

MP ref: M2418-RAL-1
QA: ed.ms.mc

29 May 2025

Assessment Manager
Office of the Coordinator-General
PO Box 15517
CITY EAST QLD 4002
Via: *State Development Areas Application Portal*

Attention: Office of the Coordinator-General

Dear Sir/ Madam,

Re: Development Application seeking a Development Permit for Reconfiguring a Lot – Subdivision (One Lot into Three Lots) on land described as Lot 1 on SP273456 and located at 37839 Bruce Highway, Stuart

On behalf of the Applicant, Milford Planning hereby make the enclosed development application seeking the abovementioned development approval on the abovementioned land in accordance with Section 84D of the *State Development and Public Works Organisation Act 1971*.

Assessment Fee

The relevant assessment fee for the proposed development has been calculated below in accordance with the *State Development and Public Works Organisation Regulation 2020* Schedule 5, Part 4 – Table 1.

Component	Fee
SDA Application for reconfiguring a lot if the number of lots is – five lots or fewer	\$6,606.00
TOTAL ASSESSMENT FEE:	\$6,606.00

We kindly ask that the Coordinator-General provide payment details to Milford Planning for the Applicant's action immediately upon receipt of this development application.



Proceeding

We look forward to working with the Coordinator-General to progress the proposed development, and request the opportunity to discuss any queries or further information that may be required prior to the issue of any formal correspondence.

In the instance that the Coordinator-General requires no further information, we look forward to receipt of the Office of the Coordinator-General's draft conditions for review and discussion prior to the issue of a Decision Notice.

If you have any questions regarding this correspondence, please contact the undersigned or George Milford on TEL: (07) 4724 0095.

Yours sincerely,

MILFORD PLANNING

Matteo Sandona

SENIOR TOWN PLANNER

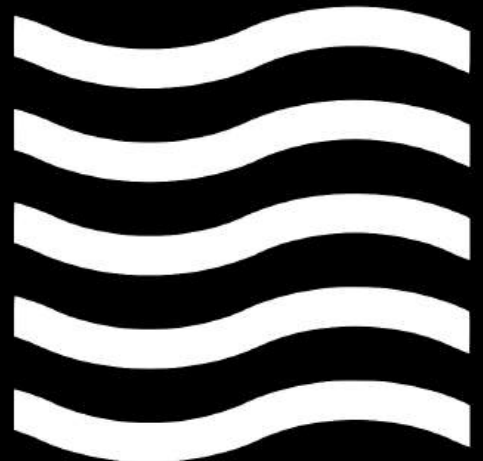
Encl: Development application package

Applicant **Glencore c/- Opteon Solutions**
Reference **M2418-RAL-1**
Date **May 2025**

Development Application

Proposed
Development **Reconfiguring a Lot –
Subdivision (One Lot into
Three Lots)**

Property
Details **Lot 1 on SP273456
37839 Bruce Highway,
Stuart**





DOCUMENT CONTROL

Applicant	Glencore c/- Opteon Solutions
Proposed Development	Reconfiguring a Lot – Subdivision (One Lot into Three Lots)
Contact	Matteo Sandona

Quality Assurance		
Date 29.5.25 Version 1 Issue Final Template DA-STN-1	 Matteo Sandona SENIOR TOWN PLANNER	 George Milford DIRECTOR
	Author	Reviewer

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Appendix 1	Land owners consent
Appendix 2	SmartMap; and site aerial plan of the subject site
Appendix 3	State Assessment Referral Agency Matters of Interest Report
Appendix 4	State Planning Policy mapping
Appendix 5	Proposed development plans



1.0 INTRODUCTION

1.1 Purpose

The purpose of this development application is to seek approval for Reconfiguring a Lot – Subdivision (One Lot into Three Lots) (the proposed development) under the provisions of the *State Development and Public Works Organisation Act 1971* (SDPWOA).

The purpose of this report is to provide information about the site on which the subject development is proposed, detail of the proposed development, and an assessment against the relevant assessment benchmarks. The assessment detailed in this report has been undertaken in accordance with the provisions and subordinate planning controls under the SDPWOA.

1.2 Structure

This report provides the following information with respect to the assessment of the proposed development:

- overview of the site and surrounding area;
- description of the proposed development;
- overview of the relevant assessment framework;
- assessment of the proposed development against the relevant assessment benchmarks;
and
- conclusion and recommendation.

This development application is made in accordance with Section 84D of the SDPWOA and contains the mandatory supporting information specified in the relevant SDA application form as provided through the electronic lodgement process. **Appendix 1** of the development application package comprises the relevant land owners consent.



2.0 SUBJECT SITE

2.1 Site Parameters

The following parameters are applicable to the site of the proposed development (the subject site).

Property Owner	Mount Isa Mines Limited (refer Appendix 1)
Street Address	37839 Bruce Highway, Stuart
Formal Description	Lot 1 on SP273456
Site Area	91.55 ha (refer Appendix 2)
Easements	▪ Easement A on RP711921 ▪ Easement B on RP723114 (electricity) ▪ Easement E on SP201059 (electricity) ▪ Easement L on SP192613 (electricity) ▪ Easement M on SP192613 (electricity)
Street Frontage	▪ Bruce Highway (2,035 m); ▪ Flinders Highway (824 m); and ▪ Ron Mclean Drive (532 m).
Topography	The site has generally even topography.
Existing Use	Vacant balance land.
Existing Infrastructure	The site is not serviced.
Local Heritage Register	The site is not listed on the Local Heritage Register.
Contaminated Land	The land is not known to be included on the State Environmental Management Register or Contaminated Land Register.
Relevant State Interests	The following State interests are relevant to the proposed development as detailed in the State Assessment Referral Agency (SARA) mapping (refer Appendix 3): ▪ Coastal Management District; ▪ Queensland waterways for water management works; ▪ Townsville priority port precincts; and ▪ State transport infrastructure – site located within 25 m of a State-controlled road.



2.2 Surrounding Area

North	North of the subject site is industrial land forming the Cleveland Bay Industrial Park.
East	The JBS Australia meat and food processing facility is located directly east of the northern portion of the subject site.
South	The Glencore Copper Refineries site is located to the immediate south of the subject land.
West	The Stuart railyards are located to the west of the subject site, with a waterway providing separation and traversing the western boundary of the subject land.



3.0 PROPOSED DEVELOPMENT

3.1 Description of Proposed Development

The proposed development seeks to formalise the existing fragmentation of the land parcel created by the intersection of the Bruce Highway, Flinders Highway, and Ron McLean Drive. The development will result in three allotments reflecting the existing fragmented parcels, comprising areas of approximately 41.74 ha, 22.36 ha, and 27.45 ha respectively. The newly created lots will provide land parcels in a form suitable to accommodate future development in the Townsville State Development Area. Specific detail of the proposed development is provided below.

Purpose of Development

The purpose of the proposed development is to formalise the existing fragmentation of the land parcel caused by the intersection of the Bruce Highway, Flinders Highway, and Ron McLean Drive and allow for future development. The subject land is not currently in a form suitable to attract future development given the historic fragmentation.

Design Overview

The subject site consists of three irregular shaped allotments with a total area of 91.55 ha. The development proposal is illustrated in the proposal plan provided at **Appendix 5**. The proposed development includes:

- proposed Lot 1 with an area of 41.74 ha that will be contained entirely in the Medium Impact Industry Precinct;
- proposed Lot 2 with an area of 22.35 ha that will be contained entirely within the High Impact Industry Precinct; and
- proposed Lot 3 with an area of 27.45 ha that contains the Environmental Management Precinct and includes approximately 15 ha of Medium Impact Industry Precinct on the eastern corner of the lot at the intersection of the Bruce Highway, Flinders Highway, and Ron Mclean Drive.

Access

Given the nature of the development, access is required only for the purpose of continuing ongoing site maintenance until the time that the land is further developed.

The fragmented nature of the existing allotment has resulted in each segment of the allotment, which will form the new lots sought in this development application, benefitting from its own access point from the existing road network. The existing access points will be retained by the proposed allotments for continued site maintenance purposes.



The existing access points for each segment of the land has been identified in the proposal plan provided at **Appendix 5**. In summary, the access points are as follows:

- proposed Lot 1 will retain access from the recently formed Heleen Downs Road;
- proposed Lot 2 will retain the existing access point from the Flinders Highway; and
- proposed Lot 3 will retain the existing access point from the Bruce Highway, with this access point historically servicing an information centre that was located on the land.

Water and Sewer

The nature of the proposed development, which involves formalising the existing fragmentation of the land to enable future development, results in no requirement for services to be provided to the created lots. The lots created will remain as balance land for future development that will be serviced with the appropriate designed necessary infrastructure prior to the commencement of any future use of the land.

Stormwater

Given the nature of the development, which will not result in any physical change to the land, the existing stormwater regime will be retained. The existing stormwater regime is defined by the highway infrastructure that dissects the land with relevant stormwater infrastructure incorporated into the road design. As such, the proposed development will not impact upon the stormwater regime or stormwater properties associated with the land, and will thus not directly result in adverse stormwater quantity or quality impacts.

Electricity and Communications

Future development on the subject land, to be facilitated by the proposed development, will be capable of achieving connection to Ergon Energy's electricity network and the National Broadband Networks telecommunications network to the extent necessary.

Landscaping

The nature of the development will not result in any physical change to the land, including any work that may affect existing vegetation on the site. The allotments created, as defined by the existing highway infrastructure dissecting the land, will be of sufficient area and dimensions to establish landscaping required to complement future industrial development on the land.



3.2 Development Plans

The proposed development is detailed in the plans provided at **Appendix 5**.

Title	Number	Issue	Date
Proposed Lots 1, 2 and 3 Cancelling Lot 1 on SP273456	M2418-SK-01	A	14-4-25

3.3 Prelodgement Meeting

The proposed development was the subject of a prelodgement meeting held via videoconference between the Office of the Coordinator-General, Townsville City Council, and the Applicant's representatives on 14 March 2025.

Given the nature of the proposed development, which simply involves formalising the existing fragmentation of the land, the Office of the Coordinator-General and Townsville City Council were noted as being generally supportive of the proposed development. Discussion around access for land management and maintenance purposes occurred, with a recommendation provided to demonstrate the location of access points for each of the allotments. As a result, the maintenance access locations have been described in this development application with the location indicated for each of the allotments on the proposed layout plan.



4.0 ASSESSMENT FRAMEWORK

4.1 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). Under Section 79 of the SDPWOA, all SDAs require a development scheme which overrides local government and State government planning instruments.

Part 3 of the *State Development and Public Works Organisation (State Development Areas) Regulation 2009* declares the *Townsville State Development Area Development Scheme* (the development scheme) as being the relevant instrument for the assessment within the Townsville State Development Area (TSDA).

4.2 Development Scheme and Assessment Manager

In accordance with the provisions of the TSDA development scheme, the proposed development requires approval for Reconfiguring a Lot – Subdivision (One Lot into Three Lots). The Assessment Manager of this development application is the Coordinator-General.

4.3 Potential Referral Agencies

Pursuant to Schedule 2, Part 2.1, Item 4 of the TSDA development scheme, the Coordinator-General will identify and nominate the referral agencies relevant to the application following lodgement.

Notwithstanding, it is considered that the Coordinator-General may identify Townsville City Council, the Department of Transport and Main Roads, and the Department of Environment, Tourism, Science and Innovation as referral agencies, given these agencies would commonly be involved in such application if it were assessable under the *Planning Act 2016*, and will be actively involved in the future development of the land. For the purposes of this development application, we have included an assessment of the relevant *Townsville City Plan 2014* (the planning scheme) assessment benchmarks and State Development Assessment Provisions (SDAP) modules as though the application were assessed under the *Planning Act 2016*.

Assessment against the above criteria is provided as the assessment benchmarks of the TSDA development scheme may not cover all aspects that the referral agencies would consider in their assessment of the proposal. Providing assessment against this criteria upfront seeks to simplify the assessment and referral process for both the Coordinator-General and referral agencies.



4.4 North Queensland Regional Plan

The *North Queensland Regional Plan* (the regional plan) was implemented in March 2020, with the intent of capitalising on the growth, prosperity and diversity of the region by supporting a vibrant economy, generating jobs, improving business investment, protecting our natural environment, and encouraging tourism and lifestyle opportunities over the next 25 years. The vision of the regional plan will be realised through a series of goals and the proposed development is considered to align with the four regional goals.

The proposed development is considered consistent with the regional goals, outcomes and policies of the regional plan, by supporting future economic development and prosperity for the region by supporting key supply chains and the Port of Townsville, whilst managing key environmental values and water quality outputs within the site. On this basis, no detailed assessment has been undertaken against the regional plan in this development application.

The subject site is not located within a Priority Agriculture Area and is located within the footprint of the Townsville Urban Area.

4.5 Sustainable Ports Development Act 2015

The TSDA development scheme is consistent with the masterplan for the priority Port of Townsville 2019 and the Port overlay for the priority Port of Townsville 2020 under the *Sustainable Ports Development Act 2015*. On this basis, no further assessment has been undertaken in relation to these planning instruments or legislation.

4.6 Approval Sought

Approval Type	Development Permit
Development Type	Reconfiguring a Lot
Definition or General Description	Subdivision
Specific Description	(One Lot into Three Lots)

4.7 Assessment Manager Assessment Parameters

Assessment Manager	The Coordinator-General
Planning Instrument	<i>Townsville State Development Area Development Scheme</i>
Zone and Precinct	▪ Medium Impact Industry Precinct; ▪ High Impact Industry Precinct; and



	▪ Environmental Management Precinct.
Category of Assessment	SDA assessable development

Assessment Manager Assessment Benchmarks	▪ TSDA development scheme strategic vision and overall objectives; ▪ High Impact Industry Precinct preferred development intent; ▪ Medium Impact Industry Precinct preferred development intent; ▪ Environmental Management Precinct preferred development intent; and ▪ SDA wide assessment criteria.
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4.8 Referral Agency Assessment Parameters

Relevant Referral Agencies	▪ Townsville City Council; ▪ Department of Transport and Main Roads; and ▪ Department of Environment, Tourism, Science and Innovation.
Planning Instrument	▪ <i>Townsville City Plan 2014</i> (the planning scheme) ▪ <i>Planning Regulation 2017</i> (the Regulation)
Relevant Referral Triggers	The following referral triggers may be relevant to the development: ▪ Schedule 10, Part 9, Division 4, Subdivision 2, Table 1
Referral Agency Assessment Benchmarks	▪ <i>Townsville City Plan 2014</i> ▪ State Code 1 – development in State-controlled road environment ▪ State Code 16 – Native vegetation clearing



5.0 ASSESSMENT MANAGER CONSIDERATIONS

5.1 State Planning Policy

The *State Planning Policy* (the SPP) is a State planning instrument established under the *Planning Act 2016* and is designed to ensure the State's interests in planning are protected and delivered as part of local government planning across Queensland.

The subject site is identified as being located within the following SPP mapping layers (refer **Appendix 4**):

- Development and construction – State development area;
- Biodiversity – Regulated vegetation intersecting a watercourse and Category R;
- Coastal Environment – Coastal management district;
- Natural hazards risk and resilience – Flood hazard – Local government flood mapping area, Bushfire prone area, Flood hazard area – Level 1;
- Energy and water supply – Major electricity infrastructure (Powerlink);
- Transport Infrastructure – State controlled road;
- Strategic airports and aviation facilities – Wildlife hazard buffer zone, Height restriction zone 90 m;
- Strategic ports – Priority ports; and
- Priority ports – Townsville priority port precincts.

For the purpose of the proposed development, we consider all aspects of the SPP are already addressed in the relevant assessment criteria for the TSDA development scheme. The relevant SDAP modules and appropriately integrated into the planning scheme with all of the relevant matters from these instruments being assessed in the development application.

5.2 Regional Plan

Regional plans are State planning instruments established under the Act, and set the long term strategic direction for how regions grow and respond to change. Regional plans are designed to facilitate economic growth, development, liveable communities, and the protection of natural resources. Regional plans seek to balance the State interests identified by the SPP in the context of the particular region they apply to.

The *North Queensland Regional Plan* (the regional plan) applies to the local government areas of Townsville City, Hinchinbrook Shire, Burdekin Shire, Charters Towers Regional, and Palm Island Aboriginal Shire. The regional plan was implemented in March 2020, and seeks to capitalise on the growth, prosperity, and diversity of the region by supporting a vibrant economy, generating



jobs, improving business investment, protecting our natural environment, and encouraging tourism and lifestyle opportunities over the next 25 years.

The proposed development is considered to be consistent with the regional goals, outcomes and policies of the regional plan, in particular in supporting future economic development and prosperity for the region by supporting key supply chains and the Port of Townsville, whilst managing key environmental values and water quality outputs within the site. On this basis, no detailed assessment has been undertaken against the regional plan in this development application.

The subject site is not located within a Priority Agriculture Area and is within the Townsville Urban Area.

5.3 TSDA Development Scheme Assessment

This section of the report provides an assessment against the relevant provisions of the TSDA development scheme. The subject site is designated within three precincts of the TSDA, being the High Impact Industry Precinct, Medium Impact Industry Precinct and the Environmental Management Precinct. The Medium Impact Industry Precinct is located within the eastern portion of the Lot (proposed Lot 1) while the Environmental Management Precinct is located on the western portion of the Lot (proposed Lot 3). The southern portion of the of the subject site is within the high impact Industry Precinct (proposed Lot 2).

An assessment against the following sections of the scheme has been provided for completeness:

- Strategic Vision and Overall Objectives of the TSDA development scheme;
- Preferred Development Intent for the High Impact Industry Precinct;
- Preferred Development Intent for the Medium Impact Industry Precinct;
- Preferred Development Intent for the Environmental Management Precinct; and
- SDA Wide Assessment Criteria.



5.4 TSDA Development Scheme Detailed Assessment

TSDA Vision and Overall Objectives

- (1) The vision for the Townsville SDA is to:
 - (a) 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
 - (b) 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 State
 - (c) facilitate the continued operation and future expansion of existing industrial operations and regionally significant extractive resources
 - (d) facilitate a coordinated approach to the delivery of infrastructure, and maximise the efficient use of existing and future port, road, rail and ancillary infrastructure
 - (e) recognise and protect environmental, cultural heritage and community values
 - (f) contribute to maintaining the outstanding universal value of the Great Barrier Reef World Heritage Area.
- (2) The strategic vision is supported by the overall objectives for development and preferred development intents of development precincts within the Townsville SDA.

Complies with 2.2 Strategic Vision for the Townsville SDA

The proposed development is considered consistent with the strategic vision. The proposed development seeks to formalise the existing fragmentation of the subject land to enable future uses to be established within the High Impact Industry Zone and Medium Impact Industry Zone. The strategic location will provide for future uses with a focus on delivering future high and medium impact industrial development that requires access to key transport and supply chain infrastructure. This is consistent with the vision and development intent for the TSDA in establishing the area as a thriving industrial precinct of local, regional and national significance, and with strong connection and accessibility to key transport infrastructure and supply chains.

In particular it should be noted that the proposed development is consistent with the TSDA vision, in that:

- the proposed subdivision provides for the logical sequencing of industrial land release in the TSDA and will contribute to the ongoing development of industries in the TSDA; and
- the proposed subdivision protects environmental, cultural heritage and community values, in particular, the separation of the portion of the existing lot containing areas of land designated within the Environmental Management Precinct, with future development on this allotment able to sensitively manage this interface.



(1) Development within the Townsville SDA:

- (a) capitalises on the Townsville SDA's strategic location, supports the role and function of the Port of Townsville and stimulates economic growth
- (b) ensures lots are appropriately sized to accommodate preferred development
- (c) ensures the integrity and functionality of the Townsville SDA is maintained and protected from incompatible development
- (d) avoids or minimises adverse impacts on sensitive land uses
- (e) ensures design, construction and operation is consistent 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
- (g) uses water and energy efficiently and minimises potential impacts on water quality and climate change
- (h) manages impacts of air quality on the capacity of the Townsville airshed
- (i) uses land and infrastructure efficiently and does not compromise or adversely impact on infrastructure, infrastructure corridors and future development opportunities
- (j) is adequately serviced by infrastructure, generally in accordance with established infrastructure planning³
- (k) manages the risks associated with natural hazards, to protect people and property
- (l) achieves appropriate levels of flood immunity consistent with current best practice
- (m) ensures no net worsening of flood levels on land for existing and potential urban uses and on environmental values.

Complies with 2.3 Overall Objectives for Development in the Townsville SDA

It is considered that the proposed development is consistent with the TSDA Overall Outcomes, noting that:

- the proposed industrial Lots 1 and 2 will enable the development of future industrial uses that establishes a thriving hub of industrial activity that is built around its strategic location, capitalising on its critical linkages to western Queensland and the north and south along the Bruce Highway;
- the proposed subdivision creates two industrial allotments, being proposed Lots 1 and 2, with areas of approximately 41.74 ha within the Medium Impact Industrial Precinct and 22.35 ha within the High Impact Industrial Precinct respectively. The area and dimension of the proposed industrial lots are considered sufficient to accommodate the preferred future industrial development on the allotment. Although proposed Lot 2 does not meet the minimum area requirement for the High Impact Industry Precinct, the existing fragmentation of the land defines the total area, with the area remaining suitable for the intended use type;
- the proposed industrial lots will maintain the integrity and functionality of the TSDA and will accommodate an industrial end user that will not facilitate incompatible development in the future;



- the proposed industrial lots will maintain appropriate separation distances from sensitive land uses;
- the proposed industrial Lots 1 and 2 will provide opportunities to establish Medium Impact Industry and High Impact Industry uses respectively;
- proposed Lot 3 will provide the opportunity for a Medium Impact Industry use of a smaller scale that is capable of maintaining a suitable interface with the adjoining Environmental Management Precinct; and
- the proposed development can be efficiently and effectively connected to infrastructure services. The proposed infrastructure servicing arrangements will involve connecting to Council's existing infrastructure services.

Given the above the proposed development is considered to be consistent with the Overall Objectives of the development scheme.

High Impact Industry Precinct – Preferred Development Intent

2.4.2 High Impact Industry Precinct – preferred development intent

- (1) The preferred development intent for the High Impact Industry Precinct is described below.
 - (a) This precinct is to accommodate high impact industrial development that:
 - (i) requires significant buffers from sensitive land uses
 - (ii) requires access to key transport and supply chain networks.
 - (b) Infrastructure within the precinct is coordinated to optimise transport, infrastructure and land use.
 - (c) Defined uses that support the preferred development intent are:
 - (i) high impact industry
 - (ii) medium impact industry
 - (iii) utility installation.
 - (d) Defined uses that may be supported where it can be demonstrated that they satisfy the preferred development intent include:
 - (i) food and drink outlet, where required to service the immediate employment catchment
 - (ii) infrastructure facility
 - (iii) office, where ancillary to an industrial use
 - (iv) renewable energy facility
 - (v) service station
 - (vi) special industry, where impacts on sensitive land uses can be mitigated
 - (vii) substation
 - (viii) telecommunications facility.



Complies with the Preferred Development Intent of the High Impact Industry Precinct

The proposed development is considered to be compliant with the preferred land use intent of the High Impact Industry Precinct, when considering:

- the development will both formalise the existing fragmentation of the land, and will result in the separation of the designated precincts;
- proposed Lot 2 will be wholly within the High Impact Industry Precinct and maintains a significant buffer for sensitive lands;
- it is noted that future industrial development on proposed industrial Lot 2, will require assessment as part of future development application; and
- the proposed industrial Lot 2 maximises opportunities to capitalise on the strategic location of key transport and supply chain infrastructure, noting the ability to accommodate triple road train access and the synergies this opportunity has in relation to the proximity to the Port of Townsville and Flinders Highway.

Medium Impact Industry – preferred development intent

2.4.3 Medium Impact Industry Precinct – preferred development intent

- (1) The preferred development intent for the Medium Impact Industry Precinct is described below.
 - (a) This precinct is to accommodate medium impact industrial development that:
 - (i) includes the manufacturing and processing of products that are associated with identifiable and measurable impacts
 - (ii) requires buffers from sensitive land uses
 - (iii) is reliant on and maximises the use of key transport and supply chain infrastructure.
 - (b) 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.
 - (c) 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.
 - (d) The expansion of existing uses within the precinct will be supported where appropriate.



-
- (e) Only one intersection from the Townsville Port Access Road to this precinct will be supported.
 - (f) Defined uses that support the preferred development intent are:
 - (i) freight terminal
 - (ii) infrastructure facility
 - (iii) medium impact industry
 - (iv) research and technology industry
 - (v) transport depot
 - (vi) utility installation
 - (vii) warehouse.
 - (g) Defined uses that may be supported where it can be demonstrated that they satisfy the preferred development intent include:
 - (i) correctional facility
 - (ii) food and drink outlet, where required to service the immediate employment catchment
 - (iii) office, where ancillary to an industrial use
 - (iv) renewable energy facility
 - (v) service station
 - (vi) substation
 - (vii) telecommunications facility
 - (viii) wholesale nursery.

Complies with the Preferred Development Intent of the Medium Impact Industry Precinct

The proposed development is considered to be compliant with preferred land use intent of the Medium Impact Industry Precinct, when considering:

- proposed industrial Lot 1 and future end user will complement the preferred development intent for the Medium Impact Industry Precinct;
- proposed Lot 1 will be appropriately serviced as a consequence of the internal and external civil works associated with Eastern Precinct of the Cleveland Bay Industrial Park;
- proposed industrial Lot 1 will maximise opportunities to capitalise on the strategic location of key transport and supply chain infrastructure, noting the ability of the subdivision to accommodate triple road train access and the synergies this opportunity has in relation to the proximity to the Port of Townsville and Flinders Highway;
- proposed Lot 1 will allow the Medium Impact Industry Precinct designated land to be contained within a separate lot to High Impact Industry Precinct land and Environmental Precinct land, which will be retained; and
- proposed Lot 3 will provide the opportunity for a Medium Impact Industry use of a smaller scale that is capable of maintaining a suitable interface with the adjoining Environmental Management Precinct.



Environmental Management Precinct – preferred development intent

2.4.7 Environmental Management Precinct – preferred development intent

- (1) The preferred development intent for the Environmental Management Precinct is described below.
 - (a) This precinct is to remain free of industrial development due to flooding and topographical constraints, and environmental and cultural heritage values.
 - (b) The intent of this precinct is to:
 - (i) protect environmental values, including wetlands, vegetation and fauna habitats closely related to the Great Barrier Reef World Heritage Area, the Muntalunga Ranges and Bowling Green Bay Ramsar site, and associated catchment
 - (ii) protect and enhance cultural heritage values
 - (iii) provide flood immunity to developable areas and allow flood mitigation works where sympathetic to environmental values
 - (iv) provide an area for environmental offsets as a result of impacts from development within the Townsville SDA
 - (v) provide opportunities for rehabilitation and enhancement of existing environmental values.
 - (c) This precinct may also support infrastructure essential for development in the Townsville SDA and to service the Port of Townsville where it cannot be accommodated in the Infrastructure Corridors Precinct.
 - (d) Defined uses that support the preferred development intent are:
 - (i) environmental facility or park, where development impacts can be adequately managed and the facility provides education and appreciation opportunities of local cultural, environmental or heritage values
 - (ii) permanent plantation.
 - (e) Defined uses that may be supported where it can be demonstrated that they satisfy the preferred development intent include:
 - (i) utility installation.

Complies with the Preferred Development Intent of the Environmental Management Precinct

The proposed development is considered to be compliant with preferred land use intent of the Environmental Management Precinct, when considering:

- the creation of proposed Lot 3 will separate the land from the High Impact Industry designated land, with a relatively small portion of the land designated for Medium Impact Industry activity only; and
- the remainder of proposed Lot 3 will remain suitable for the retention of environmental features, which is identified as the preferred development intent for the Environmental Management Precinct.



5.5 SDA Wide Assessment Criteria

Section 2.5 of the TSDA development scheme provides assessment criteria which supports the strategic vision, overall objectives and the preferred land use intent for the precincts.

A thorough response to this assessment criteria is provided. Overall, it is considered that the proposed development is compliant with the outcomes sought by the SDA Wide Assessment Criteria.

SDA Wide Assessment Criteria

2.5.1 Infrastructure and services

- (1) Development maximises the use of and minimises the cost for infrastructure associated with telecommunications, transport, water, wastewater, recycled water and energy networks.
- (2) Development plans for and manages impacts on existing and future known telecommunications, transport, water, wastewater, recycled water and energy networks.
- (3) Development is adequately serviced by telecommunications, transport, water, wastewater, recycled water and energy networks as relevant.⁴
- (4) Development incorporates waste minimisation practices and considers refuse collection or disposal.
- (5) Development avoids or minimises adverse impacts on existing or proposed State or local government infrastructure and services.
- (6) 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).

Complies

While the development site is not serviced by relevant infrastructure services, the proposal can be effectively and efficiently connected to infrastructure services as required. Achieving connection to Ergon Energy's electricity network and the National Broadband Network's telecommunications network will be achievable at the time of future development of the land, given these services are available to the subject land.

It is considered that the proposed development will not have an adverse impact on existing or proposed State or Local government infrastructure given the infrastructure connections will be suitable and appropriate when required. The proposed development will not have any adverse impacts on the Bruce Highway, North Coast rail line, TPAR and Flinders Highway or the Townsville Eastern Access Rail Corridor (TEARC).

Infrastructure servicing arrangements will be designed and addressed during the development assessment process for future end users of the allotments created.



2.5.2 Emissions

- (1) Development is designed to avoid or minimise:
 - (a) adverse impacts from air, noise and other emissions that will affect the health and safety, wellbeing and amenity of communities and individuals
 - (b) 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.
- (2) 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.
- (3) 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.

Complies

The proposed development is for a subdivision development to accommodate for future industrial uses. The proposed subdivision itself is administrative and will not cause significant air or noise emissions that would adversely impact on the health and safety of surrounding commutes or individuals.

It is noted that future industrial development will be capable of ensuring that any impact from emissions will be mitigated and appropriately considered as part of any future development application.

2.5.3 Contaminated land

- (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.
- (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.

Complies

The nature of the proposed development will not involve any physical works, with the subdivision being administrative only. The land will continue to be managed as per the existing regime until the time of future development by end users.

2.5.4 Acid sulfate soils

- (1) Development, in accordance with current best practice, is to:
 - (a) avoid the disturbance of acid sulfate soils (ASS) or
 - (b) ensure that the disturbance of ASS avoids or minimises the mobilisation and release of acid and metal contaminants.



Complies

The nature of the proposed development will not involve any physical works, with the subdivision being administrative only. The land will continue to be managed as per the existing regime until the time of future development by end users.

2.5.5 Climate change

- (1) Development minimises its emission of greenhouse gases and demonstrates how it will adapt to projected climate change conditions.

Complies

Given the nature of the development which is an administrative subdivision only, no greenhouse gas emissions are anticipated to occur as part of this subdivision approval.

2.5.6 Transport

- (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.
- (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.
- (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.
- (4) Adequate car parking for the number and nature of vehicles expected are provided on site.

Complies

The proposed industrial allotments will achieve access to the existing road network via the Bruce highway, Flinders Highway, and Heleen Downs Road. Given the nature of the development, the only access required to the land is for maintenance and management purposes, with the existing access points identified on the proposal plan to be continued to be used for this purpose.



2.5.7 Environment, cultural heritage and community

- (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.
Note: Duty of Care under Section 23 of the Aboriginal Cultural Heritage Act 2003 should be considered a minimum requirement for all development.
- (2) Development is designed and sited to:
 - (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
 - (b) maintain ecological connectivity and processes
 - (c) maintain the outstanding universal value of the Great Barrier Reef World Heritage Area
 - (d) avoid adverse impacts on cultural heritage and community values, or where adverse impacts cannot be avoided, impacts are minimised, mitigated or offset.
- (3) Environmental offsets are provided in accordance with the relevant commonwealth or State environmental offset framework.
- (4) Environmental offsets should be accommodated within the Environmental Management Precinct before seeking solutions external to the Townsville SDA.
- (5) Where the development requires a buffer to mitigate the impacts of the development, that buffer must be accommodated within the development site.⁵

Complies

The nature of the proposed development will not involve any physical works, with the subdivision being administrative only. The land will continue to be managed as per the existing regime until the time of future development by end users. Any identified environmental values, cultural heritage values and community values of the site and surrounding areas identified during ongoing maintenance and management practices will be protected where possible.

2.5.8 Engineering and design standards

- (1) 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.

Complies

The nature of the proposed development will not involve any physical works, with the subdivision being administrative only. The relevant engineering and design standards will be identified and incorporated at the time of future development by end users.



2.5.9 Other government matters

- (1) 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.

Complies

The development is considered to be consistent with the relevant legislation and State Planning Policy. It has been demonstrated that the proposed development is consistent with:

- the relevant State requirements and SDAP modules that would be triggered by the *Planning Act 2016* as outlined in section 6 of this report; and
- the proposal has demonstrated compliance with the relevant planning scheme assessment benchmarks.

2.5.10 Energy and water efficiency

- (1) Building, site design and layout maximises energy efficiency having regard to:
 - (a) building orientation and passive solar design
 - (b) maximising opportunities for cross ventilation
 - (c) appropriate shade treatments
 - (d) landscaping treatments to the western side of the building.
- (2) Water efficiency is optimised through the use of alternative water supply sources, including:
 - (a) rainwater harvesting systems
 - (b) recycled water source.

Complies

The nature of the proposed development will not involve any physical works, with the subdivision being administrative only. Energy and water efficiency parameters will be incorporated into site and building design at the time of future development by end users.

2.5.11 Visual impacts

- (1) 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.
- (2) Development incorporates high quality urban design and landscape treatments particularly for those areas highly visible from public roads.

Complies

The nature of the proposed development will not involve any physical works, with the subdivision being administrative only. The development will therefore have no visual impact on the locality.



Building design for future development on the subject site will comply with the relevant planning and building design guidelines to mitigate visual impacts. This will generally be assessed as part of future development applications.

2.5.12 Built form

- (1) The scale, character and built form of development contributes to a high standard of amenity.
- (2) Development must incorporate crime prevention through environmental design (CPTED) principles.

Complies

The nature of the proposed development will not involve any physical works, with the subdivision being administrative only.

Any future industrial buildings will be capable of complying with the relevant building design guidelines to ensure built form is to a high standard of amenity. This will require further assessment in future development applications for specific uses.

2.5.13 Reconfiguring a lot

- (1) Development provides lawful, safe and practical access.
- (2) Infrastructure is provided generally in accordance with established infrastructure planning.
- (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:
 - (a) Low Impact Industry Precinct – 1 hectare (ha)
 - (b) Medium Impact Industry Precinct – 2 ha
 - (c) High Impact Industry Precinct – 25 ha
 - (d) Port Industry Precinct – 2 ha.
- (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.

Complies

The proposed subdivision will retain the existing maintenance and land management access regime, which has historically serviced the land in a safe and practical manner. No new or additional infrastructure is required to facilitate the proposed development, which is of an administrative nature only.

Infrastructure servicing arrangements will be provided as required with future development of the land and will be consistent with Council's LGIP.

The proposed lot sizes are suitable and appropriate for the anticipated industrial types. The Lots are considered an appropriate size to accommodate the intended future industrial uses and will



meet the demands of specific end user requirements. The proposed lots are also of irregular shape to reflect existing infrastructure and reflect the relevant precinct mapping.

2.5.14 Landscaping

- (1) Development provides landscaping that:
 - (a) minimises the visual impacts of the development
 - (b) incorporates at least 50% local species
 - (c) maintains and enhances significant vegetation
 - (d) is low maintenance.

Complies

The nature of the proposed development will not involve any physical works, with the subdivision being administrative only. The proposed allotments are however of sufficient size and area to enable the opportunity for future end users to establish landscaping required to complement future development of the land.

2.5.15 Natural hazards – flooding, including storm tide inundation

- (1) Development, in accordance with current best practice:
 - (a) achieves an appropriate level of flood immunity
 - (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
 - (c) avoids, minimises or mitigates adverse impacts from flooding to protect people and property, and enhances the community's resilience to flooding
 - (d) supports, and does not hinder disaster management capacity and capabilities
 - (e) 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.
- (2) Where development includes flood mitigation works:
 - (a) 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
 - (b) any flood mitigation works are to integrate environmental, cultural heritage and stormwater management outcomes.

Complies

The nature of the proposed development will not involve any physical works, with the subdivision being administrative only. Future development will incorporate specific design parameters to ensure appropriate flood immunity relevant to the use, whilst managing impacts to adjoining property and infrastructure.



2.5.16 Natural hazards – other

- (1) Development, in accordance with current best practice:
 - (a) identifies relevant natural hazards that may impact upon the development
 - (b) appropriately manages risk associated with identified hazards
 - (c) avoids increasing the severity of the natural hazard
 - (d) for coastal hazards, avoid erosion prone areas wherever possible.

Complies

The nature of the proposed development will not involve any physical works, with the subdivision being administrative only. Future development will incorporate specific design parameters to ensure appropriate natural hazard immunity relevant to the use.

The subject land is not situated in an area that is susceptible to other natural hazards and will generally not contain built infrastructure that is susceptible or considered 'high risk' in natural hazard events such as bushfire or cyclone. It is anticipated that risk to future development on the land can be managed through the necessary building codes.

2.5.17 Water quality

- (1) Development is located, designed, constructed and operated to avoid or minimise adverse impacts on environmental values of receiving waters arising from:
 - (a) altered stormwater quality and hydrology
 - (b) wastewater (other than contaminated stormwater and sewage)
 - (c) the creation or expansion of non-tidal artificial waterways
 - (d) the release and mobilisation of nutrients and sediments.
- (2) Development encourages a precinct-wide stormwater management approach that achieves an improved water quality outcome.⁶

Complies

The nature of the proposed development will not involve any physical works, with the subdivision being administrative only. As such, the development is not capable of causing adverse impacts on the environmental values of receiving waters. Future development on the subject land is capable of incorporating appropriate measures to ensure potential impacts are managed on site before discharging to receiving waters.



6.0 REFERRAL AGENCY CONSIDERATIONS

6.1 State Code Purpose and Overall Outcomes

The proposed development is considered to further the purpose and overall outcomes sought by the relevant State Codes by demonstrating compliance with the relevant performance and accepted outcomes.

6.2 State Code Assessment Matrix

The assessment matrix below summarises the outcome of an assessment of the proposed development against the relevant performance and accepted outcomes of the applicable Referral Agency assessment benchmarks. The assessment matrix identifies the level of compliance of the proposed development in accordance with the legend below.

Legend	Criteria is clearly met and no further assessment is required.
	Criteria is met and further explanation is provided for clarity.
	Criteria is not met and further performance assessment is required.
	Not applicable or no criteria prescribed.

Criteria Item (PO or AO)	State Code 1		State Code 16					
	PO	AO	PO	AO	PO	AO	PO	AO
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Criteria Item (PO or AO)	State Code 1		State Code 16					
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Criteria Item (PO or AO)	State Code 1		State Code 16					
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Criteria Item (PO or AO)	State Code 1		State Code 16					
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Criteria Item (PO or AO)	State Code 1		State Code 16					
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Criteria Item (PO or AO)	State Code 1		State Code 16					
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Criteria identified in the assessment matrix as requiring further explanation or further assessment is addressed in the following subsection.

6.3 State Code Detailed Assessment

State Code 1

PO1 The location of the development does not create a safety hazard for users of the **state-controlled road**.

AO1.1 Development is not located in a **state-controlled road**.

AND

AO1.2 Development can be maintained without requiring access to a **state-controlled road**.

Complies with PO1

Proposed Lots 2 and 3 will continue to utilise the established maintenance access points to the Flinders Highway and Bruce Highway respectively. This land has no alternative access points available other than through the Bruce Highway and Flinders Highway to enable the ongoing maintenance of the land. Maintenance access for Lot 1 can be provided via the newly formed Heleen Downs Road. Given the minimal nature of traffic associated with maintenance access, and existing nature of these access points being used for the same purpose, the development will not create a safety hazard for users of the State-controlled road network.

Given the above, the proposed development aligns with the intent of Performance Outcome 1 of State Code 1.

PO8 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the **state-controlled road**.

No acceptable outcome is prescribed.



Complies with PO8

The proposed development aims to formalise the existing fragmentation of the subject land. Since no physical works or changes will be made to the lots, there will be no alterations to stormwater runoff. As a result, the development will not create or exacerbate any safety hazards for users of the surrounding State-controlled road network.

Given the above, the proposed development aligns with the intent of Performance Outcome 8 of State Code 1.

PO12 Development does not result in a material worsening of flooding impacts within a **state-controlled road**.

AO12.1 For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (within +/- 10mm) to existing flood levels within a **state-controlled road**.

AND

AO12.2 For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a **state-controlled road**.

AND

AO12.3 For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (up to a 10% increase) to existing time of submergence of a **state-controlled road**.

Complies with PO12

The proposed development simply seeks to formalise the existing fragmentation of the subject land. As no physical works or changes are planned, there will be no impact on the existing flood regime or flooding impacts. Therefore, the development will not contribute to or worsen any flooding issues for the surrounding State-controlled road network.

Given the above, the proposed development aligns with the intent of Performance Outcome 12 of State Code 1.

PO15 The location, design and operation of a **new or changed access to a state-controlled road** does not compromise the safety of users of the **state-controlled road**.

No acceptable outcome is prescribed.

Complies with PO15

The existing access points to the State-controlled road network will be retained, with no change to the existing volume or nature of traffic. As such, the proposed development will not increase risk or compromise safety for users. Future access points will be designed to maintain safe and efficient use, ensuring no additional hazards or congestion will result from the development.



Given the above, the proposed development aligns with the purpose of Performance Outcome 15 of State Code 1.

P052 Development does not impede delivery of a **future state-controlled road**.

A052.1 Development is not located in a **future state-controlled road**.

OR ALL OF THE FOLLOWING APPLY:

A052.2 Development does not involve filling and excavation of, or material changes to, a **future state-controlled road**.

AND

A052.3 The intensification of lots does not occur within a **future state-controlled road**.

AND

A052.4 Development does not result in the landlocking of parcels once a **future state-controlled road** is delivered.

Complies with A052.2, A052.3, and A052.4

The proposed development does not involve any works or material change to any future State-controlled roads. Furthermore, as no physical works or further development are planned, there will be no intensification of the use of the lots. There is no risk of landlocking occurring as part of the development.

Given the above, the proposed development achieves the requirements of Accepted Outcomes 52.2, 52.3, and 52.4 of State Code 1.



7.0 TOWNSVILLE CITY PLAN 2014 ASSESSMENT

7.1 Introduction

This section of the report provides an assessment of the proposed development against the applicable benchmarks of the *Townsville City Plan 2014* (the planning scheme), given Townsville City Council (Council) is anticipated to be a referral agency for this application and will provide for a more streamlined assessment for Council.

In addition, addressing the relevant benchmarks of the planning scheme can be taken as an assessment against the State Planning Policies, given they have been appropriately integrated into the planning scheme.

If the development proposal were assessed against the planning scheme, the following codes would be triggered for assessment:

- Special Purpose Zone Code;
- Reconfiguring a Lot Code;
- Healthy Waters Code;
- Landscape Code;
- Traffic Impact, Access and Parking Code;
- Works Code;
- Flood Hazard Overlay Code; and
- Natural Assets Overlay Code.



7.2 Planning Scheme Assessment Matrix

The assessment matrix below summarises the outcome of an assessment of the proposed development against the relevant performance and accepted outcomes of the applicable Referral Agency assessment benchmarks. The assessment matrix identifies the level of compliance of the proposed development in accordance with the legend below.

Legend	
	■ Criteria is clearly met and no further assessment is required.
	■ Criteria is met and further explanation is provided for clarity.
	■ Criteria is not met and further performance assessment is required.
	■ Not applicable or no criteria prescribed.

Outcome PO or AO	Special Purpose Zone code		Reconfiguring a Lot code		Healthy Waters code		Landscape code		Transport impact, Access and Parking code		Works code		Flood Hazard Overlay code		Natural Assets Overlay Code					
	PO	AO	PO	AO	PO	AO	PO	AO	PO	AO	PO	AO	PO	AO	PO	AO	PO	AO	PO	AO
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Outcome PO or AO	Special Purpose Zone code		Reconfiguring a Lot code		Healthy Waters code		Landscape code		Transport Impact, Access and Parking code		Works code		Flood Hazard Overlay code		Natural Assets Overlay Code					
	PO	AO	PO	AO	PO	AO	PO	AO	PO	AO	PO	AO	PO	AO	PO	AO	PO	AO	PO	AO
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Special Purpose Zone Code

The proposed development is consistent with overall outcomes of the Special Purpose Zone Code, particularly noting that:

- the proposed development facilitates the formalisation of the existing fragmentation and mixed zoning of the subject land;
- the rationalisation of the land will accommodate future industrial uses that support the operations of the Port of Townsville and have a strong correlation with the western supply chains;
- the industrial allotments will support future industrial uses that are compatible with the locality and ongoing use of the TSDA land for industrial purposes;
- the proposed development is sufficiently separated from Department of Defence landholdings and will not cause adverse impacts to Department of Defence operations;
- the proposed excised industrial lot will be of a sufficient size to accommodate future high impact industrial uses rather than small scale industrial development that would be better located in other industry precincts within Townsville; and
- the local and State road networks have been designed to accommodate the type of traffic associated with the anticipated future development on the allotments created, which includes triple road trains.

Reconfiguring a Lot Code

The proposal is considered consistent with the purpose and overall outcomes of the Reconfiguring a Lot Code, particularly noting that:

- the proposed development will establish a separate industrial allotment that is a suitable size and configuration to support the intended future uses that will occupy the lot;
- the proposed development will result in a lot size that is greater than the minimum lot size prescribed for the Special Purpose Zone and the prescribed minimum in the TSDA development scheme;
- the proposed lot size is appropriate for the intended uses in terms of the ability to accommodate buildings, vehicle access, parking and onsite services;
- the existing and future local road network will continue to be used to provide maintenance access to proposed Lot 1; and
- infrastructure services can be provided to the development effectively and efficiently, and in accordance with Council's Local Government Infrastructure Plan (LGIP) at the time of future development on the allotments created.



Healthy Waters Code

The proposed development is considered consistent with the purpose and overall outcomes of the Healthy Waters Code. Particularly noting:

- the proposed development simply seeks to formalise the existing fragmentation of the subject land;
- as no physical works or changes are planned, there will be no impact on the stormwater regime that applies to the land; and
- the allotments created provide sufficient space and parameters to enable stormwater to be treated in accordance with the relevant standards at the time of future development associated with end users.

Landscape Code

The proposal is considered consistent with the purpose and overall outcomes of the Landscape Code, particularly noting that:

- the proposed development simply seeks to formalise the existing fragmentation of the subject land;
- as no physical works or changes are planned, there will be no impact on the existing vegetation established on the subject land; and
- the allotments created provide sufficient space and parameters to incorporate appropriate landscaping reflecting of end user needs at the time of future development.

Traffic Impact, Access and Parking Code

The proposal is considered consistent with the purpose and overall outcomes of the Transport Impact, Access and Parking Code, particularly noting that:

- the proposed development simply seeks to formalise the existing fragmentation of the subject land;
- the existing maintenance access arrangement will be retained, with existing access points identified on the site plan and providing access to each portion of the existing land parcel; and
- as no physical works or changes are planned, there will be no impact on the surrounding road network, public transport network, or sight lines.



Works Code

The proposed development is considered to be consistent with the purpose and overall outcomes of the Works Code, particularly noting:

- no physical works or changes are required to facilitate the proposed development;
- the proposed development simply seeks to formalise the existing fragmentation of the subject land; and
- the provision of infrastructure is not required given the nature of the subdivision, with detailed infrastructure design to be tailored to the needs of future end users and resolved at the time of pursuing the relevant approvals for future uses.

Flood Hazard Overlay Code

It is considered that the proposed development is compatible with the nature of the flood hazard and will not result in exposure or increased risk to people or property on the subject land or surrounding area.

Given there will be no physical change to the land or the use of the land resulting from this development, the risk to people and property from a potential flood event will not be affected by the proposed subdivision.

Natural Assets Overlay Code

The proposed development is partly mapped within a medium, high and very high area of environmental importance under the Natural Assets Environmental Importance Overlay mapping.

The proposal is considered to generally comply with the outcomes sought by the Natural Environmental Overlay Code. In particular:

- the creation of proposed Lot 3 will separate the mapped areas of very high environmental importance from the High Impact Industry designated land; and
- the remainder of proposed Lot 3 will remain suitable for the retention of environmental features, aligning with both the planning scheme's mapped areas of very high environmental importance and the extent of the development scheme's designated Environmental Management Precinct.



8.0 CONCLUSION

8.1 Assessment Summary

The proposal details a development application to the Coordinator-General seeking a Development Permit for Reconfiguring a Lot – Subdivision (One Lot into Three Lots). The assessment of the proposed development against the relevant assessment benchmarks detailed in this development application supports a recommendation for approval based on the following reasons:

- the proposal offers an outcome that will facilitate future industrial development in the TSDA;
- the proposal is consistent with the outcomes sought by the TSDA development scheme;
- the proposal is consistent with the outcomes sought by the anticipated referral agencies;
- the proposed development will facilitate opportunity for future development to realise the benefits and efficiencies resulting from the land's strategic location;
- the proposed development complies with the relevant assessment benchmarks; and
- compliance with the relevant assessment benchmarks can be managed through reasonable and relevant conditions.

Given the above we ask the Coordinator-General **approve** the development subject to reasonable and relevant conditions.

Appendix 1

MP ref: M2418
QA: ed.ms.mc

14 April 2025

Office of the Coordinator-General
Department of State Development, Infrastructure and Planning
PO Box 15517
CITY EAST QLD 4002

Attention: Assessment Manager

Dear Sir/ Madam,

Re: Land Owner Consent

Under the provisions of the *Planning Act 2016*, we **MOUNT ISA MINES LIMITED (ACN 009 661 447)**, being the registered owner of land described as **LOT 1 ON SP273456** and located at **37839 BRUCE HIGHWAY, STUART**, do hereby authorise and confirm the engagement and appointment of Milford Planning to act on our behalf with respect to the procurement of all development approvals for the aforementioned land.

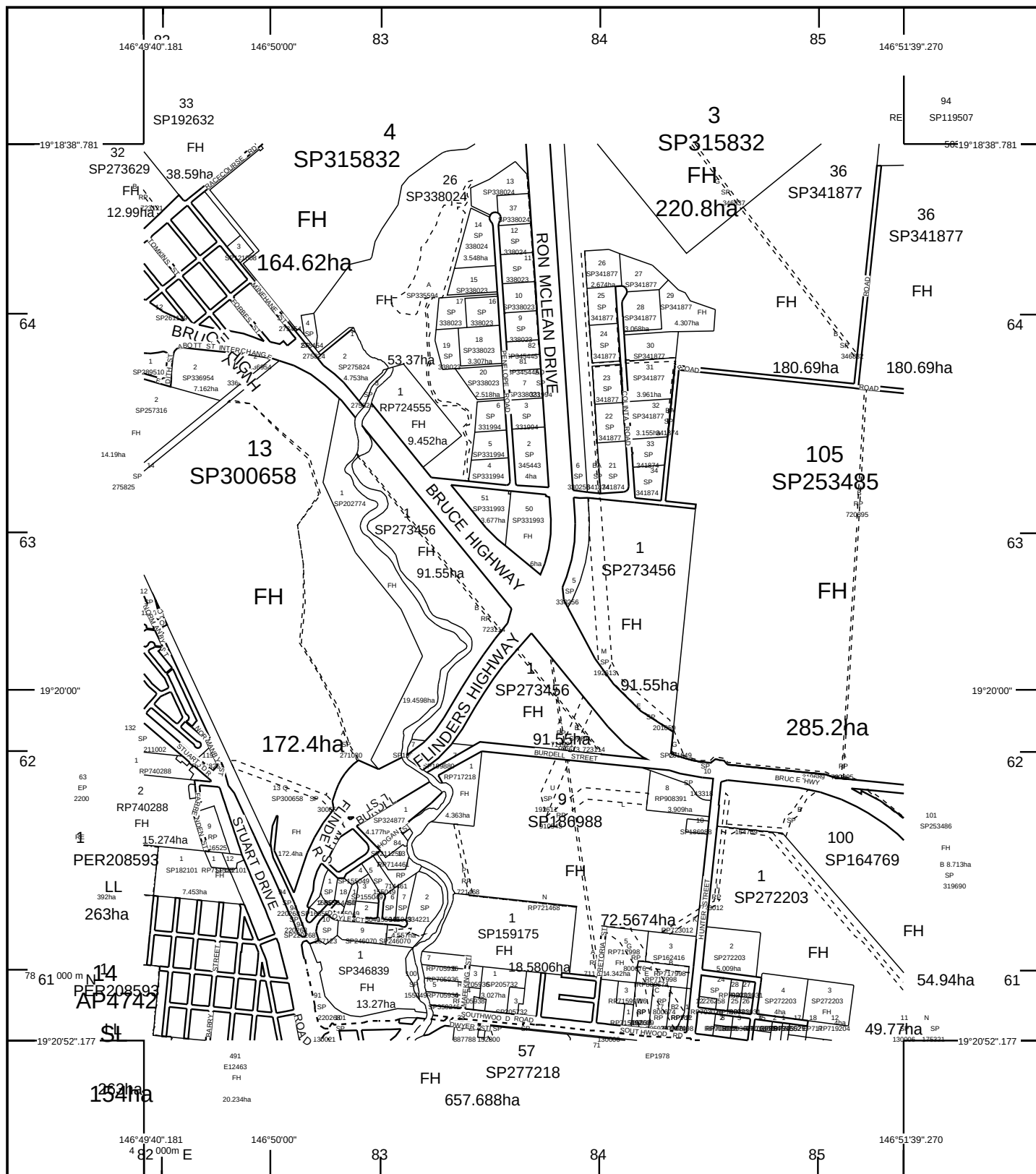
Date	13/5/2025		
	Day	Month	Year
Signature			
Name	Maryann Wipaki		David Kerr
Position	Director Mount Isa Mines Ltd		Director Mount Isa Mines Ltd

Note

Where registered owner is a company the ACN must be included and accompanied by:

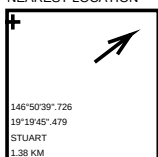
- (a) the signature of either:
- two directors of the company;
 - a director and a company secretary of the company; or
 - if a proprietary company that has a sole director who is also the sole company secretary, that director; **or**
- (b) the company seal (if the company has a common seal) witnessed by:
- two directors of the company;
 - a director and a company secretary of the company; or
 - for a propriety company that has a sole director who is also the sole company secretary, that director.

Appendix 2



STANDARD MAP NUMBER
8259-24213

MAP WINDOW POSITION &
NEAREST LOCATION



SUBJECT PARCEL DESCRIPTION

DCDB
Lot/Plan 1/SP273456
Area/Volume 91.55ha
Tenure FREEHOLD
Local Government TOWNSVILLE CITY
Locality STUART
Segment/Parcel 50678/869

CLIENT SERVICE STANDARDS

PRINTED 15/01/2025

DCDB 14/01/2025 (Lots with an area less than 3000m² are not shown)

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<https://www.qld.gov.au/housing/buying-owning-home/property-land-valuations/smartmaps>

SmartMap

An External Product of
SmartMap Information Services

Based upon an extraction from the
Digital Cadastral Data Base



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(Department of Resources) 2025.

Drawing
Site Aerial

Property
1 Street Name, Townsville
Lot 1 on SP123456

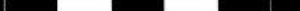
Drawing Number	Issue	Sheet
M2418-SK-01	A	1
Date	Author	Reviewer
4.3.25	ed	ms

Legend

-  Cadastre
-  easements
-  Subject_site

Scale (A3 Original)
1:7,500

0 50 100 150 200 250 m



Sources
Milford Planning GIS (2025)
DCDB extract - State of Queensland (2025)
Aerial imagery - Bing (2025)

Disclaimer
Areas and dimensions are approximate only
and are subject to site survey.



Appendix 3

Matters of Interest for all selected Lot Plans

Coastal management district

Queensland waterways for waterway barrier works

Townsville priority port precincts

State-controlled road

Area within 25m of a State-controlled road

Matters of Interest by Lot Plan

Lot Plan: 1SP273456 (Area: 915500 m²)

Coastal management district

Queensland waterways for waterway barrier works

Townsville priority port precincts

State-controlled road

Area within 25m of a State-controlled road

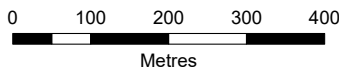


 Coastal management district

Date: 01/04/2025



Scale: 1:9,700

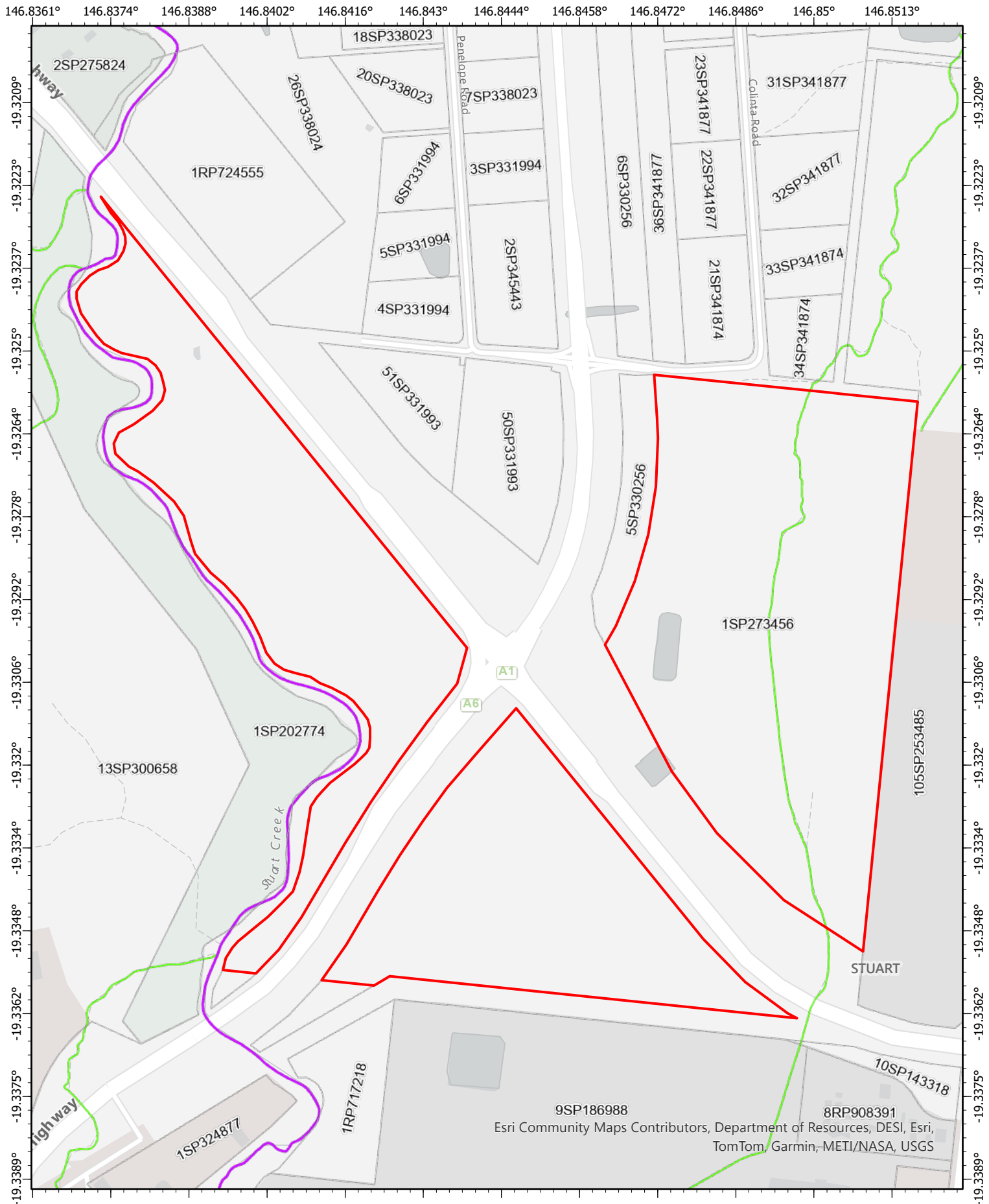


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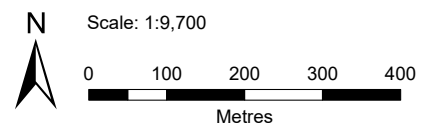


Queensland waterways for waterway barrier works

Risk of impact

- Low
- Major

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Townsville priority port precincts

Precinct

Environmental management

Infrastructure and supply chain corridors
Port industry and commerce

Date: 01/04/2025



Scale: 1:9,700

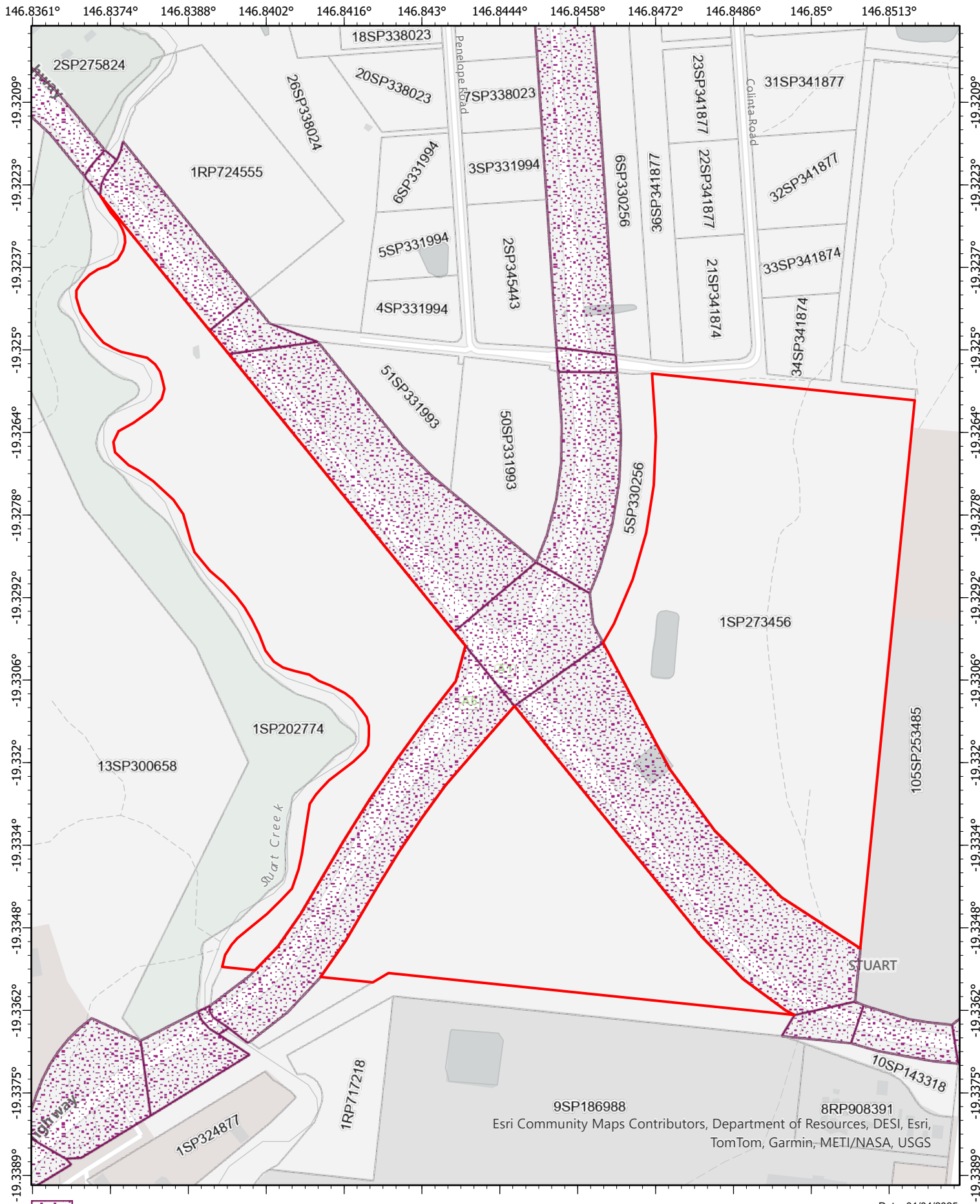
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Metres

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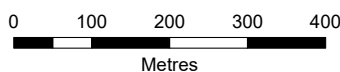


State-controlled road

Date: 01/04/2025



Scale: 1:9,700

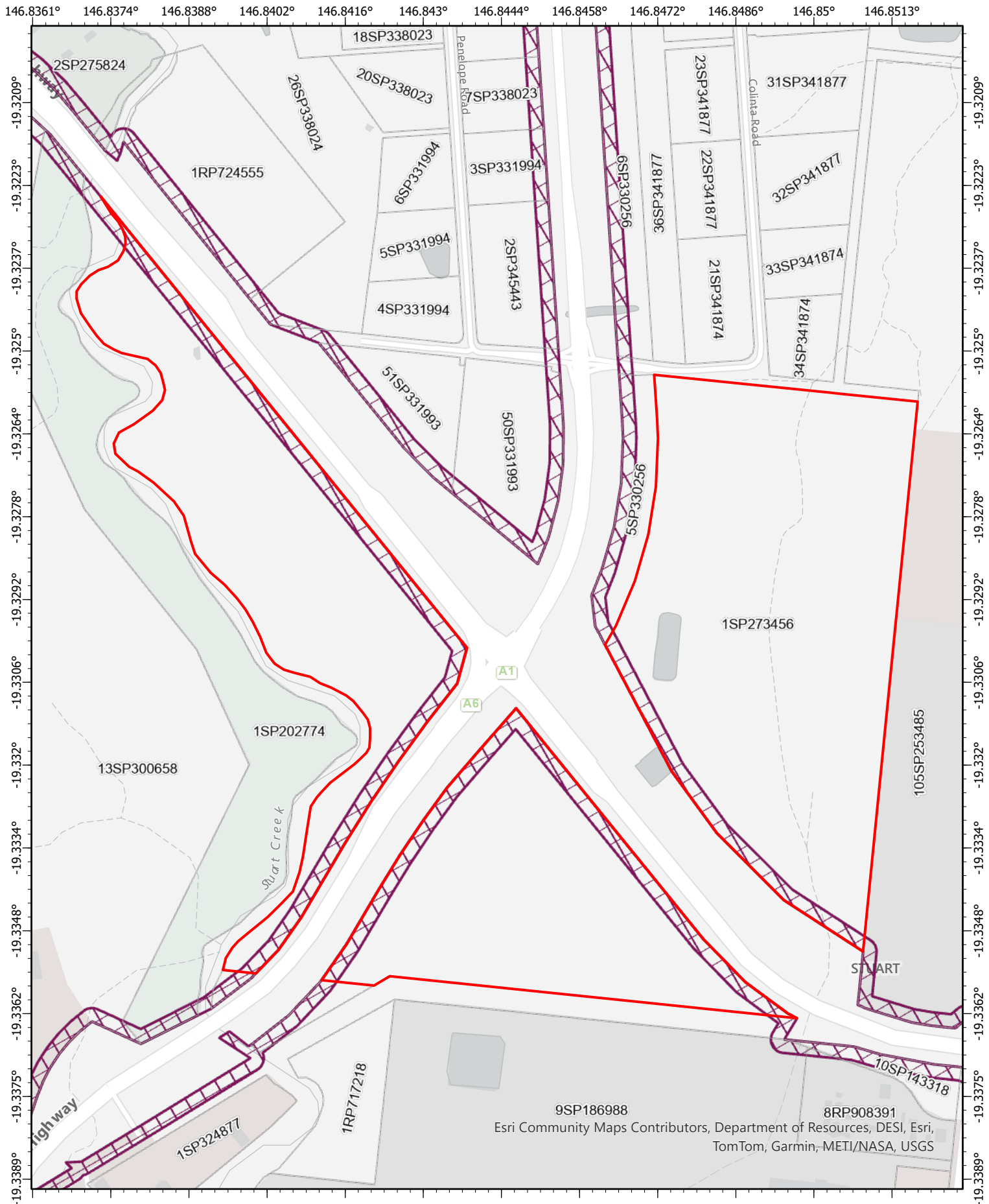


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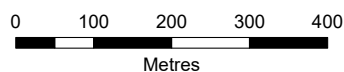
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Area within 25m of a State-controlled road



Scale: 1:9,700



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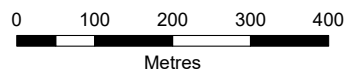
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Coastal area - erosion prone area



Scale: 1:9,700



Queensland Government



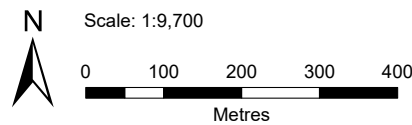
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 Coastal area - medium storm tide inundation area

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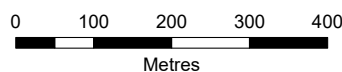




 Coastal area - high storm tide inundation area



Scale: 1:9,700



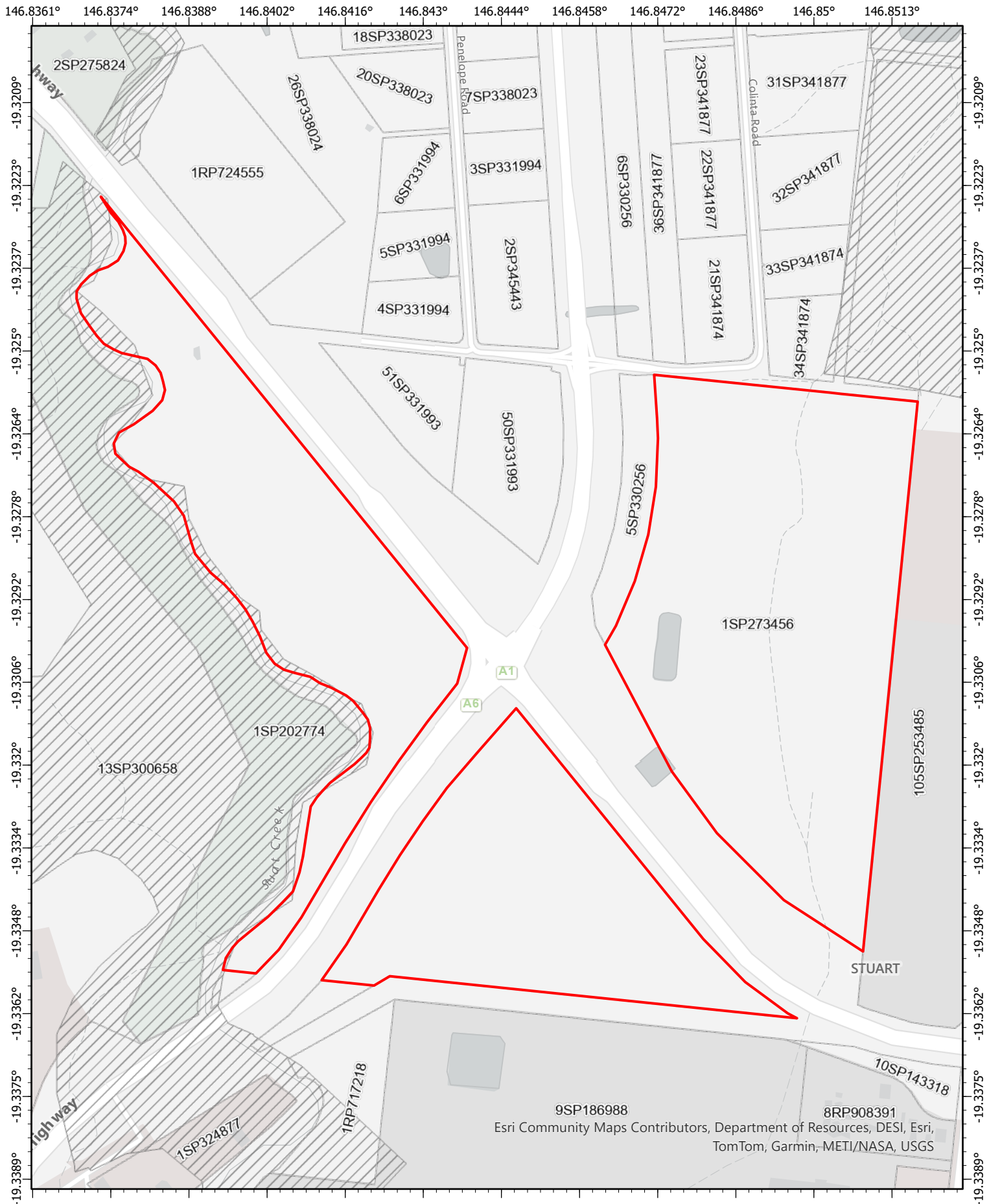
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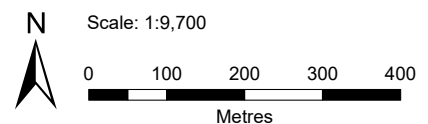
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Regulated vegetation
management map (Category A
and B extract)

Category B on the
regulated vegetation
management map

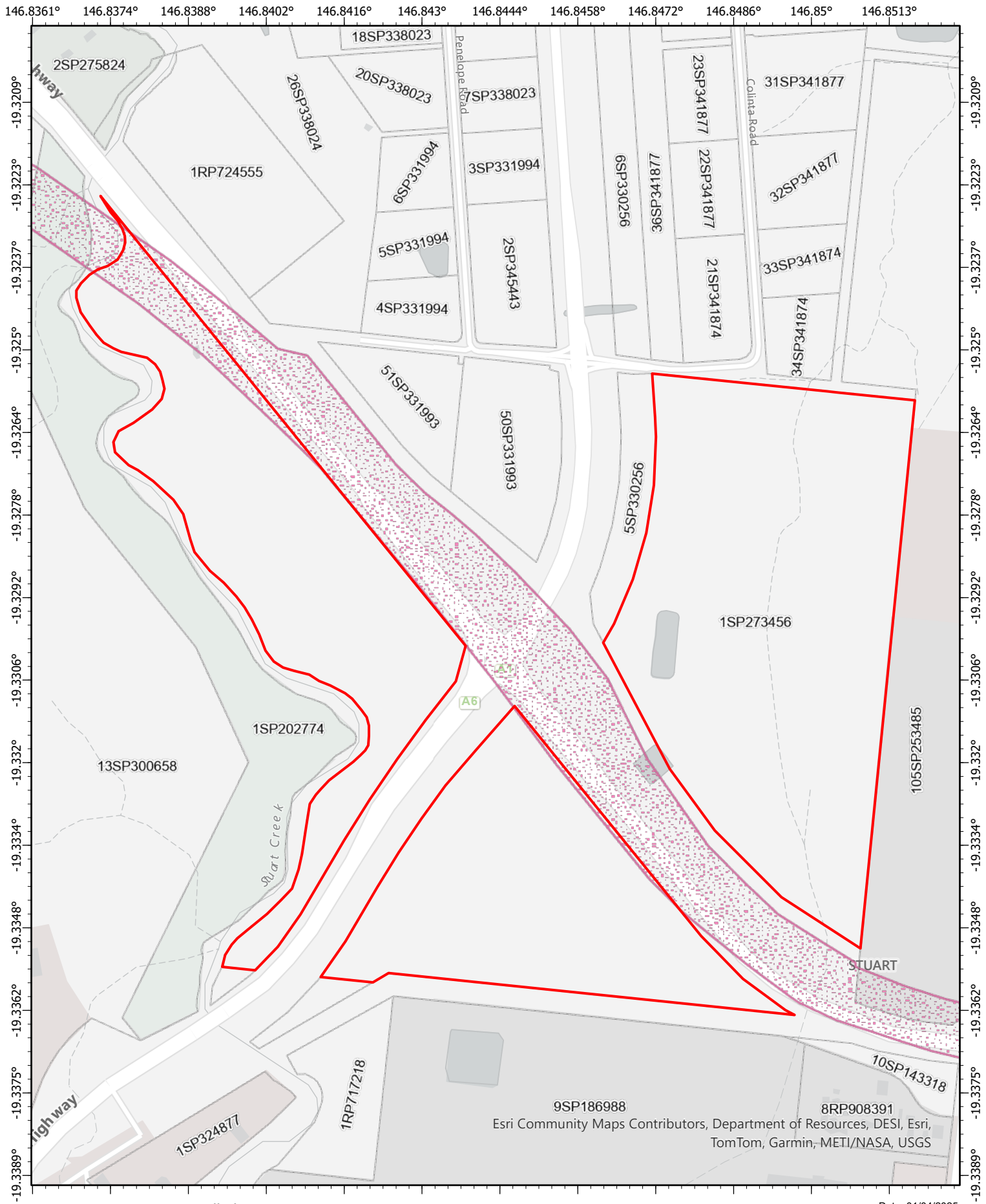
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 Future State-controlled road



Scale: 1:9,700

0 100 200 300 400

Metres

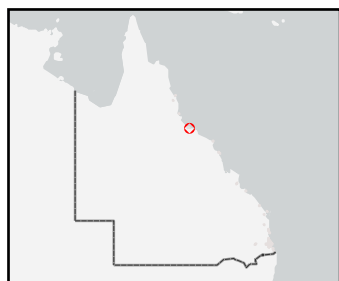
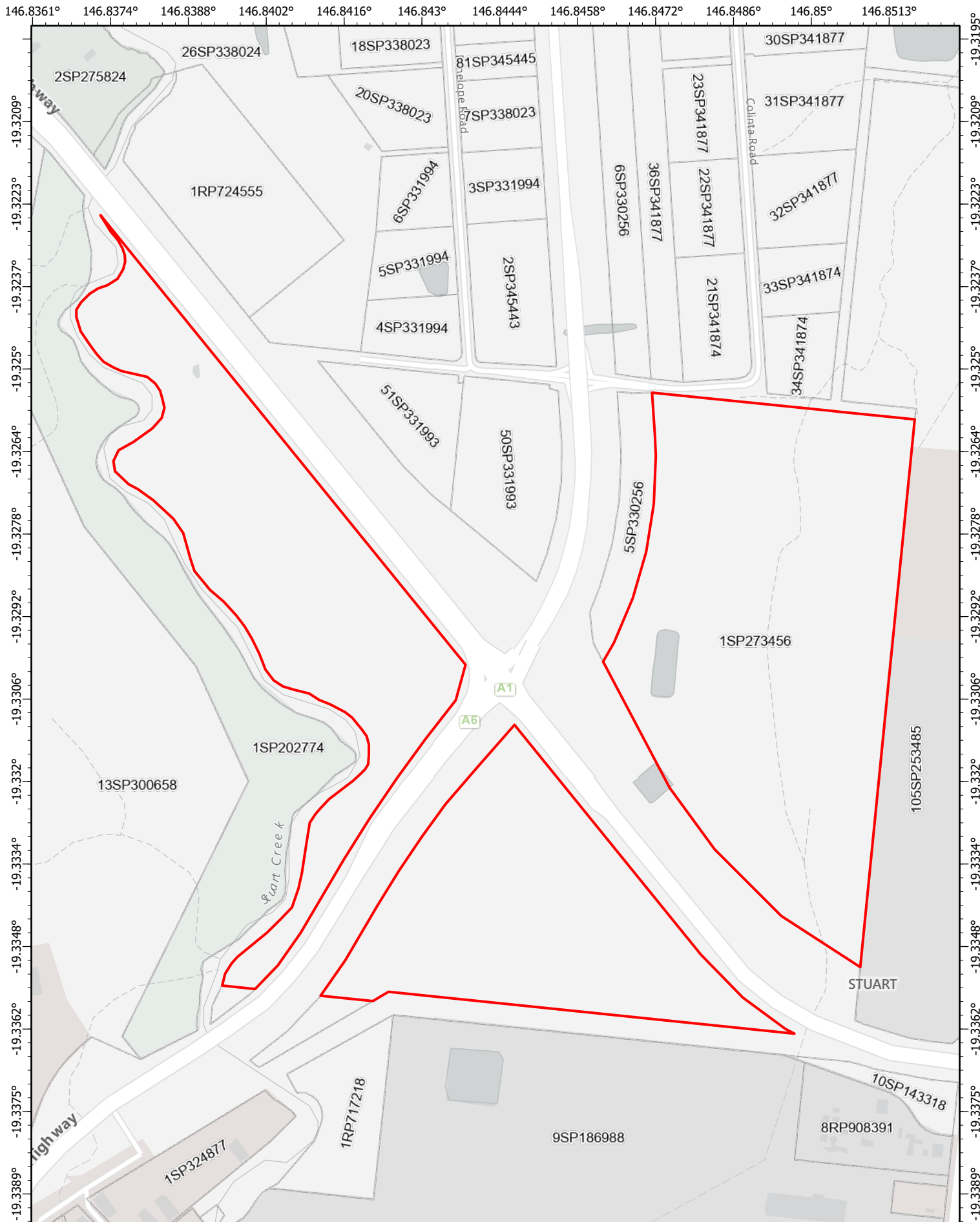
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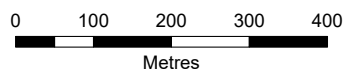
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Appendix 4



Scale: 1:9,700



Date: 23/05/2025

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State Planning Policy mapping layers - consolidated list for all selected Lot Plans

State Planning Policy mapping layers - consolidated list for all selected Lot Plans

(Note: Please refer to following pages for State Interests listed for each selected Lot Plan)

STRATEGIC AIRPORTS AND AVIATION FACILITIES

- Wildlife hazard buffer zone
- Height restriction zone 90m

ENERGY AND WATER SUPPLY

- Major electricity infrastructure (Powerlink)

BIODIVERSITY

- MSES - Regulated vegetation (intersecting a watercourse)
- MSES - Regulated vegetation (category R)

COASTAL ENVIRONMENT

- Coastal management district

STRATEGIC PORTS

- Priority ports

TRANSPORT INFRASTRUCTURE

- State-controlled road

DEVELOPMENT AND CONSTRUCTION

- State development area

NATURAL HAZARDS RISK AND RESILIENCE

- Flood hazard area - Level 1 - Queensland floodplain assessment overlay
- Flood hazard area - local government flood mapping area
- Bushfire prone area

PRIORITY PORTS

- Townsville priority port precincts



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State Planning Policy
Making or amending a local planning instrument
and designating land for community infrastructure
Date: 23/05/2025

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State Planning Policy mapping layers for selected

Lot Plan: 1SP273456 (Area: 915500 m²)

DEVELOPMENT AND CONSTRUCTION

- State development area

BIODIVERSITY

- MSES - Regulated vegetation (intersecting a watercourse)
- MSES - Regulated vegetation (category R)

COASTAL ENVIRONMENT

- Coastal management district

NATURAL HAZARDS RISK AND RESILIENCE

- Flood hazard area - local government flood mapping area
- Bushfire prone area
- Flood hazard area - Level 1 - Queensland floodplain assessment overlay

ENERGY AND WATER SUPPLY

- Major electricity infrastructure (Powerlink)

TRANSPORT INFRASTRUCTURE

- State-controlled road

STRATEGIC AIRPORTS AND AVIATION FACILITIES

- Wildlife hazard buffer zone
- Height restriction zone 90m

STRATEGIC PORTS

- Priority ports

PRIORITY PORTS

- Townsville priority port precincts

Appendix 5

Drawing
Proposed Lots 1, 2 and 3
Cancelling Lot 1 on SP273456

Property
37839 Bruce Highway, Stuart
Lot 1 on SP273456

Drawing Number	Issue	Sheet
M2418-SK-01	A	1
Date	Author	Reviewer
14.4.25	ED	MS

Legend

- Proposed Lots
- Maintenance Access
- Easements
- Cadastre

Scale (A3 Original)
1:7,500

0 50 100 150 200 250 m

Sources
Milford Planning GIS (2025)
DCDB extract - State of Queensland (2025)
Aerial imagery - Google (2025)

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Areas and dimensions are approximate only
and are subject to site survey.

