

Our ref: DEV2019/1027

7 January 2020

Honeycombes Property Group
C/- Milford Planning
Att: Sarah Jones
PO Box 5463
TOWNSVILLE QLD 4810

Dear Sarah

SECTION 89(1)(a) PDA DEVELOPMENT APPROVAL FOR A PDA DEVELOPMENT APPLICATION FOR A PDA DEVELOPMENT PERMIT FOR A MATERIAL CHANGE OF USE FOR: PORT SERVICES; UNDEFINED USE (BUS INTERCHANGE); SHORT-TERM ACCOMMODATION; FOOD AND DRINK OUTLET; SHOP; OFFICE; AND PARKING STATION AT 2, 2B, 2C AND 4 THE STRAND AND 25 SIR LESLIE THIESS DRIVE, TOWNSVILLE DESCRIBED AS LOT 363 ON EP776, LOT 738 ON EP1235, LOT 433 ON EP1121, LOT 613 ON EP1805, LOT 674 ON EP2163 AND LOT 703, 704 AND 705 ON EP2163 AND ROAD RESERVE (THE STRAND AND SIR LESLIE THIESS DRIVE)

On 6 January 2020 the Minister for Economic Development Queensland (MEDQ) approved the Priority Development Area (PDA) development application pursuant to s.85(4)(b) of the *Economic Development Act 2012*. The MEDQ has decided to grant all of the PDA development approval applied for, subject to PDA development conditions set out in this PDA decision notice.

The PDA decision notice and approved plans / documents can also be viewed in the MEDQ Development Approvals Register via the Department website www.dsdmip.qld.gov.au/pda-da-applications.

Should you have any queries in relation to this PDA decision notice, please do not hesitate to contact Rachael Grimes via email at rachael.grimes@dsdmip.qld.gov.au or via phone 3452 7098.

Yours sincerely



Adam Yem
**A/Executive Director
Development Assessment
Economic Development Queensland**

PDA Decision Notice – Approval

Site information		
Priority Development Area	Townsville City Waterfront PDA	
Site address	2, 2B, 2C and 4 The Strand and 25 Sir Leslie Thiess Drive, Townsville	
Lot on plan description	Lot number	Plan description
	Lot 363	EP776
	Lot 738	EP1235
	Lot 433	EP1121
	Lot 613	EP1805
	Lot 674	EP2163
	Lot 703	EP2163
	Lot 704	EP2163
	Lot 705	EP2163
	Road Reserve	The Strand, and Sir Leslie Thiess Drive

PDA development application details	
DEV reference number	DEV2019/1027
'Properly made' date	6 June 2019
Type of application	☒ New development involving: ☒ Material change of use ☐ Preliminary approval ☒ Development permit ☐ Reconfiguring a lot ☐ Preliminary approval ☐ Development permit ☐ Operational work ☐ Preliminary approval ☐ Development permit ☐ Changing a PDA development approval ☐ Extending the currency period of a PDA approval
Description of proposal	PDA development permit for a Material change of use for: • Port services; • Undefined use – Bus interchange; • Short-term accommodation; • Food and drink outlet; • Shop; • Office; and • Parking station. Note - Refer to PDA development Condition 4 for further details on the scope of the approved development.

PDA development approval details

Decision of the MEDQ	The MEDQ has decided to grant all of the PDA development approval applied for, subject to PDA development conditions forming part of this decision notice.
Decision date	6 January 2020
Currency period	6 years from decision date

Approved plans and documents

The plans and documents approved by the MEDQ and referred to in the PDA development conditions are detailed in the table below.

Approved plans and documents		Number	Date
Architectural Plans			
1.	Existing Site Plan and Proposed Property Reconfiguration, prepared by Bureau Proberts	19050 DA001 Revision 8	30.10.19 (amended in red 18.12.19)
2.	Area Diagrams and Development Summary, prepared by Bureau Proberts	19050 DA002 Revision 8	30.10.19 (amended in red 18.12.19)
3.	Site, prepared by Bureau Proberts	19050 DA100 Revision 7	30.10.19 (amended in red 18.12.19)
4.	Extent of Streetscape Works, prepared by Bureau Proberts	19050 DA101 Revision 2	30.10.19 (amended in red 18.12.19)
5.	Ground Level, prepared by Bureau Proberts	19050 DA200 Revision 11	30.10.19 (amended in red 18.12.19)
6.	Ground Level, prepared by Bureau Proberts	191203-19050- sketch- revisedbusstops	03.12.19 (amended in red 18.12.19)
7.	Ground Level Mezzanine, prepared by Bureau Proberts	19050 DA201 Revision 11	30.10.19 (amended in red 18.12.19)
8.	Level 01, prepared by Bureau Proberts	19050 DA202 Revision 10	30.10.19 (amended in red 18.12.19)
9.	Level 02, prepared by Bureau Proberts	19050 DA203 Revision 9	30.10.19 (amended in red 18.12.19)
10.	Level 03, prepared by Bureau Proberts	19050 DA204 Revision 9	30.10.19
11.	Level 04, prepared by Bureau Proberts	19050 DA205 Revision 9	30.10.19
12.	Level 05, prepared by Bureau Proberts	19050 DA206 Revision 9	30.10.19
13.	Roof, prepared by Bureau Proberts	19050 DA207 Revision 8	30.10.19
14.	Elevation Sheet 1, prepared by Bureau Proberts	19050 DA300 Revision 7	30.10.19 (amended in red 18.12.19)

15.	Elevation Sheet 2, prepared by Bureau Proberts	19050 DA301 Revision 7	30.10.19 (amended in red 18.12.19)
16.	Longitudinal Section, prepared by Bureau Proberts	19050 DA500 Revision 8	30.10.19
17.	Cross sections, prepared by Bureau Proberts	19050 DA501 Revision 9	30.10.19
18.	Townsville Marine Tourism Precinct RFI Response, prepared by Bureau Proberts	19050	29.10.19 (as amended in red 18.12.19)

Landscape Plans

19.	Landscape Concept Intent – Ground floor plan; Typical planting level 1; Typical planting Level 2 and 3; Typical planting level 4; Typical planting level 5 and roof; prepared by Saunders Havill Group	9882 Issue B	October 2019 (as amended in red 18.12.19)
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Assessments and Reports

20.	Consolidated Traffic Engineering Report, prepared by Premise Australia Pty Ltd	HON0031/R03	3.09.19
21.	Wayfinding and Signage Strategy, prepared by Goldi	Issue 7	28.10.19 (amended in red 18.12.19)
22.	Advertising Devices report, prepared by Goldi	Issue 3	30.10.19

Other plans and documents

The following plans and documents are referred to in the PDA development conditions in this PDA decision notice but are not approved plans and documents.

Other plans and documents		Number	Date
Assessments and Reports			
1.	Engineering Report	STP18-1390	15.04.19
2.	Townsville Marine Tourism Precinct, prepared by Golder Associates Pty Ltd	18112818-002-R-Rev 2	April 2019
3.	Noise Impact Assessment Report	18BRA0149 R01_2	15.04.19
4.	Air Quality Impact Assessment	622.11119-R01 v1.0	16.04.19
5.	Light Spill Assessment	622.11119-R02 v1.0	17.04.19
6.	Finger Directional Wayfinding Signage Waterfront Promenade, prepared by Townsville City Council	Revision 2	15.05.19

Preamble

For the purpose of interpreting this PDA development approval, including the PDA development conditions, the following applies:

Compliance Assessment Process

Where a condition of this PDA development approval requires compliance assessment, compliance assessment is required in accordance with the following:

- a) The applicant is to:
 - i. pay to MEDQ at the time of submission the relevant fee for compliance assessment, including any third party peer review costs which will be charged on a 100% cost recovery basis. The compliance assessment fees are set out in the MEDQ's development assessment fee schedule (as amended from time to time).
 - ii. submit to MEDQ a duly completed compliance assessment form.
 - iii. submit to MEDQ plans/supporting information as required under the relevant condition of approval.
- b) Compliance assessment and endorsement by EDQ Development Assessment, DSDMIP is required prior to any work commencing.
- c) Compliance assessment and endorsement can be repeated where a different design or solution, to that already endorsed, is sought.
- d) The process and timeframes that apply to compliance assessment are as follows:
 - i. the applicant liaises with EDQ Development Assessment, DSDMIP to determine the relevant plans/supporting information required to be submitted.
 - ii. the applicant submits plans/supporting information as required under the relevant condition of approval for compliance assessment.
 - iii. **within 30 business days** – EDQ Development Assessment, DSDMIP assesses the plans/supporting information and:
 1. if satisfied with the plans/supporting information as submitted – endorses the plans/supporting information and the condition of approval (or element of the condition) is determined to have been met; or
 2. if not satisfied with the plans/supporting information as submitted – notifies the applicant accordingly
 - iv. if the applicant is notified under iii.2. above, revised plans/supporting information are to be re-submitted to EDQ Development Assessment, DSDMIP **within 30 business days** from the date of the notice.
 - v. **within 30 business days** – EDQ Development Assessment, DSDMIP assesses the revised plans/supporting information and:
 1. if satisfied with the revised plans/supporting information – endorses the revised plans/supporting information and the condition of approval (or element of the condition) is determined to have been met; or
 2. if not satisfied with the revised plans/supporting information as submitted – notifies the applicant accordingly.
 - vi. if EDQ Development Assessment, DSDMIP is not satisfied that compliance has been achieved within **30 business days** – repeat steps iv. and v. above. If either party is not satisfied by the outcome of this process, that party can elect to enter into a mediation process with an independent mediator agreed to by both parties.
Despite note vi. above, the condition of approval (or element of the condition) is determined to have been met only when EDQ Development Assessment, DSDMIP endorses relevant plans/supporting information.

Abbreviations and Definitions

For the purposes of interpreting the PDA development conditions, the following is a list of abbreviations utilised:

1. **AILA** means a Landscape Architect registered by the Australian Institute of Landscape Architects.
2. **Building Work** is as defined in the *Planning Act 2016*.
3. **Statement of Compliance** means a written statement that the development complies with the documentation approved via compliance assessment for that PDA development condition, certified by the appropriately qualified and experienced person or registered professional nominated in that PDA development condition.
4. **Certification Procedures Manual** means the document titled *Certification Procedures Manual*, prepared by the Department of Infrastructure, Local Government and Planning, dated 16 October 2017 (as amended from time to time).
5. **Contributed Asset**, in accordance with the Certification Procedures Manual, means an asset constructed under a PDA development approval or Infrastructure Agreement that will become the responsibility of an External Authority. For the purposes of operational works for a Contributed Asset the following meanings apply:
 - a. **External Authority** means a public-sector entity external to the MEDQ;
 - b. **Parkland** means carrying out operational works related to the provision of parkland infrastructure;
 - c. **Road Works** means carrying out any operational works within existing and proposed road, to a depth of 1.5m measured from the top of kerb, and includes streetscape works;
 - d. **Sewer Works** means carrying out any operational works related to the provision of waste water infrastructure;
 - e. **Streetscape Works** means carrying out any operational works within the footpath of a road related to landscape treatments, including footpath surface treatments, street furniture, street lighting and street trees;
 - f. **Stormwater Works** means carrying out any operational works related to the provision of stormwater infrastructure; and
 - g. **Water Works** means carrying out any operational works related to the provision of water infrastructure.
6. **Council** means Townsville City Council.
7. **CPTED** means crime prevention through environmental design.
8. **DDA** means the *Disability Discrimination Act 1992*.
9. **DSDMIP** means the Department of State Development, Manufacturing, Infrastructure and Planning.
10. **DoD** means the Department of Defence.
11. **DTMR** means the Department of Transport and Main Roads.
12. **EDQ** means Economic Development Queensland.
13. **IFF** means the Infrastructure Funding Framework, dated July 2019, as amended from time to time.
14. **MEDQ** means the Minister for Economic Development Queensland.
15. **MUTCD** means the document titled the *Manual of Uniform Traffic Control Devices (2019)* prepared by the Department of Transport and Main Roads.
16. **Non-contributed Asset** means an asset constructed under a PDA development approval or Infrastructure Agreement that will remain in private ownership rather than transferred to an External Authority.
17. **Public passenger service** means (for the purposes of this PDA development approval) a bus, coach or marine vessel service for the carriage of passengers if—
 - a. the service is provided for fare or other consideration; or
 - b. the service is provided in the course of a trade or business (but not if it is provided by an employer solely for employees); or
 - c. the service is a courtesy transport service or community transport service.
18. **PDA** means Priority Development Area.

Abbreviations and Definitions

For the purposes of interpreting the PDA development conditions, the following is a list of abbreviations utilised:

19. **PTIM** means the document titled *Public Transport Infrastructure Manual (2015)* prepared by the Department of Transport and Main Roads', Translink Division.
20. **RAIA** means an Architect registered by the Royal Australian Institute of Architects.
21. **RPEQ** means a suitably qualified Registered Professional Engineer of Queensland, with suitable experience in the relevant field of expertise for the requirements of the PDA development condition.
22. **Works** means all operational work and building work approved under this PDA development approval.

Interpretations

For the purposes of interpreting the PDA development conditions, the following is provided:

1. When referenced in the timing section of a condition:
 - **Prior to commencement of building works** means before starting any works defined as building work under the *Building Act 1975*.
 - **Prior to commencement of landscape and public realm works** means before starting any works for the development, not including streetscape works in the road reserve, that involves activities such as:
 - Planting of vegetation;
 - Installation of landscape and public realm features such as external ground treatments, garden beds, seating, bins and any stand alone structures not integrated into the built form, such as public art, wayfinding elements, signage, lighting and shade structures; or
 - Installation of irrigation, drainage, electrical or other systems for the operation or maintenance or landscape or public realm infrastructure.
 - **Prior to commencement of road works** means before starting any works described as road works as defined in the abbreviations and definitions in this PDA decision notice.
 - **Prior to commencement of stormwater works** means before starting any works described as stormwater works as defined in the abbreviations and definitions in this PDA decision notice.
 - **Prior to commencement of streetscape works** means before starting any works described as streetscape works as defined in the abbreviations and definitions in this PDA decision notice.
 - **Prior to commencement of works** means before starting any works on site, including any works defined as building work or operational work under the *Planning Act 2016*.
2. When Compliance Assessment is referred to in the title of a PDA development condition or a part of a PDA development condition, the compliance assessment process as specified in this PDA development approval is applicable.
3. Where the title of a PDA development condition is notated with any of the below listed symbols, assessment will be undertaken by EDQ, with supporting technical advice from other government agencies. The development is required to demonstrate compliance with the documents, standards and criteria stated in the condition, unless approved by EDQ and:
 - * unless otherwise agreed in writing by DTMR;
 - ^ unless otherwise agreed in writing by Council or
 - # unless otherwise agreed in writing by DTMR and Council.
4. A reference to the MUTCD is to be read and applied together with *AS1742.1-2014 Manual of Uniform Traffic Control Devices*.

Interpretations

For the purposes of interpreting the PDA development conditions, the following is provided:

5. A reference to a specific document or standard in a condition means, unless otherwise stated in the condition, the version of the document or standard:
 - a. Current at the date of submission of the relevant request for compliance assessment; or
 - b. Where the condition does not require compliance assessment, current at the date of this approval.

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PDA Development Conditions		
No.	Condition	Timing
General		
1.	Carry out the Approved Development Carry out the approved development generally in accordance with the approved plans and documents.	Prior to commencement of use.
2.	Certification of Operational Work All operational work, including for both Contributed Assets and Non-contributed Assets, undertaken in accordance with this approval are to comply with all requirements of and fulfil all responsibilities outlined in the <i>Certification Procedures Manual</i> . Conditions that require compliance with the <i>Certification Procedures Manual</i> are as follows: i. Condition 10 – Public Art Strategy – <i>Compliance Assessment</i>; ii. Condition 12 – Landscape and Public Realm Works – <i>Compliance Assessment</i>; iii. Condition 13 – Streetscape Works – <i>Compliance Assessment</i>; iv. Condition 14 – Lighting Plan – <i>Compliance Assessment</i>; v. Condition 16 – Bus Stops (Urban and School Buses) – <i>Compliance Assessment</i>; vi. Condition 17 – On-site Bus Operation – <i>Compliance Assessment</i>; vii. Condition 18 – Bus Layover (Urban and School Buses) – <i>Compliance Assessment</i>; viii. Condition 19 – Coach Set-down Area; ix. Condition 20 – Taxi Rank – <i>Compliance Assessment</i>; x. Condition 21 – Passenger Loading Area – <i>Compliance Assessment</i>; xi. Condition 22 – Active Transport Strategy – <i>Compliance Assessment</i>; xii. Condition 23 – Ground Floor Layout – Amended Design – <i>Compliance Assessment</i> xiii. Condition 26 – Internal and External Road Works – <i>Compliance Assessment</i>; xiv. Condition 27 – Construction Environmental Management Plan; xv. Condition 28 – Traffic Management Plan; xvi. Condition 29 – Geotechnical Management Plan; xvii. Condition 30 – Flood Assessment Statement – <i>Compliance Assessment</i>; - xviii. Condition 32 – Retaining Walls; xix. Condition 33 – Filling and Excavation; xx. Condition 34 – Vehicle Access; xxi. Condition 35 – Vehicle Parking – <i>Compliance Assessment</i>; xxii. Condition 36 – Bicycle Parking and End of Trip Facilities; - xxiii. Condition 37 – Water Connection; xxiv. Condition 38 – Sewer Connection;	As required by the <i>Certification Procedures Manual</i> .

PDA Development Conditions		
No.	Condition	Timing
	xxv. Condition 39 – Stormwater Connection; xxvi. Condition 40 – Stormwater Management (Quality) – <i>Compliance Assessment</i> ; xxvii. Condition 41 – Storm Tide Inundation – Minimum Floor Levels; xxviii. Condition 43 – Electricity; xxix. Condition 44 – Telecommunications; xxx. Condition 45 – Broadband; xxxi. Condition 46 – Public Infrastructure – Damage, Repairs and Relocation; xxxii. Condition 47 – Acid Sulfate Soils Management; xxxiii. Condition 48 – Groundwater Management; xxxiv. Condition 49 – Erosion and Sediment Management; xxxv. Condition 51 – Acoustic Treatment – <i>Compliance Assessment</i> ; and xxxvi. Condition 52 – Air Quality Management – <i>Compliance Assessment</i> .	
3.	Maintain the Approved Development Maintain the approved development (including landscaping, public art, advertising devices, wayfinding devices, parking, driveways and other external spaces and publicly accessible spaces) generally in accordance with the approved plans and documents, and any other approval or endorsement required by these conditions.	At all times.
4.	Scope of Approved Development This approval is limited to the identified uses and the scale of those uses as described below: • <i>Port services</i>; • <i>Undefined use – Bus interchange</i>; • <i>Short-term accommodation</i> (84 rooms); • <i>Food and drink outlet and Shop</i> (total combined GFA 618m²); • <i>Office</i> (1,043m² GFA); and • <i>Parking station</i> (maximum of 465 parking spaces internal to the building, including parking spaces for <i>Short-term accommodation</i> and <i>Office</i> — unless otherwise agreed to in writing by EDQ Development Assessment, DSDMIP). The following conditions permit the carrying out of operational work as exempt development in accordance with the condition of a PDA development approval for material change of use, in accordance with Schedule 1 of the Townsville City Waterfront PDA Development Scheme: - Condition 9 – Advertising Devices; - Condition 10 – Public Art Strategy – <i>Compliance Assessment</i>; - Condition 12 – Landscape and Public Realm Works – <i>Compliance Assessment</i>;	At all times.

PDA Development Conditions

No.	Condition	Timing
	iv. Condition 13 – Streetscape Works – <i>Compliance Assessment</i>; v. Condition 14 – Lighting Plan – <i>Compliance Assessment</i>; vi. Condition 16 – Bus Stops (Urban and School Buses) – <i>Compliance Assessment</i>; vii. Condition 17 – On-site Bus Operation – <i>Compliance Assessment</i>; viii. Condition 18 – Bus Layover (Urban and School Buses) – <i>Compliance Assessment</i>; ix. Condition 19 – Coach Set-down Area; x. Condition 20 – Taxi Rank – <i>Compliance Assessment</i>; xi. Condition 21 – Passenger Loading Area – <i>Compliance Assessment</i>; xii. Condition 22 – Active Transport Strategy – <i>Compliance Assessment</i>; xiii. Condition 23 – Ground Floor Layout – Amended Design – <i>Compliance Assessment</i> xiv. Condition 26 – Internal and External Road Works – <i>Compliance Assessment</i>; xv. Condition 29 – Geotechnical Management Plan; xvi. Condition 30 – Flood Assessment Statement – <i>Compliance Assessment</i>; xvii. Condition 32 – Retaining Walls; - xviii. Condition 33 – Filling and Excavation; xix. Condition 34 – Vehicle Access; xx. Condition 35 – Vehicle Parking – <i>Compliance Assessment</i>; xxi. Condition 36 – Bicycle Parking and End of Trip Facilities; xxii. Condition 37 – Water Connection; - xxiii. Condition 38 – Sewerage Connection; xxiv. Condition 39 – Stormwater Connection; xxv. Condition 40 – Stormwater Management (Quality) – <i>Compliance Assessment</i>; xxvi. Condition 43 – Electricity; - xxvii. Condition 44 – Telecommunications; - xxviii. Condition 45 – Broadband; xxix. Condition 46 – Public Infrastructure – Damage, Repairs and Relocation; xxx. Condition 47 – Acid Sulfate Soils Management; xxxi. Condition 48 – Groundwater Management; and - xxxii. Condition 49 – Erosion and Sediment Management. <i>Refer Advice Note 2 – Operational Work associated with Approved Material Change of Use.</i>	

PDA Development Conditions		
No.	Condition	Timing
Design		
5.	Built Form a) Construct the Works in accordance with the approved architectural plans (as amended in red). b) Submit to EDQ Development Assessment, DSDMIP, a Statement of Compliance by an RAIA, certifying that the constructed works are generally in accordance with the approved architectural plans (as amended in red).	a) At all times during building works. b) Prior to commencement of use.
6.	External Building Materials and Finishes – Compliance Assessment a) Submit to EDQ Development Assessment, DSDMIP for compliance assessment, a Schedule of Materials and Finishes, including detailed specifications, for all external building materials and finishes. The Schedule of Materials and Finishes is to be supported by annotated plans and supporting documents addressing at a minimum: i. How the proposed materials and finishes: A. Are fit for purpose and responsive to the locality, e.g. salt resistant; B. Are locally sympathetic and climatically responsive; C. Contribute to environmentally sustainable design practices; D. Are robust and durable; E. Achieve façade variation, articulation and interest to the built form; F. Achieve a low reflective level which does not cause excessive glare; ii. How the proposed materials and finishes selection for the soffit / underside of the proposed awning(s) and carpark overhang(s) provides a high-quality finish, where visible from the public realm; conceals services; increase the acoustic amenity for users of the space(s) in proximity to these building features; and delivers a holistic treatment to the façade finish; and iii. Details of the structure labelled ‘Supergraphic signage structure’, including columns, awning and façade material with a 50% perforated finish (details of the sign lettering for ‘Breakwater Terminal’ is not required). b) Submit to EDQ Development Assessment, DSDMIP for compliance assessment details of all signage to be attached to the building, including location, size, materials, finishes and indicative content. c) Construct the Works in accordance with the documentation endorsed under part a) of this condition.	a) Prior to obtaining a development permit for building work under the <i>Building Act 1975</i> for the proposed building. b) Prior to building work or operational work to erect the proposed signage. c) At all times during building works.

PDA Development Conditions		
No.	Condition	Timing
	d) Submit to EDQ Development Assessment, DSDMIP, a Statement of Compliance by an RAIA, certifying that the constructed works are generally in accordance with the documentation endorsed under part a) of this condition.	d) Prior to commencement of use.
7.	Environmentally Sustainable Design – Compliance Assessment a) Submit to EDQ Development Assessment, DSDMIP for compliance assessment an Environmentally Sustainable Design Report prepared by a suitably qualified and experienced person. The Environmentally Sustainable Design Report is to demonstrate the development supports sustainable outcomes. The Environmentally Sustainable Design Report is to be prepared generally in accordance with the following: <i>Townsville City Waterfront PDA Development Scheme</i>, section 3.5.3 Sustainability; and <i>Townsville City Waterfront PDA Design Guideline</i>, section 3.1.5 Sustainable building practices. b) Construct and maintain the development generally in accordance with the recommendations in the report endorsed under part a) of this condition. c) Submit to EDQ Development Assessment, DSDMIP, a Statement of Compliance by a suitably qualified and experienced person, certifying that the constructed works are generally in accordance with the report endorsed under part a) of this condition. <i>Note—Refer Advice Note 4 – Environmentally Sustainable Design.</i>	a) Prior to obtaining a development permit for building work under the <i>Building Act 1975</i> for the proposed building. b) At all times during building works. c) Prior to commencement of use.
8.	Wayfinding Strategy a) Submit to EDQ Development Assessment, DSDMIP, an amended Wayfinding Strategy that is consistent with any amended plan submitted under Condition 23 for compliance assessment. b) Construct the Works generally in accordance with the approved <i>Wayfinding and Signage Strategy</i>, reference 2462 TMTF WS7 revision 7, prepared by Goldi, dated 28 October 2019 (as amended in red), and <i>Finger Directional Wayfinding Signage Waterfront Promenade</i>, revision 2, prepared by Townsville City Council, dated 15 May 2019.	a) Concurrently with compliance assessment submission of documentation for Condition 23. b) At all times during building works, landscape works, streetscape works and road works.

PDA Development Conditions		
No.	Condition	Timing
	c) Submit to EDQ Development Assessment, DSDMIP, a Statement of Compliance by a suitably qualified and experienced person, supported by detailed plans and documentation, stating that the constructed works are generally in accordance with the approved <i>Wayfinding and Signage Strategy</i>, reference 2462 TMTP WS7 revision 7, prepared by Goldi, dated 28 October 2019 (as amended in red), and <i>Finger Directional Wayfinding Signage Waterfront Promenade</i>, revision 2, prepared by Townsville City Council, dated 15 May 2019.	c) Prior to commencement of use.
9.	Advertising Devices ^ a) Submit to EDQ Development Assessment, DSDMIP written documentation which demonstrates the advertising devices Detailed Design Drawing(s) are generally in accordance with the approved <i>Advertising Devices report</i>, Issue 3, prepared by Goldi, dated 30 October 2019. b) Construct the works in accordance with the Detailed Design Drawing(s) submitted under part b) of this condition. <i>Note—Part b) of this condition may be repeated as many times as required for each proposed advertising device.</i>	a) Prior to building work or operational work to erect the proposed advertising device(s). b) At all times during building works or operational work for the proposed advertising device(s).
10.	Public Art Strategy ^ – Compliance Assessment a) Submit to EDQ Development Assessment, DSDMIP for compliance assessment, a Public Art Strategy for the development, generally in accordance with the following: <i>Townsville City Waterfront PDA Development Scheme</i>, section 3.5.2 Public realm; <i>Townsville City Waterfront PDA Design Guideline</i>, section 3.6 Public art; and <i>Townsville City Council Art in Public Space Policy</i>; - Approved <i>Wayfinding and Signage Strategy</i>, reference 2462 TMTP WS7 revision 7, prepared by Goldi, dated 28 October 2019 (as amended in red); and - Approved <i>Landscape Concept Intent – Ground Floor Plan</i>, reference 9882 Issue B, prepared by Saunders Havill Group, dated October 2019 (as amended in red). The Public Art Strategy is to include, but not limited to, the following: - Artwork(s) are to be created by an artist or craftsperson; - Location for proposed artwork(s), which is to be in areas of public realm that are either within road reserve or a public access areas; - A concept design brief for the proposed artwork(s) which is to inform the commissioning of the artwork(s); 'Artwork(s)' may include but is not limited to, sculpture, ceramic works, mosaics and wall relief(s);	a) Concurrently with compliance assessment submission of the Lighting Plan (Condition 14).

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	E. The cost of the artwork(s) is to constitute not less than 0.25% of the total estimated project cost, as certified by a recognised quantity surveyor; F. The artworks are to be suitable for the setting in terms of design, choice of materials, durability and resistance to vandalism; and G. Documentation addressing the criteria set out in section 3.6 Public Art of the <i>Townsville City Waterfront PDA Design Guideline</i>. b) Submit to EDQ Development Assessment, DSDMIP Detailed Design Drawing(s) of the proposed artwork(s), prepared by a suitably experienced person, and supporting written documentation which demonstrates the Detailed Design Drawing(s) are generally in accordance with the Public Art Strategy endorsed under part a) of this condition. c) Supply and install the artwork(s) in accordance with the Detailed Design Drawings(s) submitted under part b) of this condition. d) Submit to EDQ Development Assessment, DSDMIP, 'as constructed' drawings, asset register and maintenance schedule, in a format acceptable to Council for any public art constructed and located within public realm. <i>Note—Public art refers to art which is visible and/or accessible to the general public and is to be situated within a public area.</i> <i>Note—The Public Art Strategy is to be satisfactory to a panel comprising the owner / developer of the subject site, the Council, EDQ and Council's Creative Director Galleries through the Commissioning Process of Council. This determination is to be obtained prior to lodgement of the compliance assessment application with EDQ.</i> <i>Note—Council is to be the custodian of the artwork(s) and responsible for the ongoing maintenance of such.</i> <i>Note—Refer Advice Note 5 – Public Art.</i>	b) Prior to building work or operational work to erect the proposed artwork(s). c) Prior to commencement of use. d) Prior to commencement of use.
11.	Screening of Services All services, plant and equipment are to be screened so as to ensure they are not visible from the public realm, including services on rooftops.	Prior to commencement of use and to be maintained at all times.

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Landscape		
12.	Landscape and Public Realm Works ^ – Compliance Assessment a) Submit to EDQ Development Assessment, DSDMIP, for compliance assessment, Detailed Landscape Concept Plans, prepared by an AILA, for landscape and public realm works within the proposed development site (i.e. not within the road reserve areas), including all soft and hard landscaping treatments for the proposed development. The Detailed Landscape Concept Plans are to be supported by written documentation, generally in accordance with the following: - Approved <i>Landscape Concept Intent</i>, reference 9882 Issue B, prepared by Saunders Havill Group, dated October 2019 (as amended in red); - Approved architectural plans (as amended in red) and as amended in accordance with Condition 23 – Amended Ground Floor Plan – <i>Compliance Assessment</i>; and - The DDA. The Detailed Landscape Concept Plans are to be prepared in accordance with <i>Townsville City Plan</i>, SC6.4.2.5.7 and SC6.4.2.5.8 Development manual planning scheme policy, and are to include, but not limited to, the following: - How the landscape design provides deep planting zones that allow for the growth of healthy root systems and provide anchorage and stability for mature trees; - How the design provides for the safety and security of people and property at all times through the application of CPTED principles (e.g. lines of security to proposed pontoons, casual surveillance, CCTV); - Detail of balustrading to the water's edge treatment along the Public promenade and Pontoon 5 public plaza, in compliance with the <i>Townsville City Waterfront PDA Design Guideline</i>, section 3.2 Public realm and streetscape; - Detail of all hardscape surfaces, including the service lane and driveways, to delineate the hierarchy of movements and define priority movements; - Compliance with DDA requirements, including details related to the queuing and ramped access to proposed pontoons 1 to 5; - How the proposed planting species, materials and finishes: - Are fit for purpose, compatible to growing substrates and responsive to the locality, e.g. high traffic areas, weather resistant, light penetration; - Are locally sympathetic and climatically responsive; - Consider biodiversity and contribute to environmentally sustainable design practices;	a) Prior to commencement of landscape works.

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No.	Condition	Timing
	4. Are robust and durable, and have acceptable maintenance requirements; and 5. Achieve a diverse palette, in form, texture and, where in relation to plant selection, seasonal colour; G. Planting on built form structure with; 1. Suitable soil depths to sustain the softscape; 2. Irrigation, drainage and maintenance systems; 3. Safety systems, including fall protections and/or edge protection for maintenance purposes; 4. Minimum soil depths of 800mm for small trees, 600mm for shrubs and 400mm for groundcovers; 5. Trees and palms to have a minimum soil depth of 1,200mm with a volume of not less than 12m³ per tree or palm; 6. Planting densities and stock sizes that are based on achieving a minimum 80% mulch cover within 12 months of practical completion 7. Living greenery systems to achieve the following minimum foliage coverage to extent of the elevation of the element: a. Green facades (trellis) – 20% on practical completion, 80% in 18 months of practical completion; and to be maintained at 80%; and b. Greenwalls – 100% on practical completion, and to be maintained at minimum 90%; 8. All trees and palms (in streets, carpark or on the site) are to be advanced species, conform to requirements of AS2303 and have a minimum clear trunk at time of planting of 1.8m and be capable of achieving a 2.4m clear trunk and 5m canopy within 5 years; and H. All planted areas are to have an Irrigation Profile Level at time of installation as 'Medium' with a capability of 'High', in accordance with SC6.4.3.6 Attachment C. b) Submit to EDQ Development Assessment, DSDMIP, Detailed Design Landscape Plans, certified by an AILA, for landscaping and public realm works, generally in accordance with the Detailed Landscape Concept Plans endorsed under part a) of this condition. c) Construct the works generally in accordance with the certified plans submitted under part b) of this condition. d) Submit to EDQ Development Assessment, DSDMIP, a Statement of Compliance by an AILA, certifying that the constructed works are generally in accordance with the certified plans submitted under part b) of this condition. <i>Note—Plans may be submitted in compliance with part a) and/or part b) of this condition concurrently where the level of detail provided is sufficient.</i>	b) Prior to commencement of landscape works. c) At all times during landscape and public realm works. d) Prior to commencement of use.

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13.	Streetscape Works # – Compliance Assessment a) Submit to EDQ Development Assessment, DSDMIP, for compliance assessment, Detailed Streetscape Concept Plans, prepared by an AILA, for streetscape works (i.e. works within the nominated road reserve areas), including all soft and hard landscaping treatments for the proposed development. The Detailed Streetscape Concept Plans are to include designs for the areas of Sir Leslie Thiess Drive and The Strand delineated in the approved architectural plans (as amended in red), which include a non-standard 2.5m wide pathway along the Ross Creek end of The Strand, with new kerb to The Strand, to allow for the safe movement of pedestrians and cyclists along the edge of Ross Creek; and a footpath along the site frontage to The Strand connecting to Sir Leslie Thiess Drive. Refer to Architectural Plan titled <i>Site</i>, drawing number 19050 DA100 Revision 7, prepared by Bureau Proberts, dated 30 October 2019 (as amended in red), which nominates the indicative extent of the areas for Streetscape works and temporary Streetscape works (surface treatment only) and approved <i>Landscape Concept Intent – Ground floor plan</i>, reference 9882 Issue B, prepared by Saunders Havill Group, dated October 2019 (as amended in red). The Detailed Streetscape Concept Plans are to be generally in accordance with the following: - Approved <i>Landscape Concept Intent</i>, reference 9882 Issue B, prepared by Saunders Havill Group, dated October 2019 (as amended in red); - Approved architectural plans (as amended in red) and as amended in accordance with Condition 23 – Amended Ground Floor Plan – <i>Compliance Assessment</i>; and - The DDA. b) Submit to EDQ Development Assessment, DSDMIP, Detailed Design Streetscape Plans, prepared in accordance with <i>Townsville City Plan</i>, SC6.4.2.5.7 and SC6.4.2.5.8 Development manual planning scheme policy, certified by an AILA, generally in accordance with the Detailed Streetscape Concept Plans endorsed under part a) of this condition. c) Construct the works generally in accordance with the certified plans submitted under part b) of this condition. d) Submit to EDQ Development Assessment, DSDMIP, a Statement of Compliance by an AILA, certifying that the constructed works are generally in accordance with the certified plans submitted under part b) of this condition.	a) Prior to commencement of streetscape works. b) Prior to commencement of streetscape works. c) At all times during streetscape works. d) Prior to commencement of use.

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	<i>Note - Plans may be submitted in compliance with part a) and/or part b) of this condition concurrently where the level of detail provided is sufficient.</i>	
Lighting		
14.	Lighting Plan – Compliance Assessment a) Submit to EDQ Development Assessment, DSDMIP for compliance assessment, a Lighting Plan, prepared with reference to the <i>Light Spill Assessment</i>, 622.11119-R02 v1.0, prepared by SLR Consulting Australia Pty Ltd dated 17 April 2019. Outdoor lighting within the development is to be designed, installed and operated generally in accordance with the following: - Approved <i>Wayfinding and Signage Strategy</i>, reference 2462 TMTP WS7 revision 7, prepared by Goldi, dated 28 October 2019 (as amended in red), - Approved <i>Landscape Concept Intent – Ground Floor Plan</i>, reference 9882 Issue B, prepared by Saunders Havill Group, dated October 2019 (as amended in red); - AS 4282:1997 <i>Control of the Obtrusive Effects of Outdoor Lighting</i>; - Section 9.4 of the <i>Manual of Standards Part 139</i>, version 1.14 under the <i>Civil Aviation Safety Regulations 1998</i>, dated January 2017; - AS/NZS 1158.3.1:2005 – <i>Lighting for roads and public spaces – Pedestrian area (Category P) Lighting – Performance and design requirements</i>; - PTIM; and - The DDA. The Lighting Plan is to include plans and written documentation that address at a minimum: A. <u>Architectural and public realm lighting</u>: - Lighting concept that demonstrates adequate lighting of the public realm; - Identifies areas of CPTED concern and demonstrates how these are mitigated with lighting; - Lighting is provided in proximity to wayfinding devices and critical wayfinding locations; and - The use of architectural lighting; B. <u>Navigable channel and aviation lighting</u>: - Lighting from the development must not cause a risk to the safe navigation of ships or operation of aircraft; and - Lighting must not obscure, disguise or be designed or installed in a way that could be mistaken for navigable light for ships or aircraft, or otherwise interfere with the effectiveness of water or aviation navigational lighting.	a) Concurrently with compliance assessment submission of the Public Art Strategy (Condition 10) and prior to the commencement of building works.

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	b) Construct the Works in accordance with the Lighting Plan endorsed under part a) of this condition. c) Submit to EDQ Development Assessment, DSDMIP, a Statement of Compliance by a suitably qualified and experienced person, certifying that the constructed works are generally in accordance with the plans endorsed under part a) of this condition	b) At all times during building works, public realm works and streetscape works. c) Prior to commencement of use.
Transport Infrastructure		
15.	Bus Driver Facility * Submit to EDQ Development Assessment, DSDMIP written evidence demonstrating the development has been designed to contain a room on the ground floor of the development which is capable of being suitable for use as a dedicated bus driver facility with the following design requirements: i. A minimum area of 20m²; ii. A minimum dimension of 3.5m; iii. 24 hour a day, 7 days a week, secure access; iv. Access to secure, male and female toilets and end of trip facilities, separate to the public facilities on site; v. Air-conditioned; vi. Designed to enable installation of kitchen facilities; and vii. Designed to enable installation of CCTV cameras to all external doors. <i>Refer Advice Note 6 – Bus Driver End of Trip Facilities.</i>	Prior to obtaining a development permit for building work under the <i>Building Act 1975</i> for the proposed building.
16.	Bus Stops (Urban and School Buses) * – Compliance Assessment a) Submit to EDQ Development Assessment, DSDMIP, for compliance assessment, detailed design drawings, certified by an RPEQ, generally in accordance with the following: i. Approved architectural plans (as amended in red) and as amended in accordance with Condition 23 – Amended Ground Floor Plan – <i>Compliance Assessment</i>; ii. <i>Disability Standards for Accessible Public Transport 2002</i> made under subsection 31(1) of the <i>DDA</i>; iii. <i>PTIM</i>; and iv. <i>Signage Manual – Bus Network Infrastructure</i>, TransLink Division, Department of Transport and Main Roads, December 2016. The certified, detailed design drawings are to include, but not limited to the following: A. Relocate the existing bus stop, 'Breakwater Terminal, Townsville City' (TransLink ID: 702736, Hastus ID:	a) Prior to the commencement of building works (excluding demolition).

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	890206) to the location shown as 'Local/School Bus' on the approved architectural plans (as amended in red); B. Include all mandatory components for a 'Premium' stop as detailed in Section 5.7 – 'Bus stop components' (pages 30-41) of Chapter 5 – 'Bus stop infrastructure' of the <i>PTIM</i>; C. Reinstate the existing bus stop blade sign. Where the existing blade sign cannot be reinstated, a new blade sign must be provided as detailed in Figure 5.11 – 'Bus stop identification markers' (page 50) and Table 5.9 – 'Stop signage/stop marker' (page 35) of Chapter 5 – 'Bus stop infrastructure' and Sign Type IS-10a 'Bus Stop – Blade Sign (TransLink)' (sections 4.25.1 – 4.25.2, page 61-62) of the <i>PTIM</i>; D. Seating in accordance with 'Bus stop furniture – seating' of Table 5.9 – 'TransLink requirements for bus stop components' of Chapter 5 – 'Bus stop infrastructure' of the <i>PTIM</i>; E. Bins in accordance with 'Bus stop furniture – bins' of Table 5.9 – 'TransLink requirements for bus stop components' of Chapter 5 – 'Bus stop infrastructure' of the <i>PTIM</i>; F. A bus zone to accommodate the concurrent set-down of 2 x 12.5m single unit rigid buses in a nose-to-tail arrangement as detailed in Section 5.6.3.1 – 'Bus stop length requirements' and 'Table 5.7: Minimum bus stop length requirements' (pages 28-29) of Chapter 5 – Bus stop infrastructure of the <i>PTIM</i>; G. Hardstand areas and access as detailed in DRG 5-0031 – 'Premium Stop – Site Layout – Without Indented Bus Bay' in Appendix 5-B – 'Layout and Technical Drawings' of Chapter 5 – 'Bus stop infrastructure' of the <i>PTIM</i>. b) Submit written notice to the Department of Transport and Main Roads' TransLink Division (ph. 07 3851 8700 or at bus_stops@translink.com.au) prior to relocating the existing bus stop. c) Construct the works in accordance with the plans endorsed under part a) of this condition. <i>Refer Advice Note 7 – Bus Stops (Urban and School Buses).</i>	b) At least 10 business days prior to relocation of the bus stop. c) At all times during road works, and prior to commencement of use.
17.	On-site Bus Operation * – Compliance Assessment a) Submit to EDQ Development Assessment, DSDMIP, for compliance assessment, detailed design drawings, certified by an RPEQ, generally in accordance with the following: - Approved architectural plans (as amended in red) and as amended in accordance with Condition 23 – Amended Ground Floor Plan – <i>Compliance Assessment</i>; <i>PTIM</i>; and	a) Prior to obtaining a development permit for building work under the <i>Building Act 1975</i> for the proposed building.

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	iii. <i>MUTCD (Part 11 – Parking Controls).</i> The certified, detailed design drawings are to include, but not limited to the following: A. A bus priority lane, with associated pavement marking, signage and other traffic controls through the site that minimise conflicts with private vehicles; B. Traffic controls that achieve bus priority at the merge point for private vehicles and buses onto Sir Leslie Thiess Drive; C. The swept path for the passage of a single unit rigid bus of 12.5m in length through the site from: 1. Sir Leslie Thiess Drive; 2. Into and out of each 'Local/School Bus' stop; D. A minimum bus lane width of 3.5m in accordance with Chapter 6 – 'Bus station infrastructure' of the <i>PTIM</i>; and E. Traffic calming devices, if required, in accordance with Part 13 Local Area Traffic Management (March 2018) of the <i>MUTCD</i> and Chapter 2 – Planning and Design, Section 2.3.2 Bus Route Infrastructure (page 6) of the <i>PTIM</i>. b) Construct the works in accordance with the drawings endorsed under part a) of this condition.	b) At all times during road works and prior to commencement of use.
18.	Bus Layover (Urban and School Buses) # – Compliance Assessment a) Submit to EDQ Development Assessment, DSDMIP, for compliance assessment, detailed design drawings, certified by an RPEQ, which demonstrate that an urban and school buses layover will be designed and located generally in accordance with the following: i. Approved architectural plans (as amended in red) and as amended in accordance with Condition 23 – Amended Ground Floor Plan – <i>Compliance Assessment</i>; ii. <i>Disability Standards for Accessible Public Transport 2002 – subsection 31(1) of the DDA</i>; iii. <i>PTIM</i>; and iv. <i>MUTCD (Part 11: Parking Controls).</i> The certified, detailed design drawings are to include, but not limited to the following: 1. A dedicated 'urban and school bus layover' that is to accommodate the concurrent set-down of 3 x 12.5m single unit rigid buses, with independent operation, in accordance with Section 5.6.3.1 – 'Bus stop length requirements' and 'Table 5.7: Minimum bus stop length requirements' (pages 28-29) of Chapter 5 – 'Bus stop infrastructure' of the <i>PTIM</i>;	a) Prior to commencement of road works.

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	2. A swept path analysis that demonstrates that each bus layover bay can independently operate; 3. A minimum bus bay width of 3m in accordance with Table 5-4: 'Bus stop arrangements' of the <i>PTIM</i>; 4. Bus zone line marking and bus zone signs at either end of the 'urban and school bus layover'; and 5. Parking controls indicating bus zone for urban and school buses only in accordance with Part 11 of the <i>MUTCD</i>. b) Construct the works generally in accordance with the plans endorsed under part a) of this condition.	b) At all times during road works and prior to commencement of use.
19.	Coach Set-down Area # a) Submit to EDQ Development Assessment, DSDMIP detailed design drawings, certified by an RPEQ, which demonstrate that the coach set-down area will be designed and located generally in accordance with the following: i. Approved architectural plans (as amended in red) and as amended in accordance with Condition 23 – Amended Ground Floor Plan – <i>Compliance Assessment</i>; ii. <i>Disability Standards for Accessible Public Transport 2002 – Subsection 31(1) of the DDA</i>; iii. <i>PTIM</i>; and iv. <i>MUTCD (Part 11: Parking controls)</i>. The certified, detailed design drawings are to include, but not limited to the following: 1. Bus zone line marking and bus zone signs at either end of the coach set-down area. b) Construct the works generally in accordance with the plans endorsed under part a) of this condition. <i>Note –The continuous indented bus zone for coaches should provide the maximum length possible between the two egress points to the development on Sir Leslie Thiess Drive, taking into account relevant safety considerations.</i>	a) Prior to commencement of road works. b) At all times during road works, and prior to commencement of use.
20.	Taxi Rank * – Compliance Assessment a) Submit to EDQ Development Assessment, DSDMIP for compliance assessment, RPEQ certified drawings revised generally in accordance with the following: i. Approved architectural plans (as amended in red) and as amended in accordance with Condition 23 – Amended Ground Floor Plan – <i>Compliance Assessment</i>; ii. <i>AS2890.5 – Parking facilities, Part 5: On-street parking</i>;	a) Prior to obtaining a development permit for building work under the <i>Building Act 1975</i> for the proposed building.

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	iii. AS1428.1 – Design for access and mobility; iv. AS2890.6 – Parking Facilities, Part 6: Off-street parking for people with disabilities; v. MUTCD (Part 11: Parking controls); vi. AS/NZS 1158.3.1 – Lighting for Roads and Public Spaces, Part 3.1: Pedestrian Area (Category P) Lighting – Performance and Design Requirements; vii. Disability Standards for Accessible Public Transport 2002 made under subsection 31(1) of the DDA; and viii. PTIM. The certified, detailed design drawings are to include, but not limited to the following: 1. A 'Taxi Rank' in the general location as identified subject to compliance assessment in accordance with Condition 23 – Amended Ground Floor Plan – Compliance Assessment; 2. A minimum of five (5) taxi parking bays in total, including a minimum of one (1) parking bay at the head of the queue, of a length and width suitable for use by people with disabilities; 3. Two (2) taxi zone signs R5-21, placed at either end of the taxi rank; 4. Taxi zone line marking; and 5. Identify seating in proximity to the taxi rank. b) Construct the works generally in accordance with the plans endorsed under part a) of this condition.	b) At all times during road works, and prior to commencement of use.
21.	Passenger Loading Area # – Compliance Assessment a) Submit to EDQ Development Assessment, DSDMIP for compliance assessment, RPEQ certified drawings which demonstrate that a Passenger loading area will be designed and located generally in accordance with the following: i. Approved architectural plans (as amended in red) and as amended in accordance with Condition 23 – Amended Ground Floor Plan – Compliance Assessment; ii. AS2890.5 – Parking facilities, Part 5: On-street parking; iii. AS1428.1 – Design for access and mobility and AS2890.6 – Parking Facilities, Part 6: Off-street parking for people with disabilities; iv. MUTCD (Part 11: Parking controls); v. AS/NZS 1158.3.1 – Lighting for Roads and Public Spaces, Part 3.1: Pedestrian Area (Category P) Lighting – Performance and Design Requirements; vi. Disability Standards for Accessible Public Transport 2002 made under subsection 31(1) of the DDA; and vii. PTIM.	a) Prior to commencement of road works.

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	The certified, detailed design drawings are to include, but not limited to the following: 1. A Passenger loading area in the general location as identified subject to future compliance assessment in accordance with this condition; 2. A minimum of nine (9) passenger loading parking bays for ride share and private vehicles, including a minimum of one (1) parking bay of a length and width suitable for use by people with disabilities; 3. Two (2) loading zone signs R5-23 (passengers – 2 minute), placed at either end of any are identified for Passenger loading and line marking; 4. Line marking; 5. A stand-alone shade structure in proximity to the Passenger loading area (unless it can be demonstrated that the awning from the building will provide protection from the sun and rain); and 6. Seating in proximity to the Passenger loading area. b) Construct the works generally in accordance with the plans endorsed under part a) of this condition.	b) At all times during road works, and prior to commencement of use.
22.	Active Transport Strategy # – Compliance Assessment a) Submit to EDQ Development Assessment, DSDMIP, for compliance assessment, an Active Transport Strategy, prepared by a suitably qualified and experienced person, with reference to the <i>Consolidated Traffic Engineering Report</i>, reference HON0031/R03, dated 3 September 2019, generally in accordance with the following: i. Approved architectural plans (as amended in red) and as amended in accordance with Condition 23 – Amended Ground Floor Plan – Compliance Assessment; ii. <i>Townsville City Waterfront PDA Development Scheme, sections 3.5.4 Street and movement network;</i> iii. <i>Disability Standards for Accessible Public Transport 2002 made under subsection 31(1) of the DDA;</i> iv. <i>Townsville City Waterfront PDA Design Guideline, section 3.2 Public realm and streetscape;</i> v. <i>Guide to Road Design Part 6A: Paths for Walking and Cycling, AS1428.1 – Design for access and mobility;</i> vi. <i>Australasian Pedestrian Facility Selection Tool [V2.1.4, as updated from time to time] and User Guide (https://austroads.com.au/network-operations/network-management/pedestrian-facility-selection-tool); and</i> vii. SDAP Supporting Information, Provision of public passenger transport infrastructure (Performance outcome 19), by DTMR.	a) Prior to commencement of building works and road works.

	The Active Transport Strategy is to include, but not limited to: 1. A road safety audit of: the two pedestrian and cyclist crossings on Sir Leslie Thiess Drive; and crossing locations within the development where pedestrians and cyclists cross driveways or the Service lane. The road safety audit is to be certified by an RPEQ and consistent with the requirements of: A. Condition 8 – Wayfinding Strategy; B. Condition 12 – Landscape and Public Realm Works; C. Condition 13 – Streetscape Works; D. Condition 25 – Internal and External Road Works; 2. A revised site plan that identifies the pedestrian and cyclist network between the main entries to the development (List A) and the destinations in and adjoining the development (List B): <i>List A</i>—The main entries to the development, being the: • ‘Arrival plaza’; • ‘The Strand’; • ‘Pontoon 5 public plaza’; • ‘Hotel lobby’ AND <i>List B</i>—The destinations within and adjoining the development, being the: • Active transport network external to the site; • Ferry pontoon entry locations; • Bus stops (Urban and School Buses); • Bus layover (Urban and School Buses); • Coach set-down area; • Taxi rank; • Passenger loading area. 3. Features to maximise safety, minimise conflict and achieve separation between pedestrians, cyclists and vehicles; and 4. The location of waiting areas for the destinations identified in part a) 2. List B of this condition to demonstrate how the waiting areas will be kept clear of through movement by pedestrians and cyclists at the anticipated maximum volume of dwelling passengers at the Bus stops (urban and school buses), Coach set-down area, Taxi rank and Passenger loading area. b) Construct the works generally in accordance with the Active Transport Strategy endorsed under part a) of this condition.	b) At all times during landscape and public realm works, streetscape works, and road works and prior to commencement of use.
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PDA Development Conditions		
No.	Condition	Timing
23.	Ground Floor Layout – Amended Design – # <i>Compliance Assessment</i> a) Submit to EDQ Development Assessment, DSDMIP for compliance assessment, revised suite of detailed Architectural Plans, predominantly for the Ground Floor in accordance with the concept approval plan 191203-19050-sketch-revisedbusstops (floor plans, elevations and sections), prepared by an RAIA, and supporting written documentation. The submitted material is to demonstrate that the proposed design is generally in accordance with the following: - Approved architectural plans (as amended in red); <i>Townsville City Plan</i>, part 9.3.5 – Transport, access and parking code; <i>AS2890.6 – Parking Facilities</i>: Part 6: Off-street parking for people with disabilities; <i>Disability Standards for Accessible Public Transport 2002</i> – subsection 31(1) of the DDA; and <i>AS1428.1 – Design for Access and Mobility</i>. The detailed plans and supporting Traffic and Transport technical note are to include, but not limited to, the following items and amendments: - Swept path for all vehicles including urban buses, taxis, passenger vehicles, coaches, SRV and refuse; - Revised line marking at the site entry from Sir Leslie Thiess Drive, providing a diverging lane arrangement separating traffic towards the set down area and the local/school bus stop approach; - Prioritise bus movements at the site entry and desirably provide a dedicated unobstructed bus lane; - Provide a high-entry angle access for the Service Lane (at the southern end) to Sir Leslie Thiess Drive with give-way signage and line marking; - Review the Sir Leslie Thiess Drive re-entry arrangement for buses from the site access and determine bus stop operation, lane allocation on approach to the bus stops; - Review the northern site re-entry location to Sir Leslie Thiess Drive and define priority, movement control and lane allocation for buses and, if required, general traffic; - Review the potential for undesirable movements from Sir Leslie Thiess Drive into the site via the bus re-entry to the local bus stops and provide physical control if required; - Reinforce give-way control for the hotel porte-cochere; - Relocate the proposed marked and signed two coach stops to the northern end of the Service Lane along its eastern kerb; - Provide five taxi bays (sign-posted) and three marked passenger loading zone bays along the northern kerb within The Strand's cul-de-sac;	a) Prior to the commencement of works.

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	11. Relocate refuse collection south along the Service Lane and/or consider time-of-day restrictions for its use such that it can be a shared kerbside space with another parking use; 12. Provide a second pedestrian crossing across the Service Lane in the vicinity of the car park access intersection; 13. Provide a marked parking lane (but not marked parking bays) for private passenger set down and pick up within the Service Lane's eastern and western kerbs between the car park access intersection and the southern end of the Service Lane; 14. Consider coloured diagonal line marking within the private passenger set down and pick up parking lane to reinforce its short-term/quick turnover operation; 15. The marked parking lane for private passenger set down and pick up within the Service Lane's western kerb is to be at least 20 metres from the re-entry arrangement to Sir Leslie Thiess Drive; 16. Maintain the proposed pedestrian crossing across the service lane towards the south; 17. Maintain the proposed PWD bay along the eastern kerb at the southern end; 18. Maintain the emergency bay along the western kerb at the southern end; 19. Review the proposed pedestrian crossing proposed across Sir Leslie Thiess Drive and consider a pedestrian refuge; 20. Consider and widen if required the footpath width of the pedestrian area providing access to the local bus services and passenger set down parking lane. The assessment is to identify the effective width required for the forecasted volume of pedestrians, excluding obstructions, waiting bus passengers, bus stop infrastructure and street furniture; and <i>Note: This assessment could potentially be undertaken via the FRUIN method.</i> 21. Integrate with the requirements of Condition 26 – Internal and External Roadworks – <i>Compliance Assessment</i>. b) Construct the works generally in accordance with the plans approved endorsed under part a) of this condition.	b) At all times during works.
Engineering		
24.	Construction Hours Unless otherwise approved by EDQ Development Assessment, DSDMIP via an application for out of hours works approval, construction hours for Works will be limited to Monday to Saturday 6:30am to 6:30pm, excluding public holidays.	As indicated.

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25.	Out of Hours – <i>Compliance Assessment</i> a) Submit to EDQ Development Assessment, DSDMIP for Compliance Assessment all requests for out of hours works. Requests must be in writing on the EDQ Application for out of hours works approval form and must be accompanied by the following information: i. reason for the request; ii. site plan(s); iii. reasons that the proposed works can not reasonably or safely be undertaken within normal construction hours; iv. potential adverse impacts and proposed mitigation strategies/measures; v. community engagement strategy and outcomes therefrom; and vi. all permits relating to other authorities (e.g. Council, DTMR or Queensland Police Service) for the proposed works. b) Undertake all out of hours works in accordance with the endorsement obtained under part a) of this condition.	a) No less than 10 business days prior to the proposed works. b) As indicated.
26.	Internal and External Road Works [#] – <i>Compliance Assessment</i> a) Submit to EDQ Development Assessment, DSDMIP for compliance assessment, a Functional Road Layout Plan for all external road works, certified by an RPEQ, generally in accordance with the following: i. The approved Consolidated Traffic Management Report (HON0031/R03, Revision A); ii. The approved architectural plans (as amended in red) and as amended in accordance with Condition 23 – Amended Ground Floor Plan – <i>Compliance Assessment</i>; iii. <i>Townsville City Plan</i>, SC6.4 Development manual planning scheme policy; and iv. The <i>DDA</i>. The detailed plans are to include, but not limited to, the following: 1. Engineering design and construction drawings for all frontage works and road works on Sir Leslie Thiess Drive and The Strand; 2. Engineering design and construction drawings for the road works in The Strand in association with the non-standard 2.5m wide pathway along the Ross Creek end of The Strand, with new kerb to The Strand; the Passenger loading area; and how these tie in to existing kerb and channel, and driveway crossovers (where applicable); 3. Integrate with the requirements of: A. Condition 8 – Wayfinding Strategy;	a) Prior to the commencement of road works.

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	B. Condition 12 – Landscape and Public Realm Works – <i>Compliance Assessment</i>; C. Condition 13 – Streetscape Works – <i>Compliance Assessment</i>; D. Condition 18 – Bus Layover (Urban and School Bus) – <i>Compliance Assessment</i>; E. Condition 19 – Coach Set-down Area; F. Condition 21 – Passenger Loading Area – <i>Compliance Assessment</i>; G. Condition 22 – Active Transport Strategy – <i>Compliance Assessment</i>; H. Condition 23 – Ground Floor Layout – <i>Compliance Assessment</i>; I. Condition 34 – Vehicle Access; 4. Linemarking; 5. Engineering design of the linemarking in the vicinity of proposed Bay 1 of the Bus layover (urban and school) and the road carriageway to ensure adequate distance for northbound traffic on Sir Leslie Thiess Drive to select the correct lane for straight through movement; 6. Traffic devices; 7. Pedestrian and cyclist crossings and paths; and 8. Details of materials, locations of services and all assets associated with the external road works. b) Submit to EDQ Development Assessment, DSDMIP for compliance assessment, a Functional Layout Plan for the ground level internal road works (excluding any works in the road reserve), certified by an RPEQ, generally in accordance with the following: - Approved architectural plans (as amended in red) and as amended in accordance with Condition 23 – Amended Ground Floor Plan – <i>Compliance Assessment</i>; - The approved <i>Consolidated Traffic Management Report</i> (HON0031/R03, Revision A); <i>Townsville City Plan, Part 9.3.5 – Transport, access and parking code</i>; <i>AS2890.6 – Parking Facilities, Part 6: Off-street parking for people with disabilities</i>; <i>Disability Standards for Accessible Public Transport 2002</i> – subsection 31(1) of the DDA; and <i>AS1428.1 – Design for Access and Mobility</i>. The detailed plans are to include, but not limited to, the following: - Engineering design and construction drawings for the internal roads for the: 'Service lane'; - Internal driveway off the Service lane to the Parking station and servicing area; - Short-term accommodation driveway loop; 'Hotel Set Down and Pick Up Bays';	b) Prior to obtaining a development permit for building work under the <i>Building Act 1975</i> for the proposed building.

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	E. 'Recreation Vehicle Bays'; and F. Entry and exit driveway locations on Sir Leslie Thiess Drive; 2. For 'Hotel Set Down and Pick Up Bays': A. An indented passenger loading zone clear of the swept path of the maximum design vehicle using the hotel turnaround area; and B. One (1) parking bay at the head of the queue that caters for people with a disability; 3. Integrate with the requirements of: A. Condition 8 – Wayfinding Strategy; B. Condition 12 – Landscape and Public Realm Works – <i>Compliance Assessment</i>; C. Condition 13 – Streetscape Works – <i>Compliance Assessment</i>; D. Condition 14 – Lighting Plan – <i>Compliance Assessment</i>; E. Condition 16 – Bus Stops (Urban and School Buses) – <i>Compliance Assessment</i>; F. Condition 17 – On-Site Bus Operation – <i>Compliance Assessment</i>; G. Condition 20 – Taxi Rank – <i>Compliance Assessment</i>; H. Condition 22 – Active Transport Strategy – <i>Compliance Assessment</i>; I. Condition 23 – Amended Ground Floor – <i>Compliance Assessment</i> J. Condition 34 – Vehicle Access; K. Condition 35 – Vehicle Parking – <i>Compliance Assessment</i>; and L. Condition 36 – Bicycle Parking and End of Trip Facilities; 4. Linemarking and pavement treatments; and 5. Pedestrian and cyclist crossings and paths c) Construct the works generally in accordance with the plans endorsed under part a) and part b) of this condition. d) Submit to EDQ Development Assessment, DSDMIP, 'as constructed' drawings, asset register and test results, certified by an RPEQ, in a format acceptable to Council, for all road works constructed in accordance with part a) and b) of this condition.	c) At all times during road works. d) Prior to commencement of use.
27.	Construction Environmental Management Plan a) Submit to EDQ Development Assessment, DSDMIP, a site-based Construction Environmental Management Plan (CEMP), prepared by the principal site contractor and reviewed by a suitably qualified and experienced person	a) Prior to commencement of works.

	responsible for overseeing the works, that manages the following: i. Noise and dust generated from the site during and outside construction work hours in accordance with the <i>Environmental Protection Act 1994</i>; ii. Stormwater flows around or through the site without increasing the concentration of total suspended solids or Prescribed Water Contaminants (as defined in the <i>Environmental Protection Act 1994</i>), causing erosion, creating any ponding and causing any actionable nuisance to upstream or downstream properties; iii. During Level 3 and 4 water restrictions, water must not be drawn from Council's reticulated supply. The dust management plan must include detail of where water used for dust mitigation is to be drawn from should Level 3 and 4 water restrictions be in effect and/or imposed during the construction of the development; iv. Contaminated land (if required), including removal, treatment and replacement in accordance with a compliance permit from an approved contaminated land auditor; v. Details a complaints management process to manage on-site related complaints. The complaints management process is to nominate an on-site person who will implement the process. Any complaints received are to be recorded, including: A. Name, address and contact number of the complainant B. Time and date of the complaint C. Reasons for the complaint D. Investigations undertaken E. Conclusions formed F. Actions taken to resolve the complaint G. Any abatement measures implemented; and H. Name of person responsible for resolving the complaint; vi. Site Management Provisions including but not limited to the following where applicable: A. Provision for pedestrian management including alternative pedestrian routes, past or around the site; B. Location of and impacts on any local authority's assets on or external to the site; C. Temporary vehicular access points and frequency of use; D. Provision for loading and unloading materials including the location of any remote loading sites; E. Location of materials, structures plant and equipment to be stored or placed on the construction site; F. Management of waste generated during the construction activities; G. How materials are to be loaded/unloaded and potential impacts on existing street trees;	
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	H. Location of proposed external hoardings and gantries (with clearances to street furniture and other footpath assets); I. Employee and visitor parking areas; J. Temporary parking arrangement for ferry terminal passengers, staff and visitors, relevant to the development; K. Anticipated staging, programming; L. Provision for fire exit routes for other uses on the subject or adjoining sites; and M. Allowable works times in accordance with those set by the Queensland Environmental Protection (Noise) policy; vii. Demonstrate that there will be no disruption to the state transport road network during the course of construction; viii. Demonstrate that there will be no adverse impact on the structural integrity of the state transport road network during the course of construction; ix. Nominating for heavy vehicles: vehicle size, vehicle numbers, load limits, haulage times and the designated route(s) to and from the site; and x. The identification of mitigation measures to prevent any adverse impacts to any state-controlled corridors. b) Undertake all works generally in accordance with the CEMP submitted under part a) of this condition, which is to be current and available on site at all times during the construction period.	b) At all times during construction.
28.	Traffic Management Plan a) Submit to EDQ Development Assessment, DSDMIP, a Traffic Management Plan (TMP), certified by a person holding a current Traffic Management Level 3 qualification or higher. The TMP is to include the following: i. Provision for the management of traffic around and through the site during and outside of construction work hours; ii. Provision of parking for workers and materials delivery; iii. Risk identification, assessment and identification of mitigation measures; iv. Ongoing monitoring, management review and certified updates (as required); and v. Traffic control plans and/or traffic control diagrams, prepared in accordance with the <i>MUTCD</i> for any temporary part or full road closures of any Council or State road(s); vi. Provision for pedestrian management including alternative pedestrian routes, past or around the site; and	a) Prior to commencement of works.

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	vii. Maintain the safety and efficiency of urban school, school and private bus services, taxi services and any rideshare. b) Undertake all works generally in accordance with the certified TMP submitted under part a) of this condition, which is to be current and available on site at all times.	b) At all times during works and prior to commencement of use.
29.	Geotechnical Management Plan a) Submit to EDQ Development Assessment, DSDMIP, a detailed Geotechnical Management Plan (GMP), prepared and certified by an RPEQ, that is consistent with the following: - Australian Standards: - AS1726 <i>Geotechnical Site Investigations</i>; - AS2159 <i>Piling – Design and Installation</i>; and - AS4678 – <i>Earth Retaining Structures</i>; - Townsville Marine Tourism Precinct Report, reference 18112818-002-R-Rev 2, prepared by Golder Associates Pty Ltd, dated April 2019. b) Undertake all works in accordance with the GMP submitted under part a) of this condition.	a) Prior to construction commencing. b) At all times during construction.
30.	Flood Assessment Statement ^ – Compliance Assessment a) Submit to EDQ Development Assessment, DSDMIP, for compliance assessment, a Flood Assessment Statement, certified by an RPEQ, that provides the following: - Details of any potential flood impact on the site, or other impacted properties, for the Q50, Q100, Q200 and Q500 flood events, in combination with the impacts of storm tide inundation; - Measures within the development to mitigate any increased flooding on impacted properties; and - Confirming that the habitable floor level is 1-in-a-100-year flood Average Recurrence Interval flood event, plus a minimum 300mm for the lowest floor above the flood level, in accordance with the requirements of <i>Townsville City Plan</i>. b) Design and construct the development to achieve compliance with the Flood Assessment Statement endorsed under part a) of this condition. c) Submit to EDQ Development Assessment, DSDMIP, certification by an RPEQ that development has been carried out generally in accordance with the Flood Assessment Statement endorsed under part a) of this condition.	a) Prior to commencement of works. b) At all times during design, and construction works. c) Prior to commencement of use.

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31.	Flood Emergency Management Plan a) Submit to EDQ, Development Assessment, DSDMIP, a Flood Emergency Management Plan (FEMP), certified by an RPEQ, generally in accordance with the following: i. <i>State Planning Policy</i>, July 2017; ii. <i>AS/NZS ISO 3100:2009 Risk Management – Principles and Guidelines</i>; and iii. <i>Queensland Emergency Risk Management Framework (QERMF)</i>. The FEMP is to include, but not limited to, the following: A. Passive and active flood management measures; B. Evacuation trigger levels; C. Roles and responsibilities, D. Training; E. Post flood response measures; and F. Monitoring. b) Implement and maintain the certified FEMP submitted under part a) of this condition.	a) Prior to commencement of works. b) At all times during construction and at all times on commencement of use.
32.	Retaining Walls a) Submit to EDQ Development Assessment, DSDMIP, detailed engineering plans, certified by an RPEQ, for all retaining walls 1.0m or greater in height. Retaining walls shall be designed for a design life of not less than 50 years, with heights generally in accordance with <i>PDA Practice Note No. 10 – Plans of development</i>, unless otherwise approved by EDQ Development Assessment, DSDMIP. b) Construct the works generally in accordance with the certified plans submitted under part a) of this condition. c) Submit to EDQ Development Assessment, DSDMIP, certification by an RPEQ that all retaining wall works 1.0m or greater in height have been carried out generally in accordance with the certified plans submitted under part a) of this condition.	a) Prior to commencement of works. b) At all times during works. c) Prior to commencement of use.
33.	Filling and Excavation a) Submit to EDQ Development Assessment, DSDMIP, detailed earthworks plans, certified by an RPEQ, generally in accordance with <i>AS3798 – 2007 “Guidelines on Earthworks for Commercial and Residential Developments</i>. The certified earthworks plans are to: i. Include a geotechnical soils assessment of the site;	a) Prior to commencement of works.

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	ii. Be consistent with the Erosion and Sediment Control plans as required by Condition 49 – Erosion and Sediment Management; and iii. Provide full details of any areas where surplus soil will be stockpiled. b) Carry out the earthworks generally in accordance with the certified plans submitted under part a) of this condition. c) Submit to EDQ Development Assessment, DSDMIP, certification by an RPEQ that all earthworks have been carried out in generally accordance with the certified plans submitted under part a) of this condition, and any unsuitable material encountered has been treated or replaced with suitable material.	b) At all times during works. c) Prior to commencement of use.
34.	Vehicle Access a) Construct the new access driveways and vehicle crossovers generally in accordance with the following: i. Approved architectural plans (as amended in red); ii. The requirements of the following conditions: A. Condition 12 – Landscape and Public Realm Works – <i>Compliance Assessment</i>; B. Condition 13 – Streetscape Works – <i>Compliance Assessment</i>; C. Condition 22 – Active Transport Strategy – <i>Compliance Assessment</i>; D. Condition 26 – Internal and External Road Works – <i>Compliance Assessment</i>; E. Condition 35 – Vehicle Parking – <i>Compliance Assessment</i>; F. Condition 36 – Bicycle Parking and End of Trip Facilities; and iii. <i>Townsville City Plan</i>: A. Part 9.3.5 Transport impact, access and parking code; B. SC6.4 Development manual planning scheme policy; and C. SC6.4.3.5 Car parking and public transport facilities guidelines of the Townsville City Plan. b) Submit to EDQ Development Assessment, DSDMIP, certification by an RPEQ demonstrating that the crossovers have been provided in accordance with part a) of this condition. c) Remove all redundant crossovers and reinstate the kerb and channel in accordance with Council standards.	a) At all times during works. b) Prior to commencement of use. c) Prior to commencement of use.
35.	Vehicle Parking – <i>Compliance Assessment</i> a) Submit to EDQ Development Assessment, DSDMIP, for compliance assessment, Detailed Design Plans identifying	a) Prior to commencement of

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	all vehicle parking spaces, delineated and signed, generally in accordance with the following: i. Approved architectural plans (as amended in red); ii. <i>Townsville City Plan</i>, SC6.10 Parking rates planning scheme policy; iii. <i>AS2890 – Parking Facilities</i>; and iv. The DDA. The detailed design plans are to include, but not limited to the following: A. Information identifying the allocation of parking spaces for each approved land use; B. A maximum of 465 car parking spaces in the <i>Parking station</i> internal to the building, unless otherwise agreed to in writing by EDQ Development Assessment, DSDMIP, including: parking spaces for <i>Short-term accommodation</i> and <i>Office</i>; and 10 car parking spaces for people with disabilities (calculated on a ratio of 1 space per 50 car parking spaces); C. A minimum of 20 motorbike spaces; D. A minimum of 8 recreational vehicle parking spaces; E. A minimum of one (1) space for ambulance parking; F. All parking spaces for people with disabilities are required to be available at all times to bona fide visitors to the approved development, including the spaces in the Parking station; G. Identify any parking spaces or commercial loading spaces on Sir Leslie Thiess Drive; and H. Provide infrastructure (i.e. conduits, wiring, capacity) to enable electric vehicle charging stations to be installed at a future date to a minimum of 25 car parking spaces. b) Submit to EDQ Development Assessment, DSDMIP certification by an RPEQ demonstrating that the parking facilities have been provided in accordance with the plans endorsed under part a) of this condition. c) All parking spaces for people with a disabilities are required to be available to bona fide visitors, including the parking spaces in the Parking Station; <i>Refer Advice Note 9 – Electric Vehicle Charging.</i>	building works and to be maintained. b) Prior to commencement of use. c) At all times.
36.	Bicycle Parking and End of Trip Facilities a) Provide bicycle parking, delineated and signed, for staff and visitors to the development; and end of trip facilities for staff of the development, generally in accordance with the following: i. Approved architectural plans (as amended in red); ii. <i>Townsville City Waterfront PDA Development Scheme</i>, section 3.5.4 Street and movement network; iii. <i>Townsville City Waterfront PDA Design Guideline</i>, section 3.2 Public realm and streetscape; and	a) Prior to commencement of use.

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	iv. <i>Townsville City Plan</i>, SC6.4 Development manual planning scheme policy. The development is to provide: A. A minimum of 20 bicycle parking spaces located no more than 25m from an entrance to the development; and B. Access to bicycle spaces to remain unobstructed and available for use at all times. b) Submit to EDQ Development Assessment, DSDMIP written evidence demonstrating bicycle parking facilities have been provided in accordance with part a) of this condition.	b) Prior to commencement of use.
37.	Water Connection Connect the development to the existing water reticulation network in accordance with Council's current adopted standards. <i>Note—Any excess demand generated by an increase in the Public passenger services for the development, greater than the scheduled number of Public passenger services at the date of this PDA development approval, may be the subject of future negotiations with the relevant public utility provider regarding sufficient capacity in the trunk water network.</i>	Prior to commencement of use.
38.	Sewer Connection Connect the development to the existing sewer reticulation network in accordance with Council's current adopted standards. <i>Note—Any excess demand generated by an increase in the Public passenger services for the development, greater than the scheduled number of Public passenger services at the date of this PDA development approval, may be the subject of future negotiations with the relevant public utility provider regarding sufficient capacity in the trunk sewer network.</i>	Prior to commencement of use.
39.	Stormwater Connection Connect the development to a lawful point of discharge with 'no-worsening' to upstream or downstream properties for storm events up to 1% Annual Exceedance Probability (AEP) in accordance with Councils current adopted standards.	Prior to commencement of use.
40.	Stormwater Management (Quality) – Compliance Assessment a) Submit to EDQ Development Assessment, DSDMIP, for compliance assessment detailed Engineering Drawings, certified by an RPEQ, for all proposed stormwater treatment devices. The devices are to be designed with reference to the <i>Engineering Report</i>, reference STP18-1390 prepared	a) Prior to commencement of stormwater works.

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	by STP Consultants, dated 15 April 2019, and be generally in accordance with the following: i. Approved architectural plans (as amended in red); ii. <i>PDA Guideline No. 13 Engineering standards – Stormwater quality</i>; iii. <i>Townsville City Plan</i>, SC6.4.4.4 Stormwater Drainage design; and iv. <i>Townsville City Waterfront PDA Design Guideline</i>, part 3.3. b) Construct the works generally in accordance with the plans endorsed under part a) of this condition. c) Provide evidence from an RPEQ that the works have been constructed generally in accordance with the plans endorsed under part a) of this condition.	b) At all times during stormwater works. c) Prior to commencement of use.
41.	Storm Tide Inundation – Minimum Floor Levels Submit to EDQ Development Assessment, DSDMIP, as-constructed drawings and documentation, certified by an RPEQ, demonstrating the development has been constructed to ensure that: a) The floor level of all habitable rooms is above the designed storm tide event level of 3.9m AHD; and b) Critical services and infrastructure remain operational, including the underground fuel storage tank, up to the defined storm tide event level of 3.9m AHD.	Prior to commencement of use.
42.	Storm Tide Inundation – Removal of Debris Should development works, or the development, become damaged as a result of flooding or storm tide inundation, the registered landowner(s) or lessee(s) of the subject land shall be responsible for the removal of all debris promptly after the storm tide inundation event, at their own expense.	At all times.
Infrastructure		
43.	Electricity Submit to EDQ Development Assessment, DSDMIP, either: a) Written evidence from Ergon confirming that existing underground low-voltage electricity supply or overhead, where agreed to by Council, is available to the development; or b) Written evidence from Ergon confirming that the applicant has entered into an agreement with it to provide underground or overhead, where agreed to by Council, electricity services.	Prior to commencement of use.
44.	Telecommunications Submit to EDQ Development Assessment, DSDMIP, documentation from an authorised telecommunication service provider confirming that an agreement has been entered into	Prior to commencement of use.

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	for the provision of underground telecommunication services to the proposed development.	
45.	Broadband Submit to EDQ Development Assessment, DSDMIP, a written agreement from an authorised telecommunications service provider that infrastructure within the development as defined under the <i>Telecommunications Legislation Amendment (Fibre Deployment) Act 2011</i>) can be provided in accordance with the Communications Alliance G645:2017 guideline, to accommodate services which are compliant with the Federal Government's National Broadband Network policy.	Prior to commencement of use.
46.	Public Infrastructure – Damage, Repairs and Relocation Repair any damage to existing public infrastructure that occurred during works carried out in association with the approved development. Should existing public infrastructure require relocation, due to the approved development, the developer is responsible for these costs together with compliance with relevant standards and statutory requirements.	Prior to commencement of use.
Environment		
47.	Acid Sulfate Soils Management a) Where acid sulfate soils are found on site, submit to EDQ Development Assessment, DSDMIP, an Acid Sulfate Soils Management Plan (ASSMP). The ASSMP is to be certified by a suitably qualified and experienced professional in soils and/or erosion sediment control, generally in accordance with the following: i. <i>Townsville City Plan</i> , Part 9.3.2 Healthy waters code; and ii. <i>Queensland Acid Sulfate Soil Technical Manual</i> . b) Excavate, remove and/or treat on-site all acid sulfate soils generally in accordance with the certified ASSMP submitted under part a) of this condition.	a) Prior to commencement of and during works. b) At all times during works and prior to commencement of use.
48.	Groundwater Management a) Submit to EDQ Development Assessment, DSDMIP, a Site Condition Report (SCR), certified an RPEQ, that includes a groundwater risk assessment. b) Where the SCR under part a) of this condition identifies a groundwater risk, submit to EDQ Development Assessment, DSDMIP, a Groundwater Management Strategy (GMS), certified by an RPEQ, incorporating at a minimum: i. Strategies for managing groundwater during the staged works phases; ii. An assessment of the groundwater conditions to determine appropriate construction management procedures;	a) Prior to commencement of works. b) Prior to commencement of works.

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	iii. Strategies for a situation where the groundwater inflow is excessive and additional pumping is required (i.e. cut-off drain); and iv. Supporting information confirming the GMS was prepared with reference to the relevant documentation prepared in accordance with: A. Condition 2 – Certification of Operational Work; B. Condition 4 – Scope of Approved Development; C. Condition 27 – Construction Environmental Management Plan; D. Condition 29 – Geotechnical Management Plan; E. Condition 33 – Filling and Excavation; F. Condition 47 – Acid Sulfate Soils Management; and G. Condition 49 – Erosion and Sediment Management. c) Undertake all works in accordance with the GMS certified under part b) of this condition.	c) At all time during works and prior to commencement of use.
49.	Erosion and Sediment Management a) Submit to EDQ Development Assessment, DSDMIP, an Erosion and Sediment Control Plan (ESCP), certified by an RPEQ or an accredited professional in erosion and sediment control (CPESC), generally in accordance with the following: i. The construction phase stormwater management design objectives of the <i>State Planning Policy</i>; ii. Healthy Land and Water Technical Note: <i>Complying with the SPP – Sediment Management on Construction Sites</i>; iii. <i>Urban Stormwater Quality Planning Guidelines</i>, prepared by the former Department of Environment and Heritage Protection; iv. <i>Best Practice Erosion and Sediment Control</i>, prepared by the International Erosion Control Association Australasia; and v. <i>Townsville City Plan</i>, Part 9.3.2 Healthy Waters Code. b) Implement the certified ESCP as approved under part a) of this condition.	a) Prior to commencement of works. b) At all times during works.
50.	Refuse Collection Submit to EDQ Development Assessment, DSDMIP, refuse collection approval from Council or a private waste contractor.	Prior to commencement of use.
51.	Acoustic Treatment – Compliance Assessment a) Submit to EDQ Development Assessment, DSDMIP, for compliance assessment, an acoustic report prepared by a suitably qualified and experienced acoustic consultant, with reference to the <i>Noise Impact Assessment Report</i>,	a) Prior to commencement of building works.

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	reference 18BRA0149 R01_2, prepared by TTM, dated 15 April 2019. The acoustic report is to be prepared generally in accordance with the following: i. <i>Townsville City Waterfront PDA Development Scheme</i>; ii. <i>Environmental noise criteria in the Environmental Protection (Noise) Policy 2008</i>; and iii. <i>AS/NZS 2 107:2000 – Acoustics – recommended design sound levels and reverberation times for building interiors</i>. b) Construct the development generally in accordance with the recommendations of the report as endorsed under part a) of this condition. c) Submit to EDQ Development Assessment, DSDMIP, a Statement of Compliance by an RPEQ, certifying that the constructed works are generally in accordance with the recommendations of the acoustic report endorsed under part a) of this condition.	b) At all times during building works. c) Prior to commencement of use.
52.	Air Quality Management – Compliance Assessment a) Submit to EDQ Development Assessment, DSDMIP, for compliance assessment, an air quality impact assessment report prepared by a suitably qualified and experienced person, with reference to the <i>Air Quality Impact Assessment report</i>, reference 622.11119-R01 V1.0, prepared by SLR Consulting, dated 16 April 2019. The air quality impact assessment report is to be prepared generally in accordance with the following: i. <i>Townsville City Waterfront PDA Development Scheme</i>; ii. <i>Guideline: Odour Impact Assessment from Developments 2013, Department of Environment and Heritage Protection</i>; and iii. <i>Environmental Protection (Air) Policy 2008</i>. b) Construct the development generally in accordance with the report as endorsed under part a) of this condition. c) Submit to EDQ Development Assessment, DSDMIP, a Statement of Compliance by a suitably qualified and experienced person, certifying that the constructed works are generally in accordance with the recommendations of the air quality impact assessment report endorsed under part a) of this condition.	a) Prior to commencement of building works. b) At all times during building works. c) Prior to commencement of use.
53.	Environmental Management Plan for Operation of the Approved Development a) Submit to EDQ Development Assessment, DSDMIP an Environmental Management Plan (EMP) for the operation of the approved development, prepared by a suitably qualified	a) Prior to commencement of use.

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No.	Condition	Timing
	and experienced person, to address environmental impacts generated by the development on sensitive receptors. The EMP is to set out operating procedures to ensure: i. Compliance with the <i>Environmental Protection Act 1994</i>; ii. The development does not release contaminants to the surrounds that may cause environmental nuisance or harm; iii. The Port of Townsville, Townsville City Council, Department of Transport and Main Roads and EDQ are immediately notified in the circumstance that an event such as an unauthorised release of contaminants to the environment, an incident or emergency in conjunction with the operations of the <i>Port services</i> or the <i>Undefined use – Bus interchange</i>, or where such an incident could be reasonably expected to occur. Such notification is to include the following information: A. the site address; B. the site manager, telephone or other contact details; C. the nature of the unauthorised release, incident or emergency including nature of the contaminants involved; D. the expected time to the event or since the event; E. the suspected cause of the event; F. the possible effects of the event on the environment; and G. the actions taken to address the occurrence of the event; iv. Cleaning and maintenance of the proposed development (i.e. the development must be maintained in clean order at all times in such a manner which ensures the site remains free of accumulated litter, dust, graffiti and other wastes); v. Work and maintenance areas are not to be cleaned using wash down or hose down methods where waste waters drain to land, Ross Creek or to the stormwater system (unless to a stormwater treatment device). Any spillage of wastes must not be released into the stormwater system, roadside gutter or other waters; vi. Appropriate handling of complaints related to the operations of the development. This is to include the management of complaints relating to any air quality, odour, heat and noise emissions generated by the development and associated activities, and possible mitigation measures to address the causal issue, including but not limited to, the following: A. Air and noise emissions generated by marine vessels, buses and coaches; B. Loading and unloading of marine vessels; and C. Maintenance of marine vessels or pontoons; vii. The complaints management process is to nominate an on-site person who will implement the process. Any complaints received are to be recorded, including:	

PDA Development Conditions

No.	Condition	Timing
	A. Name, address and contact number of the complainant; B. Time and date of the complaint; C. Reasons for the complaint; D. Investigations undertaken; E. Conclusions formed; F. Actions taken to resolve the complaint; G. Any abatement measures implemented; and H. Name of person responsible for resolving the complaint.	
	b) After the initial twelve months of commencement of use, undertake monitoring and assessment of noise and air quality emissions from the operational development, and submit an Air and Noise Emissions Baseline Report to EDQ Development Assessment, DSDMIP, demonstrating compliance with the <i>Environmental Protection Act 1994</i> .	b) As specified.
	c) Where there is a 35% increase in the scheduled or booked Public passenger services (marine vessel and coach services only) to the number as at the date of this PDA development approval, submit to EDQ Development Assessment, DSDMIP, an updated EMP addressing the mitigation of impacts from the increase in Public passenger services; best practice approaches; and the requirements of part a) of this condition.	c) As specified.
	d) At any point in time thereafter where there is a further 35% increase in the scheduled or booked Public passenger services (marine vessel and coach services only) when compared to the number specified in the last updated EMP submitted under part c) of this condition — submit to EDQ Development Assessment, DSDMIP, an updated EMP addressing the mitigation of impacts from the increase in Public passenger services; best practice approaches; and the requirements of part a) of this condition.	d) As specified.
	e) Provide to EDQ Development Assessment, DSDMIP upon request a copy of the record of complaints required to be kept under part a) vi) of this condition, for the period of time specified in the EDQ request.	e) Within 10 business days of the date of the request.

PDA Development Conditions		
No.	Condition	Timing
Surveying and access rights		
54.	Land tenure Submit to EDQ Development Assessment, DSDMIP written evidence demonstrating appropriate land titling arrangements have been achieved to ensure lawful occupation of the development site is achievable through one of the following: - Amalgamation of the subject site into two lots (e.g. one lot for the building, including the Public Promenade to Ross River; and one lot for the entry and exit driveway to Sir Leslie Thiess Drive, Short-term accommodation driveway loop, the Pontoon 5 public plaza and the northerly Public Footpath); - Long term lease arrangements; or - Other alternative land tenure arrangement to the satisfaction of the MEDQ.	Prior to commencement of use.
55.	Easements over Infrastructure Public utility easements are to be provided, in favour of and at no cost to the grantee, over infrastructure located in land that becomes contributed assets. The terms of the easements are to be to the satisfaction of the Chief Executive Officer of the authority which ultimately is to takeover and maintain the contributed assets.	At the earliest of either the following: • prior to commencement of use; • prior to endorsement of a Building Format Plan; or • prior to registration of a lease for the site.
56.	Public Access 24/7 ^ Provide and maintain unimpeded and safe access for the general public at all times (24 hours a day, 7 days a week), for the public realm on the site in the location identified on the approved Architectural Plan titled <i>Ground Level</i> , drawing number 19050 DA200 Revision 11, prepared by Bureau Proberts, dated 30 October 2019 (as amended in red by EDQ), which nominates the indicative extent of the public access 24/7 requirement in the purple shaded area.	Prior to commencement of use.
57.	Visitor Access Provide and maintain unimpeded and safe access for bona fide visitors to the site, or users of the Public passenger services provided by the development, from 15 minutes before the first scheduled service of the day to 15 minutes after the last scheduled service of the day, for the public realm and building facilities on the site in the pink shaded location identified on the approved Architectural Plan titled <i>Ground Level</i> , drawing number 19050 DA200 Revision 11, prepared by Bureau Proberts, dated 30 October 2019 (as amended in red by EDQ).	As specified.

PDA Development Conditions		
No.	Condition	Timing
Infrastructure Contributions		
58.	Infrastructure Charges Unless a relevant infrastructure agreement provides to the contrary, pay to the MEDQ, the applicable infrastructure charges under the IFF, calculated as follows: a) where a use has commenced on or before six (6) years from the original decision date – in accordance with the IFF in force at the time of the original decision date (July 2019); or b) where a use has commenced more than six (6) years from the original decision date – in accordance with the IFF in force at the time of the payment. <i>Refer Advice Note 11 – Infrastructure Contributions Estimate.</i>	In accordance with the IFF.

Advice Notes	
General Advice	
1.	Other Approvals In order to lawfully undertake development, it may be necessary to obtain approvals other than this PDA development approval. For advice on other approvals that may be necessary in relation to your proposal, it is recommended that you seek professional advice. For clarity purposes, please note that this PDA Development Approval does not grant approval for development or works assessable under legislation other than the <i>Economic Development Act 2012</i> . This includes, but is not limited to, any approvals that may be required to enact the development under the <i>Planning Act 2016</i> , the <i>Marine Parks Act 2004</i> , the <i>Sustainable Ports Development Act 2015</i> , the <i>Environment Protection Act 1994</i> , <i>Coastal Protection and Management Act 1995</i> or the <i>Environmental Protection and Biodiversity Conversation Act 1999</i> . This approval has not considered any ERAs specifically for any fuel storage.
2.	Operational Work Associated with Approved Material Change of Use (Condition 4 – Scope of Approval) The Townsville City Waterfront PDA Development Scheme identifies that “ <i>Carrying out operational work in accordance with the conditions of a PDA development approval for material change of use or reconfiguring a lot</i> ” is exempt development. This PDA development approval has been issued noting that the following operational work will be exempt development as a consequence of the approved material change of use, subject to compliance with the conditions of this PDA development approval: i. Condition 9 – Advertising Devices; ii. Condition 10 – Public Art Strategy – <i>Compliance Assessment</i>; iii. Condition 12 – Landscape and Public Realm Works – <i>Compliance Assessment</i>; iv. Condition 13 – Streetscape Works – <i>Compliance Assessment</i>; v. Condition 14 – Lighting Plan – <i>Compliance Assessment</i>; vi. Condition 16 – Bus Stops (Urban and School Buses) – <i>Compliance Assessment</i>; vii. Condition 17 – On-site Bus Operation – <i>Compliance Assessment</i>; viii. Condition 18 – Bus Layover (Urban and School Buses) – <i>Compliance Assessment</i>; ix. Condition 19 – Coach Set-down Area;

Advice Notes

- x. Condition 20 – Taxi Rank – *Compliance Assessment*;
- xi. Condition 21 – Passenger Loading Area – *Compliance Assessment*;
- xii. Condition 22 – Active Transport Strategy – *Compliance Assessment*;
- xiii. Condition 23 – Ground Floor Layout – Amended Design – # *Compliance Assessment*
- xiv. Condition 26 – Internal and External Road Works – *Compliance Assessment*;
- xv. Condition 29 – Geotechnical Management Plan;
- xvi. Condition 30 – Flood Assessment Statement – *Compliance Assessment*;
- xvii. Condition 32 – Retaining Walls;
- xviii. Condition 33 – Filling and Excavation;
- xix. Condition 34 – Vehicle Access;
- xx. Condition 35 – Vehicle Parking – *Compliance Assessment*;
- xxi. Condition 36 – Bicycle Parking and End of Trip Facilities;
- xxii. Condition 37 – Water Connection;
- xxiii. Condition 38 – Sewerage Connection;
- xxiv. Condition 39 – Stormwater Connection;
- xxv. Condition 40 – Stormwater Management (Quality) – *Compliance Assessment*;
- xxvi. Condition 43 – Electricity;
- xxvii. Condition 44 – Telecommunications;
- xxviii. Condition 45 – Broadband;
- xxix. Condition 46 – Public Infrastructure – Damage, Repairs and Relocation;
- xxx. Condition 47 – Acid Sulfate Soils Management;
- xxxi. Condition 48 – Groundwater Management; and
- xxxii. Condition 49 – Erosion and Sediment Management.

3. Compliance Assessment

An application for compliance assessment as identified within the associated conditions must be submitted to EDQ Development Assessment, DSDMIP for approval at the timing identified as part of the relevant condition.

EDQ will engage with Townsville City Council, Department of Transport and Main Roads, including Maritime Safety Queensland and the Port of Townsville as determined relevant in carrying out assessment of the compliance assessment conditions:

- i. Condition 6 – External Building Materials and Finishes – *Compliance Assessment*;
- ii. Condition 7 – Environmentally Sustainable Design – *Compliance Assessment*;
- iii. Condition 10 – Public Art Strategy – *Compliance Assessment*;
- iv. Condition 12 – Landscape and Public Realm Works – *Compliance Assessment*;
- v. Condition 13 – Streetscape Works – *Compliance Assessment*;
- vi. Condition 14 – Lighting Plan – *Compliance Assessment*;
- vii. Condition 16 – Bus Stops (Urban and School Buses) – *Compliance Assessment*;
- viii. Condition 17 – On-site Bus Operations – *Compliance Assessment*;
- ix. Condition 18 – Bus Layover (Urban and School Buses) – *Compliance Assessment*;
- x. Condition 20 – Taxi Rank – *Compliance Assessment*;
- xi. Condition 21 – Passenger Loading Area – *Compliance Assessment*;
- xii. Condition 22 – Active Transport Strategy – *Compliance Assessment*;
- xiii. Condition 23 – Ground Floor Layout – Amended Design – # *Compliance Assessment*
- xiv. Condition 25 – Out of Hours – *Compliance Assessment*;
- xv. Condition 26 – Internal and External Road Works – *Compliance Assessment*;
- xvi. Condition 30 – Flood Assessment Statement – *Compliance Assessment*;
- xvii. Condition 35 – Vehicle Parking – *Compliance Assessment*;
- xviii. Condition 40 – Stormwater Management (Quality) – *Compliance Assessment*;
- xix. Condition 51 – Acoustic Treatment – *Compliance Assessment*; and
- xx. Condition 52 – Air Quality Management – *Compliance Assessment*.

Advice Notes	
	All documentation associated with such an application must be prepared and where necessary, certified by a suitably qualified and experienced person.
4.	Environmentally Sustainable Design (Condition 7 – Environmentally Sustainable Design) Part a) of this condition requires compliance approval of an Environmentally Sustainable Design Report. Whilst this report is to consider green star or equivalent rating for the building in nominating the best practice sustainability initiatives, it is not a requirement of this condition to obtain certification for green star or equivalent rating.
5.	Public Art (Condition 10 – Public Art Strategy) For public art, where located as approved through compliance assessment on land subject to a public access 24/7 (per condition 55) or road reserve, Council is to be the custodian of the artwork(s) and responsible for the ongoing maintenance of such.
6.	Bus Driver Facilities (Condition 15 – Bus Driver Facility) A ‘Driver stop’ room and ‘Staff EoT’ facilities have been identified on the ground floor plan of the development and a room suitable for use as a driver facility has been identified as a conditions of approval. Delivery of driver facilities as part of the development is subject to further commercial arrangements between DTMR and the Applicant/Developer. Bus driver facilities are to be designed and constructed generally in accordance with the <i>PTIM</i>. For the information of the applicant, DTMR have advised that the following criteria is applicable to the fit out of bus driver facilities, as agreed with bus operators: • Secure access 24 hours and day, seven days a week via key or building access card; • CCTV cameras on all external building doors, inside the meal room, and/or of the bus parking bays; • Secure access to separate male and female toilets and end of trip facilities which are separate to any public toilets and end of trip facilities; • A meal rooms with tables and chairs; • Kitchen bench with no drawers or cabinets; • Refrigerator and microwave; • Kitchen sink with running water, including a zip tap with chilled and boiling hot water; • Internal lighting; • Centrally controlled air-conditioning; • A visible location to post fire and emergency evacuation information; and • External lighting in addition to nearby street lighting.
7.	Bus Stops (Urban and School Buses) Urban and school bus stops have been identified on the ground floor plan of the development. Delivery of this infrastructure may be subject to further commercial arrangements between DTMR and the Applicant/Developer.
8.	Council Road Works Approval A separate road works permit in accordance with Subordinate Local Law No. 1.15 (Carry out Works or Interfering with a Road or its Operation) 2011 for the installation of any hoardings, gantries or temporary road closures of the footpath or road prior to the commencement of works may be required. Any application for a road works permit must indicate the following: a) Completed road works permit application form; b) Prescribed fee; and

Advice Notes	
	c) Traffic Management Plan prepared by a suitable qualified traffic professional detailing the traffic management measures put in place to manage all road works including pedestrians, cyclists and vehicles in accordance with the <i>MUTCD</i>. If the works require closure of part of the road reserve, a temporary Road Closure Permit will be required. The Queensland Police Service is the issuing authority for these permits. An application will need to be made to council for a letter of 'no objection' prior to applying to the Queensland Police Service for the permit. The Traffic Management Plan will need to be included with the application to Council.
9.	Electric Vehicle Charging (Condition 35 – Vehicle Parking) Information on how to plan for and deliver electric vehicle charging infrastructure can be found in EDQ Practice Note 20 – Electric Vehicle (EV) Charging Infrastructure dated November 2018 and sourced on the Department of State Development, Manufacturing Infrastructure and Planning (DSDMIP) website: http://www.dsdmip.qld.gov.au/resources/guideline/pda/practice-note-electric-vehicle-charging.pdf
10.	Food Business Where a food business is required to be licensed under the <i>Food Act 2006</i> Section 49, a Food Licence Application must be made to Council prior to construction of the food premises. Please contact Council's Environmental Health team on 13 48 10 for further information.
11.	Infrastructure Contributions Estimate (Condition 58– Infrastructure Charges) The attached Infrastructure Contributions Estimate is provided for information purposes. The final Infrastructure Charges payable for the development will be calculated and confirmed by EDQ at the time of payment.

**** End of Package ****