

Our ref: WR24/11184
Your ref: PDA/2023/5733

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09/05/2024
TOOWOOMBA
REGIONAL COUNCIL



Department of
State Development and Infrastructure

9 May 2024

Toowoomba Regional Council
Attn: Sophie Spencer
PO Box 3021
Toowoomba QLD 4350

Email: development@tr.qld.gov.au, sophie.spencer@tr.qld.gov.au

Dear Sophie

RELEVANT STATE INTERESTS FOR A PDA DEVELOPMENT APPLICATION FOR A PDA DEVELOPMENT PERMIT FOR A MATERIAL CHANGE OF USE FOR MULTIPLE DWELLING (56 UNITS) AND SHOPPING CENTRE AT 1A-3 NEIL STREET, TOOWOOMBA CITY DESCRIBED AS LOT 3 AG208, LOT 1 RP151665, LOT 5 RP16677, LOT 2 RP129701, LOT 1-3 RP16672 AND LOT 26-28 RP16674

Thank you for consulting with Economic Development Queensland (EDQ) about state interests relevant to the above PDA development application (the application).

After undertaking an assessment of the applicant's responses to the items identified in our previous correspondence, dated 24 January 2024, EDQ advises that the enclosed conditions and/or advice are appropriate to address the relevant state interests if the local government delegate decides to approve the application.

This advice relates to the application as currently proposed. Should the application change via a response to an information request, further issues or a formal change made under s92 of the *Economic Development Act 2012*, another state interest check will be required to assess the changed proposal.

Should you have any queries in relation to this notice, please do not hesitate to contact Vivian Lun, Planner, Development Assessment, in Economic Development Queensland, by telephone on (07) 3452 6781 or at Vivian.Lun@dsdilgp.qld.gov.au.

Yours sincerely



Carolyn Mellish
Director
Development Assessment
Economic Development Queensland

Encl.: Appendix A – State Interest Conditions
Appendix B – Plan Amended in Red

Economic Development Queensland
GPO Box 2202
Brisbane Queensland 4001 Australia
Website www.edq.qld.gov.au
ABN 76 590 288 697

Appendix A

Plans and Documents			
Plans and documents referred to in the recommended conditions are detailed in the following table:			
Approved plans and documents		Number	Date
1.	Council Proposed Land Dedication by RMA Engineers (amended in red on 26 April 2024)	T-SK0008, Issue A	28 November 2023
2.	Traffic Impact Assessment by RMA Engineers	23E-0068	20 December 2023
3.	Stormwater Management Plan by RMA Engineers	23E-0068	11 December 2023

No	Development Conditions	Timing
Development Permit – Material Change of Use for Shopping Centre and Multiple Dwelling		
Filling and Excavation		
1.	<p>a) Any excavation, filling/backfilling/compaction, retaining structures, basement retention systems, building foundation structures etc. and other works involving ground disturbance must not:</p> <p>(i) encroach upon or de-stabilise or cause damage to the SCR network or cause similar adverse impact;</p> <p>(ii) adversely impact on the state-controlled road through the addition or removal of lateral loads or additional surcharge load;</p> <p>b) Submit RPEQ certification with supporting documentation to the Department of Transport and Main Roads, confirming 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 obtaining development approval for operational work or building work, whichever occurs first.</p>
Road Works on a State-controlled Road		
2.	<p>Road works must be provided generally in accordance the measures outlined in the submitted TIA prepared by RMA (Project # 23E-0068) dated 20/12/23 - in particular Figure 8.1. This includes: -</p> <p>(i) Install "Give Way"/"Stop" signage and line-marking on the southbound Ann Street approach to the Chalk Drive/Lane entry interface which will provide priority to vehicles entering from Chalk Drive;</p> <p>(i) Provide a divided median dividing the 2 eastbound stand-up lanes along Chalk Drive to prevent vehicles weaving from the inner lane to the site entrance off</p>	Prior to the commencement of use.

No	Development Conditions	Timing
	<p>Chalk Drive;</p> <p>(ii) Provide a high angle, "left out" only from Chalk Lane to Chalk Drive at the approximate location shown in Figure 8.1;</p> <p>(iii) Provide a zebra crossing at the eastern end of Chalk Lane to provide a safe pedestrian connection to the signalised intersection;</p> <p>(iv) Provide "No right turn" signage facing westward on the approach to the Chalk Lane/Neil Street intersection, in conjunction with double barrier line marking along Neil Street preventing right turns out of the lane in close proximity to the intersection. The double barrier line is to extend from the Neil/Chalk Drive intersection to past the Chalk Lane/Neil Street intersection; and</p> <p>(v) Provide a pedestrian connection to the CBD via the installation of a suitable crossing across Chalk Drive, incorporated into the existing traffic signals, to TMR requirements.</p>	
Stormwater Management		
3.	<p>a) Stormwater management of the development must not cause worsening to the operating performance of the SCR (State Controlled Road), such that any works on the land must not:</p> <p>(i) create any new discharge points for stormwater runoff onto the SCR;</p> <p>(ii) concentrate or increase the velocity of flows to the SCR;</p> <p>(iii) interfere with and/or cause damage to the existing stormwater drainage on the SCR;</p> <p>(iv) surcharge any existing culvert or drain on the SCR;</p> <p>(v) reduce the quality of stormwater discharge onto the SCR;</p> <p>(vi) impede or interfere with any overland flow or hydraulic conveyance from the SCR; and</p> <p>(vii) reduce the floodplain immunity of the SCR.</p> <p>b) Submit RPEQ certification to the Department of Transport and Main Roads, confirming that the development has been designed in accordance with part (a) of this condition.</p>	<p>a) At all times.</p> <p>b) Prior to obtaining development approval for operational work or building work, whichever</p>

No	Development Conditions	Timing
	c) Submit RPEQ certification to the Department of Transport and Main Roads, confirming that the development has been constructed in accordance with parts (a) and (b) of this condition.	occurs first. c) Within 20 business days of the completion of works.
Vehicular Access to a State-controlled Road		
4.	a) The road access location/s are to be located generally in accordance with the submitted TIA prepared by RMA (Project # 23E-0068) dated 20/12/23 - Figure 8.1 b) The road access works must be designed and constructed in accordance with the relevant TMR standards/requirements.	a) At all times b) At all times
Wayfinding Signage		
5.	NF08 – Model Condition Signage, as described in Condition 5 above, is to be installed in accordance with the Department of Transport and Main Roads' <i>Manual of Uniform Traffic Control Devices</i> .	Prior to the commencement of use.
Railway Corridor (Flooding, Stormwater and Overland Flow)		
6.	a) Carry out the flooding management of the development in relation to the railway corridor generally in accordance with Sections 5.5.1 and 5.6.3 and Appendix B of the Stormwater Management Plan prepared by RMA Engineers, dated 27/03/2024, document reference 23E-0068, revision 2. b) Carry out the stormwater management of the development in relation to the railway corridor generally in accordance with Sections 3.2, 4.2, 4.4.5, 4.6.1 and 4.7.1 and Appendix B (Post Development Catchment Plan) of the Stormwater Management Plan prepared by RMA Engineers, dated 27/03/2024, document reference 23E-0068, revision 2. c) The overland flow management of the development must not cause worsening to the operating performance of the railway corridor such that any works on the land must not: (i) adversely impact on the railway corridor by impeding or interfering with overland flow or hydraulic conveyance. d) RPEQ certification, with supporting documentation, must be provided to Department of Transport and Main Roads' Program Delivery and Operations unit of the Southern Queensland Region at Downs.South.West.IDAS@tmr.qld.gov.au confirming that the development has been designed in accordance with parts (a) - (c) of this condition.	a) At all times b) At all times c) At all times d) Prior to the commencement of operational work or building work, whichever occurs first

No	Development Conditions	Timing
	<p>e) RPEQ certification, with supporting documentation, must be provided to Department of Transport and Main Roads' Program Delivery and Operations unit of the Southern Queensland Region at Downs.South.West.IDAS@tmr.qld.gov.au confirming that the development has been constructed in accordance with parts (a) - (d) of this condition.</p>	<p>e) Prior to the commencement of use</p>
Bus Routes		
7.	<p>a) Any external roadworks required to Neil Street (between Campbell Street south to the Toowoomba Bus Station), Ruthven Street, Victoria Street, Chalk Drive and Campbell Street (east of its intersection with Neil Street) must be designed and constructed in accordance with the following:</p> <ul style="list-style-type: none"> (i) Department of Transport and Main Roads <i>Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design</i> (Parts 3, 4-4C and 6); (ii) <i>Austrroads Guide to Road Design</i> (Parts 3, 4-4C and 6); (iii) <i>Austrroads Design Vehicles and Turning Path Templates</i>; (iv) Queensland Manual of Uniform Traffic Control Devices, Part 13: <i>Local Area Traffic Management</i> and AS 1742.13 Manual of Uniform Traffic Control Devices – <i>Local Area Traffic Management</i>; (v) Chapter 2 - Planning and Design, Section 2.3.2 Bus Route Infrastructure of the Department of Transport and Main Roads <i>Public Transport Infrastructure Manual 2015</i>. <p>b) Provide RPEQ certification, with supporting documentation, to Department of Transport and Main Roads' Program Delivery and Operations unit of the Southern Queensland Region at Downs.South.West.IDAS@tmr.qld.gov.au confirming that the development has been designed in accordance with part (a) of this condition.</p> <p>c) Provide RPEQ certification, with supporting documentation, to Department of Transport and Main Roads' Program Delivery and Operations unit of the Southern Queensland Region at Downs.South.West.IDAS@tmr.qld.gov.au confirming that the development has been constructed in accordance with part (a) of this condition.</p>	<p>a) Prior to the commencement of use</p> <p>b) Prior to the commencement of operational work or building work, whichever occurs first</p> <p>c) Prior to the commencement of use</p>

No	Development Conditions	Timing
Urban Bus Stop Pair		
8.	<p>a) The applicant must provide a new bus stop pair (westbound and eastbound bus stops) on Chalk Drive, between its intersections with Neil Street and Ruthven Street, generally in accordance with the Council Proposed Land Dedication, prepared by RMA Engineers, dated 28/11/2023, drawing number T-SK0008, revision A, as amended in red.</p> <p>b) Each bus stop must be in accordance with the <i>Transport Operations (Road Use Management – Road Rules) Regulation 2009</i>, in particular stopping at intersections, and <i>Disability Standards for Accessible Public Transport 2002</i> made under subsection 31(1) of the <i>Disability Discrimination Act 1992</i> and include the following components in accordance with the Department of Transport and Main Roads' <i>TransLink Public Transport Infrastructure Manual 2015</i>:</p> <p>(i) all mandatory bus stop components for a 'Intermediate stop' detailed in Section 5.7 - 'Bus stop components' of Chapter 5 - 'Bus stop infrastructure';</p> <p>(ii) a J pole sign with timetable case in accordance with Figure 5.11 – 'Bus stop identification markers' and Table 5.9 - 'Stop signage/stop marker' of Chapter 5 - 'Bus stop infrastructure', and Sign Type IS-10b 'Bus Stop – J Pole Sign (TransLink)' and 'IS-10e – A3 Timetable Case' (sections 4.27.1 - 4.28) of the Signage Manual – Bus Network Infrastructure, TransLink Division, Department of Transport and Main Roads, April 2023;</p> <p>(iii) a shelter in accordance with Table 5-9 – 'TransLink requirements for bus stop components' (bus stop furniture – shelters) of Chapter 5 – 'Bus Stop Infrastructure' and DRG5-0101 - Bus Shelter Designs - Type 1A of Appendix 5-B – 'Layout and technical drawings' or the equivalent Toowoomba Regional Council standard;</p> <p>(iv) a bus zone for a single unit rigid bus of 12.5m in length in accordance with Section 5.6.3.1 - 'Bus stop length requirements', 'Table 5.7: Minimum bus stop length requirements' and Table 5.4: 'Bus stop arrangements' of Chapter 5 - 'Bus stop infrastructure';</p> <p>(v) bus zone signs R5-20 at either end of the bus zone and pavement marking in accordance with AS1742.11 – <i>Manual of uniform traffic control devices, Part 11: Parking controls; and</i></p>	<p>a) Prior to the commencement of use</p> <p>b) Prior to the commencement of use</p>

No	Development Conditions	Timing
	<p>(vi) hardstand and access in accordance with DRG 5-0021, DRG 5-0022 and DRG 5-0025 of Appendix 5-B – ‘Layout and technical drawings’.</p> <p>c) RPEQ certification, with supporting documentation, must be provided to Department of Transport and Main Roads’ Program Delivery and Operations unit of the Southern Queensland Region at Downs.South.West.IDAS@tmr.qld.gov.au confirming 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 Department of Transport and Main Roads’ Program Delivery and Operations unit of the Southern Queensland Region at Downs.South.West.IDAS@tmr.qld.gov.au confirming that the development has been constructed in accordance with parts (a) - (c) of this condition.</p>	<p>c) Prior to the commencement of operational work or building work, whichever occurs first</p> <p>d) Prior to the commencement of use</p>
Active Transport		
9.	<p>a) Provide pedestrian pathway connections, including kerb ramps, between each bus stop on Chalk Drive (eastbound and westbound) and the pedestrian entries to the development in Chalk Lane (including the DDA compliant entry), including RPEQ certified pedestrian crossing arrangements across Chalk Lane and Chalk Drive, and any required pedestrian pathways through the reserve land (Lots 938 and 939 on AG4212);</p> <p>b) RPEQ certification, with supporting documentation, must be provided to Department of Transport and Main Roads’ Program Delivery and Operations unit of the Southern Queensland Region at Downs.South.West.IDAS@tmr.qld.gov.au confirming that the development has been designed in accordance with part (a) of this condition; and</p> <p>c) RPEQ certification, with supporting documentation, must be provided to Department of Transport and Main Roads’ Program Delivery and Operations unit of the Southern Queensland Region at Downs.South.West.IDAS@tmr.qld.gov.au confirming that the development has been constructed in accordance with parts (a) and (b) of this condition.</p>	<p>a) Prior to the commencement of use</p> <p>b) Prior to the commencement of operational work or building work, whichever occurs first</p> <p>c) Prior to the commencement of use</p>
Taxi Rank		
10.	<p>a) The applicant must provide a dedicated taxi rank parallel to the kerb at the location shown on the Council Proposed Land Dedication, prepared by RMA Engineers, dated 28/11/2023, drawing number T-SK0008, revision A, as amended in red.</p>	<p>a) Prior to the commencement of use</p>

No	Development Conditions	Timing
	<p>b) The dedicated taxi rank must include the following:</p> <ul style="list-style-type: none"> (i) a minimum zone capacity for the parking of two (2) taxis (1 x standard taxi and 1 x wheelchair accessible taxi/maxi taxi) in total; (ii) standard taxi parking in accordance with AS2890.5 - Parking facilities, Part 5: On-street parking; (iii) one parking bay designed for a wheelchair accessible taxi at the front of the queue in accordance with: <ul style="list-style-type: none"> • AS1428.1 - Design for access and mobility; • AS2890.6 – Parking Facilities, Part 6: Off-street parking for people with disabilities; • Chapter 7 – Taxi Facilities of the <i>Public Transport Infrastructure Manual 2015</i>; and • the Disability Standards for Accessible Public Transport 2002 - subsection 31(1) of the <i>Disability Discrimination Act 1992</i>; (iv) two taxi zone signs R5-21, placed at either end of the rank, and taxi zone line marking in accordance with AS1742.11 – Manual of uniform traffic control devices, Part 11: Parking controls; (v) lighting in accordance with AS/NZS 1158.3.1 – Lighting for Roads and Public Spaces, Part 3.1: Pedestrian Area (Category P) Lighting – Performance and Design Requirements; (vi) access and hardstand, and shelter with seats, for waiting and boarding/alighting passengers. <p>c) The pedestrian entry, ramps and pedestrian platforms/areas between the taxi rank and the supermarket and residential lifts must provide a DDA compliant route.</p> <p>d) RPEQ certification, with supporting documentation, must be provided to Department of Transport and Main Roads' Program Delivery and Operations unit of the Southern Queensland Region at Downs.South.West.IDAS@tmr.qld.gov.au confirming that the development has been designed in accordance with parts (a) - (c) of this condition.</p> <p>e) RPEQ certification, with supporting documentation, must be provided to Department of Transport and Main Roads' Program Delivery and Operations unit of the Southern Queensland Region at Downs.South.West.IDAS@tmr.qld.gov.au confirming that</p>	<p>b) Prior to the commencement of use</p> <p>c) Prior to the commencement of use</p> <p>d) Prior to commencing operational work or building work, whichever occurs first</p> <p>e) Prior to the commencement of use</p>

No	Development Conditions	Timing
	the development has been constructed in accordance with parts (a) - (d) of this condition.	

Further Development Permits, Compliance Permits or Compliance Certificates

State-controlled Roads

1.	<p>Road Access Works Approval</p> <p>Under sections 62 and 33 of the <i>Transport Infrastructure Act 1994</i>, written approval is required from the Department of Transport and Main Roads to carry out road works that are road access works (including driveways) on a state-controlled road. Please contact the Department of Transport and Main Roads on 07 4639 0828 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 access works approval process takes time – please contact Transport and Main Roads as soon as possible to ensure that gaining approval does not delay construction.</p> <p><i>The applicant should note that reference to the approved plans imply conceptual approval only. Further modifications and inclusions are likely to be required in order for submitted detailed designs to comply with TMR standards at the roadworks application (s33 TIA) stage. In particular, detailed designs may require, but should not limited to, necessary lane widening for provision of cycle lanes, lengthening of turn lanes, installation of lighting, signage and line marking, pavements, utilities and services, and roadsides and roadside furniture.</i></p>
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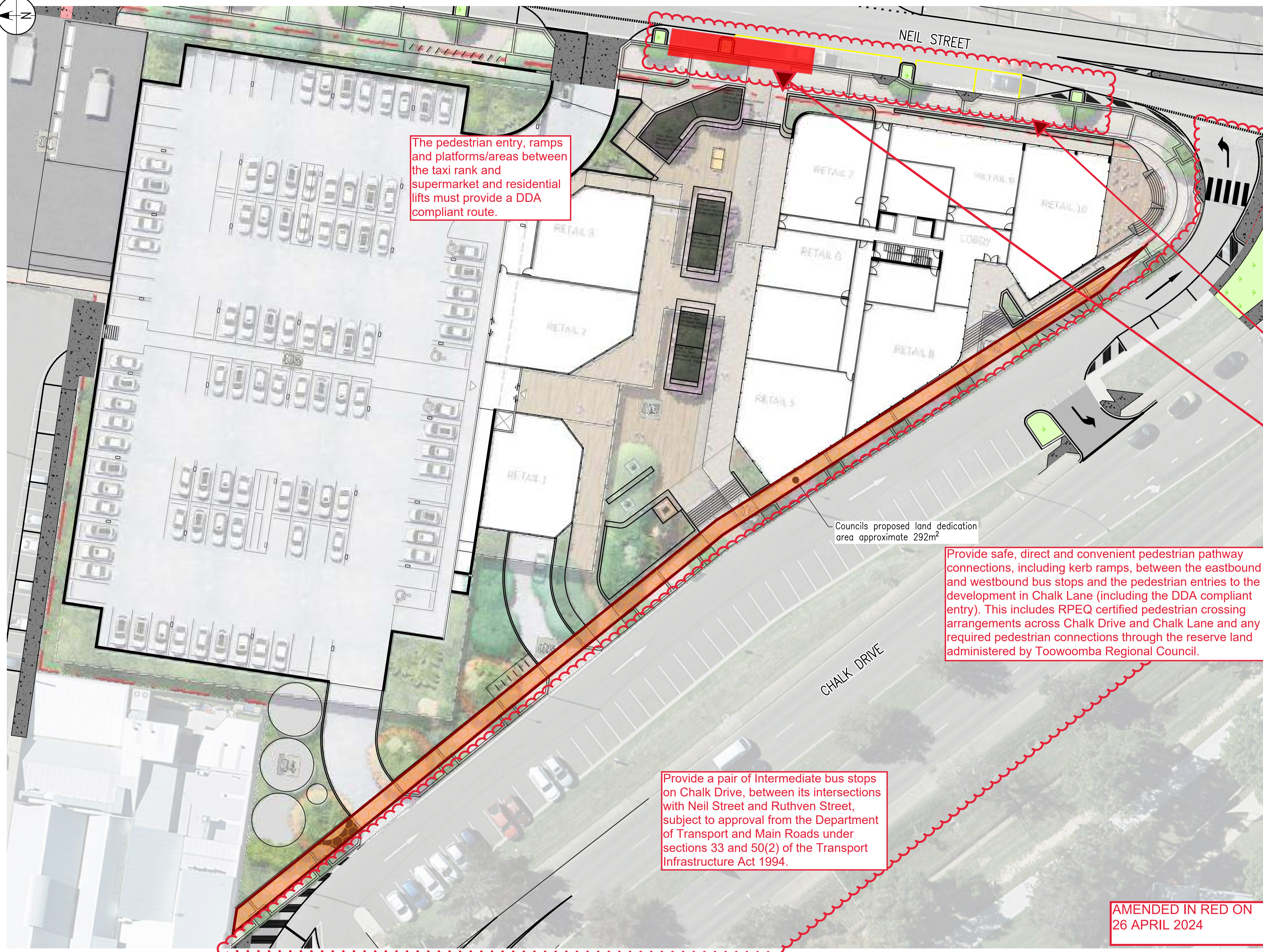
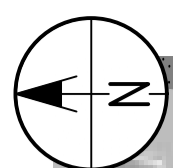
Public Passenger Transport

2.	<p>Urban Bus Stops - State-controlled Road (Chalk Drive)</p> <p>The new bus stop pair in Chalk Drive will require approval from the Department of Transport and Main Roads under section 33 (roadworks) and section 50(2) (ancillary works and encroachments) of the <i>Transport Infrastructure Act 1994</i>.</p> <p>Please contact the Program Delivery and Operations unit of the Southern Queensland Region at Downs.South.West.IDAS@tmr.qld.gov.au in relation to this matter.</p>
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General advice

Urban Bus Stop Pair

3.	<p>The detailed design of the new bus stop pair should be submitted to the Department of Transport and Roads' TransLink Division for endorsement prior to construction or any works commencing. Please contact the TransLink Division on telephone number (07) 3851 8700 or at bus_stops@translink.com.au.</p> <p>The Department of Transport and Main Roads, TransLink <i>Public Transport Infrastructure Manual May (PTIM) 2015</i> and <i>Signage Manual Bus Network Transport Infrastructure</i> are available at: Reports & publications translink.com.au</p>
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The pedestrian entry, ramps and platforms/areas between the taxi rank and supermarket and residential lifts must provide a DDA compliant route.

- LEGEND:**
- Existing Property Boundary
 - Existing Easement Boundary
 - ◀ Direction of Travel
 - ▨ Proposed Concrete Pavement
 - ▨ Proposed Council Land Dedication

- PLAN NOTES:**
- P.1. Plan to be plotted in **colour**.
 - P.2. This is a sketch plan only and is conceptual only.
 - P.3. This sketch plan represents design intent and concepts only.
 - P.4. This plan shall not be used for tendering, financing, ordering of materials, construction or any other unintended purpose.
 - P.5. Information shown on these plans has been compiled from varying sources and may not be accurate and will need verifying. This includes existing infrastructure, property boundaries and natural surface data.
 - P.6. This plan shall not be relied upon for detailed design.

Reconfigure the kerbside parking/loading and street trees to reflect the repositioning of the taxi rank.

Provide a taxi rank designed for 1 x maxi taxi and 1 x standard taxi positioned with ready access to both the DDA compliant pedestrian entry to the supermarket and retail mall and at the main pedestrian entry to the development.

Provide safe, direct and convenient pedestrian pathway connections, including kerb ramps, between the eastbound and westbound bus stops and the pedestrian entries to the development in Chalk Lane (including the DDA compliant entry). This includes RPEQ certified pedestrian crossing arrangements across Chalk Drive and Chalk Lane and any required pedestrian connections through the reserve land administered by Toowoomba Regional Council.

Provide a pair of Intermediate bus stops on Chalk Drive, between its intersections with Neil Street and Ruthven Street, subject to approval from the Department of Transport and Main Roads under sections 33 and 50(2) of the Transport Infrastructure Act 1994.

Councils proposed land dedication area approximate 292m²

AMENDED IN RED ON 26 APRIL 2024

COUNCIL PROPOSED LAND DEDICATION

Scale 1:250 (A1)



ISSUE	FOR INFORMATION DESCRIPTION	DATE	ALB DWN	ALB DES	AJG CHK	APP
A		28/11/23				

R.P.E.Q.
 THIS DOCUMENT IS UNCONTROLLED AND IS NOT TO BE USED FOR CONSTRUCTION UNTIL THIS NOTE IS REMOVED AND A DIGITAL SIGNATURE PROVIDED IN ITS PLACE



CLIENT
GASWORKS REJUVENATION PTY LTF
 LEVEL 1/108 QUEENS ST
 WOOLLAHARA NSW 2025

PROJECT
COMMERCIAL DEVELOPMENT
CHALK DRIVE
TOOWOOMBA CITY QLD 4350
 TITLE
COUNCIL PROPOSED LAND DEDICATION

ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE PROJECT NOTES ON DRAWING G0102	HEIGHT DATUM	MAP GRID	SIZE A1
VERIFY ALL ON SITE DIMENSIONS AND LEVELS PRIOR TO CONSTRUCTION. NOTIFY RMA IMMEDIATELY OF ANY DISCREPANCIES	COUNCIL RAL/MCU NO.	COUNCIL OW NO.	
COPYRIGHT RMA ENGINEERS PTY LTD ©	PROJECT NO. 23E-0068	DRAWING NO. T-SK0008	ISSUE A