed changes continue to retain the existing heritage building identified on the site and do not propose changes to the approved façades of the original approval.

<p>The special character and scenic and environmental values of Magnetic Island and the small townships of Paluma and the northern beaches (Rollingstone, Balgal Beach, Toomulla, Toolakea and Saunders Beach) are protected. These townships do not expand or accommodate any significant additional growth.</p>	<p><b>Not Applicable</b></p> <p>The site is not located within Magnetic Island, or within the small townships of Paluma and the northern beaches (Rollingstone, Balgal Beach, Toomulla, Toolakea and Saunders Beach).</p>
<p>The history of Townsville and its people make a major contribution to the identity of the city and its communities. The cultural heritage of Townsville is conserved for the present and future Townsville communities.</p>	<p><b>Not Applicable</b></p> <p>The site is not identified as a place with cultural heritage significance. Nevertheless, the proposed changes retain all original features of the existing State heritage building on the site, further reinforcing the locality's character.</p>
<p>The city is structured around a network of activity centres, ranging from the principal centre to small neighbourhood centres. These activity centres are focal points for the city and its community. They accommodate the majority of future employment, community and commercial activities. Activity centres are the key destination nodes for transport systems.</p>	<p><b>Complies</b></p> <p>The site is located in proximity to the Townsville CBD principal centre and the mixed-use gateway into the CBD. It supports pedestrian and vehicle movement and legibility to these key centres and is well served by the nearby Townsville Railway Station, a key transport destination node. The development therefore continues to align with the role of activity centres as focal points for community, employment and transport functions.</p>
<p>A hierarchy of activity centres exists to ensure that the scale and form of development is appropriate to the location, and that the centre plays an appropriate role within the wider city. The hierarchy contributes to an efficient, well-functioning and accessible city. While the scale and form of activity centres varies, all activity centres are founded on a mix of land uses, and are supported by residential areas that enhance each centre's viability.</p>	<p><b>Not Applicable</b></p> <p>The site is located within the Mixed-Use.</p>
<p>Efficient, reliable and safe active, passenger and freight transport networks are provided to support the city's population and economic growth.</p>	<p><b>Not Applicable</b></p> <p>The proposed change does not include the delivery of transport networks.</p>
<p>Infrastructure and community services are provided in an efficient way and at a standard that best meets community and environmental requirements.</p>	<p><b>Complies</b></p> <p>The proposed changes intend to improve the service delivery of the approved hospital at the site, directly responding to the increased demand placed on the healthcare sector across Townsville.</p>

### Element 3.3.3 – Character and Heritage

#### Character residential areas

Townsville city contains a collection of character residential areas with different elements of importance. Common to all of these areas are:

- a. consistency in building and architectural style within a particular street or precinct of character significance; or
- b. built forms that are reflective of a period of pre-war or post-war change in Townsville.

#### Complies

The northwestern corner of the site is located within the Character Residential (Workers Accommodation) zone. Notably, this change application seeks approval for internal reconfigurations contained within the built form located in the Mixed Use zone portion of the site and therefore is not anticipated to impact on the character of the surrounding residential areas.

Identified character areas are protected. In these areas, contributing character buildings are retained.

New development or additions and renovations to contributing character buildings within character areas are consistent with the established character in these areas, complementing traditional building elements and the scale of existing development.

#### Cultural heritage

Development on or near places of cultural heritage significance facilitates their active use but does not detract from their heritage significance and setting, including significant views to the place.

#### Not Applicable

The site is not identified as a place with cultural heritage significance.

Places that have cultural heritage significance to Aboriginal or Torres Strait Islander peoples are protected. Consistent with the provisions of the [Aboriginal Cultural Heritage Act 2003](#), development will take all reasonable and practicable measures to ensure Aboriginal cultural heritage is not harmed.

### Element 3.3.4 – Activity Centres

#### Nature of centres

A broad range of uses are encouraged at activity centres, appropriate to the identified hierarchy, to support vibrancy, community life and health and economic development and competition. Day and night-time activity is expected in Townsville's larger, higher level activity centres: CBD, Aitkenvale, Thuringowa Central, Hyde Park and future centres at

#### Not Applicable

The site is not identified as an activity centre within the centres hierarchy.

Julago and Burdell. Residential development is also promoted in activity centres, in a form and density appropriate to the scale of the centre.

An activity centre contains a mix of uses is multi-functional and able to accommodate a wide range of community and commercial activities, consistent with the identified hierarchy. While the dominant building in activity centres is often a shopping centre, a shopping centre alone does not make an activity centre.

The planning scheme adopts a hierarchy for activity centres in Townsville, the purpose of which is to ensure optimum access to employment, services and facilities across the city, including public transport services, to support the efficient provision of infrastructure and to optimise public investment.

The hierarchy is made up of:

1. the principal centre;
2. major centres;
3. district centres;
4. local centres;
5. neighbourhood centres; and
6. specialised centres.

**Not Applicable**

The site is located within the Character Residential (Workers Cottages) zone and the Mixed Use zone and is not an identified centre within the hierarchy.

Centres in newly developing areas expand commensurate with population growth in their primary catchments. While over the 25-year planning horizon of this planning scheme they may be expected to grow to a particular level in the hierarchy, they are not to perform at this level prematurely.

**Not Applicable**

The site is located within the Character Residential (Workers Cottages) zone and the Mixed Use zone and is not an identified centre within the hierarchy.

Development of retail and office activities occurs within the identified activity centres and mixed use areas. These activities do not locate in an out-of-centre location, except where specifically intended in a particular zone or precinct.

**Complies**

The site is located within the Mixed-use zone and maintains an appropriate location for associated Shop and Food and Drink Outlet uses.

Showrooms and retail-based hardware stores are also located within the identified activity centres or

**Not Applicable**

The change application is not seeking approval for showrooms or retail-based hardware stores.

mixed use areas. Their design and layout facilitates integration with other centre activities.

### Mixed Use Areas

The city contains a number of mixed use areas and corridors, many of which arose from historic strip commercial development. These areas generally evolve to facilitate improved relationship between buildings and the street, a pedestrian-oriented streetscape and improved visual amenity along major roads.

#### Complies

Set within an established mixed-use corridor, the site is surrounded by retail, commercial and community uses, as well as low-density residential housing. It is located at a key intersection along the mixed use gateway to the Townsville CBD. The change application responds to the evolving context of Townsville and its growing population and remains contained within the approved built form. It is anticipated, therefore, that the approved development has contributed to improving the streetscape.

These areas contain a mix of uses including medium density housing (where compatible with the local amenity), convenience retail and small-scale offices and showrooms, community and service industry uses which do not compromise the intended role or successful functioning of centres.

#### Complies

The development delivers an essential extension to a community activity facility within a mixed use context, supported by surrounding retail, commercial activities, and a range of low- to high-density housing. It supports the effective functioning of the wider CBD centre and does not compromise the strategic role of the centres hierarchy.

# Strong and Connected Community

## Strategic Outcomes

The character and identity of communities in urban and rural areas of Townsville evolves and strengthens through the city shape described in this strategic framework and through good urban design of places.

### Complies

The proposed changes are contained within the existing built form and consolidate the existing development over the site, representative of good urban design.

The architectural, cultural, historic, scenic, natural, social or spiritual qualities that create places of local heritage are conserved and enhanced.

### Complies

All proposed works are limited to internal reconfigurations, with no changes proposed to the State Heritage Place identified onsite. The architectural, cultural and historic qualities that contribute to the site's local heritage significance are therefore conserved and remain unaffected, consistent with the intent of this strategic outcome.

Easy access is provided to community services and facilities, and to places to celebrate culture, history and identity. Public spaces and streetscapes are legible, attractive, green, shaded, safe, accessible for all abilities and functional.

### Complies

The site is located approximately 270 metres from the Townsville CBD precinct boundary and within proximity to high-density residential areas.

The site is conveniently accessible via the Townsville Railway Station approximately 435m to the east of the site along Ingham Road.

Its location provides easy access to the approved hospital facility. The approved ground-floor landscaping and streetscape treatments create a legible, safe and accessible thoroughfare, contributing to an attractive, functional and inclusive public realm.

A high-quality network of open space and recreation opportunities provides for the needs of the community, supports social interaction, connections to natural assets and landscape features, and reinforces the city's identity.

### Not Applicable

The change application does not propose the provision of on-site open space.

However, the site is well serviced by an existing network of public open spaces, including West End Park approximately 280 metres to the west, Valentine Park approximately 215 metres to the south-east, and the Castle Hill Reserve and

associated walking tracks approximately 900 metres to the north.

The site's location therefore supports access to recreation opportunities, social interaction and connections to natural assets, consistent with the broader intent of the strategic outcome.

Strong connections to the natural environment and the protection of natural assets contribute to the health and wellbeing of the community.

The site benefits from strong connections to the surrounding open space network and to the Ross Creek, located approximately 470 metres to the east, via Ingham Road. These connections support access to natural assets and contribute to community health and wellbeing, consistent with the intent of the strategic outcome.

### Element 3.4.5 – Managing the Impacts of Development

Development mitigates the effects of new development on local character, noise and air quality, access to sunlight, breezes and privacy, and avoids commercial or through traffic in residential streets.

#### **Complies**

The change application is contained within the existing built form of Building A within the site.

As such, the proposal ensures that there will be no additional impacts in relation to overshadowing, access to sunlight or breezes, noise, odour or the like.

The interface between land zoned for industry and sensitive land uses is managed to protect the health, wellbeing, amenity and safety of the community and protect industrial activities from incompatible development.

#### **Not Applicable**

The site is not located on an interface of industry and sensitive land uses.

The planning scheme does not protect private views, other than where proposed development is inconsistent with the described intent for a local area.

#### **Not Applicable**

This change application is seeking approval for internal reconfigurations within an existing built form and thus does not impact on private views.

Negative social impacts caused by development are avoided or minimised.

#### **Complies**

The change application is limited to internal reconfigurations and does not alter the approved use, scale or external form of the development. As a result, no additional adverse impacts are generated for surrounding land uses or the wider community, and any potential negative social impacts are avoided or minimised, consistent with the strategic outcome.

# State code 2: Development in a Railway environment

**Table 2.1 Development in General**

Performance Outcomes	Acceptable Outcomes	Response
<b>Buildings, structures, infrastructure, services and utilities</b>		
<p><b>PO1</b></p> <p>Development does not create a safety hazard within the railway corridor.</p>	<p>No acceptable outcome is prescribed.</p>	<p><b>Complies with PO1-PO10</b></p> <p>The change application is seeking approval for internal reconfigurations. As such, no works are proposed external to the existing five storey building. The proposal is not anticipated to impact on the existing railway environment and will continue to have regard to the current approval conditions.</p>
<p><b>PO2</b></p> <p>Development does not cause damage to the railway corridor, rail transport infrastructure or other rail infrastructure.</p>	<p>No acceptable outcome is prescribed.</p>	
<p><b>PO3</b></p> <p>Development does not interfere with, or obstruct, the rail transport infrastructure or other rail infrastructure.</p>	<p>No acceptable outcome is prescribed.</p>	
<p><b>PO4</b></p> <p>Development does not adversely impact the structural integrity or physical condition of the railway, other rail infrastructure or the railway corridor by adding or removing loading.</p>	<p>No acceptable outcome is prescribed.</p>	
<p><b>PO5</b></p> <p>Development above a railway is designed to enable natural ventilation and smoke</p>	<p>No acceptable outcome is prescribed.</p>	

dispersion in the event of a fire emergency.

**PO6**

Development does not adversely impact the operating performance of the railway corridor.

No acceptable outcome is prescribed.

**PO7**

Buildings and structures in a railway corridor are designed and constructed to protect persons in the event of a derailed train.

No acceptable outcome is prescribed.

**PO8**

Buildings and structures in high risk locations and where also located within 10 metres of the centreline of the nearest railway track are design and constructed to protect persons in the event of a derailed train.

**A08.1**

Buildings and structures, in a railway corridor, including foundations, retaining and other support elements, are designed and constructed in accordance with Civil Engineering Technical Requirement CIVIL-SR-012 Collision protection of supporting elements adjacent to railways, Queensland Rail, 2011, AS5100 Bridge design, and AS1170 Structural design actions.

**PO9**

Buildings and structures are designed and constructed to protect people from electrocution.

**A09.1**

The outermost projection of development is set back horizontally a minimum of 3 metres from the outermost projection of overhead line equipment.

**PO10**

Development in the railway corridor is designed and constructed to prevent

No acceptable outcome is prescribed.

projectiles being thrown onto the railway.		
<p><b>PO11</b></p> <p>Buildings, and structures with publicly accessible or communal areas within 20 metres from the centreline of the nearest railway track are designed and constructed to prevent projectiles from being thrown onto a railway.</p>	<p><b>AO11.1</b></p> <p>Publicly accessible areas located within 20 metre from the centreline of the nearest railway do not overlook a railway.</p> <p>OR</p> <p><b>AO11.2</b></p> <p>Buildings and structures are designed to ensure publicly accessible areas located within 20 metres from the centreline of the nearest railway track and that overlook the railway may include throw protection screens in accordance with the relevant provisions of the Civil Engineering Technical Requirement – CIVIL-SR005 Design of buildings over or near railways, Queensland Rail, 2011, and the Civil Engineering Technical Requirement – CIVIL-SR008 Protection screens, Queensland Rail.</p>	<p><b>Complies with PO11</b></p> <p>No new publicly accessible areas overlooking the railway are proposed as part of this change application.</p>

**Stormwater and Overland Flow**

<p><b>PO12</b></p> <p>Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard in a railway corridor.</p>	<p>No acceptable outcome is prescribed.</p>	<p><b>Complies with PO12-PO14</b></p> <p>No additional impacts are expected as the change application proposes only internal reconfigurations, with no increase of non-permeable or hardstand surfaces.</p>
<p><b>PO13</b></p> <p>Stormwater run-off or overland flow from the development site does not result in a material worsening of operating</p>	<p>No acceptable outcome is prescribed.</p>	

performance of the railway corridor, rail transport infrastructure or other rail infrastructure.

**PO14**

Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the railway corridor, rail transport infrastructure or other rail infrastructure.

No acceptable outcome is prescribed.

**Flooding**

**PO15**

Development does not result in a material worsening of flooding impacts within a railway corridor.

No acceptable outcome is prescribed.

**Complies with PO15**

The change application only seeks approval for internal reconfigurations. No material worsening of flooding impacts within the adjacent railway corridor is anticipated as a result.

**Drainage Infrastructure**

**PO16**

Drainage infrastructure does not create a safety hazard in a railway corridor.

**AO16.1**

Drainage infrastructure is wholly contained within the development site.

AND

**AO16.2**

Drainage infrastructure can be maintained without requiring access to a railway corridor.

**Complies with AO16.1 and AO16.2**

The change application only seeks approval for internal reconfigurations. No changes to the approved drainage infrastructure is proposed.

**Construction Impacts**

**PO17**

Construction activities do not cause ground movement or

No acceptable outcome is prescribed.

**Complies with PO17**

The change application only seeks approval for internal

vibration impacts in a railway corridor.	reconfigurations. No vibration impacts on the railway corridor are anticipated as a result.
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**Access**

<p><b>PO18</b></p> <p>Development prevents unauthorised access to the railway corridor.</p>	<p><b>AO18.1</b></p> <p>Development abutting the railway corridor incorporates fencing along the property boundary with the railway corridor in accordance with the railway manager’s standards.</p> <p>AND</p> <p><b>AO18.2</b></p> <p>A road barrier designed in accordance with Queensland Rail Civil Engineering Technical Requirement CIVIL-SR-007 – Design Criteria for Road Rail Barriers.</p> <p>AND</p> <p><b>AO18.3</b></p> <p>Vehicle manoeuvring areas, driveways, loading areas and carparks abutting the railway corridor incorporate rail interface barriers along the boundary to the railway corridor.</p>	<p><b>Complies with PO18-PO20</b></p> <p>The change application only seeks approval for internal reconfigurations. The proposed changes will continue to adhere to the existing conditions of approval.</p>
<p><b>PO19</b></p> <p>Development maintains existing maintenance and authorised access to the railway corridor.</p>	<p><b>AO19.1</b></p> <p>Development does not obstruct existing authorised access points and access routes for maintenance and emergency works to the railway corridor at all times.</p>	
<p><b>PO20</b></p>	<p><b>AO20.1</b></p>	

<p>Development does not impede the maintenance of a railway bridge or authorised access to a railway bridge.</p>	<p>Buildings and other structures are set back horizontally a minimum of 3 metres from a railway bridge.</p> <p>AND</p> <p><b>AO20.2</b></p> <p>Permanent structures are not located below or abutting a railway bridge.</p> <p>AND</p> <p><b>AO20.3</b></p> <p>Temporary activities below or abutting a railway bridge do not impede access to a railway corridor.</p>	
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**Public Passenger Transport and Active Transport**

<p><b>PO21</b></p> <p>Development does not compromise the safety of public passenger transport infrastructure and active transport infrastructure.</p>	<p>No acceptable outcome is prescribed.</p>	<p><b>Complies with PO21-PO24</b></p> <p>The change application is seeking approval for internal reconfigurations. No changes are proposed to the approved access points to the site, and no additional impacts on the public passenger transport infrastructure and active transport infrastructure are anticipated.</p>
<p><b>PO22</b></p> <p>Development maintains pedestrian and cycle access to a railway station or other public passenger transport infrastructure and active transport infrastructure associated with the railway.</p>	<p>No acceptable outcome is prescribed.</p>	
<p><b>PO23</b></p> <p>Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure.</p>	<p>No acceptable outcome is prescribed.</p>	

<p><b>PO24</b></p> <p>Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure.</p>	<p>No acceptable outcome is prescribed.</p>	
<p><b>Planned Upgrades</b></p>		
<p><b>PO25</b></p> <p>Development does not impede delivery of planned upgrades of rail transport infrastructure.</p>	<p>No acceptable outcome is prescribed.</p>	<p><b>Complies with PO25</b></p> <p>The proposed changes are contained within an existing built form and are not anticipated to impact on the delivery of planned upgrades to the railway infrastructure.</p>
<p><b>Network Safety</b></p>		
<p><b>PO26</b></p> <p>Development involving dangerous goods does not adversely impact on the safety or operations of the railway and rail transport infrastructure.</p>	<p><b>AO26.1</b></p> <p>Development does not involve handling or storage of hazardous chemicals above the threshold quantities listed in table 5.2 of the Model Planning Scheme Development Code for Hazardous Industries and Chemicals, Office of Industrial Relations, Department of Justice and Attorney-General, 2016.</p>	<p><b>Complies with AO26.1</b></p> <p>The development will not involve the handling or storage of hazardous chemicals above the threshold quantities in accordance Table 5.2.</p>

**TABLE 2.2 FILLING, EXCAVATION, BUILDING FOUNDATIONS AND RETAINING STRUCTURES**

<b>Performance Outcomes</b>	<b>Acceptable Outcomes</b>	<b>Response</b>
<p><b>PO27</b></p> <p>Development does not create a safety hazard for users of the railway or other rail infrastructure.</p>	<p>No acceptable outcome is prescribed.</p>	<p><b>Complies with PO27-PO34</b></p> <p>The proposed changes pertain solely to internal reconfigurations of the approved built form of Building A. No filling, excavation, building foundation or retaining structures are proposed in this change application.</p>
<p><b>PO28</b></p> <p>Development does not adversely impact on the operating performance of the railway or other rail infrastructure within the railway corridor.</p>	<p>No acceptable outcome is prescribed.</p>	
<p><b>PO29</b></p> <p>Development does not undermine, damage, or cause subsidence of, the railway corridor.</p>	<p>No acceptable outcome is prescribed.</p>	
<p><b>PO30</b></p> <p>Development does not adversely impact the structural integrity or physical condition of the railway, other rail infrastructure or the railway corridor by adding or removing loading.</p>	<p>No acceptable outcome is prescribed.</p>	
<p><b>PO31</b></p> <p>Development does not cause ground water disturbance in the railway corridor.</p>	<p>No acceptable outcome is prescribed.</p>	
<p><b>PO32</b></p>	<p>No acceptable outcome is prescribed.</p>	

Development does not adversely impact the railway or other rail infrastructure within the railway corridor.

**PO33** No acceptable outcome is prescribed.

Excavation, boring, piling, blasting, drilling, fill compaction or similar activities does not adversely impact the operating performance of the railway or other rail infrastructure within the railway corridor.

**PO34** Filling and excavation material does not cause an obstruction or nuisance in the railway corridor.

**AO34.1** Fill, spoil or any other material is not stored in, or adjacent to, the railway corridor.

**TABLE 2.3 RAILWAY CROSSINGS**

Performance Outcomes	Acceptable Outcomes	Response
<b>PO35</b> Development does not require a new level railway crossing.	No acceptable outcome is prescribed.	<b>Complies with PO35–PO38</b>  The change application is seeking approval for internal reconfigurations. As such, the proposal is not anticipated to impact on existing or require a new level railway crossing.
<b>PO36</b> Development does not adversely impact on the operating performance of an existing railway crossing.	No acceptable outcome is prescribed.	
<b>PO37</b> Development does not adversely impact on the safety of an existing railway crossing.	No acceptable outcome is prescribed.	
<b>PO38</b>	No acceptable outcome is prescribed.	

Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a railway crossing.

**TABLE 2.4 ENVIRONMENTAL EMISSIONS**

Performance Outcomes	Acceptable Outcomes	Response
<b>Reconfiguring a Lot</b>		
<b>Involving the creation of 5 or fewer new residential lots adjacent to a railway or type 2 multi-modal corridor</b>		
<b>PO39</b>	<b>AO39.1</b>	<b>Not Applicable</b>
Development minimises free field noise intrusion from a railway.	<p>Development provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> <li>1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1);</li> <li>2. in accordance with:               <ol style="list-style-type: none"> <li>a. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018;</li> <li>b. b. Technical Specification–MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> <li>c. Technical Specification–MRTS04 General Earthworks, Transport and Main Roads, 2020.</li> </ol> </li> </ol>	The change application will not result in the creation of any residential lots.

OR

**AO39.2**

Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.

OR

**AO39.3**

Development provides a solid gap-free fence or other solid gap-free structure along the full extent of the boundary closest to a railway.

**Involving the creation of 6 or more new residential lots adjacent to a railway or type 2 multi-modal corridor**

**PO40**

Reconfiguring a lot minimises free field noise intrusion from a railway.

**AO40.1**

Development provides a noise barrier or earth mound which is designed, sited and constructed:

1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1);
2. in accordance with:
  - a. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers;
  - b. b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;

**Not Applicable**

The change application will not result in the creation of any residential lots.

- c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.

OR

**AO40.2**

Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.

**Material change of use (accommodation activity)**

**Ground floor level requirements adjacent to a railway or type 2 multi-modal corridor**

<b>PO41</b>	<b>AO41.1</b>	<b>Not Applicable</b>
<p>Development minimises noise intrusion from a railway in private open space at the ground floor.</p>	<p>Development provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ul style="list-style-type: none"> <li>3. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1);</li> <li>4. in accordance with:               <ul style="list-style-type: none"> <li>a. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers;</li> <li>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> <li>c. Technical Specification-MRTS04 General Earthworks,</li> </ul> </li> </ul>	<p>The change application will not result in any accommodation activities on site.</p>

Transport and Main Roads, 2020.

OR

**AO41.2**

Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.

**PO42**

Development (excluding a relevant residential building or relocated building) minimises noise intrusion from the railway in habitable rooms at the facade of the ground floor level.

**AO42.1**

Development (excluding a relevant residential building or relocated building) provides a noise barrier or earth mound which is designed, sited and constructed:

1. to achieve the maximum building facade acoustic level in reference table 1 (item 1.1) for habitable rooms at the ground floor level;
2. in accordance with:
  - a. a.Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018;
  - b. b.Technical Specification–MRTS15 Noise Fences, Transport and Main Roads, 2019;.
  - c. Technical Specification–MRTS04 General Earthworks,

	<p>Transport and Main Roads, 2020.</p> <p>OR</p> <p><b>AO42.2</b></p> <p>Development (excluding a relevant residential building or relocated building) achieves the maximum building facade acoustic level in reference table 1 (item 1.1) for habitable rooms at the ground floor level by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>	
<p><b>PO43</b></p> <p>Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in Table 3 (item 3.1).</p>	<p>No acceptable outcome is prescribed.</p>	
<p><b>Above ground floor level requirements (accommodation activity) adjacent to a railway or type 2 multi-modal corridor</b></p>		
<p><b>PO44</b></p> <p>Balconies, podiums and roof decks include:</p> <ol style="list-style-type: none"> <li>1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia);</li> <li>2. highly acoustically absorbent material treatment for the total area of the soffit above</li> </ol>	<p>No acceptable outcome is prescribed.</p>	<p><b>Not Applicable</b></p> <p>The change application will not result in any accommodation activities on site.</p>

balconies, podiums and roof decks

**PO45**

Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).

No acceptable outcome is prescribed.

**Material change of use (other uses)**

**Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a railway or type 2 multi-modal corridor**

**PO46**

Development:

1. provides a noise barrier or earth mound that is designed, sited and constructed:
  - a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas;
  - b. in accordance with:
    - i. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018;

No acceptable outcome is prescribed.

**Complies with PO46**

The change application only seeks approval for internal reconfigurations. Compliance with PO46 is achieved through adherence to the conditions of approval previously imposed over the site.

<ul style="list-style-type: none"> <li>ii. Technical Specification- MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> <li>iii. Technical Specification- MRTS04 General Earthworks, Transport and Main Roads, 2020; or</li> </ul> <p>2. achieves the maximum free field acoustic level in reference table (item 2.3) for all outdoor education areas and outdoor play areas by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>		
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<p><b>PO47</b></p> <p>Development involving a childcare centre or educational establishment:</p> <ul style="list-style-type: none"> <li>1. provides a noise barrier or earth mound that is designed, sited and constructed: <ul style="list-style-type: none"> <li>a. to achieve the maximum building facade acoustic level in reference table 1 (item 1.2);</li> <li>b. in accordance with: <ul style="list-style-type: none"> <li>i. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and</li> </ul> </li> </ul> </li> </ul>	<p>No acceptable outcome is prescribed.</p>	<p><b>Not Applicable</b></p> <p>The change application does not include a childcare centre or educational establishment.</p>
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Construction of  
Noise  
Fences/Barriers,  
Queensland Rail,  
2018; or

2. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.

**PO48**

Development involving:

1. indoor education areas and indoor play areas; or
2. sleeping rooms in a childcare centre; or
3. patient care areas in a hospital;

achieves the maximum internal acoustic level in reference table 3 (items 3.2, 3.3 and 3.4).

No acceptable outcome is prescribed.

**Complies with PO48**

The proposed changes are contained within the existing built form which is understood to achieve compliance with the required maximum internal acoustic levels.

**Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a railway or type 2 multi-modal corridor**

**PO49**

Development involving a childcare centre; or educational establishment which have balconies, podiums or elevated outdoor play areas predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from the railway are provided with:

1. a continuous solid gap-free structure or balustrade

No acceptable outcome is prescribed.

**Not Applicable**

The proposed change does not involve a development for a childcare centre or educational establishment.

(excluding gaps required for drainage purposes to comply with the Building Code of Australia); and

2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums and elevated outdoor play areas.

**PO50**

Development including:

1. indoor education areas and indoor play areas in a childcare centre or educational establishment; or
2. sleeping rooms in a childcare centre; or
3. patient care areas in a hospital located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4).

No acceptable outcome is prescribed.

**Complies with PO50**

The proposed changes are contained within the existing built form which is understood to achieve compliance with the required maximum internal acoustic levels.

**Air, light and vibration**

**PO51**

Private open space, outdoor education areas and outdoor play areas are protected from air quality impacts from a railway.

**AO51.1**

Each dwelling or unit has access to a private open space which is shielded from a railway by a building, noise barrier, solid gap-free fence, or other solid gap-free structure.

OR

**AO51.2**

Each outdoor education area and outdoor play area is shielded from a railway by a building, noise barrier, solid

**Not Applicable**

The proposed development does not include a private open space, outdoor education area or outdoor play area component.

gap-free fence, or other solid gap-free structure.

<p><b>PO52</b></p> <p>Patient care areas within hospitals are protected from vibration impacts from a railway.</p>	<p><b>AO52.1</b></p> <p>Hospitals are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of 0.1m/s<sup>1.75</sup>.</p> <p>AND</p> <p><b>AO52.2</b></p> <p>Hospitals are designed and constructed to ensure vibration in the ward of a patient care area does not exceed a vibration dose value of 0.4m/s<sup>1.75</sup>.</p>	<p><b>Complies with PO52</b></p> <p>The proposed changes are contained within the existing built form which is understood to achieve compliance with the required maximum vibration dose values.</p>
<p><b>PO53</b></p> <p>Development is designed and sited to ensure light from infrastructure within, and use of, a railway does not:</p> <ol style="list-style-type: none"> <li>intrude into buildings during night hours (10pm to 6am); and</li> <li>create unreasonable disturbance during evening hours (6pm to 10pm).</li> </ol>	<p>No acceptable outcomes are prescribed.</p>	<p><b>Complies with PO53</b></p> <p>The proposed changes are contained within the existing built form and does not anticipate light intrusion impacts.</p>

**TABLE 2.5 DEVELOPMENT IN A FUTURE RAILWAY CORRIDOR**

Performance Outcomes	Acceptable Outcomes	Response
<p><b>PO54</b></p> <p>Development does not impede the planning, design and delivery of rail transport infrastructure in a future railway corridor.</p>	<p><b>AO54.1</b></p> <p>Development is not located in a future railway corridor.</p> <p>OR both of the following acceptable outcomes apply:</p> <p><b>AO54.2</b></p>	<p><b>Complies with AO54.1</b></p> <p>Development is not located in a future railway corridor.</p>

The intensification of lots does not occur within a future railway corridor.

AND

**AO54.3**

Development does not result in the landlocking of parcels once a future railway corridor is delivered.

<p><b>PO55</b></p> <p>Development, including filling, excavation, building foundations and retaining structures do not undermine or cause subsidence of a future railway corridor.</p>	<p>No acceptable outcomes are prescribed.</p>	<p><b>Complies with PO55</b></p> <p>Development is not located in a future railway corridor.</p>
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<p><b>PO56</b></p> <p>Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a future railway corridor.</p>	<p>No acceptable outcomes are prescribed.</p>	<p><b>Complies with PO56</b></p> <p>Development is not located in a future railway corridor.</p>
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