

# CHANGE REPORT

PORT ACCESS – TOWNSVILLE

CHANGE APPLICATION TO AP2023/012



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## CHANGE REPORT

Port Access – Townsville

Change Application to AP2023/012

**CLIENT:** Port Access Pty Ltd (Port Access)

**ADDRESS:** 1 Colinta Road, Stuart QLD 5320

**TFA REFERENCE:** 23043

**TFA CONTACT:** Jacob McRae

### Document Control

REVISION	DATE	PREPARED BY	REVIEWED BY	COMMENTS
A	6 Dec 2024	J. McRae	D. Mackay	Draft
B	29 Jan 2025	J. McRae	D. Mackay	Final

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## EXECUTIVE SUMMARY

### Applicant

<b>Applicant Details</b>	Port Access Pty Ltd
<b>Contact Details</b>	C/- Jacob McRae (Town Planner) TFA Project Group PO Box 2339 FORTITUDE VALLEY QLD 4006

### Site

<b>Address</b>	1 Colinta Road, Stuart QLD 5320
<b>Site Details</b>	21 SP341874
<b>Site Area</b>	30,000m <sup>2</sup> (3ha)
<b>Current Land Use</b>	Vacant Land

### Proposal

<b>Proposal Description</b>	Change Application to AP2023/012 (Material Change of Use for Medium Impact Industry, Service Station, Transport Depot, Office)
<b>Application Type</b>	Change Application

### Assessment Matters

<b>Determining Authority</b>	Office of the Coordinator-General
<b>Planning Scheme</b>	<i>Townsville State Development Area Development Scheme</i>
<b>Zone / Precinct</b>	Medium Impact Industry Precinct
<b>Regional Plan</b>	North Queensland Regional Plan 2020
<b>Referral Agencies</b>	Townsville City Council (Early Referral Response received)

## 1.0 INTRODUCTION

This Development Assessment Report has been prepared by TFA Project Group on behalf of Port Access Pty Ltd (the Applicant).

The application is made over land located at 1 Colinta Road, Stuart QLD 5320, formally described as Lot 21 SP341874.

The application seeks a Change to an existing development approval (AP2023/012) for a Material Change of Use, comprising Medium Impact Industry, Service Station, Transport Depot and Office.

The reasoning for this change is based on the proponent's purpose for the site being for the consolidation of their existing office, depot and workshop sites into the subject site (consolidating approximately 3 separate sites). Permitting the staging of the site allows for the proponent's business to be transitioned to the site more seamlessly, allowing administrative functions to be moved and settled as part of stage 1, while the industrial / transport depot are being constructed.

This report, which is submitted in support of the application, provides details of the proposed development and addresses relevant planning, design, engineering and environmental matters associated with the proposal. The application is accompanied by the following consultant reports / documentation:

- **Appendix A** Owners Consent;
- **Appendix B** Updated Development Application Drawings, prepared by TFA Project Group; and
- **Appendix C** Updated Site Based Stormwater Management Plan, prepared by TFA Project Group.

To assist in the Coordinator General's determination of the development application, this Report covers the following matters:

- **Section 2:** a background summary of pre-lodgement works undertaken for the proposed development;
- **Section 3:** a site description including site characteristics and the context of the surrounding area;
- **Section 4:** a description of the proposed development;
- **Section 5:** an assessment of the proposed development against the relevant planning provisions; and
- **Section 6:** an assessment of the proposed development against the Townsville SDA Development Scheme.

## 2.0 BACKGROUND

### 2.1 Pre-lodgement Discussions

#### 2.1.1 Coordinator-General

To date numerous conversations have been held with the Coordinator-General in order to scope the proposed change to the existing development approval. As was discussed with the Coordinator-General to date, it has been determined that the proposed change is not able to be handled as a minor change (as defined within *Townsville SDA Development Scheme*). To this extent, this report has been prepared for the purpose of a full change to the existing development approval.

#### 2.1.2 Townsville City Council

At the request of the Coordinator-General, preliminary conversations were held with Townsville City Council in order to discuss the proposed change and any comments they had in relation to the subject change. In summary of this conversation, Townsville City Council raised no concerns with the change, but requested that the crossover is located to avoid all stormwater pits within the road reserve.

This has been accounted for in this change.

### 2.2 Approval History

On 24 June 2024, a development approval was granted for a Material Change of Use for a medium impact industry, service station, transport depot and office at 1 Colinta Road, Stuart. The existing approval supported the following design features:

- Warehouse / Workshop building, comprising a total GFA of approximately 2,953m<sup>2</sup> and the following individual components:
  - Oil Shed / Warehouse, with associated DG Store, comprising a GFA of approximately 1,488m<sup>2</sup>;
  - Fabrication Workshop, comprising a GFA of approximately 504m<sup>2</sup>;
  - Truck workshop, with associated wash bay, comprising a GFA of approximately 960m<sup>2</sup>;
- Office Building comprising a GFA of approximately 588m<sup>2</sup>;
- Truckstop, comprising:
  - Retail Building comprising a GFA of approximately 252m<sup>2</sup>;
  - Truck Refuelling Canopy, comprising 5 bowsers with 4 refuelling bays;
- 68 Light vehicle spaces and 22 Heavy vehicle spaces;

The currently approved layout is shown in Figure 1 overleaf.



## 3.0 THE SITE

### 3.1 Site Description

The subject site is located at 1 Colinta Road, Stuart QLD 5320 – described as Lot 21 SP341874, with the parent lot comprising an area of approximately 30,000m<sup>2</sup> (3ha). The site is currently vacant and was subject to a subdivision associated with the overall master planning of the locality.

The current features of the site are illustrated within Figure 2 below.



*Figure 2: Aerial View of Subject Site (NearMap, accessed October 2023)*

### 3.2 Surrounding Uses

The site forms part of the Townsville State Development Area (Cleveland Bay Industrial Park). The locality directly surrounding the subject premises is largely vacant in its current state, with the exception of land directly to the west of the site, which is currently occupied by an electrical transmission line.

## 4.0 PROPOSED CHANGE

As discussed with representatives of the Office of the Coordinator-General in preparation for this application, the primary purpose of this change is to permit the staging of the currently approved development, allowing the office and service station to be constructed and operated while the balance of the site is being constructed.

The reasoning for this change is based on the proponent's purpose for the site being for the consolidation of their existing office, depot and workshop sites into the subject site (consolidating approximately 3 separate sites). Permitting the staging of the site allows for the proponent's business to be transitioned to the site more seamlessly, allowing administrative functions to be moved and settled as part of stage 1, while the industrial use / transport depot are being constructed and transitioned

A breakdown of the proposed staging arrangement is outlined within Table 1 below.

*Table 1: Proposed Staging Arrangement*

Stage 1	Stage 2
<ul style="list-style-type: none"> <li>Office Use, including: <ul style="list-style-type: none"> <li>Office Building</li> <li>Carparking</li> </ul> </li> <li>Service Station: <ul style="list-style-type: none"> <li>Truck Canopy</li> <li>Retail Store</li> <li>Aboveground Fuel Tank</li> <li>Carparking</li> </ul> </li> <li>3 x Driveway Crossovers to Colinta Road</li> <li>Site Perimeter Fence</li> <li>Internal office and service station fence (separating the developed and undeveloped portion of the site)</li> <li>Pylon Signage (Adjacent to Heleen Downs Road)</li> </ul>	<ul style="list-style-type: none"> <li>Medium Impact Industry and Transport Depot Uses, comprising <ul style="list-style-type: none"> <li>Warehouse/ Oil Shed and DG Store</li> <li>Tank Fabrication</li> <li>Workshop Building</li> <li>Truck Parking Area</li> </ul> </li> <li>Driveway Crossover to Heleen Downs Road</li> </ul>

In addition to the above, some miscellaneous other changes proposed for the site are to include:

- Relocation of the office bin store to be within the confines of stage 1, as to allow bin servicing at the completion of stage 1; and
- Relocation of the heavy vehicle access crossover to avoid conflicting with existing stormwater drainage infrastructure within the road reserve.

An extract of the proposed amended layout is provided within Figure 3 as shown on the overleaf.

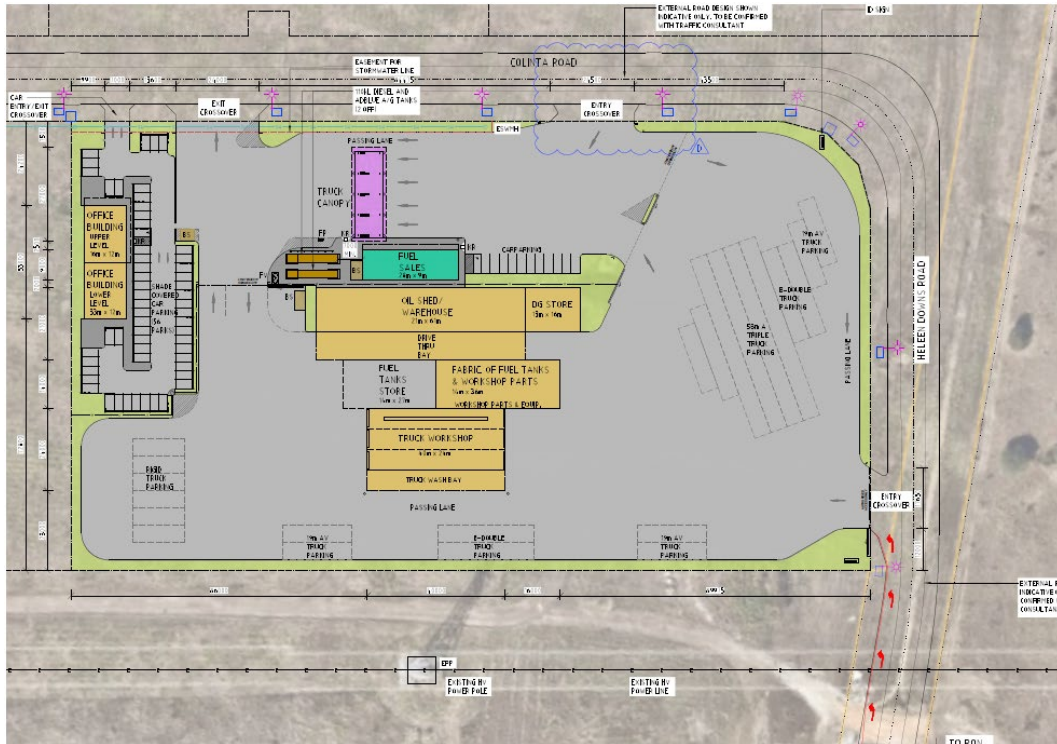


Figure 3: Amended Site Layout (TFA Drawing 23043-D02\_C)

## 4.1 Update to Conditions

In accordance with the above-described changes, it is determined that existing conditions 1, 3, 6, 7, 12, 18, 22, 23, 27, 28 and 29 will require modification and a new condition is required to be included. The changes to these conditions are outlined with the following sections of this letter. Proposed omissions are to be indicated as **red and struck through** and proposed inclusions are to be indicated as **red and bolded**.

### New Condition

For the undertaking of the staging of the proposed development, it is proposed to include an additional condition within the existing approval focussing on the staging of the approved development, linking the two stages. The recommended wording for this condition is as follows:

Condition xx – Staging		Timing
xx.1	The development is approved to be constructed and operated over two stages, comprising: <ul style="list-style-type: none"> <li>Stage 1 – Office, Service Station</li> <li>Stage 2 – Medium Impact Industry, Transport Depot</li> </ul>	As Indicated
xx.2	Upon commencing the use of Stage 1, construction of Stage 2 is to commence within 12 months or as otherwise agreed in writing with the Office of the Coordinator-General.	As Indicated

The above condition wording reflects the intended staging arrangement and is considered to provide an agreeable timeframe between the completion of stages.

### Condition 1

Condition 1 comprises of the list of approved drawings associated with the development approval. These changes are largely administrative in order to reflect the drawings encapsulating the previously described changes as well as some administrative changes from the original approval.

Drawing Title	Prepared by	Drawing No.	Date	Revision
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PROPOSED SITE PLAN	TFA Project Group	23043-D02	<del>10.10.23</del> 26.09.24	<del>C</del> D
<b>PROPOSED SITE PLAN STAGE 1</b>	<b>TFA Project Group</b>	<b>23043-D02A</b>	<b>26.09.24</b>	<b>B</b>
<b>PROPOSED SITE PLAN STAGE 2</b>	<b>TFA Project Group</b>	<b>23043-D02B</b>	<b>26.09.24</b>	<b>B</b>
PROPOSED SITE ELEVATIONS	TFA Project Group	23043-D03	<del>10.10.23</del> 23.11.23	C
<b>PROPOSED SITE ELEVATIONS STAGE 1</b>	<b>TFA Project Group</b>	<b>23043-D03A</b>	<b>06.09.24</b>	<b>A</b>
<b>PROPOSED SITE ELEVATIONS STAGE 2</b>	<b>TFA Project Group</b>	<b>23043-D03B</b>	<b>06.09.24</b>	<b>A</b>
PROPOSED OFFICE BUILDING FLOOR PLAN	TFA Project Group	23043-D04	<del>18.10.23</del> 13.11.23	B
PROPOSED OFFICE BUILDING FLOOR PLAN ELEVATIONS	TFA Project Group	23043-D05	<del>8.10.23</del> 13.11.23	B
PROPOSED WORKSHOP FLOOR PLAN	TFA Project Group	23043-D06	<del>18.10.23</del> 13.11.23	B
PROPOSED WORKSHOP ELEVATIONS	TFA Project Group	23043-D07	<del>18.10.23</del> 13.11.23	B
PROPOSED RETAIL STORE FLOOR PLAN	TFA Project Group	23043-D08	<del>19.10.23</del> 13.11.23	B
PROPOSED RETAIL STORE ELEVATIONS	TFA Project Group	23043-D09	<del>23.10.23</del> 13.11.23	B
TRUCK CANOPY FLOOR PLAN	TFA Project Group	23043-D10	<del>19.10.23</del> 23.11.23	C
TRUCK CANOPY ELEVATIONS	TFA Project Group	23043-D11	<del>19.10.23</del> 23.11.23	C
SITE SIGNAGE PLAN	TFA Project Group	23043-D12	<del>10.10.23</del> 26.09.24	<del>B</del> C
CONCEPTUAL LANDSCAPE PLAN	TFA Project Group	23043-D13	<del>24.10.23</del> 26.09.24	<del>B</del> C
TRUCK TURNING PATH B-DOUBLE	TFA Project Group	23043-D14	<del>13.10.23</del> 26.09.24	<del>B</del> C
TRUCK TURNING PATH A-TRIPLE	TFA Project Group	23043-D15	<del>10.10.23</del> 26.09.24	<del>D</del> E
TRUCK TURNING PATH AV TANKER & SITE CIRCULATION	TFA Project Group	23043-D16	<del>24.10.23</del> 26.09.24	<del>B</del> C
SITE PERSPECTIVES	TFA Project Group	23043-D17	<del>24.10.23</del> 23.11.23	C
SITE PERSPECTIVES	TFA Project Group	23043-D18	<del>24.10.23</del> 23.11.23	C
<del>CONCEPT STORMWATER MANAGEMENT PLAN</del>	<del>TFA Project Group</del>	<del>23043-D19</del>	<del>28.07.23</del>	<del>B</del>
<b>CONCEPT STORMWATER MANAGEMENT PLAN</b>	<b>TFA Project Group</b>	<b>23043-D19A</b>	<b>23.09.24</b>	<b>B</b>
<b>CONCEPT STORMWATER MANAGEMENT PLAN</b>	<b>TFA Project Group</b>	<b>23043-D19B</b>	<b>23.09.24</b>	<b>A</b>
SITE BASED STORMWATER QUALITY MANAGEMENT PLAN Port Access – Cleveland Bay	TFA Project Group		<del>15.11.23</del> 23.09.24	<del>B</del> C

### Condition 3

Condition 3 of the existing development approval currently reads as:

Condition 3 – ‘as constructed’ plans		Timing
3.1	<p>Prepare and submit to the Coordinator-General, ‘As constructed’ plans certified by RPEQ or other independent suitably qualified person.</p> <p>The plans must show that the development has been constructed generally in accordance with the plans referenced in Table 1 of Condition 1.</p> <p>Plans must be submitted in electronic pdf and shape files.</p>	Prior to commencement of use

It is proposed to change this condition to read as:

Condition 3 – ‘as constructed’ plans		Timing
3.1	<p>Prepare and submit to the Coordinator-General, ‘As constructed’ plans certified by RPEQ or other independent suitably qualified person.</p> <p>The plans must show that the development has been constructed generally in accordance with the plans referenced in Table 1 of Condition 1.</p> <p>Plans must be submitted in electronic pdf and shape files.</p>	Prior to commencement of use <b>of each relevant stage</b>

Comment: The intent of this change is to provide clarity on the staging of the development and when the subject condition needs to be complied with.

### Condition 6

Condition 6 of the existing development approval currently reads as:

Condition 6 - restriction of Use		Timing
6.1	<p>a) The Office is only permitted to operate as an ancillary office component of the development.</p> <p>b) The ancillary Office component of the development is not permitted to operate independently of the Medium Impact Industry, Transport Depot, Service Station.</p> <p>Note:</p> <ul style="list-style-type: none"> <li>Any use outside of these definitions will require a new Material Change of Use application.</li> </ul>	At All Times

It is proposed to change this condition to read as:

Condition 6 - restriction of Use		Timing
6.1	<p>a) The Office is only permitted to operate as an ancillary office component of the development.</p> <p>b) The ancillary Office component of the development is not permitted to operate independently <b>from the ultimate development of the site (Medium Impact Industry, Transport Depot, Service Station).</b></p> <p>Note:</p> <ul style="list-style-type: none"> <li><b>This condition does not restrict the staging of the development, as stipulated within condition xx of this approval</b></li> <li>Any use outside of these definitions will require a new Material Change of Use application.</li> </ul>	At All Times

Comment: In line with previous discussions with the Coordinator-General, the proposed amendment to this condition is intended to allow the development to be staged (as outlined previously) without causing the contravention of this condition. With the understanding that the intent of this condition is fundamentally to prevent third party use of the site, the proposed changes include an explanatory note on the staging of the development (as to be included as a new condition as part of this application), as well as clarify the office function to be associated with intended operations to occur on the premises.

### Condition 7

Condition 7 of the existing development approval currently reads as:

<b>Condition 7 - infrastructure contributions or infrastructure agreement</b>		<b>Timing</b>
7.1	Pay to Townsville City Council any outstanding charges or expenses applied over the subject land, including infrastructure charges.	Prior to commencement of the use

It is proposed to change this condition to read as:

<b>Condition 7 - infrastructure contributions or infrastructure agreement</b>		<b>Timing</b>
7.1	Pay to Townsville City Council any outstanding charges or expenses applied over the subject land, including infrastructure charges.	Prior to commencement of the use <b>of each relevant stage</b>

Comment: The intent of this change is to provide clarity on the staging of the development and when the subject condition needs to be complied with.

## Condition 12

Condition 12 of the existing development approval currently reads as:

<b>Condition 12 – services and utilities</b>		<b>Timing</b>
12.1	Obtain the necessary approvals for all required services and utilities (power, potable water, sewer, gas, wastewater, communications etc) for both construction and operation.	Prior to commencement of site works
12.2	The development must be serviced by the public sewerage network. In particular, the connection to Council's low pressure sewer system shall be at the boundary connection provided for each lot.  Privately owned pressure sewer equipment must be installed and is to generally consist of a suitably sized tank with 36-hour storage capacity, a positive displacement or 2-stage centrifugal grinder pump with minimum 1.75L/s flow rate up to approximately 38m head, electrical control/alarms, property discharge lines and boundary kit in accordance with drawings SEQ-PSS-1100-2, SEQ-PSS-1101-1 and SEQ-PSS-1102-1.	Prior to commencement of the use. A Compliance Permit to carry out plumbing and drainage works must be obtained prior to the commencement of any sanitary drainage works.
12.3	The premises must connect to Townsville City Council' reticulated water system.  Note: Townsville City Council does not permit the direct connection of pump systems to water mains for firefighting purposes. Private building fire systems must comply with relevant building codes and standards.	Prior to commencement of the use
12.4	Electricity and telecommunications must be provided to the premise in accordance with the works code of the Townsville City Plan.	Prior to commencement of the use
12.5	Any required relocation and/or alteration to any public service or facility installation must be carried out at no cost to Townsville City Council.	Prior to commencement of the use

It is proposed to change this condition to read as:

<b>Condition 12 – services and utilities</b>		<b>Timing</b>
12.1	Obtain the necessary approvals for all required services and utilities (power, potable water, sewer, gas, wastewater, communications etc) for both construction and operation.	Prior to commencement of site works
12.2	The development must be serviced by the public sewerage network. In particular, the connection to Council's low pressure sewer system shall be at the boundary connection provided for each lot.  Privately owned pressure sewer equipment must be installed and is to generally consist of a suitably sized tank with 36-hour storage capacity, a positive displacement or 2-stage centrifugal grinder pump with minimum 1.75L/s flow rate up to approximately 38m head, electrical control/alarms, property discharge lines and boundary kit in accordance with drawings SEQ-PSS-1100-2, SEQ-PSS-1101-1 and SEQ-PSS-1102-1.	Prior to commencement of the use <b>of each relevant stage</b> . A Compliance Permit to carry out plumbing and drainage works must be obtained prior to the commencement of any sanitary drainage works.

12.3	<i>The premises must connect to Townsville City Council' reticulated water system. Note: Townsville City Council does not permit the direct connection of pump systems to water mains for firefighting purposes. Private building fire systems must comply with relevant building codes and standards.</i>	<i>Prior to commencement of the use of each relevant stage</i>
12.4	<i>Electricity and telecommunications must be provided to the premise in accordance with the works code of the Townsville City Plan.</i>	<i>Prior to commencement of the use of each relevant stage</i>
12.5	<i>Any required relocation and/or alteration to any public service or facility installation must be carried out at no cost to Townsville City Council.</i>	<i>Prior to commencement of the use of each relevant stage</i>

Comment: The intent of this change is to provide clarity on the staging of the development and when the subject condition needs to be complied with.

### Condition 18

Condition 18 of the existing development approval currently reads as:

<b>Condition 18 – safety and crime prevention</b>		<b>Timing</b>
18.1	<i>Install adequate fencing and signage to warn the public of operations and safety hazards</i>	Prior to the commencement of use and to be maintained
	<i>Any solid wall or semi permeable fence is protected from graffiti through means of vertical landscaping or vandal resistant paint or artwork</i>	Prior to the commencement of use and to be maintained

It is proposed to change this condition to read as: the intent of this change is to provide clarity on the staging of the development and when the subject condition need to be complied with.

<b>Condition 18 – safety and crime prevention</b>		<b>Timing</b>
18.1	<i>Install adequate fencing and signage to warn the public of operations and safety hazards</i>	Prior to the commencement of use <b>of each relevant stage</b> and to be maintained
	<i>Any solid wall or semi permeable fence is protected from graffiti through means of vertical landscaping or vandal resistant paint or artwork</i>	Prior to the commencement of use <b>of each relevant stage</b> and to be maintained

Comment: The intent of this change is to provide clarity on the staging of the development and when the subject condition needs to be complied with.

### Condition 22

Condition 22 of the existing development approval currently reads as:

<b>Condition 22 – stormwater quality</b>		<b>Timing</b>
22.1	<i>Design and implement stormwater quality devices that achieve the pollutant reduction targets specified in the Townsville City Plan.</i>	<i>Prior to the commencement of use</i>
22.2	<i>Implement the stormwater management plan titled "Site Based Stormwater Quality Management Plan, prepared by TfA Project Group Revision B dated 15 November 2023 and referenced I Table 1 – approved plans and documents.</i>	<i>At all times</i>
22.3	<i>An appropriately qualified and experienced Registered Professional Engineer of Queensland (RPEQ) must certify that stormwater quality devices achieve the prescribed outcomes in accordance with the above condition.</i>	<i>Prior to the commencement of use</i>

It is proposed to change this condition to read as:

Condition 22 – stormwater quality		Timing
22.1	Design and implement stormwater quality devices that achieve the pollutant reduction targets specified in the Townsville City Plan.	Prior to the commencement of use of each relevant stage
22.2	Implement the stormwater management plan titled “Site Based Stormwater Quality Management Plan, prepared by TfA Project Group Revision B C dated <del>15 November 2023</del> 23 September 2024 and referenced in Table 1 – approved plans and documents.	At all times
22.3	An appropriately qualified and experienced Registered Professional Engineer of Queensland (RPEQ) must certify that stormwater quality devices achieve the prescribed outcomes in accordance with the above condition.	Prior to the commencement of use of each relevant stage

Comment: The intent of this change is to provide clarity on the staging of the development and when the subject condition needs to be complied with. Additionally, this amendment reflects the proposed update to the site based stormwater management plan.

### Condition 23

Condition 23 of the existing development approval currently reads as:

Condition 23 – stormwater drainage		Timing
23.1	The development is required to achieve no-worsening and no-actionable nuisance in term of stormwater quantity and stormwater quality for the major and minor events as defined by the Townsville City Plan relevant to the time of any future building approval.	At all times
23.2	Drainage from the development works/building shall not adversely impact upon adjacent properties. No ponding, concentration or redirection of stormwater shall occur on adjoining land.	At all times
23.3	Provide the discharge of stormwater drainage flows to a legal point of discharge.	At all times
23.4	Drainage works shall be designed and constructed in accordance with the Queensland Urban Drainage Manual and the healthy waters code of the Townsville City Plan	Prior to the commencement of the development
23.5	Submit to the Coordinator-General and Townsville City Council, certification from a qualified and experienced RPEQ that stormwater drainage achieves the prescribed outcomes in accordance with the healthy waters code of the Townsville City Plan. Note: Certification must reference SDA approval number AP2023/012 and be provided to: Coordinator-General – <a href="mailto:sdainfo@coordinatorgeneral.qld.gov.au">sdainfo@coordinatorgeneral.qld.gov.au</a> Townsville City Council – <a href="mailto:developmentassessment@townsville.qld.gov.au">developmentassessment@townsville.qld.gov.au</a>	Prior to the commencement of the development

It is proposed to change this condition to read as:

Condition 23 – stormwater drainage		Timing
23.1	The development is required to achieve no-worsening and no-actionable nuisance in term of stormwater quantity and stormwater quality for the major and minor events as defined by the Townsville City Plan relevant to the time of any future building approval.	At all times
23.2	Drainage from the development works/building shall not adversely impact upon adjacent properties. No ponding, concentration or redirection of stormwater shall occur on adjoining land.	At all times
23.3	Provide the discharge of stormwater drainage flows to a legal point of discharge.	At all times
23.4	Drainage works shall be designed and constructed in accordance with the Queensland Urban Drainage Manual and the healthy waters code of the Townsville City Plan	Prior to the commencement of the

		<i>development use of each relevant stage</i>
23.5	<p>Submit to the Coordinator-General and Townsville City Council, certification from a qualified and experienced RPEQ that stormwater drainage achieves the prescribed outcomes in accordance with the healthy waters code of the Townsville City Plan.</p> <p>Note: Certification must reference SDA approval number AP2023/012 and be provided to: Coordinator-General – <a href="mailto:sdainfo@coordinatorgeneral.qld.gov.au">sdainfo@coordinatorgeneral.qld.gov.au</a></p> <p>Townsville City Council – <a href="mailto:developmentassessment@townsville.qld.gov.au">developmentassessment@townsville.qld.gov.au</a></p>	<p>Prior to the commencement of the <i>development use of each relevant stage</i></p>

Comment: The intent of this change is to provide clarity on the staging of the development and when the subject condition needs to be complied with.

#### Condition 27

Condition 27 of the existing development approval currently reads as:

Condition 27 – spillage control		Timing
27.1	The developer must ensure that all necessary steps are taken to ensure that the refuelling of the service station via tank vehicle etc. meets all relevant standards including but not limited to safety and environmental.	Prior to commencement of development and ongoing

It is proposed to change this condition to read as:

Condition 27 – spillage control		Timing
27.1	The developer must ensure that all necessary steps are taken to ensure that the refuelling of the service station via tank vehicle etc. meets all relevant standards including but not limited to safety and environmental.	Prior to commencement of <i>development stage 1</i> and ongoing

Comment: The intent of this change is to provide clarity on the staging of the development and when the subject condition needs to be complied with.

#### Condition 28

Condition 28 of the existing development approval currently reads as:

Condition 28 – lighting		Timing
28.1	Provide external lighting sufficient to provide safe ingress and egress for site users.	Prior to the commencement of the use and to be maintained
28.1	Outdoor lighting must be provided in accordance with AS1158.1:2005 – Lighting for Roads and Public Spaces.	Prior to the commencement of the use and to be maintained
28.1	Any flood lights or site illumination must be shielded, directed downwards and away from the State-controlled road so as not to interfere with the vision of motorists.	Prior to the commencement of the use and to be maintained

It is proposed to change this condition to read as:

Condition 28 – lighting		Timing
28.1	Provide external lighting sufficient to provide safe ingress and egress for site users.	Prior to the commencement of the use <i>of each relevant</i>

		<b>stage and to be maintained</b>
28.1	Outdoor lighting must be provided in accordance with AS1158.1:2005 – Lighting for Roads and Public Spaces.	Prior to the commencement of the use <b>of each relevant stage and to be maintained</b>
28.1	Any flood lights or site illumination must be shielded, directed downwards and away from the State-controlled road so as not to interfere with the vision of motorists.	Prior to the commencement of the use <b>of each relevant stage and to be maintained</b>

Comment: The intent of this change is to provide clarity on the staging of the development and when the subject condition needs to be complied with.

### Condition 29

Condition 29 of the existing development approval currently reads as:

Condition 29 – minimum floor level		Timing
29.1	<p>Floor levels must achieve the following flood immunities:</p> <p>a) Floor levels of all rooms are above the defined flood event level of a 1% AEP Defined Inundation event accordance with the Townsville City Plan</p> <p>Note: documentation from a RPEQ is to be submitted to a building certifies identifying required minimum floor height of all rooms to achieve storm tide/floor immunity prior to the issuing of a Development Permit for Building Works of each stage of the development</p>	Prior to commencement of the use and to be maintained

It is proposed to change this condition to read as:

Condition 29 – minimum floor level		Timing
29.1	<p>Floor levels must achieve the following flood immunities:</p> <p>a) Floor levels of all rooms are above the defined flood event level of a 1% AEP Defined Inundation event accordance with the Townsville City Plan</p> <p>Note: documentation from a RPEQ is to be submitted to a building certifies identifying required minimum floor height of all rooms to achieve storm tide/floor immunity prior to the issuing of a Development Permit for Building Works of each stage of the development</p>	Prior to commencement of the use <b>of each relevant stage and to be maintained</b>

Comment: The intent of this change is to provide clarity on the staging of the development and when the subject condition needs to be complied with.

## 5.0 STATUTORY CONTEXT

### 5.1 Commonwealth Legislation

The SDA application is not considered to require an assessment against Commonwealth legislation. It is not anticipated that development over the subject site will trigger assessment against the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC), as it is not anticipated that the development will significantly impact upon a matter of national environmental significance and will not store over the ERA 8 – hazards chemical thresholds.

### 5.2 State Development and Public Works Organisation Act 1971

The *State Development and Public Works Organisation Act 1971* (SDPWOA) regulates development within State Development Areas (SDA). All SDAs require a development scheme which overrides local government and State government planning instruments under section 79 of the SDPWOA.

Part 2 and Schedule 1 of the *State Development and Public Works Organisation (State Development Areas) Regulation 2019* declares the Townsville SDA Development Scheme as being the relevant instrument for the assessment of development within the Townsville SDA. For the purpose of developments requiring assessment against the Townsville SDA Development Scheme, the Coordinator-General is the Assessment Officer.

In accordance with the Townsville SDA Development Scheme and section 84F of the SDPWOA, this application is to be assessed as a change application.

### 5.3 North Queensland Regional Plan 2020

Section 2.5.9 of the *Townsville State Development Area Development Scheme* identifies that development should demonstrate consistency with the relevant regional plan. To this extent, the subject site forms part of the *North Queensland Regional Plan 2020*.

Under the regional plan, the subject site forms part of the Townsville Urban Area, which identifies land currently zoned for an urban purpose or is identified as part of the priority infrastructure area under the *Local Government Infrastructure Plan*.

The proposed change does not change the intent of the development as a whole (being primarily for an urban purpose), it is therefore considered that the development continues to forward the intent of the regional plan.

### 5.4 State Planning Policy

The State Planning Policy July 2017 (SPP) is a statutory instrument developed by the State government under the *Planning Act 2016* expressing matters of State interest in land use planning and development. Where a particular SPP provision is not incorporated within a local government planning scheme, and where the relevant trigger for the SPP applies, the proposed development must satisfy the relevant provisions of the SPP. In relation to development assessment, Part E of the SPP discusses ‘assessment benchmarks’.

The table below provides a list of the state interest policies and assessment benchmarks which have been prepared under Part E of the SPP with a corresponding section providing justification as to whether the particular interest is applicable to the subject development (accounting for the change).

Table 2: State interest policies and assessment benchmarks

State Interest Policy	Applicability
<b>Liveable communities and housing</b>	
Housing supply and diversity	Not Applicable
Liveable communities	Not Applicable

State Interest Policy	Applicability
<b>Economic growth</b>	
Agriculture	Not Applicable
Development and construction	The proposed development forms part of a State Development Area, which has been considered as part of this assessment.
Mining and extractive resources	Not Applicable
Tourism	Not Applicable
<b>Environment and heritage</b>	
Biodiversity	Not Applicable
Coastal environment	Not Applicable
Cultural heritage	Not Applicable
Water quality	The approved development comprises Material Change of Use on land in excess of 2,500m <sup>2</sup> and incorporates of 25% of the developable area as impervious. The water quality of the development continues to be considered in the Updated Site Based Stormwater Management Plan in <b>Appendix C</b> .
<b>Safety and resilience to hazards</b>	
Emissions and hazardous activities	Not Applicable
Natural hazards Risk and Resilience	The subject site is identified to be potentially impacted by flood. As part of the establishment of the subject allotment, it is understood that the existing site has been appropriately filled as to mitigate the flood risk and a minimum flood hazard level has conditioned under the existing approval. No alteration to this is proposed as part of this change application.
<b>Infrastructure</b>	
Energy and water supply	Not Applicable
Infrastructure integration	Not Applicable
transport infrastructure	Not Applicable
Strategic airports and aviation facilities	The subject site is identified to be within a height restriction zone (90m) and a wildlife hazard buffer zone (13km). The proposed change does not result in any further impact to the airport.
Strategic ports	The subject premises forms part of a priority port area. The development is determined to continue to be of a type that is consistent with the intent of the port precinct of the site.

## 5.5 Referral Agencies

Under Section 10.3 of the *Townsville SDA Development Scheme*, the Coordinator-General may nominate additional referral agencies.

Based on the proceedings of the originating approval, the only potential referral entity for this application is understood to be Townsville City Council. At the request of the Coordinator-General prior to this application, a preliminary response was sought from the council for the purpose of this change, by which only minor comments were received and have appropriately been addressed as part of this change.

## 6.0 TOWNSVILLE STATE DEVELOPMENT AREA DEVELOPMENT SCHEME 2019

The subject site is located on land within the Townsville State Development Area (SDA). As such, this SDA development application will be submitted in accordance with the *Townsville SDA Development Scheme* (the development scheme). The development scheme was first adopted by the Governor in Council in 2005 and has been amended numerous times. The current version was approved in May 2019 and sets out the relevant provisions which guide development on land within the boundaries of the SDA.

In accordance with Schedule 2, section 4 of the SDA Development Scheme, this application is for the purpose of a change that is not a minor change. This application is therefore understood to follow the process as though this change application was a new application, of which the undertaken assessment appropriately reflects.

### 6.1 Vision and Structure Plan

Section 2.2 and 2.3 of the *Townsville SDA Development Scheme* establishes the Strategic Vision and Overall Objectives for development in the Townsville SDA. Consistency of the development (incorporating the proposed change) is addressed in Table 3.

Table 3: Townsville SDA Development Scheme - Strategic Vision and Overall Objectives

Provision	Response
<i>The vision for the Townsville SDA is to:</i>	
(a) <i>be the preferred location in North Queensland for the establishment of industrial development of regional, State and national significance, including supporting infrastructure, which is reliant on direct access to one or more of the Port of Townsville, national freight rail and major road networks;</i>	The proposed development, including the change does not impact the SDA, with the intent of the development being to ultimately provide supporting infrastructure to the locality, benefiting from the proximity to the transport corridor and proximity to the port.
(b) <i>ensure development of the Townsville SDA occurs in a logical sequence and is equally focused on the short- and long-term economic benefits to the region and the State;</i>	The subject development (including the change) is to be established in a logical sequence, permitting the establishment of the administrative function of the site prior to the industrial function, permitting a logical site transition (for the reasons detailed in the subsequent sections of this report).
(c) <i>facilitate the continued operation and future expansion of existing industrial operations and regionally significant extractive industries;</i>	No impact to the establishment or expansion of existing or future industry is anticipated as a result of the subject development.
(d) <i>facilitate a coordinated approach to the delivery of infrastructure and maximise the efficient use of existing and future port, road, rail and ancillary infrastructure;</i>	No change to the existing infrastructure is proposed.
(e) <i>recognise and protect environmental, cultural heritage and community values; and</i>	The development will continue to minimise any potential adverse impacts to environmental, cultural, heritage or community values.
(f) <i>contribute to maintaining the outstanding universal value of the Great Barrier Reef World Heritage Area.</i>	No impact to the value of the Great Barrier Reef is anticipated.
<i>The overall objectives for development within the Townsville SDA, include:</i>	
(a) <i>capitalises on the Townsville SDA's strategic location, supports the role and function of the Port of Townsville and stimulates economic growth;</i>	The ultimate development will continue to benefit from the proximity to the port of Townsville and will stimulate economic growth.
(b) <i>ensures lots are appropriately sized to accommodate preferred development;</i>	No change to the existing lot size is proposed.

Provision	Response
(c) ensures the integrity and functionality of the Townsville SDA is maintained and protected from incompatible development;	The development incorporating the change does not result in any incompatible development being located within the development site, noting that: <ul style="list-style-type: none"> <li>the use(s) currently approved for the site are not sensitive in nature;</li> <li>the office ultimately is associated with the approved industrial uses for the site;</li> <li>the service station use provide servicing to the industrial area, in accordance with the development intent for the precinct.</li> </ul>
(d) avoids or minimises adverse impacts on sensitive land uses;	Based on the separation of the development site to the nearest sensitive use(s), the development (incorporating the proposed change) is not anticipated to impact on any sensitive use.
(e) ensure design, construction and operation is consistent with current best practice;	The development will ensure that design construction and operation is in accordance with current best practice.
(f) avoids adverse impacts on environmental, cultural heritage and community values, or minimises, mitigates or offsets impacts where they cannot be avoided;	The development will continue to minimise any potential adverse impacts to environmental, cultural, heritage or community values.
(g) uses water and energy efficiently and minimises potential impacts on water quality and climate change;	The development will seek to utilise water and energy efficient fixtures where relevant.
(h) manages impacts of air quality on the capacity of the Townsville airshed;	The proposed change does not promote any increased air quality impacts from the subject development.
(i) uses land and infrastructure efficiently and does not compromise or adversely impact on infrastructure, infrastructure corridors and future development opportunities;	No change to the intensity of the approved development is proposed as a result of this change. Furthermore, the proposed staging conditions are considered to appropriately manage the immediate and future development of the site, as to ensure that it is undertaken within an acceptable timeframe.
(j) is adequately serviced by infrastructure, generally in accordance with established infrastructure planning;	The subject allotment continues to have appropriate servicing to the subject development.
(k) manages the risks associated with natural hazards, to protect people and property;	As stipulated within the current approval, the development will ensure to appropriately account for the potential flood risk impacting the site. It is understood that the allotment which the development is to be located on was designed and constructed to be flood free.
(l) achieves appropriate levels of flood immunity consistent with current best practice; and	As above.
(m) ensures no net worsening of flood levels on land for existing and potential urban uses and on environmental values.	As above, the existing allotment is understood to be designed to be flood free and therefore the development of the site should not impact on the existing flooding within the locality.

The proposed development will continue to provide an important service for transport and freight logistics operations within the Townsville SDA, specially the CBIP master planned industrial park.

## 6.2 Land Use Definition

As was addressed in the original approval, the defined land uses for the approved development include 'Medium Impact Industry', 'Transport Depot', 'Service Station' and 'Office', as defined below for reference.

**medium impact industry** means the use of premises for industrial activities that include the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring, treating of products and have one or more of the following attributes:

- (a) potential for noticeable impacts on sensitive land uses due to offsite emissions including aerosol, fume, particle, smoke, odour and noise*
- (b) generates high traffic flows in the context of the locality or road network*
- (c) generates an elevated demand on local infrastructure network*
- (d) potential for noticeable offsite impacts in the event of fire, explosion or toxic release*
- (e) onsite controls are required for emissions and dangerous goods risks*
- (f) the use is primarily undertaken indoors*
- (g) evening or night activities are undertaken indoors and not outdoors.*

**transport depot** means the use of premises for:

- (a) storing vehicles, or machinery, that are used for a commercial or public purpose or*
- (b) cleaning, repairing or servicing vehicles or machinery, if the use is ancillary to the use in paragraph (a).*

**service station** means the use of premises for:

- (a) selling fuel, including, for example, petrol, liquid petroleum gas, automotive distillate or alternative fuels or*
- (b) a food and drink outlet, shop, trailer hire, or maintaining, repairing, servicing or washing of vehicles, if the use is ancillary to the use in paragraph (a).*

**office** means the use of premises for:

- (a) providing an administrative, financial, management or secretarial service or function*
- (b) the practice of a profession or*
- (c) providing business or professional advice or services but*
- (d) does not include the use of premises for making, selling or hiring goods.*

## 6.3 Zone and Precinct

Under the *Townsville SDA Development Scheme*, the site is within the Medium Impact Industrial Precinct, as shown in Figure 4 below.

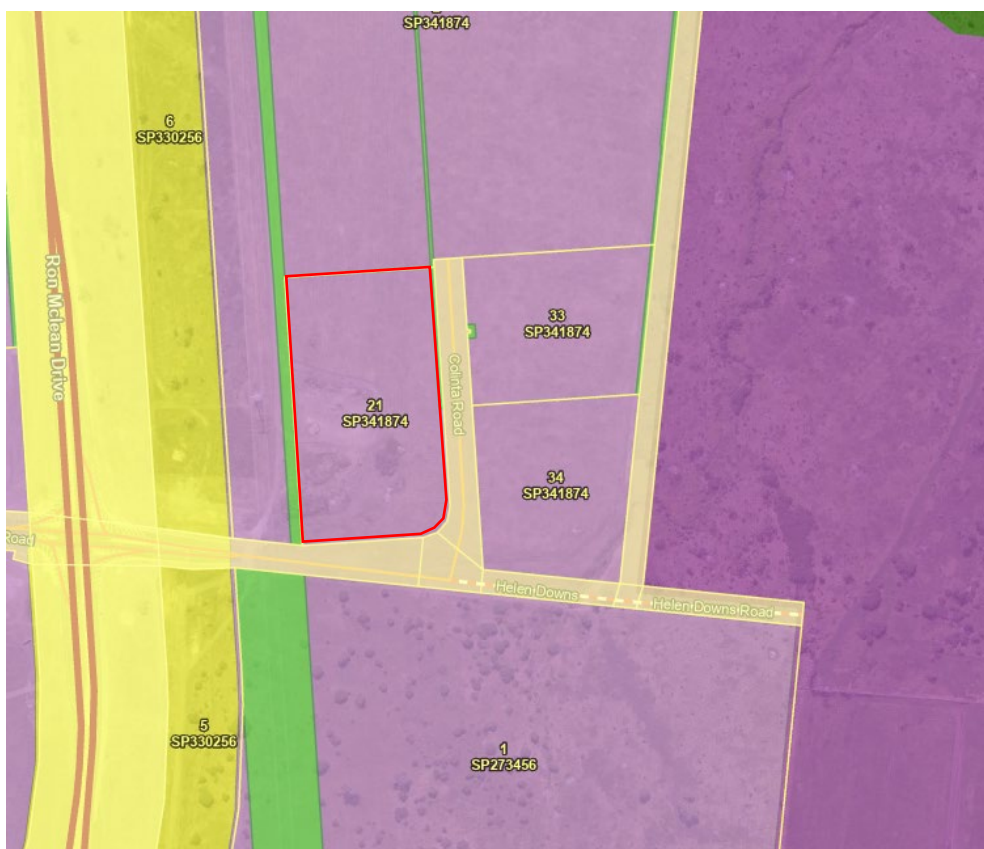


Figure 4: Zoning Map Extract (QLD Globe, accessed October 2023)

Within the Medium Impact Industry Precinct, the preferred development intent is summarised within Table 4 below. Additionally, a response to each of the items is provided as to illustrate consistency of the development (incorporating the proposed change) with the preferred development intent.

Table 4: Medium Impact Industry Precinct – Preferred Development Intent

Development Intent	Response
<p>(a) This precinct is to accommodate medium impact industrial development that:</p> <ul style="list-style-type: none"> <li>a. includes the manufacturing and processing of products that are associated with identifiable and measurable impacts</li> <li>b. requires buffers from sensitive land uses</li> <li>c. is reliant on and maximises the use of key transport and supply chain infrastructure.</li> </ul>	<p>As addressed in the original development application, the proposal comprises the processing and manufacturing of products through the industrial function of the site, which due to the potential noise, some separation from sensitive receivers is considered to be necessary.</p> <p>Additionally, the development comprises traffic reliant uses (including the service station and truck depot), which benefits from and provides support to the supply chain infrastructure directly servicing the industrial park</p> <p>Incorporating the proposed staging arrangement is not anticipated to fundamentally impact this intent, with the service station to continue to provide refuelling services to heavy vehicles (servicing the surrounding supply chain infrastructure) and the office is to be ancillary to the ultimate development of the site (including the industrial and depot functions to form part of stage 2). The office in particular, while being established prior to the industrial land use on the site, will still service an industrial operation, temporarily occurring offsite until the completion of stage 2 (being associated with the proponents business being transferred to the premises).</p>

Development Intent	Response
(b) <i>Transport, freight and logistics industries are accommodated in locations with key rail and road linkages, including the section of the precinct adjoining the existing intermodal facility south of Marrett Street.</i>	The development continues to benefit from proximity to Ron McLean Drive, providing transport linkages to the port and broader region (via Bruce Highway).
(c) <i>The scale, intensity and bulk of industrial development is appropriate for the location having regard to its proximity to adjacent sensitive land uses, e.g. the residential areas of Cluden and Wulguru.</i>	The proposed change does not result in any increase to the intensification of the approved development.
(d) <i>The expansion of existing uses within the precinct will be supported where appropriate.</i>	The proposed change does not expand upon the currently approved development.
(e) <i>Only one intersection from the Townsville Port Access Road to this precinct will be supported.</i>	No change to the existing intersections are proposed.

## 6.4 Level of Assessment

For the purpose of the Medium Impact Industry Precinct, the following uses are identified to be the relevant defined uses.

Table 5: Medium Impact Industry Precinct – Defined Uses

Defined uses that support the preferred development intent	Defined uses that may be supported where it can be demonstrated that they satisfy the preferred development intent
<ul style="list-style-type: none"> <li>(i) freight terminal</li> <li>(ii) infrastructure facility</li> <li>(iii) medium impact industry</li> <li>(iv) research and technology industry</li> <li>(v) transport depot</li> <li>(vi) utility installation</li> <li>(vii) warehouse.</li> </ul>	<ul style="list-style-type: none"> <li>(i) correctional facility</li> <li>(ii) food and drink outlet, where required to service the immediate employment catchment</li> <li>(iii) office, where ancillary to an industrial use</li> <li>(iv) renewable energy facility</li> <li>(v) service station</li> <li>(vi) substation</li> <li>(vii) telecommunications facility</li> <li>(viii) wholesale nursery.</li> </ul>

As above, all proposed uses are determined to be defined uses, which as previously indicated under Table 4, is determined to achieve the preferred development intent of the Medium Impact Industry Precinct. Additionally, in relation to the office, it is noted under the development scheme that this use must be ancillary to an industrial use. As was addressed in the original application, the operation of the office is considered to operate ancillary to the ultimate development of the site on the grounds that:

- The proposed office is to be operated directly by the proponent to be used for administrative duties associated with the function of site, with no intention of separately leasing the space. The office space is anticipated to accommodate approximately 24 staff members, comprising the proponent's operations team, truck schedulers, depot admin, account managers and all other general admin and management roles. The offices will also provide functionality specifically for truck drivers predominately accessing the balance of the site, allowing them to carry out their daily paperwork, training, inductions, toolbox meetings etc.
- In the context of the overall site area and proposed GFA of the balance of the proposed buildings, the office is considered to be generally small in scale, noting that the office accounts for approximately 15% of the overall GFA of the site and approximately 2% of the total site area.
  - While the scale of an office space with respect to the balance of on-site uses is generally reflective of GFA, given the extent of occupiable space external to the proposed building, regard to the total site area is considered relevant in the context of the scale of the office.

Having regard to the proposed staging of the development, the office component is considered to remain *ancillary to an industrial use*, as previously outlined, while the industrial use will not be established on-site as part of stage 1, the office will still be associated with the proponent's business, providing an administrative function to industrial uses undertaken offsite. This offsite uses will later be transitioned to the site as part of stage 2, with construction to start within 12 months of commencing use of stage 1, in accordance with the additional condition proposed as part of this change.

## 6.5 SDA-Wide Development Criteria Assessment

The Development Scheme establishes SDA-wide development criteria to guide assessable development within the Townsville State Development Area which are structured under the following nine different sub-headings:

- Infrastructure and services;
- Emissions;
- Containment land;
- Acid sulfate soils;
- Climate change;
- Transport;
- Environmental, cultural heritage and community;
- Engineering and design standards;
- Other governmental matters:
  1. Energy and water efficiency/;
  2. Visual impacts;
  3. Built form;
  4. Reconfiguring a lot;
  5. Landscaping;
  6. Natural hazards – flood, including storm tide inundation;
  7. Natural hazards – other; and
  8. Water quality.

The following criteria referenced under the relevant headings are the main focus for assessment and are addressed in Table 6 below.

*Table 6: Assessment of SDA-Wide Development Criteria*

Development Criteria	Development Response
<b>2.5.1 Infrastructure and services</b>	
(1) <i>Development maximises the use of and minimises the cost for infrastructure associated with telecommunications, transport, water, wastewater, recycled water and energy networks.</i>	<p>The development will continue to be provided with access to all essential infrastructure. The current design of the site is identified to be free from all identified infrastructure, as established by the principal developer of the industrial estate.</p> <p>As required, appropriate waste minimisation measures will be adopted on-site. As detailed on the provided drawings, waste is to be stored in dedicated storage bays, located adjacent to internal circulation areas, as to permit access a Waste Collection Vehicle (WCV).</p>
(2) <i>Development plans for and manages impacts on existing and future known telecommunications, transport, water, wastewater, recycled water and energy networks.</i>	
(3) <i>Development is adequately serviced by telecommunications, transport, water, wastewater, recycled water and energy networks as relevant.</i>	
(4) <i>Development incorporates waste minimisation practices and considers refuse collection or disposal.</i>	

Development Criteria	Development Response
<p>(5) <i>Development avoids or minimises adverse impacts on existing or proposed State or local government infrastructure and services.</i></p> <p>(6) <i>Development provides for and protects the safety, functionality and efficiency of the Bruce Highway, North Coast rail line, TPAR and Flinders Highway (Stuart Bypass) and the Townsville Eastern Access Rail Corridor (TEARC).</i></p>	

### 2.5.2 Emissions

<p>(1) <i>Development is designed to avoid or minimise:</i></p> <p>(a) <i>adverse impacts from air, noise and other emissions that will affect the health and safety, wellbeing and amenity of communities and individuals.</i></p> <p>(b) <i>conflicts arising from (but not limited to), spray drift, odour, noise, dust, light spill, smoke or ash emissions with sensitive and/or incompatible land uses.</i></p> <p>(2) <i>Development supports the achievement of the relevant acoustic and air quality objectives of the Environmental Protection (Noise) Policy 2008 and the Environmental Protection (Air) Policy 2008.</i></p> <p>(3) <i>Development with the potential to impact on the air quality of Townsville will be expected to conduct air shed modelling, in accordance with current best practice, to demonstrate compliance with air quality standards.</i></p>	<p>No change to the environmental impact of the development is anticipated, comparing the approval to the proposed change.</p>
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### 2.5.3 Contaminated land

<p>(1) Development on land likely to be contaminated or recorded on the Environmental Management Register or Contaminated Land Register does not adversely impact on human health or the environment by exposure, management, or movement of contaminants.</p> <p>(2) Where required, develop a strategy to manage any existing contamination and the potential for additional contamination such that human health and the environment are not adversely affected.</p>	<p>No contamination is anticipated to be uncovered during the development works.</p> <p>To the extent that any contamination is discovered during construction, this will be appropriately managed in accordance with the recommended condition put forward in their provided response.</p>
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### 2.5.4 Acid sulfate soils

<p>(1) <i>Development, in accordance with current best practice, is to:</i></p> <p>(a) <i>avoid the disturbance of acid sulfate soils (ASS) or</i></p> <p>(b) <i>ensure that the disturbance of ASS avoids or minimises the mobilisation and release of acid and metal contaminants.</i></p>	<p>Where acid sulfate soils are identified, it is proposed an Acid Sulfate Soil Management Plan will be developed prior to the commencement of earthworks.</p>
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### 2.5.5 Climate change

<p>(1) <i>Development minimises its emission of greenhouse gases and demonstrates how it will adapt to projected climate change conditions.</i></p>	<p>The proposed development will comply where deemed necessary.</p>
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Development Criteria	Development Response
<b>2.5.6 Transport</b>	
<p>(1) Increased traffic arising from development is either able to be accommodated within existing road networks or works are undertaken to minimise adverse impacts on existing and future uses and road networks.</p> <p>(2) Local road networks within the Townsville SDA are to be designed to accommodate the proposed vehicle type and predicted traffic volumes associated with the development and the precinct/s.</p> <p>(3) Development is designed to facilitate safe and efficient vehicular ingress and egress and does not unduly impact on the safe and efficient operation of transport infrastructure.</p> <p>(4) Adequate car parking for the number and nature of vehicles expected are provided on site.</p>	<p>As approved, the development will be accessed via a new access via Heleen Downs Road and Colinta Road (as established as part of the parent subdivision of the site), with access via Colinta Road to be established as part of stage 1, and access to Heleen Downs Road to be established as part of stage 2.</p> <p>These road alignments are understood to have been designed and built taking into account the intended industrial nature of the site and surrounds. Further these road alignments directly connect to the Bruce Highway and Ron Mclean Drive, being higher order roads connecting the locality to the Port of Townsville and the greater region. The anticipated traffic generation is therefore expected to be appropriately accounted for by the road corridors surrounding the premises.</p> <p>Further, the proposed development and associated crossovers have been appropriately designed to account for safe and efficient access for the largest anticipated vehicle (being an AB-Triple). All relevant swept path drawings are provided in <b>Appendix B</b>.</p>
<b>2.5.7 Environment, cultural heritage and community</b>	
<p>(1) Environmental values, cultural heritage values, and community values of the premises on which the development is undertaken, and immediate surrounds, are identified and managed, consistent with current best practice.</p> <p><i>Note: Duty of Care under Section 23 of the Aboriginal Cultural Heritage Act 2003 should be considered a minimum requirement for all development.</i></p> <p>(2) Development is designed and sited to:</p> <p>(a) avoid adverse impacts on environmental values including matters of local, State and national environmental significance, or where adverse impacts cannot be avoided, impacts are minimised, mitigated or offset</p> <p>(b) maintain ecological connectivity and processes</p> <p>(c) maintain the outstanding universal value of the Great Barrier Reef World Heritage Area</p> <p>(d) avoid adverse impacts on cultural heritage and community values, or where adverse impacts cannot be avoided, impacts are minimised, mitigated or offset.</p> <p>(3) Environmental offsets are provided in accordance with the relevant commonwealth or State environmental offset framework.</p> <p>(4) Environmental offsets should be accommodated within the Environmental Management Precinct before seeking solutions external to the Townsville SDA.</p> <p>(5) Where the development requires a buffer to mitigate the impacts of the development, that buffer must be accommodated within the development site.</p>	<p>The subject site does not locate over or adjoin a heritage listed area or sensitive uses. The proposed development will be appropriately located within the Cleveland Bay Industrial Park area.</p>

Development Criteria	Development Response
<b>2.5.8 Engineering and design standards</b>	
(1) <i>Development is designed and constructed in accordance with the relevant engineering and design standards (and any subsequent revisions to the relevant standards) stated in Table 8 below. Alternative innovative solutions that demonstrate compliance with the relevant standards are encouraged.</i>	The proposed development will be designed in accordance with all relevant engineering standards.
<b>2.5.9 Other government matters</b>	
(1) <i>Development is to demonstrate consistency with any other relevant legislative requirements for the development to proceed and operate. Development, to the extent practicable, is to be consistent with regional plans, the State Planning Policy, and the State Development Assessment Provisions where the State interests articulated by these instruments are likely to be affected by the development.</i>	An assessment against the relevant State Planning Policy and regional plan has been provided in previous sections of this report.
<b>2.5.10 Energy and water efficiency</b>	
(1) <i>Building, site design and layout maximises energy efficiency having regard to:</i> (a) <i>building orientation and passive solar design</i> (b) <i>maximising opportunities for cross ventilation</i> (c) <i>appropriate shade treatments</i> (d) <i>landscaping treatments to the western side of the building.</i> (2) <i>Water efficiency is optimised through the use of alternative water supply sources, including:</i> (a) <i>rainwater harvesting systems</i> (b) <i>recycled water source.</i>	The proposed office building is to incorporate shade sale around the carparking area, providing appropriate shade treatments to the subject development site.  As required, all other matters will be incorporated into the design of the buildings as necessary as part of detailed design / building certification.
<b>2.5.11 Visual impacts</b>	
(1) <i>Visual impacts of buildings, retaining structures or other development are minimised through building design, landscaping or other mitigation measures when viewed from a publicly accessible view point such as major roads, public parks or Cleveland Bay.</i> (2) <i>Development incorporates high quality urban design and landscape treatments particularly for those areas highly visible from public roads.</i>	The site has been cleared of vegetation including trees and plants. The proposal provides a landscape treatment which is considered to be an improvement upon the existing scenario, increasing the visual amenity of the site and surrounding locality.
<b>2.5.12 Built form</b>	
(1) <i>The scale, character and built form of development contributes to a high standard of amenity.</i> (2) <i>Development must incorporate crime prevention through environmental design (CPTED) principles.</i>	The built form is considered to contribute to the Cleveland Bay Industrial Park character given the proposal will be industrial in nature.  The proposed development will incorporate building design and layout which will provide for non-graffiti

Development Criteria	Development Response
	friendly development, structures and layout through design within an absence of natural ladders, minimal unbroken vertical surface areas, CCTV surveillance, a layout which will promote passive surveillance over the site, be well illuminated and comprise minimal opportunities for concealment.

### 2.5.13 Reconfiguring a lot

<p>(1) Development provides lawful, safe and practical access.</p> <p>(2) Infrastructure is provided generally in accordance with established infrastructure planning.</p> <p>(3) Lot sizes are adequate to accommodate a development footprint consistent with the preferred development intent of each precinct. A range of lot sizes is preferred to accommodate development in each precinct. Minimum lot sizes for development precincts are generally consistent with the following:</p> <ul style="list-style-type: none"> <li>(a) Low Impact Industry Precinct – 1 hectare (ha)</li> <li>(b) Medium Impact Industry Precinct – 2 ha</li> <li>(c) High Impact Industry Precinct – 25 ha</li> <li>(d) Port Industry Precinct – 2 ha.</li> </ul> <p>(4) Further subdivision of the Environmental Management, Infrastructure Corridors, and Resources Precincts is not supported, unless being undertaken for operational, management or regulatory purposes, or if there is an overriding need.</p>	Reconfiguration of the subject site is not proposed.
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### 2.5.14 Landscaping

<p>(1) Development provides landscaping that:</p> <ul style="list-style-type: none"> <li>(a) minimises the visual impacts of the development</li> <li>(b) incorporates at least 50% local species</li> <li>(c) maintains and enhances significant vegetation</li> <li>(d) is low maintenance.</li> </ul>	<p>Proposed landscaping over the subject site is concentrated along the boundaries of the site, with the relevant landscaping beds to be established in accordance with the subject staging arrangement.</p> <p>Landscaping will comprise of mulched garden beds, incorporating a mix of ground covers, shrubs and feature trees, as to promote a visually interesting site. The site will incorporate a mix of species, comprising at least 50% local species (as required), that will ensure to be low maintenance.</p>
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### 2.5.15 Natural hazards – flooding, including storm tide inundation

<p>(1) Development, in accordance with current best practice:</p> <ul style="list-style-type: none"> <li>(a) achieves an appropriate level of flood immunity</li> <li>(b) does not adversely affect existing flow rates, flood heights or cause or contribute to other flooding impacts on upstream, downstream or adjacent properties or the State transport network. This includes potential impacts from changes to stormwater flows and local flooding</li> </ul>	<p>The flooding extent on the subject land is shown in Council's flood mapping shown within the updated Site Based Stormwater Management Plan, as provided in <b>Appendix C</b>.</p> <p>It is understood the allotments within the Cleveland Bay Industrial Park has been designed and constructed to provide immunity up to the 1% AEP flood level.</p> <p>It is considered that the proposed development is compatible with the nature of the flood hazard given the</p>
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Development Criteria	Development Response
<p>(c) <i>avoids, minimises or mitigates adverse impacts from flooding to protect people and property, and enhances the community's resilience to flooding</i></p> <p>(d) <i>supports, and does not hinder disaster management capacity and capabilities</i></p> <p>(e) <i>avoids risks to public safety and the environment from the location of the storage of hazardous materials and the release of these materials as a result of a natural hazard.</i></p> <p>(2) <i>Where development includes flood mitigation works:</i></p> <p>(a) <i>development may consider flood mitigation works within the Environmental Management Precinct where it cannot otherwise be accommodated within the development precinct. Development will demonstrate that the extent of such works must be proportional to the total flood balance and must not restrict the development of other land</i></p> <p>(b) <i>any flood mitigation works are to integrate environmental, cultural heritage and stormwater management outcomes.</i></p>	<p>development will not result in exposure or increased risk to people or property on the subject site or surrounding area.</p>

#### 2.5.16 Natural hazards – other

<p>(1) <i>Development, in accordance with current best practice:</i></p> <p>(a) <i>identifies relevant natural hazards that may impact upon the development</i></p> <p>(b) <i>appropriately manages risk associated with identified hazards</i></p> <p>(c) <i>avoids increasing the severity of the natural hazard</i></p> <p>(d) <i>for coastal hazards, avoid erosion prone areas wherever possible.</i></p>	<p>The development incorporating the change will not involve the loss of any significant vegetation on-site nor is it considered to have a significant impact on the environmental characteristics of the site. The nominated method of oily water treatment within the service station are in accordance with Australian standards will reduce any on-site or off-site impacts as a result of the proposal.</p>
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#### 2.5.17 Water quality

<p>(1) <i>Development is located, designed, constructed and operated to avoid or minimise adverse impacts on environmental values of receiving waters arising from:</i></p> <p>(a) <i>altered stormwater quality and hydrology</i></p> <p>(b) <i>wastewater (other than contaminated stormwater and sewage)</i></p> <p>(c) <i>the creation or expansion of non-tidal artificial waterways</i></p> <p>(d) <i>the release and mobilisation of nutrients and sediments.</i></p> <p>(2) <i>Development encourages a precinct-wide stormwater management approach that achieves an improved water quality outcome.</i></p>	<p>As approved, the development will provide for an oily-water treatment system for all stormwater captured over the refuelling / fuel unloading areas to ensure the release of materials as a result of natural hazards are mitigated. The balance of the site is to direct stormwater through a Gross Pollutant Trap, for the management of the general hardstand areas on the site.</p> <p>Refer <b>Appendix C</b> for the updated Site Based Stormwater Management Plan.</p>
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## 7.0 CONCLUSION

This Change Report has been prepared by TfA Project Group on behalf of Port Access Pty Ltd (the Applicant).

The application is made over land located at 1 Colinta Road, Stuart QLD 5320, formally described as Lot 21 SP341874.

The application seeks a Change to an existing development approval (AP2023/012) for a Material Change of Use, comprising Medium-Impact Industry, Service Station, Transport Depot, and Office. The reasoning for this change is based on the proponent's purpose for the site being for the consolidation of their existing office, depot and workshop sites into the subject site (consolidating approximately 3 separate sites). Permitting the staging of the site allows for the proponent's business to be transitioned to the site more seamlessly, allowing administrative functions to be moved and settled as part of stage 1, while the industrial / transport depot are being constructed.

The proposal has been assessed against the relevant provisions within *Townsville State Development Area Development Scheme*. From this assessment, the following conclusions are able to be drawn:

- No change to the defined land uses are proposed;
- The proposed development is supported by a positive referral response from Townsville City Council;
- The proposed development is suitably distanced from any areas of environmental value / sensitivity and any known hazard constraints;
- The development, incorporating the change, is considered to be in keeping with the intent of the Townsville SDA Development Scheme; and
- The development will continue to incorporate best practice environmental management principles to ensure all impacts are appropriately managed on-site.

On the basis of the above, it is considered sufficient planning grounds exist to warrant the approval of the proposed change to AP2023/012.

**APPENDIX A – OWNERS CONSENT**

**APPENDIX B – UPDATED DEVELOPMENT APPLICATION DRAWINGS**

**APPENDIX C – UPDATED SITE BASED STORMWATER MANAGEMENT  
PLAN**