

Officer: Senior Planner - Vanessa  
Direct Telephone: 07 4189 9100  
Our Reference: MCU25/0012



10 November 2025

JSE Superannuation Pty Ltd  
C/- Viva Property Group Pty td  
Po Box 419  
INDOOROPILLY QLD 4068

**South Burnett Regional Council**  
ABN 89 972 463 351  
PO Box 336  
Kingaroy QLD 4610  
☎ 1300 789 279 or (07) 4189 9100  
☎ (07) 4162 4806  
✉ info@southburnett.qld.gov.au  
🌐 www.southburnett.qld.gov.au

Dear Sir/Madam

## Decision Notice *Planning Act 2016*

I refer to your application and advise that on 7 November 2025, Council's delegated authority decided to approve the application in full subject to conditions.

Details of the decision are as follows:

### APPLICATION DETAILS

Application No: MCU25/0012  
Street Address: 91 Youngman Street KINGAROY QLD 4610  
Real Property Description: Lot 19 on SP119712  
Planning Scheme: South Burnett Regional Council

### DECISION DETAILS

Type of Decision: Approval  
Type of Approval: Development Permit for Material Change of Use – Service Station (Extensions)  
Date of Decision: 7 November 2025

### CURRENCY PERIOD OF APPROVAL

The currency period for this development approval is six (6) years starting the day that this development approval takes effect. (Refer to Section 85 "Lapsing of approval at end of currency period" of the *Planning Act 2016*.)

### INFRASTRUCTURE

Where conditions relate to the provision of infrastructure, these are non-trunk infrastructure conditions unless specifically nominated as a "**necessary infrastructure condition**" for the provision of trunk infrastructure as defined under Chapter 4 of the *Planning Act 2016*.

### ASSESSMENT MANAGER CONDITIONS

#### GENERAL

GEN1. The development must be completed and maintained in accordance with the approved plans and documents and conditions to this development approval:

### Approved Plans

Drawing No.	Drawing Title	Prepared By	Rev	Date
DA01	Existing/Demolition Site Plan	Verve Design Group	A	23/05/2025
DA02	Proposed Site Plan	Verve Design Group	A	23/05/2025
DA03	Conceptual site Plan	Verve Design Group	A	23/05/2025
DA04	Building Elevations & Perspectives	Verve Design Group	A	23/05/2025
DA05	Building Elevations & Perspectives	Verve Design Group	A	23/05/2025
DA06	Building Elevations & Perspectives	Verve Design Group	A	23/05/2025

### Approved Document

Drawing No.	Drawing Title	Prepared By	Rev	Date
BE2450300-TM-050625	Civil Engineering Technical Memorandum	Burchills Engineering Solutions	-	05/06/2025
25-598	Traffic Impact Statement	PTT Traffic and Transport Engineering		11/06/2025

### APPROVED USE

GEN2. The use of the premises is limited to a Service Station consistent with the definition in Schedule 1 of the South Burnett Regional Council Planning Scheme 2017 V2.0.

**Timing:** At all times.

GEN3. The ancillary food and drink outlet shall not be changed to operate separately from the operations of the approved Service Station. The Drive through and food and drink and any internal ancillary shop sales must only operate during hours of operation of the approved Service Station use and no new or separate tenancies can be created internal to the building footprint to divide tenancy spaces to allow for separate or independent use areas. All ancillary uses are to stay interdependent with the approved Service station use at all times.

### DEVELOPMENT PERIOD – MCU

GEN4. The *relevant period* for this development approval for a Material change of use is six (6) years after the development approval starts to have effect. The development approval will lapse unless otherwise agreed.

### COMPLIANCE

GEN5. All conditions of the approval shall be complied with before the change occurs (prior to commencement of the use) and while the use continues, unless otherwise noted within these conditions.

### BUILDING, PLUMBING AND DRAINAGE WORKS

GEN6. The development herein approved may not start until the following development permits have been issued and complied with as required:

- Development Permit for Building Works; and
- Permit for Plumbing and Drainage Works.

## **ENVIRONMENTAL MANAGEMENT**

- MCU1. At all times, the storage of fuels on-site must be appropriately managed to prevent environmental harm and ensure the safety of people and property. Measures must include appropriate containment, handling procedures, and spill response protocols, to the satisfaction of Council.
- MCU2. Prior to the commencement of the use, all plant and equipment (including air conditioners, exhaust fans and the like) are to be housed, screened and located so that these do not cause environmental nuisance or harm to residential uses in the surrounding area.
- MCU3. As part of Building Works, all outdoor lighting is to comply with Australian Standard *AS4282 – Control of the Obtrusive Effects of Outdoor Lighting*.
- MCU4. Prior to the commencement of the use, all lighting at ground level and associated with illuminating ground level areas must be focused downwards and be provided with hoods, shades or other permanent devices to direct illumination downwards and not allow upward lighting to adversely affect the residential uses on this site and the adjoining the sites.
- MCU5. At all times, noise and its management are to be within the acceptable limits of the Environmental Protection (Noise) Policy 2019 under the *Environmental Protection Act 1994*.

## **FENCING**

- MCU6. Construct a 1.8m high solid screen fence at the rear western boundary at a minimum 5m setback. Should there be retaining walls incorporated as part of the fencing, the overall combined height must not exceed 1.8m.

## **LANDSCAPING**

- MCU7. As part of the Building Works application, a full Landscaping Plan is to be provided in accordance with Guidance on plant selection is provided in Branching Out - Your Handy Guide to tree Planting in the South Burnett available from Council. The full Landscaping Plan is to be certified by a Landscape Architect and have the following:
- Landscaping comprising large trees and spreading groundcovers is provided along all road frontages of the site, for a minimum depth of 2m along a State-controlled road;
  - Boundaries for a minimum depth of 2m where adjoining a sensitive receptor; or 1m in all other circumstances;
  - Existing trees that already contribute to these requirements are retained where their removal is not required to site the use; and
  - Shade trees are provided in car parking areas at a ratio of 1 tree for each 6 car parking spaces.
- MCU8. Prior to the commencement of the use, all landscaping areas are to be constructed with an appropriate irrigation system. Details of the irrigation system are to be provided as part of the full Landscaping Plan.
- MCU9. Prior to the commencement of the use, all grassed footpath areas disturbed by the development are to be top dressed and turfed following completion of construction activity.

## **SPILLAGE**

- MCU10. Any spillage of wastes, contaminants or other materials must be cleaned up as soon as practicable to prevent off-site contamination. Such spillages must be cleaned up in accordance with documented emergency response and clean up procedures.

MCU11. Appropriate materials and equipment are to be available on site at all times to contain and clean up spills of potentially polluting materials. An inventory of all clean up and containment materials and equipment, and documented emergency response and clean up procedures must be kept on site.

### **ENGINEERING WORKS**

ENG1. Complete all works approved and works required by conditions of this development approval and/or any related approvals at no cost to Council, prior to commencement of the use unless stated otherwise.

ENG2. Undertake Engineering designs and construction in accordance with the Planning Scheme, Council's standards, relevant design guides, and Australian Standards.

ENG3. Be responsible for the full cost of any alterations necessary to electricity, telephone, water mains, sewer mains, stormwater drainage systems or easements and/or other public utility installations resulting from the development or from road and drainage works required in connection with the development.

### **LOCATION, PROTECTION AND REPAIR OF DAMAGE TO COUNCIL AND PUBLIC UTILITY SERVICES INFRASTRUCTURE AND ASSETS**

ENG4. Be responsible for the location and protection of any Council and public utility services infrastructure and assets that may be impacted on during construction of the development.

ENG5. Repair all damages incurred to Council and public utility services infrastructure and assets, as a result of the proposed development immediately should hazards exist for public health and safety or vehicular safety. Otherwise, repair all damages immediately upon completion of works associated with the development

### **STORMWATER MANAGEMENT**

ENG6. Connect the development to the existing underground stormwater system.

ENG7. Provide overland flow paths that do not adversely alter the characteristics of existing overland flows on other properties or that create an increase in flood damage on other properties.

ENG8. Design and construct stormwater drainage incorporating measures to prevent any solid matter and floatable oils being carried into existing stormwater system.

ENG9. Ensure that adjoining properties and roadways are protected from ponding or nuisance from stormwater as a result of any site works undertaken as part of the proposed development.

ENG10. Discharge all minor storm flows that fall or pass onto the site to the lawful point of discharge in accordance with the Queensland Urban Drainage Manual (QUDM).

### **WATER SUPPLY**

ENG11. Connect the development to Council's reticulated water supply system via a single connection.

### **SEWERAGE**

ENG12. Connect the development to Council's existing reticulated sewerage system via a single connection.



ENG13. Relocate the existing sewer that is located under the proposed service station extension. The new sewer alignment (including manholes) shall be located outside of the new drive-through lane.

Comment: It is suggested that new sewer alignment be located within the landscaped area to the west of the drive through lane.

ENG14. Do not build works within 1.5 metres from the centre of any existing sewer pipework or within the Zone of Influence, whichever is the greater (measured horizontally).

ENG15. Maintain a minimum of a 3 metre wide corridor to be maintained for maintenance/upgrade purposes.

ENG16. Ensure that a clear level area of a minimum of a 2.5 metre radius surrounding any existing sewer manholes on the site is provided for future maintenance/upgrade purposes.

ENG17. The above minimum clearances to Council's sewer infrastructure do not preclude the need for works to proposed structures to prevent loading to the sewer system.

#### **TRADE WASTE**

ENG18. Prior to the commencement of the use, the Applicant is required to obtain a Trade Waste Permit to discharge trade waste to the Sewer in accordance with Councils Trade Waste Approval Process.

#### **PARKING AND ACCESS - GENERAL**

ENG19. Design and construct all access driveways and car parking spaces in accordance with *Australian Standard 2890.1 - Parking Facilities - Off Street Car Parking*.

ENG20. Design and construct all vehicle manoeuvring and parking areas with concrete, asphalt or a two-coat bitumen seal.

ENG21. Provide a minimum of 5 car parking spaces including a minimum of 1 person with disability (PWD) car parking spaces.

ENG22. Design & construct all PWD car parking spaces in accordance with *Australian Standard 2890.6 - Parking facilities, Part 6: Off-street parking for people with disabilities*.

ENG23. Provide vehicle bollards or tyre stops to control vehicular access and to protect landscaping or pedestrian areas where appropriate.

ENG24. Ensure access to car parking spaces, vehicle loading and manoeuvring areas and driveways remain unobstructed and available for their intended purpose during the hours of operation.

#### **PARKING AND ACCESS - SERVICING**

ENG25. Provide a collection bay for a Medium Rigid Vehicle in the location generally shown on the approved plan(s) of development that are designed in accordance with *Australian Standard 2890.2 – Off-street Commercial Vehicle Facilities*.

ENG26. Ensure loading and unloading operations are conducted wholly within the site and vehicles enter and exit the site in a forward direction.

#### **TELECOMMUNICATION**

ENG27. Maintain telecommunication services to the site in accordance with the standards and requirements of the relevant service provider.

## ELECTRICITY

ENG28. Maintain electricity supply to the site within the development to comply with Ergon Energy's requirements.

## EROSION AND SEDIMENT CONTROL - GENERAL

ENG29. Ensure that all reasonable actions are taken to prevent sediment or sediment laden water from being transported to adjoining properties, roads and/or stormwater drainage systems.

ENG30. Remove and clean-up sediment or other pollutants in the event that sediment or other pollutants are tracked/released onto adjoining streets or stormwater systems, at no cost to Council.

## REFERRAL AGENCIES

The referral agencies applicable to this application are:

Referral Status	Referral Agency and Address	Referral Trigger	Response
Concurrence	State Assessment & Referral Agency PO Box 979 BUNDABERG QLD 4670	Schedule 10, Part 9, Division 4, Subdivision 2, Table 4 – Material change of use near a State transport corridor or that is a future State transport corridor	The agency provided its response on 25 August 2025 (Reference No. 2507-46975 SRA). A copy of the response is attached.

A copy of any referral agency conditions is attached.

## APPROVED PLANS

The following plans are Approved plans for the development:

### Approved Plans

Plan No.	Rev.	Plan Name	Date
DA01	A	<i>Existing/Demolition Site Plan</i> , prepared by Verve Design Group.	23/05/2025
DA02	A	<i>Proposed Site Plan</i> , prepared by Verve Design Group.	23/05/2025
DA03	A	<i>Conceptual Site Plan</i> , prepared by Verve Design Group.	23/05/2025
DA04	A	<i>Building Elevations Perspectives</i> , prepared by Verve Design Group.	23/05/2025
DA05	A	<i>Building Elevations Perspectives</i> , prepared by Verve Design Group.	23/05/2025
DA06	A	<i>Building Elevations Perspectives</i> , prepared by Verve Design Group.	23/05/2025

## REFERENCED DOCUMENTS

The following documents are referenced in the assessment manager conditions:

### Referenced Documents

Document No.	Rev.	Document Name	Date
BE2450300-TM-050625	-	<i>Civil Engineering Technical Memorandum</i> , prepared by Burchills Engineering Solutions.	05/06/2025
25-598	-	<i>Traffic Impact Statement</i> , prepared by PTT Traffic and Transport Engineering.	11/06/2025

## ADVISORY NOTES

The following notes are included for guidance and information purposes only and do not form part of the assessment manager conditions:

### STANDARD ADVICE

ADV1. Infrastructure charges are now levied by way of an infrastructure charges notice, issued pursuant to section 119 of the *Planning Act 2016*.

ADV2. Council is offering a reduction in infrastructure charges payable through the development incentive scheme which is available between 1 December 2020 and 31 December 2027. Eligible development under this scheme is required to be completed by 31 December 2027.

For further information or application form please refer to the rules and procedures available on Council's website.

ADV3. Section 85 (1)(a) of the *Planning Act 2016* provides that, if this approval is not acted upon within the period of six (6) years the approval will lapse.

ADV4. This development approval does not authorise any activity that may harm Aboriginal Cultural Heritage. Under the *Aboriginal Cultural Heritage Act 2003* you have a duty of care in relation to such heritage. Section 23(1) provides that "A person who carries out an activity must take all reasonable and practicable measures to ensure the activity does not harm Aboriginal Cultural Heritage." Council does not warrant that the approved development avoids affecting Aboriginal Cultural Heritage. It may therefore, be prudent for you to carry out searches, consultation, or a Cultural Heritage assessment to ascertain the presence or otherwise of Aboriginal Cultural Heritage. The Act and the associated duty of care guidelines explain your obligations in more detail and should be consulted before proceeding. A search can be arranged by visiting <https://www.datsip.qld.gov.au> and filling out the Aboriginal and Torres Strait Islander Cultural Heritage Search Request Form.

ADV5. Attached for your information is a copy of Chapter 6 of the *Planning Act 2016* as regards Appeal Rights.

## PROPERTY NOTES

Not Applicable.

## VARIATION APPROVAL

Not Applicable.

## FURTHER DEVELOPMENT PERMITS REQUIRED

- Development Permit for Building Work
- Permit for Plumbing and Drainage Work

## SUBMISSIONS

Not Applicable.

## RIGHTS OF APPEAL

You are entitled to appeal against this decision. A copy of the relevant appeal provisions from the *Planning Act 2016* is attached.

During the appeal period, you as the applicant may suspend your appeal period and make written representations to council about the conditions contained within the development approval. If council agrees or agrees in part with the representations, a “negotiated decision notice” will be issued. Only one “negotiated decision notice” may be given. Taking this step will defer your appeal period, which will commence again from the start the day after you receive a “negotiated decision notice”.

## OTHER DETAILS

If you wish to obtain more information about Council's decision, electronic copies are available on line at [www.southburnett.qld.gov.au](http://www.southburnett.qld.gov.au), or at Council Offices.

Yours faithfully



DAVID HURSTHOUSE  
**COORDINATOR DEVELOPMENT SERVICES**

Enc:   Adopted Infrastructure Charge Notice  
      Referral Agency Response  
      Approved Plans/Documents  
      Appeal Rights

cc       SARA

# INFRASTRUCTURE CHARGES NOTICE

(Section 119 of the Planning Act 2016)

<b>APPLICANT:</b>	JSE Superannuation Pty Ltd Viva Property Group Po Box 419 INDOOROPILLY QLD 4068	
<b>APPLICATION:</b>	Material Change of Use - Service Station (Extension) - Impact	
<b>DATE:</b>	10/11/2025	
<b>FILE REFERENCE:</b>	MCU25/0012	
<b>AMOUNT OF THE LEVIED CHARGE:</b> <i>(Details of how these charges were calculated are shown overleaf)</i>	<b>\$35,108.00</b>	<b>Total</b>
	\$16,884.00	Water Supply Network
	\$9,380.00	Sewerage Network
	\$8,308.00	Transport Network
	\$0.00	Parks and Land for Community Facilities Network
	\$536.00	Stormwater Network
<b>AUTOMATIC INCREASE OF LEVIED CHARGE:</b>	The amount of the levied charge is subject to an automatic increase. Refer to the Information Notice attached to this notice for more information on how the increase is worked out.	
<b>LAND TO WHICH CHARGE APPLIES:</b>	Lot 19 on SP119712	
<b>SITE ADDRESS:</b>	91 Youngman Street, Kingaroy	
<b>PAYABLE TO:</b>	<b>South Burnett Regional Council</b>	
<b>WHEN PAYABLE:</b> <i>(In accordance with the timing stated in Section 122 of the Planning Act 2016)</i>	Material Change of Use – When the change happens.	
<b>OFFSET OR REFUND:</b>	Not Applicable.	

This charge is made in accordance with South Burnett Regional Council's **Charges Resolution (No. 3) 2019**

## DETAILS OF CALCULATION

---

### Water Supply

#### Adopted Charges

Development Description	Number of Units	Units of Measure	Charge Rate	Reference	Amount
Commercial Retail (Service Station extension)	300	m <sup>2</sup> GFA	\$63.00	CR Table 2.2	\$18,900.00

#### Discounts\*

Description	Number of Units	Units of Measure	Discount Rate	Reference	Amount
Existing Service Station	32	m <sup>2</sup> GFA	\$63.00	CR Table 2.2	\$2,016.00

---

### Sewerage

#### Adopted Charges

Development Description	Number of Units	Units of Measure	Charge Rate	Reference	Amount
Commercial Retail (Service Station extension)	300	m <sup>2</sup> GFA	\$35.00	CR Table 2.2	\$10,500.00

#### Discounts\*

Description	Number of Units	Units of Measure	Discount Rate	Reference	Amount
Existing Service Station	32	m <sup>2</sup> GFA	\$35.00	CR Table 2.2	\$1,120.00

---

### Transport

#### Adopted Charges

Development Description	Number of Units	Units of Measure	Charge Rate	Reference	Amount
Commercial Retail (Service Station extension)	300	m <sup>2</sup> GFA	\$31.00	CR Table 2.2	\$9,300.00

#### Discounts\*

Description	Number of Units	Units of Measure	Discount Rate	Reference	Amount
Existing Service Station	32	m <sup>2</sup> GFA	\$31.00	CR Table 2.2	\$992.00

---

### Parks and Land for Community Facilities

## Adopted Charges

Development Description	Number of Units	Units of Measure	Charge Rate	Reference	Amount
Not Applicable	0	m <sup>2</sup> GFA	\$0.00	CR Table 2.2	\$0.00

## Discounts\*

Description	Number of Units	Units of Measure	Discount Rate	Reference	Amount
Not Applicable	0	m <sup>2</sup> GFA	\$0.00	CR Table 2.2	\$0.00

## Stormwater

### Adopted Charges

Development Description	Number of Units	Units of Measure	Charge Rate	Reference	Amount
Commercial Retail (Service Station extension)	300	m <sup>2</sup> GFA	\$2.00	CR Table 2.2	\$600.00

## Discounts\*

Description	Number of Units	Units of Measure	Discount Rate	Reference	Amount
Existing Service Station	32	m <sup>2</sup> GFA	\$2.00	CR Table 2.2	\$64.00

## Levied Charges

Development Description	Water Supply	Sewerage	Transport	Parks & Land for Community Facilities	Stormwater	Total
Commercial Retail (Service Station extension)	\$16,884.00	\$9,380.00	\$8,308.00	\$0.00	\$536.00	\$35,108.00
<b>Total</b>	<b>\$16,884.00</b>	<b>\$9,380.00</b>	<b>\$8,308.00</b>	<b>\$0.00</b>	<b>\$536.00</b>	<b>\$35,108.00</b>

*\* In accordance with Section 3.3 of the Charges Resolution, the discount may not exceed the adopted charge. Any surplus discounts will not be refunded, except at South Burnett Regional Council's discretion.*

## INFORMATION NOTICE

**Authority and Reasons for Charge** This Infrastructure Charges Notice has been given in accordance with section 119 of the *Planning Act 2016* to support the Local government's long-term infrastructure planning and financial sustainability.

**Appeals** Pursuant to section 229 and Schedule 1 of the *Planning Act 2016* a person may appeal an Infrastructure Charges Notice. Attached is an extract from the *Planning Act 2016* that details your appeal rights.

**Automatic Increase Provision of charge rate (\$)** An infrastructure charge levied by South Burnett Regional Council is to be increased by the difference between the Producer Price Index (PPI) applicable at the time the infrastructure charge was levied, and PPI applicable at the time of payment of the levied charge, adjusted by reference to the 3-yearly PPI average<sup>1</sup>. If the levied charge is increased using the method described above, the charge payable is the amount equal to the sum of the charge as levied and the amount of the increase.

However, the sum of the charge as levied and the amount of the increase is not to exceed the maximum adopted charge the Authority could have levied for the development at the time the charge is paid.

**GST** The Federal Government has determined that contributions made by developers to Government for infrastructure and services under the *Planning Act 2016* are GST exempt.

**Making a Payment** This Infrastructure Charges Notice cannot be used to pay your infrastructure charges.

To pay the levied charge, you must request an Itemised Breakdown showing the total levied charge payable at the time of payment. An Itemised Breakdown must be presented at the time of payment.

An Itemised Breakdown may be requested by emailing [info@southburnett.qld.gov.au](mailto:info@southburnett.qld.gov.au)

Payment can be made at any of the following South Burnett Regional Council Offices:

- 69 Hart Street, Blackbutt, 4314;

---

<sup>1</sup> 3-yearly PPI average is defined in section 114 of the *Planning Act 2016* and means the PPI adjusted according to the 3-year moving average quarterly percentage change between financial quarters. PPI Index is the producer price index for construction 6427.0 (ABS PPI) index number 3101 – Road and Bridge construction index for Queensland published by the Australian Bureau of Statistics.



- 45 Glendon Street, Kingaroy, 4610;
- 42 Stephens Street West, Murgon, 4605;
- 48 Drayton Street, Nanango, 4615;
- McKenzie Street, Wondai, 4606; or
- via other methods identified on the Itemised Breakdown.

**Enquiries**

Enquiries regarding this Infrastructure Charges Notice should be directed to the SOUTH BURNETT REGIONAL COUNCIL, Department of Finance & Liveability, during office hours, Monday to Friday by phoning (07) 4189 9100 or email at [info@sbrc.qld.gov.au](mailto:info@sbrc.qld.gov.au)

SARA reference: 2507-46975 SRA  
Council reference: MCU25/0012  
Applicant reference: 250007

25 August 2025

Chief Executive Officer  
South Burnett Regional Council  
PO Box 336  
KINGAROY QLD 4610  
info@sbrc.qld.gov.au

Attention: David Hursthouse

Dear David

## SARA referral agency response—91 Youngman Street, Kingaroy

(Referral agency response given under section 56 of the *Planning Act 2016*)

The development application described below was confirmed as properly referred by the State Assessment and Referral Agency (SARA) on 29 July 2025.

### Response

Outcome:	Referral agency response – with conditions
Date of response:	25 August 2025
Conditions:	The conditions in <b>Attachment 1</b> must be attached to any development approval
Advice:	Advice to the applicant is in <b>Attachment 2</b>
Reasons:	The reasons for the referral agency response are in <b>Attachment 3</b>

### Development details

Description:	Development permit	Material change of use for Service Station (Extension)
SARA role:	Referral agency	
SARA trigger:	Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 (Planning Regulation 2017)	

Development application for a material change of use of premises near a state transport corridor

SARA reference: 2507-46975 SRA

Assessment manager: South Burnett Regional Council

Street address: 91 Youngman Street, Kingaroy

Real property description: Lot 19 on SP119712

Applicant name: JSE Superannuation Pty Ltd

Applicant contact details: PO Box 419  
Indooroopilly QLD 4068  
info@vivapropertygroup.com.au

State-controlled road access permit: This referral included an application for a road access location, under section 62A(2) of *Transport Infrastructure Act 1994*. Below are the details of the decision:

- Approved
- Reference: TMR25-046669
- Date: 21 August 2025

If you are seeking further information on the road access permit, please contact the Department of Transport and Main Roads at [WBB.IDAS@tmr.qld.gov.au](mailto:WBB.IDAS@tmr.qld.gov.au)

*Human Rights Act 2019* considerations:

A consideration of the 23 fundamental human rights protected under the *Human Rights Act 2019* has been undertaken as part of this decision. It has been determined that this decision does not limit human rights.

## Representations

An applicant may make representations to a concurrence agency, at any time before the application is decided, about changing a matter in the referral agency response (s.30 Development Assessment Rules). Copies of the relevant provisions are in **Attachment 4**.

A copy of this response has been sent to the applicant for their information.

For further information please contact Sarah Lawley, Senior Planning Officer, on 07 3452 7042 or via email [WBBSARA@dsdilgp.qld.gov.au](mailto:WBBSARA@dsdilgp.qld.gov.au) who will be pleased to assist.

Yours sincerely



Luke Lankowski  
Manager, Planning Services

cc JSE Superannuation Pty Ltd, [info@vivapropertygroup.com.au](mailto:info@vivapropertygroup.com.au)

enc Attachment 1 - Referral agency conditions  
Attachment 2 - Advice to the applicant

State Assessment and Referral Agency

Page 2 of 7

Attachment 3 - Reasons for referral agency response  
Attachment 4 - Representations about a referral agency response provisions  
Attachment 5 - Documents referenced in conditions

## Attachment 1—Referral agency conditions

(Under section 56(1)(b)(i) of the *Planning Act 2016* the following conditions must be attached to any development approval relating to this application) (Copies of the documents referenced below are found at Attachment 5)

No.	Conditions	Condition timing
<b>Material change of use</b>		
10.9.4.2.4.1– Material change of use of premises near a state transport corridor or that is a future state transport corridor—The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of Department of Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):		
<b>Stormwater management</b>		
1.	Carry out the stormwater management of the development generally in accordance with Section 6.4 of the Civil Engineering technical Memorandum prepared by Burchills Engineering solutions dated 5 June 2025 Reference BE2450300-TM-050625 such that development includes an above ground rainwater detention tank to reduce peak discharge to pre-development conditions.	At all times.
<b>Vehicular Access onto the state-controlled road</b>		
2.	<p>(a) Road access(es) are located generally in accordance with the "Proposed Site Plan" prepared by Verve Design Group dated 23 May 2025, Reference Drawing Number 25019-DA02 Revision A as amended in red.</p> <p>(b) Provide road access works comprising of pavement line marking and Type R2-4 "No Entry Signs", (at the road access location(s) referred to in part (a) of this condition) must be provided generally in accordance with Figure 3.2 of the Traffic Impact Statement prepared by Pekol Traffic and Transport Engineering dated 11 June 2025 Reference 25-598 Revision A.</p> <p>(c) Design and construct the road access works, referred to in part (b) of this condition, in accordance with:-</p> <ul style="list-style-type: none"> <li>I. the Department of Transport and Main Roads' Road Planning and Design Manual, 2nd Edition;</li> <li>II. the Department of Transport and Main Roads' Policies and Technical Specifications;</li> <li>III. the Department of Transport and Main Roads' Standard Drawings Roads; and</li> <li>IV. South Burnett Regional Council requirements where applicable.</li> </ul>	<p>(a) At all times.</p> <p>(b) and (c): Prior to the commencement of use.</p>

## Attachment 2—Advice to the applicant

General advice	
1.	Terms and phrases used in this document are defined in the <i>Planning Act 2016</i> , its regulation or the State Development Assessment Provisions (SDAP) (version 3.2). If a word remains undefined it has its ordinary meaning.
Road works in a state-controlled road	
2.	<p>Condition Number 2 of this approval includes a requirement for road access works (line marking and signage) associated with access to the Bunya Highway (Youngman Street), a state-controlled road. Under Section 33 of the <i>Transport Infrastructure Act 1994</i>, written approval is required from the Department of Transport and Main Roads (DTMR) to carry out road works on a state-controlled road.</p> <p>This approval must be obtained prior to commencing any works on the state-controlled road reserve. Please be aware the road works approval process takes time and it is recommended that contact be made with DTMR as soon as possible to ensure that gaining approval does not delay construction.</p> <p>For more information or enquiries about road works approval, please contact DTMR's Bundaberg Office via email to <a href="mailto:WBB.IDAS@tmr.qld.gov.au">WBB.IDAS@tmr.qld.gov.au</a> and quote "TMR25-046669".</p>

## Attachment 3—Reasons for referral agency response

(Given under section 56(7) of the *Planning Act 2016*)

---

The reasons for the SARA's decision are:

- SARA assessed the development against the following code(s) of the State Development Assessment Provisions (SDAP), version 3.2:
  - o State code 1: Development in a state-controlled road environment.
- The development complies with the assessment benchmarks of State code 1 of SDAP in that the development:
  - o does not adversely impact the structural integrity or physical condition of the state controlled road
  - o does not adversely impact the function and efficiency of the state controlled road
  - o does not adversely impact the state's ability to plan, construct, maintain, upgrade or operate state-controlled roads, future state-controlled roads or road transport infrastructure

Material used in the assessment of the application:

- the development application material and submitted plans
- *Planning Act 2016*
- Planning Regulation 2017
- the SDAP (version 3.2), as published by SARA
- the Development Assessment Rules
- SARA DA Mapping system
- section 58 of the *Human Rights Act 2019*

## Attachment 4—Representations about a referral agency response provisions

(page left intentionally blank)

---

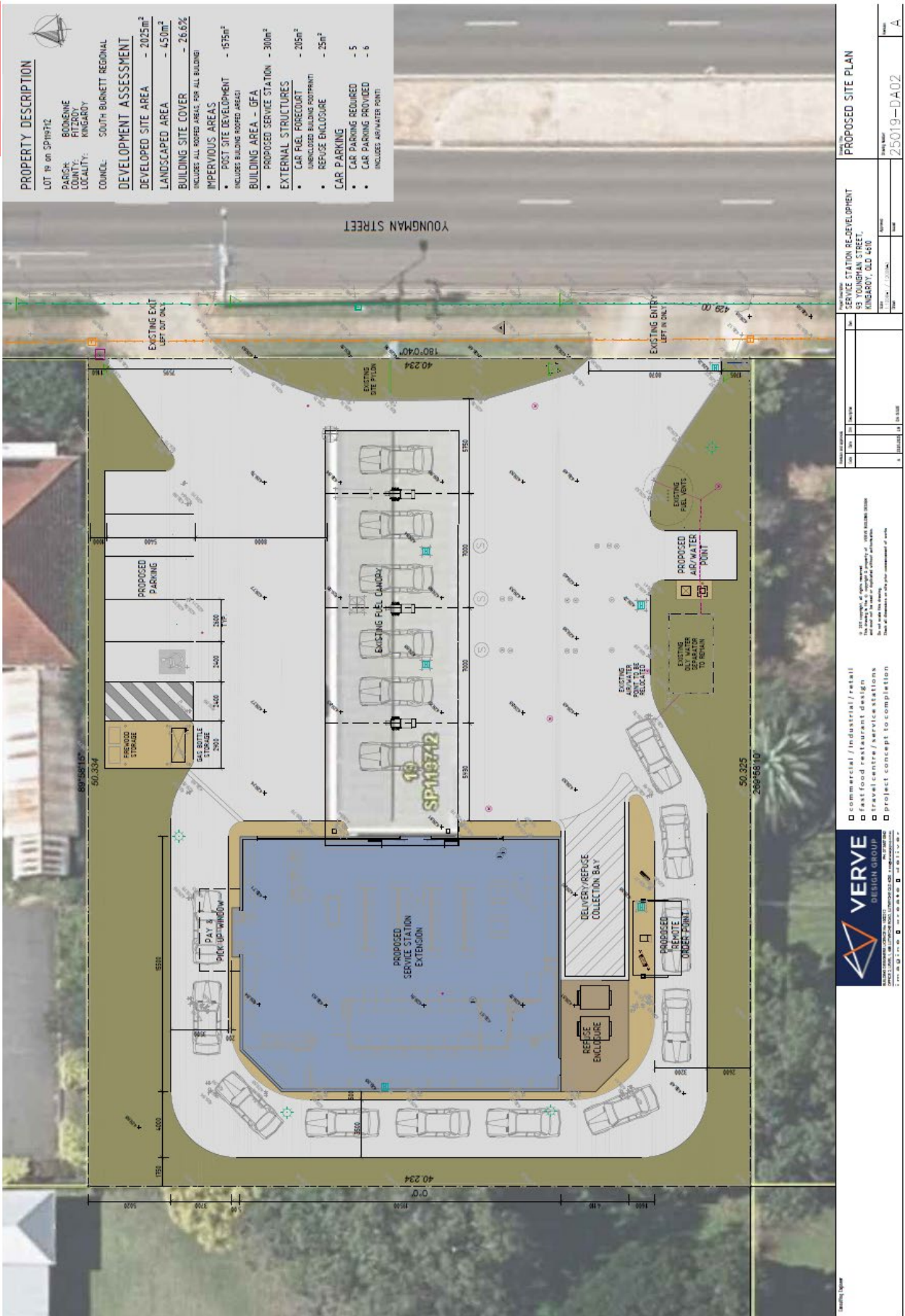
## **Attachment 5—Documents referenced in conditions**

---

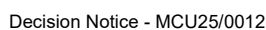
(page left intentionally blank)











[illegible]

**NOTE:**

1. ALL EXTERNAL MATERIALS & FINISHES SHOWN INDICATIVE ONLY & SUBJECT TO FINAL TENANT STANDARDS.
2. ALL DIMENSIONS MEASURED FROM FINISHED GROUND FLOOR LEVEL UNLESS NOTED OTHERWISE.
3. ALL CHANGE INCLUDING LOCATIONS & HEIGHTS ARE SUBJECT TO A SEPARATE SIGNAGE APPLICATION & APPROVAL BY LOCAL AUTHORITY.
4. LANDSCAPING IS SHOWN FOR "ARTIST IMPRESSION" PURPOSES ONLY. REFERENCE SHOULD BE MADE TO THE LANDSCAPE DRAWINGS PREPARED BY THE RELEVANT CONSULTANT.



FINISHES SCHEDULE - DA EXTERNAL		
FINISH	MANUFACTURER	DESCRIPTION
A1	BY BULLERZ	ADJ PANEL, PHS ACQD CONV. NO. 4, 11
A2	BY BULLERZ	ADJ PANEL, TO MATCH FORMICA FINISH STRAND
P1	DAULY	DECORATIVE PAINT, DAULY DESIGN RANGE DORING DORSE
P2	BY BULLERZ	DAULY CONV. DORSE WITH ANGRAPETTI SHELL SEMI-GLOSS FINISH
P3	DAULY DAULYTEC	POWDERCOAT SELF-HEALING PLANT ROOMS
P4	DAULY DAULYTEC	POWDERCOAT SELF-HEALING WHITE PLANT ROOMS

THIS DRAWING PACKAGE IS FOR B.A. PURPOSES ONLY AND IS NOT TO BE USED FOR TENDER PURPOSES.  
ALL DESIGN COMPONENTS ARE SHOWN INDICATIVE ONLY AND ARE SUBJECT TO FINAL DESIGN DURING DETAILED DESIGN BY THE RESPECTIVE CONSULTANT.  
 ANY PRICING BASED ON THE DETAILS SHOWN IN THESE DRAWINGS ARE COMPLETELY AT THE RESPONSIBILITY OF THE TENDERER.  
 VERVE BUILDING DESIGN CO. SHALL NOT BE HELD RESPONSIBLE FOR ANY REQUIRED CHANGES OR UPDATES TO THE DESIGN POST D.A. THAT ARE PRICE IMPACTED.

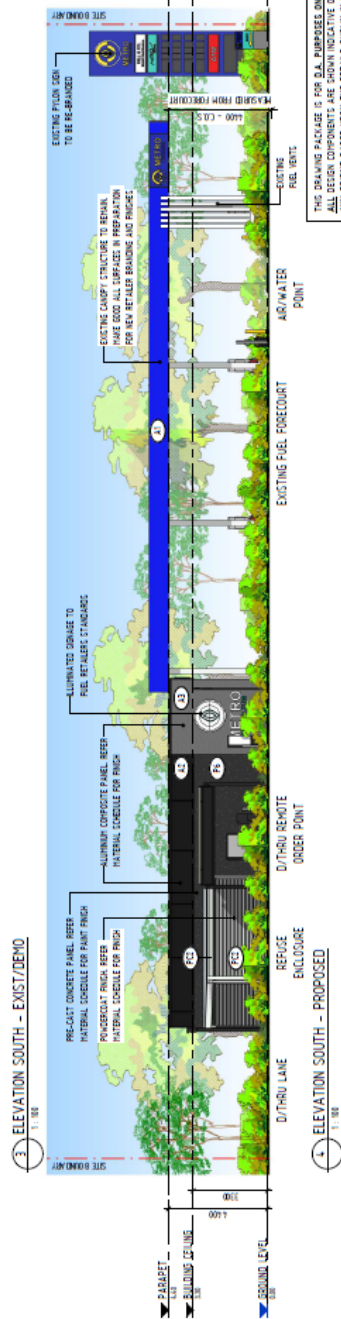
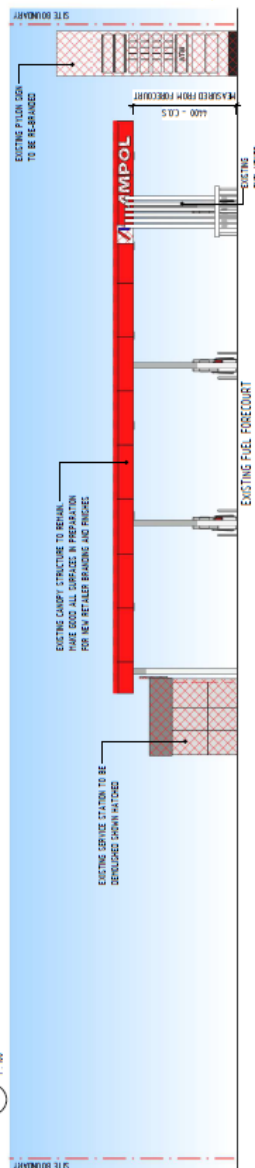
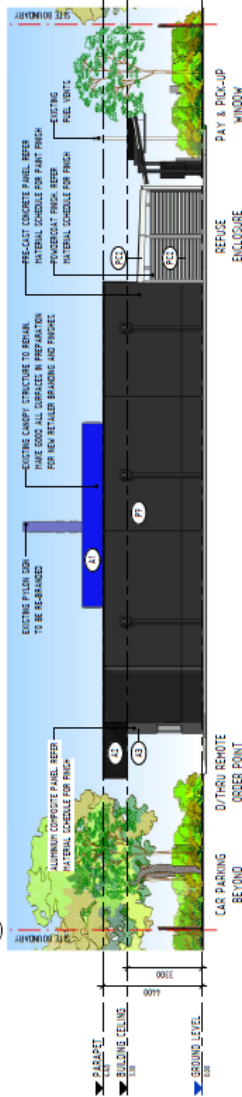
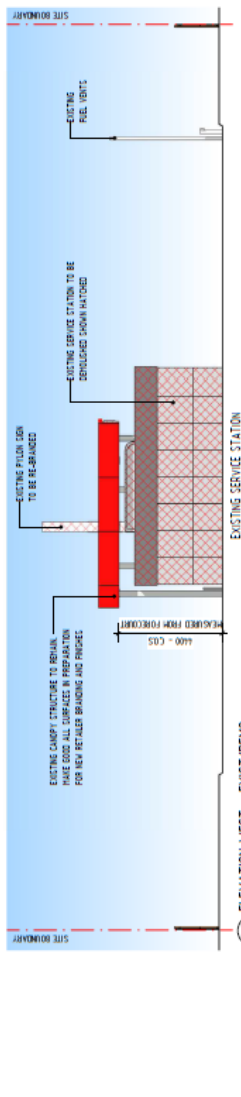
[illegible]



**NOTE:**

1. ALL EXTERNAL MATERIALS & FINISHES SHOWN INDICATIVE ONLY & SUBJECT TO FINAL TENANT STANDARDS
2. ALL DIMENSIONS MEASURED FROM FINISHED GROUND FLOOR LEVEL UNLESS NOTED OTHERWISE
3. ALL DIMENSIONS INCLUDING LOCATIONS & HEIGHTS ARE SUBJECT TO A SEPARATE SIGNAGE APPLICATION & APPROVAL BY LOCAL AUTHORITY
4. LANDSCAPING IS SHOWN FOR "ARTIST IMPRESSION" PURPOSES ONLY. REFERENCE SHOULD BE MADE TO THE LANDSCAPE DRAWINGS PREPARED BY THE RELEVANT CONSULTANT

FINISHES SCHEDULE - DA EXTERNAL		
NAME	MANUFACTURER	DESCRIPTION
A1	BF BULZER	ADP PANEL, PHS ASSC EXTERIOR (W, N, S, E)
A2	BF BULZER	ADP PANEL, TO MATCH FORMICA POCOA STRAND
P4	COLUX	DECORATIVE PALLY DESIGN RANGE DOWING 1560
P5	BF BULZER	SULLY CONTO 5500 WITH ANTI-GRABITTY SHEET PROTECTIC FINISH
P61	SULLY DYNATEC	POWERSHIELD 2500 PROTECTANT PAINT 6000000
P62	SULLY DYNATEC	POWERSHIELD 2500 APPLIFAXE WHITE 6000000



THIS DRAWING PACKAGE IS FOR B.A. PURPOSES ONLY AND IS NOT TO BE USED FOR TENDER PURPOSES.  
ALL DESIGN COMPONENTS ARE SHOWN INDICATIVE ONLY AND ARE SUBJECT TO FINAL DESIGN DURING DETAILED DESIGN BY THE RESPECTIVE CONSULTANT.  
 ANY PRICES BASED UPON THE DETAILS SHOWN IN THESE DRAWINGS ARE COMPLETELY AT THE RESPONSIBILITY OF THE TENDERER.  
 VERVE BUILDING DESIGN CO SHALL NOT BE HELD RESPONSIBLE FOR ANY REQUIRED CHANGES OR UPDATES TO THE DESIGN. POST D THAT ARE PRICE IMPACTED

[illegible]

Our Ref: BE2450300-TM-050625  
Enquiries to: Roberto Di Fabio

## CIVIL ENGINEERING TECHNICAL MEMORANDUM

<b>Date</b>	<b>5<sup>th</sup> June 2025</b>
<b>To:</b>	<b>JSE Superannuation P/L</b>
<b>From</b>	<b>Burchills Engineering Solutions</b>
<b>Project</b>	<b>91 Youngman Street KINGAROY – EG Ampol Kingaroy</b>
<b>Subject:</b>	<b>Civil Engineering Technical Memorandum</b>

### 1. BACKGROUND

Burchills Engineering Solutions were engaged to provide a Civil Engineering Technical Memorandum for a proposed Service Station renovation at 91 Youngman Street, Kingaroy.

This assessment is being undertaken to accompany the development approval application for the development to be lodged with South Burnett Regional Council.

This assessment has been prepared using the following data sources:

- > South Burnett Regional Council Water and Sewer Mapping;
- > DBYD Search Results; and
- > Detailed Survey provided by East Coast Surveys P/L (Reference: 10665 DTM).



## 2. SUBJECT SITE

The subject site, 91 Youngman Street, Kingaroy otherwise known as Lot 19 on SP119712, has an area of 2,030 m<sup>2</sup> and is identified by the South Burnett Regional Council City Plan to be in Principal Centre zoning.

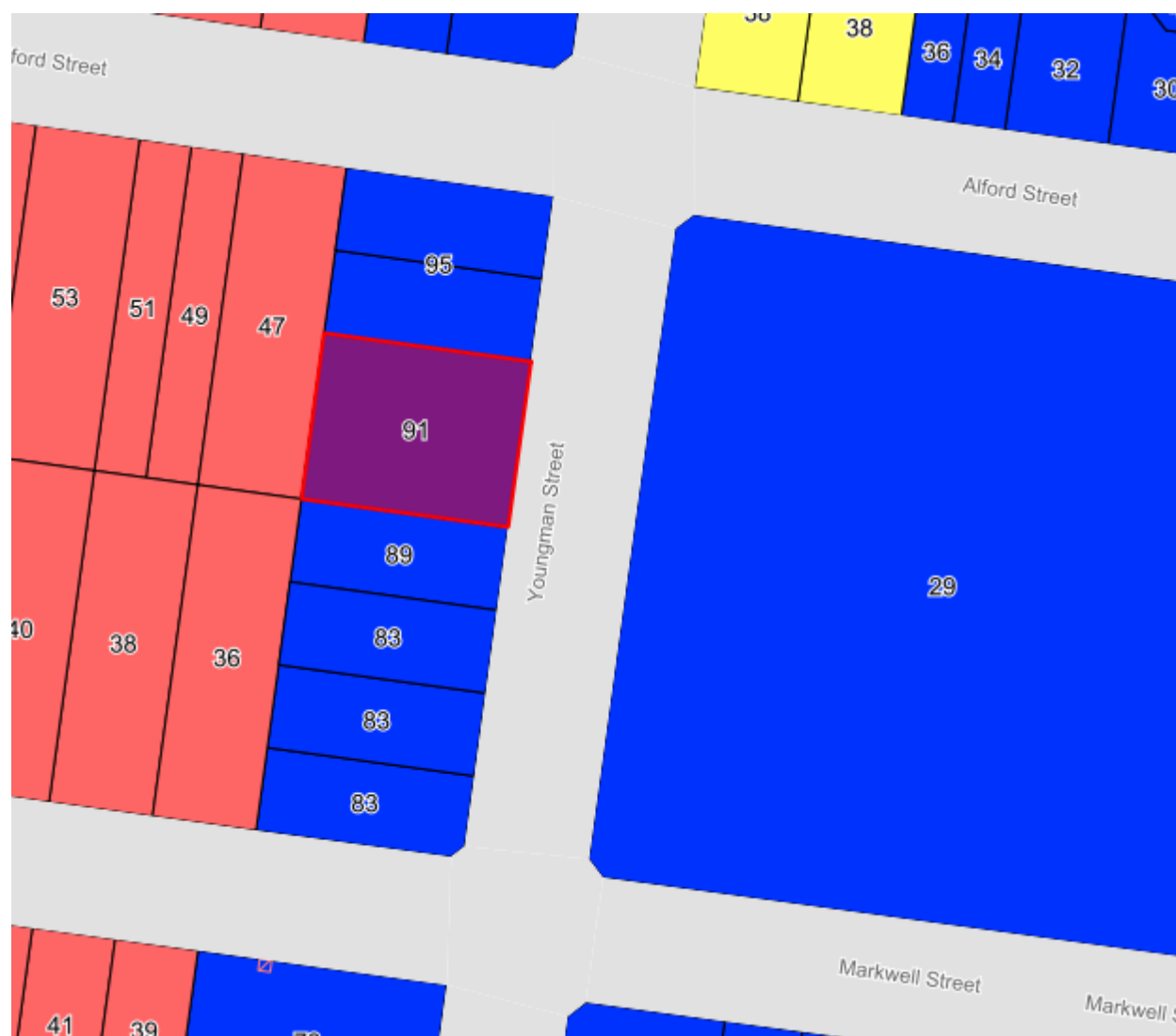


Figure 2.1 Zoning Plan (Courtesy: South Burnett Regional Council)





### 3. PROPOSED DEVELOPMENT & SITE TOPOGRAPHY

It is understood that the JSE Superannuation is developing the site by demolishing the existing store on the site and providing a new fuel store and associated drive-thru at the rear of the property. The fuel canopy and a majority of the existing hardstand is proposed to remain whilst minor extensions of the existing hardstand are proposed to allow for additional carparking and the drive-thru at the rear of the development. Figure 3.1 below depicts the proposed development.

Figure 3.2 depicts the existing development from Detailed Survey by East Coast Surveys P/L (Reference: 10665 DTM). As shown, the site is already significantly developed with a slight grade to the south of the development.



Figure 3.1 Proposed Development Plan (Courtesy: Verve Design Group)

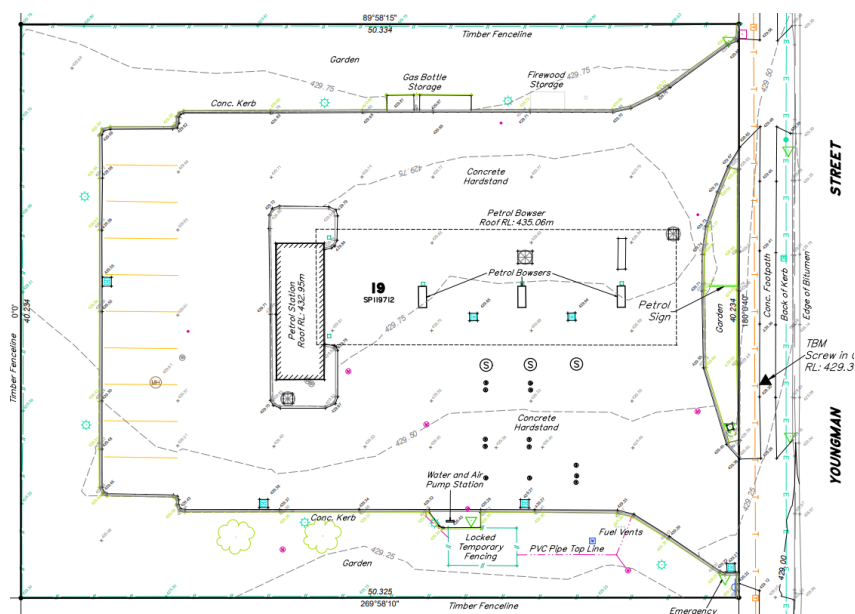


Figure 3.2 Detailed Survey Plan (Courtesy: East Coast Surveys)





## **4. WATER INFRASTRUCTURE**

### **4.1 Existing Servicing**

- The site is serviced by an existing water main which is situated in the road carriageway of Youngman Street, a State Controlled road.
- The service and metering arrangement comes into the development adjacent to the southern boundary of the development as shown on the attached Concept Civil Engineering Plan by Burchills Engineering Solutions (Reference: BE250300-SK01-A-050625).

### **4.2 Proposed Servicing**

- It is envisaged that a suitably qualified hydraulic consultant will be engaged at the detailed design stage of the development to assess the proposed development's domestic and fire water demand and prescribe a service size for the site accordingly.
- Flow and Pressure Tests will be obtained during this process to ensure that the prescribed demand and service standards are reached.

## **5. SEWER INFRASTRUCTURE**

### **5.1 Existing Servicing**

- The site is serviced by an existing sewer main at the rear portion of the development.
- It should be noted that there is a sewer manhole on the subject land, per inspection of the provided Detailed Survey by East Coast Surveys P/L (Reference: 10665 DTM)

### **5.2 Proposed Servicing**

- The proposed Fuel Store extension is proposed to cover the existing sewer main, manhole and connection on the development.
- As the above is not in accordance with Queensland Development Code MP1.4, it is proposed that a sewer diversion is required so that the main and most importantly the sewer manhole is not built over.
- A concept sewer main diversion design has been provided on the attached Concept Civil Engineering Plan by Burchills Engineering Solutions (Reference: BE250300-SK01-A-050625). Final details of this diversion will be provided at the detailed design stage of this development in conjunction with South Burnett Regional Council.
- A new 150mm sewer connection is envisaged to service the proposed development.

## **6. STORMWATER DRAINAGE**

### **6.1 Existing Site Characteristics & Lawful Point of Discharge**

The existing site is mostly developed with roof and concrete hardstand totally mostly covering the site with some landscaping at the rear and side boundaries. Refer to the attached Detailed Survey by East Coast Surveys P/L (Reference: 10665 DTM) for further details.

Following a desktop review of the Detailed Survey and other available information, it would appear that the existing fuel canopy and store collects its stormwater through gutters and downpipes and distributed to the internal stormwater system. The hardstand appears to be graded to the south, with its stormwater collected into numerous grated inlet pits throughout the site. It appears the stormwater is directed to the kerb and channel infrastructure along Youngman Street.

The stormwater then flows through kerb and channel to the existing gully pit infrastructure at the intersection of Youngman Street and Markwell Street.





## 6.2 Proposed Site Characteristics & Lawful Point of Discharge

The proposed development consists of minor hardstand extensions and the demolition of the existing fuel store and the provision of a new, extended fuel store over the site.

Refer to the attached Architectural Plans (Courtesy: Verve Design Group P/L) and Preliminary Civil Engineering Plan by Burchills Engineering Solutions P/L.

It is envisaged that the new fuel store will direct its stormwater, through gutters and downpipes, to the kerb and channel along Youngman Street, as the Lawful Point of Discharge is proposed to remain the same for the development.

The existing private stormwater infrastructure is proposed to remain.

## 6.3 Stormwater Quantity Management

The following section details the proposed quantity management of the on-site stormwater to ensure no worsening effects on the surrounding and downstream properties.

In accordance with QUDM, a suitably sized piped network shall be provided for the development to cater for the Minor (1 in 10 year, 10% AEP) storm event.

The minor piped flows from the developed areas of the site shall connect directly into the existing kerb and channel infrastructure along Youngman Street fronting the subject site via approved kerb adapters and outlet pipes, in accordance with South Burnett Regional Council Standards.

A summary of the pre and post development peak discharges, calculated using the Rational Method, are presented in Table 6.1 and 6.2 on the following page with a comparison of the peak discharges presented in Table 6.3. Rainfall Intensities have been derived from Australian Government, Bureau of Meteorology.

**Table 5.1 Pre-Development Peak Discharge Calculations**

Pre-Development Flows										
Event		Area	Rainfall Intensity (BOM)	Catchment and Event Parameters					Peak Discharge	
AEP	ARI		I	tc	fi	C10	Fy	Cy	Q	
%	1 in x	ha	mm/hr	mins	-	-	-	-	m3/s	L/s
63	1	0.2030	99.2	5	0.63	0.762	0.8	0.61	0.0341	34.10
39	2	0.2030	127	5	0.63	0.762	0.85	0.65	0.0464	46.38
18	5	0.2030	164	5	0.63	0.762	0.95	0.72	0.0669	66.94
<b>10</b>	<b>10</b>	<b>0.2030</b>	<b>191</b>	<b>5</b>	<b>0.63</b>	<b>0.762</b>	<b>1</b>	<b>0.76</b>	<b>0.0821</b>	<b>82.07</b>
5	20	0.2030	220	5	0.63	0.762	1.05	0.80	0.0993	99.26
2	50	0.2030	257	5	0.63	0.762	1.15	0.88	0.1270	126.99
<b>1</b>	<b>100</b>	<b>0.2030</b>	<b>284</b>	<b>5</b>	<b>0.63</b>	<b>0.762</b>	<b>1.2</b>	<b>0.91</b>	<b>0.1464</b>	<b>146.44</b>





Table 5.2 Post Development Peak Discharge Calculations

Post-Development Flows										
Event		Area	Rainfall Intensity (BOM)	Catchment and Event Parameters					Peak Discharge	
AEP	ARI		I	tc	fi	C10	Fy	Cy	Q	
%	1 in x	ha	mm/hr	mins	-	-	-	-	m3/s	L/s
63	1	0.2030	99.2	5	0.782	0.822	0.8	0.657	0.0368	36.78
39	2	0.2030	127	5	0.782	0.822	0.85	0.699	0.0500	50.04
18	5	0.2030	164	5	0.782	0.822	0.95	0.781	0.0722	72.22
<b>10</b>	<b>10</b>	<b>0.2030</b>	<b>191</b>	<b>5</b>	<b>0.782</b>	<b>0.822</b>	<b>1</b>	<b>0.822</b>	<b>0.0885</b>	<b>88.53</b>
5	20	0.2030	220	5	0.782	0.822	1.05	0.83	0.170	107.07
2	50	0.2030	257	5	0.782	0.822	1.15	0.945	0.1370	136.99
<b>1</b>	<b>100</b>	<b>0.2030</b>	<b>284</b>	<b>5</b>	<b>0.782</b>	<b>0.822</b>	<b>1.2</b>	<b>0.986</b>	<b>0.1580</b>	<b>157.97</b>

A summary of the differences in the pre and post development peak discharges are summarised below.

Table 5.3 Pre & Post-Development Peak Discharge Comparison

Design Event		Pre-Development Peak Discharge	Post-Development Peak Discharge	Peak Discharge Difference (+/-)	% Increase from Pre-Development Discharge
AEP	ARI	Q	Q	Q	%
%	1 in x	L/s	L/s	L/s	
63	1	34.10	36.78	+ 2.69	+ 7.87
39	2	46.38	50.04	+ 3.65	+ 7.87
18	5	66.94	72.22	+ 5.27	+ 7.87
<b>10</b>	<b>10</b>	<b>82.07</b>	<b>88.53</b>	<b>+ 6.46</b>	<b>+ 7.87</b>
5	20	99.26	107.07	+ 7.82	+ 7.87
2	50	126.99	136.99	+ 10.00	+ 7.87
<b>1</b>	<b>100</b>	<b>146.44</b>	<b>157.97</b>	<b>+ 11.53</b>	<b>+ 7.87</b>

#### 6.4 Stormwater Quantity Management Discussion

With reference from the calculations above, the proposed development increases the overall peak discharge generated from the site in all rain events shown. This is a direct result from the development introducing additional impervious areas to the development.

It is proposed that an above ground rainwater detention tank be introduced as shown on the Concept Civil Engineering Plan by Burchills Engineering Solutions (Reference: BE250300-SK01-A-050625) adjacent to the new fuel store to capture roof water flows to detain peak outflows from the roof, to reduce the Pre-Development Peak Discharge to Pre-Development Conditions. Further details such as sizing, outlet controls will be provided at the detailed design stage of the development.





## 6.5 Stormwater Quality Management

State Planning Policy 2017 identifies development applications that need to demonstrate compliance to the requirements of the policy which fall into any of the following categories:

- A material change of use for urban purposes that involves a land area greater than 2,500 square metres that:
  - ✓ Will result in an impervious area greater than 25 per cent of the net developable area, or
  - ✓ will result in six or more dwellings, or
  - ✓ Reconfiguring a lot for urban purposes that involves a land area greater than 2,500 square metres and will result in six or more lots, or
- Operational works for urban purposes that involve disturbing more than 2,500 square metres of land.

In view of the above criteria, the site is less than 2,500 square metres. The proposed development doesn't trigger State Planning Policy requirements and shall not need to demonstrate compliance with the stormwater quality load reduction objectives outlined in State Planning Policy 2017.

Notwithstanding the above, it is proposed the development shall incorporate 'best practice' measures. Final details shall be provided at the Detailed Design Phase however best practice devices are envisaged to include gross pollutant traps to all pits and promoting the use of irrigation (re-use) tanks where available.

## 7. CONCLUSION

The findings of this Civil Engineering Technical Memorandum support the site use proposed in this development application to South Burnett Regional Council.

The proposed Stormwater Discharge arrangement for the development will employ a stormwater detention device for the roof water of the fuel store to detain peak site outflows to pre-development conditions.

There is adequate surrounding servicing in close proximity to the development to service the development for:

- Potable Water;
- Sewer; and
- Electricity and Communications Supply.

Don't hesitate to contact me if you require any further information or clarification of the above.

Yours sincerely,

**Roberto Di Fabio**

Senior Civil and Structural Engineer/Project Manager  
BE (Ext. Civil) Hons MIEAust CPEng NER RPEQ

Enc/	BE250300-SK01-A-040625	Burchills Engineering Solutions P/L
	Architectural Plans	Verve Design Group P/L
	Detailed Survey	East Coast Surveys P/L
	Water and Sewer Asset Mapping	South Burnett Regional Council
	Rainfall Data (Kingaroy)	BOM





## **Appendix A – Concept Civil Engineering Plan (Burchills Engineering Solutions P/L)**

---





PROPOSED  
SERVICE STATION  
EXPANSION

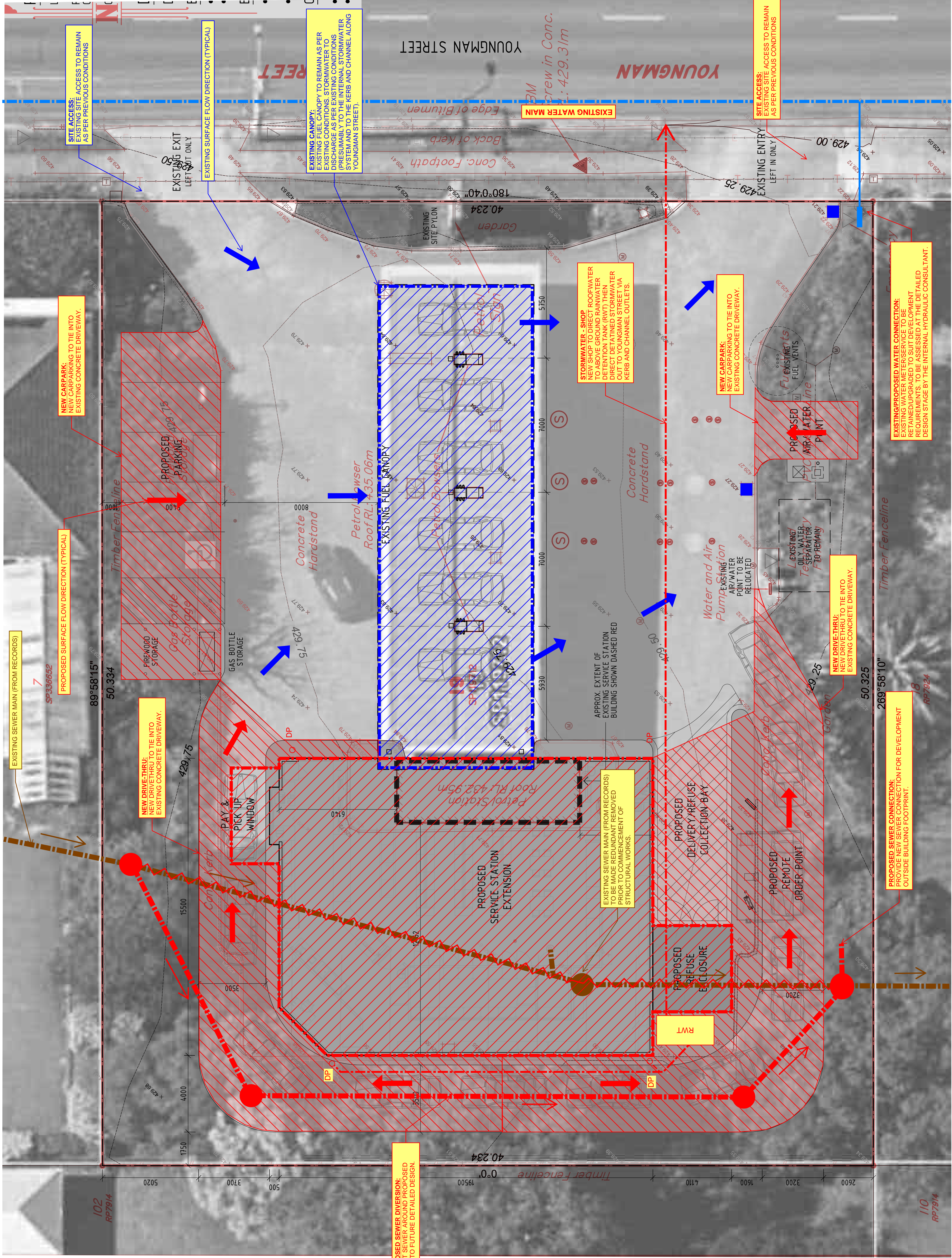
AT

91 YOUNGMAN ST.  
KINGAROY



A1 ORIGINAL SIZE BEFORE REDUCTION

PROPOSED SEWER DIVERSION:  
DIVERT SEWER AROUND PROPOSED  
SHOP TO FUTURE DETAILED DESIGN.



YOUNGMAN STREET



Gold Coast | Brisbane | Toowoomba  
Ipswich | Moreton Bay  
Phone: +61 7 5509 6400  
Fax: +61 7 5509 6411  
Email: admin@burchills.com.au  
burchillsengineering.com.au  
ABN 76 166 942 365

PROJECT :

91 YOUNGMAN ST.  
KINGAROY

SKETCH TITLE :

CONCEPT CIVIL  
ENGINEERING PLAN

DEVEL. APPLIC. No. :	DATE : 05-06-25
PROJECT LEADER : ROBERTO DI FABIO	
DESIGNER : ADAM RYAN	
DRAFTS PERSON : ADAM RYAN	
CHECKED : ROBERTO DI FABIO	
APPROVED FOR AND ON BEHALF OF BURCHILLS ENGINEERING SOLUTIONS ABN 76 166 942 365	
SCALE : N.T.S.	DATUM : N.A
PROJECT No. :	FULL SIZE : A3
SKETCH No. :	VERSION :
BE250300	SK01 A





## Appendix B – Architectural Plans (Verve Design Group P/L)

---





PROPERTY DESCRIPTION

LOT 19 on SP191712

PARISH: BOONENNE  
COUNTY: FITZROY

COUNCIL: SOUTH BURNETT REGIONAL

DEVELOPMENT ASSESSMENT

DEVELOPED SITE AREA - 2025m<sup>2</sup>

BUILDING AREA - GFA

- EXISTING SERVICE STATION - 32m<sup>2</sup>
- PROPOSED SERVICE STATION - 300m<sup>2</sup>

EXTERNAL STRUCTURES

- CAR FUEL FORECOURT (UNENCLOSED BUILDING FOOTPRINT) - 210m<sup>2</sup>
- REFUSE ENCLOSURE - 18m<sup>2</sup>

CAR PARKING

- CAR PARKING REQUIRED - 5
- CAR PARKING PROVIDED - 6



Consulting Engineer



- ☐ commercial / industrial / retail
- ☐ fast food restaurant design
- ☐ travel centre / service stations
- ☐ project concept to completion

© 2015 copyright all rights reserved  
This drawing is the ID copyright & property of VERVE BUILDING DESIGN  
and must not be used or duplicated without authorisation.  
Do not scale this drawing.  
Check all dimensions on site prior commencement of works

Revision and approvals		Project Descriptions	
Code	Date	Description	Drawn
P3	19.03.2025	NIG PRELIMINARY ISSUE FOR COMMENT	
P2	16.02.2025	NIG PRELIMINARY ISSUE FOR COMMENT	
P4	16.04.2025	NIG PRELIMINARY ISSUE FOR COMMENT	

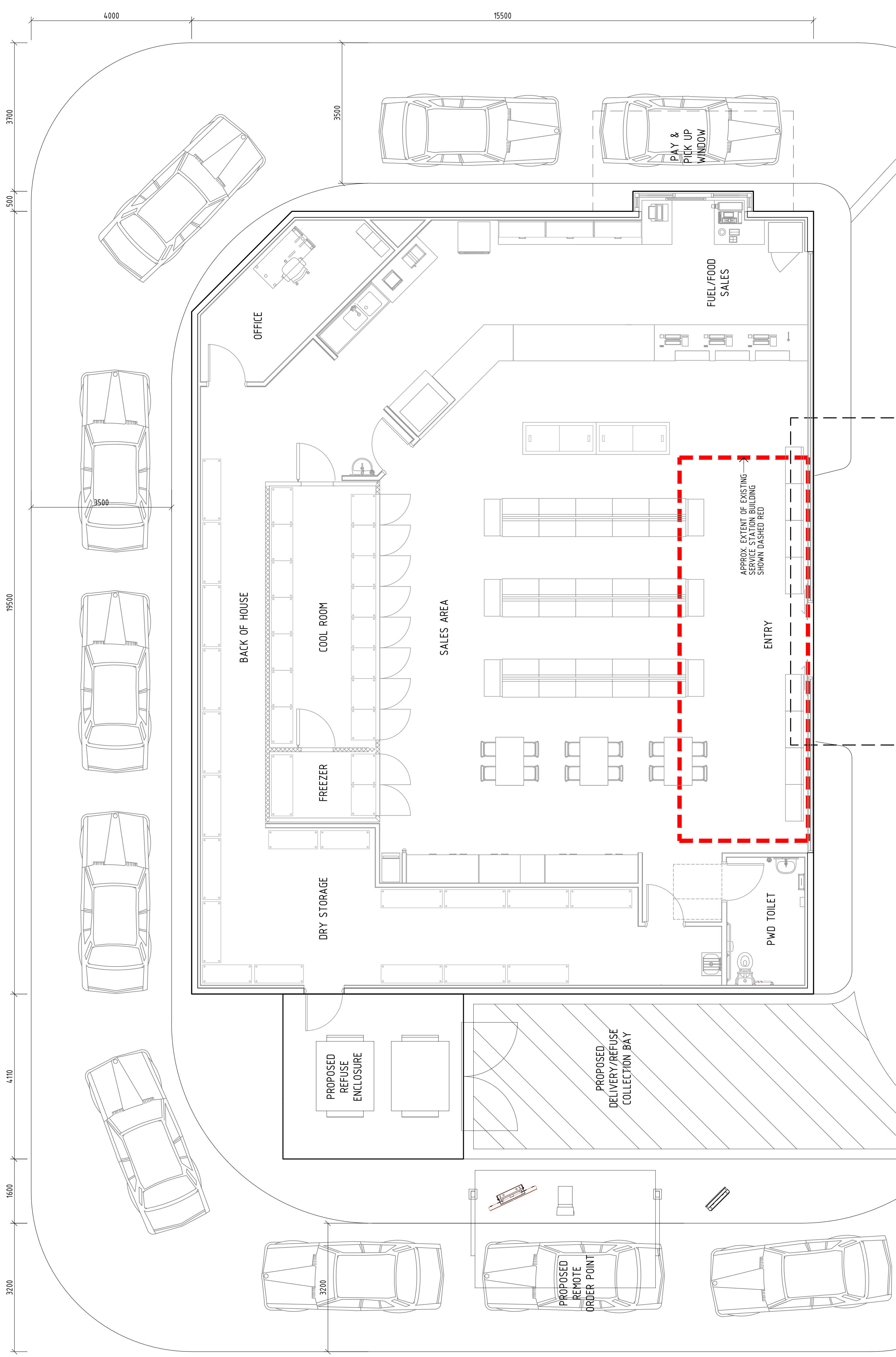
Drawing Title	
PROPOSED SERVICE STATION DEVELOPMENT 93 YOUNGMAN STREET, KINGARÖY, QLD 4610	
Scale	1:1000WA1 / 1:2000A3
Drawn	Issued

PROPOSED SITE PLAN

Drawing Number	Revision
25019-SK01	P4



PRELIMINARY



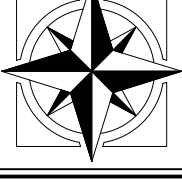
Revision and approvals			Project Description		Drawing Title
Date	By	Description	Doc		
<p><input type="checkbox"/> commercial / industrial / retail  <input type="checkbox"/> fast food restaurant design  <input type="checkbox"/> travel centre / service stations  <input type="checkbox"/> project concept to completion</p> <p>© 2011 copyright, all rights reserved.            This drawing is the © copyright &amp; property of VERVE BUILDING DESIGN            and must not be used or duplicated without authorisation.            Do not scale this drawing.            Check all dimensions on site prior commencement of works.</p>					PROPOSED SERVICE STATION DEVELOPMENT 93 YOUNGMAN STREET, KINGAROY, QLD 4610
P1	04 JUN 2025	NIG			
			Scale	Approved	Drawing Number
			1:500A1 / 1:100A3		25019-SK02
			Sheet		Region
					P1



## Appendix C – Detailed Survey (East Coast Surveys P/L)

---





This plan is prepared for **Cubic Consulting** from field survey and existing records for the purpose of new constructions and subdivisions and should not be used for any other purpose. The title boundaries shown hereon were not marked at the time of survey and are not to be construed as a warranty of accuracy. The boundaries shown hereon are based on field survey where possible. If not able to be so located, services have been plotted from the relevant authorities where available and have been noted accordingly on this plan. Where such records either do not exist or are considered inadequate, a notation has been placed on the plan indicating the source of the information. The location of the land with authority should be contacted for possible location of further underground services and location of all services. This note is an integral part of this plan.

## Detail and Level Survey Plan

**Lot 19** on SP119712

91-93 Youngman Street

Kingaroy

**Local Authority** South Burnett R.C.

Meridian SP119712

Level Datum AHD Vide GNSS

RL 429.903m - PM10033

Contour Intervals 0.25m

**Client:** Cubitic Consulting

Surveyed By N.W.  
Drawn By N.W.































Checked By	Date	Authorized By	Date
AC	25/02/2025	AC	4/03/2025

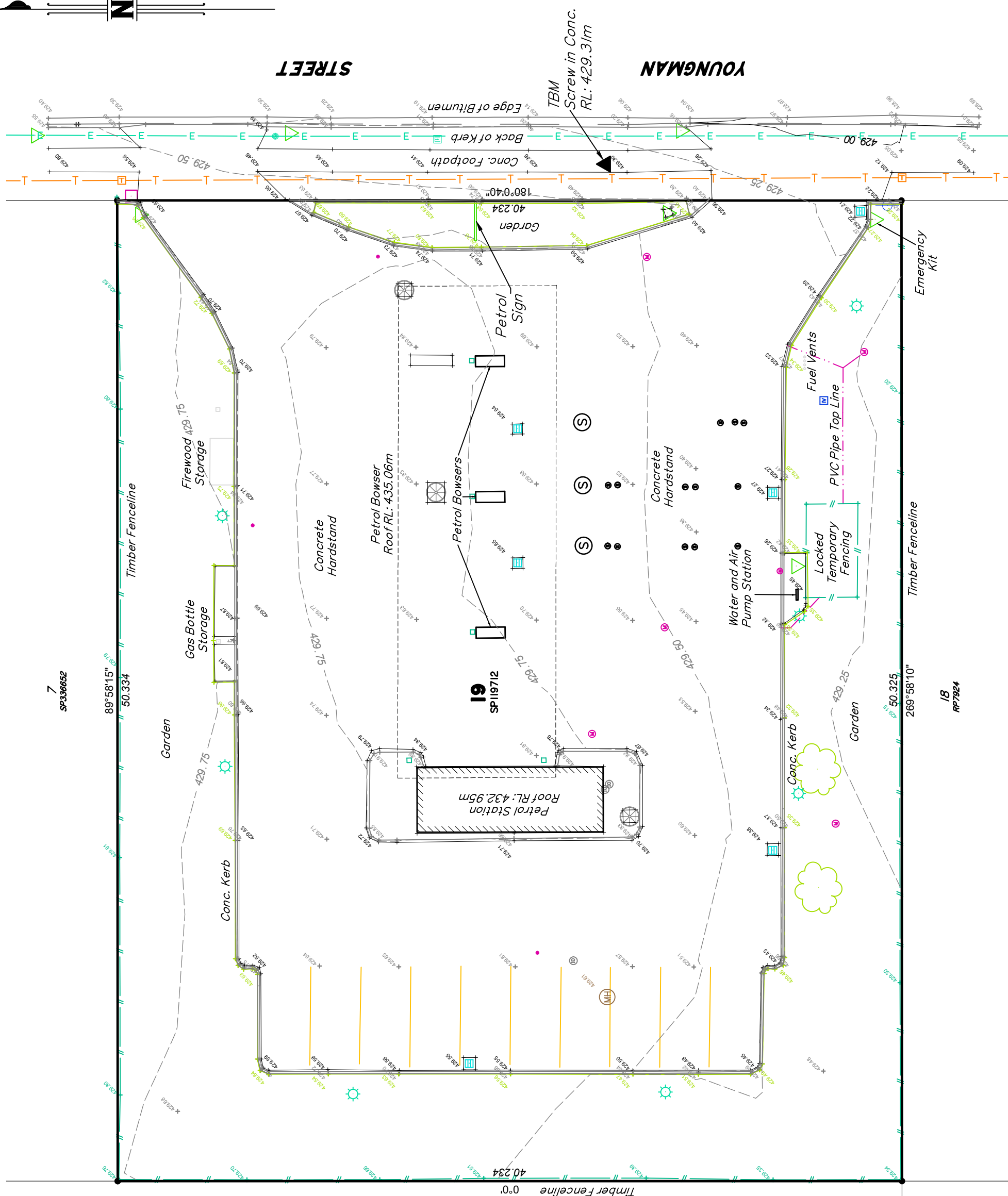
Checked By	AS	Authorized By	AS
Date	4/3/25	Date	4/3/25

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

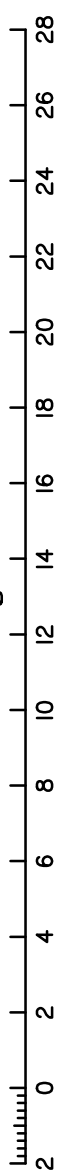
Rev	Notes	Date	Initials
A-1-A	Original Issue	4/3/25	N.W.

# LEGEND

	BENCHMARK		GULLY PIT
	ELECTRICITY PIT		STORMWATER M/H
	LIGHT		SIGN
	POWER POLE		CLUMP VEGETATION
	POWER POLE & LIGHT		TREE
	ELECTRICITY PILLAR		PALM
	SEWER M/H		FENCE LINE
	TELCO PIT		SEWER LINE
	TELCO PILLAR		TELCO
	IRRIGATION CTRL		STORMWATER
	WATER METER		WATER LINE
	SIPHON ACCESS		GAS LINE
	MONITORING WELL		O/HEAD POWER
	UNKNOWN I/O		U/GRND POWER
	UNKNOWN M/H		UNKNOWN SERVICE



**Scale 1:200 – Lengths are in Metres.**





## Appendix D – Water & Sewer Asset Mapping (South Burnett Regional Council)

---





**SOUTH BURNETT**  
**REGIONAL COUNCIL**

Enquiries: Debra Ballin  
Phone: (07) 4189 9100  
CER25/0786 AB:SM

**South Burnett Regional Council**

ABN 89 972 463 351

PO Box 336

Kingaroy QLD 4610

☎ 1300 789 279 or (07) 4189 9100

☎ (07) 4162 4806

✉ info@southburnett.qld.gov.au

🌐 www.southburnett.qld.gov.au

28 May 2025

Viva Property Group Pty Ltd  
PO Box 3766

To Adam,

***Request for Sewer and Water Main Location***

I refer to your recent application for Water and Sewer Location map at

- 91 Youngman Street, KINGAROY (Lot 19 on SP119712)

The depth of the Sewer Maintenance Hole is 1.25 meters.

The depth of the Sewer Main (Through neighboring property 95) is 1.25 meters.

The depth of the Sewer Main (Through neighboring property 89) is 1.15 meters.

Please be aware that these details are an approximation only and the Sewer can be out by up to one meter.

If you have any further enquiries relating to the above matter, please contact Council's Project Support Officer Deb on ☎ 07 4189 9489.

Yours faithfully,

**Adam Branch**  
**MANAGER WATER AND WASTEWATER**  
Enc

**Customer Service Centres**

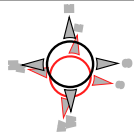
- ☐ **Blackbutt** 69 Hart Street
- ☐ **Kingaroy** 45 Glendon Street
- ☐ **Nanango** 48 Drayton Street

- ☐ **Murgon** 42 Stephens Street West
- ☐ **Wondai** Cnr Mackenzie & Scott Streets





Drawn By: Santasia Moggs  
Department: WWW Department  
Date: 22/05/2025  
Projection: MGA94 Zone 56



SOUTH BURNETT REGIONAL COUNCIL  
Customer Contact: Ph (07) 4189 9100

This information has been prepared for Council's internal purposes and for no other purpose. No statement is made about the accuracy or suitability of the information or use for any purpose (whether the purpose has been notified to Council or not). While every care is taken to ensure the accuracy of this data, neither the South Burnett Regional Council nor State or Federal Government Departments makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs which you might incur as a result of the data being inaccurate or incomplete in any way or for any reason.

© The State of Queensland 2003  
© South Burnett Regional Council 2008.

### Legend

- Sewer Main [8161]
- Water Main [2407]
- Sewer Maintenance Hole [4139]
- AC Zone [2277]



## Appendix E – Rainfall Data for Kingaroy (BOM)

---







## Location

**Label:** Not provided

**Latitude:** -26.5415 [Nearest grid cell: 26.5375 (S)]

**Longitude:** 151.8321 [Nearest grid cell: 151.8375 (E)]

## IFD Design Rainfall Intensity (mm/h)

Issued: 05 June 2025

Rainfall intensity for Durations, Exceedance per Year (EY), and Annual Exceedance Probabilities (AEP).

[FAQ for New ARR probability terminology](#)

Duration	Annual Exceedance Probability (AEP)						
	63.2%	50%#	20%*	10%	5%	2%	1%
1 min	139	160	225	268	308	360	398
2 min	116	134	188	225	261	307	339
3 min	109	125	176	210	243	285	315
4 min	104	119	168	200	231	270	298
5 min	99.2	114	161	191	220	257	284
10 min	81.4	94.0	132	157	180	210	232
15 min	68.9	79.6	112	133	153	178	197
20 min	59.8	69.1	97.3	116	133	155	172
25 min	53.0	61.2	86.1	102	118	138	153
30 min	47.6	54.9	77.3	92.0	106	124	138
45 min	36.8	42.4	59.5	70.9	81.8	95.9	106
1 hour	30.2	34.7	48.6	57.9	66.9	78.5	87.1
1.5 hour	22.5	25.8	36.0	42.8	49.4	58.0	64.4
2 hour	18.1	20.7	28.8	34.2	39.5	46.3	51.4
3 hour	13.3	15.2	20.9	24.7	28.5	33.4	37.1
4.5 hour	9.76	11.1	15.1	17.8	20.5	24.0	26.7
6 hour	7.83	8.84	12.0	14.2	16.3	19.0	21.1
9 hour	5.75	6.48	8.75	10.3	11.8	13.8	15.3
12 hour	4.63	5.21	7.01	8.23	9.42	11.0	12.3
18 hour	3.42	3.84	5.16	6.06	6.94	8.14	9.09
24 hour	2.76	3.10	4.17	4.90	5.62	6.61	7.39
30 hour	2.34	2.63	3.54	4.16	4.79	5.65	6.32
36 hour	2.04	2.29	3.09	3.65	4.20	4.97	5.56
48 hour	1.65	1.85	2.50	2.96	3.42	4.06	4.55
72 hour	1.21	1.36	1.85	2.19	2.54	3.03	3.40
96 hour	0.968	1.09	1.48	1.76	2.03	2.43	2.73
120 hour	0.814	0.916	1.24	1.47	1.69	2.01	2.26

<b>144 hour</b>	0.705	0.793	1.07	1.26	1.45	1.70	1.92
<b>168 hour</b>	0.624	0.701	0.940	1.10	1.25	1.46	1.65

Note:  
# The 50% AEP IFD **does not** correspond to the 2 year Average Recurrence Interval (ARI) IFD.  
Rather it corresponds to the 1.44 ARI.  
\* The 20% AEP IFD **does not** correspond to the 5 year Average Recurrence Interval (ARI) IFD.  
Rather it corresponds to the 4.48 ARI.

This page was created at **12:34 on Thursday 05 June 2025 (AEST)**

© [Copyright](#) Commonwealth of Australia 2025, Bureau of Meteorology (ABN 92 637 533 532) | CRICOS Provider 02015K | [Disclaimer](#) | [Privacy](#) | [Accessibility](#)




# **PROPOSED EXTENSION TO SERVICE STATION 91 YOUNGMAN STREET, KINGAROY TRAFFIC IMPACT STATEMENT**

**11 JUNE 2025**

PREPARED FOR  
JSE SUPERANNUATION FUND PTY LTD

## DOCUMENT CONTROL RECORD

DOCUMENT						
Report Title:		91 Youngman Street, Kingaroy - Traffic Impact Statement				
Client:		JSE Superannuation Fund Pty Ltd				
Project Number:		25-598				
REV	PURPOSE	DATE	AUTHOR	REVIEWER	APPROVED	SIGNED
A	FINAL	JUNE-25	CB	JPG	CB (RPEQ 32895)	

## COPYRIGHT

This work is copyright. Apart from any use permitted under the Copyright Act 1968, no part may be produced without prior permission. Requests and inquiries concerning reproduction and rights should be directed to:

The Director

Pekol Traffic and Transport

Level 2, 62 Astor Terrace

Spring Hill QLD 4000

## DISCLAIMER

This document is produced solely for the benefit of and use by our client in accordance with the terms and conditions of our appointment. PTT does not accept liability to third parties arising from their use of or reliance upon the contents of this report.

## CONTENTS

<b>1.0 INTRODUCTION</b>	<b>1</b>
1.1 Background	1
1.2 Aim	1
1.3 Scope of Report	1
<b>2.0 EXISTING CONDITIONS</b>	<b>2</b>
2.1 Subject Site	2
2.2 Access	2
2.3 Road Network	3
2.4 Traffic Volumes	3
2.5 Active and Public Transport	3
2.6 Crash History	3
<b>3.0 PROPOSED DEVELOPMENT</b>	<b>4</b>
3.1 Site Layout	4
3.2 Access	4
3.3 Parking	5
3.4 Queuing	6
3.5 Servicing	7
3.6 Active Transport	8
<b>4.0 TRAFFIC OPERATIONS</b>	<b>10</b>
4.1 Traffic Generation	10
4.2 Traffic Impact	10
<b>5.0 ROAD SAFETY ASSESSMENT</b>	<b>11</b>
5.1 Requirement	11
5.2 Methodology	11
5.3 Crash Data	11
5.4 Risk Assessment	12
<b>6.0 CONCLUSIONS AND RECOMMENDATIONS</b>	<b>13</b>
6.1 Conclusions	13
6.2 Recommendations	13

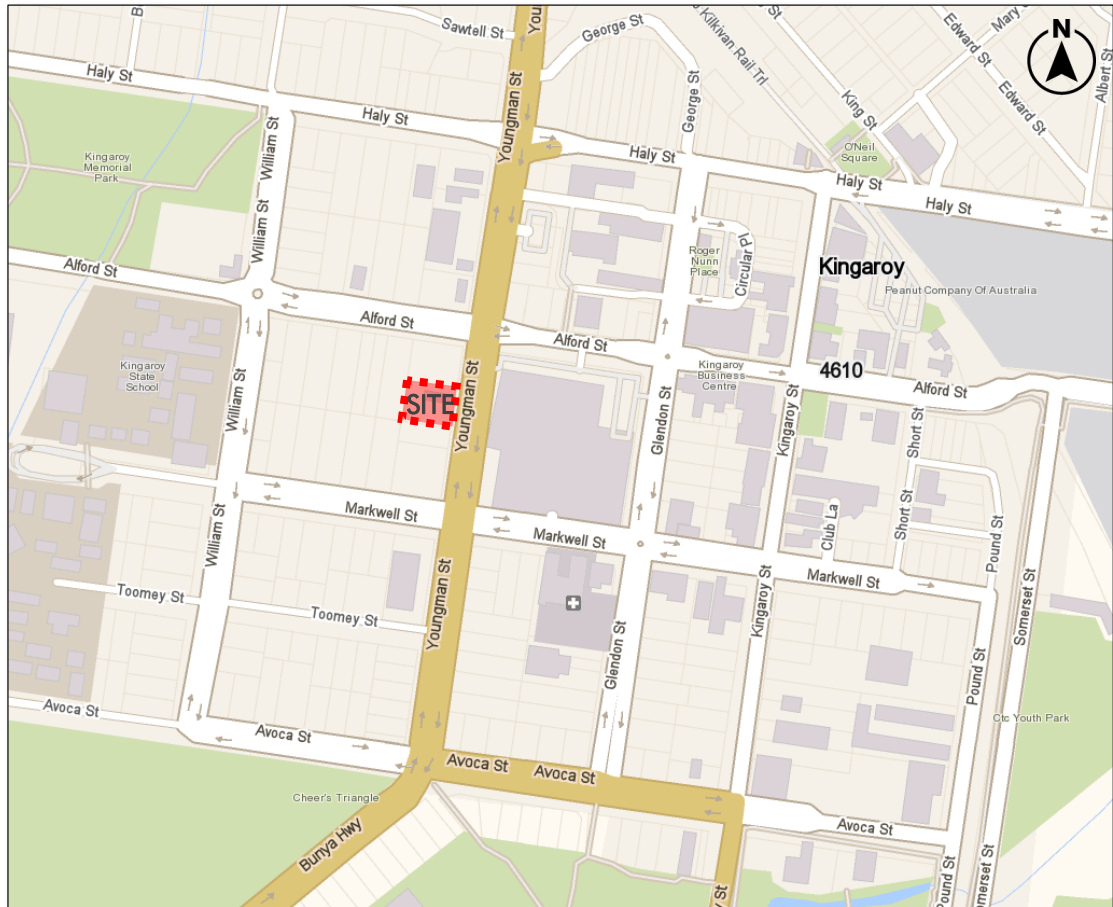
<b>APPENDIX A</b>	<b>DEVELOPMENT LAYOUT PLAN</b>
<b>APPENDIX B</b>	<b>VEHICLE SWEEP PATHS</b>

## 1.0 INTRODUCTION

### 1.1 BACKGROUND

In May 2025, Pekol Traffic and Transport (PTT) was commissioned by JSE Superannuation Fund Pty Ltd to undertake a traffic impact statement for a proposed extension to an existing service station at 91 Youngman Street, Kingaroy. The location of the subject site is shown in Figure 1.1.

Figure 1.1: SITE LOCALITY



### 1.2 AIM

The aim of this assessment is to evaluate the proposed development in terms of its access, car parking and servicing arrangements, pedestrian / cyclist facilities, peak hour traffic generation and impact on the surrounding road network.

### 1.3 SCOPE OF REPORT

This report begins by summarising the characteristics of the existing road network (Chapter 2), followed by a description of the scope and scale of the development, including a consideration of the site access arrangements, parking provision and design, servicing arrangements and pedestrian / cyclist facilities (Chapter 3). The likely traffic generation of the site is quantified, and its impact considered (Chapter 4). A road safety assessment has been undertaken (Chapter 5) and the report concludes with a summary of key findings and recommendations (Chapter 6).

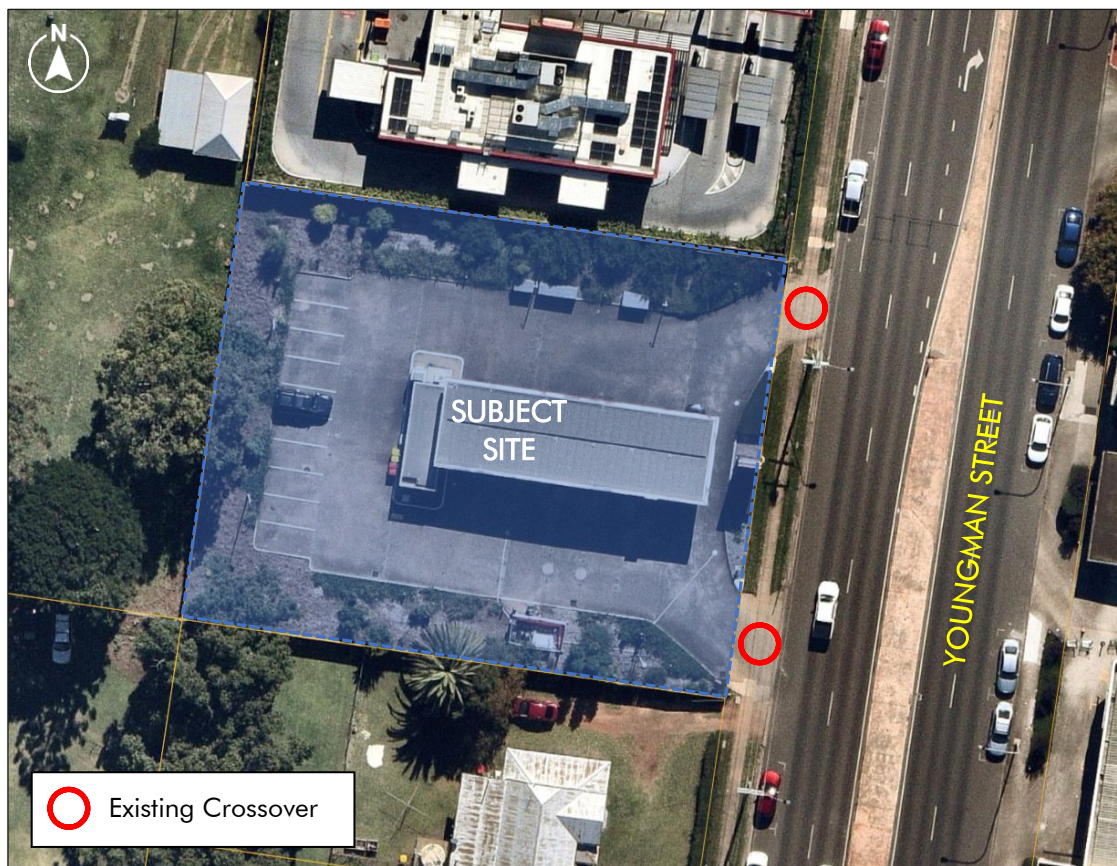


## 2.0 EXISTING CONDITIONS

### 2.1 SUBJECT SITE

The subject site comprises 91 Youngman Street, Kingaroy and is formally described as Lot 19 on SP119712. The site incorporates a total area of approximately 2,025m<sup>2</sup> and currently accommodates an Ampol service station. The site is located within the business and commercial zone according to the South Burnett Regional Council (SBRC) Planning Scheme (2017). An aerial view of the subject site is shown in Figure 2.1.

Figure 2.1: SUBJECT SITE



The subject site is bounded as follows:

- to the north by a food and drink outlet
- to the east by Youngman Street
- to the south and west by residential use

The surrounding area comprises a mix of residential, commercial and retail uses, typical of its location within the Kingaroy town centre.

### 2.2 ACCESS

The site is currently accessed via two driveways on Youngman Street, as shown in Figure 2.1. The southern driveway accommodates (left-in) entry movements while the northern driveway is limited to (left-out) exit movements.

## 2.3 ROAD NETWORK

Youngman Street forms part of the Bunya Highway and the state-controlled road network administered by the Department of Transport and Main Roads (TMR). In the vicinity of the subject site, Youngman Street is median divided with two lanes of traffic and a parking lane in each direction and is subject to a posted speed limit of 60km/h.

Approximately 50m to the north of the site, Youngman Street meets Alford Street at a four-leg traffic signal-controlled intersection. Around 100m to the south Youngman Street meets Markwell Street at a four-leg traffic signal-controlled intersection.

A review of the QTRIP database has not identified any planned upgrades to Youngman Street in the vicinity of the subject site.

## 2.4 TRAFFIC VOLUMES

We have obtained 2022 traffic data from TMR for this section of Youngman Street from a nearby counter site (identification number 20431). This counter site is located approximately 700m to the south of the subject site. The traffic data shows that typical traffic volumes on this section of Youngman Street are as follows:

- an AADT of approximately 4,980 vehicles per day
- peak hour volumes in the order of 550vph (with 330vph in the northbound direction)
- a heavy vehicle proportion of around 9%

## 2.5 ACTIVE AND PUBLIC TRANSPORT

### 2.5.1 *Pedestrians and Cyclists*

In the vicinity of the subject site, pedestrian footpaths are provided on both sides of Youngman Street. These connect the subject site to surrounding facilities and amenities. The intersections of Youngman Street with Alford Street and Markwell Street both have signalised pedestrian crossings on all legs. There are currently no on-road or off-road cycling provisions in the vicinity of the subject site.

### 2.5.2 *Public Transport*

There are currently no public transport facilities in the vicinity of the subject site.

## 2.6 CRASH HISTORY

Crash data in the vicinity of the subject site has been sourced from the Queensland Government Open Data Portal for the most recent available full five-year period (ie January 2019 to December 2023). The data indicates that a total of nine crashes resulting in injury have occurred over the five-year period. This includes six crashes at the Youngman Street / Alford Street intersection and three crashes at the Youngman Street / Markwell Street intersection. No crashes have occurred along the section of Youngman Street between Alford Street and Markwell Street.



### 3.0 PROPOSED DEVELOPMENT

#### 3.1 SITE LAYOUT

The proposal comprises an extension to the existing service station. In particular, the development incorporates:

- an expanded service station retail area (ie from 32m<sup>2</sup> GFA to 300m<sup>2</sup> GFA; a net increase of 268m<sup>2</sup> GFA), including an ancillary food and drink use
- a drive-through facility for the ancillary food and drink use
- changes to the on-site car parking and servicing arrangements

The proposed layout of the development is shown in Figure 3.1 and attached in Appendix A.

Figure 3.1: PROPOSED SITE LAYOUT



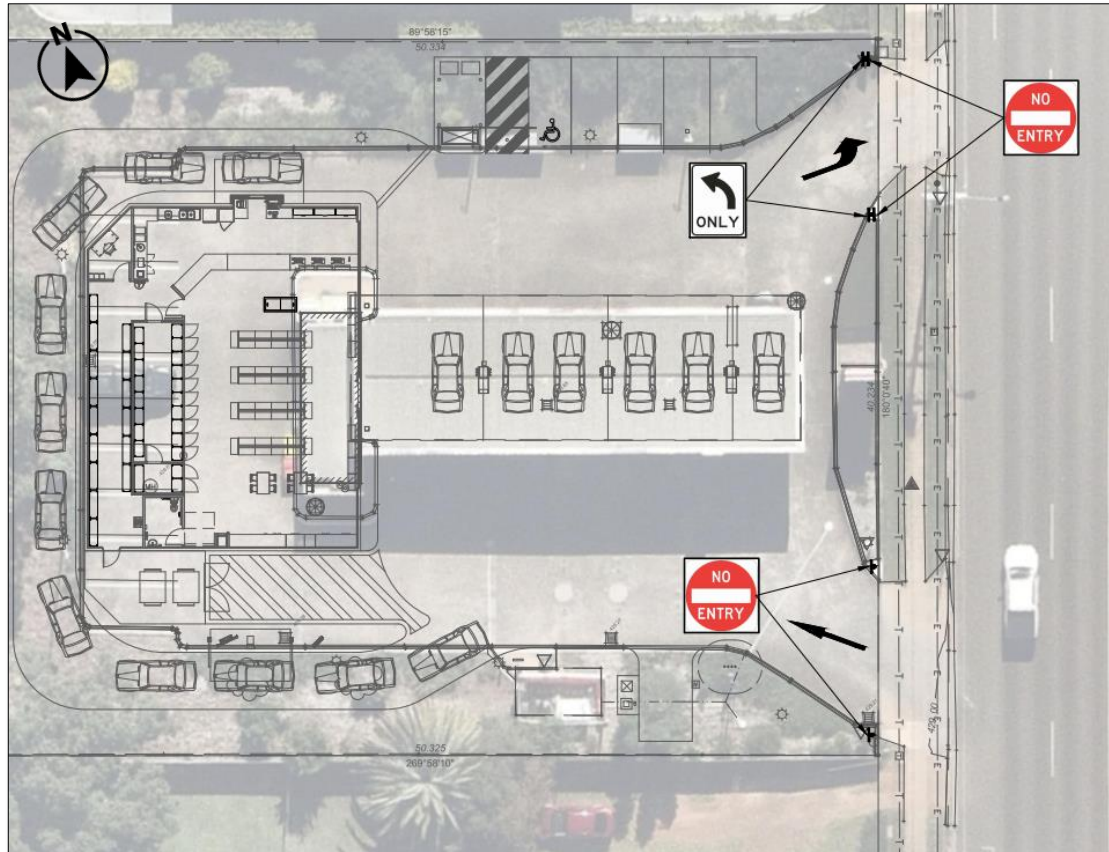
#### 3.2 ACCESS

##### 3.2.1 Location and Design

No changes are proposed to the existing site access arrangements on Youngman Street, with the existing left-in and left-out driveways to be maintained in their location and configuration. This is acceptable noting that there would be no change to the design vehicle (ie a 17m long articulated fuel tanker) under the development proposal.

It is recommended that upgraded line-marking (ie pavement arrows) and signage (ie 'no entry' signs) be provided at the site access driveways as shown in Figure 3.2.

Figure 3.2: LINE-MARKING & SIGNAGE



### 3.2.2 Sight Distance

The egress driveway on Youngman Street is located on a straight section with a flat grade. We estimate that the available sight distances at the access driveway would be in excess of 200m to the south. The sight distance would be partially obstructed by parked cars but this is not expected to significantly impact safe vehicle movements, as the obstruction is intermittent and still allows some visibility remains for egressing drivers.

## 3.3 PARKING

### 3.3.1 Requirement

The SBRC Planning Scheme (Version 2.0) specifies a fixed on-site car parking rate of five spaces for a service station, regardless of its scale.

### 3.3.2 Provision

The proposed layout provides six on-site car parking spaces including:

- one person with disability (PWD) space
- one air and water bay
- four standard car parking spaces

Therefore, the proposed on-site car parking provision complies with the BRC Planning Scheme in terms of the minimum car parking requirements.

### 3.3.3 Design

The proposed on-site parking facilities have been designed consistent with the requirements of AS2890.1 in terms of minimum parking space and aisle dimensions, and is typified by:

- car parking spaces dimensioned 2.6m wide by 5.4m long (ie consistent with User Class 3 parking)
- a PWD spaces dimensioned 2.4m wide by 5.4m long, with an adjacent 2.4m wide shared area
- a parking aisle dimensioned a minimum of 8.0m wide

## 3.4 QUEUING

It is typical practice that a service station layout aims to provide sufficient on-site queuing for two vehicles behind each bowser (not including those vehicles standing at the pump).

We have also undertaken a site-specific queuing assessment for the development using M-M-s queuing theory calculations. This assessment is based on:

- a peak arrival rate of 69 vehicles per hour for the service station (ie lamda)
- a service rate of 15 vehicles per hour (ie a four-minute dwell time per customer)
- six refuelling positions (ie identical servers)

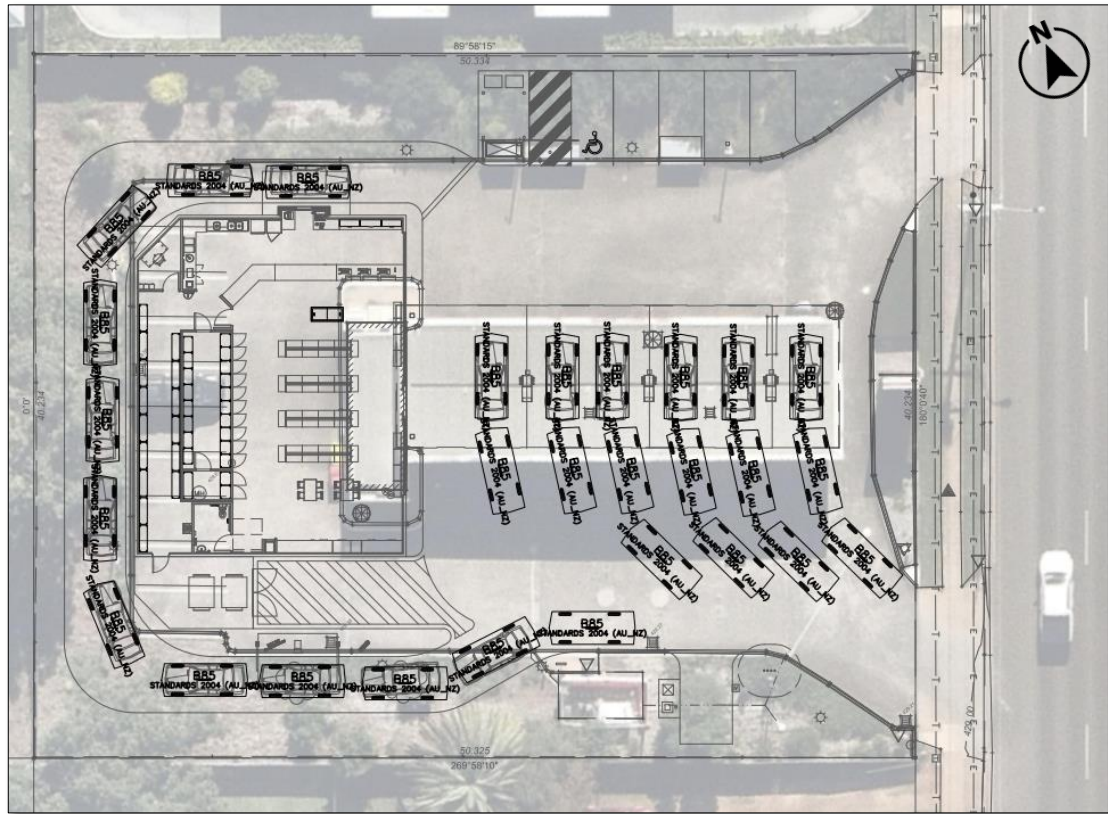
The queuing assessment predicts a 95th percentile queue of 14 vehicles at the pumps. As shown in Figure 3.3, the development layout would be able to accommodate up to 16 vehicles without blocking access to the drive-through or on-site car parking. Accordingly, the on-site queuing provision is considered to be sufficient.

The SBRC Planning Scheme does not specify a minimum vehicle queuing requirement for drive-through facilities. However, Section 8.5.6 of the NSW Guide to Transport Impact Assessment (2024) recommends exclusive queuing areas for a drive-through be provided to accommodate:

- five to 12 vehicles from the 'pick up point'
- four vehicles from the 'order point'

The layout of the proposed drive-through queuing of four vehicles from the 'order point' and 12 vehicles to queue from the 'pick up point'. Therefore, the proposed drive-through queuing provision is considered to be sufficient and is not expected to disrupt vehicle access, circulation or car parking operations.

Figure 3.3: SERVICE STATION QUEUING



### 3.5 SERVICING

The largest vehicle expected to access the site remains a 17m long Articulated Vehicle (AV) for bulk fuel deliveries. As per the current arrangements, this type of vehicle would be able to enter and exit the site in a forward gear via the entry and exit driveways on Youngman Street. A swept path analysis of the 17m AV manoeuvring through the site is shown in Figure 3.4 and in Appendix B.

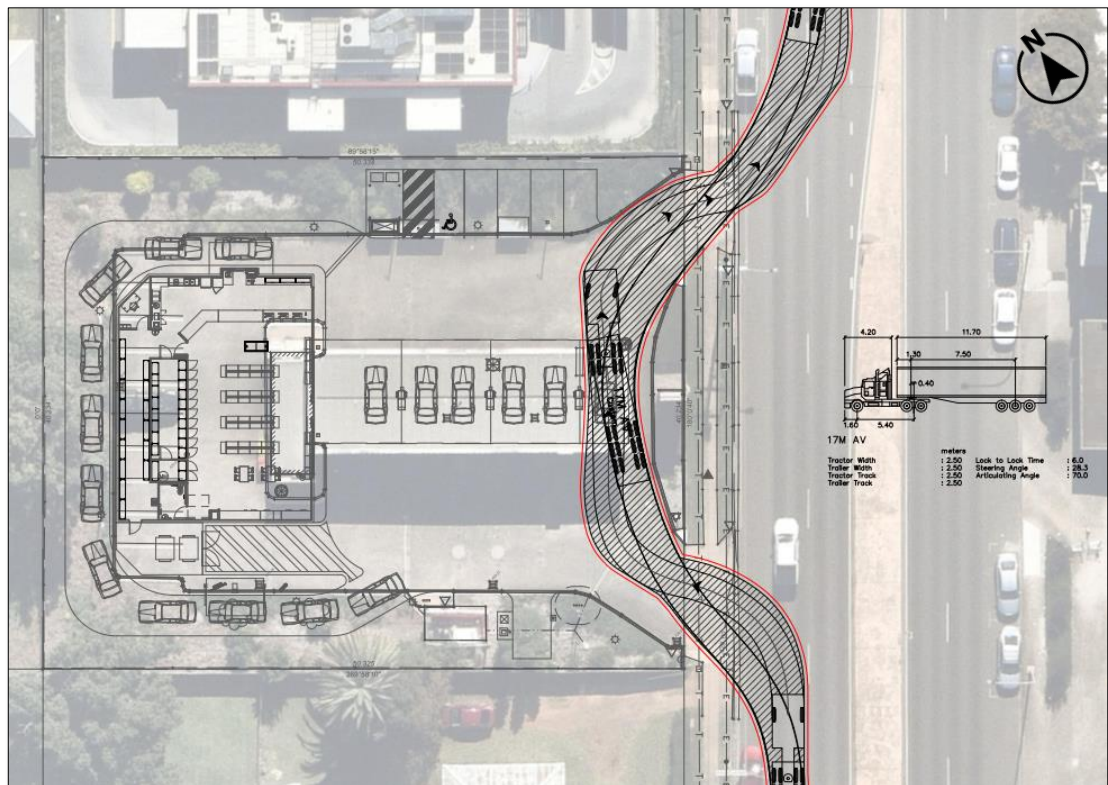
Given the potential for fuel tanker to block the site exit driveway while standing, it is recommended that a servicing management plan be developed to ensure safe and efficient access to the site during fuel deliveries. The plan should include measures to:

- coordinate fuel delivery times to avoid peak operational hours
- establish procedures for the positioning and manoeuvring of the fuel tanker within the site
- identify traffic management measures required to facilitate safe access for all vehicles while the tanker is on-site

In addition, a separate on-site loading and refuse collection area is proposed to the south of the service station tenancy. This area could accommodate a Refuse Collection Vehicle (RCV) or medium rigid vehicle (MRV). Swept paths for an MRV entering and egressing the service station loading bay shown in Figure 3.5 and in Appendix B. Based on the above, the proposed servicing arrangements are expected to be sufficient to cater for the proposed development.



Figure 3.4: AV SERVICING

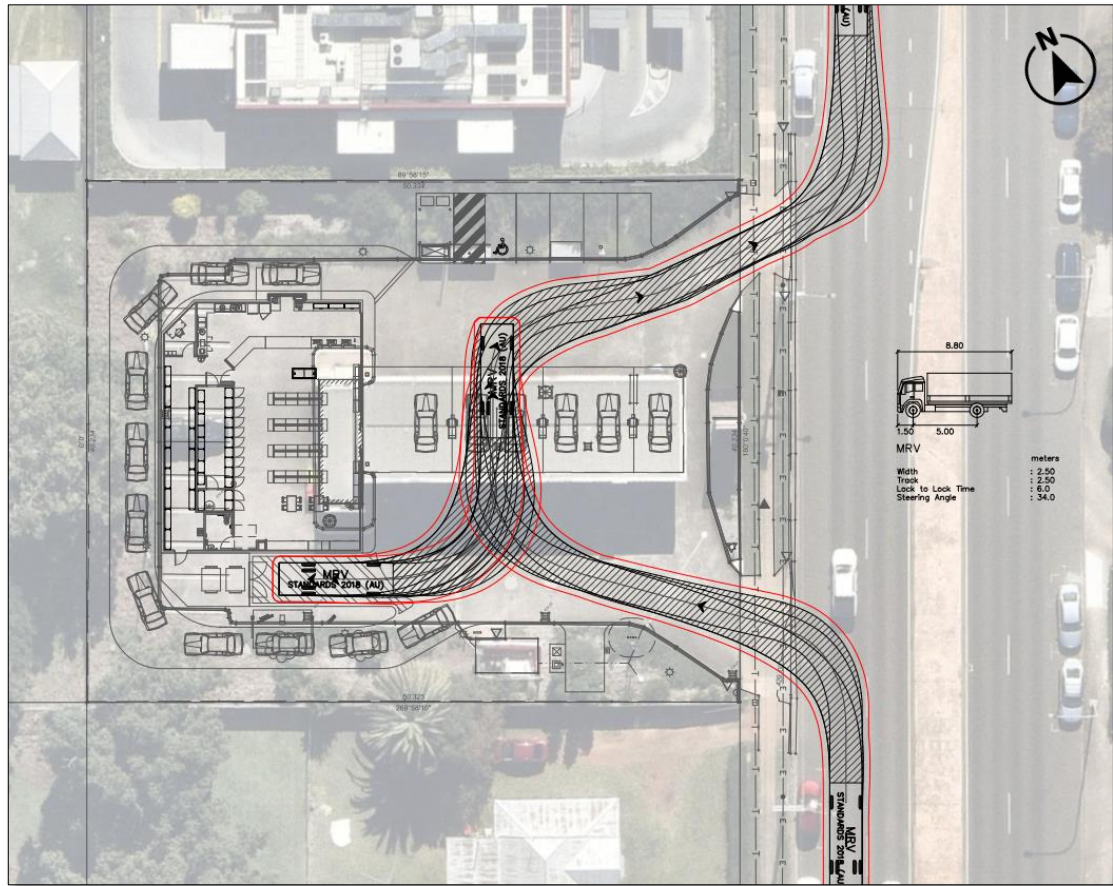


### 3.6 ACTIVE TRANSPORT

It is recommended that a separate pedestrian connection from the external footpath network to / from the service station building be provided. This will provide a separate pedestrian connection to Youngman Street and will avoid pedestrians having to walk through the service station forecourt to access the retail uses. A footpath could run along the northern site boundary and also provide accessibility to the on-site car parking spaces.

Given the nature of the proposed use and location of the site, the demand for bicycle parking at the site is likely to be very low. Nevertheless, it is recommended that the layout provides two bicycle parking spaces to cater for the occasional cyclist.

Figure 3.5: MRV / RCV SERVICING



## 4.0 TRAFFIC OPERATIONS

### 4.1 TRAFFIC GENERATION

The likely peak hour traffic generation of the proposed development has been determined based on 85<sup>th</sup> percentile trip generation rates sourced from the Queensland Government traffic generation data (2006-2021), available via the Open Data Portal. A service station has an 85<sup>th</sup> percentile peak hour trip rate of 46 trips per 100m<sup>2</sup> GFA.

As shown in Table 4.1, the proposed development is expected to result in an increase of 124 trips (62 in and 62 out) during the weekday peak hours.

Table 4.1: INCREASE IN TRAFFIC GENERATION

PEAK HOUR & USE	NET INCREASE	TRIP GENERATION RATE	TRIPS (VPH)	IN:OUT (VPH)
Weekday Peak Hours	268m <sup>2</sup> GFA	46 trips per 100m <sup>2</sup> GFA	124	62 : 62

It is expected that around 80-90% of trips associated with the service station would be undiverted left-in / left-out drop-in trips via Youngman Street.

### 4.2 TRAFFIC IMPACT

The predicted increase in traffic generation associated with the proposed development is not expected to have any significant adverse impact on the efficiency of the surrounding road network taking into account:

- the modest increase in traffic generation
- the left-in / left-out access arrangements
- the expected large component of undiverted pass-by trips where vehicles are already on the adjacent road network and do not add new trips to the network
- the presence of competing service station facilities in the surrounding area (ie to the north and south on Youngman Street), which is expected to reduce the demand for diverted trips on the surrounding road network



## 5.0 ROAD SAFETY ASSESSMENT

### 5.1 REQUIREMENT

TMR's GTIA requires that a risk assessment of the likelihood and consequence of safety risks being increased on the state-controlled road network be undertaken, due to the addition of site accesses and development generated traffic, pedestrians or cyclists. A risk assessment has been undertaken using the methodology prescribed in Section 9.3.2 of TMR's GTIA, to assess the potential impacts of the proposal on the safety of the adjacent section of road.

### 5.2 METHODOLOGY

The risks inherent on the existing state-controlled road network and associated with the addition of development generated traffic were scored using the risk scoring matrix outlined in TMR's GTIA, as reproduced in Figure 5.1. In undertaking the risk assessment:

- the likelihood of a crash was determined based on the number of similar crashes reported in the historical crash data
- the consequence of a crash was based on the Fatal or Serious Injury (FSI) Indexes reported in Part 4 of TMR's Manual of Uniform Traffic Control Devices (MUTCD) for different crash types / DCA Codes

Figure 5.1: SAFETY RISK SCORE MATRIX

		Potential consequence				
		Property only (1)	Minor injury (2)	Medical treatment (3)	Hospitalisation (4)	Fatality (5)
Potential likelihood	Almost certain (5)	M	M	H	H	H
	Likely (4)	M	M	M	H	H
	Moderate (3)	L	M	M	M	H
	Unlikely (2)	L	L	M	M	M
	Rare (1)	L	L	L	M	M

L: Low risk  
 M: Medium risk  
 H: High risk

### 5.3 CRASH DATA

Crash data in the vicinity of the subject site has been sourced from the Queensland Government Open Data Portal for the most recent available full five-year period (ie January 2019 to December 2023). No reported crashes have occurred on this section of Youngman Street in the five-year period. Therefore, the historic crash data suggests that no existing safety issues are present on the external road network in proximity to the site.

## 5.4 RISK ASSESSMENT

Based on our review of the historic crash data, we have not identified any unacceptable safety risks associated with the existing road network. However, the proposed development is expected to result in additional risks associated with additional turning movements to and from the site access driveways. In particular, the following risks have been identified:

- left turns into the site (rear-end crash with left turn entry: DCA Code 302)
- left turns out of the site (side-swipe crashes with adjacent through movement: DCA Code 107)
- conflicts with pedestrians and cyclists on footpath (DCA Code 007)

The results of the risk assessment are summarised in Table 5.2. As demonstrated, the assessment results indicate that the proposed development is not expected to significantly increase the risk score of the state-controlled road network, provided the identified mitigation measures are implemented.

**Table 5.2: RISK ASSESSMENT**

RISK ITEM	PRE DEV			POST-DEV		
	L	C	RS	L	C	RS
<b>Site Accesses</b>						
left turns from Youngman Street to site (rear-end crashes with left-turn: DCA Code 302)	1	1	L	2	1	L
side-swipe crash involving a left-turning vehicle turning out of the site access on Youngman Street: DCA Code 107	1	1	L	2	1	L
Pedestrian / cyclist crashes with vehicles entering and exiting the site at Youngman Street: DCA Code 007	1	1	L	2	1	L

## 6.0 CONCLUSIONS AND RECOMMENDATIONS

### 6.1 CONCLUSIONS

The proposed extension to the existing service station at 91 Youngman Street, Kingaroy has been evaluated in terms of the site access arrangements, parking provision and design, servicing arrangements, pedestrian / cyclist facilities and likely traffic impact. The main points to note are:

- the proposed development involves an extension to the existing service station, including an expanded retail area and a drive-through facility for the ancillary food and drink use
- no changes are proposed to the existing site access arrangements on Youngman Street, with the existing left-in and left-out driveways to be maintained in their location and configuration
- the proposed parking provision of five spaces complies with the SBRC Planning Scheme in terms of the minimum car parking requirements
- the design of parking facilities is consistent with AS2890.1 requirements in terms of minimum bay and parking aisle dimensions
- the development layout provides adequate queuing provisions for the service station and drink through facility
- as per the existing arrangements, the largest vehicle expected to access the site is a 17m long AV for bulk fuel deliveries
- in addition, a separate on-site loading and refuse collection area is proposed to the south of the service station tenancy
- the proposed development is expected to generate 124 vehicle trips during the morning and afternoon peak hours
- the addition of development generated traffic is not expected to have a significant adverse impact on the safety and efficient operation of the surrounding road network

### 6.2 RECOMMENDATIONS

Based on our assessment, it is recommended that:

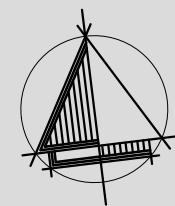
- upgraded line-marking (ie pavement arrows) and signage (ie 'no entry' signs) be provided at the site access driveways as shown in Figure 3.2
- a servicing management plan be developed to ensure safe and efficient access to the site during fuel deliveries, given the potential for a tanker to block the site exit driveway
- a dedicated pedestrian entrance be provided on Youngman Street along with a footpath connecting to the retail building entrance
- a minimum of two bicycle parking spaces be provided for the service station in the form of racks / rails

## **APPENDIX A DEVELOPMENT LAYOUT PLAN**



PROPERTY DESCRIPTION

LOT 19 on SP119712  
PARISH: BOONENNE  
COUNTY: FITZROY  
COUNCIL: SOUTH BURNETT REGIONAL



DEVELOPMENT ASSESSMENT

DEVELOPED SITE AREA - 2025m<sup>2</sup>

BUILDING AREA - GFA

- EXISTING SERVICE STATION - 32m<sup>2</sup>
- PROPOSED SERVICE STATION - 300m<sup>2</sup>

EXTERNAL STRUCTURES

- CAR FUEL FORECOURT (UNENCLOSED BUILDING FOOTPRINT) - 210m<sup>2</sup>
- REFUSE ENCLOSURE - 18m<sup>2</sup>

CAR PARKING

- CAR PARKING REQUIRED - 5
- CAR PARKING PROVIDED - 6



Consulting Engineer

**VERVE**  
DESIGN GROUP  
BUILDING DESIGNERS LICENCE No. 1002212  
OFFICE 2, LEVEL 1, 488 LUTWICHE ROAD, LUTWICHE QLD 4030  
PH: 07 3857 0942  
E: info@vervedesigngroup.com.au  
imagine create deliver

- commercial / industrial / retail
- fast food restaurant design
- travel centre / service stations
- project concept to completion

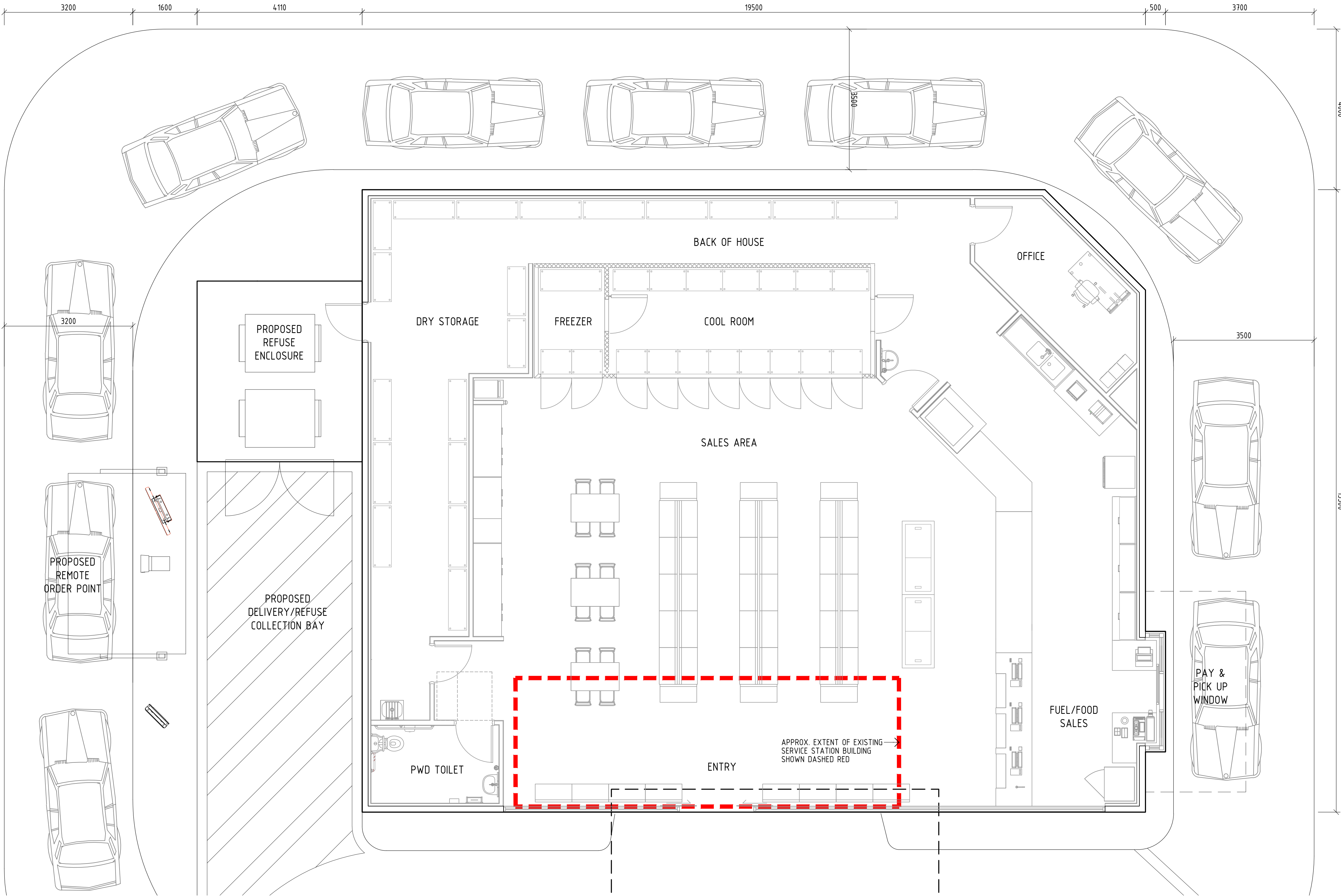
© 2011 copyright, all rights reserved.  
This drawing is the © copyright & property of VERVE BUILDING DESIGN  
and must not be used or duplicated without authorisation.  
Do not scale this drawing.  
Check all dimensions on site prior commencement of works

Revision and approvals				Dwn
Code	Date	Drm	Description	
P3	13.03.2025	NJG	PRELIMINARY ISSUE FOR COMMENT	
P2	06.02.2025	NJG	PRELIMINARY ISSUE FOR COMMENT	
P4	04.04.2025	NJG	PRELIMINARY ISSUE FOR COMMENT	

Project Description		
PROPOSED SERVICE STATION DEVELOPMENT 93 YOUNGMAN STREET, KINGAROY, QLD 4610		
Scale 1:100@A1 / 1:200@A3	Approved	
Drawn	Issued	

Drawing Title		Revision
PROPOSED SITE PLAN		
Drawing Number	25019-SK01	P4

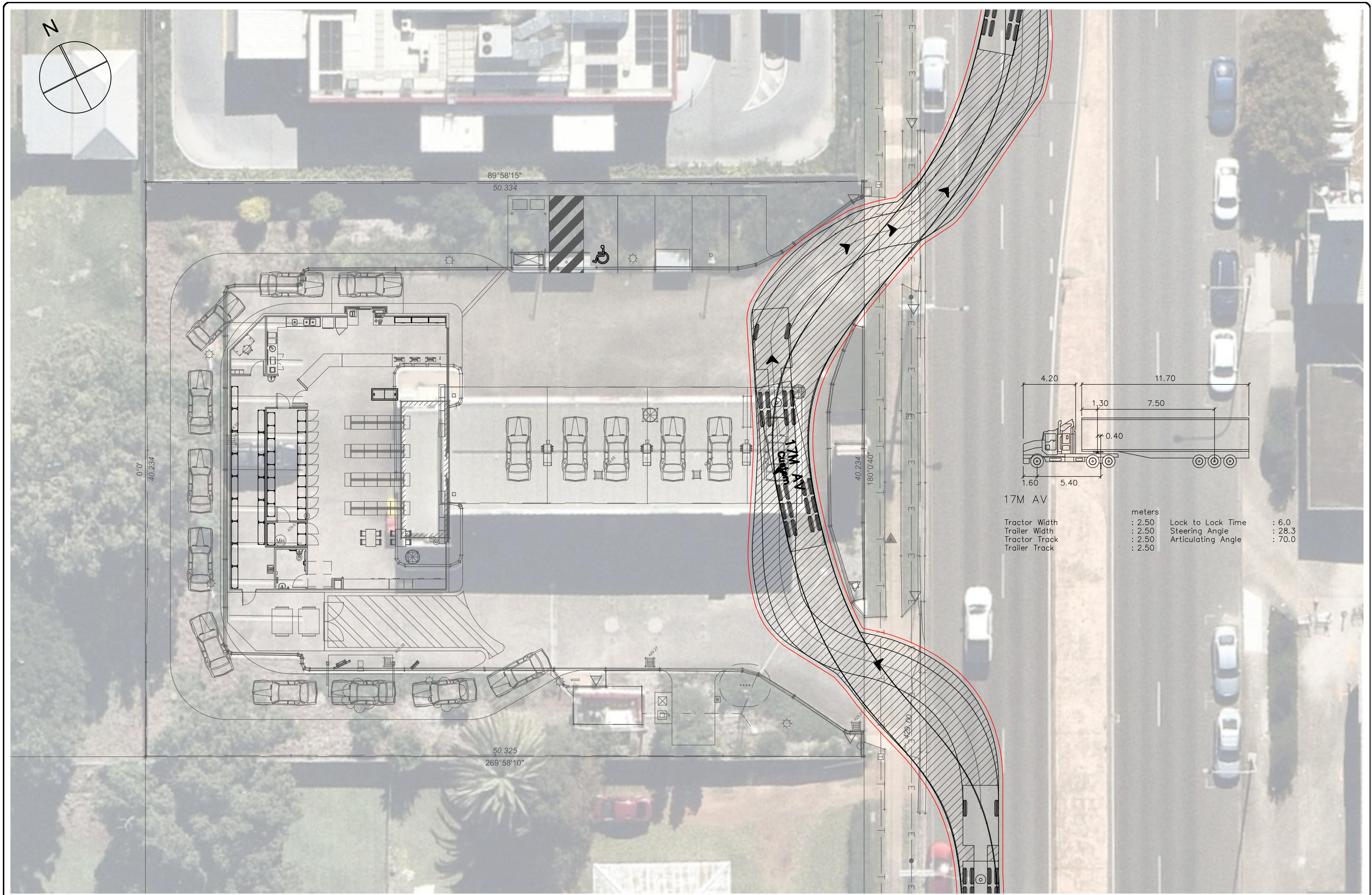




## **APPENDIX B**

### **VEHICLE SWEPT PATHS**



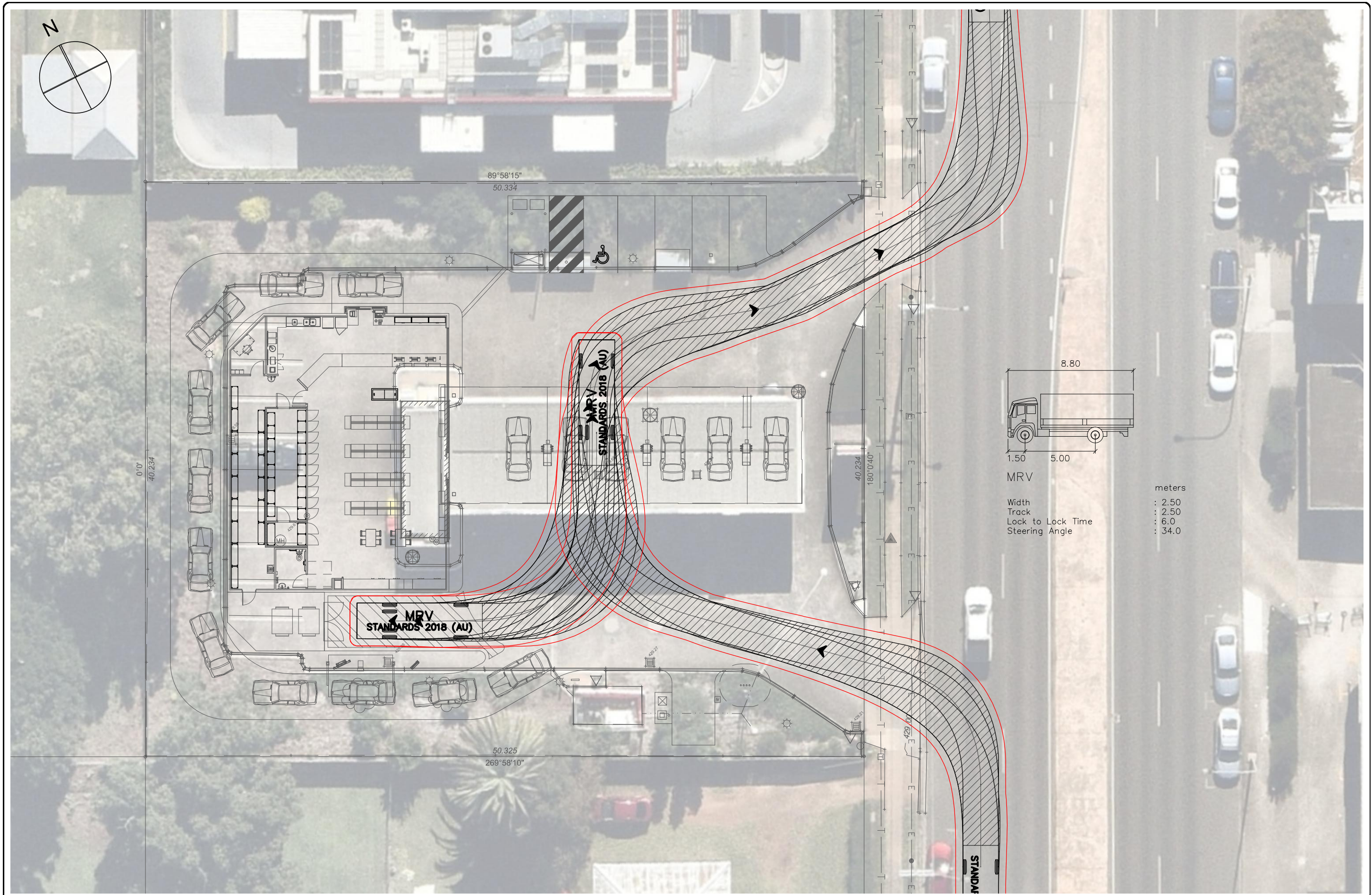


REV.	AMENDMENTS	DRN	DATE

PROJECT TITLE:	91 YOUNGMAN STREET, KINGAROY
DRAWING TITLE:	17M AV SWEPT PATHS

CLIENT:					JSE SUPERANNUATION FUND Pty Ltd				
DATE:		SCALE:		DRAWN:		APPROVED:			
11/06/2025		1:250@A3		CB		JG			
DRAWING NO.			REV		JOB NO.				
25-598-001					25-598				



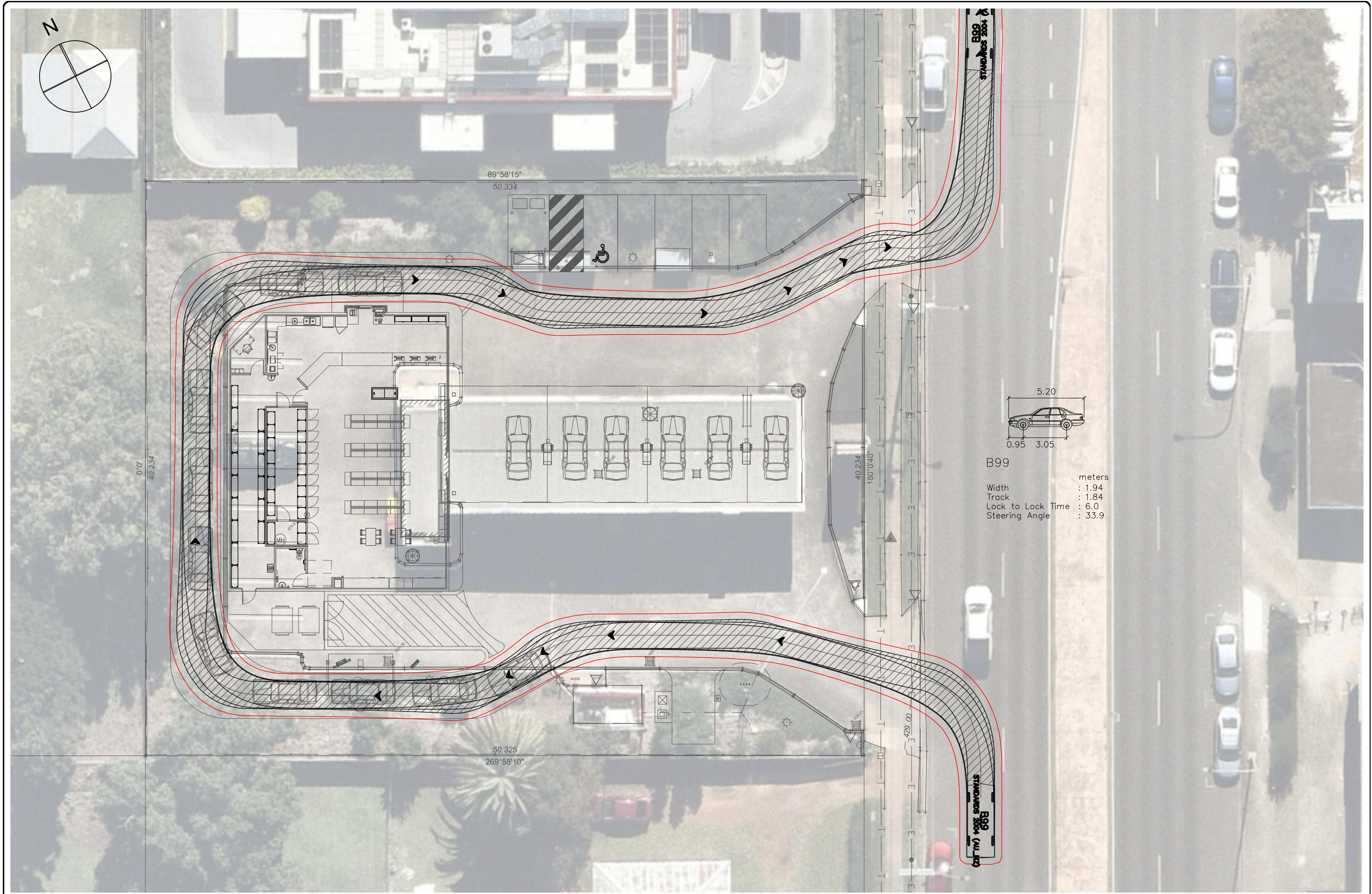


REV.	AMENDMENTS	DRN	DATE

PROJECT TITLE:	91 YOUNGMAN STREET, KINGAROY
DRAWING TITLE:	MRV SWEPT PATHS

CLIENT:					JSE SUPERANNUATION FUND Pty Ltd				
DATE:		SCALE:		DRAWN:		APPROVED:			
11/06/2025		1:250@A3		CB		JG			
DRAWING NO.			REV		JOB NO.				
25-598-002					25-598				





REV.	AMENDMENTS	DRN	DATE

PROJECT TITLE:	91 YOUNGMAN STREET, KINGAROY
DRAWING TITLE:	B99 SWEPT PATHS

CLIENT:				JSE SUPERANNUATION FUND Pty Ltd			
DATE:		SCALE:		DRAWN:		APPROVED:	
11/06/2025		1:250@A3		CB		JG	
DRAWING NO.		REV		JOB NO.			
25-598-003				25-598			



# Appeal Rights

## PLANNING ACT 2016 & THE PLANNING REGULATION 2017

### Chapter 6 Dispute resolution

#### Part 1 Appeal rights

##### 229 Appeals to tribunal or P&E Court

- (1) Schedule 1 of the Planning Act 2016 states –
  - (a) Matters that may be appealed to –
    - (i) either a tribunal or the P&E Court; or
    - (ii) only a tribunal; or
    - (iii) only the P&E Court; and
  - (b) The person-
    - (i) who may appeal a matter (**the appellant**); and
    - (ii) who is a respondent in an appeal of the matter; and
    - (iii) who is a co-respondent in an appeal of the matter; and
    - (iv) who may elect to be a co-respondent in an appeal of the matter.

(Refer to Schedule 1 of the Planning Act 2016)

- (2) An appellant may start an appeal within the appeal period.
- (3) The **appeal period** is –
  - (a) for an appeal by a building advisory agency – 10 business days after a decision notice for the decision is given to the agency; or
  - (b) for an appeal against a deemed refusal – at any time after the deemed refusal happens; or
  - (c) for an appeal against a decision of the Minister, under chapter 7, part 4, to register premises or to renew the registration of premises – 20 business days after a notice is published under section 269(3)(a) or (4); or
  - (d) for an appeal against an infrastructure charges notice – 20 business days after the infrastructure charges notice is given to the person; or
  - (e) for an appeal about a deemed approval of a development application for which a decision notice has not been given – 30 business days after the applicant gives the deemed approval notice to the assessment manager; or
  - (f) for any other appeal – 20 business days after a notice of the decision for the matter, including an enforcement notice, is given to the person.

*Note –*

*See the P&E Court Act for the court's power to extend the appeal period.*

- (4) Each respondent and co-respondent for an appeal may be heard in the appeal.
- (5) If an appeal is only about a referral agency's response, the assessment manager may apply to the tribunal or P&E Court to withdraw from the appeal.
- (6) To remove any doubt. It is declared that an appeal against an infrastructure charges notice must not be about-
  - (a) the adopted charge itself; or
  - (b) for a decision about an offset or refund-
    - (i) the establishment cost of trunk infrastructure identified in a LGIP; or
    - (ii) the cost of infrastructure decided using the method included in the local government's charges resolution.

##### 230 Notice of appeal

- (1) An appellant starts an appeal by lodging, with the registrar of the tribunal or P&E Court, a notice of appeal that-
  - (a) is in the approved form; and
  - (b) succinctly states the grounds of the appeal.
- (2) The notice of appeal must be accompanied by the required fee.
- (3) The appellant or, for an appeal to a tribunal, the registrar must, within the service period, give a copy of the notice of appeal to –
  - (a) the respondent for the appeal ; and
  - (b) each co-respondent for the appeal; and

- (c) for an appeal about a development application under schedule 1, table 1, item 1 – each principal submitter for the development application; and
  - (d) for an appeal about a change application under schedule 1, table 1, item 2 – each principal submitter for the change application; and
  - (e) each person who may elect to become a co-respondent for the appeal, other than an eligible submitter who is not a principal submitter in an appeal under paragraph (c) or (d); and
  - (f) for an appeal to the P&E Court – the chief executive; and
  - (g) for an appeal to a tribunal under another Act – any other person who the registrar considers appropriate.
- (4) The **service period** is –
    - (a) if a submitter or advice agency started the appeal in the P&E Court – 2 business days after the appeal has started; or
    - (b) otherwise – 10 business days after the appeal is started.
  - (5) A notice of appeal given to a person who may elect to be a co-respondent must state the effect of subsection (6).
  - (6) A person elects to be a co-respondent by filing a notice of election, in the approved form, within 10 business days after the notice of appeal is given to the person.

##### 231 Other appeals

- (1) Subject to this chapter, schedule 1 and the P&E Court Act, unless the Supreme Court decides a decision or other matter under this Act is affected by jurisdictional error, the decision or matter is non-appealable.
- (2) The *Judicial Review Act 1991*, part 5 applies to the decision or matter to the extent it is affected by jurisdictional error.
- (3) A person who, but for subsection (1) could have made an application under the *Judicial Review Act 1991* in relation to the decision or matter, may apply under part 4 of that Act for a statement of reasons in relation to the decision or matter.
- (4) In this section –

**decision** includes-

  - (a) conduct engaged in for the purpose of making a decision; and
  - (b) other conduct that relates to the making of a decision; and
  - (c) the making of a decision or failure to make a decision; and
  - (d) a purported decision ; and
  - (e) a deemed refusal.

**non-appealable**, for a decision or matter, means the decision or matter-

  - (a) is final and conclusive; and
  - (b) may not be challenged, appealed against, reviewed, quashed, set aside or called into question in any other way under the *Judicial Review Act 1991* or otherwise, whether by the Supreme Court, another court, a tribunal or another entity; and
  - (c) is not subject to any declaratory, injunctive or other order of the Supreme Court, another court, a tribunal or another entity on any ground.

##### 232 Rules of the P&E Court

- (1) A person who is appealing to the P&E Court must comply with the rules of the court that apply to the appeal. However, the P&E Court may hear and decide an appeal even if the person has not complied with the rules of the P&E Court.