

Our ref: M2177

QA: sj.ap

8 September 2023

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

Via: *State Development Areas Application Portal*

**Attention: David Stolz – Office of the Coordinator-General**

Dear Sir/ Madam,

**Re: Development Application seeking a combined Development Permit for Material Change of Use - Warehouse, on land described as Lot 2 on SP330256 (future Lot 23) and located at 120 Ron McLean Drive, Stuart**

Milford Planning act on behalf of Cleveland Property Holding No 1 Pty Ltd and hereby formally submit the enclosed development application for Material Change of Use – Warehouse on the abovementioned land.

Section 2.3 of the Guidance for State Development Area (SDA) Applications in Cleveland Bay Industrial Park (CBIP) (February 2022) details the applicable assessment fees within CBIP. In accordance with the fee waiver provided by the Coordinator-General (CG) on 22 December 2020 and valid until 22 December 2023, the following uses do not require a fee to be paid for the SDA application for material change of use:

- (a) freight terminal
- (b) infrastructure facility
- (c) medium impact industry
- (d) research and technology industry
- (e) transport depot
- (f) utility installation
- (g) warehouse

The proposed development includes a warehouse, which is one of the uses that benefits from the abovementioned fee waiver.



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**Proceeding**

An Early Referral Agency Response Request (ERER) was not obtained from Council in advance of the application being lodged with the CG. In view of this, the CG will refer the development application to Council to seek comments in relation to any areas of non compliance with the nominated assessment benchmarks in the Guidance for State Development Area (SDA) Applications in Cleveland Bay Industrial Park (CBIP).

We look forward to receipt of the written notice confirming the application has been accepted as properly made and that additional information is not required to assess the development application.

If you have any questions regarding this correspondence, please do not hesitate to contact the undersigned or George Milford on TEL: (07) 4724 0095.

Yours sincerely,

**MILFORD PLANNING**

A handwritten signature in black ink, appearing to read 'Sarah Jones', with a faint 'ELECTRONIC' watermark overlaid on it.

Sarah Jones

SENIOR TOWN PLANNER

Encl: Attachment 1: Development Application Package

Cc: David Stolz – Office of the Coordinator-General.

**Client:**  
Cleveland Property Holding No  
1 Pty Ltd

**Date:**  
September 2023

**Project Ref:**  
M2177

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# Development Application

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**Project:**

Material Change of Use –  
Warehouse

**Property Details:**

120 Ron McLean Drive, Stuart  
Lot 2 on SP330256  
(Future Lot 23 of Cleveland  
Bay Industrial Park Eastern  
Precinct)





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## DOCUMENT CONTROL

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**Project Description:** Material Change of Use – Warehouse  
**Client:** Cleveland Property Holding No 1 Pty Ltd  
**Date:** 8 September 2023  
**Contact:** Sarah Jones

	Issue Final	Version: 1
Quality Assurance	 Sarah Jones SENIOR TOWN PLANNER	 George Milford DIRECTOR
	<b>AUTHOR</b>	<b>REVIEWER</b>

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## APPENDICES

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- Appendix 1: Land Owner's Consent
- Appendix 2: SmartMap; and aerial photograph of the subject site and surrounding locality
- Appendix 3: State Assessment and Referral Agency mapping
- Appendix 4: Site Based Stormwater Management Plan prepared by Langtree Consulting
- Appendix 5: Proposal Plans prepared by McDonald Constructions
- Appendix 6: State Planning Policy mapping
- Appendix 7: State Development Area Assessment Development Criteria Table
- Appendix 8: State Code 1: Development in a State-controlled Road Environment
- Appendix 9: State Code 6: Protection of State Transport Network
- Appendix 10: Medium Impact Industry Zone Code
- Appendix 11: Healthy Waters Code
- Appendix 12: Landscaping Code
- Appendix 13: Transport Impact, Access and Parking Code
- Appendix 14: Works Code
- Appendix 15: Flood Hazard Overlay Code



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## 1.0 INTRODUCTION

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This town planning report has been prepared in support of a development application seeking a Development Permit for Material Change of Use – Warehouse on land described as Lot 2 on SP330256 (part of), and located at 120 Ron McLean drive, Stuart (Future Lot 23 of Cleveland Bay Industrial Park Eastern Precinct).

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

- overview of the site and surrounding area;
- description of the proposal;
- overview of legislation relevant to the development application;
- assessment of the proposal against relevant legislation; and
- conclusions and recommendations.

The subject land is located within the bounds of the Townsville State Development Area (TSDA) and will be assessed under the *TSDA Development Scheme 2019* (TSDA Development Scheme). The land is identified as being within the Medium Impact Industry Precinct of the TSDA Development Scheme.

In accordance with the TSDA Development Scheme, the level of assessment for a Material Change of Use in the Medium Impact Industry Precinct is 'SDA assessable development'. In accordance with Schedule 2 of the TSDA Development Scheme, the Coordinator-General will confirm whether the application is properly made and the stages of the assessment process that will apply to the application.

The necessary SDA Application Form has been submitted as part of the electronic lodgement process of this development application. Land owner's consent for this development application is included in **Appendix 1**.



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## 2.0 SITE AND SURROUNDING AREA

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### 2.1 Site Details

Specific details pertaining to the subject site are incorporated in the following **Table 2.1**.

**Table 2.1 – Site Characteristics**

Street Address	120 Ron McLean Drive (Cleveland Bay Industrial Park Eastern Precinct) (refer <b>Appendix 2</b> )
Real Property Description	Lot 2 on SP330256 (refer <b>Appendix 2</b> )
Property Owner	Office of the Coordinator General (refer <b>Appendix 1</b> )
Site Area	Lot 2 on SP330256 – 66.49 ha Future Lot 23 – 2 ha
Street Frontage	Lot 2 has frontage to Heleen Downs Road. Future Lot 23 will have frontage to Colinta Road
Current Use	Vacant land
Zoning	Medium Impact Industry Precinct
Local Heritage Register	The site is not listed on the Local Heritage Register.
Easement	Lot 2 on SP330256 and future Lot 23 will be burdened by any easement for drainage purposes.
Topography	The site has generally even topography.
Existing Infrastructure	The subject site is connected to Council’s reticulated water and wastewater services.
SARA Mapping	The properties are identified as being located within the following State Assessment and Referral Agency (SARA) mapping overlays (refer <b>Appendix 3</b> ): <ul style="list-style-type: none"><li>▪ Coastal management district;</li><li>▪ Coastal area - erosion prone area;</li><li>▪ Coastal area - medium storm tide inundation area;</li><li>▪ Coastal area - high storm tide inundation area;</li><li>▪ Queensland waterways for waterway barrier work;</li><li>▪ Wetland protection area trigger area;</li><li>▪ Regulated vegetation management map (Category A and B extract); and</li><li>▪ Townsville priority port precincts</li></ul>
Referral Agencies	The Coordinator-General will determine and advise of any applicable referral agencies.
Planning Instrument	<i>TSDA Development Scheme 2019</i>

### 2.2 Subject Site

The subject site is located over part of Lot 2 on SP330256 within the Cleveland Bay Industrial Park (CBIP) Eastern Precinct at Heleen Downs Road and Ron McLean Drive. The subject site will comprise of a future regular shaped allotment with a total area of 2 ha.





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The CBIP Eastern Precinct is currently under construction and has been specifically designed to accommodate future industrial development and includes:

- the construction of a Penelope Road which has been designed to accommodate heavy vehicles;
- connection to Council's reticulated water and sewerage network;
- lot levels above the defined Q100 (1% AEP) flood level; and
- relative flat allotments which accommodate drainage in line with the CBIP Western Precinct stormwater management strategy.

### **2.3 Surrounding Area**

The subject site is surrounded by a variety of existing urban and industrial development and activities. These uses include:

- CBIP's Western Precinct;
- the Port of Townsville located to the north;
- the Townsville residential suburbs located to the west;
- the Bruce Highway and Flinders Highway located to the south, with a range of industrial existing industrial uses including:
  - Aurizon Stuart intermodal freight facility;
  - Aurizon locomotive and rolling stock maintenance facility;
  - Glencore Xstrata copper refinery;
  - JBS Australia abattoir;
  - Origin Energy Mt Stuart peaking generator plant;
  - Pacific National rail freight terminal;
  - Sun Metals Zinc refinery;
  - Sun metals solar farm;
  - Townsville City Council landfill;
  - Townsville Correctional Centre; and
- the Townsville landfill site, wastewater treatment plant, an abattoir and the Sun Metals zinc refinery (and associated solar farm).



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## 3.0 DESCRIPTION OF PROPOSAL

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### 3.1 Overview

This report details an application seeking a Development Permit for Material Change of Use – Warehouse on land described as Lot 2 on SP330256, and located at 120 Ron McLean drive, Stuart (Future Lot 23 of Cleveland Bay Industrial Park Eastern Precinct).

### 3.2 Proposed Development

The proposed development will result in the establishment of a warehouse over future Lot 23 with CBIP’s Eastern Precinct. The proposed warehouse will have an ancillary office space and a display area. Bridgestone Tyres will operate from the proposed warehouse, which will be used for the bulk storage of heavy vehicle and mining vehicle tyres. Bridgestone in Australia is part of the Bridgestone Corporation, which is a global leader in sustainable mobility and advanced solutions. Bridgestone are a major supplier to the Australasian automotive industry, with its head office situated locally in Adelaide, South Australia.

### 3.3 Description of Operations

The proposed warehouse will be located in the northern portion of proposed Lot 23 and will be used for the bulk storage of tyres. The proposed warehouse will include nine bays and roller doors and a dock office to log tyres being delivering and orders being dispatched from the warehouse. The proposed warehouse will comprise a gross floor area (GFA) of 4,600 m<sup>2</sup> and the dock office will comprise of a GFA of 30 m<sup>2</sup>. The ancillary administration office will comprise of a GFA of 400 m<sup>2</sup>.



Figure 1 – Proposed Warehouse (Source: Proposal Plans prepared by McDonald Constructions)

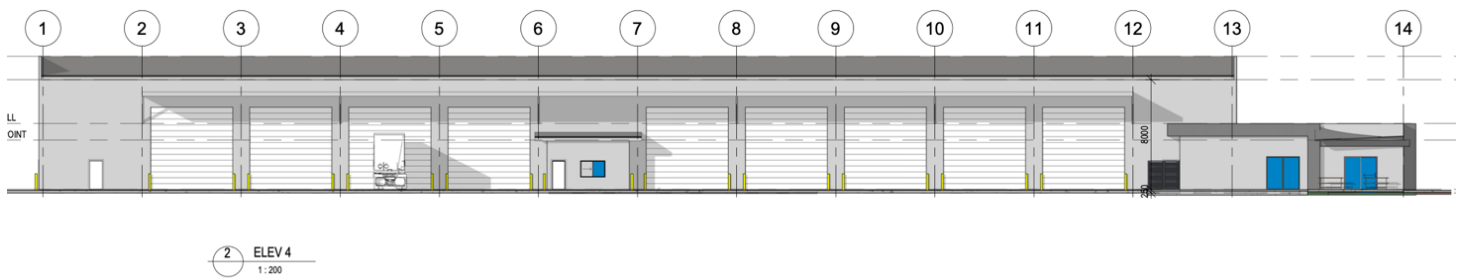


Figure 2 – Proposed Warehouse (Source: Proposal Plans prepared by McDonald Construction)

### Number of Employees

The number of employees associated with the proposed development will be approximately 22:

- eight to twelve employees in the warehouse and the ancillary office; and
- ten drivers in total rotating through the facility on shifts.

### Hours of Operation

The operating hours of the uses associated with the proposed development will be 24 hours, seven days a week. The office hours will be 7am to 6 pm.

### Site Access, Traffic Movement and Car Parking

#### Site Access

Truck access to the subject site will be via separate entry and exit crossovers to and from Heleen Downs Road. The entry crossover is forward of the building line of the southern elevation of the proposed warehouse, trucks will enter via this crossover, manoeuvre within the site and reverse up to the applicable warehouse bay. Trucks will exit the site to the rear of the warehouse and the proposed exit crossover to the north east corner of future Lot 23.

A separate vehicle entry and exit crossover is proposed from and to Heleen Downs Road and will be centrally located on the southern boundary of future Lot 23 and this will service the proposed car parking area adjacent to and to the north of the ancillary office.

All points of access are considered safe and efficient and will be designed and constructed in accordance with the relevant standards.

#### Traffic Movement

Swept paths for the proposed development are illustrated on Site Plan –MCD002-Drawing No:09 Rev 4, which illustrates that the site and layout can accommodate the anticipated vehicle types in terms of A- Triples, A-Doubles and B-Doubles. The anticipated vehicles movements per day are outlined below:

- approximately 32 vehicle (truck) movements per day; and
- approximately 48 vehicle movements per day



### Car Parking

There are nine truck parking spaces proposed to the front of each of the bays of the warehouse and there is ample area within the southern portion of the site for larger vehicles to park if required. 34 car parking spaces are proposed (inclusive of one space for people with disability (pwd) adjacent to and to the north of the proposed ancillary office.

### Stormwater

Langtree Consulting have prepared a Site Based Stormwater Management Plan (SBSMP), refer to **Appendix 4**.

Currently stormwater on the site overland flows from southwest to northeast. Two (2) stormwater field inlet pits exist on site. One (1) field inlet pit is located in the northeast corner of the subject site whilst the other is located approximately midway along to the eastern boundary. It is proposed that all stormwater will be treated before discharge into the north eastern filed inlet pit. Stormwater from the pit enters the stormwater network before discharging to Stuart Creek. The mid-eastern filed inlet pit is not proposed to be utilised.

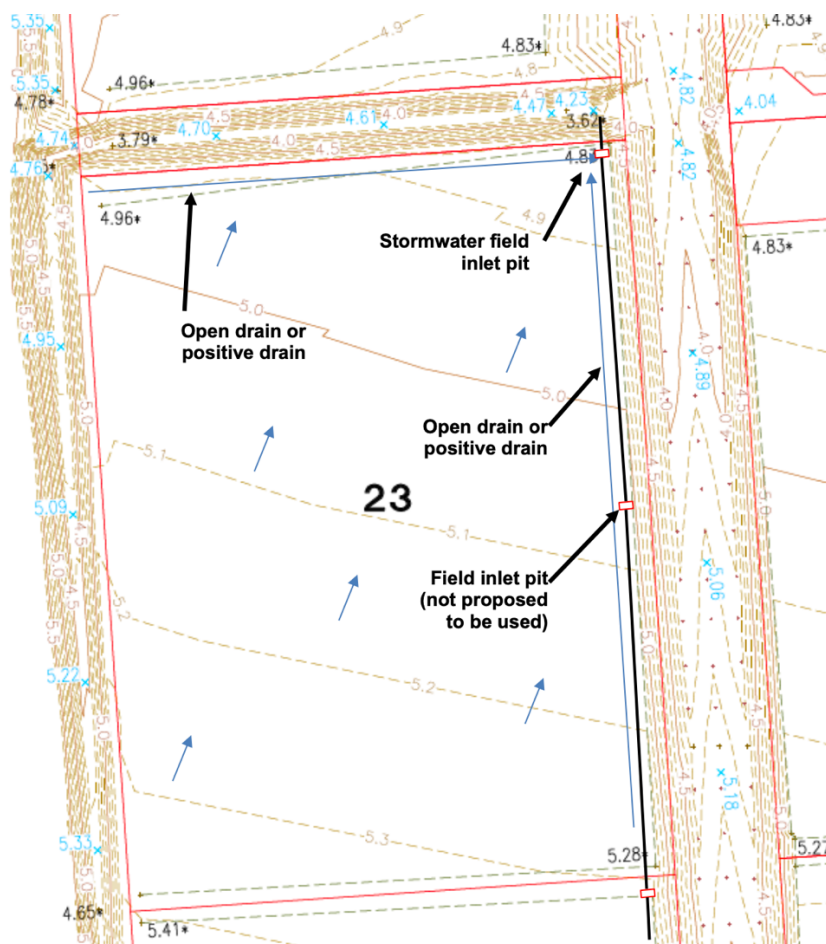


Figure 3. Site contours and proposed stormwater regime



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*Based on the MUSIC Modelling Results summarised in Table 5, the anticipated load-based pollutant outcomes for the proposed Lot 2 are better than those identified in Section 6.3 of this report and thus, meets the overall design objectives. Stormwater from the development will be treated prior to discharge and will not exceed allowable pollutant load levels prior discharging into Stuart Creek.*

The general water quality operations and maintenance of the site shall include but not limited to the following:

- *No maintenance of any plant or equipment or refuelling equipment is to occur within 50m of an existing waterway;*
- *Waste materials are not to be dumped into any receiving waters or waterways;*
- *Observed litter or other materials surrounding waterways shall be removed from the water as soon as practicable;*
- *Plant refuelling or vehicle washing, or maintenance shall only take place where spillages will not discharge to waters or stormwater drains;*
- *All spillages shall be cleaned up as soon as practicable. Hosing down or releasing waste to stormwater drains or receiving waters will not be permitted;*
- *All turf strips and concrete drains shall be maintained at regular intervals or after significant events to ensure their function (i.e. removal of silt and debris); and*
- *Any fuels, herbicides, oils, paints or chemicals shall not be stored in a manner that spillages may enter waters or be subject to stormwater runoff. All fuels, herbicides, oils, paints and other chemicals must be stored within a bunded area which will contain the volume of materials stored.*

The objective of this report is to assess the best practice stormwater quality management measure for Lot 23 within the CBIP Eastern Precinct. This report has reviewed the pollutant parameters of the subject site and investigated the impact of the proposed lot on receiving waters. Based on the assessment, the WQO's specified for TSS, TN, TP, GP in the TCC Planning scheme can be achieved with the provision of treatment device.

#### Water and Sewerage Infrastructure

As part of the development of the CPB Eastern Precinct, the subject site will have the capability to be connected to Council's reticulated water network and sewerage infrastructure. On site water usage is generally anticipated to occur for dust suppression purposes during construction. The services are considered adequate to meet the demands of the proposed development.

#### Landscaping and Existing Vegetation

The proposed development generally incorporates landscaping along road frontage and shade trees in the car parking area, which is considered sufficient and appropriate for the industrial setting of the subject site.



### 3.4 Definition of Proposed Uses

The proposed development is defined as a Warehouse under the development scheme.

A Warehouse is defined as *the use of premises for:*

- (a) storing or distributing goods, whether or not carried out in a building or*
- (b) the wholesale of goods, if the use is ancillary to the use in paragraph (a).*

*Note: Examples of a warehouse include a self-storage facility, storage yard.*

### 3.5 Development Plans

The development proposal is illustrated in the following proposal plan and perspectives prepared by McDonald Constructions (refer **Appendix 5**):

- Cover Page – MCD002-Drawing No: 01 Rev 4.
- Site Plan – MCD002-Drawing No:02 Rev 4.
- Site Plan – MCD002-Drawing No:03 Rev 4.
- Site Plan – MCD002-Drawing No:04 Rev 4.
- Site Plan – MCD002-Drawing No:05 Rev 4.
- Roof Plan – MCD002-Drawing No:06 Rev 4.
- Swept Paths – MCD002-Drawing No:09 Rev 4.

As detailed on the proposal plans, the proposed development incorporates:

- a warehouse that will be used for the storage of tyres and that has a GFA of 4,900 m<sup>2</sup> (52.7 m x 87.5 m), located within the northern portion of the subject site;
- a warehouse with a maximum height of 9.7 m;
- a warehouse that will comprise of nine separate bays with roller doors on the southern elevation;
- a docking office (12.18 m x 12.18 m x 3.9 m) (30 m<sup>2</sup>);
- a small office;
- an awning above the nine bays and roller doors;
- an ancillary office / administration building, comprising of a reception and display area, two meeting rooms, manager's office, a board room, a training room, a lunchroom, server room, amenities and outdoor area;
- an ancillary office/ administration building 16.55 m x 28 m x 4.8 m ) (400 m<sup>2</sup>);
- nine truck parking spaces associated with the nine warehouse bays;
- 34 car parking spaces (includes one pwd space) in the car park adjacent to the office;
- 9 truck parking spaces to the front of each loading bay of the warehouse;
- a truck entry crossover from Colinta Road;
- a truck entry crossover from Colinta Road to the eastern boundary;
- a car entry and exit crossover from and to Colinta Road to the eastern boundary;



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- a 10 m concrete aprons and 10 m rumble strip will be provided on any access point adjacent to the compacted gravel hardstand;
  - southern portion of the site will be hardstand area that will be utilised for overflow truck parking;
  - building signage;
  - landscaping and turfing along the eastern and southern boundaries and internal to the car parking area;
  - two water tanks (approximately 50,000 L); and
  - possible Ergon transformer.

### **3.6 Prelodgement Meeting**

The proposed development was the subject of a prelodgement meeting between the Office of the Coordinator General (OCG) and the Applicant's representatives on 17 July 2023. The OCG were noted as being generally supportive of the proposed development, given it relates to a warehouse, which is a consistent use in the Medium Impact Industry Precinct of Townsville State Development Area Development Scheme (TSDA Development Scheme).



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## 4.0 RELEVANT LEGISLATION

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### 4.1 Commonwealth Legislation

The application is not subject to assessment against Commonwealth legislation. It is not anticipated that development of this land 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.

### 4.2 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). 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 TSDA Development Scheme as being the relevant instrument for the assessment of development within the TSDA.

### 4.3 Assessment Manager and Planning Scheme

In accordance with the provisions of the *TSDA Development Scheme*, the proposed development requires approval for a Material Change of Use – Warehouse. The Assessment Manager for this application is the Coordinator-General.

### 4.4 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.

Ordinarily, we would expect Coordinator-General to identify Townsville City Council (Council) and the Department of Transport and Main Roads (TMR) 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 planning scheme assessment benchmarks and State Development Assessment Provisions (SDAP) modules as though the application were assessed under the *Planning Act 2016*. Assessment against these criteria is provided as the assessment benchmarks of the *TSDA Development Scheme 2019* may not cover all aspects that the referral agencies would consider in their assessment of the proposal.





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Providing assessment against these criteria upfront seeks to simplify the assessment process for the Coordinator-General.

In this case, however, we do not consider it necessary for the Coordinator-General to refer the application to either Council or the TMR for assessment. In particular, we note that:

- (a) the proposal is consistent with the assumptions that were made about the end use of this land in the assessment of the application AP2022/001. This is relevant to the nature of the use as well as the assumed infrastructure demands for such uses. Information has been included in this application to demonstrate consistency with the assumptions of this subdivision approval;
- (b) the proposed development application would not trigger referral to SARA if Council were the Assessment Manager as the subject site is not within 25 m of a State controlled road and the proposed development does not exceed the threshold triggers in Schedule 20;
- (c) the proposal complies with the relevant assessment benchmarks for DTMR;
- (d) the proposal complies with or proposes alternative acceptable solutions, to Council assessment benchmarks, which are similar to those associated with the end users in the western precinct and for which have Council accepted through a number of applications in the western precinct. An assessment against these benchmarks is included in this application to assist the Coordinator-General's assessment; and
- (e) it is considered unlikely that the assessment of this application by either Council or TMR will add 'value' to the development approval but would instead delay this project through a longer assessment period.

#### **4.5 State Planning Policies**

The subject site is identified as being located within the following State Planning Policy (SPP) mapping layers (refer **Appendix 6**):

- Agriculture – Agricultural land classification – class A and B;
- Development and construction – State development area;
- Biodiversity - MSES - Wildlife habitat (endangered or vulnerable);
- Biodiversity - MSES - Wildlife habitat (special least concern animal);
- Biodiversity - MSES – Regulated Vegetation (Category R);
- Biodiversity - MSES – Regulated Vegetation (Wetland);
- Biodiversity - MSES – Regulated Vegetation (Essential Habitat);
- Biodiversity - MSES - Regulated Vegetation (Intersecting a Watercourse);
- Coastal Environment – Coastal Management District;
- Natural hazards risk and resilience – Flood hazard area – Level 1;
- Natural hazards risk and resilience – Bushfire prone area;
- Natural hazards risk and resilience – Erosion prone area;
- Natural hazards risk and resilience – Medium and High Storm Tide Inundation area;
- Energy and Water Supply – Major electricity infrastructure (Powerlink);



- 
- Strategic airports and aviation facilities – Wildlife hazard buffer zone;
  - Strategic airports and aviation facilities – Height restriction zone 90 m;
  - Strategic ports – Priority ports; and
  - Priority ports – Townsville priority port precincts.

It is considered that an assessment against the SPP relevant to the aspects identified on the subject site is not required. In particular, all aspects of the SPP are already addresses in the relevant assessment criteria for the *TSDA Development Scheme*, relevant SDAP modules and appropriately integrated into the *Townsville City Plan 2014*, with all of the relevant matters from these instruments being assessed in the development application.

#### **4.6 North Queensland Regional Plan**

The *North Queensland Regional Plan* (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 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.

#### **4.7 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.



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## 5.0 TSDA DEVELOPMENT SCHEME ASSESSMENT

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### 5.1 Introduction

This section of the report provides an assessment against the relevant provisions of the *TSDA Development Scheme 2019*. The subject land is designated within the Medium Impact Industry Precinct of the TSDA.

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

- Strategic Vision and Overall Objectives of the *TSDA Development Scheme*;
- Preferred Development Intent for the Medium Impact Industry Precinct; and
- SDA Wide Assessment Criteria.

The subject site is entirely contained within the Medium Impact Industry Precinct of the *TSDA Development Scheme*. As such, it is considered that the proposed development aligns with the precinct designations nominated in the *TSDA Development Scheme* and the intent for Cleveland Bay Industrial Park. Assessment against the outcomes and preferred development intent of the Medium Impact Industry Precinct has been undertaken.

### 5.2 TSDA Vision and Overall Objectives

Section 2.2 and 2.3 of the *TSDA Development Scheme* establishes the Strategic Vision and Overall Objectives for development in the TSDA.

The vision for the TSDA 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 the State;*
- (c) *facilitate the continued operation and future expansion of existing industrial operations and regionally significant extractive industries;*
- (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; and*
- (f) *contribute to maintaining the outstanding universal value of the Great Barrier Reef World Heritage Area.*



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The strategic vision is supported by the overall objectives for development and preferred development intents of development precincts within the TSDA. The overall objectives for development within the TSDA, include:

- (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) ensure 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 planning;*
- (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; and*
- (m) ensures no net worsening of flood levels on land for existing and potential urban uses and on environmental values.*

The proposed development is considered to be consistent with the strategic vision and overall objectives. The proposed development will establish an industrial warehouse use within the subject site, which is consistent with the intent of the Medium Impact Industry Precinct and the wider CBIP development. Establishing a warehouse 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.

It should be noted that the proposed development is consistent with the TSDA Vision and TSDA Overall Outcomes, in that:

- the proposed development will contribute to the broadening and diversification of economic opportunities within the North Queensland Region by providing a warehouse in a strategic location;
- the proposal involves establishing an industrial use in the Medium Impact Industry Precinct within the future Stage 2 of CBIP's Eastern Precinct;



- 
- the subject site has been chosen based on its size, close proximity to the Bruce Highway and Townsville Port Access Road and access to services such as the highway and Council reticulated water and sewer infrastructure;
  - the subject site is not located in close proximity to sensitive receptors;
  - the proposed end user has more than 20 years' experience within the tyre supply and servicing industry. This experience has been used to inform the proposed design of the proposed development to ensure it achieves a functional layout, so that the end users will operate in accordance with current industry best practice measures; and
  - the site layout has utilised the land to accommodate warehouse and ancillary office and hardstand area, whilst ensuring appropriate stormwater quality management measures will ensure any stormwater runoff from the site will meet the relevant stormwater quality objectives.

### **5.3 Medium Impact Industry Precinct**

As detailed within Section 2.4.3 of the TSDA Development Scheme, the preferred development intent for the Medium Impact Industry Precinct is as follows:

- (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;*  
*and*
- (e) *only one intersection from the Townsville Port Access Road to this precinct will be supported.*



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*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; and*
- (vii) warehouse.*

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

- involves establishing a warehouse, for the storage of heavy equipment/ mining/ construction tyres, which is considered to be consistent with the preferred development intent within the Medium Impact Industry Precinct of the TSDA;
- is heavily reliant on being located in close proximity to key transport and supply chain infrastructure (i.e. port, road and rail network) for ease of access to the site. The subject site is strategically located in close proximity to existing transport network and is able to accommodate heavy vehicle access (e.g. triple road trains, etc.), that the proposed end users can readily service;
- has appropriate separation distances from sensitive land uses. Noting the subject site is appropriately buffered from sensitive land uses. Particularly the residential area and caravan park to the west, which are buffered by the western precinct of CBI, the balance allotment and the riparian corridor of Stuart Creek, thus minimising the potential for adverse impacts to sensitive land uses; and
- it will utilise the new Heleen Downs Road and Colinta Road to the east of the subject site and the TPAR intersection, the latter of which was constructed as part of CBIP's western precinct.

#### **5.4 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 in **Appendix 7**. Overall, it is considered that the proposed development is compliant with the outcomes sought by the SDA Wide Assessment Criteria.



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## 6.0 STATE DEVELOPMENT ASSESSMENT PROVISIONS (SDAP)

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### 6.1 Introduction

The SDAP provides the assessment framework to address each of the jurisdictions identified within Schedule 10 of the *Planning Regulation 2017*. The SDAP comprises State Codes that correlate to each of the assessment jurisdictions detailed within the regulation.

The assessment criteria for the *TSDA Development Scheme* indicates that the new development is to demonstrate consistency with relevant legislation. It is therefore considered relevant to assess the proposed development against the SDAP modules that would be triggered if the application were lodged under the provision of the *Planning Act 2016*. Whilst the proposed development would not trigger assessment under the provisions of the *Planning Act 2016*, an assessment against State Code 1: Development in a State-controlled road environment and State Code 6: Protection of State Transport Networks has been included following advice provided by the Coordinator-General.

Assessment against State Codes 1 and 6 is provided below.

### 6.2 State Code 1: Development in a State-Controlled Road Environment

The proposed development requires assessment against State Code 1: Development in a State-controlled road environment.

The purpose of this code is to *protect State-controlled roads, future State-controlled roads and other infrastructure in State-controlled roads from adverse impacts of development and the safety of people using, and living and working near, State-controlled roads.*

Specifically, this code seeks to ensure:

- (1) *development does not create a safety hazard for users of a State-controlled road, by increasing the likelihood or frequency of fatality or serious injury;*
- (2) *development does not compromise the structural integrity of State-controlled roads, road transport infrastructure or road works;*
- (3) *development does not result in a worsening of the physical condition or operating performance of state-controlled roads and the surrounding road network;*
- (4) *development does not compromise the State's ability to construct State-controlled roads and future State-controlled roads, or significantly increase the cost to construct state-controlled roads and future State-controlled roads;*
- (5) *development does not compromise the state's ability to maintain and operate State-controlled roads, or significantly increase the cost to maintain and operate State-controlled roads;*



- 
- (6) development does not compromise the structural integrity of public passenger transport infrastructure located on State-controlled roads or compromise the operating performance of public passenger transport services on State-controlled roads; and*
  - (7) the community is protected from significant adverse impacts resulting from environmental emissions generated by vehicles using State-controlled roads.*

### **Response**

The proposed development is considered to comply with the purpose sought by this State Code. In particular, subject site is approximately, via the existing road network, 1,300 m from the Bruce Highway and 630 m from Ron Mclean Drive with these roads designed and constructed to cater for the vehicle types and vehicle movements associated with the proposed development. As such, it is not anticipated that the proposed development will compromise the structural integrity of the State-controlled infrastructure. Furthermore, the proposed development aligns with approval associated with the CPIB Eastern Precinct subdivision and associated traffic reporting.

### Performance Outcomes and Acceptable Outcomes

The proposed development achieves compliance with the applicable performance outcomes and acceptable outcomes of the State Code, where relevant to the type of development. Further assessment against the applicable benchmarks can be found at **Appendix 8**.

### **6.3 State Code 6: Protection of State Transport Networks**

The proposed development requires assessment against State Code 6: Protection of State Transport Networks.

The purpose of this code is to:

- (1) protect state transport infrastructure, public passenger transport infrastructure, active transport infrastructure and public passenger services from the adverse impacts of development;*
- (2) maintain the operating performance of the transport network; and*
- (3) ensure development enables safe and convenient access to public passenger transport.*

Specifically, this code seeks to ensure development:

- (1) does not create a safety hazard for users of state transport infrastructure or public passenger services by increasing the likelihood or frequency of a fatality or serious injury;*
- (2) does not result in a worsening of the physical condition or operating performance of the state transport network;*
- (3) does not compromise the state's ability to cost-effectively construct, operate and maintain state transport infrastructure;*





- 
- (4) provides public passenger transport infrastructure to enable development to be serviced by public passenger transport;*
- (5) provides safe and direct access to public passenger transport infrastructure or active transport infrastructure, including access by cycling and walking.*

### **Response**

The proposed development is considered to comply with the purpose sought by this State Code. In particular, subject site is approximately, via the existing road network, 1,300 m from the Bruce Highway and 630 m from Ron Mclean Drive, with these roads designed and constructed to cater for the vehicles type and vehicle movements associated with the proposed development. As such, it is not anticipated that the proposed development will compromise the structural integrity of the State-controlled infrastructure. Furthermore, the proposed development aligns with approval associated with the CPIB Eastern Precinct subdivision and associated traffic reporting.

Given the location of the proposed subject site and external road network, the subject site is not within close proximity to public passenger transport infrastructure or active transport infrastructure.

### Performance Outcomes and Acceptable Outcomes

The proposed development achieves compliance with the applicable performance outcomes and acceptable outcomes of the State Code, where relevant to the type of development. Further assessment against the applicable benchmarks can be found at **Appendix 9**.



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## 7.0 PLANNING INSTRUMENTS

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### 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* (planning scheme), given Townsville City Council is anticipated to be a Referral Agency for the application and will provide for a more streamlined assessment for Council.

In addition, addressing the relevant assessment benchmarks of the *City Plan 2014* can be taken as an assessment against the SPP, given they have been appropriately integrated into the planning scheme. Note, an assessment against the Medium Impact Industry Code has been included following advice provided by the Coordinator-General.

Based on the above, the proposed development has been assessed the following planning scheme codes:

- Special Purpose Zone Code;
- Medium Impact Industry Zone Code (refer **Appendix 10**);
- Healthy Waters Code (refer **Appendix 11**);
- Landscape Code (refer **Appendix 12**);
- Traffic Impact, Access and Parking Code (refer **Appendix 13**);
- Works Code (refer **Appendix 14**); and
- Flood Hazard Overlay Code (refer **Appendix 15**).

Section 7 of this report provides an assessment against the overall outcomes of the relevant planning scheme codes.

### 7.2 Special Purpose Zone Code

The subject land is designated in the Special Purpose Zone of the planning scheme and is nominated for assessment against the Special Purpose Zone Code.

The purpose of the Special Purpose Zone is *to facilitate industrial development that is of regional, State and national significance.*

The purpose of the code will be achieved through the following overall outcomes:

- (a) *the Townsville State Development Area accommodates a wide range of large-scale industry uses, particularly those which support or have a nexus with the Port of Townsville and minerals processing;*
- (b) *other non-industrial uses are those which are ancillary to or directly support the industrial functions of the area, and are limited in extent;*



- 
- (c) the intrusion of incompatible uses, or uses which may be more appropriately accommodated in other zones, is avoided to protect the availability of land for industrial purposes and the viability and efficient operation of existing and future industry uses;*
  - (d) the impacts of development are managed to ensure public health and safety;*
  - (e) development avoids significant adversely effects on water quality and the natural environment;*
  - (f) development does not adversely affect the safe and efficient operation of Department of Defence landholdings;*
  - (g) development is safe and legible, and designed to establish safe and efficient movement systems;*
  - (h) lot sizes provide for a range of large format industrial uses and discourage take up of land for smaller activities better suited to other zones;*
  - (i) opportunities for energy efficiency through groupings and relationships between industries accommodated where possible; and*
  - (j) development is adequately serviced by infrastructure and maximises the efficient use of existing and planned infrastructure.*

## **Response**

It is considered the proposed development is consistent with overall outcomes of the Special Purpose Zone Code. Particularly:

- the proposed development is appropriately located within the CBIP Eastern Precinct industrial estate which has been designed to accommodate industrial uses such as warehouses;
- the purpose of the development is to establish a warehouse for the storage of heavy equipment/ mining/ construction tyres. The proposed development will be appropriately situated within the newly developed CBIP Eastern Precinct industrial estate and is consistent with the intent of the TSDA Medium Impact Industry Precinct;
- the proposed development is able to be appropriately serviced by essential infrastructure established to service the new industrial estate;
- the proposed development has been designed to ensure stormwater generated on site is appropriately treated prior to exiting the site and utilising the wider stormwater arrangement associated with the CBIP Eastern Precinct development. As detailed in the Stormwater Quality Management Plan prepared by Langtree Consulting, the proposed onsite stormwater management regime is designed to ensure that there is a net improvement in stormwater quality, in line with the requirements of the SPP water quality objectives (refer **Appendix 4**); and
- the proposed development is sufficiently separated from Department of Defence landholdings and is unlikely to cause adverse impacts to Department of Defence operations.



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### 7.3 Medium Impact Industry Zone Code

Whilst the subject site is located within the Special Purpose Zone, given the nature of the proposed development and advice provided by the Coordinator-General, the proposal has been assessed against the Medium Impact Industry Zone Code.

The particular purpose of this code is to:

- a) *facilitate the safe and efficient use of land for a range of industrial activities; and*
- b) *ensure development does not detract from the function and viability of centres, and minimises impacts on the amenity of nearby sensitive uses.*

The purposes of the code will be achieved through a range of outcomes including:

- a) *the zone accommodates a wide range of industrial uses that are likely to have some potential for off-site impacts, including manufacturing, transport, storage, outdoor sales and other uses which require larger sites in locations separated from sensitive land uses;*
- b) *other non-industrial uses are those which are ancillary to or directly support the industrial functions of the area, and are limited in extent;*
- c) *the zone does not accommodate uses which are primarily oriented to retail sales and which are more appropriately located in centres, such as shops, shopping centres, showrooms, or retail based hardware supplies;*
- d) *the intrusion of incompatible uses, or uses which may be more appropriately accommodated in other zones, is avoided to protect the availability of land for industrial purposes and the viability and efficient operation of existing and future industry uses;*
- e) *the impacts of development are managed to ensure public health and safety and achieve acceptable levels of amenity for nearby sensitive land uses;*
- f) *development avoids significant adverse effects on water quality and the natural environment;*
- g) *development does not adversely affect the safe and efficient operation of nearby Department of Defence landholdings;*
- h) *development is safe and legible, and designed to establish safe and efficient movement systemMedius;*
- i) *lot sizes provide for a range of large format industrial uses and discourage take up of land for smaller scale activities better suited to the Low impact industry zone; and*
- j) *development makes a positive contribution to the public domain, particularly along major roads.*

#### **Response**

The proposal is considered consistent with the purpose and overall outcomes of the Medium Impact Industry Zone Code. Particularly:

- the purpose of the development is to establish a warehouse for the storage of heavy equipment/ mining/ construction tyres, to service the region. The proposed development



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will be appropriately situated within the newly developed CBIP Eastern Precinct industrial estate and is consistent with the intent of the TSDA Medium Impact Industry Precinct;

- the subject site is of a suitable size to comfortably accommodate the proposed use and is appropriately separated from the nearest sensitive receptors;
- the proposal has been designed to ensure the development will avoid significant adverse effects on water quality and the natural environment; and
- the site layout has been designed to accommodate safe and efficient vehicle movement across the subject site.

Refer to **Appendix 10** for further assessment against the Medium Impact Industry Zone Code.

#### **7.4 Healthy Waters Code**

The proposed development is nominated for assessment against the Healthy Waters Code.

The purpose of the Healthy Waters Code is *to ensure development manages stormwater and wastewater as part of the integrated total water cycle and in ways that help protect the environmental values specified in the Environmental Protection (Water) Policy 2009.*

The purpose of the code will be achieved through the following overall outcomes:

- (a) *environmental values of receiving water are protected from adverse development impacts arising from altered stormwater quality and altered stormwater flow;*
- (b) *environmental values of receiving water are protected from waste water impacts;*
- (c) *environmental values of receiving water are protected from development impacts arising from the creation or expansion of non-tidal man-made waterways such as urban lakes;*
- (d) *potential adverse impacts on the natural and built environment, including infrastructure and human health as a result of acid sulfate soils are avoided;*
- (e) *public health and safety are protected and damage or nuisance caused by stormwater is avoided;*
- (f) *stormwater is designed to maintain or recreate natural hydrological processes and minimise run-off;*
- (g) *whole of lifecycle costs of infrastructure are minimised; and*
- (h) *well-designed developments are responsive to receiving water quality.*

#### **Response**

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

The proposed stormwater arrangement will direct treated stormwater from the subject site into the wider stormwater arrangement provided by the wider CBIP Eastern Precinct development.



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This involves discharge points to Colinta Road to the east and a stormwater easement will run adjacent to the northern and western boundaries of the subject site.

The SQMP prepared Langtree Consulting confirms the treatment measures required to be installed for various aspects of the proposed development to ensure it will achieve the State Planning Policy (SPP) Stormwater Management Design Objectives (refer **Appendix 4**).

A detailed assessment against the applicable benchmarks of the Healthy Waters Code is provided in **Appendix 11**.

## **7.5 Landscape Code**

The proposed development is nominated for assessment against the Landscape Code. The purpose of the Landscape Code is *to ensure landscaping in both the private and public domains is designed and constructed to a high standard, provides a strong contribution to the city image, is responsive to the local character, site and climatic conditions and remains fit for purpose over the long-term.*

The purpose of the code will be achieved by the following overall outcomes:

- (a) *a high quality streetscape and on-site landscape enhances the character of the city;*
- (b) *landscape design is used to integrate the natural and built form elements of the site and the locality;*
- (c) *landscape elements create a legible and attractive street frontage, and enhance the continuity of the streetscape;*
- (d) *screening is used to soften built form, mitigate adverse aesthetic impacts and provide privacy and character;*
- (e) *plant species and landscaping materials are suited to the Dry Tropics' cyclone prone climate;*
- (f) *plant species, landscape materials and surface treatments are suited to their intended function and user requirements;*
- (g) *plant species, landscaping materials and surface treatments are designed to remain attractive, fit for purpose and be cost effective to maintain over the long-term;*
- (h) *landscape design facilitates an accessible, safe and comfortable environment for all users; and*
- (i) *significant on-site vegetation is retained, protected and integrated into the site design wherever practicable.*



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## Response

The proposal is considered consistent with the purpose and overall outcomes of the Landscape Code. Particularly:

- the proposed development incorporates a 2.4 m landscaping strip along the frontage either side of the proposed crossovers, which will assist in softening the built form and contribute to the streetscape;
- landscaping will be provided internal to the subject site in the form of garden beds, turfed areas and shade trees in the car park;
- landscaping is anticipated to incorporate species suited to the local area; and
- landscaping is anticipated to incorporate species that are suited to their intended function and use of the site.

The proposed landscaping works do not include street trees because based on TCC standard drawing SD-005 street trees are nominated to be installed on the alignment the streetlights (i.e. 1.05 m from the kerb with 1.0 m separation to the nearest service). Please note that the sewer location along the frontage of Lot 23 is only 500 mm from the streetlights, hence planting street trees will run the risk of tree roots damaging the pressure sewer service. In addition, eventually the tree canopy will extend out into the road formation and driveways. CBIP is designed to accommodate Type 2 road trains, as such the tree canopy will be continually damaged by passing Type 2 road trains. As trees grow and establish, they will more than likely also effect the sightlines of these Type 2 road trains entering and leaving the lots.

Also, no irrigation has been installed in the footpath and there is no room to do so, it is considered unreasonable to expect the Applicant to be responsible for watering the trees and more so having to replace damaged or dead trees. This is not the case in any other industrial estate in Townsville.

A detailed assessment against the applicable benchmarks of the Landscaping Code is provided in **Appendix 12**.

## 7.6 Traffic Impact, Access and Parking Code

The proposed development is nominated for assessment against the provisions of the Transport Impact, Access and Parking Code.

The purpose of the Transport Impact, Access and Parking Code is *to ensure appropriate provision for transport and end of trip facilities, and to facilitate, as far as practicable, an environmentally sustainable transport network*.

The purpose of the code will be achieved through the following overall outcomes:

- (a) *the function, safety and efficiency of the transport network are optimised;*



- 
- (b) pedestrians (including people with a disability) and cyclists are provided with a high level of accessibility, safety, amenity and convenience within a development site and on-site facilities are integrated with external walking and cyclist networks and public transport nodes;*
  - (c) the use of public transport is facilitated wherever appropriate;*
  - (d) access, parking, servicing and associated manoeuvring areas are designed to be safe, functional and meet the reasonable demands generated by the development;*
  - (e) access, parking, servicing and associated manoeuvring areas do not detract from streetscape character, and are designed to discourage crime and antisocial behaviour; and*
  - (f) adverse impacts on the environment and the amenity of the locality are avoided.*

### **Response**

The proposal is considered consistent with the purpose and overall outcomes of the Transport Impact, Access and Parking Code. Particularly:

- the proposed development does not adversely impact on the surrounding road network and is consistent with the anticipated traffic included in the Traffic Impact Assessment undertaken to support the wider CBIP development;
- the proposed development will not adversely impact on the public transport network;
- the proposed internal layout has been designed to accommodate safe and efficient onsite swept paths to accommodate for heavy vehicles anticipated to be utilised on site. Particularly, the design ensures all vehicles intended to use the site can enter and exit the site in forward gear;
- the proposed development is designed to provide adequate sight lines for vehicles and pedestrians at ingress and egress location and throughout the site;
- the public transport network and infrastructure is not adversely impacted by the development;
- adequate parking spaces for trucks and cars will be provided on site with nine truck spaces, 34 car parking spaces (inclusive of 1 pwd spaces) and overflow truck parking; and
- appropriate landscaping will be provided to ensure the streetscape amenity and aesthetic quality of the site is retained.

A detailed assessment against the applicable benchmarks of the Transport Impact, Access and Parking Code is provided in **Appendix 13**.

### **7.7 Works Code**

The proposed development is nominated for assessment against the Works Code.





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The purpose of the Works Code is *to ensure development is provided with a level of infrastructure which maintains or enhances community health, safety and amenity and which avoids or minimises impacts on the natural environment.*

The purpose of the code will be achieved through the following overall outcomes:

- (a) premises are provided with a level of service which is appropriate to the intended character and function of the zone;*
- (b) risk to life and property is avoided;*
- (c) development does not detract from environmental values, including the quality of receiving waters;*
- (d) development does not detract from the desired character and amenity of the locality;*
- (e) the integrity and quality of existing infrastructure is maintained;*
- (f) access, parking, streets and pedestrian and cycle paths are provided to standards that ensure safe, convenient and efficient operation of movement networks;*
- (g) development facilitates an efficient provision of infrastructure and use of resources; and*
- (h) whole of life cycle costs for infrastructure are minimised.*

### **Response**

The proposal is considered consistent with the purpose and overall outcomes of the Works Code. Particularly:

- the proposed development will connect to the future Council water and sewer network to be constructed as part of the CBIP development which has been designed to have sufficient capacity to accommodate the proposed of the industrial subdivision;
- new site accesses will be constructed in accordance with relevant Council standards;
- the proposed stormwater management regime has been designed to ensure that the quality of receiving waters maintains the environmental values of receiving waters in accordance with relevant standards. A SBSMP prepared by Langtree Consulting (refer **Appendix 4**);
- the proposed will be connected to the electricity and telecommunications network;
- the site layout has been designed to support the vehicle movements in terms of access, internal manoeuvring areas and parking areas for future development traffic anticipated over the site; and
- given the proposed development is located within an industrial subdivision, it is not considered necessary or appropriate to provide specific pedestrian or cyclist facilities.

Further details of infrastructure servicing arrangements will be provided as part of future operational work application, as required. A detailed assessment against the applicable benchmarks of the Works Code is provided in **Appendix 14**.



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## 7.8 Flood Hazard Overlay Code

The proposed development is in an area identified as having low and medium flood hazard on OM-06.1 of the planning scheme and is therefore nominated for assessment against the Flood Hazard Overlay Code.

The purpose of the Flood Hazard Overlay Code is to ensure that development in the Flood Hazard Overlay Zone is planned, designed, constructed and operated to:

- (a) *manage development outcomes in flood hazard areas so that risk to life, property, community, economic activity and the environment during future flood events is minimised; and*
- (b) *ensure that development does not increase the potential for flood damage on-site or to other property.*

The purpose of the code will be achieved through the following overall outcomes:

- (a) *development is compatible with the nature of the flood hazard except where there is an overriding need for the development in the public interest and no other site is suitable and reasonably available for the proposal;*
- (b) *where development is not compatible with the nature of the flood hazard and there is an overriding need for the development in the public interest and no other site is suitable and reasonably available for the proposal:*
- (c) *development minimises as far as practicable the adverse impacts from the hazard; and*
- (d) *does not result in unacceptable risk to people or property;*
- (e) *wherever practicable, facilities with a role in emergency management and vulnerable community services are located and designed to function effectively during and immediately after flood hazard event;*
- (f) *development maintains the safety of people and minimises the potential damage to property from flood events on the development site; and*
- (g) *development does not result in adverse impacts on people's safety, the environment or the capacity to use land within the floodplain.*

### **Response**

The proposed development is consistent with the purpose and intent of the Flood Hazard Overlay Code. Particularly, the allotment will be raised above the 1% AEP flood level to achieve flood immunity for industrial uses on the land, as part of the wider CBIP development approval requirements. This will ensure people and property will be protected in a potential flood event.

Refer to **Appendix 15** for further assessment against the Flood Hazard Overlay Code.



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## 8.0 CONCLUSIONS AND RECOMMENDATIONS

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This proposal details a development application seeking a Development Permit for Material Change of Use – Warehouse on land described as Lot 2 on SP330256, and located at 120 Ron McLean drive, Stuart (Future Lot 23 of Cleveland Bay Industrial Park Eastern Precinct).

The proposed development is consistent with the strategic and preferred intent of the locality and results in an appropriate development outcome for the site.

In summary, the proposed development is recommended for approval based on the following reasons:

- the proposal offers an outcome consistent with the newly developed CBIP Eastern Precinct;
- the proposal is consistent with the outcomes sought by the TSDA Development Scheme;
- the proposal is generally consistent with the outcomes sought by the applicable referral agencies; and
- the proposed development will be serviced by new purpose-built infrastructure and will realise the benefits and efficiencies resulting from the land's strategic location and proximity to the Bruce Highway and TPAR.

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

# Appendix 1

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Office of the  
**Coordinator-General**

Our ref: OUT23/3558

4 September 2023

Mr George Milford  
Director  
Milford Planning  
gmilford@milfordplanning.com.au

Dear Mr Milford

**Request for land-owner's consent for lodgement of an application on Lot 2 on SP330256 in the Townsville State Development Area.**

I refer to the email from Milford Planning dated 30 August 2023 requesting, on behalf of the proponent, Cleveland Property Holding No 1 Pty Ltd, land-owner's consent for lodgement of a development application with the Office of the Coordinator-General over Lot 2 on SP330256 (to be Lot 23 of Cleveland Bay Industrial Park Eastern Precinct), located within the Townsville State Development Area (SDA). The Coordinator-General has requested that I respond on his behalf.

The proposed development application is for the construction and operation of a warehouse in the Townsville SDA.

As delegate of the Coordinator-General, the registered owner of Lot 2 on SP330256, I consent to the lodgement of the abovementioned application by Milford Planning on behalf of Cleveland Property Holding No 1 Pty Ltd.

By consenting to the lodgement of the application, the Coordinator-General does not:

- waive any of the Coordinator-General's rights as owner of the land under any law, or
- give or warrant any representation that the Coordinator-General, State of Queensland, or any other person has granted or will grant the proponent or any other person rights to occupy or use any part of the land in future.

Furthermore, nothing in this letter:

- restricts or fetters the exercise by the Coordinator-General, the State of Queensland, or any other relevant authority of any rights, powers or discretions, or any planning, resumptive or other regulatory power, or
- acts as an estoppel, warranty or representation or creates an agreement of any kind.

1 William Street  
Brisbane Queensland 4000  
PO Box 15517  
City East Queensland 4002  
**Telephone** 13 QGOV (13 74 68)  
**Website** [www.statedevelopment.qld.gov.au](http://www.statedevelopment.qld.gov.au)  
**ABN** 29 230 178 530

This consent is valid for a period of six months from the date of this letter.

If you require any further information, please contact Ms Wendy Paton, Principal Project Officer, State Development Areas Division, Office of the Coordinator-General, Department of State Development, Infrastructure, Local Government and Planning on (07) 3452 7549 or [wendy.paton@coordinatorgeneral.qld.gov.au](mailto:wendy.paton@coordinatorgeneral.qld.gov.au), who will be pleased to assist.

Yours sincerely

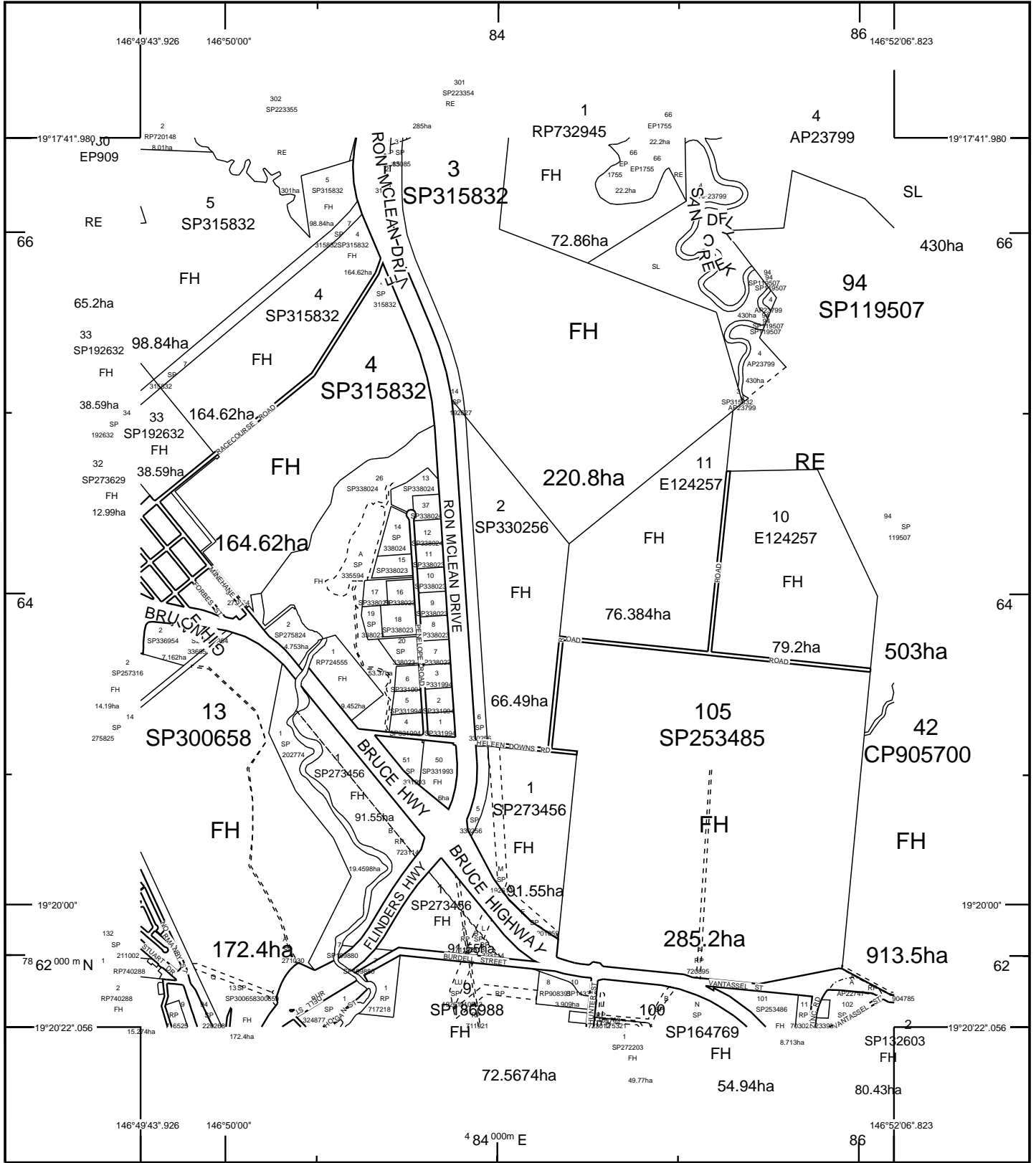
A handwritten signature in black ink, appearing to read 'D. Stolz', with a stylized flourish at the end.

David Stolz  
**Assistant Coordinator-General**  
**Planning and Services**  
(as delegate of the Coordinator-General)

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# Appendix 2

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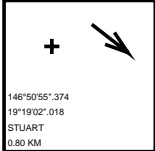
STANDARD MAP NUMBER  
8259-24214



**SmartMap**

An External Product of  
SmartMap Information Services  
Based upon an extraction from the  
Digital Cadastral Data Base

MAP WINDOW POSITION &  
NEAREST LOCATION



**SUBJECT PARCEL DESCRIPTION**

DCDB	2/SP330256
Lot/Plan	66.49ha
Area/Volume	FREEHOLD
Tenure	TOWNSVILLE CITY
Local Government	STUART
Locality	51403/69
Segment/Parcel	

**CLIENT SERVICE STANDARDS**

PRINTED 31/07/2023

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**Drawing**  
Site Aerial**Property**  
120 Ron McLean Drive, Cluden

Drawing Number	Issue	Sheet
M2177-SK-01	A	1
Date	Author	Reviewer
1.8.23	RS	SJ

**Legend**

-  Subject Site
-  Cadastre

**Proposed Lot 23****NEW ROAD**LOT 2  
SP3 0256**Scale (A3 Original)****1:1,000**

0 7 14 21 28 35 m

**Sources**Milford Planning GIS (2023)  
DCDB extract - State of Queensland (2023)  
Aerial imagery - Bing (2023)**Disclaimer**Areas and dimensions are approximate only  
and are subject to site survey.

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# Appendix 3

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# State Assessment and Referral Agency

Date: 08/07/2023

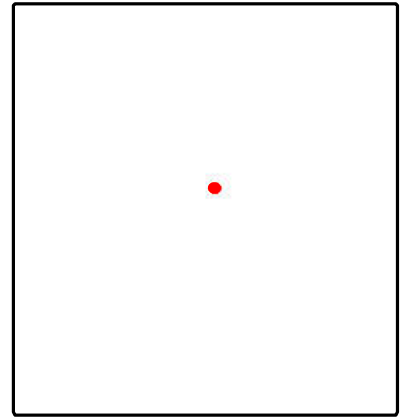


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## Matters of Interest for all selected Lot Plans

*Coastal management district*

*Coastal area - erosion prone area*

*Coastal area - medium storm tide inundation area*

*Coastal area - high storm tide inundation area*

*Queensland waterways for waterway barrier works*

*Wetland protection area trigger area*

*Regulated vegetation management map (Category A and B extract)*

*Townsville priority port precincts*

## Matters of Interest by Lot Plan

**Lot Plan: 2SP330256 (Area: 664900 m<sup>2</sup>)**

*Coastal management district*

*Coastal area - erosion prone area*

*Coastal area - medium storm tide inundation area*

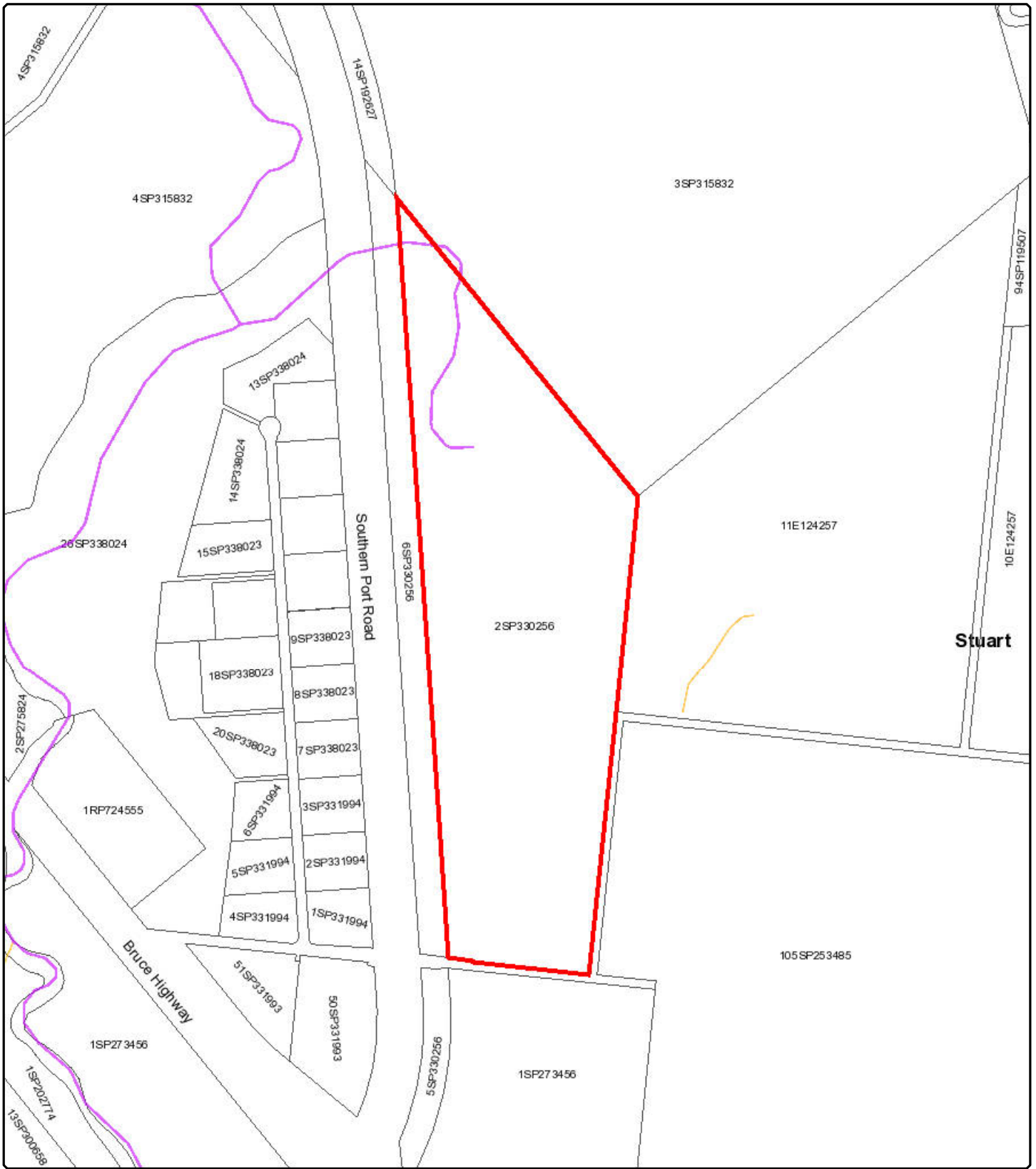
*Coastal area - high storm tide inundation area*

*Queensland waterways for waterway barrier works*

*Wetland protection area trigger area*

*Regulated vegetation management map (Category A and B extract)*

*Townsville priority port precincts*



## State Assessment and Referral Agency

Date: 08/07/2023



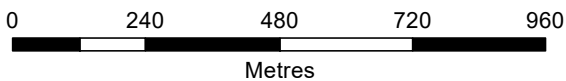
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### Legend

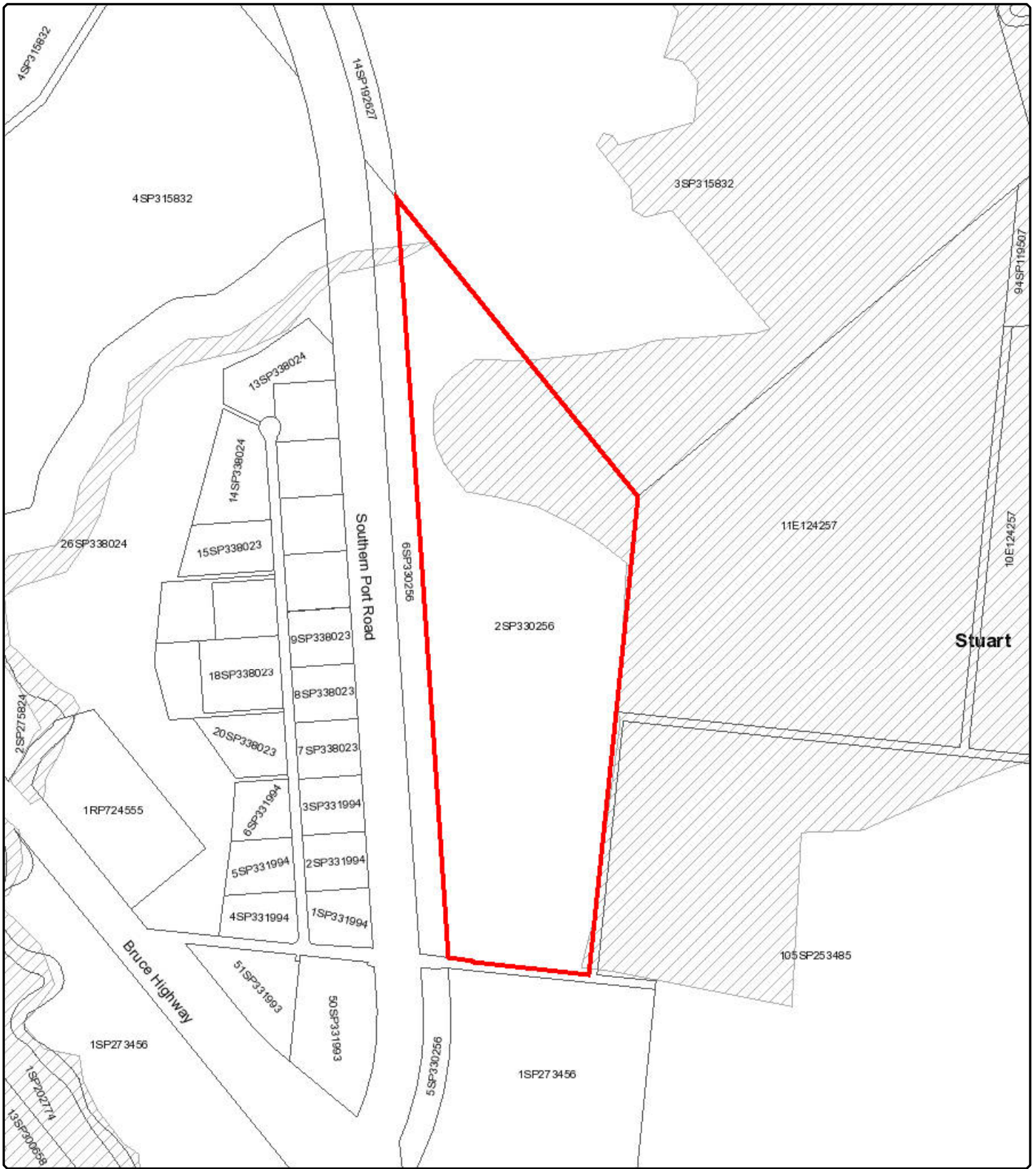
Queensland waterways for waterway barrier works

- 1 - Low
- 2 - Moderate
- 3 - High
- 4 - Major



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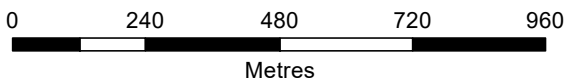
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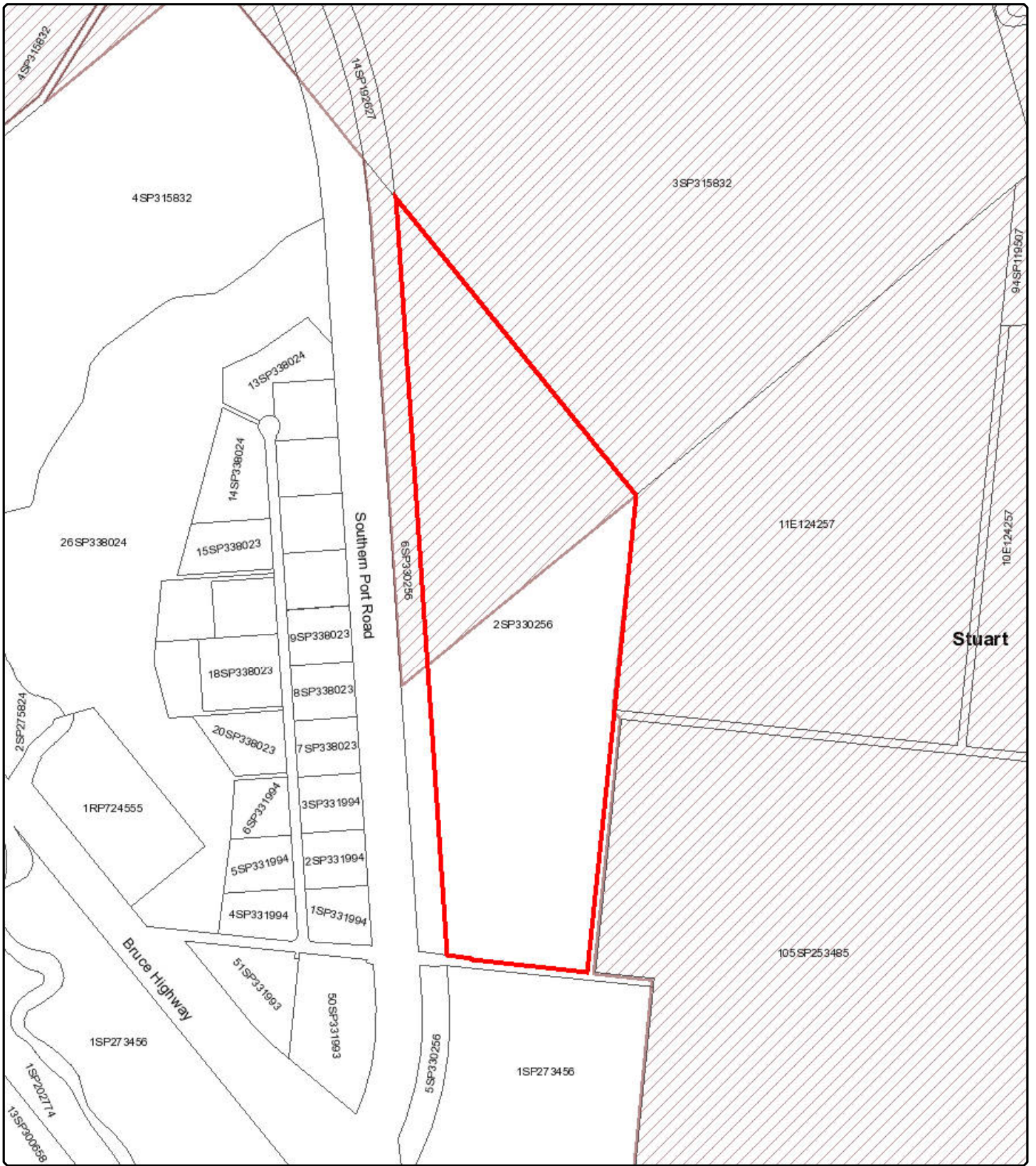
Regulated vegetation management map  
(Category A and B extract)

-  Category A on the regulated vegetation management map
-  Category B on the regulated vegetation management map



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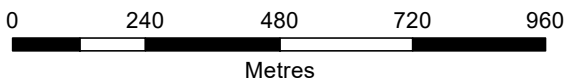


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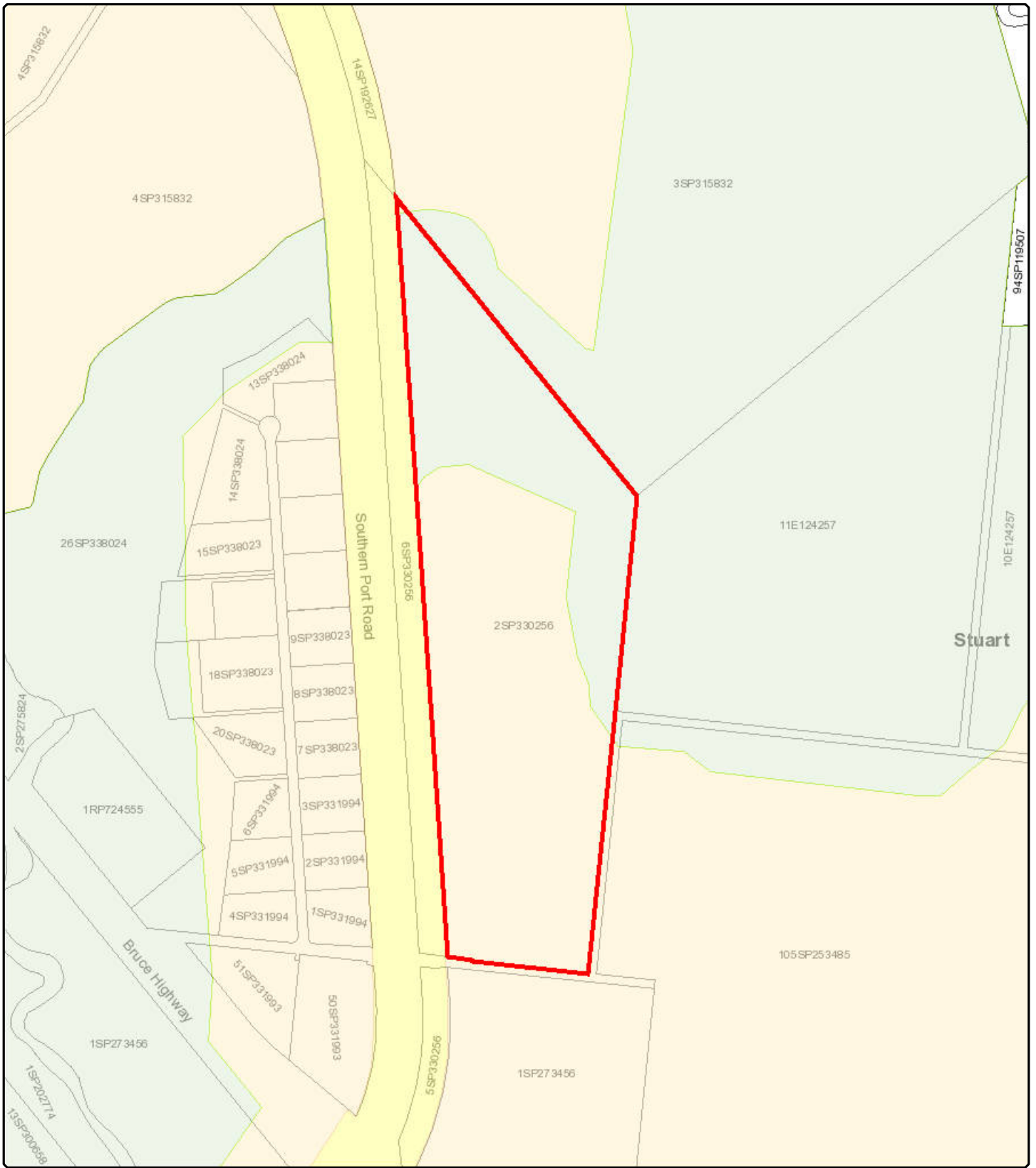
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### Legend

- Coastal management district
-  Coastal management district



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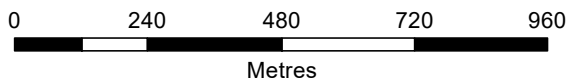
## State Assessment and Referral Agency

Date: 08/07/2023



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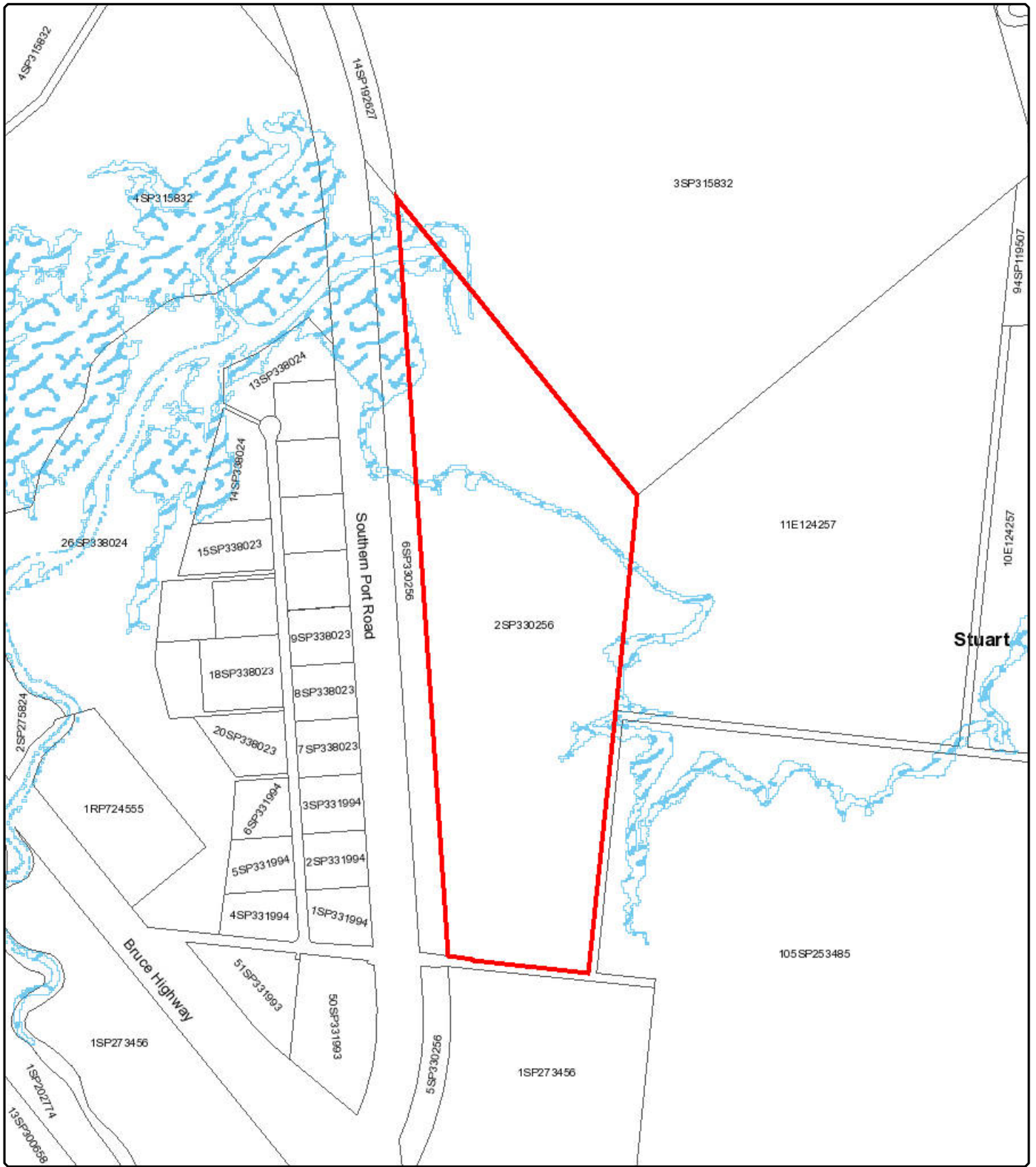
### Legend

#### Townsville priority port precincts

- Environmental management
- Infrastructure and supply chain corridors
- Interface
- Marine
- Marine infrastructure
- Marine services and recreation

Port industry and commerce

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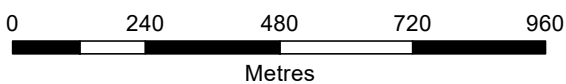
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### Legend

Coastal area - medium storm tide inundation area



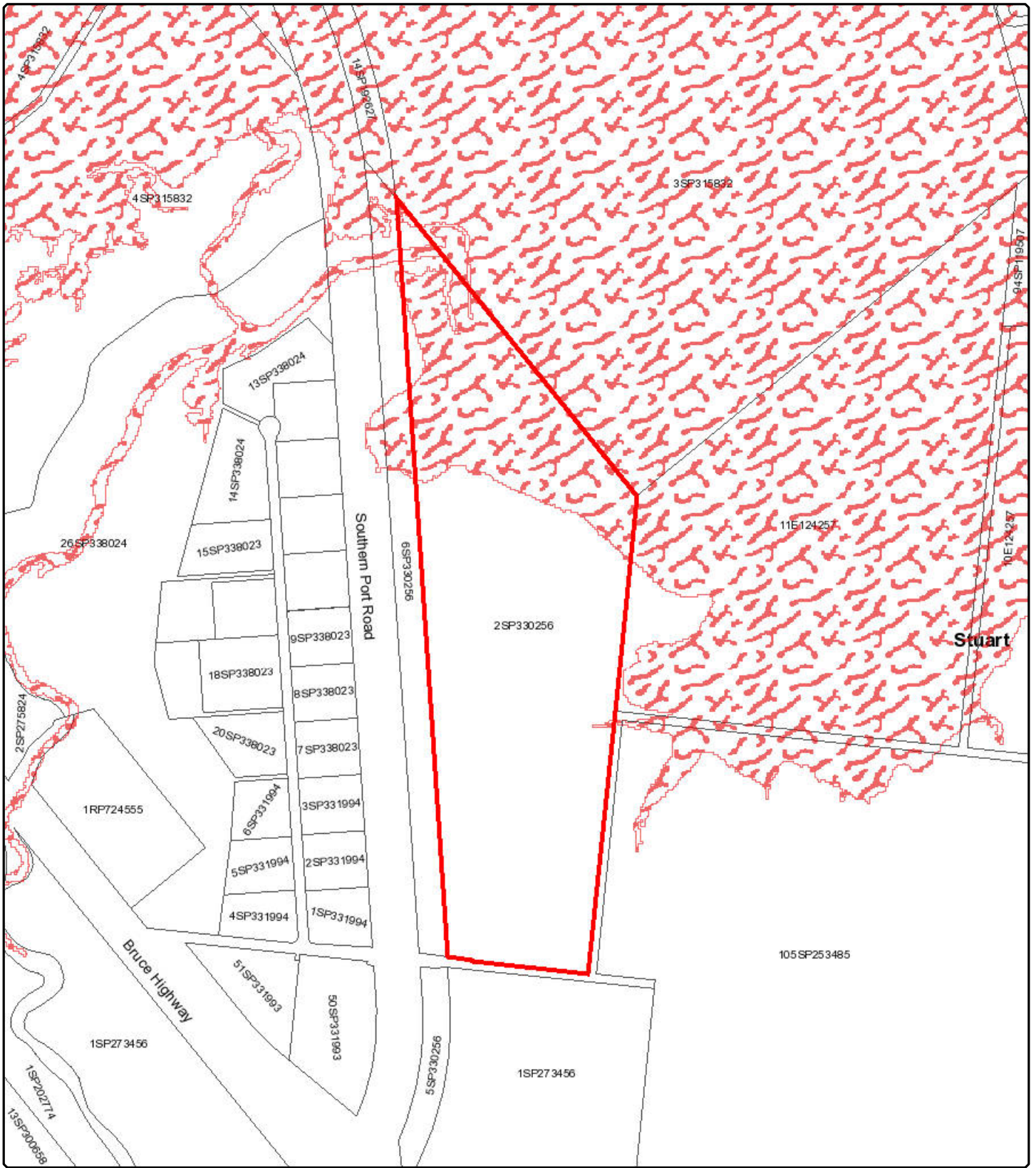
Coastal area - medium storm tide inundation area



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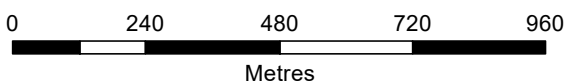


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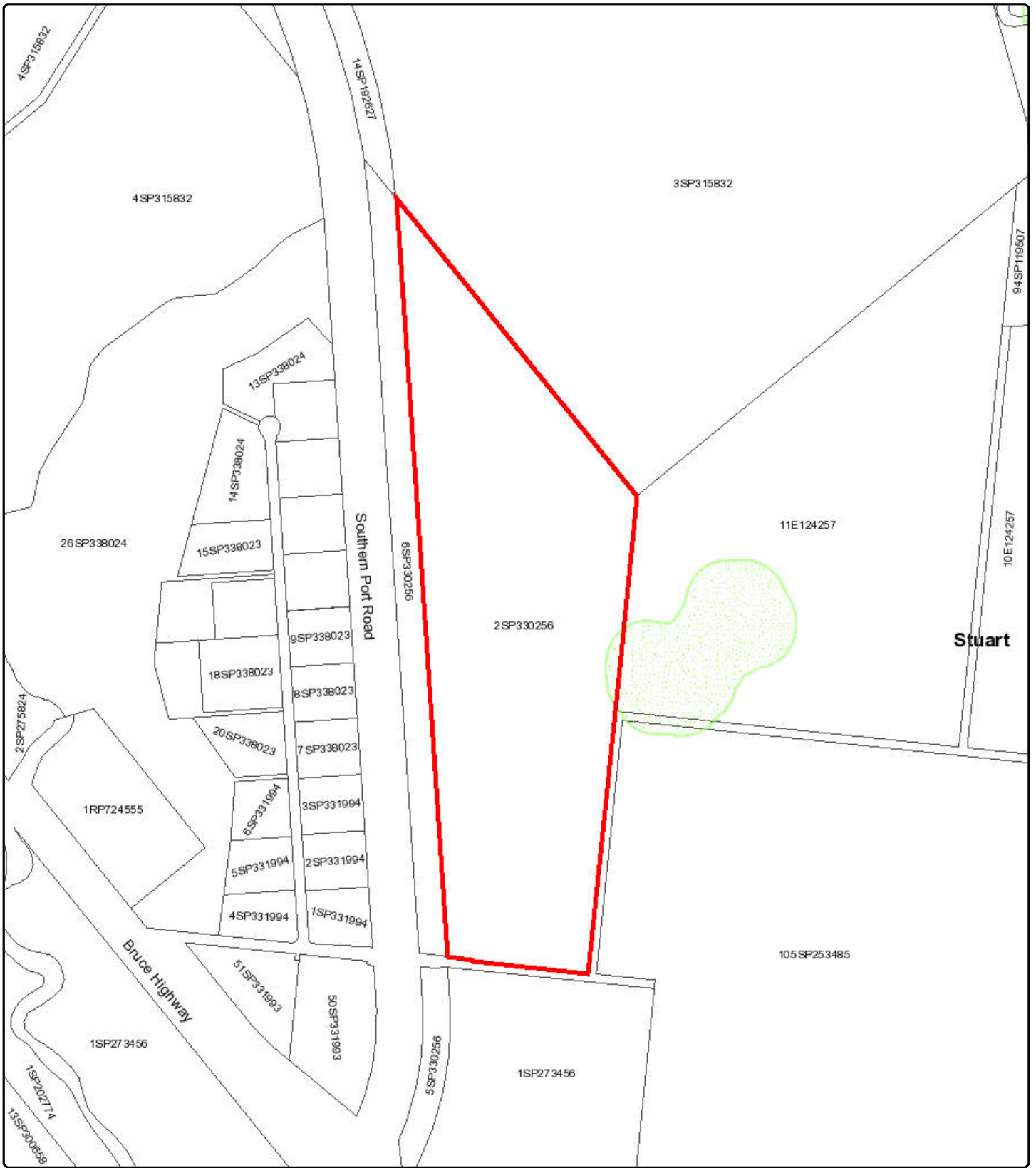
### Legend

- Coastal area - high storm tide inundation area
-  Coastal area - high storm tide inundation area



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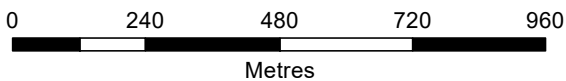
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### Legend

Wetland protection area trigger area

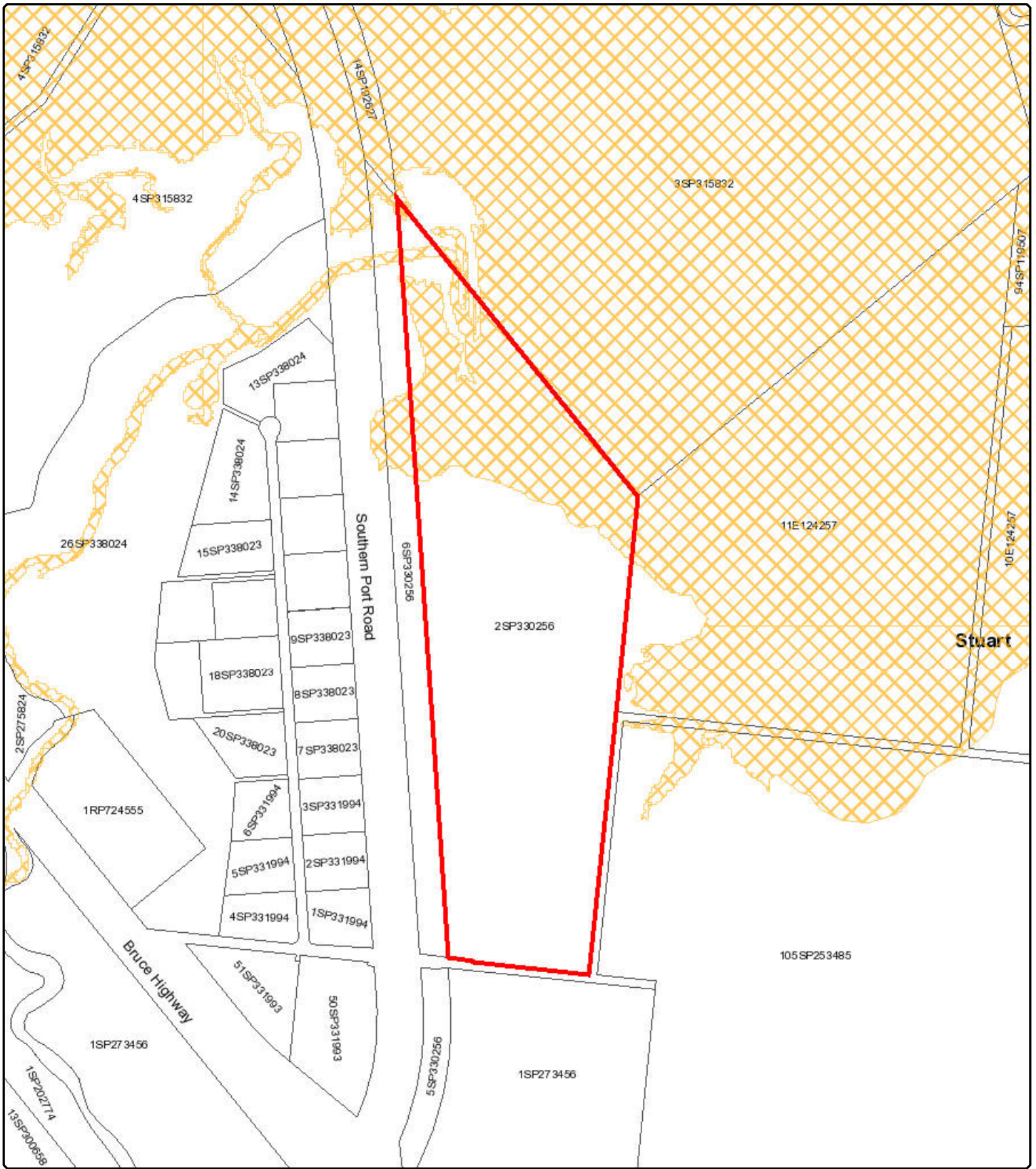


Wetland protection area trigger area



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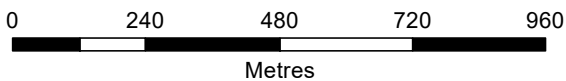
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### Legend

Coastal area - erosion prone area



Coastal area - erosion prone area



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# Appendix 4

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## LOT 23 CBIP



## STORMWATER QUALITY MANAGEMENT PLAN

BRIDGESTONE

**LANGTREE CONSULTING**

Project No.: 1021

Reference No.: R-NP0303

Date: 18/08/2023

**Controlled Copy No.: 1**

**Revisions: A**

**Revision Record:**

<b>Rev</b>	<b>Review Date</b>	<b>Description</b>	<b>Prepared</b>	<b>Checked</b>	<b>Approved</b>
A	18/08/2023	Issued for Client Comment	Natalie Pham	Brett Langtree	Brett Langtree

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## 1.0 INTRODUCTION

Langtree Consulting has been engaged by Milford Planning on behalf of Bridgestone to undertake this Stormwater Quality Management Plan (SQMP) for Lot 23, Unnamed Road, Stuart at the Cleveland Bay Industrial Park (CBIP) development within the Townsville State Development Area (TSDA). The site is proposed to be developed into a Tyre storage facility.

This report provides a best practice solution to meet Townsville City Council (TCC) and State Planning Policy (SPP) requirements based on the proposed site layout.

## 2.0 OBJECTIVE

The objective of this report is to assess the best practice stormwater quality management for CBIP Lot 23. The intent of this report is to assist implementation of best practice stormwater quality management to ensure the health of the receiving waters of Stuart Creek, during the operational phase of the development (i.e. post-development).

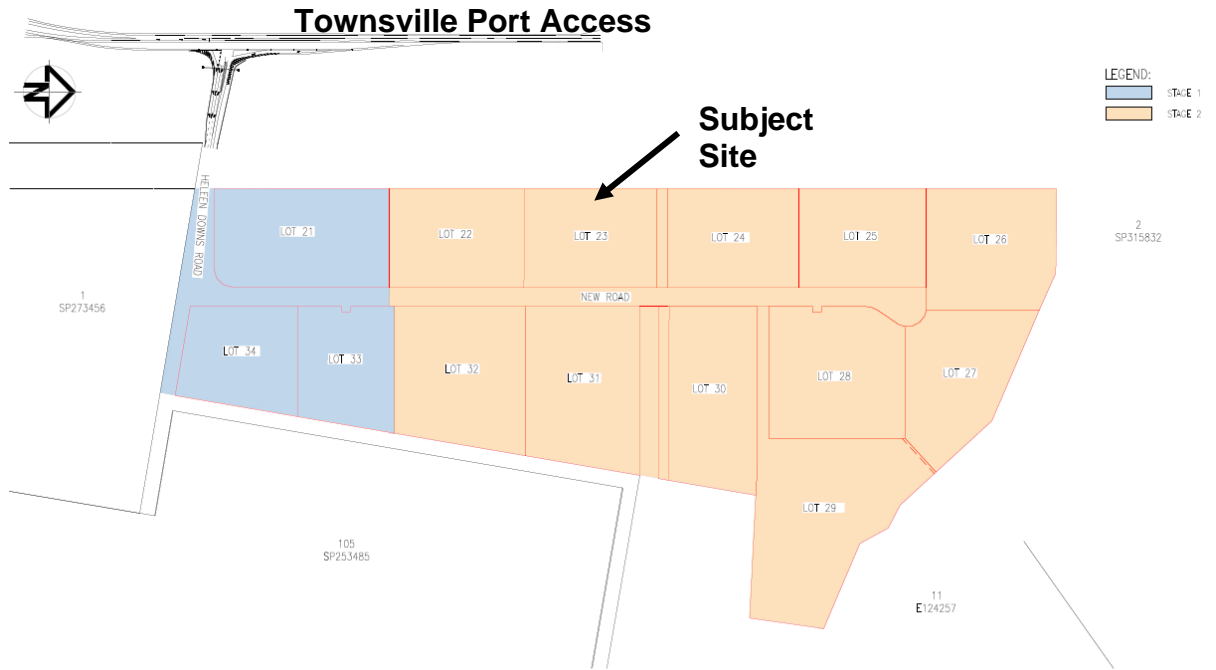
The best practice stormwater quality management measure is to be designed to meet the requirements and principles outlined within:

- Healthy Water Code of Townsville City Council City Plan;
- Table B (Appendix 2) of the State Planning Policy July 2017 (SPP);
- WSUD Design Objectives for Urban Stormwater Management;
- Construction and Establishment Guidelines, Swales, Bioretention Systems and Wetlands;
- Concept Design Guidelines for Water Sensitive Urban Design;
- Standard Drawings for Water Sensitive Urban Design;
- Environmental Protection (Water) Policy 2009 (Townsville region); and
- Water Quality Guidelines for the Great Barrier Reef Marine Park (2010).



### 3.0 THE SITE

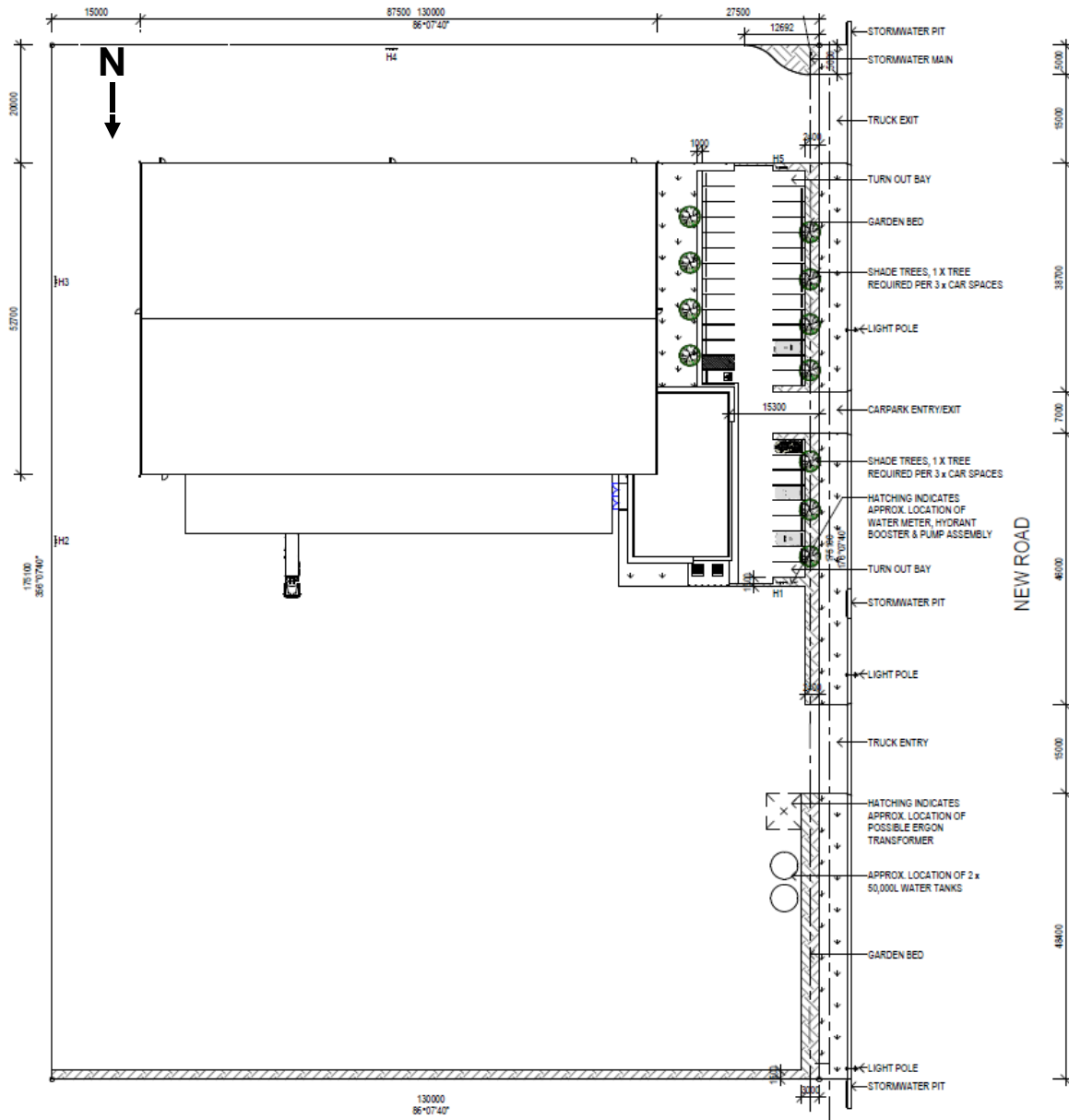
The development is located at Lot 23, Unnamed Road, Stuart within the Eastern Precinct of Cleveland Bay Industrial Park (CBIP) and is 2ha in area. Refer to **Figure 1** for Locality.



**Figure 1.** Development Site Locality

#### 4.0 PROPOSED DEVELOPMENT

The proposed development is for a Tyre storage facility. The proposed Lot 2 layout plan is shown **Figure 2** and is provided in **Appendix A**.



**Figure 2.** Proposed site Layout Plan

## 5.0 STORMWATER REGIME

Currently stormwater on the site overland flows from southwest to northeast. Two (2) stormwater field inlet pits exist on site. One (1) field inlet pit is located in the northeast corner of the subject site whilst the other is located approximately midway along to the eastern boundary. It is proposed that all stormwater will be treated before discharge into the northeastern field inlet pit. Stormwater from the pit enters the stormwater network before discharging to Stuart Creek. The mid-eastern field inlet pit is not proposed to be utilised.

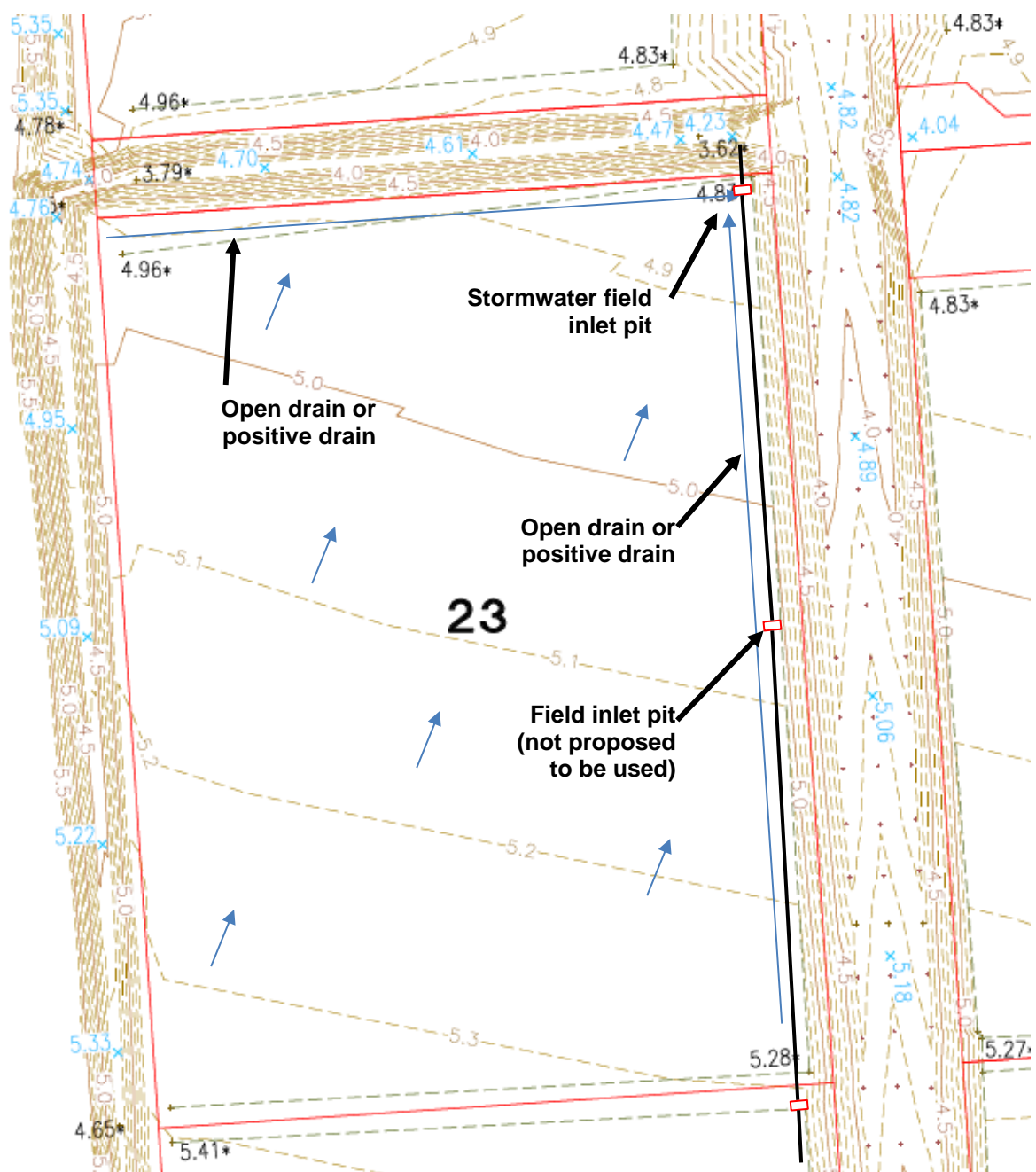


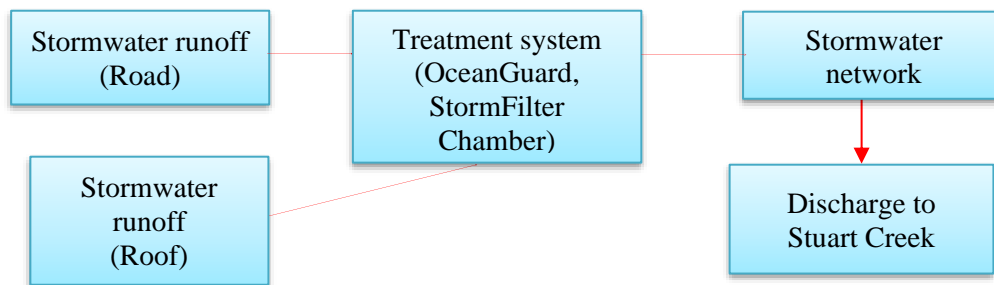
Figure 3. Site contours and proposed stormwater regime

## 6.0 STORMWATER QUALITY ASSESSMENT

### 6.1 MUSIC MODELLING

Water quality modelling has been conducted using the Model for Urban Stormwater Improvement Conceptualisation (MUSIC) software to demonstrate the TCC target reduction criteria. Stormwater treatment trains were developed and modelled for the sites to determine the effectiveness of the water quality measures in achieving the relevant water quality objectives.

The proposed lot layout has been modelled to demonstrate compliance. The modelled stormwater treatment trains for catchments within the site can be represented as shown in **Figure 4**. The MUSIC Modelling Diagram is Shown in **Figure 5**.



**Figure 4.** Typical stormwater treatment train

## 6.2 POLLUTANTS OF CONCERN

The key pollutants generated by an urban industrial development during the operational (post-development) phase are listed in Urban Stormwater Quality Planning Guidelines 2010 by the Department of Environment and Resource Management (DERM) which generally included the following:

- Sediment
- Nutrients
- Oxygen-demanding substances
- pH (acidity)
- Micro-organisms
- Toxic organics
- Metals
- Gross pollutants (litter and debris)
- Oils and surfactants
- Increased water temperature

Considering that the proposed development involves transportation facilities, the general key pollutants of concern in runoff generated from this type of development include:

- Sediment
- Nutrients
- Gross pollutants
- Oils and surfactants

### 6.3 WATER QUALITY OBJECTIVES (WQO)

Townsville City Council (TCC) set the following design objectives for stormwater treatments set out by for Industrial Developments:

- $\geq 80\%$  reduction in total suspended solids load
- $\geq 65\%$  reduction in total phosphorus load
- $\geq 40\%$  reduction on total nitrogen load
- $\geq 90\%$  reduction in gross pollutant load.

The above design objectives are in accordance with *TCC City Plan – Schedule SC6.4.3.9.2, Section 2: Design Objectives for Stormwater Management*. The rainfall, runoff and pollutant parameters adopted within the MUSIC Modell are detailed in **Tables 2, 3 and 4**.

**Table 2: Rainfall Parameters**

Input Parameter	Data Used in Modelling
Rainfall station	032040 TOWNSVILLE AERO
Time step	6 minutes
Modelling period	1970 – 1983
Mean annual rainfall (mm)	1152mm
Evapotranspiration	1734mm
Rainfall runoff parameters	Industrial (90% Impervious)
Pollutant export parameters	Industrial

**Table 3: Runoff Parameters**

Input Parameter	Data Used in Modelling
Land use	Industrial
Rainfall threshold (mm)	1.0
Soil storage capacity (mm)	18
Initial storage (% capacity)	10
Field capacity (mm)	80
Infiltration capacity coefficient (a)	243
Infiltration capacity coefficient (b)	0.6
Initial depth (mm)	50
Daily recharge rate (%)	0
Daily baseflow rate (%)	31
Daily deep seepage rate (%)	0

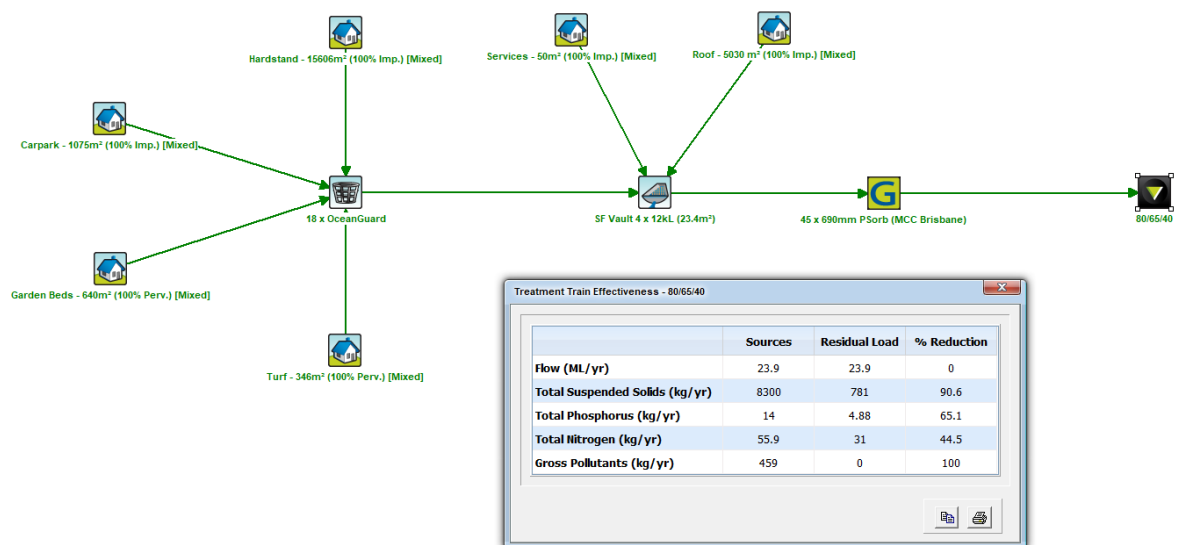
**Table 4: Pollutant Export Parameters for Industrial land use**

Surface Type	Flow Type	Total Suspended Solids (log mg/L)		Total Phosphorous (log mg/L)		Total Nitrogen (log mg/L)	
		Mean	Std Dev.	Mean	Std Dev.	Mean	Std Dev.
Roof	Baseflow parameters	N/A	N/A	N/A	N/A	N/A	N/A
	Stormwater parameters	1.3	0.44	-0.89	0.36	0.25	0.32
Roads	Baseflow parameters	0.78	0.45	-1.11	0.48	0.14	0.20
	Stormwater parameters	2.43	0.44	-0.30	0.36	0.25	0.32

Ocean Protect devices have been adopted for modelling with the following treatment devices modelled are as follows:

- 18 x OceanGuard
- 45 x 690 Psorb StormFilter Cartridges installed in a precast StormFilter Vault 4 x 12kL tank system

The MUSIC pollutant load results are shown in **Figure 5** and comparison against TCC Water Quality Objectives is shown in **Table 5**.



**Figure 5. MUSIC Modelling Diagram**

**Table 5: MUSIC Modelling Results**

Parameters	TCC Target Reduction Criteria	MUSIC Results	Objective Achieved?
TSS	80%	90.6	Yes
TP	65%	65.1	Yes
TN	40%	44.5	Yes
GP	90%	100	Yes

Based on the MUSIC Modelling Results summarised in **Table 5**, the anticipated load-based pollutant outcomes for the proposed Lot 2 are better than those identified in **Section 6.3** of this report and thus, meets the overall design objectives. Stormwater from the development will be treated prior to discharge and will not exceed allowable pollutant load levels prior discharging into Stuart Creek.



## 6.4 STORMWATER QUALITY OPERATIONS AND MAINTENANCE

The general water quality operations and maintenance of the site shall include but not limited to the following:

- No maintenance of any plant or equipment or refuelling equipment is to occur within 50m of an existing waterway;
- Waste materials are not to be dumped into any receiving waters or waterways;
- Observed litter or other materials surrounding waterways shall be removed from the water as soon as practicable;
- Plant refuelling or vehicle washing, or maintenance shall only take place where spillages will not discharge to waters or stormwater drains;
- All spillages shall be cleaned up as soon as practicable. Hosing down or releasing waste to stormwater drains or receiving waters will not be permitted;
- All turf strips and concrete drains shall be maintained at regular intervals or after significant rain events to ensure their function (i.e. removal of silt and debris);
- Any fuels, herbicides, oils, paints or chemicals shall not be stored in a manner that spillages may enter waters or be subject to stormwater runoff. All fuels, herbicides, oils, paints and other chemicals must be stored within a bunded area which will contain the volume of materials stored; and

## **7.0 CONCLUSION**

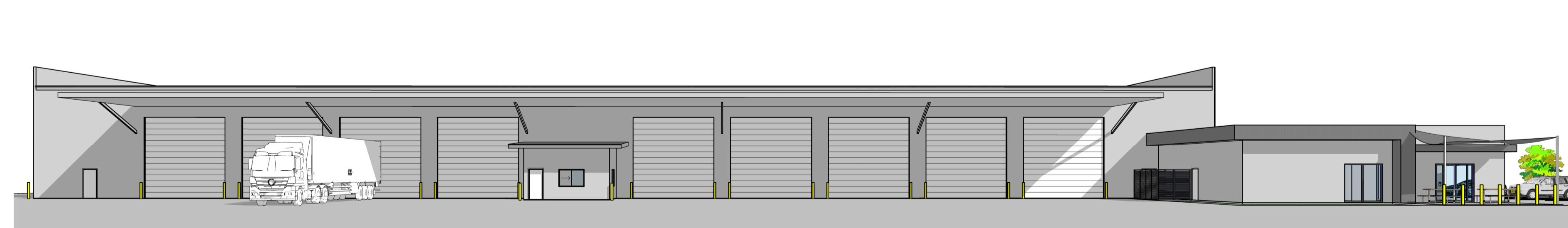
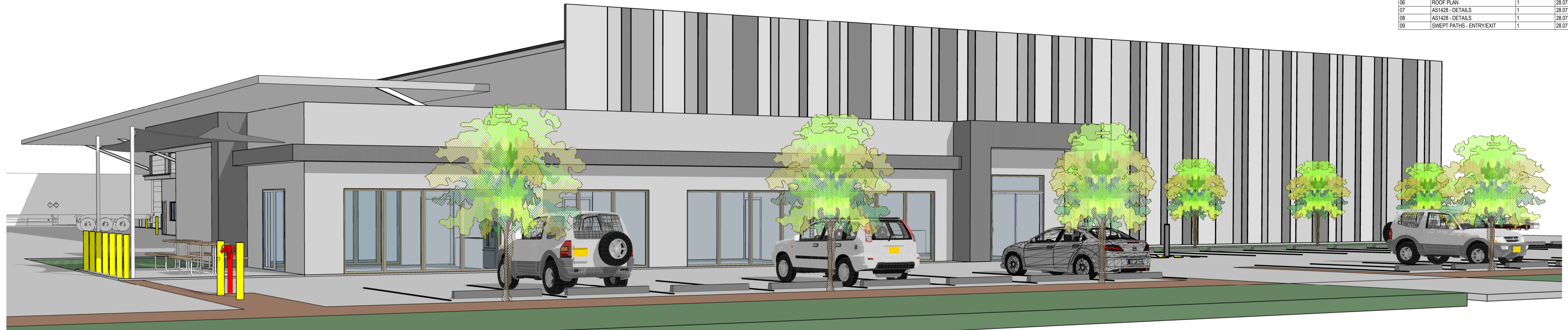
The objective of this report is to assess the best practice stormwater quality management measure for Lot 23 within the CBIP Eastern Precinct. This report has reviewed the pollutant parameters of the subject site and investigated the impact of the proposed lot on receiving waters. Based on the assessment, the WQO's specified for TSS, TN, TP, GP in the TCC Planning scheme can be achieved with the provision of treatment device.

# APPENDIX A

## PROPOSED LAYOUT PLANS

JOB: PROPOSED WAREHOUSE & OFFICE  
 CLIENT: BRIDGESTONE  
 LOCATION: LOT 23 CLEVELAND BAY

SHEET LIST			
SHEET No.	SHEET NAME	Revision	REV. ISSUE DATE
01	COVER PAGE	1	28.07.23
02	SITE PLAN	1	28.07.23
03	FLOOR PLAN	1	28.07.23
04	FLOOR PLAN - OFFICE	1	28.07.23
05	ELEVATIONS	1	28.07.23
06	ROOF PLAN	1	28.07.23
07	AS1428 - DETAILS	1	28.07.23
08	AS1428 - DETAILS	1	28.07.23
09	SWEPT PATHS - ENTRY/EXIT	1	28.07.23



**NOTES:**

1. VERIFY ALL LEVELS & DIMENSIONS BEFORE COMMENCING ANY FABRICATION
2. FIGURED DIMENSIONS TO TAKE PRECEDENCE OVER SCALED
3. COMPLY WITH LOCAL AUTHORITY, STANDARD BUILDING LAW AND ALL RELEVANT AUSTRALIAN STANDARDS & LEGISLATION
4. THIS DRAWING IS ONLY INTENDED TO OBTAIN A LOCAL AUTHORITY BUILDING PERMIT
5. THIS DRAWING IS COPYRIGHT TO McDONALD CONSTRUCTIONS & IS NOT TO BE COPIED OR DUPLICATED IN PART OR FULL WITH OUT THE PERMISSION OF McDONALD CONSTRUCTIONS pty ltd

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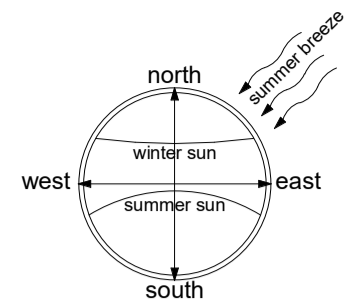
Project: INDUSTRIAL LOGISTICS & MANUFACTURING SERVICES  
 Client: BRIDGESTONE

Location: LOT 23 CLEVELAND BAY  
 MP - STAGE 1

TITLE: COVER PAGE

Date: 28.07.23 Drawn: N.H  
 Scale: \_\_\_\_\_ Designed: N.H

Job No.:	Drawing No.:	Rev.
MCD002	01	4



**PRELIMINARY**

NOT FOR CONSTRUCTION  
PLANS ARE SUBJECT TO CHANGE TO  
COMPLY WITH RELEVANT COVENANT &  
BUILDING CERTIFICATION APPROVALS

**CARPARKING LEGEND:**

WAREHOUSE = 4600m<sup>2</sup> AT 1 CAR SPACE PER 100m<sup>2</sup>, THEN 46 CAR SPACES REQUIRED  
OFFICE = 400m<sup>2</sup> AT 1 CAR SPACE PER 30m<sup>2</sup>, THEN 14 CAR SPACES REQUIRED  
DOCK OFFICE = 40m<sup>2</sup> AT 1 CAR SPACE PER 30m<sup>2</sup>, THEN 1 CAR SPACE REQUIRED  
TOTAL CAR SPACES REQUIRED:  
WAREHOUSE = 46 CAR SPACES  
OFFICE = 14 CAR SPACES  
DOCK OFFICE = 1 CAR SPACE  
TOTAL = 61 CAR SPACES REQUIRED

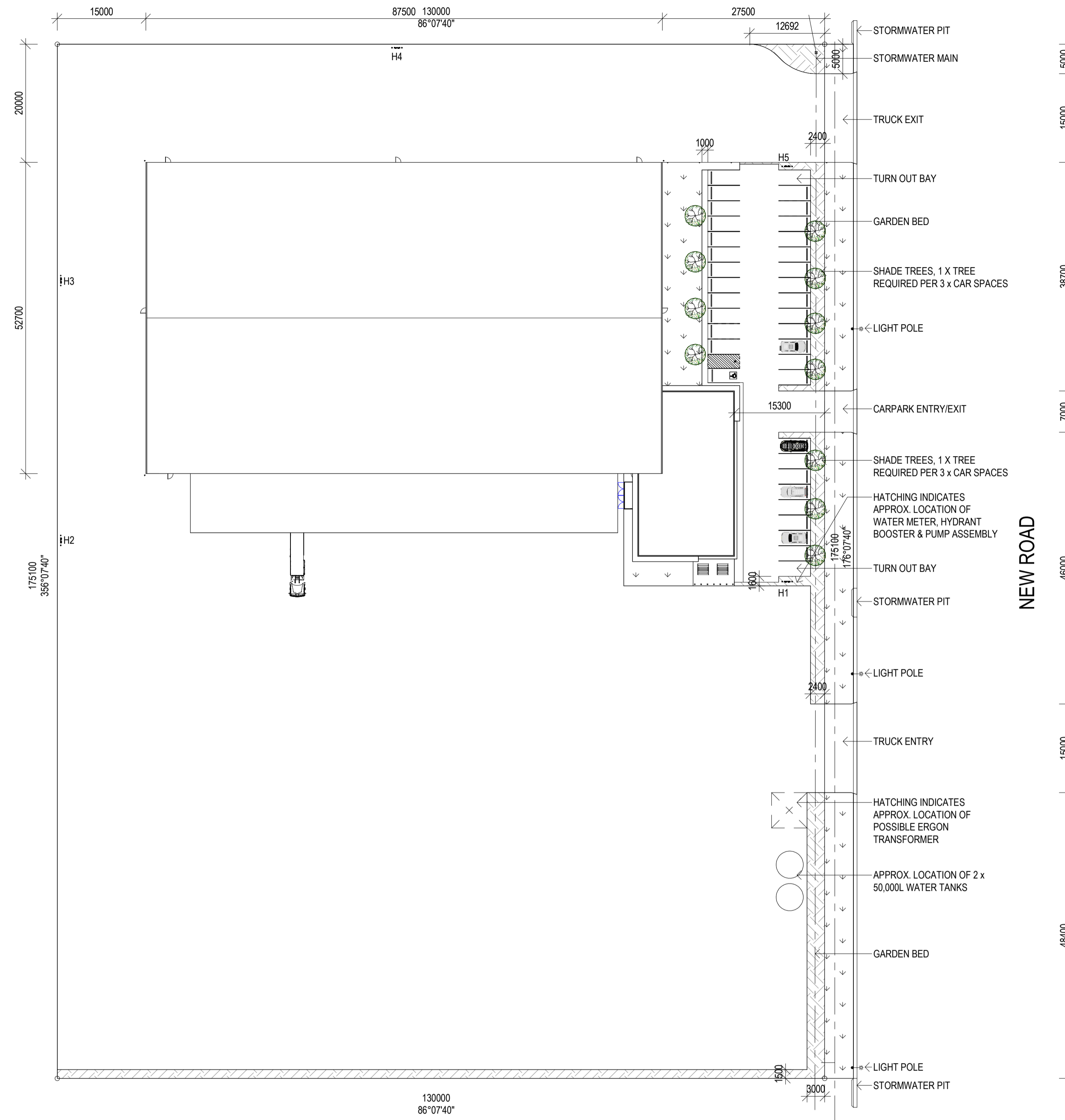
TOTAL CAR SPACES SUPPLIED:  
1 x DISABLED CAR SPACE  
33 x STANDARD CAR SPACE  
TOTAL = 34 CAR SPACES PROVIDED

**SITE AREAS & COVERAGE:**

BUILDING	= 5030.00m <sup>2</sup>	22.10%
HARDSTAND CONC.	= 15605.85m <sup>2</sup>	68.56%
CARPARK	= 1075.04m <sup>2</sup>	4.72%
GARDEN BEDS	= 640.26m <sup>2</sup>	2.81%
TURF	= 345.56m <sup>2</sup>	1.52%
SERVICES	= 49.40m <sup>2</sup>	0.22%
<b>TOTAL SITE</b>	<b>= 22763.00m<sup>2</sup></b>	<b>100.00%</b>

**BUILDING AREAS:**

WAREHOUSE	= 4600.00m <sup>2</sup>	91.45%
OFFICE	= 400.00m <sup>2</sup>	7.95%
DOCK OFFICE	= 30.00m <sup>2</sup>	0.59%
<b>TOTAL</b>	<b>= 5030.00m<sup>2</sup></b>	<b>100.00%</b>



1 SITE PLAN  
1:500

**REAL PROPERTY DESCRIPTION**  
LOT 23 ON SP ??????  
AREA OF LAND: 22763m<sup>2</sup>  
LOCAL GOVERNMENT: TOWNSVILLE CITY COUNCIL

**NOTES:**  
1. VERIFY ALL LEVELS & DIMENSIONS BEFORE COMMENCING ANY FABRICATION  
2. FIGURED DIMENSIONS TO TAKE PRECEDENCE OVER SCALED  
3. COMPLY WITH LOCAL AUTHORITY, STANDARD BUILDING LAW AND ALL RELEVANT AUSTRALIAN STANDARDS & LEGISLATION  
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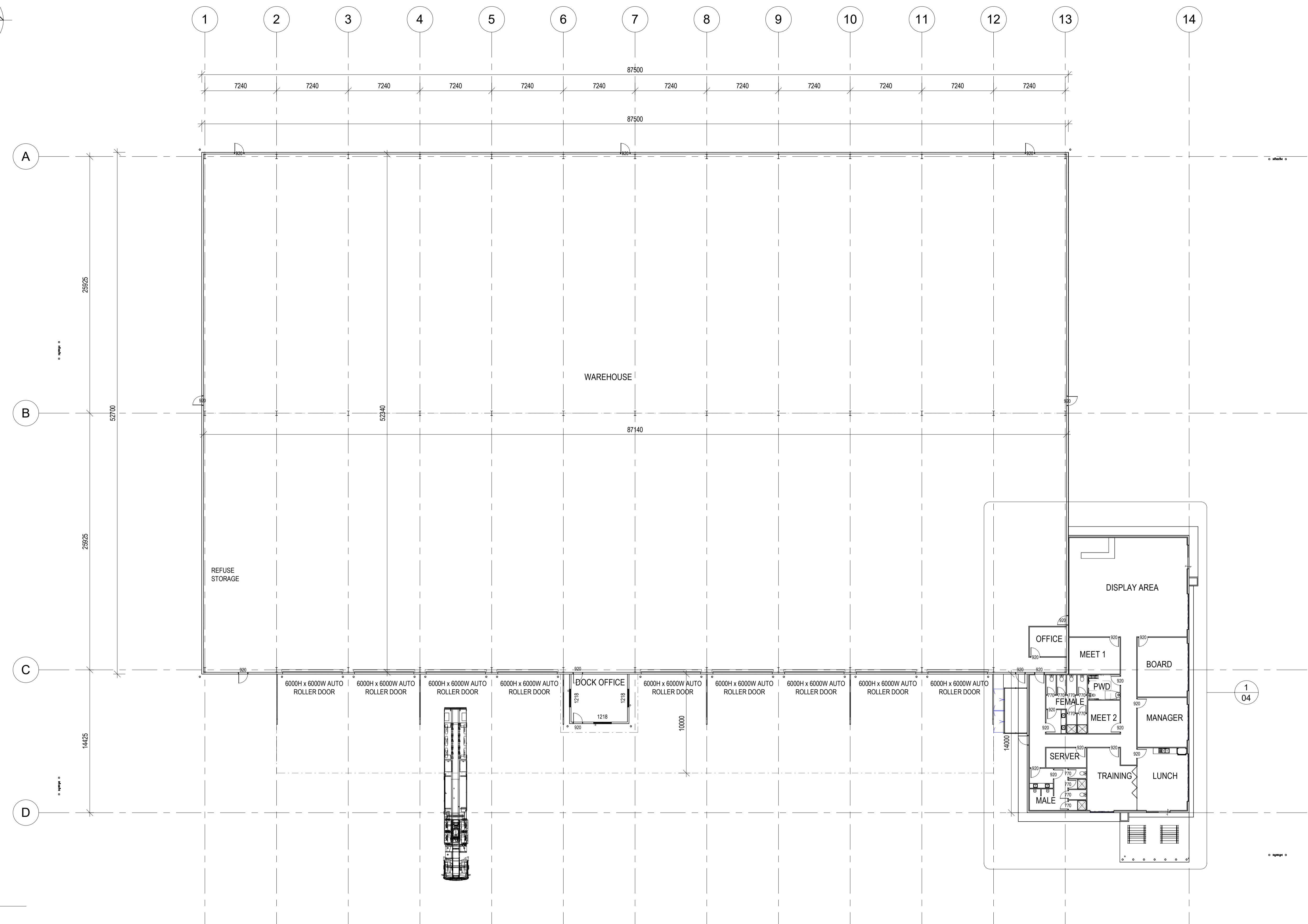
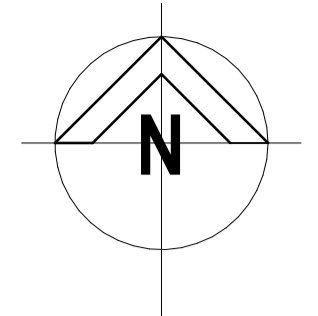
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Project: **INDUSTRIAL LOGISTICS & MANUFACTURING SERVICES BRIDGESTONE**  
Client: **BRIDGESTONE**  
Location: **LOT 23 CLEVELAND BAY MP - STAGE 1**

TITLE: **SITE PLAN**  
Date: 28.07.23 Drawn: N.H  
Scale: 1 : 500 Designed: N.H  
Job No.: MCD002 Drawing No.: 02 Rev.: 4

**PRELIMINARY**  
 NOT FOR CONSTRUCTION  
 PLANS ARE SUBJECT TO CHANGE TO  
 COMPLY WITH RELEVANT COVENANT &  
 BUILDING CERTIFICATION APPROVALS



1 FLOOR PLAN  
 1 : 200

**NOTES:**  
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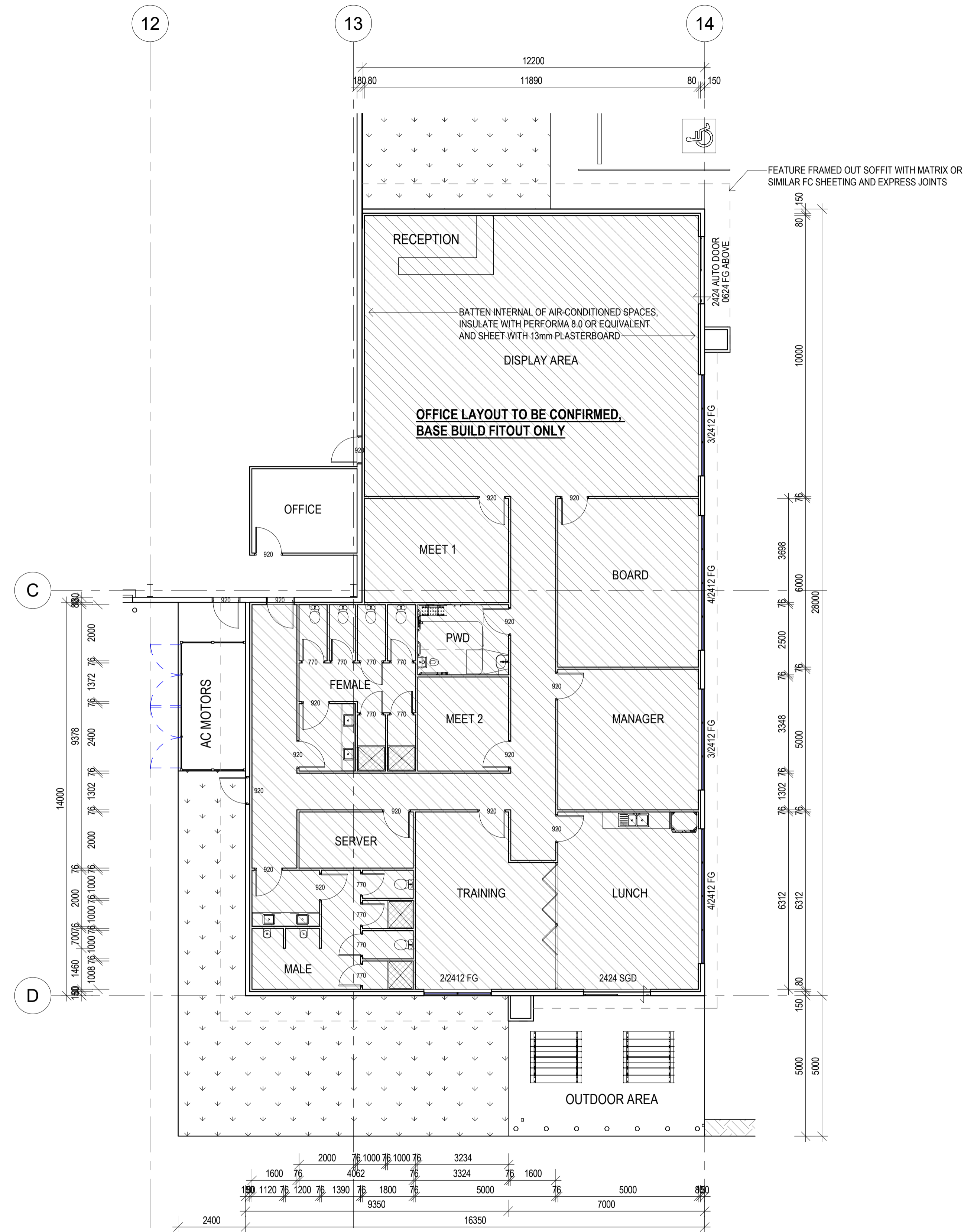
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Project: **INDUSTRIAL LOGISTICS & MANUFACTURING SERVICES**  
 Client: **BRIDGESTONE**  
 Location: **LOT 23 CLEVELAND BAY MP - STAGE 1**

TITLE: **FLOOR PLAN**  
 Date: 28.07.23 Drawn: N.H  
 Scale: 1 : 200 Designed: N.H  
 Job No.: MCD002 Drawing No.: 03 Rev.: 4



1 OFFICE PLAN  
1:100

**NOTES:**

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**DATE:**

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**Project:** INDUSTRIAL LOGISTICS & MANUFACTURING SERVICES

**Client:** BRIDGESTONE

**Location:** LOT 23 CLEVELAND BAY MP - STAGE 1

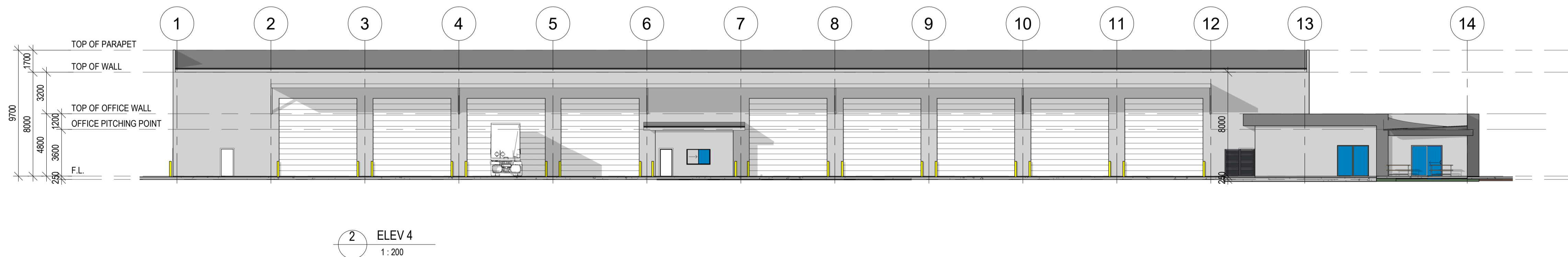
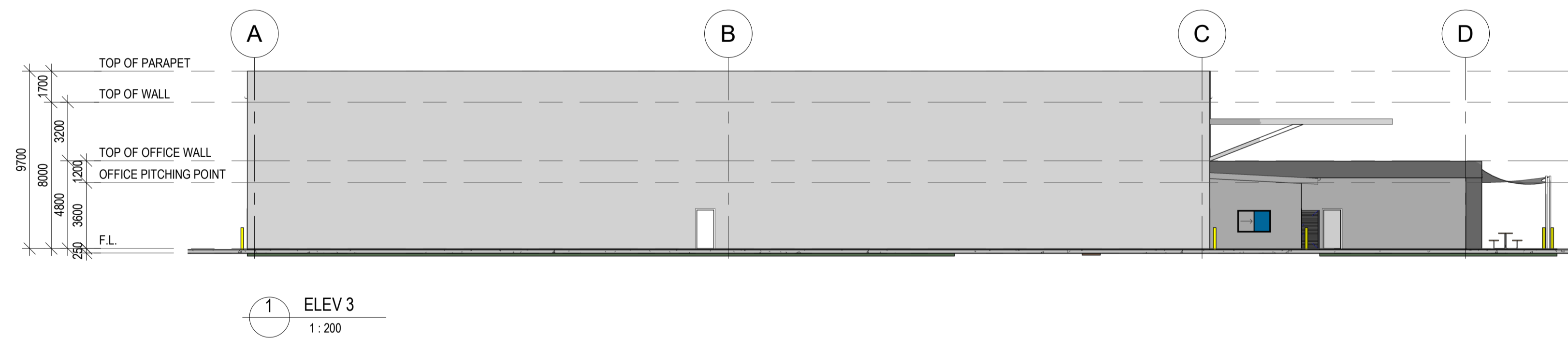
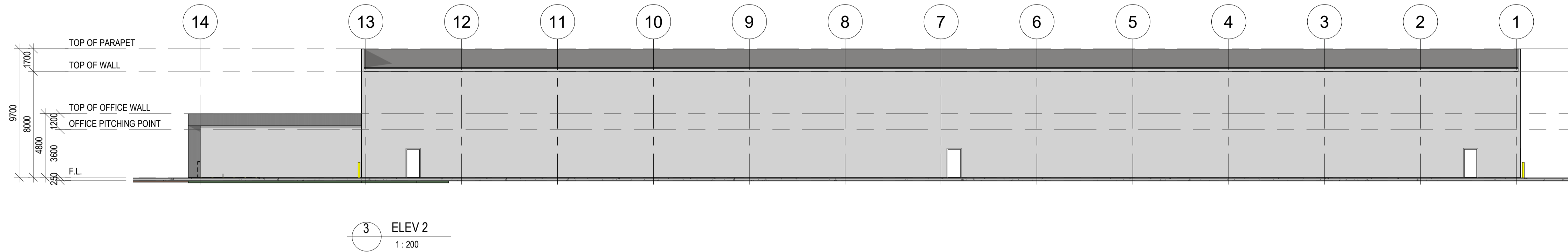
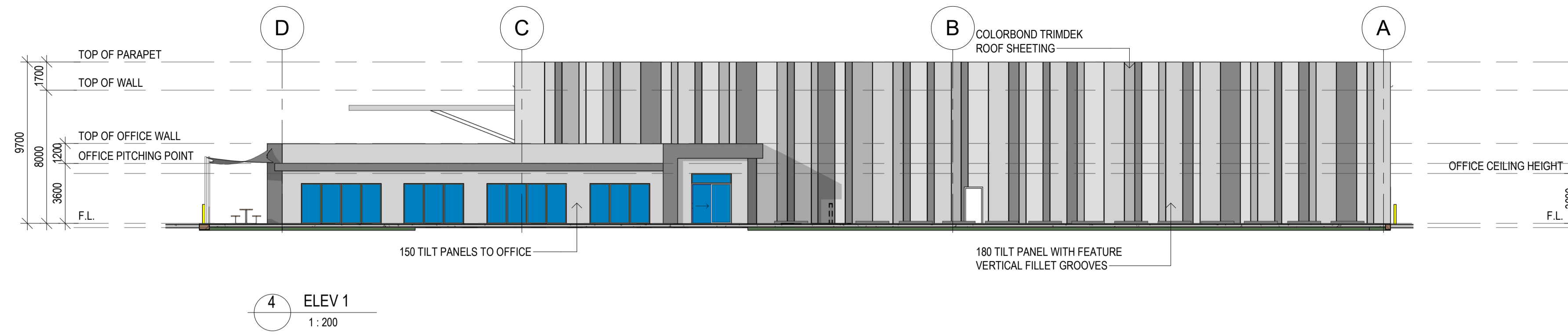
**TITLE:** FLOOR PLAN - OFFICE

**Date:** 28.07.23 **Drawn:** N.H

**Scale:** 1 : 100 **Designed:** N.H

**Job No.:** MCD002 **Drawing No.:** 04 **Rev.:** 4

MCD002 | 04 | 4



**NOTES:**

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Project: **INDUSTRIAL LOGISTICS & MANUFACTURING SERVICES**  
 Client: **BRIDGESTONE**

Location: **LOT 23 CLEVELAND BAY MP - STAGE 1**

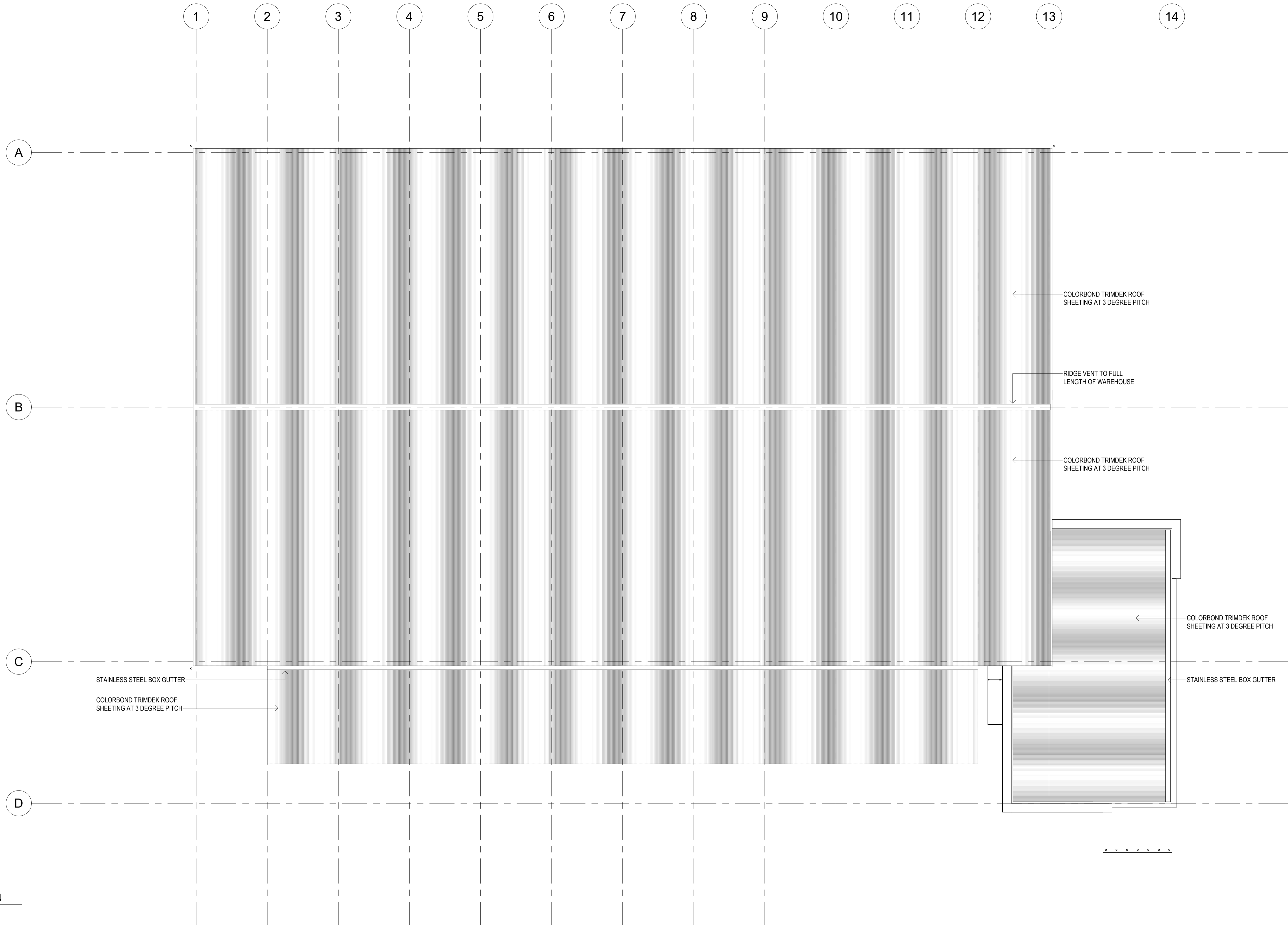
TITLE: **ELEVATIONS**

Date: 28.07.23    Drawn: N.H  
 Scale: 1 : 200    Designed: N.H

Job No.:	Drawing No.:	Rev.
MCD002	05	4



**PRELIMINARY**  
 NOT FOR CONSTRUCTION  
 PLANS ARE SUBJECT TO CHANGE TO  
 COMPLY WITH RELEVANT COVENANT &  
 BUILDING CERTIFICATION APPROVALS



1 ROOF PLAN  
 1:200

**NOTES:**  
 1. VERIFY ALL LEVELS & DIMENSIONS BEFORE COMMENCING ANY FABRICATION  
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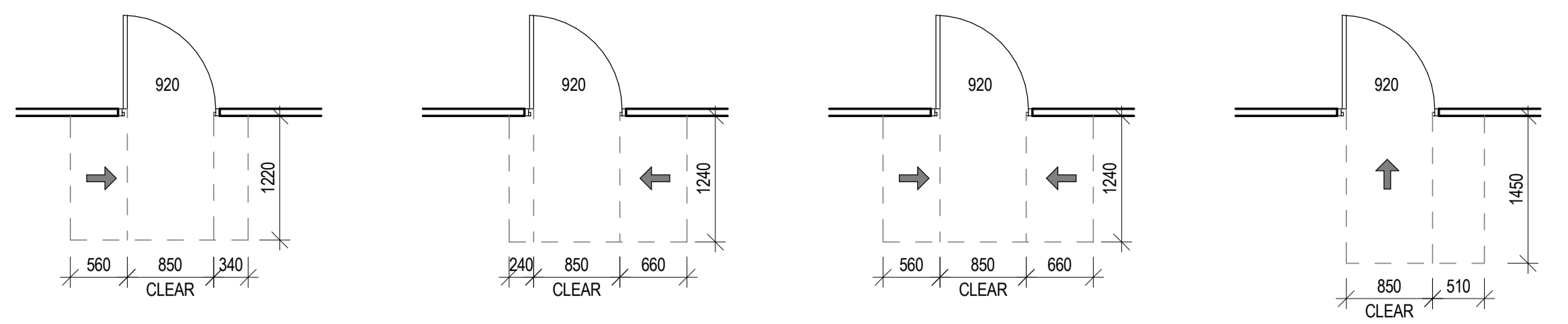
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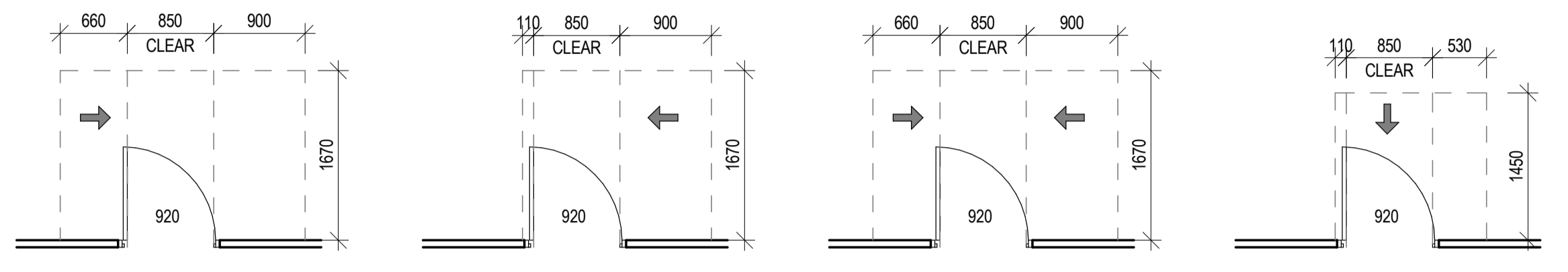


Project: **INDUSTRIAL LOGISTICS & MANUFACTURING SERVICES BRIDGESTONE**  
 Client: **BRIDGESTONE**  
 Location: **LOT 23 CLEVELAND BAY MP - STAGE 1**

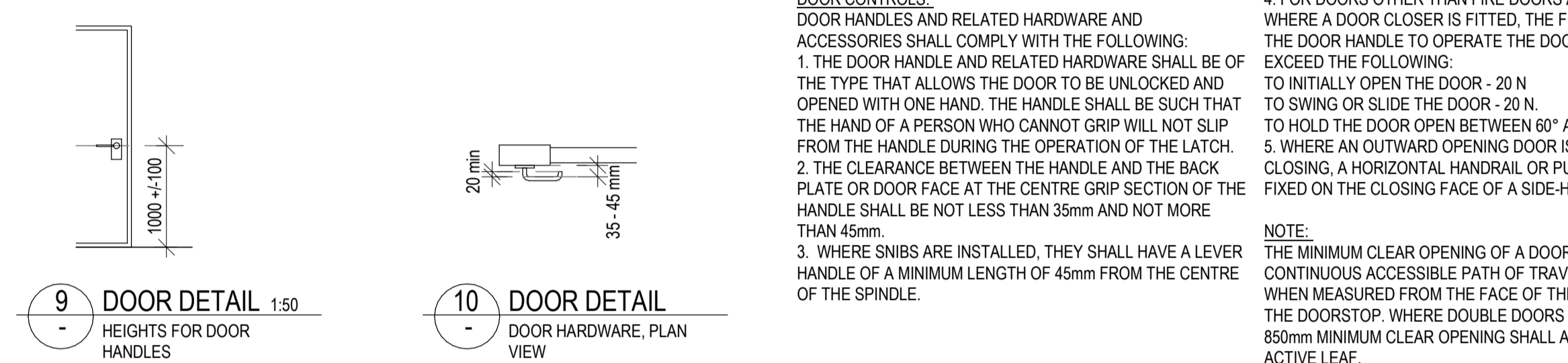
TITLE: **ROOF PLAN**  
 Date: 28.07.23 Drawn: N.H  
 Scale: 1 : 200 Designed: N.H  
 Job No.: MCD002 Drawing No.: 06 Rev.: 4



1 DOOR DETAIL 1:50 (A) HINGE-SIDE APPROACH, DOOR OPENS AWAY FROM USER  
 2 DOOR DETAIL 1:50 (B) LATCH-SIDE APPROACH, DOOR OPENS AWAY FROM USER  
 3 DOOR DETAIL 1:50 (C) EITHER SIDE APPROACH, DOOR OPENS AWAY FROM USER  
 4 DOOR DETAIL 1:50 (D) FRONT APPROACH, DOOR OPENS AWAY FROM USER

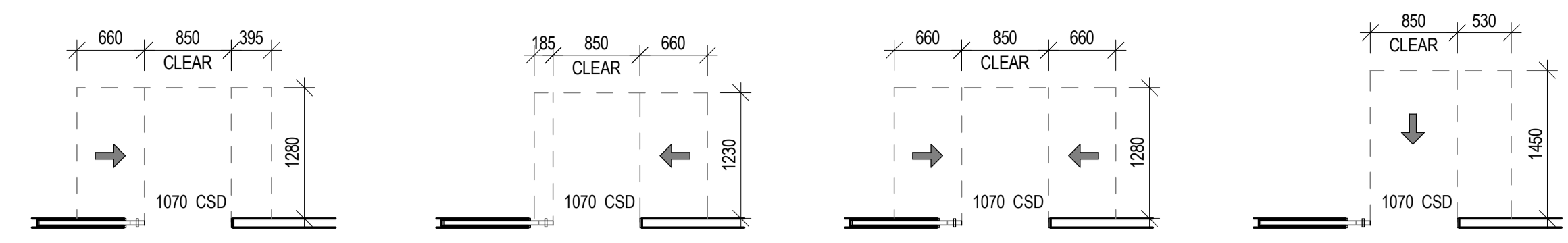


5 DOOR DETAIL 1:50 (E) HINGE-SIDE APPROACH, DOOR OPENS TOWARDS USER  
 6 DOOR DETAIL 1:50 (F) LATCH-SIDE APPROACH, DOOR OPENS TOWARDS USER  
 7 DOOR DETAIL 1:50 (G) EITHER SIDE APPROACH, DOOR OPENS TOWARDS USER  
 8 DOOR DETAIL 1:50 (H) FRONT APPROACH, DOOR OPENS TOWARDS USER

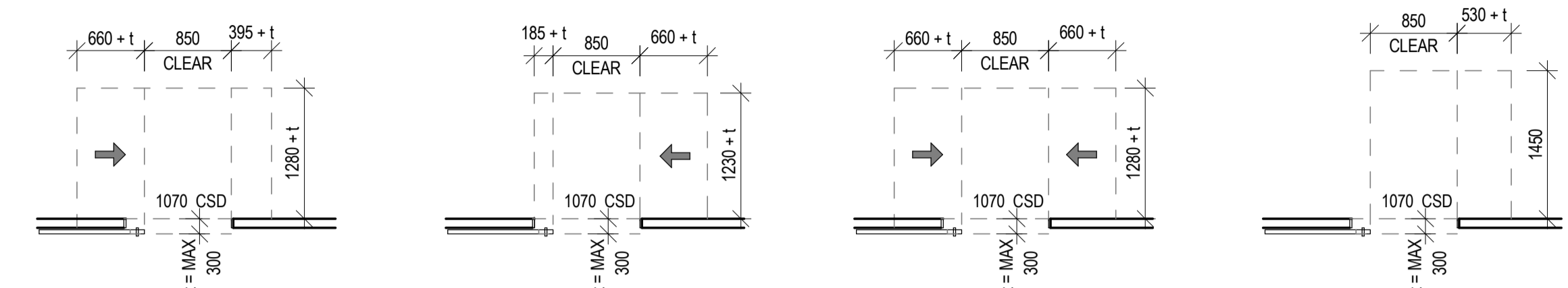


9 DOOR DETAIL 1:50 HEIGHTS FOR DOOR HANDLES  
 10 DOOR DETAIL DOOR HARDWARE, PLAN VIEW

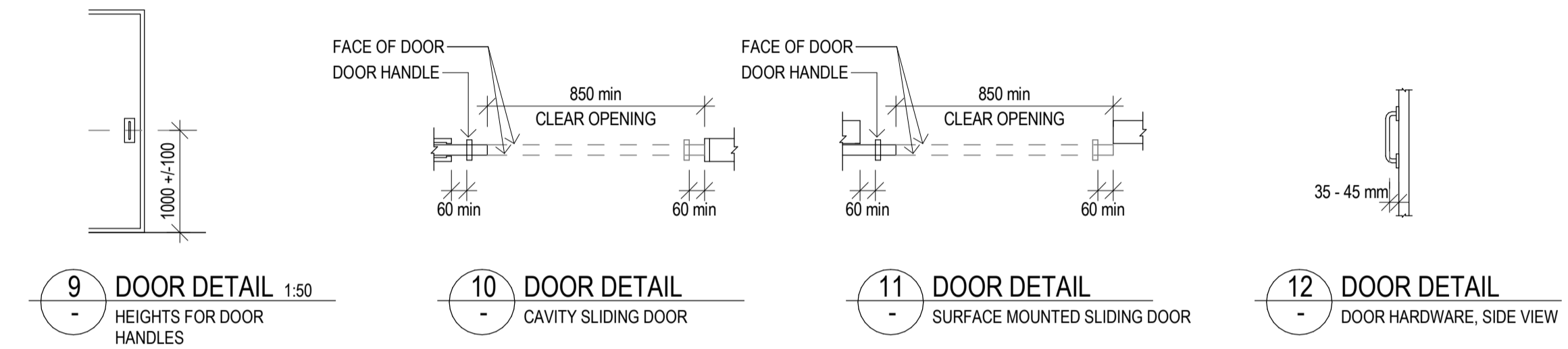
**DOOR CONTROLS:**  
 DOOR HANDLES AND RELATED HARDWARE AND ACCESSORIES SHALL COMPLY WITH THE FOLLOWING:  
 1. THE DOOR HANDLE AND RELATED HARDWARE SHALL BE OF THE TYPE THAT ALLOWS THE DOOR TO BE UNLOCKED AND OPENED WITH ONE HAND. THE HANDLE SHALL BE SUCH THAT THE HAND OF A PERSON WHO CANNOT GRIP WILL NOT SLIP FROM THE HANDLE DURING THE OPERATION OF THE LATCH.  
 2. THE CLEARANCE BETWEEN THE HANDLE AND THE BACK PLATE OR DOOR FACE AT THE CENTRE GRIP SECTION OF THE HANDLE SHALL BE NOT LESS THAN 35mm AND NOT MORE THAN 45mm.  
 3. WHERE SNIBS ARE INSTALLED, THEY SHALL HAVE A LEVER HANDLE OF A MINIMUM LENGTH OF 45mm FROM THE CENTRE OF THE SPINDLE.  
 4. FOR DOORS OTHER THAN FIRE DOORS AND SMOKE DOORS WHERE A DOOR CLOSER IS FITTED, THE FORCE REQUIRED AT THE DOOR HANDLE TO OPERATE THE DOOR SHALL NOT EXCEED THE FOLLOWING:  
 TO INITIALLY OPEN THE DOOR - 20 N  
 TO SWING OR SLIDE THE DOOR - 20 N  
 TO HOLD THE DOOR OPEN BETWEEN 60° AND 90° - 20 N  
 5. WHERE AN OUTWARD OPENING DOOR IS NOT SELF-CLOSING, A HORIZONTAL HANDRAIL OR PULL BAR SHALL BE FIXED ON THE CLOSING FACE OF A SIDE-HUNG DOOR.  
**NOTE:**  
 THE MINIMUM CLEAR OPENING OF A DOORWAY ON A CONTINUOUS ACCESSIBLE PATH OF TRAVEL SHALL BE 850mm WHEN MEASURED FROM THE FACE OF THE OPENED DOOR TO THE DOORSTOP. WHERE DOUBLE DOORS ARE USED, THE 850mm MINIMUM CLEAR OPENING SHALL APPLY TO THE ACTIVE LEAF.



1 DOOR DETAIL 1:50 (A) SIDE APPROACH, CAVITY SLIDING DOOR  
 2 DOOR DETAIL 1:50 (B) LATCH-SIDE APPROACH, CAVITY SLIDING DOOR  
 3 DOOR DETAIL 1:50 (C) EITHER SIDE APPROACH, CAVITY SLIDING DOOR  
 4 DOOR DETAIL 1:50 (D) FRONT APPROACH, CAVITY SLIDING DOOR



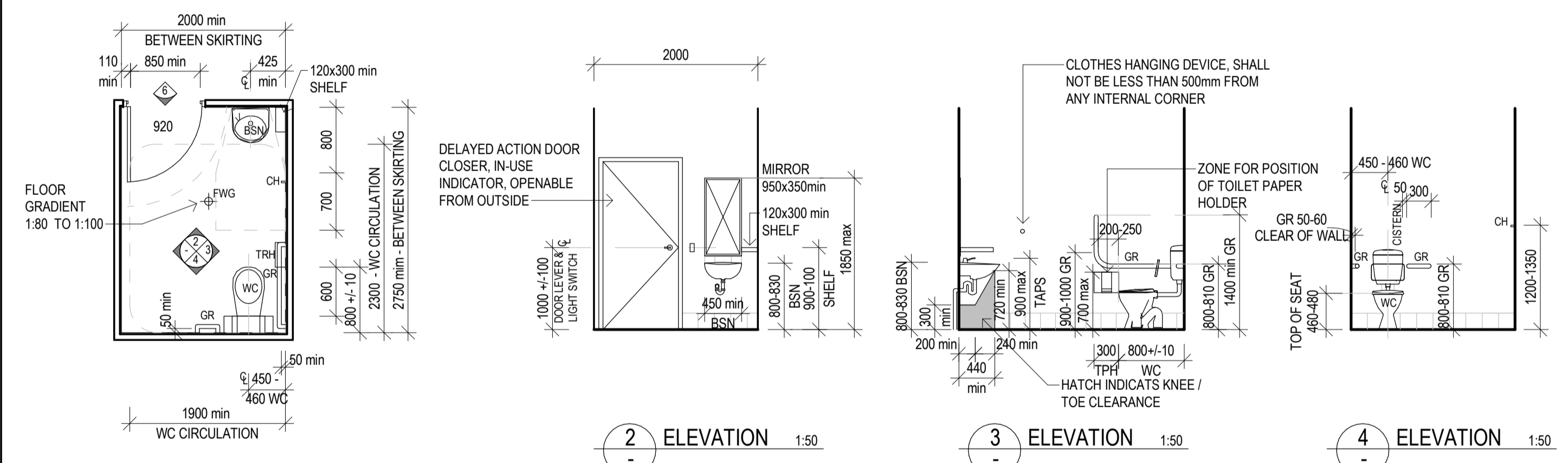
5 DOOR DETAIL 1:50 (A) SIDE APPROACH, SURFACE SLIDING DOOR  
 6 DOOR DETAIL 1:50 (B) LATCH-SIDE APPROACH, SURFACE SLIDING DOOR  
 7 DOOR DETAIL 1:50 (C) EITHER SIDE APPROACH, SURFACE SLIDING DOOR  
 8 DOOR DETAIL 1:50 (D) FRONT APPROACH, SURFACE SLIDING DOOR



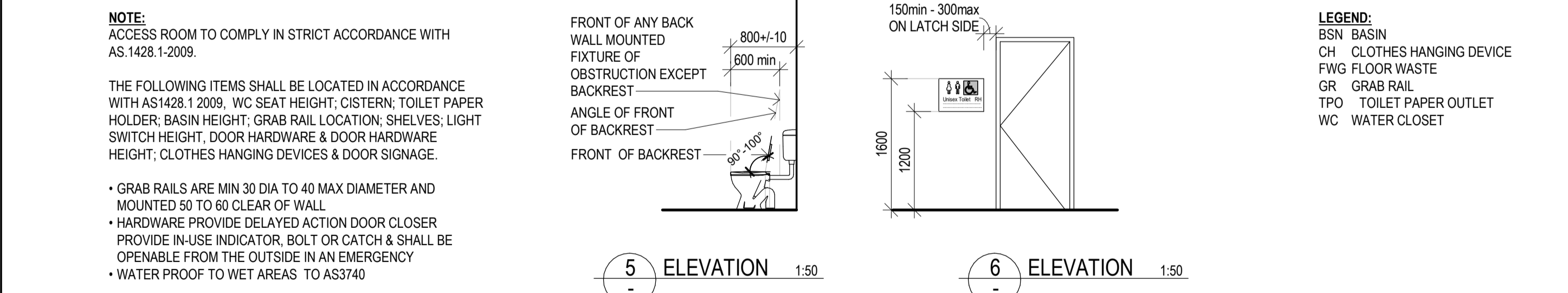
9 DOOR DETAIL 1:50 HEIGHTS FOR DOOR HANDLES  
 10 DOOR DETAIL CAVITY SLIDING DOOR  
 11 DOOR DETAIL SURFACE MOUNTED SLIDING DOOR  
 12 DOOR DETAIL DOOR HARDWARE, SIDE VIEW

**DOOR CONTROL:**  
 DOOR HANDLES AND RELATED HARDWARE AND ACCESSORIES SHALL COMPLY WITH THE FOLLOWING:  
 1. THE DOOR HANDLE AND RELATED HARDWARE SHALL BE OF THE TYPE THAT ALLOWS THE DOOR TO BE UNLOCKED AND OPENED WITH ONE HAND. THE HANDLE SHALL BE SUCH THAT THE HAND OF A PERSON WHO CANNOT GRIP WILL NOT SLIP FROM THE HANDLE DURING THE OPERATION OF THE LATCH.  
 2. THE CLEARANCE BETWEEN THE HANDLE AND THE BACK PLATE OR DOOR FACE AT THE CENTRE GRIP SECTION OF THE HANDLE SHALL BE NOT LESS THAN 35mm AND NOT MORE THAN 45mm.  
 3. D TYPE HANDLES SHALL BE PROVIDED ON SLIDING DOORS.  
 (D) WHERE SNIBS ARE INSTALLED, THEY SHALL HAVE A LEVER HANDLE OF A MINIMUM LENGTH OF 45 mm FROM THE CENTRE OF THE SPINDLE.  
 (E) FOR DOORS OTHER THAN FIRE DOORS AND SMOKE DOORS WHERE A DOOR CLOSER IS FITTED, THE FORCE REQUIRED AT THE DOOR HANDLE TO OPERATE THE DOOR SHALL NOT EXCEED THE FOLLOWING:  
 TO INITIALLY OPEN THE DOOR 20 N  
 TO SWING OR SLIDE THE DOOR 20 N  
 TO HOLD THE DOOR OPEN BETWEEN 60° AND 90° - 20 N  
 (F) WHERE AN OUTWARD OPENING DOOR IS NOT SELF-CLOSING, A HORIZONTAL HANDRAIL OR PULL BAR SHALL BE FIXED ON THE CLOSING FACE OF A SIDE-HUNG DOOR, AS SHOWN IN FIGURE 36.

**NOTE:**  
 THE MINIMUM CLEAR OPENING OF A DOORWAY ON A CONTINUOUS ACCESSIBLE PATH OF TRAVEL SHALL BE 850mm WHEN MEASURED FROM THE FACE OF THE OPENED DOOR TO THE DOORSTOP. WHERE DOUBLE DOORS ARE USED, THE 850mm MINIMUM CLEAR OPENING SHALL APPLY TO THE ACTIVE LEAF.



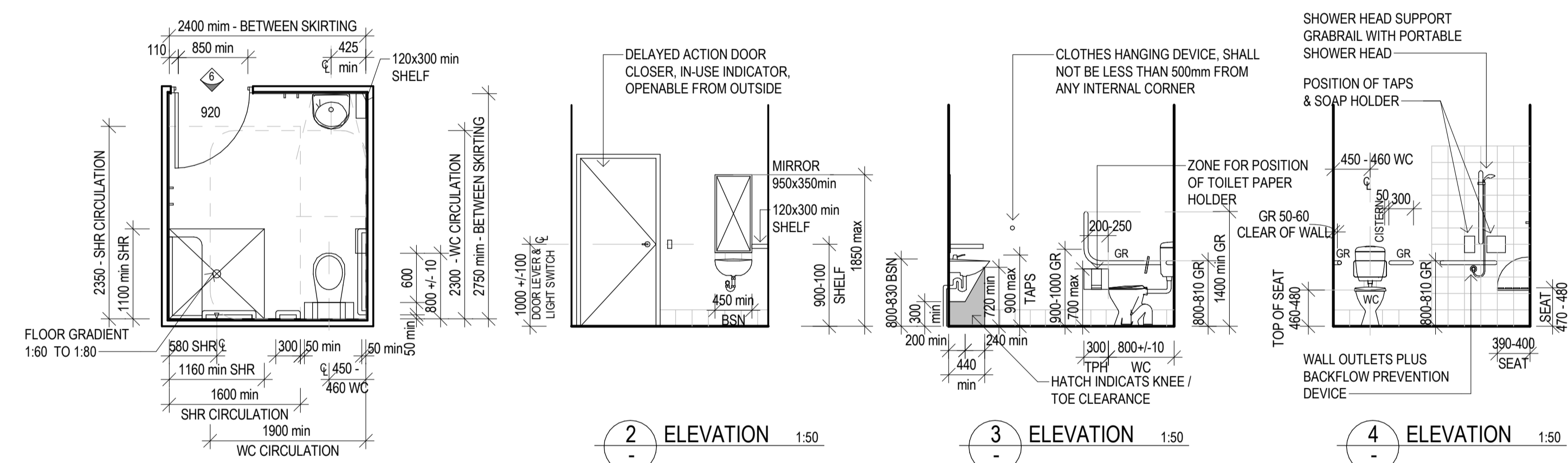
1 PWD WC DETAIL 1:50  
 2 ELEVATION 1:50  
 3 ELEVATION 1:50  
 4 ELEVATION 1:50



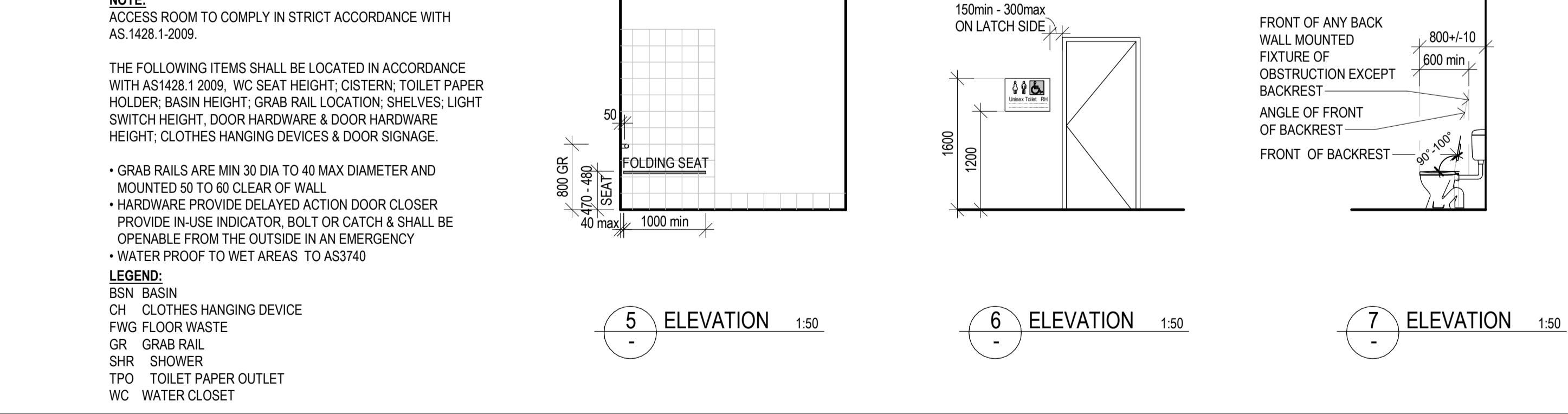
5 ELEVATION 1:50  
 6 ELEVATION 1:50  
 7 ELEVATION 1:50

**NOTE:**  
 ACCESS ROOM TO COMPLY IN STRICT ACCORDANCE WITH AS.1428.1-2009.  
 THE FOLLOWING ITEMS SHALL BE LOCATED IN ACCORDANCE WITH AS1428.1 2009. WC SEAT HEIGHT; CISTERN; TOILET PAPER HOLDER; BASIN HEIGHT; GRAB RAIL LOCATION; SHELVES; LIGHT SWITCH HEIGHT; DOOR HARDWARE & DOOR HARDWARE HEIGHT; CLOTHES HANGING DEVICES & DOOR SIGNAGE.  
 • GRAB RAILS ARE MIN 30 DIA TO 40 MAX DIAMETER AND MOUNTED 50 TO 60 CLEAR OF WALL  
 • HARDWARE PROVIDE DELAYED ACTION DOOR CLOSER PROVIDE IN-USE INDICATOR, BOLT OR CATCH & SHALL BE OPENABLE FROM THE OUTSIDE IN AN EMERGENCY  
 • WATER PROOF TO WET AREAS TO AS3740

**LEGEND:**  
 BSN BASIN  
 CH CLOTHES HANGING DEVICE  
 FWG FLOOR WASTE  
 GR GRAB RAIL  
 TPO TOILET PAPER OUTLET  
 WC WATER CLOSET



1 PWD WC DETAIL 1:50  
 2 ELEVATION 1:50  
 3 ELEVATION 1:50  
 4 ELEVATION 1:50



5 ELEVATION 1:50  
 6 ELEVATION 1:50  
 7 ELEVATION 1:50

**NOTE:**  
 ACCESS ROOM TO COMPLY IN STRICT ACCORDANCE WITH AS.1428.1-2009.  
 THE FOLLOWING ITEMS SHALL BE LOCATED IN ACCORDANCE WITH AS1428.1 2009. WC SEAT HEIGHT; CISTERN; TOILET PAPER HOLDER; BASIN HEIGHT; GRAB RAIL LOCATION; SHELVES; LIGHT SWITCH HEIGHT; DOOR HARDWARE & DOOR HARDWARE HEIGHT; CLOTHES HANGING DEVICES & DOOR SIGNAGE.  
 • GRAB RAILS ARE MIN 30 DIA TO 40 MAX DIAMETER AND MOUNTED 50 TO 60 CLEAR OF WALL  
 • HARDWARE PROVIDE DELAYED ACTION DOOR CLOSER PROVIDE IN-USE INDICATOR, BOLT OR CATCH & SHALL BE OPENABLE FROM THE OUTSIDE IN AN EMERGENCY  
 • WATER PROOF TO WET AREAS TO AS3740

**LEGEND:**  
 BSN BASIN  
 CH CLOTHES HANGING DEVICE  
 FWG FLOOR WASTE  
 GR GRAB RAIL  
 SHR SHOWER  
 TPO TOILET PAPER OUTLET  
 WC WATER CLOSET

**NOTES:**  
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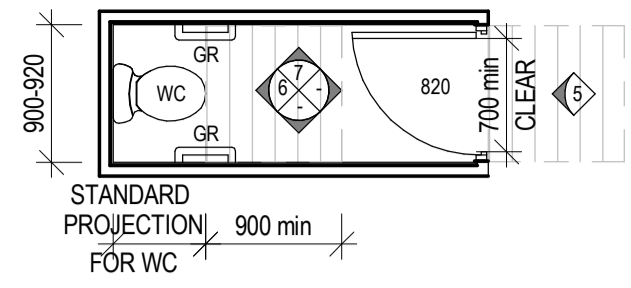
ISSUE:	DATE:	DESCRIPTION:

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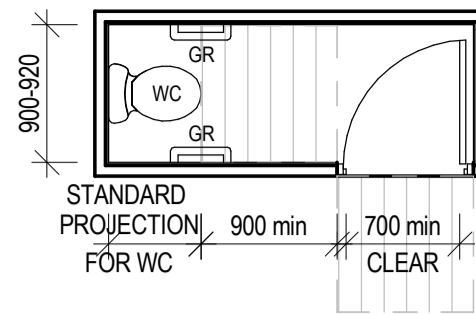


**Project:** INDUSTRIAL LOGISTICS & MANUFACTURING SERVICES  
**Client:** BRIDGESTONE  
**Location:** LOT 23 CLEVELAND BAY MP - STAGE 1

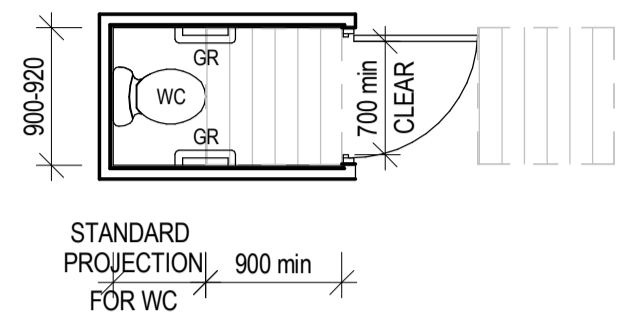
**TITLE:** AS1428 - DETAILS  
**Date:** 28.07.23 **Drawn:** N.H  
**Scale:** 1 : 50 **Designed:** N.H  
**Job No.:** MCD002 **Drawing No.:** 07 **Rev.:** 4



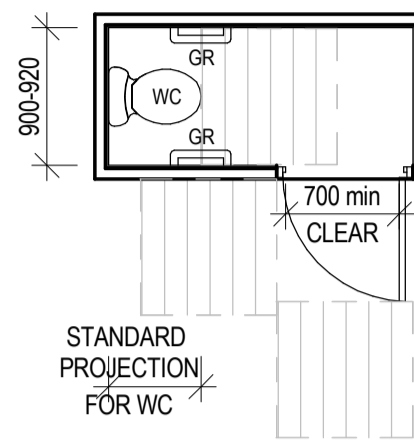
1 AMBULANT WC DETAIL 1:50



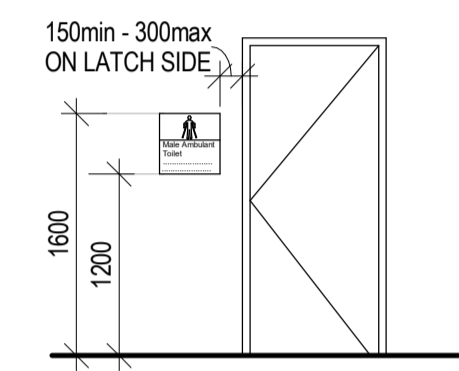
2 AMBULANT WC DETAIL 1:50



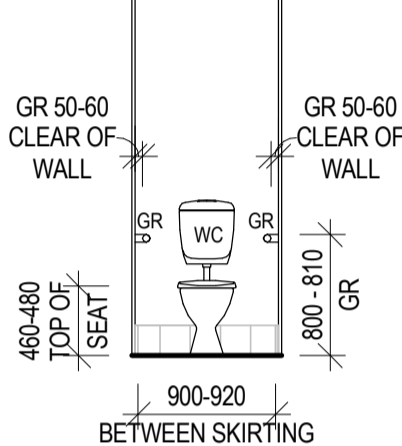
3 AMBULANT WC DETAIL 1:50



4 AMBULANT WC DETAIL 1:50



5 ELEVATION 1:50



6 ELEVATION 1:50

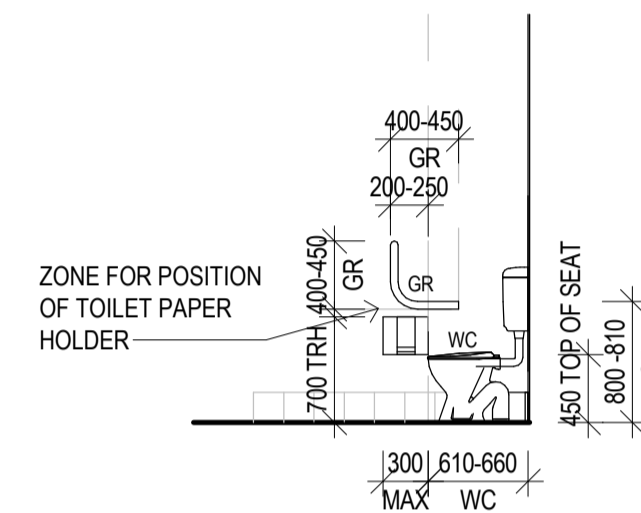
**NOTE:**  
UNISEX ACCESSIBLE & AMBULANT SANITARY COMPARTMENTS TO COMPLY IN STRICT ACCORDANCE WITH AS 1428.1-2009

THE FOLLOWING ITEMS SHALL BE LOCATED IN ACCORDANCE WITH AS 1428.1 2009 - BASIN HEIGHT; WC SEAT HEIGHT; CISTERN; GRAB RAIL LOCATION; TOILET PAPER HOLDER; LIGHT SWITCH HEIGHT; DOOR HARDWARE & DOOR HARDWARE HEIGHT; SHELVES; CLOTHES HANGING DEVICES & DOOR SIGNAGE

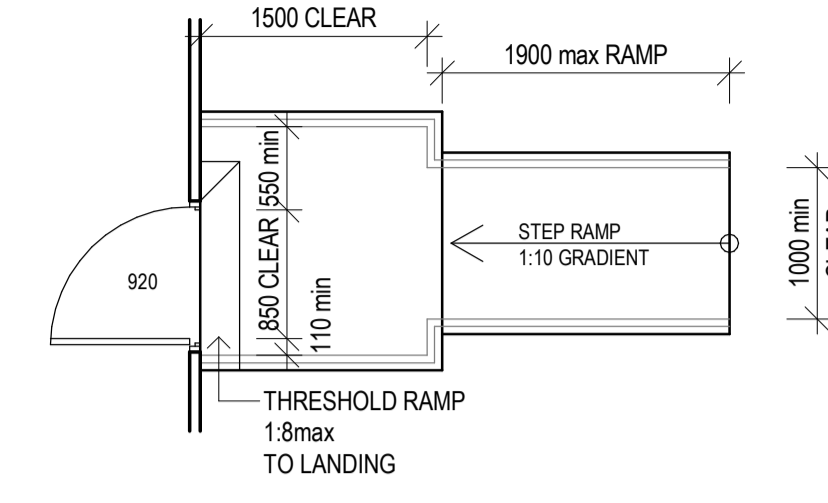
- GRAB RAILS ARE MIN 30 DIA TO 40 MAX DIAMETER AND MOUNTED 50 TO 60 CLEAR OF WALL
- HARDWARE PROVIDE DELAYED ACTION DOOR CLOSER PROVIDE IN-USE INDICATOR, BOLT OR CATCH & SHALL BE OPENABLE FROM THE OUTSIDE IN AN EMERGENCY
- WATER PROOF TO WET AREAS TO AS3740

**LEGEND:**

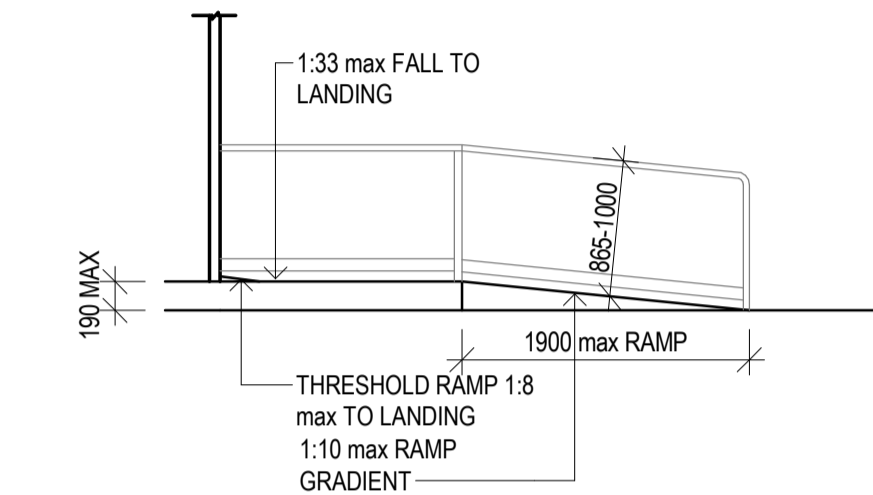
- BSN BASIN
- CH CLOTHES HANGING DEVICE
- FWG FLOOR WASTE
- GR GRAB RAIL
- TPO TOILET PAPER OUTLET
- WC WATER CLOSET



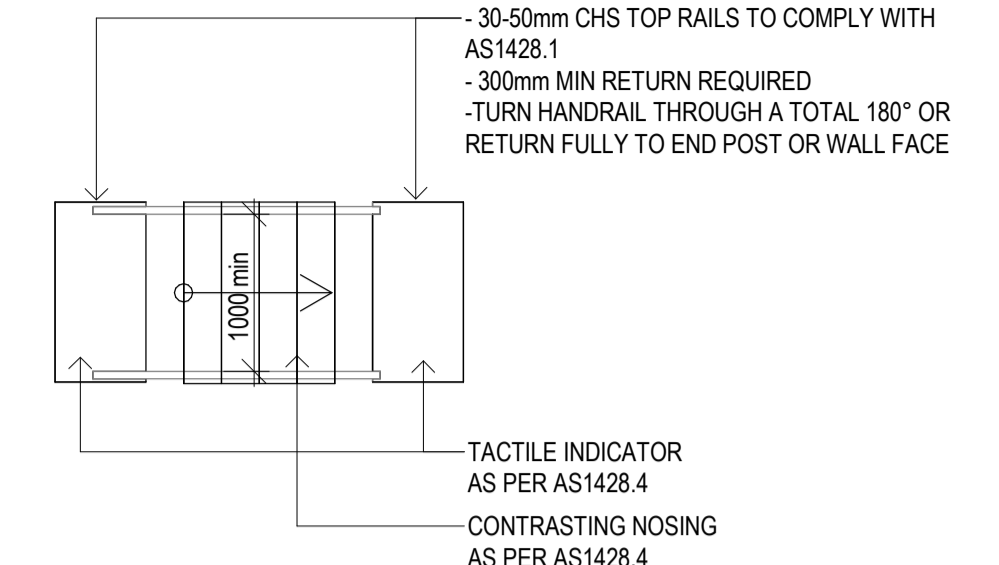
7 ELEVATION 1:50



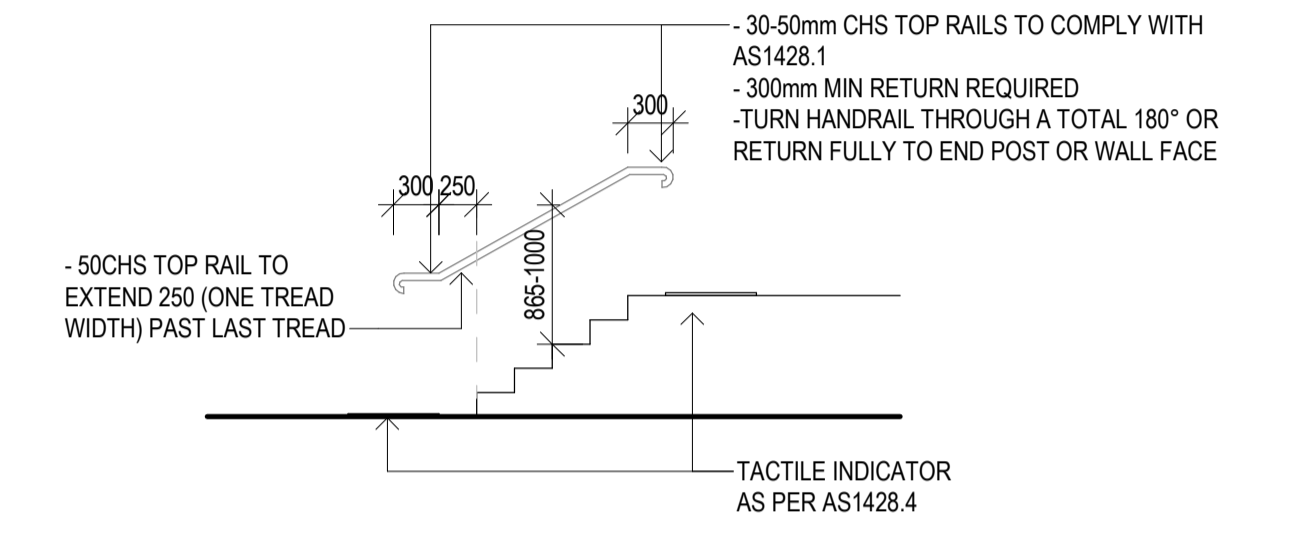
1 STEP RAMP 1:50



2 STEP RAMP 1:50

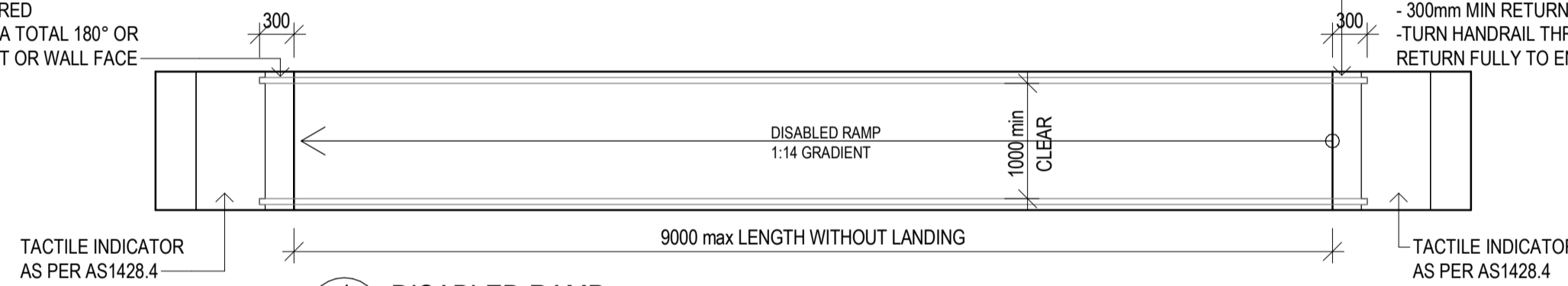


3 STAIR DETAIL 1:50



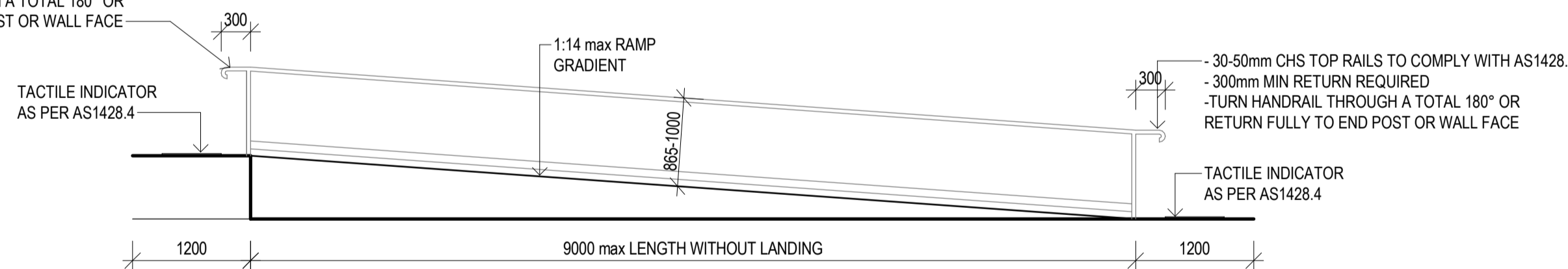
4 STAIR DETAIL 1:50

- 30-50mm CHS TOP RAILS TO COMPLY WITH AS1428.1  
- 300mm MIN RETURN REQUIRED  
- TURN HANDRAIL THROUGH A TOTAL 180° OR RETURN FULLY TO END POST OR WALL FACE

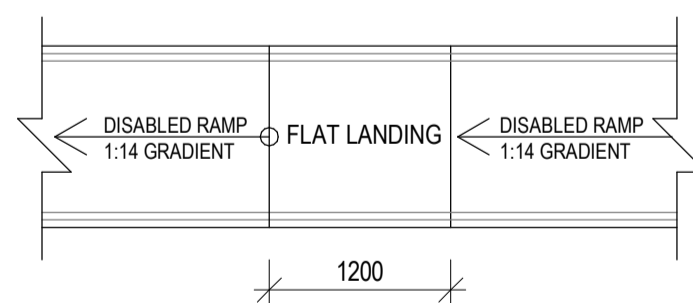


1 DISABLED RAMP 1:50

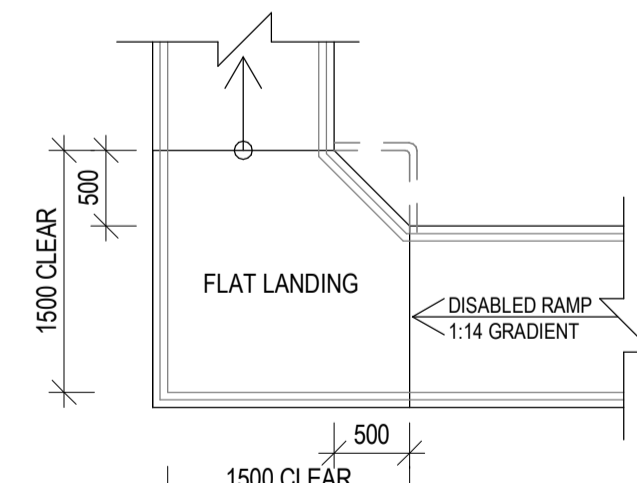
- 30-50mm CHS TOP RAILS TO COMPLY WITH AS1428.1  
- 300mm MIN RETURN REQUIRED  
- TURN HANDRAIL THROUGH A TOTAL 180° OR RETURN FULLY TO END POST OR WALL FACE



2 DISABLED RAMP 1:50



3 LANDING DETAIL 1:50



4 LANDING DETAIL 1:50

**NOTES:**

1. VERIFY ALL LEVELS & DIMENSIONS BEFORE COMMENCING ANY FABRICATION
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Project: INDUSTRIAL LOGISTICS & MANUFACTURING SERVICES

Client: BRIDGESTONE

Location: LOT 23 CLEVELAND BAY MP - STAGE 1

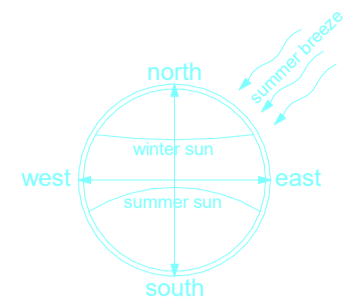
TITLE: AS1428 - DETAILS

Date: 28.07.23 Drawn: N.H

Scale: 1 : 50 Designed: N.H

Job No.: Drawing No.: Rev.

MCD002 08 4



**CARPARKING LEGEND:**

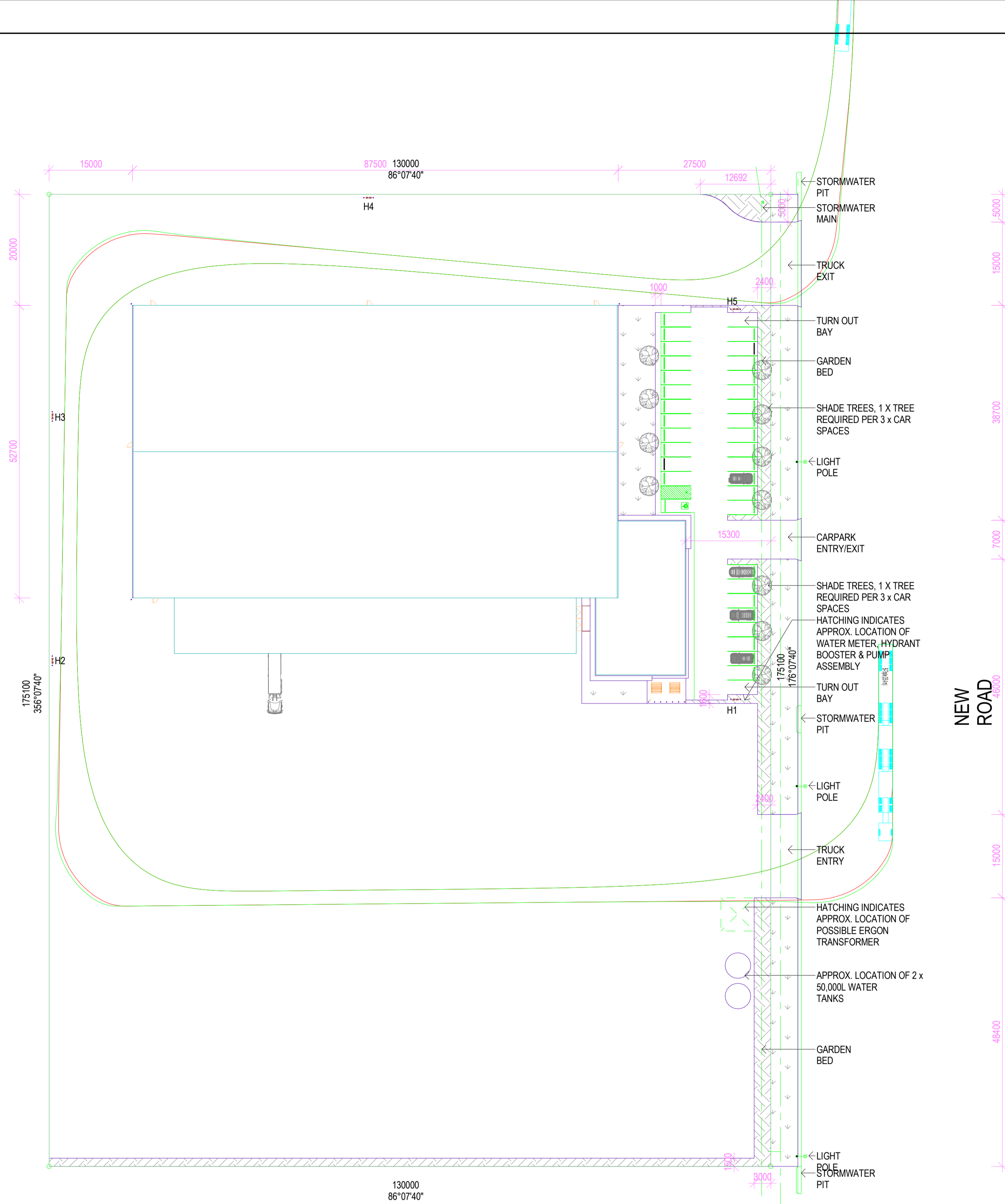
WAREHOUSE = 4600m<sup>2</sup> AT 1 CAR SPACE PER 100m<sup>2</sup>, THEN 46 CAR SPACES  
 REQUIRED OFFICE = 400m<sup>2</sup> AT 1 CAR SPACE PER 30m<sup>2</sup>, THEN 14 CAR SPACES  
 REQUIRED OFFICE = 40m<sup>2</sup> AT 1 CAR SPACE PER 30m<sup>2</sup>, THEN 1 CAR SPACE  
 REQUIRED OFFICE SPACES  
 WAREHOUSE = 46 CAR SPACES  
 OFFICES = 14 CAR SPACES  
 OFFICE = 1 CAR SPACE  
 OFFICE = 61 CAR SPACES  
 REQUIRED  
 TOTAL CAR SPACES SUPPLIED:  
 1 x DISABLED CAR  
 STANDARD CAR  
 OFFICE = 34 CAR SPACES  
 PROVIDED

**SITE AREAS & COVERAGE:**

BUILDING	=	22.10%
HARDSTAND	6030.00m <sup>2</sup>	68.56%
CARPARK	45605.85m <sup>2</sup>	4.72%
GARDEN	4075.04m <sup>2</sup>	2.81%
OFFICE	640.26m <sup>2</sup>	1.52%
SERVICES	345.56m <sup>2</sup>	0.22%
<b>TOTAL</b>	<b>49.40m<sup>2</sup></b>	<b>100.00%</b>
<b>SITE</b>	<b>22763.00m<sup>2</sup></b>	

**BUILDING AREAS:**

WAREHOUSE	=	91.45%
OFFICE	4600.00m <sup>2</sup>	7.95%
DOCK OFFICE	400.00m <sup>2</sup>	0.59%
<b>TOTAL</b>	<b>90.00m<sup>2</sup></b>	<b>100.00%</b>
	<b>5030.00m<sup>2</sup></b>	



NEW ROAD

1 SWEPT PATHS  
1:500

REAL PROPERTY DESCRIPTION  
 LOT 23 ON SP  
 AREA OF LAND:  
 LOCAL GOVERNMENT: TOWNSVILLE CITY COUNCIL

**NOTES:**  
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Project: **INDUSTRIAL LOGISTICS & MANUFACTURING SERVICES**  
 Client: **BRIDGESTONE**  
 Location: **LOT 23 CLEVELAND BAY MP - STAGE 1**

TITLE: **SWEPT PATHS - ENTRY/EXIT**  
 Date: 28.07.23 Drawn: N.H  
 Scale: 1 : 500 Designed: N.H

Job No.:	Drawing No.:	Rev.
MCD002	09	4

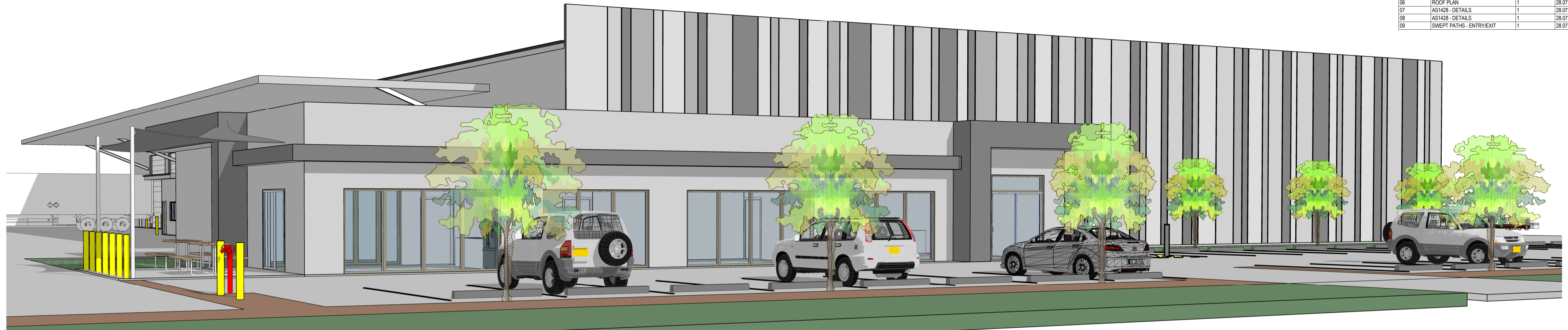
---

# Appendix 5

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JOB: PROPOSED WAREHOUSE & OFFICE  
 CLIENT: BRIDGESTONE  
 LOCATION: LOT 23 CLEVELAND BAY

SHEET LIST			
SHEET No.	SHEET NAME	Revision	REV. ISSUE DATE
01	COVER PAGE	1	28.07.23
02	SITE PLAN	1	28.07.23
03	FLOOR PLAN	1	28.07.23
04	FLOOR PLAN - OFFICE	1	28.07.23
05	ELEVATIONS	1	28.07.23
06	ROOF PLAN	1	28.07.23
07	AS1428 - DETAILS	1	28.07.23
08	AS1428 - DETAILS	1	28.07.23
09	SWEPT PATHS - ENTRY/EXIT	1	28.07.23



**NOTES:**

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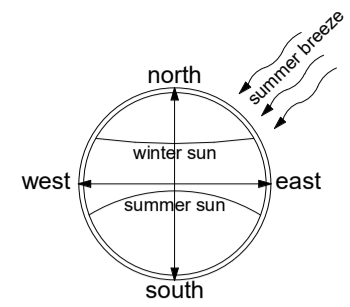
Project: INDUSTRIAL LOGISTICS & MANUFACTURING SERVICES  
 Client: BRIDGESTONE

Location: LOT 23 CLEVELAND BAY  
 MP - STAGE 1

TITLE: COVER PAGE

Date: 28.07.23 Drawn: N.H  
 Scale: \_\_\_\_\_ Designed: N.H

Job No.:	Drawing No.:	Rev.
MCD002	01	4



**PRELIMINARY**

NOT FOR CONSTRUCTION  
PLANS ARE SUBJECT TO CHANGE TO  
COMPLY WITH RELEVANT COVENANT &  
BUILDING CERTIFICATION APPROVALS

**CARPARKING LEGEND:**

WAREHOUSE = 4600m<sup>2</sup> AT 1 CAR SPACE PER 100m<sup>2</sup>, THEN 46 CAR SPACES REQUIRED  
OFFICE = 400m<sup>2</sup> AT 1 CAR SPACE PER 30m<sup>2</sup>, THEN 14 CAR SPACES REQUIRED  
DOCK OFFICE = 40m<sup>2</sup> AT 1 CAR SPACE PER 30m<sup>2</sup>, THEN 1 CAR SPACE REQUIRED  
TOTAL CAR SPACES REQUIRED:  
WAREHOUSE = 46 CAR SPACES  
OFFICE = 14 CAR SPACES  
DOCK OFFICE = 1 CAR SPACE  
TOTAL = 61 CAR SPACES REQUIRED

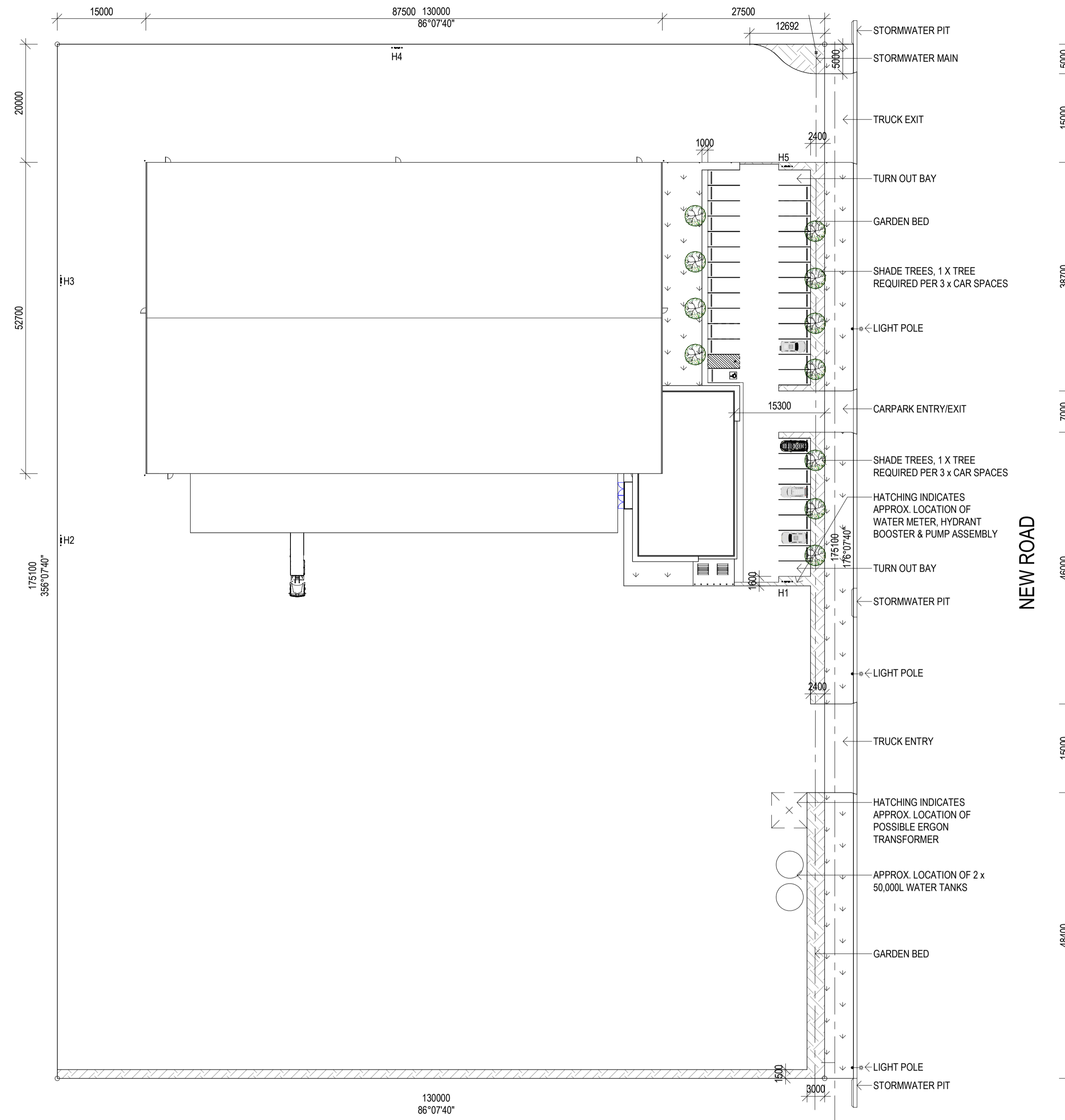
TOTAL CAR SPACES SUPPLIED:  
1 x DISABLED CAR SPACE  
33 x STANDARD CAR SPACE  
TOTAL = 34 CAR SPACES PROVIDED

**SITE AREAS & COVERAGE:**

BUILDING	= 5030.00m <sup>2</sup>	22.10%
HARDSTAND CONC.	= 15605.85m <sup>2</sup>	68.56%
CARPARK	= 1075.04m <sup>2</sup>	4.72%
GARDEN BEDS	= 640.26m <sup>2</sup>	2.81%
TURF	= 345.56m <sup>2</sup>	1.52%
SERVICES	= 49.40m <sup>2</sup>	0.22%
<b>TOTAL SITE</b>	<b>= 22763.00m<sup>2</sup></b>	<b>100.00%</b>

**BUILDING AREAS:**

WAREHOUSE	= 4600.00m <sup>2</sup>	91.45%
OFFICE	= 400.00m <sup>2</sup>	7.95%
DOCK OFFICE	= 30.00m <sup>2</sup>	0.59%
<b>TOTAL</b>	<b>= 5030.00m<sup>2</sup></b>	<b>100.00%</b>



1 SITE PLAN  
1:500

**REAL PROPERTY DESCRIPTION**  
LOT 23 ON SP ??????  
AREA OF LAND: 22763m<sup>2</sup>  
LOCAL GOVERNMENT: TOWNSVILLE CITY COUNCIL

**NOTES:**  
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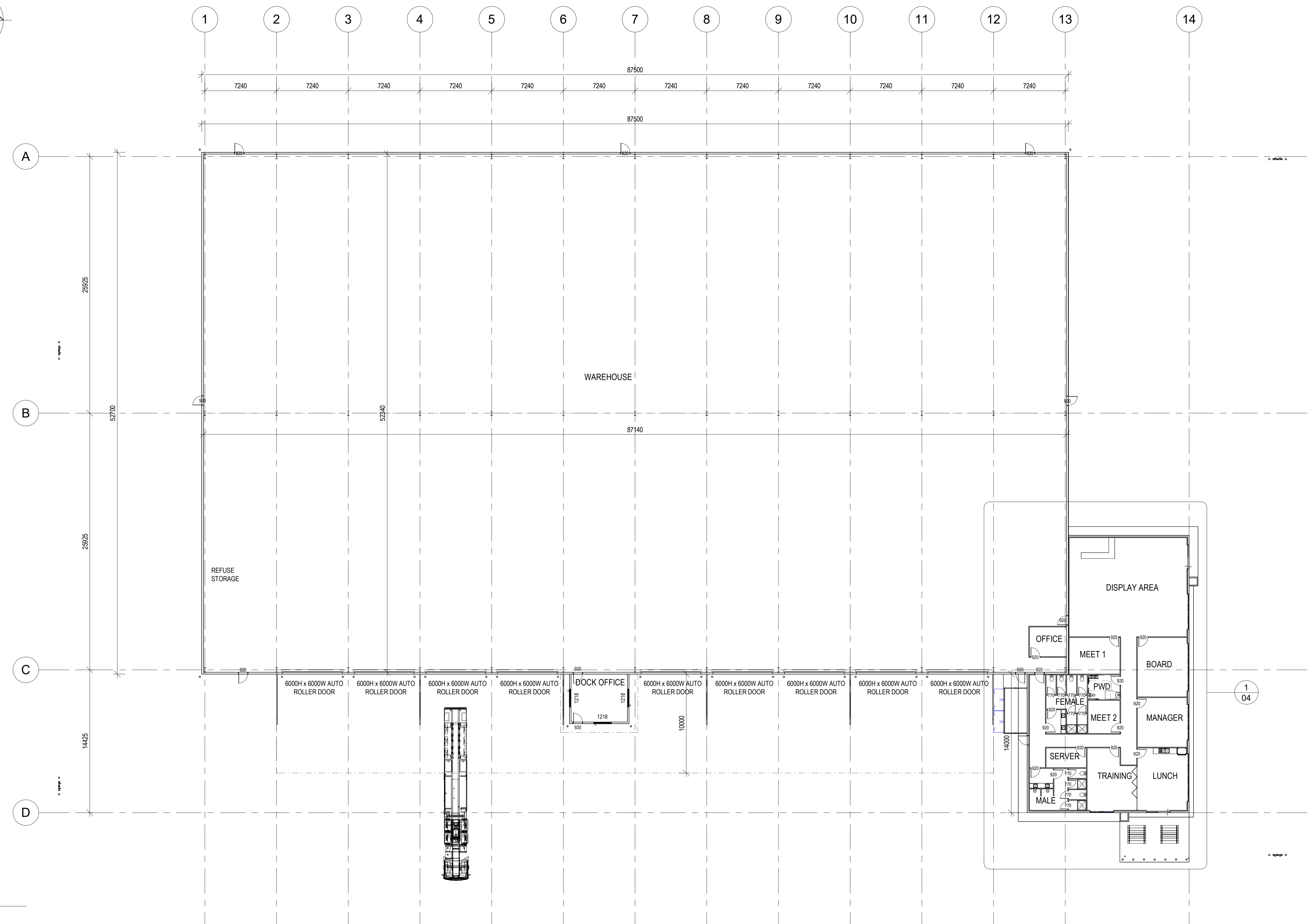
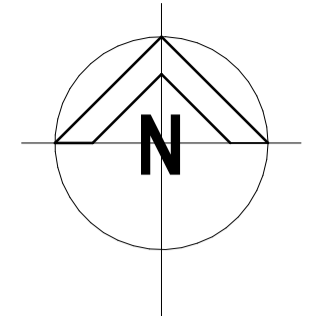
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Project: **INDUSTRIAL LOGISTICS & MANUFACTURING SERVICES BRIDGESTONE**  
Client:  
Location: **LOT 23 CLEVELAND BAY MP - STAGE 1**

TITLE: **SITE PLAN**  
Date: 28.07.23    Drawn: N.H  
Scale: 1 : 500    Designed: N.H  
Job No.: MCD002    Drawing No.: 02    Rev.: 4

**PRELIMINARY**  
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 BUILDING CERTIFICATION APPROVALS



1 FLOOR PLAN  
 1 : 200

**NOTES:**  
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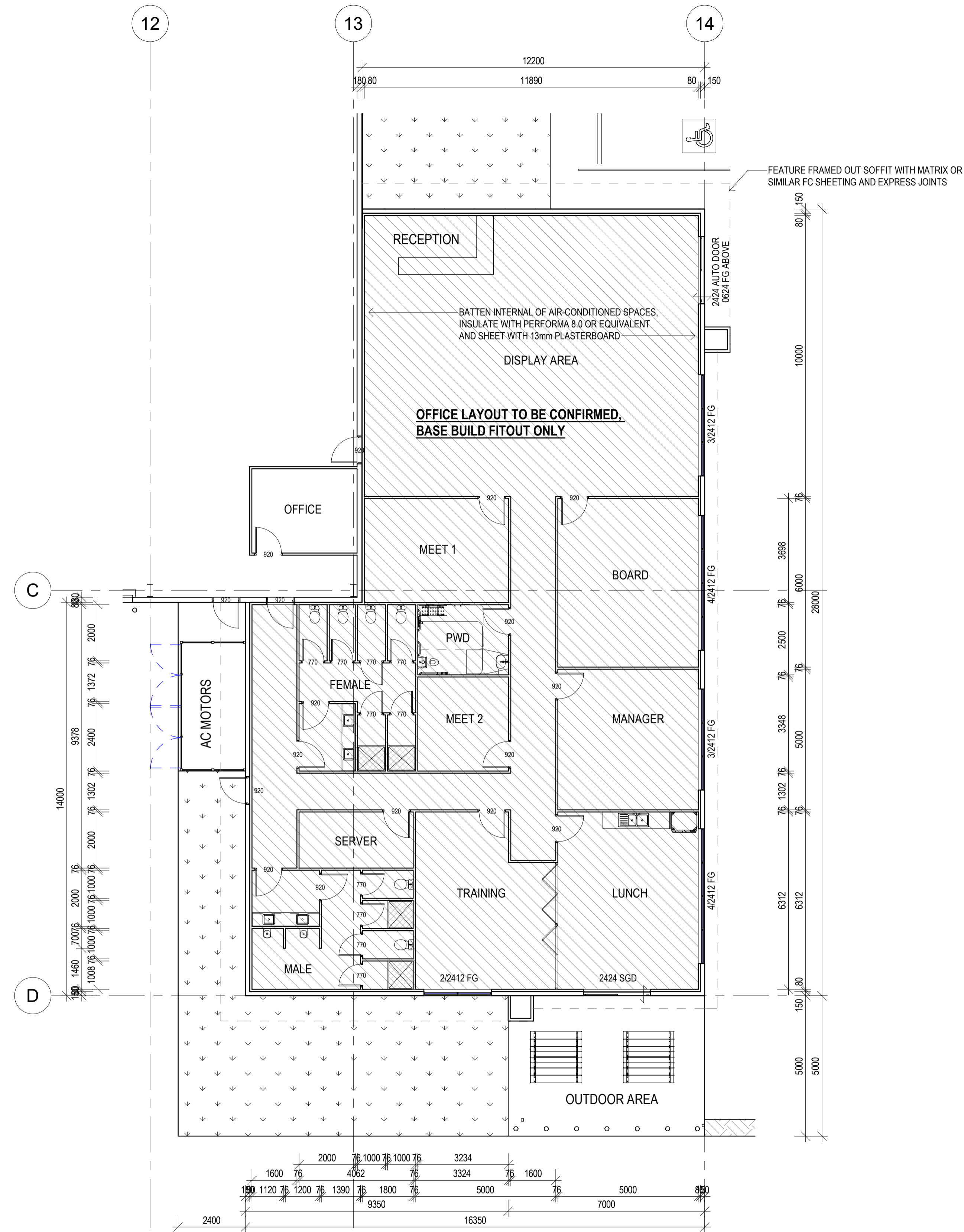
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Project: **INDUSTRIAL LOGISTICS & MANUFACTURING SERVICES BRIDGESTONE**  
 Client: **BRIDGESTONE**  
 Location: **LOT 23 CLEVELAND BAY MP - STAGE 1**

TITLE: **FLOOR PLAN**  
 Date: 28.07.23 Drawn: N.H  
 Scale: 1 : 200 Designed: N.H  
 Job No.: MCD002 Drawing No.: 03 Rev.: 4





1 OFFICE PLAN  
1:100

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**Project:** INDUSTRIAL LOGISTICS & MANUFACTURING SERVICES

**Client:** BRIDGESTONE

**Location:** LOT 23 CLEVELAND BAY MP - STAGE 1

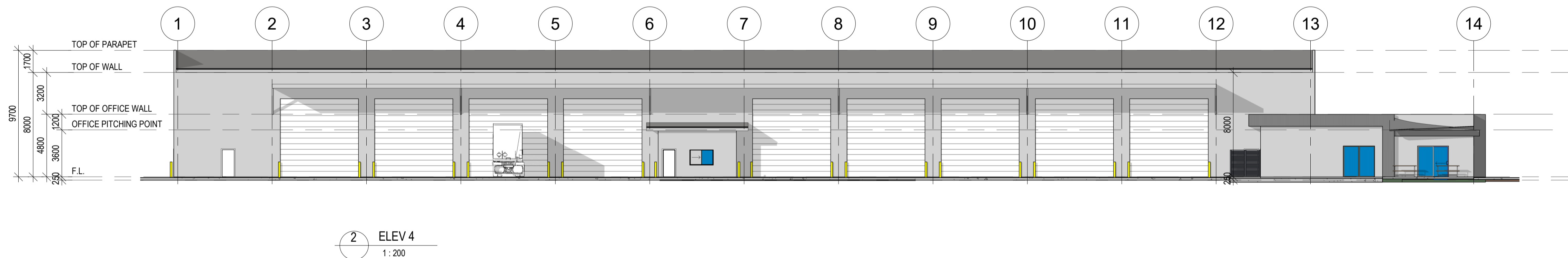
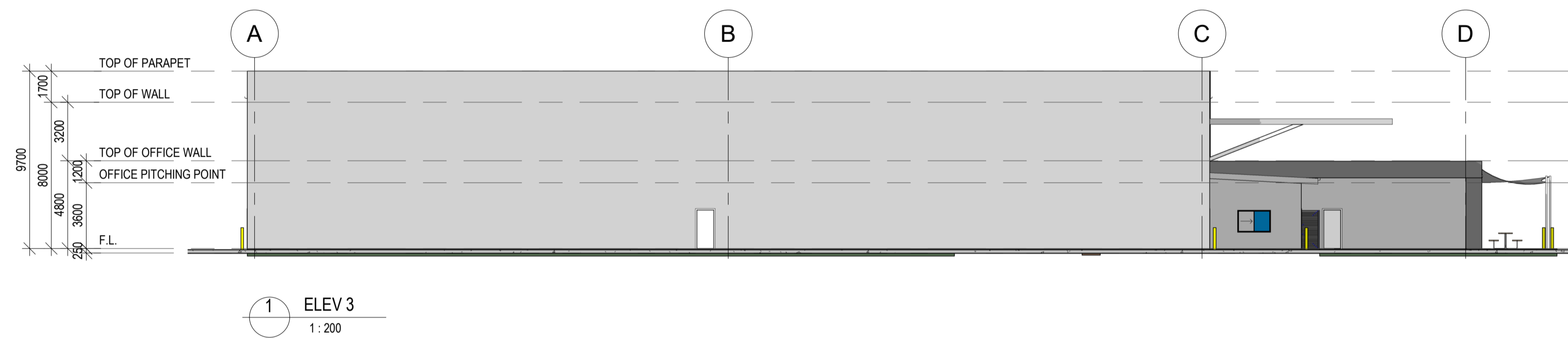
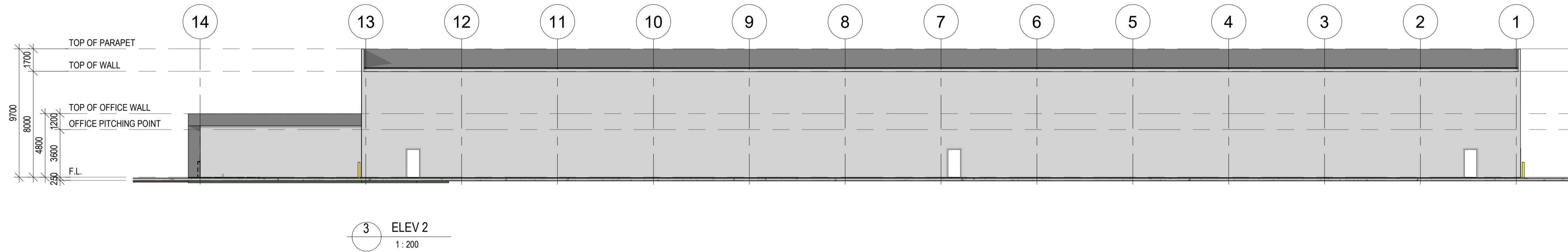
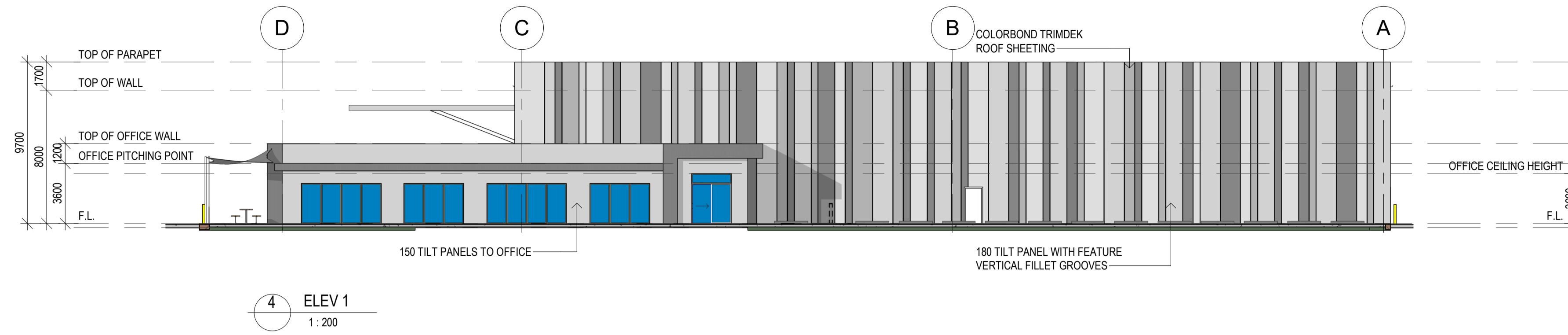
**TITLE:** FLOOR PLAN - OFFICE

**Date:** 28.07.23 **Drawn:** N.H

**Scale:** 1 : 100 **Designed:** N.H

**Job No.:** MCD002 **Drawing No.:** 04 **Rev.:** 4

**Rev.:** 4



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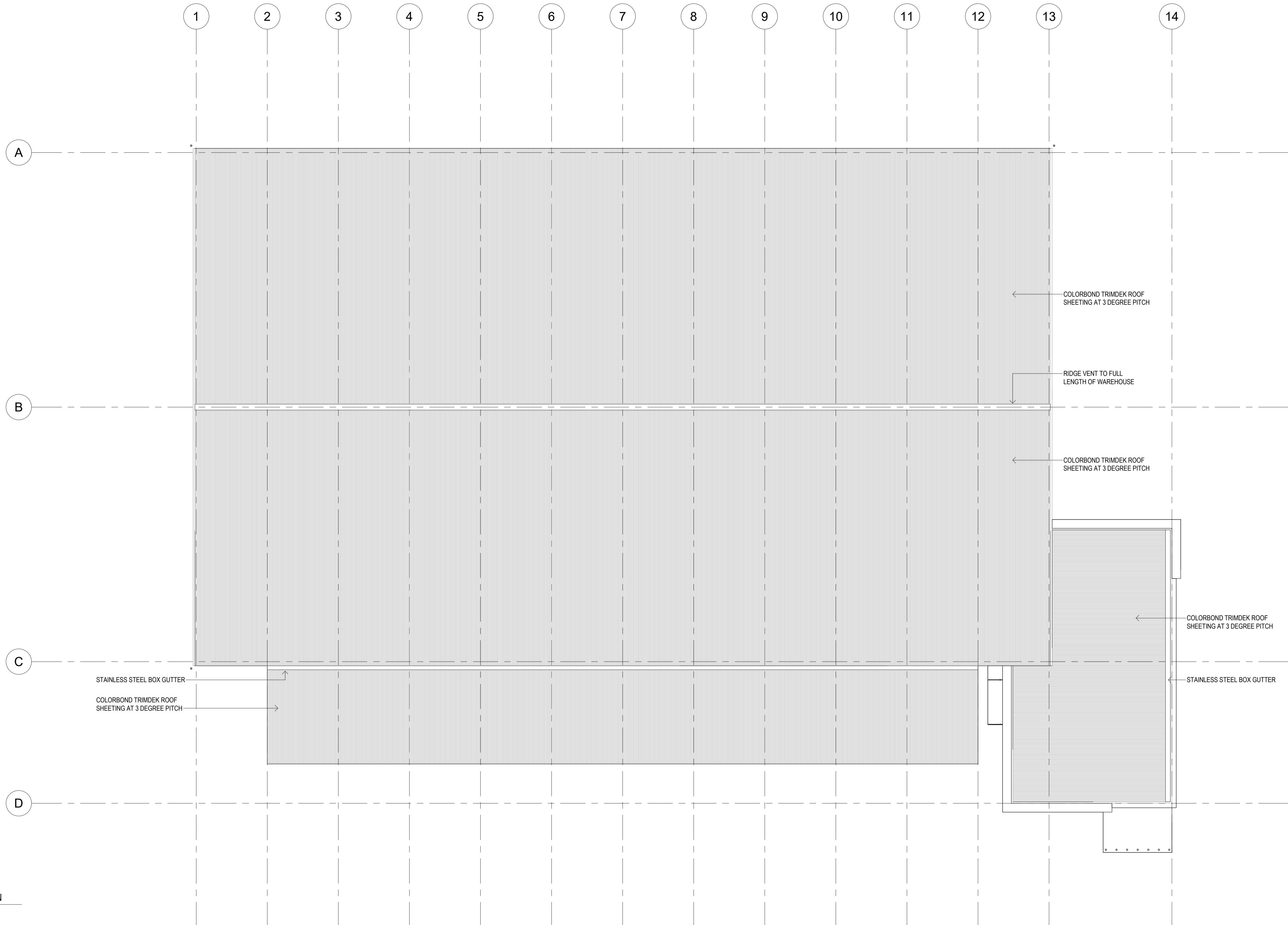
Project: **INDUSTRIAL LOGISTICS  
 & MANUFACTURING  
 SERVICES**  
 Client: **BRIDGESTONE**  
 Location: **LOT 23 CLEVELAND BAY  
 MP - STAGE 1**

TITLE: **ELEVATIONS**

Date: 28.07.23    Drawn: N.H  
 Scale: 1 : 200    Designed: N.H

Job No.:	Drawing No.:	Rev.
MCD002	05	4

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 BUILDING CERTIFICATION APPROVALS



1 ROOF PLAN  
 1 : 200

**NOTES:**

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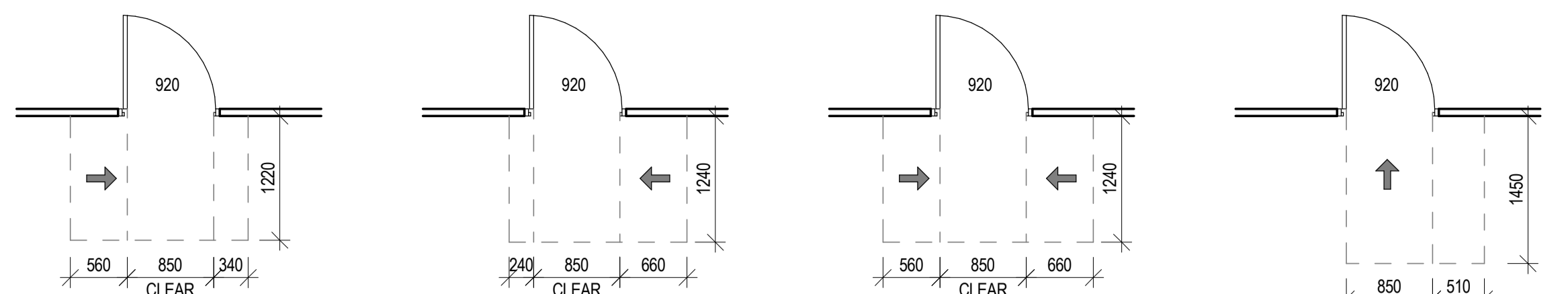


Project: **INDUSTRIAL LOGISTICS & MANUFACTURING SERVICES BRIDGESTONE**  
 Client: **BRIDGESTONE**  
 Location: **LOT 23 CLEVELAND BAY MP - STAGE 1**

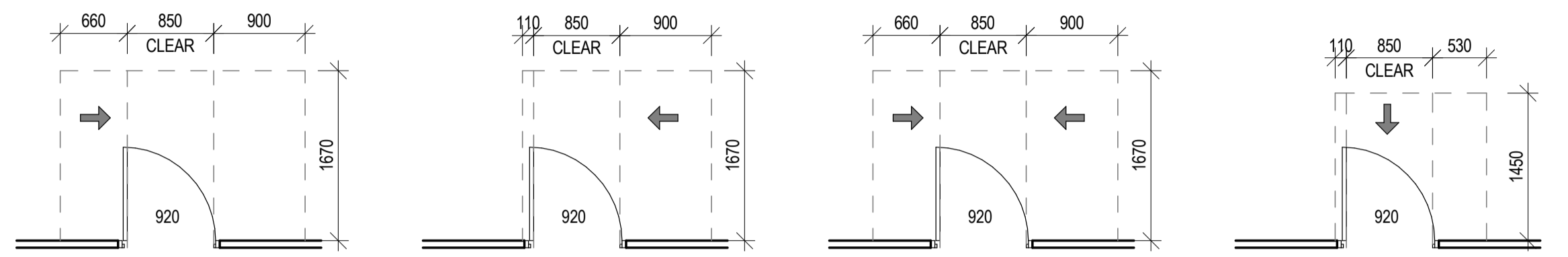
TITLE: **ROOF PLAN**

Date: 28.07.23 Drawn: N.H  
 Scale: 1 : 200 Designed: N.H

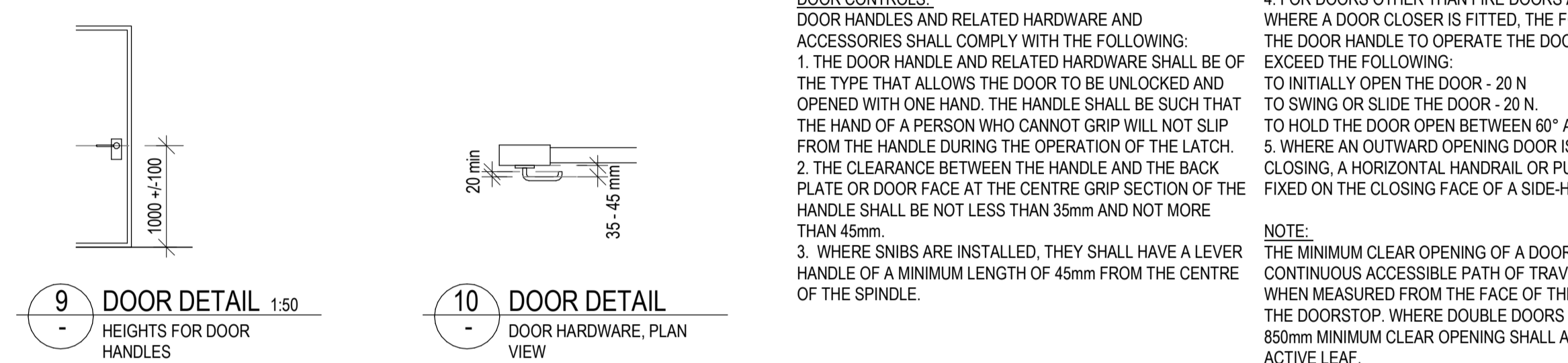
Job No.:	Drawing No.:	Rev.
MCD002	06	4



1 DOOR DETAIL 1:50 (A) HINGE-SIDE APPROACH, DOOR OPENS AWAY FROM USER  
 2 DOOR DETAIL 1:50 (B) LATCH-SIDE APPROACH, DOOR OPENS AWAY FROM USER  
 3 DOOR DETAIL 1:50 (C) EITHER SIDE APPROACH, DOOR OPENS AWAY FROM USER  
 4 DOOR DETAIL 1:50 (D) FRONT APPROACH, DOOR OPENS AWAY FROM USER

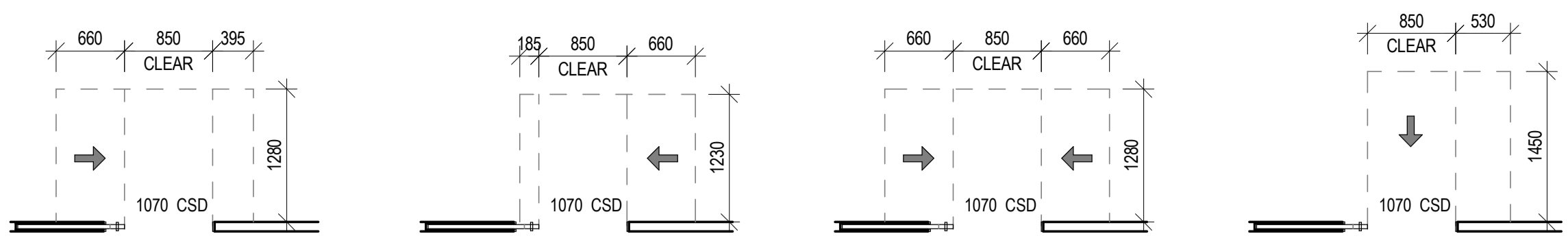


5 DOOR DETAIL 1:50 (E) HINGE-SIDE APPROACH, DOOR OPENS TOWARDS USER  
 6 DOOR DETAIL 1:50 (F) LATCH-SIDE APPROACH, DOOR OPENS TOWARDS USER  
 7 DOOR DETAIL 1:50 (G) EITHER SIDE APPROACH, DOOR OPENS TOWARDS USER  
 8 DOOR DETAIL 1:50 (H) FRONT APPROACH, DOOR OPENS TOWARDS USER

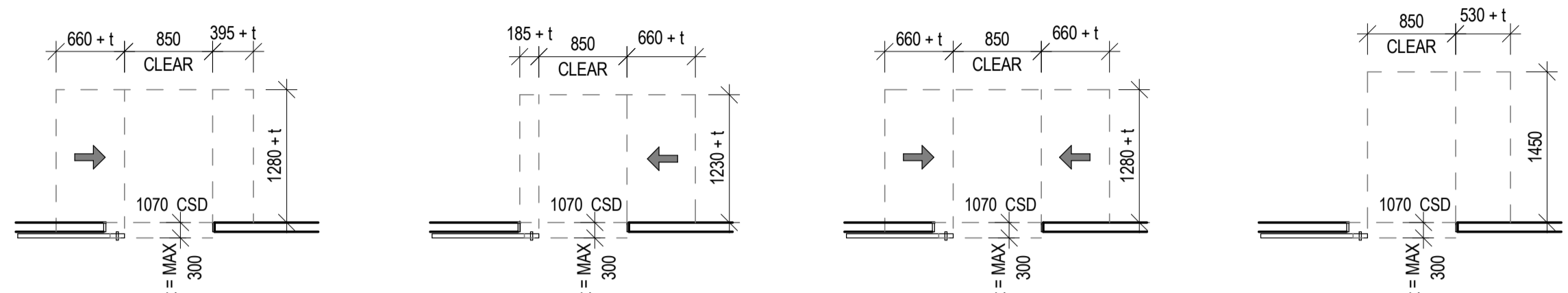


9 DOOR DETAIL 1:50 HEIGHTS FOR DOOR HANDLES  
 10 DOOR DETAIL DOOR HARDWARE, PLAN VIEW

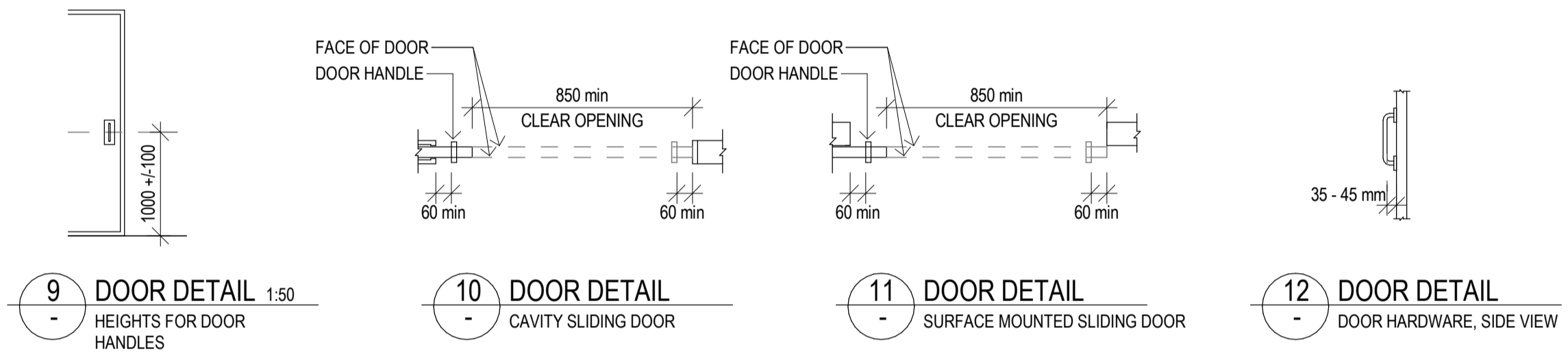
**DOOR CONTROLS:**  
 DOOR HANDLES AND RELATED HARDWARE AND ACCESSORIES SHALL COMPLY WITH THE FOLLOWING:  
 1. THE DOOR HANDLE AND RELATED HARDWARE SHALL BE OF THE TYPE THAT ALLOWS THE DOOR TO BE UNLOCKED AND OPENED WITH ONE HAND. THE HANDLE SHALL BE SUCH THAT THE HAND OF A PERSON WHO CANNOT GRIP WILL NOT SLIP FROM THE HANDLE DURING THE OPERATION OF THE LATCH.  
 2. THE CLEARANCE BETWEEN THE HANDLE AND THE BACK PLATE OR DOOR FACE AT THE CENTRE GRIP SECTION OF THE HANDLE SHALL BE NOT LESS THAN 35mm AND NOT MORE THAN 45mm.  
 3. WHERE SNIBS ARE INSTALLED, THEY SHALL HAVE A LEVER HANDLE OF A MINIMUM LENGTH OF 45mm FROM THE CENTRE OF THE SPINDLE.  
 4. FOR DOORS OTHER THAN FIRE DOORS AND SMOKE DOORS WHERE A DOOR CLOSER IS FITTED, THE FORCE REQUIRED AT THE DOOR HANDLE TO OPERATE THE DOOR SHALL NOT EXCEED THE FOLLOWING:  
 TO INITIALLY OPEN THE DOOR - 20 N  
 TO SWING OR SLIDE THE DOOR - 20 N  
 TO HOLD THE DOOR OPEN BETWEEN 60° AND 90° - 20 N  
 5. WHERE AN OUTWARD OPENING DOOR IS NOT SELF-CLOSING, A HORIZONTAL HANDRAIL OR PULL BAR SHALL BE FIXED ON THE CLOSING FACE OF A SIDE-HUNG DOOR.  
**NOTE:**  
 THE MINIMUM CLEAR OPENING OF A DOORWAY ON A CONTINUOUS ACCESSIBLE PATH OF TRAVEL SHALL BE 850mm WHEN MEASURED FROM THE FACE OF THE OPENED DOOR TO THE DOORSTOP. WHERE DOUBLE DOORS ARE USED, THE 850mm MINIMUM CLEAR OPENING SHALL APPLY TO THE ACTIVE LEAF.



1 DOOR DETAIL 1:50 (A) SIDE APPROACH, CAVITY SLIDING DOOR  
 2 DOOR DETAIL 1:50 (B) LATCH-SIDE APPROACH, CAVITY SLIDING DOOR  
 3 DOOR DETAIL 1:50 (C) EITHER SIDE APPROACH, CAVITY SLIDING DOOR  
 4 DOOR DETAIL 1:50 (D) FRONT APPROACH, CAVITY SLIDING DOOR



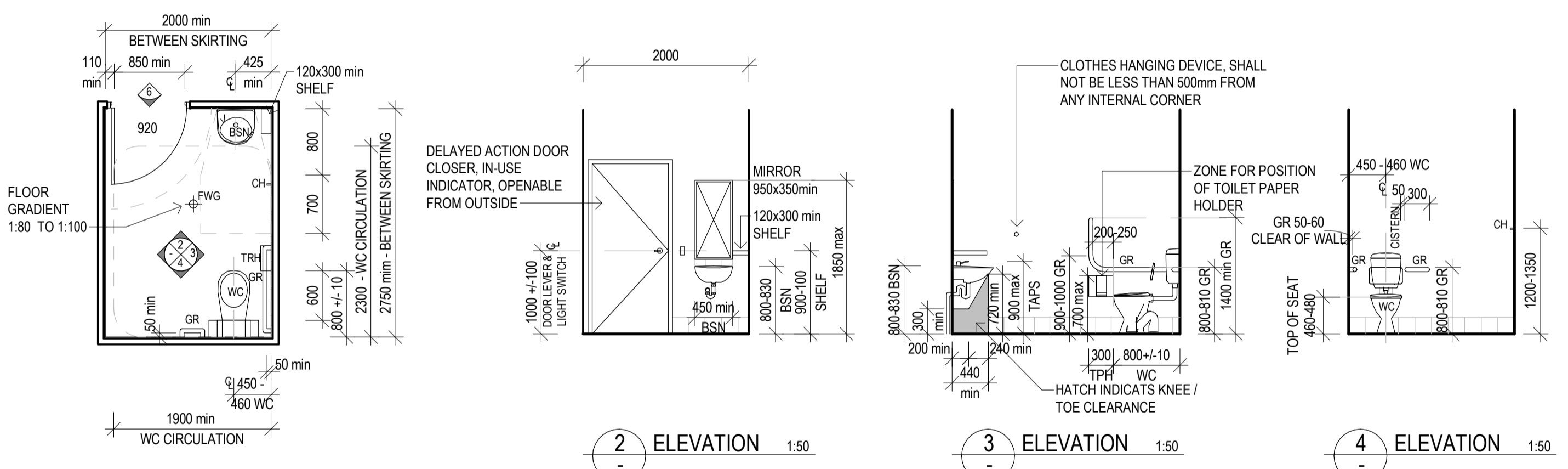
5 DOOR DETAIL 1:50 (A) SIDE APPROACH, SURFACE SLIDING DOOR  
 6 DOOR DETAIL 1:50 (B) LATCH-SIDE APPROACH, SURFACE SLIDING DOOR  
 7 DOOR DETAIL 1:50 (C) EITHER SIDE APPROACH, SURFACE SLIDING DOOR  
 8 DOOR DETAIL 1:50 (D) FRONT APPROACH, SURFACE SLIDING DOOR



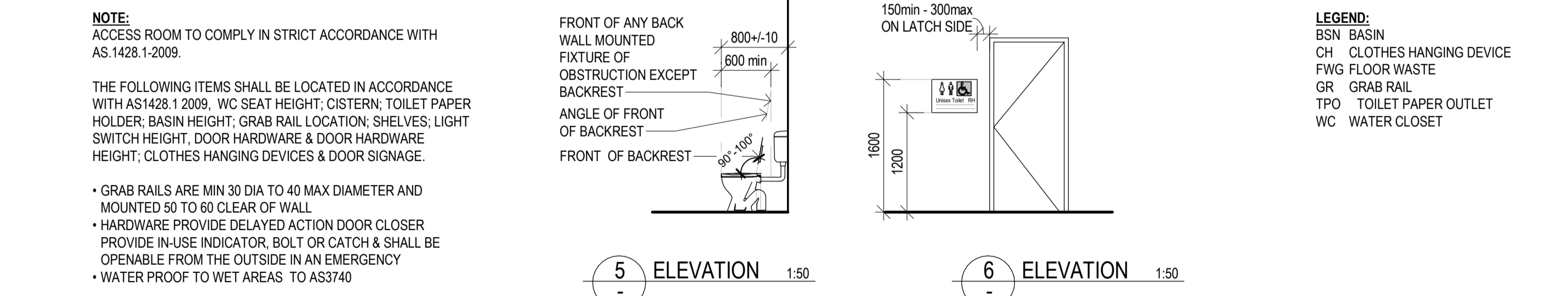
9 DOOR DETAIL 1:50 HEIGHTS FOR DOOR HANDLES  
 10 DOOR DETAIL CAVITY SLIDING DOOR  
 11 DOOR DETAIL SURFACE MOUNTED SLIDING DOOR  
 12 DOOR DETAIL DOOR HARDWARE, SIDE VIEW

**DOOR CONTROL:**  
 DOOR HANDLES AND RELATED HARDWARE AND ACCESSORIES SHALL COMPLY WITH THE FOLLOWING:  
 1. THE DOOR HANDLE AND RELATED HARDWARE SHALL BE OF THE TYPE THAT ALLOWS THE DOOR TO BE UNLOCKED AND OPENED WITH ONE HAND. THE HANDLE SHALL BE SUCH THAT THE HAND OF A PERSON WHO CANNOT GRIP WILL NOT SLIP FROM THE HANDLE DURING THE OPERATION OF THE LATCH.  
 2. THE CLEARANCE BETWEEN THE HANDLE AND THE BACK PLATE OR DOOR FACE AT THE CENTRE GRIP SECTION OF THE HANDLE SHALL BE NOT LESS THAN 35mm AND NOT MORE THAN 45mm.  
 3. D TYPE HANDLES SHALL BE PROVIDED ON SLIDING DOORS.  
 (D) WHERE SNIBS ARE INSTALLED, THEY SHALL HAVE A LEVER HANDLE OF A MINIMUM LENGTH OF 45 mm FROM THE CENTRE OF THE SPINDLE.  
 (E) FOR DOORS OTHER THAN FIRE DOORS AND SMOKE DOORS WHERE A DOOR CLOSER IS FITTED, THE FORCE REQUIRED AT THE DOOR HANDLE TO OPERATE THE DOOR SHALL NOT EXCEED THE FOLLOWING:  
 TO INITIALLY OPEN THE DOOR 20 N  
 TO SWING OR SLIDE THE DOOR 20 N  
 TO HOLD THE DOOR OPEN BETWEEN 60° AND 90° 20 N  
 (F) WHERE AN OUTWARD OPENING DOOR IS NOT SELF-CLOSING, A HORIZONTAL HANDRAIL OR PULL BAR SHALL BE FIXED ON THE CLOSING FACE OF A SIDE-HUNG DOOR, AS SHOWN IN FIGURE 36.

**NOTE:**  
 THE MINIMUM CLEAR OPENING OF A DOORWAY ON A CONTINUOUS ACCESSIBLE PATH OF TRAVEL SHALL BE 850mm WHEN MEASURED FROM THE FACE OF THE OPENED DOOR TO THE DOORSTOP. WHERE DOUBLE DOORS ARE USED, THE 850mm MINIMUM CLEAR OPENING SHALL APPLY TO THE ACTIVE LEAF.



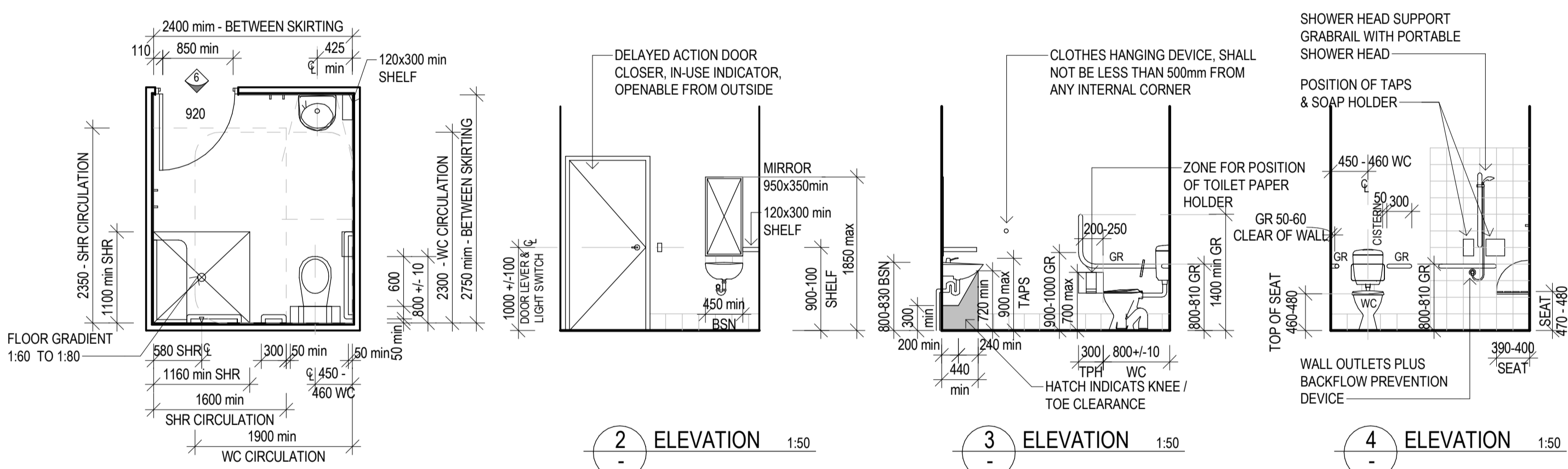
1 PWD WC DETAIL 1:50  
 2 ELEVATION 1:50  
 3 ELEVATION 1:50  
 4 ELEVATION 1:50



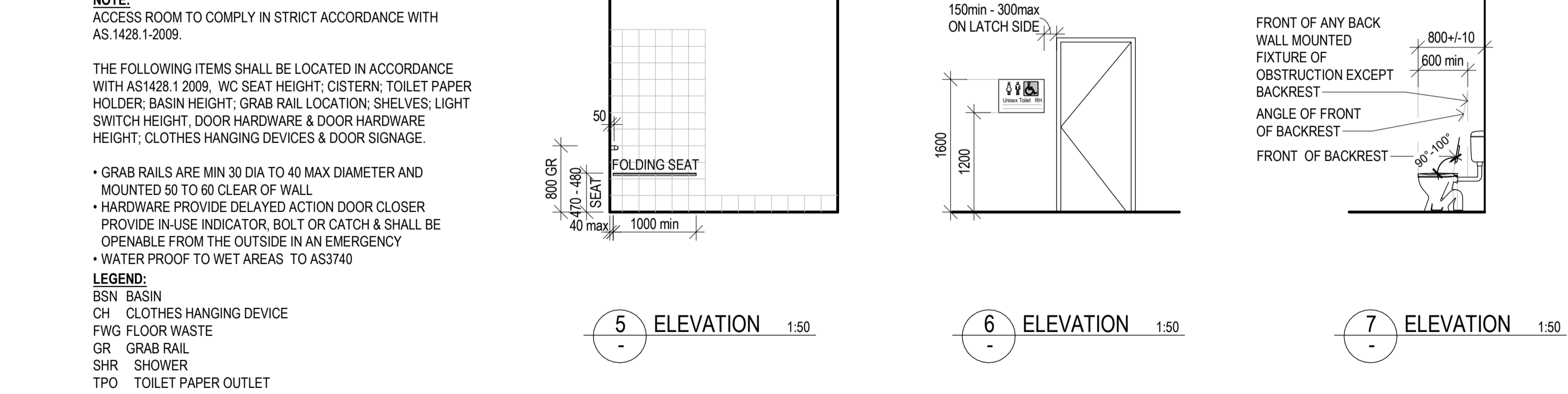
5 ELEVATION 1:50  
 6 ELEVATION 1:50  
 7 ELEVATION 1:50

**NOTE:**  
 ACCESS ROOM TO COMPLY IN STRICT ACCORDANCE WITH AS.1428.1-2009.  
 THE FOLLOWING ITEMS SHALL BE LOCATED IN ACCORDANCE WITH AS1428.1 2009. WC SEAT HEIGHT; CISTERN; TOILET PAPER HOLDER; BASIN HEIGHT; GRAB RAIL LOCATION; SHELVES; LIGHT SWITCH HEIGHT; DOOR HARDWARE & DOOR HARDWARE HEIGHT; CLOTHES HANGING DEVICES & DOOR SIGNAGE.  
 • GRAB RAILS ARE MIN 30 DIA TO 40 MAX DIAMETER AND MOUNTED 50 TO 60 CLEAR OF WALL  
 • HARDWARE PROVIDE DELAYED ACTION DOOR CLOSER PROVIDE IN-USE INDICATOR, BOLT OR CATCH & SHALL BE OPENABLE FROM THE OUTSIDE IN AN EMERGENCY  
 • WATER PROOF TO WET AREAS TO AS3740

**LEGEND:**  
 BSN BASIN  
 CH CLOTHES HANGING DEVICE  
 FWG FLOOR WASTE  
 GR GRAB RAIL  
 TPO TOILET PAPER OUTLET  
 WC WATER CLOSET



1 PWD WC DETAIL 1:50  
 2 ELEVATION 1:50  
 3 ELEVATION 1:50  
 4 ELEVATION 1:50

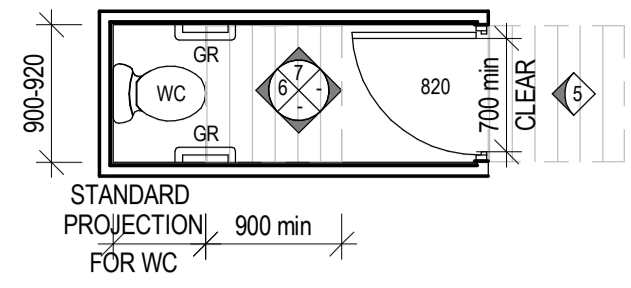


5 ELEVATION 1:50  
 6 ELEVATION 1:50  
 7 ELEVATION 1:50

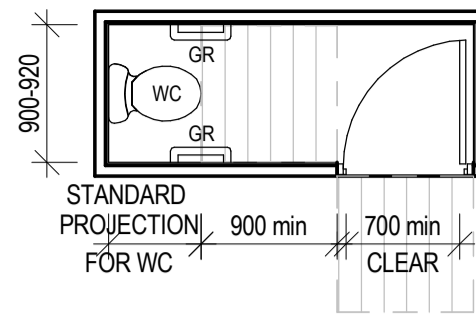
**NOTE:**  
 ACCESS ROOM TO COMPLY IN STRICT ACCORDANCE WITH AS.1428.1-2009.  
 THE FOLLOWING ITEMS SHALL BE LOCATED IN ACCORDANCE WITH AS1428.1 2009. WC SEAT HEIGHT; CISTERN; TOILET PAPER HOLDER; BASIN HEIGHT; GRAB RAIL LOCATION; SHELVES; LIGHT SWITCH HEIGHT; DOOR HARDWARE & DOOR HARDWARE HEIGHT; CLOTHES HANGING DEVICES & DOOR SIGNAGE.  
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 • HARDWARE PROVIDE DELAYED ACTION DOOR CLOSER PROVIDE IN-USE INDICATOR, BOLT OR CATCH & SHALL BE OPENABLE FROM THE OUTSIDE IN AN EMERGENCY  
 • WATER PROOF TO WET AREAS TO AS3740

**LEGEND:**  
 BSN BASIN  
 CH CLOTHES HANGING DEVICE  
 FWG FLOOR WASTE  
 GR GRAB RAIL  
 SHR SHOWER  
 TPO TOILET PAPER OUTLET  
 WC WATER CLOSET

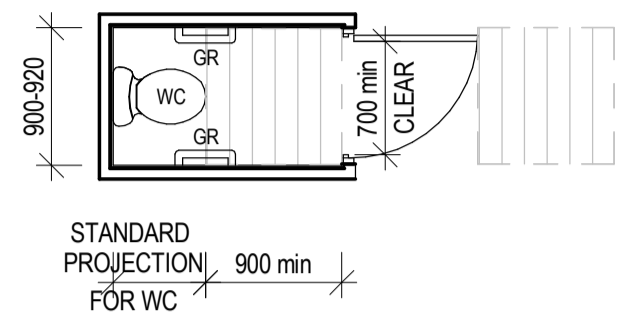
<b>NOTES:</b> 1. VERIFY ALL LEVELS & DIMENSIONS BEFORE COMMENCING ANY FABRICATION 2. FIGURED DIMENSIONS TO TAKE PRECEDENCE OVER SCALED 3. COMPLY WITH LOCAL AUTHORITY, STANDARD BUILDING LAW AND ALL RELEVANT AUSTRALIAN STANDARDS & LEGISLATION 4. THIS DRAWING IS ONLY INTENDED TO OBTAIN A LOCAL AUTHORITY BUILDING PERMIT 5. THIS DRAWING IS COPYRIGHT TO McDONALD CONSTRUCTIONS & IS NOT TO BE COPIED OR DUPLICATED IN PART OR FULL WITH OUT THE PERMISSION OF McDONALD CONSTRUCTIONS pty ltd	<b>ISSUE:</b> DATE: DESCRIPTION:	<b>McDONALD CONSTRUCTIONS</b>  A: 369 WOOLCOCK STREET, GARBUTT QLD 4814 P: (07) 4728 3877 F: (07) 4728 4177 W: www.mcdonaldconstructions.com.au ABN: 48 010 781 496 QBCC: 21388		<b>Project:</b> INDUSTRIAL LOGISTICS & MANUFACTURING SERVICES	<b>TITLE:</b> AS1428 - DETAILS
				<b>Client:</b> BRIDGESTONE	<b>Date:</b> 28.07.23 <b>Drawn:</b> N.H <b>Scale:</b> 1 : 50 <b>Designed:</b> N.H
				<b>Location:</b> LOT 23 CLEVELAND BAY MP - STAGE 1	<b>Job No.:</b> MCD002 <b>Drawing No.:</b> 07 <b>Rev.:</b> 4



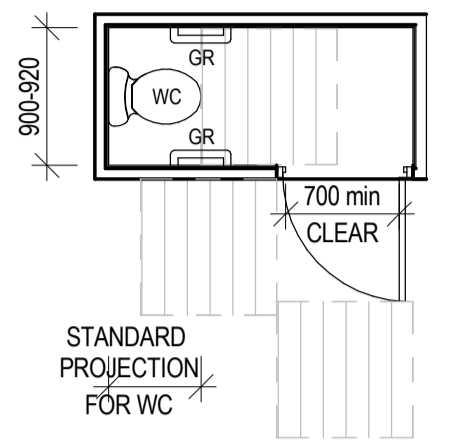
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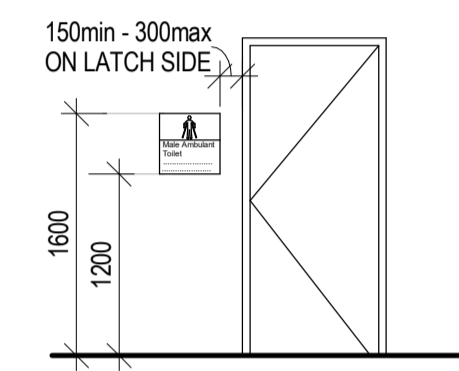
2 AMBULANT WC DETAIL 1:50



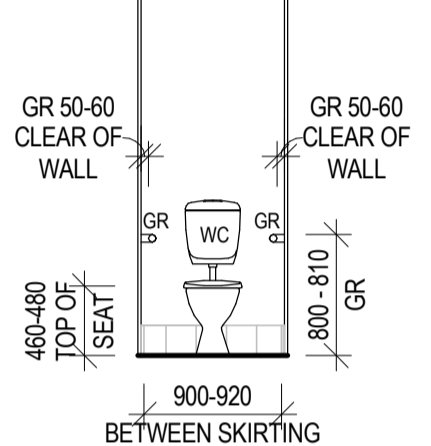
3 AMBULANT WC DETAIL 1:50



4 AMBULANT WC DETAIL 1:50



5 ELEVATION 1:50



6 ELEVATION 1:50

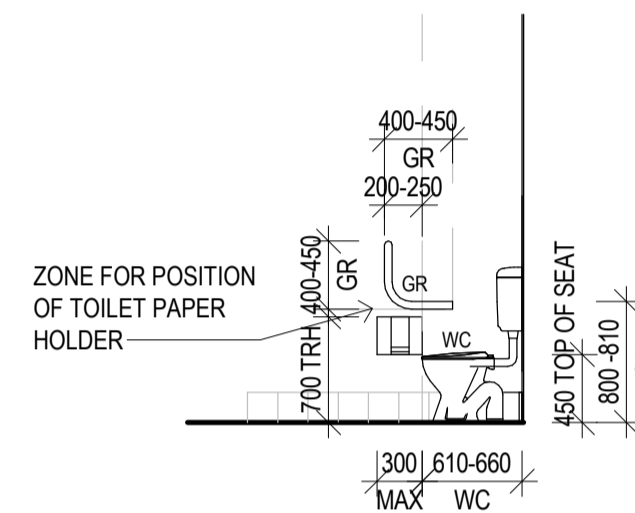
**NOTE:**  
UNISEX ACCESSIBLE & AMBULANT SANITARY COMPARTMENTS TO COMPLY IN STRICT ACCORDANCE WITH AS 1428.1-2009

THE FOLLOWING ITEMS SHALL BE LOCATED IN ACCORDANCE WITH AS 1428.1 2009 - BASIN HEIGHT; WC SEAT HEIGHT; CISTERN; GRAB RAIL LOCATION; TOILET PAPER HOLDER; LIGHT SWITCH HEIGHT; DOOR HARDWARE & DOOR HARDWARE HEIGHT; SHELVES; CLOTHES HANGING DEVICES & DOOR SIGNAGE

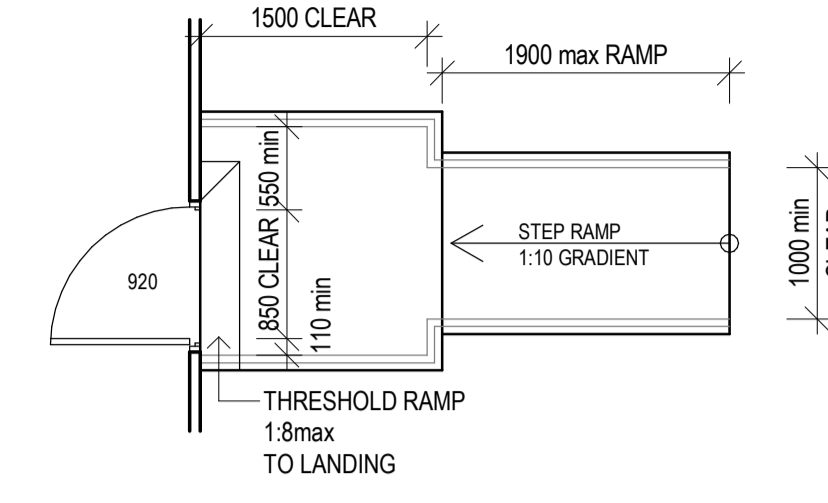
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- HARDWARE PROVIDE DELAYED ACTION DOOR CLOSER PROVIDE IN-USE INDICATOR, BOLT OR CATCH & SHALL BE OPENABLE FROM THE OUTSIDE IN AN EMERGENCY
- WATER PROOF TO WET AREAS TO AS3740

**LEGEND:**

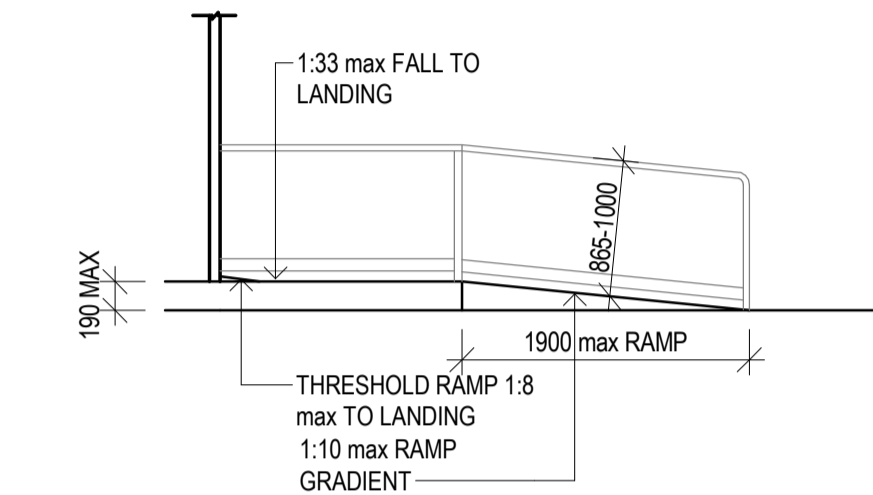
- BSN BASIN
- CH CLOTHES HANGING DEVICE
- FWG FLOOR WASTE
- GR GRAB RAIL
- TPO TOILET PAPER OUTLET
- WC WATER CLOSET



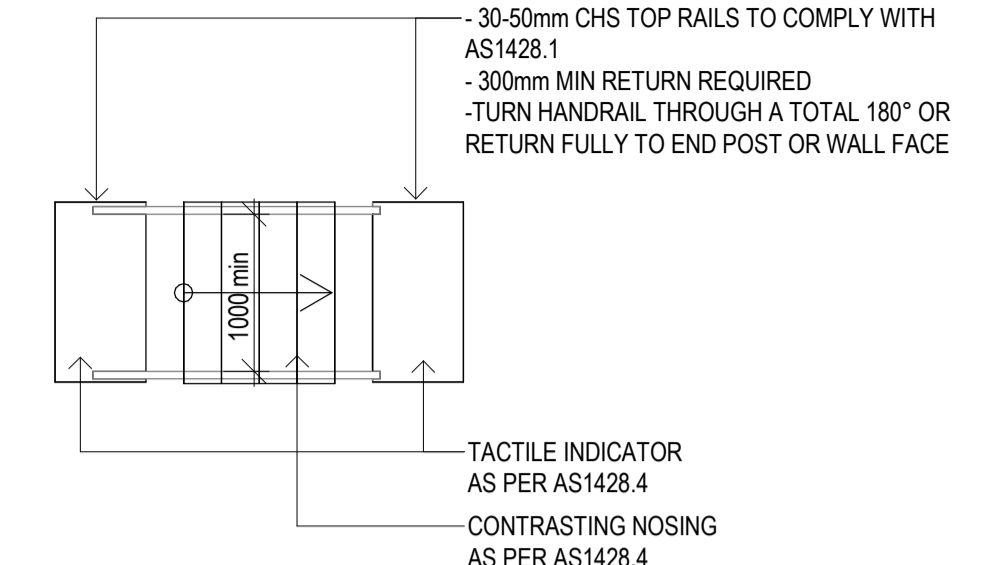
7 ELEVATION 1:50



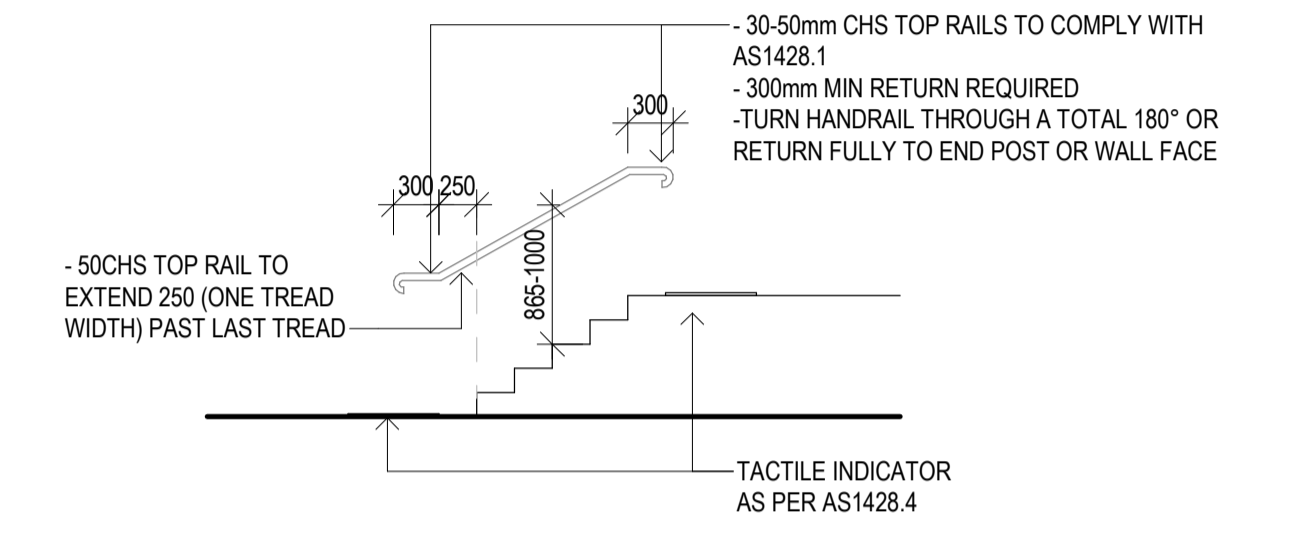
1 STEP RAMP 1:50



2 STEP RAMP 1:50

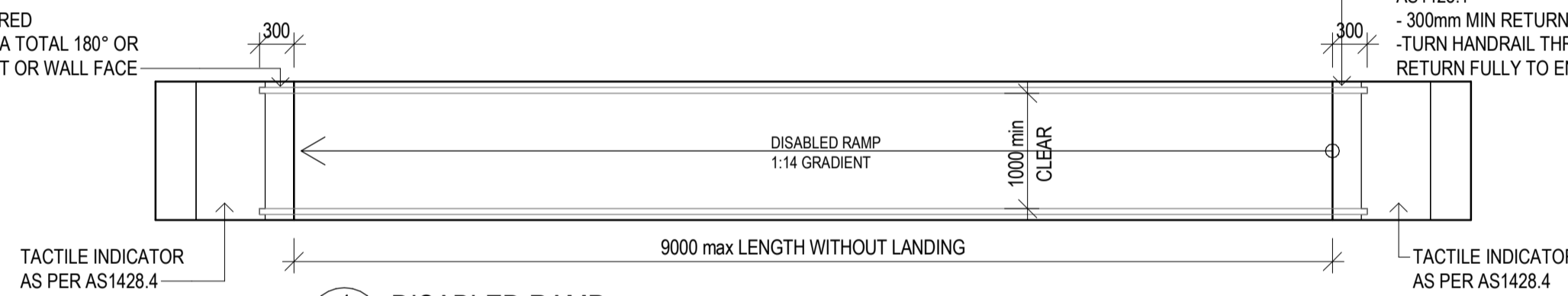


3 STAIR DETAIL 1:50



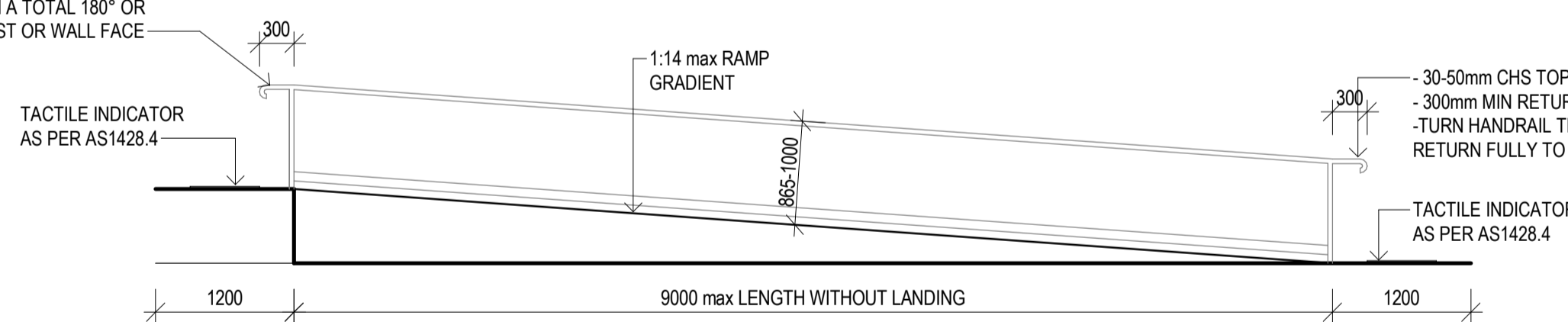
4 STAIR DETAIL 1:50

- 30-50mm CHS TOP RAILS TO COMPLY WITH AS1428.1  
- 300mm MIN RETURN REQUIRED  
- TURN HANDRAIL THROUGH A TOTAL 180° OR RETURN FULLY TO END POST OR WALL FACE

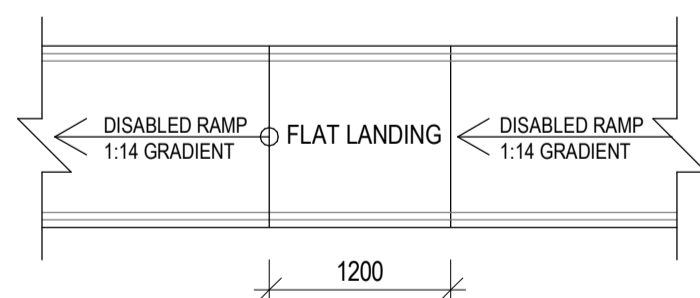


1 DISABLED RAMP 1:50

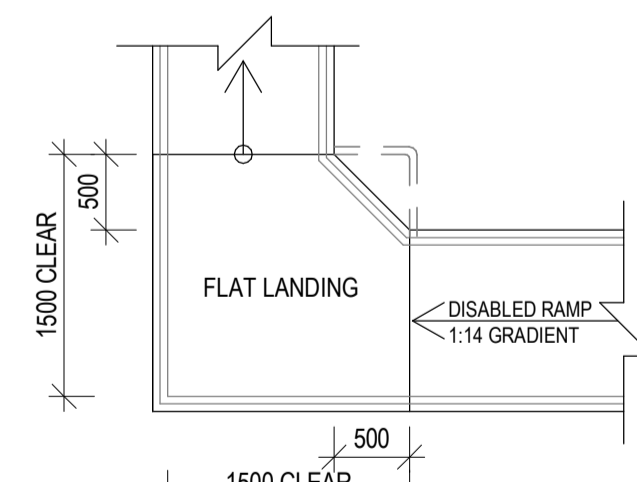
- 30-50mm CHS TOP RAILS TO COMPLY WITH AS1428.1  
- 300mm MIN RETURN REQUIRED  
- TURN HANDRAIL THROUGH A TOTAL 180° OR RETURN FULLY TO END POST OR WALL FACE



2 DISABLED RAMP 1:50



3 LANDING DETAIL 1:50



4 LANDING DETAIL 1:50

- 30-50mm CHS TOP RAILS TO COMPLY WITH AS1428.1  
- 300mm MIN RETURN REQUIRED  
- TURN HANDRAIL THROUGH A TOTAL 180° OR RETURN FULLY TO END POST OR WALL FACE

**NOTES:**  
1. VERIFY ALL LEVELS & DIMENSIONS BEFORE COMMENCING ANY FABRICATION  
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W: www.mcdonaldconstructions.com.au  
ABN: 48 010 781 496 QBCC: 21388



Project: INDUSTRIAL LOGISTICS & MANUFACTURING SERVICES

Client: BRIDGESTONE

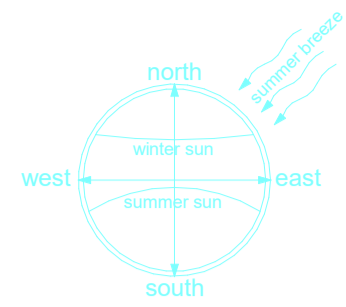
Location: LOT 23 CLEVELAND BAY MP - STAGE 1

TITLE: AS1428 - DETAILS

Date: 28.07.23 Drawn: N.H

Scale: 1 : 50 Designed: N.H

Job No.:	Drawing No.:	Rev.
MCD002	08	4



**CARPARKING LEGEND:**

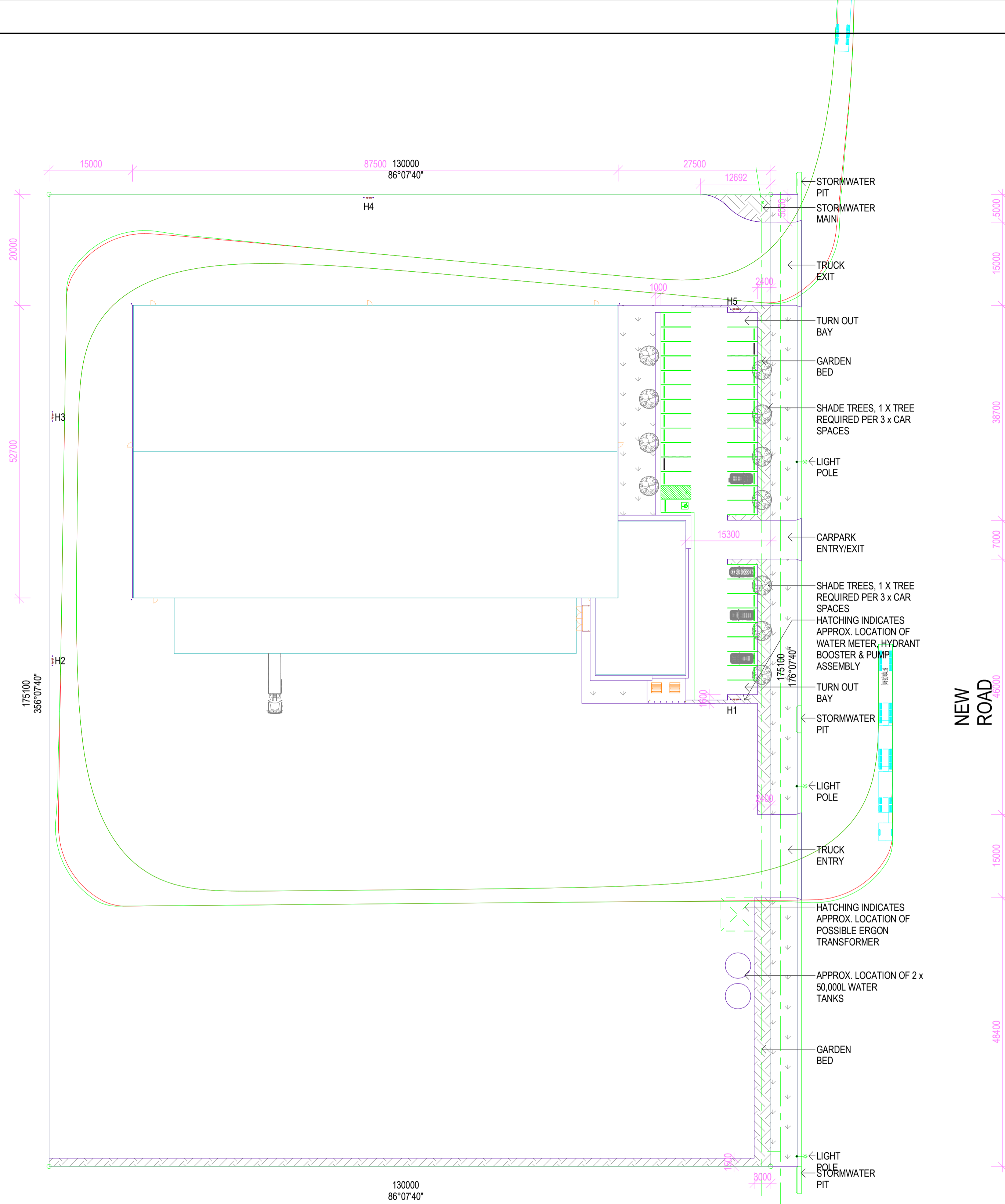
WAREHOUSE = 4600m<sup>2</sup> AT 1 CAR SPACE PER 100m<sup>2</sup>, THEN 46 CAR SPACES  
 REQUIRED OFFICE = 400m<sup>2</sup> AT 1 CAR SPACE PER 30m<sup>2</sup>, THEN 14 CAR SPACES  
 REQUIRED OFFICE = 40m<sup>2</sup> AT 1 CAR SPACE PER 30m<sup>2</sup>, THEN 1 CAR SPACE  
 REQUIRED OFFICE SPACES  
 WAREHOUSE = 46 CAR SPACES  
 OFFICES = 14 CAR SPACES  
 OFFICE = 1 CAR SPACE  
 OFFICE = 61 CAR SPACES  
 REQUIRED  
 TOTAL CAR SPACES SUPPLIED:  
 1 x DISABLED CAR  
 STANDARD CAR  
 OFFICE = 34 CAR SPACES  
 PROVIDED

**SITE AREAS & COVERAGE:**

BUILDING	=	22.10%
HARDSTAND	6030.00m <sup>2</sup>	68.56%
CARPARK	45605.85m <sup>2</sup>	4.72%
GARDEN	4075.04m <sup>2</sup>	2.81%
OFFICE	640.26m <sup>2</sup>	1.52%
SERVICES	345.56m <sup>2</sup>	0.22%
<b>TOTAL</b>	<b>49.40m<sup>2</sup></b>	<b>100.00%</b>
<b>SITE</b>	<b>22763.00m<sup>2</sup></b>	

**BUILDING AREAS:**

WAREHOUSE	=	91.45%
OFFICE	4600.00m <sup>2</sup>	7.95%
DOCK OFFICE	400.00m <sup>2</sup>	0.59%
<b>TOTAL</b>	<b>90.00m<sup>2</sup></b>	<b>100.00%</b>
	<b>5030.00m<sup>2</sup></b>	



NEW ROAD

1 SWEPT PATHS  
1:500

REAL PROPERTY DESCRIPTION  
 LOT 23 ON SP  
 AREA OF LAND:  
 LOCAL GOVERNMENT: TOWNSVILLE CITY COUNCIL

**NOTES:**  
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 3. COMPLY WITH LOCAL AUTHORITY, STANDARD BUILDING LAW AND ALL RELEVANT AUSTRALIAN STANDARDS & LEGISLATION  
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 ABN: 48 010 781 496 QBCC: 21388



Project: **INDUSTRIAL LOGISTICS & MANUFACTURING SERVICES**  
 Client: **BRIDGESTONE**  
 Location: **LOT 23 CLEVELAND BAY MP - STAGE 1**

TITLE: **SWEPT PATHS - ENTRY/EXIT**  
 Date: 28.07.23 Drawn: N.H  
 Scale: 1 : 500 Designed: N.H

Job No.:	Drawing No.:	Rev.
MCD002	09	4

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# Appendix 6

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# State Planning Policy - Lot Plan Search

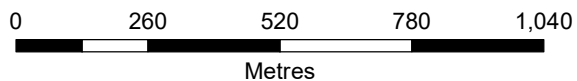
Making or amending a local planning instrument  
and designating land for community infrastructure

Date: 31/07/2023



Queensland Government

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# 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)

## **AGRICULTURE**

- Agricultural land classification - class A and B

## **DEVELOPMENT AND CONSTRUCTION**

- State development area

## **BIODIVERSITY**

- MSES - Wildlife habitat (endangered or vulnerable)
- MSES - Wildlife habitat (special least concern animal)
- MSES - Regulated vegetation (category R)
- MSES - Regulated vegetation (essential habitat)
- MSES - Regulated vegetation (wetland)
- MSES - Regulated vegetation (intersecting a watercourse)

## **COASTAL ENVIRONMENT**

- Coastal management district

## **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
- Erosion prone area
- Medium storm tide inundation area
- High storm tide inundation area

## **ENERGY AND WATER SUPPLY**

- Major electricity infrastructure (Powerlink)

## **STRATEGIC AIRPORTS AND AVIATION FACILITIES**

- Wildlife hazard buffer zone
- Height restriction zone 90m

## **STRATEGIC PORTS**

- Priority ports

## **PRIORITY PORTS**

- Townsville priority port precincts



Queensland Government

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# State Planning Policy mapping layers for each selected Lot Plan

**Lot Plan: 2SP330256 (Area: 664900 m<sup>2</sup>)**

## AGRICULTURE

- Agricultural land classification - class A and B

## DEVELOPMENT AND CONSTRUCTION

- State development area

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- MSES - Wildlife habitat (endangered or vulnerable)
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Queensland Government

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# Appendix 7

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TSDA DEVELOPMENT SCHEME 2019 – SDA WIDE ASSESSMENT CRITERIA

SDA Wide Assessment Criteria	Response
<b>Infrastructure and Services</b>	
<p>1. Development maximises infrastructure efficiency and minimises infrastructure costs for infrastructure associated with telecommunications, transport, water, wastewater, recycled water and energy.</p>	<p><b>Complies</b> The proposed development will utilise new infrastructure services constructed to support the wider CBIP Eastern Precinct development.</p> <p>The proposed development will utilise new infrastructure services constructed to support the wider CBIP Eastern Precinct development.</p>
<p>2. Development plans for and manages impacts on existing and future known telecommunications, transport, water, wastewater, recycled water and energy networks.</p>	<p><b>Complies</b> The CBIP Eastern Precinct has been designed appropriately service future industrial end users. Therefore, the proposed development is not anticipated to result in an impact on infrastructure services provided. Further detail will be provided as part of a future operational works development application. All future works to achieve essential infrastructure service to the proposed development will be undertaken in accordance with relevant standards.</p>
<p>3. Development is adequately serviced by telecommunications, transport, water, wastewater, recycled water and energy networks as relevant.</p>	<p><b>Complies</b> The proposed development will be appropriately connected to infrastructure services provided as part for CBIP Eastern Precinct development. Further detail will be provided as part of a future operational works development application.</p>
<p>4. Development incorporates waste minimisation practices and considers refuse collection or disposal.</p>	<p><b>Complies</b> The proposed development will be appropriately connected to Council’s reticulated sewerage network and will be accessible for refuse collection and disposal via the local road network (being Colinta Road).</p> <p>The proposed development will incorporate appropriate waste management practices to ensure waste generated is in accordance with relevant requirements.</p>
<p>5. Development avoids or minimises adverse impacts on existing or proposed State or local government infrastructures services.</p>	<p><b>Complies</b> It is considered that the proposed development will not have any adverse impact on existing or proposed State or local government infrastructure given the proposed infrastructure connections will be suitable and appropriate to service the anticipated demand rates. The approved CBIP Eastern Precinct has been designed to accommodate end users of this nature and therefore there will be sufficient capacity within the networks to accommodate the proposed development.</p>
<p>6. Development provides for and protects the safe and efficient function of the Bruce Highway, the North Coast rail line and Townsville Port Access Road.</p>	<p><b>Complies</b> The proposed development is not anticipated to impact the existing function of the Bruce Highway, the North Coast rail line and Townsville Port Access Road. Particularly, as the anticipated vehicle types and daily trips is consistent with the assumption of the approved Traffic Impact Assessment prepared by Langtree Consultants to support the wider CBIP</p>



SDA Wide Assessment Criteria	Response
	<p>development. Refer to Section 3.2 of the Development Application Report.</p> <p>Furthermore, the proposed development will utilise the new Heleen Downs Road and Townsville Port Access Road intersection which has been designed to accommodate traffic anticipated by industrial uses.</p>
<b>Emissions</b>	
<p>1. Development is designed to avoid or minimise:</p> <ul style="list-style-type: none"> <li>(a) Adverse impacts from air, noise and other emissions that will affect the health and safety, wellbeing and amenity of communities and individuals</li> <li>(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.</li> </ul>	<p><b>Complies</b></p> <p>The proposed development involves the relocation of an existing operation to a more appropriate location which has greater separation distances from sensitive receptors. The proposed development has been designed and will be operation in an appropriate matter to avoid and minimise adverse impacts from air, noise and other emissions that will affect the health and safety, wellbeing and amenity of communities and individuals. For example, a water truck will be utilised where required for dust suppression purposes.</p> <p>The subject site is sufficiently buffered from sensitive land uses, particularly the residential area and caravan park to the west which is buffered by CBIP's Western Precinct, the balance allotment and the riparian corridor of Stuart Creek, thus minimising the potential for adverse impacts to sensitive land uses.</p>
<p>2. Development supports the achievement of the relevant acoustic and air quality objectives of the Environmental Protection (Noise) Policy 2008 and the Environmental (Air) Protection Policy 2008.</p>	<p><b>Complies</b></p> <p>The subject site is zoned within the Medium Impact Industry Precinct, where it is anticipated that uses will include noise generating operations and activities, similar to the levels associated with the proposed warehouse. Further, the subject site is located within Cleveland Bay Industrial Park, which is located within the Townsville State Development Area, where there is the potential for industrial users to establish, whose activities and operations due to noise will mask those associated with the proposed warehouse.</p> <p>Whilst considering the location of the Townsville State Development Area, consideration would have been given to the impact of any future industrial end uses on the nearest sensitive receptors, which are the caravan park and low density residential zoned land, which includes single dwellings on single lots. There are several existing background noise sources impacting these existing sensitive receptors, which include the Bruce Highway and the existing operational rail corridor, with these existing noise sources being greater than those associated with the proposed mobile batching plant and precast shed and closer to the nearest sensitive receptors.</p> <p>The proposed development will not generate excessive noise levels, given it is a warehouse for the storage of heavy/ mining/ construction tyres. The Applicant has a duty of care under the <i>Environmental Protection Act 1994</i> and <i>Environmental Protection</i></p>



SDA Wide Assessment Criteria	Response
	<p><i>(Noise) Policy 2019</i> to control background creep and noise levels. It is noted for other end users that standard reasonable conditions have been imposed in terms of noise, dust and the like.</p> <p>It is noted that a transport depot, with similar noise related activities, in terms of truck movements, reversing alarms and the like, has been approved without noise conditions (AP2019/006) and this approved development is closer to the caravan park than the proposed subject site and development.</p> <p>A Noise Assessment has been undertaken for AP2019/006 adjacent to the caravan park (the closest sensitive receptor) that identified nil noise impact, partly due to the elevated noise levels in this area, refer to the attached NIA which forms an Appendix of the second attachment.</p> <p>It is considered the proposed development will be capable of meeting the acoustic and air quality objectives in the <i>Environmental Protection Policy 2008</i> given the separation distance and buffering between the development and surrounding sensitive receptors.</p>
3. Development with the potential to impact on the air quality of Townsville will be expected to conduct air shed modelling, in accordance with the current best practice, to demonstrate compliance with air quality standards.	<p><b>Complies</b></p> <p>The proposed development is not anticipated to have any impacts on the air quality of Townsville and will be operated in accordance with practice. Furthermore, the bulk storage of material will be contained in the warehouse.</p>
<b>Contaminated Land</b>	
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><b>Complies</b></p> <p>The subject site is not known to be included on the Contaminated Land Register (CLR) or Environmental Management Register (EMR). Given the historic use of the subject land as predominantly vacant land and grazing, it is unlikely to be included on the contaminated land register.</p>
2. Where required, develop a strategy to manage any existing contamination and the potential for additional contamination such that human health are not adversely impacted.	<p><b>Complies</b></p> <p>The proposed development is unlikely to cause any contamination and the subject site is not known to be contaminated.</p> <p>While it is unlikely to be encountered, any contaminated land identified during development work will be remediated as required, and this can be managed through conditions of approval and future operational works.</p>
<b>Acid Sulfate Soils</b>	
1. Development, in accordance with current best practice, is to: <ul style="list-style-type: none"> <li>(a) Avoid the disturbance of acid sulfate soils (ASS) or</li> <li>(b) Ensure that the disturbance of ASS avoids or minimises the mobilisation and release of acid and metal contaminants.</li> </ul>	<p><b>Complies</b></p> <p>The proposed development is not anticipated to encounter acid sulfate soils. Particularly as the land has undergone bulk earthworks to ensure the site is above the defined Q100 (1 % AEP) flood level, no extensive earthworks are required to prepare the site for the proposed bulk storage and transport depot.</p>



SDA Wide Assessment Criteria	Response
	If the event acid sulfate soils are disturbed during construction, best practices measures will be implemented to treat and removed acid sulfate soil from site.
<b>Climate Change</b>	
1. Development minimises emission of greenhouse gases and demonstrates how it will adapt to projected climate change conditions.	<p><b>Complies</b></p> <p>Given the nature of the proposed use, the development is anticipated to result in minimal greenhouse gas emissions. Particularly as the site will be mainly accommodate bulk storage of goods, which is generally anticipated to comprise of grain, agricultural and other port products.</p> <p>Notwithstanding the Proponent acknowledges its duty of care to limit greenhouse gases where possible.</p>
<b>Transport</b>	
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 network.	<p><b>Complies</b></p> <p>Traffic generated from the proposal is considered to be appropriate for the current road networks. Particularly, as the anticipated vehicle types and daily trips is consistent with the assumption of the approved Traffic Impact Assessment prepared by Langtree Consultants to support the wider CBIP development.</p> <p>The Traffic Impact Assessment prepared approved as part of the wider CBIP development identified the Eastern Precinct to involve an hourly peak of 274 vehicles/ hour.</p> <p>Based on the above description of the development, the proposed use is considered to be consistent with the Traffic Impact Assessment. Particularly as the average daily trips assumed does not exceed the hourly peak assumption in the TIA.</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 precincts.	<p><b>Complies</b></p> <p>Penelope Road, Heleen Downs Road and the new Heleen Downs Road and Townsville Port Access Road has been designed as part of the wider CBIP development to accommodate the anticipated vehicle types and predicted traffic volumes associated with the proposed development.</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><b>Complies</b></p> <p>The proposed site plan has been designed to appropriately accommodate anticipated vehicle types and ensure safe entry, exit and movement within the subject site.</p> <p>It is considered the proposed site access and egress will not unduly impact on the safe and efficient operation of external road, rail or transport infrastructure, as the operation of the proposed development is consistent with the approved Traffic Impact Assessment prepared by Langtree Consulting to support the wider CBIP development.</p>
4. Adequate car parking for the number and nature of vehicles expected are provided on site.	<p><b>Complies</b></p>



SDA Wide Assessment Criteria	Response
	The proposed development has incorporated sufficient car parking to accommodate the nature of the use and anticipated volumes of traffic to the subject site.
<b>Environment, Cultural Heritage and Community</b>	
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><b>Complies</b></p> <p>The subject site is located within a newly developed CBIP Eastern Precinct industrial estate which has been designed to take into consideration potential nearby environmental values, cultural heritage values and community values. Therefore, the subject site does not contain environmental values, cultural heritage values and community values.</p>
2. Development is designed and sited to: <ul style="list-style-type: none"> <li>(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.</li> <li>(b) Maintain ecological connectivity and processes.</li> <li>(c) Maintain the outstanding values of the Great Barrier Reef World Heritage Area</li> <li>(d) Avoid adverse impacts on cultural heritage and community values, or where adverse impacts cannot be avoided, impacts are minimised, mitigated or offset.</li> </ul>	<p><b>Complies</b></p> <p>The subject site does not contain any matters of local State or national environmental significance as it is located within a newly developed CBIP Eastern Precinct industrial estate which has been designed to take into consideration potential nearby environmental values.</p> <p>A stormwater quality management plan has been prepared by Langtree Consulting (refer <b>Appendix 4</b>) to ensure stormwater quality existing the site is of an appropriate standard. Therefore, the proposed development is not anticipated to adversely impact on the values of the Great Barrier Reef.</p>
3. Environmental offsets are provided in accordance with the relevant commonwealth or State environmental offset framework.	<p><b>Not Applicable</b></p> <p>The subject site does not contain any matters of local State or national environmental significance as it is located within a newly developed CBIP Eastern Precinct industrial estate which has been designed to take into consideration potential nearby environmental values.</p>
4. Environmental offsets should be accommodated within the Environmental Management Precinct before seeking solutions external to the Townsville SDA.	<p><b>Not Applicable</b></p> <p>The subject site does not contain any matters of local State or national environmental significance as it is located within a newly developed CBIP Eastern Precinct industrial estate which has been designed to take into consideration potential nearby environmental values. While the western portion of the site encroaches into the Environmental Management Precinct, this area has been previously cleared and development to accommodate the creation of the industrial allotments. Therefore, this land is not considered to contain areas that of significant environmental importance. Given the above, offsets are not considered necessary as no environmental values will be impacted by the proposal.</p>
5. Where the development requires a buffer to mitigate the impact of development, that buffer must be accommodated within the development site.	<p><b>Not Applicable</b></p> <p>The proposed development footprint does not require a buffer to accommodate development within the site.</p>





SDA Wide Assessment Criteria	Response
<b>Engineering and Design Standards</b>	
<p>1. Development is designed and constructed in accordance with 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.</p>	<p><b>Complies</b></p> <p>The proposed development will be designed constructed in accordance with the relevant engineering standards outlined within the assessment criteria.</p> <p>It is recommended that compliance with relevant standards is conditioned as part of any development approval and managed through future operational work applications.</p>
<b>Other Government Matters</b>	
<p>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.</p>	<p><b>Complies</b></p> <p>The development is considered to be consistent with the relevant legislation and State Planning Policies. It has been demonstrated that the proposed development is consistent with:</p> <ul style="list-style-type: none"> <li>▪ the relevant State referral requirements and SDAP modules that would be triggered by the Planning Act 2016 as outlined in Section 6 of the town planning report; and</li> <li>▪ the proposal has demonstrated compliance with the relevant Townsville City Plan 2014 assessment benchmarks as outlined in Section 7 of the town planning report.</li> </ul> <p>It is noted that an assessment has been undertaken against the <i>Townsville City Plan 2014</i> (planning scheme) rather than the State Planning Policies. The reason for this is that the planning scheme is considered to appropriately integrate the relevant State Planning Policies and will provide for a more streamlined assessment for Townsville City Council as a referral agency.</p>
<b>Energy and Water Efficiency</b>	
<p>1. Building, site design and layout maximises energy efficiency having regard to:</p> <ul style="list-style-type: none"> <li>(a) Building orientation and passive solar design.</li> <li>(b) Maximising opportunities for cross ventilation.</li> <li>(c) Appropriate shade treatments.</li> <li>(d) Landscaping treatments to the western side of building.</li> </ul>	<p><b>Complies</b></p> <p>The subject site is of a substantial size to accommodate appropriate separation distances around the building to maximise cross ventilation opportunities. Given the industrial nature of the site, landscaping has been limited to the road frontage and internal car parking area. However, the overall site layout maximises energy efficiencies wherever possible.</p>
<p>2. Water efficiency is optimised through the use of alternative water supply sources, including:</p> <ul style="list-style-type: none"> <li>(a) Rainwater harvesting systems.</li> <li>(b) Recycled water source.</li> </ul>	<p><b>Complies</b></p> <p>The subject site will connect to Council's reticulated water network.</p> <p>The Proponent may contemplate alternative water supply options in the future to supplement the use of Council's reticulated water network.</p>
<b>Visual Impacts</b>	
<p>1. Visual impacts of buildings, retaining structures or other development are minimised through building design, landscaping or other mitigation when viewed</p>	<p><b>Complies</b></p> <p>The development has been appropriately designed for an industrial use and will implement landscaping along the street frontage. The subject site is unlikely to be visible from a public Cleveland Bay accessible view</p>



SDA Wide Assessment Criteria	Response
from a publicly Cleveland Bay accessible view point such as major roads, public parks or	point (i.e. Port Access Road) given the future industrial lots located to east.
2. Development incorporates high quality urban design and landscape treatments particularly for those areas highly visible from public roads.	<p><b>Complies</b></p> <p>The proposed development's design is consistent with an industrial use. The proposed development generally incorporates landscaping along the road frontage of future Lot 23, which will assist in softening the build form of the site.</p>
<b>Built Form</b>	
1. The scale, character and built form of development contributes to a high standard of amenity.	<p><b>Complies</b></p> <p>The proposed development involves an appropriate design which is consistent with an industrial use and has been design in accordance with relevant building design guidelines to ensure built form is to a high standard of amenity.</p>
2. Development must incorporate crime prevention through environmental design (CPTED) principles.	<p><b>Complies</b></p> <p>The proposal has been designed to ensure appropriate CPTED principles have been incorporated. For example, the development will implement appropriate fencing and lighting.</p>
<b>Reconfiguring a Lot</b>	
1. Development provides lawful, safe and practical access.	<p><b>Not Applicable</b></p> <p>The proposed development does not involve reconfiguring a lot.</p>
2. Infrastructure is provided generally in accordance with established infrastructure planning	<p><b>Not Applicable</b></p> <p>The proposed development does not involve reconfiguring a lot.</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: (a) Low Impact Industry Precinct – 1 hectare (ha). (b) Medium Impact Industry Precinct – 2ha. (c) High Impact Industry Precinct – 25h. (d) Port Industry Precinct – 2ha.	<p><b>Not Applicable</b></p> <p>The proposed development does not involve reconfiguring a lot.</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><b>Not Applicable</b></p> <p>The proposed development does not involve reconfiguring a lot.</p>
<b>Landscaping</b>	
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.	<p><b>Complies</b></p> <p>The proposal involves the implementation appropriate landscaping to minimise the visual impacts of development. The proposed development generally incorporates a varying 2.4 m, 3 m and 12.69 m landscaping strip along the road frontage of future Lot 23 and internal to the car parking area. The landscaping is anticipated to involve climate appropriate low maintenance species and can be</p>



SDA Wide Assessment Criteria	Response
	managed through conditions and future operational work applications.
<b>Natural Hazards – Flooding, including Storm Tide Inundation</b>	
<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> <li>(c) Avoids, minimises or mitigates adverse impacts from flooding to protect people and property, and enhances the community's resilience to flooding.</li> <li>(d) Supports, and does not hinder disaster management capacity and capabilities.</li> <li>(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.</li> </ul>	<p><b>Complies</b></p> <p>The proposed development has been designed taking into consideration best practice measures. In particular, earthworks associated with the development of the subdivision of the land has been undertaken to ensure the land is above the 1% AEP flood level. As appropriate flood immunity has been achieved, the proposed development will only require earthworks to prepared the site for the end use (i.e. building pads, stormwater infrastructure, etc).</p> <p>The development is not considered to hinder disaster management capacity and capabilities.</p>
<p>2. Where development includes flood mitigation works:</p> <ul style="list-style-type: none"> <li>(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 flood balance and must not restrict the development of other land.</li> <li>(b) Any flood mitigation works are to integrate environmental, cultural heritage and stormwater management outcomes.</li> </ul>	<p><b>Complies</b></p> <p>The proposed development does not involve the construction of flood mitigation work. Rather, the design will utilise the flood mitigation measure constructed to support the wider CBIP Eastern Precinct development. For example, the proposed stormwater management regime of the site will be discharged to Penelope Road and the stormwater easement located on land to the rear of the subject site.</p>
<b>Natural Hazards - Other</b>	
<p>1. Development, in accordance with current practice:</p> <ul style="list-style-type: none"> <li>(a) Identifies relevant natural hazards that may impact upon the development.</li> <li>(b) Appropriately manages risk associated with identified hazards.</li> <li>(c) Avoids increasing severity of the natural hazard.</li> <li>(d) For coastal hazards, avoid erosion prone areas wherever possible.</li> </ul>	<p><b>Complies</b></p> <p>The subject site is identified a containing low and medium flood hazard areas under the Townsville City Plan. However, the wider CBIP Eastern Precinct has resulted in future Lot 23 being above the defined Q100 (1 5) flood level. Therefore, the proposed development is considered to have been designed to minimise impacts by potential natural hazards associated with the land. Furthermore, the proposed development is not situated in an area that is susceptible to other natural hazards. The proposed built form will be subject to build approvals and will</p>



SDA Wide Assessment Criteria	Response
	<p>be designed and constructed in accordance with relevant requirements to ensure the development is not susceptible or considered 'high risk' in natural hazard events such as a bushfire or cyclone.</p> <p>The proposed development is considered compatible with the risk and nature of potential natural hazards. Appropriate preparation methods will be applied in the event of natural hazard and relevant warnings will be observed.</p>
<b>Water Quality</b>	
<p>1. Development is located, designed, constructed and operated to avoid or minimise adverse impacts on environmental values of receiving waters arising from:</p> <ul style="list-style-type: none"> <li>(a) Altered stormwater quality and hydrology.</li> <li>(b) Wastewater (other than contaminated stormwater and sewage).</li> <li>(c) The creation or expansion of non-tidal man-made waterways.</li> <li>(d) The release and mobilisation of nutrients and sediments.</li> </ul>	<p><b>Complies</b></p> <p>The proposal has been designed to ensure the development will be constructed and operated in a manner which will avoid or minimise adverse impacts on environmental values of receiving waters. In particular, a stormwater quality management plan has been prepared by Langtree Consulting (refer <b>Appendix 4</b>) which demonstrate the stormwater quality has a minimal impact on environmental values and has avoided impact where possible.</p> <p>Based on the MUSIC Modelling Results summarised in Table 5 of the SQMP, the anticipated load-based pollutant outcomes for the proposed Lot 23 are better than those identified in Section 6.3 of the SQMP and thus, meets the overall design objectives. Stormwater from the development will be treated prior to discharge and will not exceed allowable pollutant load levels prior discharging into Stuart Creek.</p> <p>Ocean Protect devices have been adopted for modelling with the following treatment devices modelled are as follows:</p> <ul style="list-style-type: none"> <li>▪ 18 x OceanGuard.</li> <li>▪ 45 x 690 Psorb StormFilter Cartridges installed in a precast StormFilter Vault 4 x 12KL tank system.</li> </ul> <p>Overall, the proposed stormwater management regime effectively minimises adverse impacts from the proposed development and will assist in ensuring the environmental values of receiving waters are maintained.</p>
<p>2. Development encourages a precinct-wide stormwater management approach that achieves an improved water quality outcome.</p>	<p><b>Complies</b></p> <p>The proposed development and associated stormwater quality management plan is considered to appropriately integrate with the wider TSDA.</p>

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# Appendix 8

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# State code 1: Development in a state-controlled road environment

**Table 1.1 Development in general**

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>	<b>Response</b>
<b>Buildings, structures, infrastructure, services and utilities</b>		
<b>PO1</b> The location of the development does not create a safety hazard for users of the <b>state-controlled road</b> .	<b>AO1.1</b> Development is not located in a <b>state-controlled road</b> .  AND <b>AO1.2</b> Development can be maintained without requiring access to a <b>state-controlled road</b> .	<b>Complies with AO1.1 and AO1.2</b> The proposed development is not located in a State-controlled road and can be maintained via access from Colinta Road. Also, the subject site does not front a State-controlled road and is not within 25 m of a State-controlled road.
<b>PO2</b> The design and construction of the development does not adversely impact the <b>structural integrity</b> or physical condition of the <b>state-controlled road</b> or <b>road transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies with PO2</b> The proposed development has been designed and will be constructed in a manner that does not adversely impact the structural integrity or physical condition of the State-controlled road or road transport infrastructure. Also, the subject site does not front a State-controlled road and is not within 25 m of a State-controlled road.
<b>PO3</b> The location of the development does not obstruct <b>road transport infrastructure</b> or adversely impact the operating performance of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	<b>Complies with PO3</b> The proposed development will not obstruct road transport infrastructure or adversely impact the operating performance of the State-controlled road. The subject site is not within 25 m of a State-controlled road. Also, the subject site does not front a State-controlled road and is not within 25 m of a State-controlled road.
<b>PO4</b> The location, placement, design and operation of advertising devices, visible from	No acceptable outcome is prescribed.	<b>Complies with PO4</b>

State Development Assessment Provisions v3.0

Performance outcomes	Acceptable outcomes	Response
the <b>state-controlled road</b> , do not create a safety hazard for users of the <b>state-controlled road</b> .		The proposed development is not anticipated to result in the installation of advertising devices that are visible from a State-controlled road. Also, the subject site does not front a State-controlled road and is not within 25 m of a State-controlled road.
<b>PO5</b> The design and construction of buildings and <b>structures</b> does not create a safety hazard by distracting users of the <b>state-controlled road</b> .	<p><b>AO5.1</b> Facades of buildings and <b>structures</b> fronting the <b>state-controlled road</b> are made of non-reflective materials.</p> <p>AND</p> <p><b>AO5.2</b> Facades of buildings and <b>structures</b> do not direct or reflect point light sources into the face of oncoming traffic on the <b>state-controlled road</b>.</p> <p>AND</p> <p><b>AO5.3</b> External lighting of buildings and <b>structures</b> is not directed into the face of oncoming traffic on the <b>state-controlled road</b>.</p> <p>AND</p> <p><b>AO5.4</b> External lighting of buildings and <b>structures</b> does not involve flashing or laser lights.</p>	<p><b>Complies with AO5.1, AO5.2, AO5.3 and AO5.4</b></p> <p>The proposed development will comply with the acceptable outcomes because:</p> <ul style="list-style-type: none"> <li>▪ the facades of buildings and structures are anticipated to utilise non-reflective materials;</li> <li>▪ the facades of buildings and structures will not direct or reflect point light sources into oncoming traffic on a State-controlled road;</li> <li>▪ external lighting associate with the development will not be directed into the face of oncoming traffic on the state-controlled road; and</li> <li>▪ external lighting associate with the development will not involve flashing or laser lights.</li> </ul> <p>Also, the subject site does not front a State-controlled road and is not within 25 m of a State-controlled road.</p>
<b>PO6</b> Road, pedestrian and bikeway bridges over a <b>state-controlled road</b> are designed and constructed to prevent projectiles from being thrown onto the <b>state-controlled road</b> .	<b>AO6.1</b> Road, pedestrian and bikeway bridges over the <b>state-controlled road</b> include throw protection screens in accordance with section 4.11 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2020.	<p><b>Not Applicable</b></p> <p>The proposed development does not propose road, pedestrian and bikeway bridges over a State-controlled road, as the subject site does not have frontage to a State-controlled road.</p>

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State code 1: Development in a state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
<b>Landscaping</b>		
<b>PO7</b> The location of landscaping does not create a safety hazard for users of the <b>state-controlled road</b> .	<p><b>AO7.1</b> Landscaping is not located in a <b>state-controlled road</b>.</p> <p>AND</p> <p><b>AO7.2</b> Landscaping can be maintained without requiring access to a <b>state-controlled road</b>.</p> <p>AND</p> <p><b>AO7.3</b> Landscaping does not block or obscure the sight lines for vehicular access to a <b>state-controlled road</b>.</p>	<p><b>Complies with AO7.1, AO7.2 and AO7.3</b> All landscaping associated with the proposed development will be contained within the subject site.</p> <p>Also, the subject site does not front a State-controlled road and is not within 25 m of a State-controlled road.</p>
<b>Stormwater and overland flow</b>		
<b>PO8</b> Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	<p><b>Complies with PO8</b> Stormwater run-off or overland flow from the development site will not create or exacerbate a safety hazard for users of the State-controlled road, refer to <b>Appendix 4</b> and the SQA prepared by Langtree Consulting.</p> <p>Also, the subject site does not front a State-controlled road and is not within 25 m of a State-controlled road.</p>
<b>PO9</b> Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the <b>state-controlled road</b> or <b>road transport infrastructure</b> .	No acceptable outcome is prescribed.	<p><b>Complies with PO9</b> Stormwater runoff or overland flow from the development site is not anticipated to result in a material worsening of the operating performance of the State-controlled road or road transport infrastructure.</p> <p>Also, the subject site does not front a State-controlled road and is not within 25 m of a State-controlled road.</p>
<b>PO10</b> Stormwater run-off or overland flow from the development site does not adversely impact the <b>structural integrity</b> or physical condition of	No acceptable outcome is prescribed.	<p><b>Complies PO10</b> Stormwater run-off or overland flow from the development site is not anticipated to adversely impact</p>



Performance outcomes	Acceptable outcomes	Response
the <b>state-controlled road</b> or <b>road transport infrastructure</b> .		<p>the structural integrity or physical condition of the State-controlled road or road transport infrastructure.</p> <p>Also, the subject site does not front a State-controlled road and is not within 25 m of a State-controlled road.</p>
<p><b>PO11</b> Development ensures that stormwater is lawfully discharged.</p>	<p><b>AO11.1</b> Development does not create any new points of discharge to a <b>state-controlled road</b>.</p> <p>AND</p> <p><b>AO11.2</b> Development does not concentrate flows to a <b>state-controlled road</b>.</p> <p>AND</p> <p><b>AO11.3</b> Stormwater run-off is discharged to a <b>lawful point of discharge</b>.</p> <p>AND</p> <p><b>AO11.4</b> Development does not worsen the condition of an existing <b>lawful point of discharge</b> to the <b>state-controlled road</b>.</p>	<p><b>Complies with AO11.1, AO11.2, AO11.3 and AO11.4</b></p> <p>The proposed development will ensure all water is lawfully discharged.</p> <p>Also, the subject site does not front a State-controlled road and is not within 25 m of a State-controlled road.</p>
<b>Flooding</b>		
<p><b>PO12</b> Development does not result in a material worsening of flooding impacts within a <b>state-controlled road</b>.</p>	<p><b>AO12.1</b> For all flood events up to 1% <b>annual exceedance probability</b>, development results in negligible impacts (within +/- 10mm) to existing flood levels within a <b>state-controlled road</b>.</p> <p>AND</p> <p><b>AO12.2</b> For all flood events up to 1% <b>annual exceedance probability</b>, development results in negligible impacts (up to a 10% increase) to</p>	<p><b>Complies with AO12.1, AO12.2 and AO12.3</b></p> <p>The proposed development is not anticipated to result in a material worsening of flooding impacts within a State-controlled road.</p> <p>Also, the subject site does not front a State-controlled road and is not within 25 m of a State-controlled road.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>existing peak velocities within a <b>state-controlled road</b>.</p> <p>AND</p> <p><b>AO12.3</b> For all flood events up to 1% <b>annual exceedance probability</b>, development results in negligible impacts (up to a 10% increase) to existing time of submergence of a <b>state-controlled road</b>.</p>	
<b>Drainage Infrastructure</b>		
<b>PO13</b> Drainage infrastructure does not create a safety hazard for users in the <b>state-controlled road</b> .	<p><b>AO13.1</b> Drainage infrastructure is wholly contained within the development site, except at the <b>lawful point of discharge</b>.</p> <p>AND</p> <p><b>AO13.2</b> Drainage infrastructure can be maintained without requiring access to a <b>state-controlled road</b>.</p>	<p><b>Complies AO13.1 and AO13.2</b></p> <p>Drainage infrastructure associated with the proposed development is not anticipated to create a safety hazard for users in the State-controlled road.</p> <p>Also, the subject site does not front a State-controlled road and is not within 25 m of a State-controlled road.</p>
<b>PO14</b> Drainage infrastructure associated with, or within, a <b>state-controlled road</b> is constructed, and designed to ensure the <b>structural integrity</b> and physical condition of existing drainage infrastructure and the surrounding drainage network.	No acceptable outcome is prescribed.	<p><b>Not Applicable</b></p> <p>The proposed development does not involve the installation of drainage infrastructure associated with or within a State-controlled road.</p> <p>Also, the subject site does not front a State-controlled road and is not within 25 m of a State-controlled road.</p>

**Table 1.2 Vehicular access, road layout and local roads**

Performance outcomes	Acceptable outcomes	Response
<b>Vehicular access to a state-controlled road or within 100 metres of a state-controlled road intersection</b>		
<b>PO15</b> The location, design and operation of a <b>new or changed access</b> to a <b>state-controlled road</b> does not compromise the safety of users of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	<p><b>Not Applicable</b></p> <p>The subject site does not front a State-controlled road.</p>

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Performance outcomes	Acceptable outcomes	Response
		The proposed development is not located within 100 m of a State-controlled intersection.
<b>PO16</b> The location, design and operation of a <b>new or changed access</b> does not adversely impact the <b>functional requirements</b> of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	<b>Not Applicable</b> The subject site does not front a State-controlled road.  The proposed development is not located within 100 m of a State-controlled intersection.
<b>PO17</b> The location, design and operation of a <b>new or changed access</b> is consistent with the <b>future intent</b> of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	<b>Not Applicable</b> The subject site does not front a State-controlled road.  The proposed development is not located within 100 m of a State-controlled intersection.
<b>PO18</b> <b>New or changed access</b> is consistent with the access for the relevant <b>limited access road policy</b> : 1. <b>LAR 1</b> where direct access is prohibited; or 2. <b>LAR 2</b> where access may be permitted, subject to assessment.	No acceptable outcome is prescribed.	<b>Not Applicable</b> The subject site does not front a State-controlled road.  The proposed development is not located within 100 m of a State-controlled intersection.
<b>PO19</b> <b>New or changed access</b> to a <b>local road</b> within 100 metres of an intersection with a <b>state-controlled road</b> does not compromise the safety of users of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	<b>Not Applicable</b> The subject site does not front a State-controlled road.  The proposed development is not located within 100 m of a State-controlled intersection.
<b>PO20</b> <b>New or changed access</b> to a <b>local road</b> within 100 metres of an intersection with a <b>state-controlled road</b> does not adversely impact on the operating performance of the intersection.	No acceptable outcome is prescribed.	<b>Not Applicable</b> The subject site does not front a State-controlled road.  The proposed development is not located within 100 m of a State-controlled intersection.
<b>Public passenger transport and active transport</b>		
<b>PO21</b> Development does not compromise the safety of users of <b>public passenger transport infrastructure, public passenger services</b> and <b>active transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies with PO21</b> The proposed development will not compromise the safety of users of public passenger transport infrastructure, public passenger services and active transport infrastructure, given there is no such infrastructure within CBIP.

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>	<b>Response</b>
<b>PO22</b> Development maintains the ability for people to access <b>public passenger transport infrastructure, public passenger services</b> and <b>active transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies with PO22</b> The proposed development will maintain the ability for people to access public passenger transport infrastructure, public passenger services and active transport infrastructure, given there is no such infrastructure within CBIP.
<b>PO23</b> Development does not adversely impact the operating performance of <b>public passenger transport infrastructure, public passenger services</b> and <b>active transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies with PO23</b> The proposed development will not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure, given there is no such infrastructure within CBIP.
<b>PO24</b> Development does not adversely impact the <b>structural integrity</b> or physical condition of <b>public passenger transport infrastructure</b> and <b>active transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies with PO24</b> The proposed development will not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure, given there is no such infrastructure within CBIP.

### Table 1.3 Network impacts

Performance outcomes	Acceptable outcomes	Response
<b>PO25</b> Development does not compromise the safety of users of the <b>state-controlled road</b> network.	No acceptable outcome is prescribed.	<b>Complies with PO25</b> Traffic generated from the proposal is considered to be appropriate for the current road networks. Particularly, as the anticipated vehicle types and daily trips is consistent with the assumption of the approved Traffic Impact Assessment prepared by Langtree Consultants to support the wider CBIP development.  The Traffic Impact Assessment prepared approved as part of the wider CBIP development identified the Western Precinct to involve an hourly peak of 274 vehicles/ hour.  Based on the above description of the development, the proposed use is considered to be consistent with the Traffic Impact Assessment.
<b>PO26</b> Development ensures <b>no net worsening</b> of the operating performance of the <b>state-controlled road</b> network.	No acceptable outcome is prescribed.	<b>Complies with PO26</b> Refer to response to PO25.
<b>PO27</b> Traffic movements are not directed onto a <b>state-controlled road</b> where they can be accommodated on the <b>local road</b> network.	No acceptable outcome is prescribed.	<b>Complies with PO27</b> Refer to response to PO25.
<b>PO28</b> Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a <b>state-controlled road</b> .	No acceptable outcome is prescribed.	<b>Complies with PO28</b> Refer to response to PO25.
<b>PO29</b> Development does not impede delivery of <b>planned upgrades</b> of <b>state-controlled roads</b> .	No acceptable outcome is prescribed.	<b>Complies with PO29</b> Refer to response to PO25.
<b>PO30</b> Development does not impede delivery of <b>corridor improvements</b> located entirely within the <b>state-controlled road corridor</b> .	No acceptable outcome is prescribed.	<b>Complies with PO30</b> Refer to response to PO25.

**Table 1.4 Filling, excavation, building foundations and retaining structures**

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>	<b>Response</b>
<b>PO31</b> Development does not create a safety hazard for users of the <b>state-controlled road</b> or <b>road transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Not Applicable</b> The proposed development does not involve the undertaking earthworks of the establishment of building foundations or retaining structure within or in close proximity to a State-controlled road.
<b>PO32</b> Development does not adversely impact the operating performance of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	<b>Not Applicable</b> The proposed development does not involve the undertaking earthworks of the establishment of building foundations or retaining structure within or in close proximity to a State-controlled road.
<b>PO33</b> Development does not undermine, damage or cause subsidence of a <b>state-controlled road</b> .	No acceptable outcome is prescribed.	<b>Not Applicable</b> The proposed development does not involve the undertaking earthworks of the establishment of building foundations or retaining structure within or in close proximity to a State-controlled road.
<b>PO34</b> Development does not cause ground water disturbance in a <b>state-controlled road</b> .	No acceptable outcome is prescribed.	<b>Not Applicable</b> The proposed development does not involve the undertaking earthworks of the establishment of building foundations or retaining structure within or in close proximity to a State-controlled road.
<b>PO35</b> Excavation, boring, piling, blasting and fill compaction do not adversely impact the physical condition or <b>structural integrity</b> of a <b>state-controlled road</b> or <b>road transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Not Applicable</b> The proposed development does not involve the undertaking earthworks of the establishment of building foundations or retaining structure within or in close proximity to a State-controlled road.
<b>PO36</b> Filling and excavation associated with the construction of <b>new or changed access</b> do not compromise the operation or capacity of existing drainage infrastructure for a <b>state-controlled road</b> .	No acceptable outcome is prescribed.	<b>Not Applicable</b> The proposed development does not involve the undertaking earthworks of the establishment of building foundations or retaining structure within or in close proximity to a State-controlled road.

## Table 1.5 Environmental emissions

Statutory note: Where a **state-controlled road** is co-located in the same transport corridor as a railway, the development should instead comply with Environmental emissions in State code 2: Development in a railway environment.

Performance outcomes	Acceptable outcomes	Response
<b>Reconfiguring a lot</b>		
<b>Involving the creation of 5 or fewer new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor</b>		
<p><b>PO37</b> Development minimises free field noise intrusion from a <b>state-controlled road</b>.</p>	<p><b>AO37.1</b> Development provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> <li>1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1);</li> <li>2. in accordance with:               <ol style="list-style-type: none"> <li>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> <li>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> <li>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</li> </ol> </li> </ol> <p>OR</p> <p><b>AO37.2</b> Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by <b>alternative noise attenuation measures</b> where it is not practical to provide a noise barrier or earth mound.</p> <p>OR</p> <p><b>AO37.3</b> Development provides a <b>solid gap-free fence</b> or other <b>solid gap-free structure</b> along the</p>	<p><b>Not Applicable</b> The proposed development does not involve reconfiguring a lot.</p>

Performance outcomes	Acceptable outcomes	Response
	full extent of the boundary closest to the <b>state-controlled road</b> .	
<b>Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor</b>		
<b>PO38</b> Reconfiguring a lot minimises free field noise intrusion from a <b>state-controlled road</b> .	<p><b>AO38.1</b> Development provides noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> <li>1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1);</li> <li>2. in accordance with: <ol style="list-style-type: none"> <li>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> <li>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> <li>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</li> </ol> </li> </ol> <p>OR</p> <p><b>AO38.2</b> Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by <b>alternative noise attenuation measures</b> where it is not practical to provide a noise barrier or earth mound.</p>	<p><b>Not Applicable</b> The proposed development does not involve reconfiguring a lot.</p>
<b>Material change of use (accommodation activity)</b>		
<b>Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor</b>		
<b>PO39</b> Development minimises noise intrusion from a <b>state-controlled road</b> in <b>private open space</b> .	<p><b>AO39.1</b> Development provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> <li>1. to achieve the maximum free field acoustic levels in reference table 2 (item</li> </ol>	<p><b>Not Applicable</b> The proposed development does not involve an accommodation activity.</p>



Performance outcomes	Acceptable outcomes	Response
	<p>2.2) for <b>private open space</b> at the ground floor level;</p> <p>2. in accordance with:</p> <ul style="list-style-type: none"> <li>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> <li>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> <li>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</li> </ul> <p>OR</p> <p><b>AO39.2</b> Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for <b>private open space</b> by <b>alternative noise attenuation measures</b> where it is not practical to provide a noise barrier or earth mound.</p>	
<p><b>PO40</b> Development (excluding a <b>relevant residential building</b> or <b>relocated building</b>) minimises noise intrusion from a <b>state-controlled road</b> in <b>habitable rooms</b> at the facade.</p>	<p><b>AO40.1</b> Development (excluding a <b>relevant residential building</b> or <b>relocated building</b>) provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ul style="list-style-type: none"> <li>1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for <b>habitable rooms</b>;</li> <li>2. in accordance with: <ul style="list-style-type: none"> <li>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> </ul> </li> </ul>	<p><b>Not Applicable</b></p> <p>The proposed development does not involve an accommodation activity.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</p> <p>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</p> <p>OR</p> <p><b>AO40.2 Development (excluding a relevant residential building or relocated building) achieves the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</b></p>	
<b>PO41 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).</b>	No acceptable outcome is provided.	<b>Not Applicable</b> The proposed development does not involve an accommodation activity.
<b>Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor</b>		
<b>PO42</b> Balconies, podiums, and roof decks include: 1. a continuous <b>solid gap-free structure</b> or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks.	No acceptable outcome is provided.	<b>Not Applicable</b> The proposed development does not involve an accommodation activity.
<b>PO43 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).</b>	No acceptable outcome is provided.	<b>Not Applicable</b> The proposed development does not involve an accommodation activity.
<b>Material change of use (other uses)</b>		

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Performance outcomes	Acceptable outcomes	Response
<b>Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor</b>		
<p><b>PO44</b> Development:</p> <ol style="list-style-type: none"> <li>1. provides a noise barrier or earth mound that is designed, sited and constructed:               <ol style="list-style-type: none"> <li>a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all <b>outdoor education areas</b> and <b>outdoor play areas</b>;</li> <li>b. in accordance with:                   <ol style="list-style-type: none"> <li>i. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> <li>ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> <li>iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or</li> </ol> </li> </ol> </li> <li>2. achieves the maximum free field acoustic level in reference table 2 (item 2.3) for all <b>outdoor education areas</b> and <b>outdoor play areas</b> by <b>alternative noise attenuation measures</b> where it is not practical to provide a noise barrier or earth mound.</li> </ol>	No acceptable outcome is provided.	<p><b>Not Applicable</b></p> <p>The proposed development does not involve any of the other uses referenced.</p>
<p><b>PO45</b> Development involving a <b>childcare centre</b> or <b>educational establishment</b>:</p> <ol style="list-style-type: none"> <li>1. provides a noise barrier or earth mound that is designed, sited and constructed:</li> <li>2. to achieve the maximum building facade acoustic level in reference table 1 (item 1.2);</li> </ol>	No acceptable outcome is provided.	<p><b>Not Applicable</b></p> <p>The proposed development does not involve any of the other uses referenced.</p>

Performance outcomes	Acceptable outcomes	Response
3. in accordance with: <ol style="list-style-type: none"> <li>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> <li>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> <li>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or</li> </ol> 4. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by <b>alternative noise attenuation measures</b> where it is not practical to provide a noise barrier or earth mound.		
<b>PO46</b> Development involving: <ol style="list-style-type: none"> <li>1. <b>indoor education areas</b> and <b>indoor play areas</b>; or</li> <li>2. sleeping rooms in a <b>childcare centre</b>; or</li> <li>3. <b>patient care areas</b> in a <b>hospital</b> achieves the maximum internal acoustic level in reference table 3 (items 3.2-3.4).</li> </ol>	No acceptable outcome is provided.	<b>Not Applicable</b> The proposed development does not involve any of the other uses referenced.
<b>Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor</b>		
<b>PO47</b> Development involving a <b>childcare centre</b> or <b>educational establishment</b> which have balconies, podiums or elevated <b>outdoor play areas</b> predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from a <b>state-controlled road</b> are provided with: <ol style="list-style-type: none"> <li>1. a continuous <b>solid gap-free structure</b> or balustrade (excluding gaps required for</li> </ol>	No acceptable outcome is provided.	<b>Not Applicable</b> The proposed development does not involve any of the other uses referenced.

Performance outcomes	Acceptable outcomes	Response
drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies or elevated <b>outdoor play areas</b> .		
<b>PO48</b> Development including: 1. <b>indoor education areas</b> and <b>indoor play areas</b> in a <b>childcare centre</b> or <b>educational establishment</b> ; or 2. sleeping rooms in a <b>childcare centre</b> ; or 3. <b>patient care areas</b> in a <b>hospital</b> located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is provided.	<b>Not Applicable</b> The proposed development does not involve any of the other uses referenced.
<b>Air, light and vibration</b>		
<b>PO49</b> Private open space, outdoor education areas and outdoor play areas are protected from air quality impacts from a <b>state-controlled road</b> .	<b>AO49.1</b> Each dwelling or unit has access to a <b>private open space</b> which is shielded from a <b>state-controlled road</b> by a building, <b>solid gap-free fence</b> , or other <b>solid gap-free structure</b> .  OR  <b>AO49.2</b> Each <b>outdoor education area</b> and <b>outdoor play area</b> is shielded from a <b>state-controlled road</b> by a building, <b>solid gap-free fence</b> , or other <b>solid gap-free structure</b> .	<b>Not Applicable</b> The proposed development does not involve any of the other uses referenced.

Performance outcomes	Acceptable outcomes	Response
<p><b>PO50 Patient care areas</b> within <b>hospitals</b> are protected from vibration impacts from a <b>state-controlled road</b> or <b>type 1 multi-modal corridor</b>.</p>	<p><b>AO50.1 Hospitals</b> are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of <math>0.1\text{m/s}^{1.75}</math>.</p> <p>AND</p> <p><b>AO50.2 Hospitals</b> are designed and constructed to ensure vibration in the ward of a <b>patient care area</b> does not exceed a vibration dose value of <math>0.4\text{m/s}^{1.75}</math>.</p>	<p><b>Not Applicable</b> The proposed development does not involve any of the other uses referenced.</p>
<p><b>PO51</b> Development is designed and sited to ensure light from infrastructure within, and from users of, a <b>state-controlled road</b> or <b>type 1 multi-modal corridor</b>, does not:</p> <ol style="list-style-type: none"> <li>1. intrude into buildings during night hours (10pm to 6am);</li> <li>2. create unreasonable disturbance during evening hours (6pm to 10pm).</li> </ol>	<p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b> The proposed development does not involve any of the other uses referenced.</p>

**Table 1.6: Development in a future state-controlled road environment**

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>	<b>Response</b>
<b>PO52</b> Development does not impede delivery of a <b>future state-controlled road</b> .	<p><b>AO52.1</b> Development is not located in a <b>future state-controlled road</b>.</p> <p>OR ALL OF THE FOLLOWING APPLY:</p> <p><b>AO52.2</b> Development does not involve filling and excavation of, or material changes to, a <b>future state-controlled road</b>.</p> <p>AND</p> <p><b>AO52.3</b> The intensification of lots does not occur within a <b>future state-controlled road</b>.</p> <p>AND</p> <p><b>AO52.4</b> Development does not result in the landlocking of parcels once a <b>future state-controlled road</b> is delivered.</p>	<p><b>Not Applicable</b></p> <p>The proposed development is not located in a future State-controlled road.</p>
<b>PO53</b> The location and design of <b>new or changed access</b> does not create a safety hazard for users of a <b>future state-controlled road</b> .	<b>AO53.1</b> Development does not include <b>new or changed access</b> to a <b>future state-controlled road</b> .	<p><b>Not Applicable</b></p> <p>The proposed development is not located in a future State-controlled road.</p>
<b>PO54</b> Filling, excavation, building foundations and <b>retaining structures</b> do not undermine, damage or cause subsidence of a <b>future state-controlled road</b> .	No acceptable outcome is prescribed.	<p><b>Not Applicable</b></p> <p>The proposed development is not located in a future State-controlled road.</p>
<b>PO55</b> Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a <b>future state-controlled road</b> or <b>road transport infrastructure</b> .	No acceptable outcome is prescribed.	<p><b>Not Applicable</b></p> <p>The proposed development is not located in a future State-controlled road.</p>
<b>PO56</b> Development ensures that stormwater is lawfully discharged.	<b>AO56.1</b> Development does not create any new points of discharge to a <b>future state-controlled road</b> .	<p><b>Not Applicable</b></p> <p>The proposed development is not located in a future State-controlled road.</p>

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Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p><b>AO56.2</b> Development does not concentrate flows to a <b>future state-controlled road</b>.</p> <p>AND</p> <p><b>AO56.3</b> Stormwater run-off is discharged to a <b>lawful point of discharge</b>.</p> <p>AND</p> <p><b>AO56.4</b> Development does not worsen the condition of an existing <b>lawful point of discharge</b> to the <b>future state-controlled road</b>.</p>	



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# Appendix 9

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# State code 6: Protection of state transport networks

Table 6.2 Development in general

Performance outcomes	Acceptable outcomes	Response
<b>Network impacts</b>		
<p><b>PO1</b> Development does not compromise the safety of users of the <b>state-controlled road network</b>.</p>	<p>No acceptable outcome is prescribed.</p>	<p><b>Complies with PO1</b></p> <p>It is not anticipated that the proposed development will compromise the safety of the State-controlled road network given it is located within CBIP's Eastern Precinct that supports industrial type uses. The industrial precinct has been designed to accommodate the type of traffic anticipated from the proposed development, noting that the Heleen Downs Road/ Ron McLean Drive intersection is constructed with a fully signalised intersection capable of accommodating road train vehicle movements. The construction of CBIP's Eastern Precinct addressed the potential traffic impacts on the State-controlled road network at the time the subdivision was approved and developed.</p> <p>The anticipated traffic volumes and vehicle types are compatible with the design and function of both the surrounding State and local road networks.</p> <p>Traffic generated from the proposal is considered to be appropriate for the current road networks. Particularly, as the anticipated vehicle types and daily trips is consistent with the assumption of the approved Traffic Impact Assessment prepared by Langtree Consultants to support the wider CBIP development.</p> <p>The Traffic Impact Assessment prepared approved as part of the wider CBIP development identified the Eastern Precinct to involve an hourly peak of 274 vehicles/ hour.</p>

Performance outcomes	Acceptable outcomes	Response
<p><b>PO2</b> Development does not adversely impact the structural integrity or physical condition of a <b>state-controlled road</b> or <b>road transport infrastructure</b>.</p>	<p>No acceptable outcome is prescribed.</p>	<p><b>Complies with PO2</b></p> <p>The proposed development will not adversely impact on the structural integrity or physical condition of the State-controlled road network. The anticipated traffic volumes and vehicle types are compatible with the design and function of both the surrounding State and local road or road transport infrastructure.</p> <p>The subject site is located within CBIP's Eastern Precinct, where the internal road network and intersection have been designed to cater for road trains, which are also catered for and permitted on the external State controlled road network.</p> <p>The Heleen Downs Road and Ron McLean Drive intersection has been designed to accommodate traffic generated from the industrial precinct. The proposed development only provides a minor increase in development traffic on the State-controlled road network comparative to the existing background traffic already utilising the State-controlled road network.</p>
<p><b>PO3</b> Development ensures <b>no net worsening</b> of the operating performance the <b>state-controlled road</b> network.</p>	<p>No acceptable outcome is prescribed.</p>	<p><b>Complies with PO3</b></p> <p>The proposed development will not result in a net worsening of the operating performance of the State-controlled road network. The anticipated traffic volumes and vehicle types are compatible with the design and function of both the surrounding State and local road or road transport infrastructure.</p> <p>The Heleen Downs Road and Ron McLean Drive intersection has been designed to accommodate traffic generated from the industrial precinct. The proposed development only provides a minor increase in development traffic on the State-controlled road network comparative to the</p>

Performance outcomes	Acceptable outcomes	Response
		<p>existing background traffic already utilising the State-controlled road network.</p> <p>Traffic generated from the proposal is considered to be appropriate for the current road networks. Particularly, as the anticipated vehicle types and daily trips is consistent with the assumption of the approved Traffic Impact Assessment prepared by Langtree Consultants to support the wider CBIP development.</p> <p>The Traffic Impact Assessment prepared approved as part of the wider CBIP development identified the Eastern Precinct to involve an hourly peak of 274 vehicles/ hour.</p> <p>Based on the above description of the development, the proposed use is considered to be consistent with the Traffic Impact Assessment.</p>
<p><b>PO4</b> Traffic movements are not directed onto a <b>state-controlled road</b> where they can be accommodated on the <b>local road</b> network.</p>	<p>No acceptable outcome is prescribed.</p>	<p><b>Complies with PO4</b> Heleen Downs Road intersects with Ron McLean Drive and there is no alternative access to and from CBIP's Eastern Precinct.</p>
<p><b>PO5</b> Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a <b>state-controlled road</b>.</p>	<p>No acceptable outcome is prescribed.</p>	<p><b>Complies with PO5</b> Given the location of the proposed development within CBIP's Eastern Precinct, the State-controlled road network must be utilised in the delivery of materials to and from the subject land. Penelope Road, leads on to Heleen Downs Road, and Heleen Downs Road intersects with Ron McLea Drive. The State-controlled road network has been designed to accommodate traffic from the development, noting that the vehicles used in the development are consistent with existing vehicle types already utilising the State-controlled road network.</p>

Performance outcomes	Acceptable outcomes	Response
		The development application outlines the vehicle types that will be associated with the proposed development, all of which are anticipated on the State or local road network.
<b>PO6</b> Development does not require a new <b>railway</b> level crossing.	No acceptable outcome is prescribed.	<b>Not Applicable</b> The proposed development does not require a new railway level crossing.
<b>PO7</b> Development does not adversely impact the operating performance of an existing <b>railway crossing</b> .	No acceptable outcome is prescribed.	<b>Complies PO7</b> The proposed development is not anticipated to adversely impact the operating performance of an existing railway crossing, given location of existing crossings and compatibility with the wider State controlled road environment and function.
<b>PO8</b> Development does not adversely impact on the safety of an existing <b>railway crossing</b> .	No acceptable outcome is prescribed.	<b>Complies PO8</b> The proposed development is not anticipated to adversely impact the safety of an existing railway crossing, given location of existing crossings and compatibility with the wider State controlled road environment and function.
<b>PO9</b> Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a <b>railway crossing</b> .	No acceptable outcome is prescribed.	<b>Not Applicable</b> There is no existing or proposed railway crossing within proximity of the subject site.
<b>PO10</b> Development does not create a safety hazard within the <b>railway corridor</b> .	No acceptable outcome is prescribed.	<b>Not Applicable</b> There is no existing or proposed railway corridor within proximity of the subject site.
<b>PO11</b> Development does not adversely impact the operating performance of the <b>railway corridor</b> .	No acceptable outcome is prescribed.	<b>Not Applicable</b> There is no existing or proposed railway corridor within proximity of the subject site.
<b>PO12</b> Development does not interfere with or obstruct the <b>railway transport infrastructure</b> or <b>other rail infrastructure</b> .	No acceptable outcome is prescribed.	<b>Not Applicable</b> There is no existing or proposed railway corridor within proximity of the subject site.
<b>PO13</b> Development does not adversely impact the structural integrity or physical condition of a <b>railway corridor</b> or <b>rail transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Not Applicable</b> There is no existing or proposed railway corridor or infrastructure within proximity of the subject site.
<b>Stormwater and overland flow</b>		
<b>PO14</b> Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of a <b>state transport corridor</b> or <b>state transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies with P14</b> Stormwater run-off or overland flow from the development site will not create or exacerbate a safety hazard for users of the State-transport

Performance outcomes	Acceptable outcomes	Response
		corridor or infrastructure, refer to <b>Appendix 4</b> and the SQMP prepared by Langtree Consulting.
<p><b>PO15</b> Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of a <b>state transport corridor</b> or <b>state transport infrastructure</b>.</p>	<p>No acceptable outcome is prescribed.</p>	<p><b>Complies with PO15</b>  Stormwater runoff or overland flow from the development site is not anticipated to result in a material worsening of the operating performance of the State-controlled road or road transport infrastructure.</p> <p>Also, the subject site does not front and is not within 25 m of a State-transport corridor or infrastructure.</p>
<p><b>PO16</b> Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the <b>state transport corridor</b> or <b>state transport infrastructure</b>.</p>	<p>No acceptable outcome is prescribed.</p>	<p><b>Complies PO16</b>  Stormwater run-off or overland flow from the development site is not anticipated to adversely impact the structural integrity or physical condition of the State transport corridor or infrastructure.</p> <p>Also, the subject site does not front and is not within 25 m of a State-transport corridor or infrastructure.</p>
<p><b>PO17</b> Development associated with a <b>state-controlled road</b> or <b>road transport infrastructure</b> ensures that stormwater is lawfully discharged.</p>	<p><b>AO17.1</b> Development does not create any new points of discharge to a <b>state transport corridor</b> or <b>state transport infrastructure</b>.</p> <p>AND</p> <p><b>AO17.2</b> Development does not concentrate flows to a <b>state transport corridor</b>.</p> <p>AND</p> <p><b>AO17.3</b> Stormwater run-off is discharged to a <b>lawful point of discharge</b>.</p> <p>AND</p> <p><b>AO17.4</b> Development does not worsen the condition of an existing <b>lawful point of</b></p>	<p><b>Complies with AO17.1, AO17.2, AO17.3 and AO17.4</b>  The proposed development will ensure all water is lawfully discharged, refer to <b>Appendix 4</b> and the SQMP prepared by Langtree Consulting.</p> <p>Also, the subject site does not front and is not within 25 m of a State-transport corridor or infrastructure.</p>

Performance outcomes	Acceptable outcomes	Response
	<b>discharge to a state transport corridor or state transport infrastructure.</b>	
<b>Flooding</b>		
<p><b>PO18</b> Development does not result in a material worsening of flooding impacts within a <b>state transport corridor or state transport infrastructure</b></p>	<p><i>For a <b>state-controlled road or road transport infrastructure</b>, all of the following apply:</i></p> <p><b>AO18.1</b> For all flood events up to 1% <b>annual exceedance probability</b>, development ensures there are negligible impacts (within +/- 10mm) to existing flood levels within a <b>state transport corridor</b>.</p> <p>AND</p> <p><b>AO18.2</b> For all flood events up to 1% <b>annual exceedance probability</b>, development ensures there are negligible impacts (up to a 10% increase) to existing peak velocities within a <b>state transport corridor</b>.</p> <p>AND</p> <p><b>AO18.3</b> For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing time of submergence of a <b>state transport corridor</b>.</p> <p><i>No acceptable outcome is prescribed for a <b>railway corridor or rail transport infrastructure</b>.</i></p>	<p><b>Complies with AO18.1, AO18.2 and AO18.3</b></p> <p>The proposed development is not anticipated to result in a material worsening of flooding impacts within a State transport corridor or infrastructure.</p> <p>Also, the subject site does not front and is not within 25 m of a State transport corridor or infrastructure.</p>
<b>Drainage infrastructure</b>		
<p><b>PO19</b> Drainage infrastructure does not create a safety hazard in a <b>state transport corridor</b>.</p>	<p><i>For a <b>state-controlled road</b> environment, both of the following apply:</i></p> <p><b>AO19.1</b> Drainage infrastructure associated with, or in a <b>state-controlled road</b> is wholly contained within the development site, except at the <b>lawful point of discharge</b>.</p>	<p><b>Complies AO19.1, AO19.2, AO19.3 and AO19.4</b></p> <p>Drainage infrastructure associated with the proposed development is not anticipated to create a safety hazard for users in the State transport corridor.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p><b>AO19.2</b> Drainage infrastructure can be maintained without requiring access to a <b>state transport corridor</b>.</p> <p><i>For a <b>railway</b> environment both of the following apply:</i></p> <p><b>AO19.3</b> Drainage infrastructure associated with a <b>railway corridor</b> or <b>rail transport infrastructure</b> is wholly contained within the development site.</p> <p>AND</p> <p><b>AO19.4</b> Drainage infrastructure can be maintained without requiring access to a <b>state transport corridor</b>.</p>	<p>Also, the subject site does not front and is not within 25 m of a State transport corridor.</p>
<p><b>PO20</b> Drainage infrastructure associated with, or in a <b>state-controlled road</b> or <b>road transport infrastructure</b> is constructed and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network is maintained.</p>	<p>No acceptable outcome is prescribed.</p>	<p><b>Not Applicable</b></p> <p>The proposed development does not involve the installation of drainage infrastructure associated with or within a State-controlled road or road transport infrastructure.</p> <p>Also, the subject site does not front and is not within 25 m of a State-controlled road.</p>
<b>Planned upgrades</b>		
<p><b>PO21</b> Development does not impede delivery of <b>planned upgrades</b> of <b>state transport infrastructure</b>.</p>	<p>No acceptable outcome is prescribed.</p>	<p><b>Not Applicable</b></p> <p>There are no planned upgrades within the surrounding State-controlled road network.</p>



**Table 6.3 Public passenger transport infrastructure and active transport**

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>	<b>Response</b>
<b>PO22</b> Development does not damage or interfere with <b>public passenger transport infrastructure, active transport infrastructure</b> or <b>public passenger services</b> .	No acceptable outcome is prescribed.	<b>Complies with PO22</b> The proposed development will not damage or interfere with public passenger transport infrastructure, active transport infrastructure and public passenger services, given there is no such infrastructure within or within the immediate vicinity of CBIP.
<b>PO23</b> Development does not compromise the safety of <b>public passenger transport infrastructure, public passenger services</b> and <b>active transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies with PO23</b> The proposed development will not compromise the safety of public passenger transport infrastructure, public passenger services and active transport infrastructure, given there is no such infrastructure within or in the immediate locality of CBIP.
<b>PO24</b> Development does not adversely impact the operating performance of <b>public passenger transport infrastructure, public passenger services</b> and <b>active transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies with PO24</b> The proposed development will not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure, given there is no such infrastructure within or in the immediate locality of CBIP.
<b>PO25</b> Development does not adversely impact the structural integrity or physical condition of <b>public passenger transport infrastructure</b> and <b>active transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies with PO25</b> The proposed development will not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure, given there is no such infrastructure within or in the immediate vicinity of CBIP.
<b>PO26</b> Upgraded or new <b>public passenger transport infrastructure</b> and <b>active transport infrastructure</b> is provided to accommodate the demand for <b>public passenger transport</b> and <b>active transport</b> generated by the development.	No acceptable outcome is prescribed.	<b>Not Applicable</b> The industrial nature of the proposed development and its location within CBIP's Eastern Precinct does not warrant the provision of public passenger transport infrastructure and active transport infrastructure.

Performance outcomes	Acceptable outcomes	Response
<p><b>PO27</b> Development is designed to ensure the location of <b>public passenger transport infrastructure</b> prioritises and enables efficient <b>public passenger services</b>.</p>	<p>No acceptable outcome is prescribed.</p>	<p><b>Not Applicable</b> The industrial nature of the proposed development and its location within CBIP's Eastern Precinct does not warrant the provision of public passenger transport infrastructure and active transport infrastructure.</p>
<p><b>PO28</b> Development enables the provision or extension of <b>public passenger services, public passenger transport infrastructure</b> and <b>active transport infrastructure</b> to the development and avoids creating indirect or inefficient routes for <b>public passenger services</b>.</p>	<p>No acceptable outcome is prescribed.</p>	<p><b>Not Applicable</b> The industrial nature of the proposed development and its location within CBIP's Eastern Precinct does not warrant the provision of public passenger transport infrastructure and active transport infrastructure.</p> <p>There are no existing public passenger services, public passenger transport infrastructure and active transport infrastructure to extend.</p>
<p><b>PO29</b> New or modified road networks are designed to enable development to be serviced by <b>public passenger services</b>.</p>	<p><b>AO29.1</b> Roads catering for buses are arterial or <b>sub-arterial roads</b>, collector or their equivalent.</p> <p>AND</p> <p><b>AO29.2</b> Roads intended to accommodate buses are designed and constructed in accordance with:</p> <ol style="list-style-type: none"> <li>1. Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design; Department of Transport and Main Roads;</li> <li>2. Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6), Department of Transport and Main Roads;</li> <li>3. Austroads Guide to Road Design (Parts 3, 4-4C and 6);</li> <li>4. Austroads Design Vehicles and Turning Path Templates;</li> <li>5. Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management and AS 1742.13-2009 Manual</li> </ol>	<p><b>Not Applicable</b> The industrial nature of the proposed development and its location within CBIP's Eastern Precinct does not warrant the provision of public passenger transport infrastructure and active transport infrastructure.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>of Uniform Traffic Control Devices – Local Area Traffic Management;</p> <p>AND</p> <p><b>AO29.3</b> Traffic calming devices are not installed on roads used for buses in accordance with section 2.3.2 Bus Route Infrastructure, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.</p>	
<p><b>PO30</b> Development provides safe, direct and convenient access to existing and future <b>public passenger transport infrastructure</b> and <b>active transport infrastructure</b>.</p>	<p>No acceptable outcome is prescribed.</p>	<p><b>Not Applicable</b> The industrial nature of the proposed development and its location within CBIP's Eastern Precinct does not warrant the provision of public passenger transport infrastructure and active transport infrastructure.</p>
<p><b>PO31</b> On-site vehicular circulation ensures the safety of both <b>public passenger transport services</b> and pedestrians.</p>	<p>No acceptable outcome is prescribed.</p>	<p><b>Not Applicable</b> The industrial nature of the proposed development and its location within CBIP's Eastern Precinct does not warrant the provision of public passenger transport infrastructure and active transport infrastructure.</p>
<p><b>PO32</b> <b>Taxi facilities</b> are provided to accommodate the demand generated by the development.</p>	<p>No acceptable outcome is prescribed.</p>	<p><b>Not Applicable</b> The industrial nature of the proposed development and its location within CBIP's Eastern Precinct does not warrant the provision of taxi facilities.</p>
<p><b>PO33</b> Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and <b>booked hire services</b> other than taxis.</p>	<p>No acceptable outcome is prescribed.</p>	<p><b>Not Applicable</b> The industrial nature of the proposed development and its location within CBIP's Eastern Precinct does not warrant the provision of community transport services, courtesy transport services, and booked hire services.</p>

Performance outcomes	Acceptable outcomes	Response
<p><b>PO34 Taxi facilities</b> are located and designed to provide convenient, safe and equitable access for passengers.</p>	<p><b>AO34.1 A taxi facility</b> is provided parallel to the kerb and adjacent to the main entrance.</p> <p>AND</p> <p><b>AO34.2 Taxi facilities</b> are designed in accordance with:</p> <ol style="list-style-type: none"> <li>1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work;</li> <li>2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices</li> <li>3. AS/NZS 2890.6–2009 Parking facilities –off street parking for people with disabilities;</li> <li>4. Disability standards for accessible public</li> <li>5. transport 2002 made under section 31(1) of the Disability Discrimination Act 1992;</li> <li>6. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements;</li> <li>7. Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.</li> </ol>	<p><b>Not Applicable</b></p> <p>The industrial nature of the proposed development and its location within CBIP’s Eastern Precinct does not warrant the provision of taxi facilities.</p>
<p><b>PO35 Educational establishments</b> are designed to ensure the safe and efficient operation of <b>public passenger services</b>, pedestrian and cyclist access and <b>active transport infrastructure</b>.</p>	<p><b>AO35.1 Educational establishments</b> are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.</p>	<p><b>Not Applicable</b></p> <p>The proposed development does not involve an educational establishment.</p>

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# Appendix 10

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TOWNSVILLE CITY PLAN 2014 – MEDIUM IMPACT INDUSTRY ZONE CODE

Performance Outcome/Acceptable Outcomes		Response
<b>Built Form</b>		
<b>PO1:</b> Development is consistent with the scale of surrounding buildings.	<b>AO1.1:</b> Site cover does not exceed 80%.	<b>R1: Complies</b> The proposed development does not exceed 80% of the total site cover. Proposed buildings are to be set back a minimum of 6 m from street and road frontages.
	<b>AO1.2:</b> Buildings are set back from street and road frontages: <ul style="list-style-type: none"> <li>a) within 20% of the average front setback of adjoining buildings; or</li> <li>b) where there are no adjoining buildings, 6m.</li> </ul>	
<b>PO2:</b> Building entrances are legible and safe.	<b>AO2.1:</b> Pedestrian entries are visible from the primary street frontage and visitor car parking areas, and are separate to vehicle access points.	<b>R2: Complies</b> The proposed development involves entrances that are legible and safe. Particularly: <ul style="list-style-type: none"> <li>▪ a separate site access has been provided to service the site office;</li> <li>▪ the site will be secured which will prevent unauthorised persons to access the site;</li> <li>▪ the building will involve highly visible street numbering; and</li> <li>▪ the development will involve external lighting sufficient to provide safe ingress and egress for site users.</li> </ul>
	<b>AO2.2:</b> Doorway recesses in building facades are not of a size or configuration that would conceal a person, unless lighting, mirrors, transparent materials or angled approaches are included to offset the potential for impacts on safety.	
	<b>AO2.3:</b> Each building or tenancy is provided with a highly visible street and unit number respectively.	
	<b>AO2.4:</b> Premises are provided with external lighting sufficient to provide safe ingress and egress for site users.	
<b>Amenity</b>		
<b>PO3:</b> Utility elements (including refuse areas, outdoor storage, plant and equipment, loading and unloading areas) are screened from view from the street and sensitive land uses.	<b>AO3:</b> Utility elements are: <ul style="list-style-type: none"> <li>a) located within or behind the building; or</li> <li>b) screened by a 1.8m high solid wall or fence; or</li> <li>c) behind landscaping having the same screening effect as a 1.8m screen fence.</li> </ul>	<b>R3: Complies</b> The proposed development will ensure that utility elements are screened from view from the street and from sensitive land uses. As with other end users, no external storage will occur within the first 20 m of the front boundary of the site.
<b>PO4:</b> Landscaping is provided to create streetscapes which contribute positively to the city image, particularly along major roads and streets.	<b>AO4:</b> Landscaping is provided for a minimum depth of: <ul style="list-style-type: none"> <li>a) 4m along an arterial or sub-arterial road; or</li> <li>b) 2m along any other road or street frontage.</li> </ul>	<b>R4: Complies</b> The proposed development involves 2.4 m, 3 m to 12.69 m wide landscaping strip along the frontage the site.



Performance Outcome/Acceptable Outcomes		Response
<b>General</b>		
<p><b>PO5:</b> Development minimises impacts on sensitive land uses having regard to noise, vibration, odour, dust, light or other emissions. Adverse impacts on the health, safety or amenity of nearby residential zoned land or other sensitive land uses are minimised.</p>	<p><b>A05.1:</b> Development achieves the noise generation levels set out in the <a href="#">Environmental Protection (Noise) Policy 2008</a>.</p>	<p><b>R5: Alternative Acceptable Outcome</b> The proposed development will operate in accordance with the relevant standards to minimise impacts in terms of noise, dust, vibration, odour, light and other emissions.</p> <p>All external areas are treated via bitumen, gravel concrete or landscaping. All crossovers and internal driveways will be concrete.</p> <p>Lighting associated with the development will be in accordance with the relevant Australian Standards.</p>
	<p><b>A05.2:</b> Development achieves the air quality objectives set out in the <a href="#">Environmental Protection (Air) Policy 2008</a>.</p>	
	<p><b>A05.3:</b> Materials that are capable of generating air contaminants are wholly enclosed in storage bins.</p>	
	<p><b>A05.4:</b> All external areas are sealed, turfed or landscaped.</p>	
	<p><b>A05.5:</b> Light emanating from any source complies with <i>Australian Standard AS4282 Control of the Obtrusive Effects of Outdoor Lighting</i>.</p>	
	<p><b>A05.6:</b> Outdoor lighting is provided in accordance with <i>Australian Standard AS 1158.1.1 – Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements</i>.</p>	
<p><b>PO6:</b> Development provides for the collection, treatment and disposal of liquid wastes or sources of contamination such that off-site releases of contaminants do not occur.</p>	<p><b>A06.1:</b> Areas where potentially contaminating substances are stored or used, are roofed and sealed with concrete, asphalt or similar impervious substance and bunded.</p>	<p><b>R6: Complies</b> If required, all potentially contaminated substances will be appropriately stored.</p> <p>If required roof water is to be piped away from any areas identified as being of potential contamination.</p>
	<p><b>A06.2:</b> Roof water is piped away from areas of potential contamination.</p>	
<p><b>PO7:</b> The site layout and design: a) minimises earthworks; b) maximises retention of natural drainage patterns; and c) ensures existing drainage capacity is not reduced.</p>	<p><b>A07:</b> Development does not involve earthworks involving more than 100m<sup>3</sup>.</p>	<p><b>R7: Complies</b> Earthworks associated with the development will be minimised to achieve maximum retention of natural drainage patterns and to ensure the existing drainage capacity is not reduced.</p>
<b>Defence Land</b>		
<p><b>PO8:</b> Development does not adversely affect the safe and efficient operation of nearby Department of Defence land.</p>	<p><b>A08:</b> All buildings and operational components of a use are setback not less than 100m from the closest boundary of land in the</p>	<p><b>R8: Complies</b> The proposed development will not adversely affect the safe and efficient operation of the nearest defence land.</p>



Performance Outcome/Acceptable Outcomes		Response
	control of or used by the Department of Defence.	
<b>Caretaker's Accommodation</b>		
<b>PO9:</b> Development does not compromise the viability of the primary use of the site.	<b>A09:</b> No more than one (1) caretaker's accommodation dwelling is established on the site.	<b>R9: Not Applicable</b> The proposed development does not involve caretaker's accommodation.
<b>Ancillary Office Uses</b>		
<b>PO10:</b> Offices are accommodated where they are ancillary to the primary industrial use on the site.	<b>A010:</b> The area used for an office use does not exceed 250m <sup>2</sup> or 10% of the gross floor area, whichever is the lesser.	<b>R10: Alternative Acceptable Solution</b> The proposal involves a main office building with a GFA of approximately 400.00 m <sup>2</sup> and a docket office with a GFA of 70.20 m <sup>2</sup> .  Given the area of the subject site and footprint of the development, the proposed office will be ancillary to the industrial use of the site.  In the context of the planning scheme, the minimum lot size for the Medium Impact Industry Zone is 2,000 m <sup>2</sup> . So, 250 m <sup>2</sup> equates to 12.5% of a 2,000 m <sup>2</sup> lot.  If you applied this same 12.5% office footprint principle to a 20,000 m <sup>2</sup> lot this would equate to 2,500 m <sup>2</sup> . The GFA of the offices proposed totals 430. m <sup>2</sup> , which equates to 2.15 % of the total site area, which is considered an acceptable area of the site to be utilised for ancillary office space.
<b>For Assessable Development</b>		
<b>Uses</b>		
<b>PO11:</b> Development within the zone facilitates: a) industrial activities whose impacts on sensitive land uses and the natural environment can be appropriately managed; or b) uses which require larger sites in locations that are separated from sensitive land uses, and are not more appropriately accommodated in other zones; or c) non-industrial uses which are small in scale and ancillary to or directly support the industrial functions of the area.		<b>R11: Complies</b> The purpose of the proposed development is to establish a warehouse (tyre storage). The subject site was chosen by the Applicant due to the large area it offers and its strategic location in terms of road infrastructure and the separating distances from sensitive receptors.
<b>PO12:</b> Development is not primarily oriented to retail sales, other than where involving an outdoor sales activity.		<b>R12: Not Applicable</b> The proposed development it not predominantly oriented to retail sales.





Performance Outcome/Acceptable Outcomes	Response
<p><b>PO13:</b> Development does not significantly detract from the availability or utility of land for industry purposes.</p>	<p><b>R13: Complies</b> The purpose of the proposed development is to establish an industrial use. Therefore, the proposal will not detract from the availability or utility of land for industrial purposes.</p>
<b>Crime Prevention Through Environmental Design</b>	
<p><b>PO14:</b> Site layout facilitates the security of people and property having regard to:</p> <ul style="list-style-type: none"> <li>a) opportunities for casual surveillance and sight lines;</li> <li>b) exterior building designs which promote safety and deter graffiti;</li> <li>c) adequate definition of uses and ownership;</li> <li>d) adequate lighting;</li> <li>e) appropriate signage and wayfinding;</li> <li>f) minimisation of entrapment locations; and</li> <li>g) building entrances, loading and storage areas being well lit and lockable after hours.</li> </ul>	<p><b>R14: Complies</b> The proposal has been designed to ensure appropriate CPTED principles have been incorporated. For example, the development will implement appropriate fencing and lighting.</p>
<b>Community and Environmental Risk</b>	
<p><b>PO15:</b> Development is designed and managed so that it provides appropriate protection for community health and safety, and avoids unacceptable risk to life and property.</p>	<p><b>R15: Complies</b> The proposed development will adhere to the appropriate standards regarding protection of community health and safety and will implement appropriate measures to avoid unacceptable risks to life and property. The proponent has been operating for 30 years and will adopt their current management practices to the new site.</p>
<p><b>PO16:</b> The site layout and design responds sensitively to on-site and surrounding drainage patterns and ecological values by:</p> <ul style="list-style-type: none"> <li>a) maximising retention of natural drainage patterns;</li> <li>b) ensuring existing drainage capacity is not reduced;</li> <li>c) maximising the retention or enhancement of existing vegetation and ecological corridors; and</li> <li>d) providing buffers to protect the ecological functions of waterways.</li> </ul>	<p><b>R16: Complies</b> The subject site has been developed to ensure the land is above the defined Q100 (1% AEP) flood level as part of the CBIP Eastern Precinct subdivision approval. Therefore, the development will utilise the wider stormwater arrangement established as part of the industrial estate.</p>

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# Appendix 11

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TOWNSVILLE CITY PLAN 2014 – HEALTHY WATERS CODE

Performance Outcomes/Acceptable Outcomes		Response
<b>Stormwater Management - Protecting Water Quality</b>		
<p><b>PO1:</b> Development contributes to the protection of environmental values and water quality objectives of receiving waters to the extent practicable.</p>		<p><b>R1: Complies</b> The proposed development will implement appropriate stormwater quality management practices in order to contribute to the protection of relevant environmental values and water quality objectives to the extent practicable.</p> <p>Refer to <b>Appendix 4</b> of the Development Application for a copy of the Stormwater Quality Management Plan (SQA) prepared by Langtree Consulting.</p>
<p><b>PO2:</b> High Environmental Value Waters and slightly disturbed waters (shown on Figure 9.1 – High Environmental Value Waters and slightly disturbed waters) are protected from the impacts of development within their catchments. Existing water quality, habitat and biota values, flow regimes and riparian areas are maintained or enhanced.</p>		<p><b>R2: Not Applicable</b> The subject site is not located adjacent to High Environmental Value Waters and slightly disturbed waters (shown on Figure 9.1 – High Environmental Value Waters and slightly disturbed waters).</p>
<p><b>PO3:</b> The entry of contaminants into, and transport of contaminants in, stormwater is avoided or minimised.</p>		<p><b>R3: Complies</b> The proposed development will incorporate appropriate stormwater quality treatment measures during the construction phase and operational phase of the proposed development. Further details in relation to these measures are outlined in SQMP prepared by Langtree Consulting.</p>
<p><b>PO4:</b> Within the areas identified as potential acid sulfate soils on Figure 9.2 – Acid sulfate soils, the generation or release of acid and metal contaminants into the environment from acid sulfate soils is avoided by:</p> <ul style="list-style-type: none"> <li>a) not disturbing acid sulfate soils when excavating or otherwise removing soil or sediment, draining or extracting groundwater, excluding tidal water or filling land; or</li> <li>b) where disturbance of acid sulfate soils cannot</li> </ul>	<p><b>AO4.1:</b> Development does not:</p> <ul style="list-style-type: none"> <li>a) involve excavating or removing 100m<sup>3</sup> or more of soil and sediment at or below 5m AHD; or</li> <li>b) permanently or temporarily drain or extract groundwater or exclude tidal water resulting in the aeration of previously saturated acid sulphate soils; or</li> <li>c) involve filling with 500m<sup>3</sup> or more with an average depth of 0.5m or greater that results in: <ul style="list-style-type: none"> <li>i) actual acid sulfate soils being moved</li> </ul> </li> </ul>	<p><b>R4: Complies</b> During the construction phase should the presence of Acid Sulfate Soils be identified on site, then a suitably qualified consultant, will be engaged to prepare a report and advise of the required treatment methods.</p> <p>A reasonable and relevant condition could be imposed if required.</p>



Performance Outcomes/Acceptable Outcomes		Response
<p>be avoided, development:</p> <p>i) neutralises existing acidity and prevents the generation of acid and metal contaminants; and</p> <p>ii) prevents the release of surface or groundwater flows containing acid and metal contaminants into the environment.</p>	<p>below the water table; or</p> <p>ii) previously saturated acid sulfate soils being aerated.</p> <p>OR</p> <p><b>A04.2:</b> Development manages waters so that:</p> <p>a) all disturbed acid sulfate soils are adequately treated and/or managed so that they can no longer release acid or heavy metals;</p> <p>b) the pH of all site any water including discharges and seepage to groundwater, is maintained between 6.5 and 8.5 (or an agreed pH in line with natural background);</p> <p>c) waters on the site, including discharges and seepage to groundwater, do not contain elevated levels of soluble metals;</p> <p>d) there are no visible iron stains, flocs or sums in discharge water;</p> <p>e) all reasonable preparations and actions are undertaken to ensure that aquatic health is safeguarded; and</p> <p>f) infrastructure such as buried services, pipes, culverts and bridges are protected from acid attack.</p>	
<p><b>PO5:</b> Construction activities for the development avoid or minimise adverse impacts on stormwater quality or hydrological processes.</p>		<p><b>R5: Complies</b> The proposed development will incorporate appropriate stormwater quality treatment measures during the construction phase and operational phase of the proposed development. Further details in relation to these measures are outlined in the SQMP prepared by Langtree Consulting, refer to <b>Appendix 4</b> of the Development Application.</p>
<p><b>Hydrological Processes</b></p>		



Performance Outcomes/Acceptable Outcomes		Response
<p><b>PO6:</b> The stormwater management system:</p> <ul style="list-style-type: none"> <li>a) retains natural waterway corridors and drainage paths; and</li> <li>b) maximises the use of natural channel design in constructed components.</li> </ul>	<p><b>AO6.1:</b> All existing waterways and overland flow paths are retained.</p> <p><b>AO6.2:</b> The stormwater management system is designed in accordance with the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.9 Water Sensitive Urban Design Guidelines.</p>	<p>The proposal has been designed to ensure the development will be constructed and operated in a matter which will avoid or minimise adverse impacts on environmental values of receiving waters. In particular, a SQMP has been prepared by Langtree Consulting (refer <b>Appendix 4</b>) which demonstrate the stormwater quality has a minimal impact on environmental values and has avoided impact where possible.</p> <p>Based on the MUSIC Modelling Results summarised in Table 5 of the SQMP, the anticipated load-based pollutant outcomes for the proposed Lot 23 are better than those identified in Section 6.3 of the SQMP and thus, meets the overall design objectives. Stormwater from the development will be treated prior to discharge and will not exceed allowable pollutant load levels prior discharging into Stuart Creek.</p> <p>Ocean Protect devices have been adopted for modelling with the following treatment devices modelled are as follows:</p> <ul style="list-style-type: none"> <li>▪ 18 x OceanGuard.</li> <li>▪ 45 x 690 Psorb StormFilter Cartridges installed in a precast StormFilter Vault 4 x 12kL tank system.</li> </ul> <p>Overall, the proposed stormwater management regime effectively minimises adverse impacts from the proposed development and will assist in ensuring the environmental values of receiving waters are maintained.</p>
<p><b>PO7:</b> The development is designed to minimise run-off and peak flows by:</p> <ul style="list-style-type: none"> <li>a) minimising large areas of impervious material; and</li> <li>b) maximising opportunities for capture and reuse.</li> </ul>		<p><b>R7: Complies</b> The Langtree Consulting SQMP provides an assessment of the stormwater quantity and quality for the proposed development and the measures and devices that need to be installed to appropriately management stormwater during the construction phase and the operational phase of the proposed development.</p>
<p><b>PO8:</b></p>	<p><b>AO8:</b></p>	<p><b>R8: Complies</b></p>



Performance Outcomes/Acceptable Outcomes		Response
<p>Stormwater management is designed to:</p> <ul style="list-style-type: none"> <li>a) protect in-stream ecosystems from the significant effects of increased run-off frequency by capturing the initial portion of run-off from impervious areas; and</li> <li>b) create conditions such that the frequency of hydraulic disturbance to in-stream ecosystems in developed catchments is similar to pre-development conditions.</li> </ul>	<p>The stormwater management system is designed in accordance with the Development Manual Planning Scheme Policy No. SC6.4 - SC6.4.3.9 Water Sensitive Urban Design Guidelines.</p>	<p>The stormwater management system will be designed in accordance with the Development Manual Planning Scheme Policy No. SC6.4 - SC6.4.3.9 Water Sensitive Urban Design Guidelines.</p> <p>Further details in relation to these measures are outlined in the SQMP prepared by Langtree Consulting.</p>
<p><b>PO9:</b> Stormwater management is designed to prevent exacerbated in-stream erosion downstream of a development site by controlling the magnitude and duration of sediment-transporting, erosion-causing flows.</p>	<p><b>AO9:</b> The stormwater management system is designed in accordance with the Development Manual Planning Scheme Policy No. SC6.4 - SC6.4.3.9 Water Sensitive Urban Design Guidelines and SC6.4.3.8 Stormwater Management Plans for Development.</p>	<p><b>R9: Complies</b> The stormwater management system will be designed in accordance with the Development Manual Planning Scheme Policy No. SC6.4 - SC6.4.3.9 Water Sensitive Urban Design Guidelines and SC6.4.3.8 Stormwater Management Plans for Development.</p> <p>Further details in relation to these measures are outlined in the SQMP prepared by Langtree Consulting.</p>
<b>Stormwater Drainage Generally</b>		
<p><b>PO10:</b> The proposed stormwater management system or site works does not adversely affect flooding or drainage characteristics of properties that are upstream, downstream or adjacent to the development site.</p>	<p><b>AO10.1:</b> The development does not result in an increase in flood level or flood duration on upstream, downstream or adjacent properties.</p>	<p><b>R10: Complies</b> The development will not result in an increase in flood level or flood duration on upstream, downstream or adjacent properties.</p> <p>The stormwater management system will be designed and constructed in accordance with the Development Manual Planning Scheme Policy No. SC6.4 - SC6.4.4.4 Stormwater Drainage Design, SC6.4.3.9 Water Sensitive Urban Design Guidelines; and SC6.4.6.4 Stormwater Drainage.</p> <p>Further details in relation to these measures are outlined in the SQMP prepared by Langtree Consulting.</p>
	<p><b>AO10.2:</b> The stormwater management system is designed and constructed in accordance with the Development Manual Planning Scheme Policy No. SC6.4 - SC6.4.4.4 Stormwater Drainage Design, SC6.4.3.9 Water Sensitive Urban Design Guidelines; and SC6.4.6.4 Stormwater Drainage.</p>	



Performance Outcomes/Acceptable Outcomes		Response
		Consulting.
<p><b>PO11:</b> Development does not cause ponding, or changes in flows and velocities such that the safety, use and enjoyment of nearby properties are adversely affected.</p>	<p><b>AO11:</b> The stormwater management system is designed and constructed in accordance with the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.4.4 Stormwater drainage design; SC6.4.3.9 Water Sensitive Urban Design Guidelines; and SC6.4.6.4 Stormwater Drainage.</p>	<p><b>R11: Complies</b> The proposed development will ensure the stormwater management system is designed and constructed in accordance with the Development manual planning scheme policy SC6.4 – SC6.4.4.4 Stormwater drainage design; SC6.4.3.9 Water sensitive urban design guidelines; and SC6.4.6.4 Stormwater drainage.</p> <p>Further details in relation to these measures are outlined in the SQMP prepared by Langtree Consulting.</p>
<p><b>PO12:</b> The drainage network has sufficient capacity to safely convey stormwater run-off from the site.</p>	<p><b>AO12:</b> Development is undertaken in accordance with the Development Manual Planning Scheme Policy No. SC6.4–SC6.4.4.4 Stormwater drainage design; SC6.4.6.4 Drainage structures and SC6.4.6.4 Stormwater drainage.</p>	<p><b>R12: Complies</b> The proposed development will be undertaken in accordance with the Development manual planning scheme policy SC6.4 – SC6.4.4.4 Stormwater drainage design; SC6.4.6.5 Drainage structures and SC6.4.6.4 Stormwater drainage.</p> <p>Further details in relation to these measures are outlined in the SQA prepared by Langtree Consulting.</p>
<p><b>PO13:</b> The stormwater management system:</p> <ul style="list-style-type: none"> <li>a) provides for safe access and maintenance; and</li> <li>b) where relevant, provides for safe recreational use of stormwater management features.</li> </ul>		<p><b>R13: Complies</b> The proposed stormwater management system, provide for safe access and maintenance by the Applicant.</p>
<p><b>Point Source Waste Water Management (other than contaminated stormwater and sewage)</b></p>		
<p><b>PO14:</b> Waste water is managed in accordance with a waste management hierarchy that:</p> <ul style="list-style-type: none"> <li>a) avoids waste water discharge to waterways; or</li> <li>b) if waste water discharge to waterways cannot practicably be avoided, minimises waste water discharge to waterways by re-use, recycling, recovery and treatment for disposal to sewer, surface water and groundwater.</li> </ul>		<p><b>R14: Complies</b> The SQA clearly identifies the treatment systems required to treat run off from the various catchment associated with each of the proposed uses.</p> <p>The site will be connected to Council’s reticulated wastewater network.</p>
<p><b>PO15:</b> Any treatment and disposal of waste water to a waterway:</p> <ul style="list-style-type: none"> <li>a) protects the applicable water quality objectives for the receiving waters; and</li> <li>b) avoids adverse impact on ecosystem health of receiving waters.</li> </ul>		<p><b>R15: Complies</b> The SQA clearly identifies the treatment systems required to treat run off from the various catchment associated with each of the proposed uses.</p>



Performance Outcomes/Acceptable Outcomes		Response
		The site will be connected to Council's reticulated wastewater network.
<b>PO16:</b> Development avoids or minimises and appropriately manages soil disturbance or altering natural hydrology in nutrient hazardous areas.		<b>R16: Not Applicable</b> The site is not within a nutrient hazardous area.
<b>PO17:</b> Waste water discharge to waterways is managed to avoid or minimise the release of nutrients of concern so as to minimise the occurrence, frequency and intensity of coastal algal blooms.		<b>R17: Complies</b> The SQA clearly identifies the treatment systems required to treat run off from the various catchment associated with each of the proposed uses.  The site will be connected to Council's reticulated wastewater network.
<b>Constructed Lakes and Artificial Waterways</b>		
<b>PO18-PO28 (AO18-AO28):</b> This part of the code is not applicable to the proposed development, given the type and nature of the proposed development.		
<b>Efficiency and Whole of Life Cycle Cost</b>		
<b>PO29:</b> Life cycle costs are minimised, taking into account acquisition, construction, establishment, operation, monitoring, maintenance, replacement and disposal costs.		<b>R29: Complies</b> The proposed development will designed, constructed and operated as to minimise life cycle costs and ensure the development is conducted efficiently and effectively.
<b>PO30:</b> The design of the development allows for sufficient site area to accommodate an effective stormwater management system.		<b>R30: Complies</b> The subject development site is sufficient in size to provide sufficient area to accommodate for an effective stormwater management system, refer to the SQMP prepared by Langtree Consulting.
<b>PO31:</b> The proposal provides for the orderly development of stormwater infrastructure within a catchment, having regard to: a) existing capacity of stormwater infrastructure and ultimate catchment conditions; b) discharge for existing and future upstream development; and c) protecting the integrity of adjacent and downstream development.		<b>R31: Complies</b> The proposed development will provide for the orderly development of stormwater infrastructure within each of the identified catchments.
<b>PO32:</b> Proposed stormwater infrastructure remains fit for purpose for the life of the development.		<b>R32: Complies</b> The proposed stormwater infrastructure will remain fit for purpose for the life of the development, through appropriate maintenance.
<b>PO33:</b> Proposed stormwater infrastructure can be easily accessed and can be maintained in a safe and cost effective way.	<b>AO33:</b> The stormwater management system is designed in accordance with the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.9 Water Sensitive Urban Design Guidelines and	<b>R33: Complies</b> The proposed stormwater management system, provide for safe access and maintenance by the Applicant.





<b>Performance Outcomes/Acceptable Outcomes</b>		<b>Response</b>
	SC6.4.4.4 Stormwater Drainage Design.	
<b>Water Management in Reconfiguring a Lot</b>		
<b>PO34 (AO34):</b> This part of the code is not applicable to the proposed development, given the type and nature of the proposed development.		
<b>Ship-Sourced Pollutants</b>		
<b>PO35-PO38 (AO35-AO38):</b> This part of the code is not applicable to the proposed development, given the type and nature of the proposed development.		

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# Appendix 12

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TOWNSVILLE CITY PLAN 2014 – LANDSCAPE CODE

Performance Outcomes/Acceptable Outcomes		Response
<b>Landscape design and character</b>		
<p><b>PO1</b></p> <p>The overall landscape design of both public and private spaces:</p> <p>(a) creates a sense of place that is consistent with the intended character of the streetscape, city or locality; and</p> <p>(b) is functional and designed to be visually appealing in the long-term as well as when first constructed.</p>	<p><b>AO1</b></p> <p>When the development is in an identified locality in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy, landscape design is in accordance with the requirements for that area.</p> <p>Otherwise, no acceptable outcome is nominated.</p>	<p><b>R1: Complies</b></p> <p>The landscape design within the proposed site will be functional to the site and will be designed to be visually appealing when first constructed and for the lifetime of the development.</p> <p>Landscaping is proposed along the road frontage given the location of the subject site within a newly established industrial precinct. If proposed, internal landscaping will be a mix of garden beds and turf around buildings and shade trees in the car park.</p>
<p><b>PO2</b></p> <p>Tree and plant selection ensures:</p> <p>(a) climatically appropriate landscaping;</p> <p>(b) creation of a diverse palette: in form, texture and seasonal colour;</p> <p>(c) longevity of plants and the form and function of landscaped areas; and</p> <p>(d) cost effective and convenient maintenance over the long-term.</p>	<p><b>AO2.1</b></p> <p>Species are selected from those listed in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.</p> <p><b>AO2.2</b></p> <p>Plant species do not include undesirable species as listed in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.</p>	<p><b>R2: Complies</b></p> <p>The species selection for the site will include those listed in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.</p> <p>There will not be any plant species that are deemed undesirable per the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.</p>
<p><b>PO3</b></p> <p>Where appropriate, provision is made for on-street planting that:</p> <p>(a) complements the local streetscape;</p> <p>(b) ensures visibility is maintained from entrances and exits to properties and at intersections;</p> <p>(c) establishes healthy vegetation of suitable species;</p> <p>(d) minimises the potential for vegetation to cause damage to persons, property or infrastructure; and</p> <p>(e) does not limit or hinder pedestrian or vehicular flow and movement.</p>	<p><b>AO3</b></p> <p>Street planting is provided that is consistent with the standards set out in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.</p>	<p><b>R3: Complies</b></p> <p>The proposed development will incorporate street planting external to the property boundary.</p> <p>However, it is noted that the developer of CBIP was not required to install street trees within CBIP.</p> <p>The proposed landscaping works do not include street trees because based on TCC standard drawing SD-005 street trees are nominated to be installed on the alignment the street lights (i.e. 1.05m from the kerb with 1.0m separation to the nearest service). Please note that the pressure sewer location along the frontage of Lot 23 is only 500mm</p>



Performance Outcomes/Acceptable Outcomes		Response
		<p>from the streetlights, hence planting street trees will run the risk of tree roots damaging the pressure sewer service. In addition, eventually the tree canopy will extend out into the road formation and driveways. CBIP is designed to accommodate Type 2 road trains, as such the tree canopy will be continually damaged by passing Type 2 road trains. As trees grow and establish, they will more than likely also effect the sightlines of these Type 2 road trains entering and leaving the lots.</p> <p>Also, no irrigation has been installed in the footpath and there is no room to do so, it is considered unreasonable to expect the Applicant to be responsible for water the trees and more so having to replace damaged or dead trees. This is not the case in any other industrial estate in Townsville.</p>
<p><b>PO4</b> Streetscape treatments and paving form a functional and attractive component of the overall landscape scheme.</p>	<p><b>A04.1</b> All general streetscape elements are provided in accordance with the standards set out in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.</p>	<p><b>R4: Complies</b> Any general streetscape elements and streetscape pavement, within the proposed development will be in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy and will be appropriate for the industrial setting of the subject site.</p>
	<p><b>A04.2</b> Streetscape pavements are provided in accordance with the standards set out in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.</p>	
	<p><b>A04.3</b> Streetscape furniture is provided in accordance with the standards set out in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.</p>	
<p><b>PO5</b> Landscaping within on-site open space areas is well-designed, having regard to its purpose and the provision of shading, climatic response, and the proportion of soft and hard elements.</p>	<p><b>A05.1</b> Selected tree species within communal recreation areas are to provide at least 30% shade coverage within 5 – 10 years of planting.</p>	<p><b>R5: Not applicable</b> Communal recreation areas are not proposed to be included within the development, given the industrial nature of the proposed use.</p>
	<p><b>A05.2</b> A minimum of 50% of landscaped areas are to be covered in soft landscaping (turf areas and</p>	



Performance Outcomes/Acceptable Outcomes		Response
	planting beds), with at least 25% of that area being planting.	
<p><b>PO6</b></p> <p>Landscaping and embellishments in local recreational parks is fit for purpose and well-designed, having regard to shading, climatic response, and the proportion of soft and hard elements. Landscaping softens edges and creates an attractive interface with adjoining land.</p>	<p><b>A06</b></p> <p>Landscaping and embellishments are provided that are consistent with the standards set out in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.</p>	<p><b>R6: Not applicable</b></p> <p>The proposed development does not involve a local recreational park space, given the industrial nature of the proposed use.</p>
<p><b>PO7</b></p> <p>The use of hard surface treatments within private and public spaces do not detract from a high standard of amenity, and large unbroken areas of hardstand material is avoided.</p>	<p><b>A07</b></p> <p>Surface treatments are provided that are consistent with the standards set out in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.</p>	<p><b>R7: Complies</b></p> <p>Surface treatments to be used within the proposed landscaped areas of the proposed development will remain consistent with the standards set out in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy and will be appropriate for the industrial setting.</p>
<b>Edge Treatments</b>		
<p><b>PO8</b></p> <p>Where provided, landscape design along site frontages is used to mitigate adverse aesthetic elements, provide privacy and reduce illumination impacts, while maintaining a safe environment for users.</p>	<p><b>A08</b></p> <p>Landscaped areas along the frontage of a site consists of:</p> <ul style="list-style-type: none"> <li>(a) shade or rounded canopy trees that will provide a minimum of 50% shade to the frontage of the site within 5 years of planting;</li> <li>(b) shrubs that provide screening to blank walls and privacy as required; and</li> <li>(c) low shrubs and ground covers that reach a maximum height of 750mm at maturity.</li> </ul>	<p><b>R8: Alternative Acceptable Outcome</b></p> <p>The proposed landscaping area along the frontage of the proposed development will include shrubs and low shrubs.</p> <p>The landscaping will allow for aesthetic elements, privacy, and will maintain a safe environment for the site's end users.</p> <p>The site layout has been informed by the use and on site operations and activities. Landscaping is proposed along the road frontage of the subject site where feasible. If proposed any internal landscaping will be a mix of garden beds and turf along the front boundary, around buildings and shade trees in the car park.</p>
<p><b>PO9</b></p> <p>Where appropriate, acoustic barriers and long fences along road frontages and within the development are screened or softened by landscaping or architectural embellishment to</p>	<p>No acceptable outcome is nominated.</p>	<p><b>R9: Not Applicable</b></p> <p>The proposed development is industrial in nature and will be located within a newly established industrial precinct. As such, it is not considered that an acoustic barrier or fence will</p>



Performance Outcomes/Acceptable Outcomes		Response
improve visual amenity of the development.		be required.
<p><b>PO10</b> Where provided, landscaping along a side or rear boundary assists in maintaining privacy, screening unsightly or service elements and enhancing the appearance of the development from nearby premises.</p>	<p><b>AO10.1</b> Screen planting is provided along the side or rear boundary of a site, which consists of:</p> <p>(a) either trees with a maximum spacing of 3m (measured from centres) and capable of providing a dense screen within 3 years of planting or screening shrubs capable of growing to a height of 3m within 2 years of planting; and</p> <p>(b) low shrubs and ground covers, where appropriate, to allow for complete covering of planting area.</p>	<p><b>R10: Alternative Acceptable Outcome</b> The proposed development does not anticipate incorporating landscaping along the side and rear boundaries of the site, as on site operations require the use of the whole site, in particular for truck movements.</p> <p>The subject site is surrounded by industrial vacant lots or medium industry uses.</p>
	<p><b>AO10.2</b> A minimum of 25% of all trees are to grow above the height of the eaves of the equivalent second storey of the building.</p>	
<p><b>PO11</b> Landscaped areas along or near retaining walls, long unbroken walls, service areas and parking areas consist of an appropriate combination and species of trees, shrubs and groundcovers to minimise the visual impact of these elements.</p>	<p><b>AO11</b> No acceptable outcome is nominated.</p>	<p><b>R11: Not Applicable</b> The proposed development does not contain any retaining walls.</p>
<p><b>PO12</b> Screening trees, shrubs, low shrubs, ground covers and vertical accent plants are appropriate for the space available, orientation and functional requirements of the area.</p>	<p>No acceptable outcome is nominated.</p>	<p><b>R12: Complies</b> The proposed landscaping area for the proposed development will use a combination of trees, shrubs and low shrubs that are deemed appropriate for the space and will not result in overgrowth in these areas.</p>
<p><b>Maintenance, drainage, utilities, services and construction</b></p>		
<p><b>PO13</b> Plant selection and location protects the integrity and function of overhead and underground services.</p>	<p>Plant selection and location complies with the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.</p>	<p><b>R13: Complies</b> The proposed landscaping area for the proposed development will comply with the plant selection and location requirements, per the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy, and will not compromise the integrity or function of overhead and underground services within the area.</p>



Performance Outcomes/Acceptable Outcomes		Response
<p><b>PO14</b></p> <p>Landscape elements do not adversely affect stormwater quantity or quality by ensuring:</p> <p>(a) the flow of water along overland flow paths is not restricted;</p> <p>(b) opportunities for water infiltration are maximised; and</p> <p>(c) areas of pavement, turf and mulched garden beds are appropriately located and adequately drained.</p>	<p>No acceptable outcome is nominated.</p>	<p><b>R14: Complies</b></p> <p>The proposed landscaping area within the proposed development are spaced appropriately apart and will be designed so they drain appropriately.</p>
<p><b>PO15</b></p> <p>Landscaping works, design and materials used minimise maintenance costs and whole of life cycle costs.</p>	<p>No acceptable outcome is nominated.</p>	<p><b>R15: Complies</b></p> <p>The proposed landscaping to occur on site will utilise relevant works, designs and materials so that life cycle costs are minimised.</p>
<p><b>PO16</b></p> <p>All turf areas on-site are accessible externally by standard lawn maintenance equipment and receive adequate sunlight for the turf species used.</p>	<p>No acceptable outcome is nominated.</p> <p><b>Editor's note</b>—Applicants should refer to the Development manual planning scheme policy no. SC6.4 including SC6.4.3.6 Landscape policy to assist in demonstrating the outcome.</p>	<p><b>R16: Not applicable</b></p> <p>The proposed development does anticipate some limited turfed areas around buildings. All turfed areas will be planted with appropriate turf species and will be appropriately accessible for maintenance.</p>
<p><b>PO17</b></p> <p>Drainage of podium planters allows for flush out in future and are adequately drained.</p>	<p>No acceptable outcome is nominated.</p>	<p><b>R17: Not Applicable</b></p> <p>Podium planters are not proposed.</p>
<p><b>PO18</b></p> <p>Irrigation is installed within private and public spaces to ensure the long-term viability and integrity of landscaped areas. Where provided, irrigation is designed to facilitate the efficient supply of water in accordance with micro-climatic conditions.</p>	<p><b>AO18</b></p> <p>Irrigation is provided accordance with the Development manual planning scheme policy no. SC6.4 including - SC6.4.3.6 Landscape policy.</p>	<p><b>R18: Complies</b></p> <p>The proposed landscaping along the frontage of the development may include necessary irrigation as per the Development manual planning scheme policy no. SC6.4 including - SC6.4.3.6 Landscape policy, so too ensure long-term viability of the landscaped areas or the Applicant will water these areas as required.</p>
<p><b>PO19</b></p> <p>Limited on-site maintenance is achieved for private and public landscaping, by selecting plant species having regard to long life expectancy and minimal leaf litter drop, pruning, watering and fertilising requirements.</p>	<p>No acceptable outcome is nominated.</p>	<p><b>R20: Complies</b></p> <p>The plant species selected for the proposed landscaping area within the proposed development will have regards to long life expectancy and minimal leaf drop, pruning, watering and fertilizing requirements, reducing the on-site maintenance.</p>
<p><b>PO20</b></p> <p>Container sizes and planting stock maturity is consistent</p>	<p><b>AO20</b></p> <p>Landscaping is undertaken in accordance with the Development</p>	<p><b>R20: Complies</b></p> <p>Container sizes and planting stock maturity will remain</p>



Performance Outcomes/Acceptable Outcomes		Response
with the intended role of the landscaping.	manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.	consistent with the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.
<b>PO21</b> Planting stocks are of a quality to ensure vigorous growth.	<b>AO21</b> Landscaping is undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy and SC6.4.6.26 Landscaping.	<b>R21: Complies</b> Planting stocks included in the proposed landscaping area will be undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy and SC6.4.6.26 Landscaping, so too ensure vigorous growth.
<b>PO22</b> Plants are protected and maintained to facilitate in-situ growth, vigour and quality form.	<b>AO22</b> Landscaping is undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy and SC6.4.6.26 Landscaping.	<b>R22: Complies</b> Plants used for the proposed landscaping areas will be protected and maintained so too maintain longevity and quality form, through compliance of the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy and SC6.4.6.26 Landscaping.
<b>PO23</b> Site preparation works ensure a stable and enhanced landscape form.	<b>AO23</b> Landscaping is undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy and SC6.4.6.26 Landscaping.	<b>R23: Complies</b> Preparation for the proposed landscaping areas within the proposed development ensures a stable and enhanced landscape form, through compliance of the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy and SC6.4.6.26 Landscaping.
<b>Sustainability</b>		
<b>PO24</b> Wherever possible, landscape design facilitates the retention of significant existing vegetation, both within and external to the site.	<b>AO24.1</b> Site design integrates and incorporates retained and significant trees and vegetation within and external to the site.	<b>R24: Complies</b> The proposed landscaping area within the proposed development will incorporate locally established trees and vegetation used previously within the surrounding region.
	<b>AO24.2</b> Removed or damaged significant vegetation is replaced with mature vegetation of a comparable quantity and species.	
<b>PO25</b> Appropriate site planning and construction management is undertaken to ensure the longevity and health of retained and significant trees and vegetation.	<b>AO25.1</b> Retained trees are protected by a tree protection zone (TPZ) and fenced along the canopy/drip line to comply with AS4970- 2009 Protection of Trees on Development Sites.	<b>R25: Complies</b> Where pruning and/or trimming work needs to occur, such works will be undertaken in accordance with AS4373 — Pruning of Amenity Trees and carried out by a qualified arborist.
	<b>AO25.2</b> Any required pruning or trimming work is undertaken in accordance with AS4373 — Pruning of Amenity Trees and is carried out by a qualified arborist.	
	<b>AO25.3</b>	





Performance Outcomes/Acceptable Outcomes		Response
	Retained and significant vegetation damaged during development or construction is treated to repair any damage to the extent practicable by a qualified arborist. <b>A025.4</b> Protective measures and practices are employed for work adjacent to trees in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.5 Construction management.	
<b>PO26</b> Landscape design optimises water and energy efficiency and responds appropriately to local conditions, by: (a) maximising the exposure to the prevailing summer breezes and the north-east winter morning sun; (b) minimising exposure to the prevailing winter winds and western summer sun; and (c) optimising shade to create useable and comfortable areas; (d) hydro-zoning planting.	No acceptable outcome is nominated.	<b>R26: Complies</b> The proposed landscaping areas within the proposed development site will be situated along the frontage of the site where maximization of exposure to the prevailing summer breezes and north-east winter morning sun occurs. Minimisation of exposure to prevailing winter winds and western summer sun will also occur as a result of the location of the proposed landscaping area.
<b>PO27</b> Planting bed profiles and edging encourage plant viability, reduce erosion, control weed invasion, provide adequate water infiltration and ease of maintenance to support long-term plant viability and vigorous growth.	<b>A027</b> Planting beds are designed in accordance with the Development manual planning scheme policy no. 6.4 - SC6.4.3.6 Landscape policy.	<b>R27: Complies</b> Planting beds are designed in accordance with the Development manual planning scheme policy no. 6.4 - SC6.4.3.6 Landscape policy.
<b>PO28</b> Landscape buffering and species selection is consistent and compatible with any ecological values on or adjoining the site.	No acceptable outcome is nominated.	<b>R28: Complies</b> The proposed landscaping within the development site will maintain species selection that is considered consistent and compatible with the ecological values surrounding the site.
<b>PO29</b> Landscaping elements are provided within parking areas, along driveways and internal roadways to provide adequate shading, and safe and legible parking areas.	<b>A029</b> Landscaping is provided in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.	<b>R29: Complies</b> The proposed landscaping areas within the proposed development will be situated in areas that are within close proximity to driveways and parking areas.
<b>Safety</b>		
<b>PO30</b> Landscape design enhances	<b>A030.1</b> Access to a site, parking area, buildings or public open space is	<b>R30: Complies</b> Access to the proposed



Performance Outcomes/Acceptable Outcomes	Response
<p>community safety and reduces the potential for crime and antisocial behaviour.</p> <p><b>Editor's note</b>—Applicants may find useful guidance in the Queensland Government's Crime Prevention through Environmental Design Guidelines for Queensland.</p>	<p>well lit, free from obstructions and clearly defined by landscape treatments.</p> <p><b>A030.2</b> Trees with a minimum 1.8m of clear trunk (at maturity) are located along pathways, at building entries, within parking areas, on street corners, adjacent to street lighting and along driveways. Garden beds within the aforementioned areas consist of low shrubs and groundcovers that do not exceed 750mm in height.</p> <p><b>A030.3</b> Any solid wall or semi permeable fence is protected from graffiti through means of vertical landscaping or vandal resistant paint or artwork.</p> <p>development site, parking areas and buildings will be well lit and obstruction free. Such infrastructure will remain clearly defined.</p>
<p><b>PO31</b> Where appropriate and practicable, all elements of the landscape design are safe and provide accessibility for all abilities.</p>	<p><b>A031.1</b> Paving material, tactile indicators and construction complies with AS1428 - Design for Access and Mobility.</p> <p><b>A031.2</b> Pavement material or treatment clearly delineates between pedestrian and vehicular movement systems through contrasting materials, colours or level changes.</p> <p><b>A031.3</b> Hard landscaping materials are not highly reflective, or likely to create glare, slipperiness or other hazardous conditions.</p> <p><b>R31: Complies</b> The site will be designed so that it is accessible for all abilities. Given the nature of the use it is not anticipated that there will be much foot traffic or pedestrians visiting the subject site.</p>

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# Appendix 13

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TOWNSVILLE CITY PLAN 2014 – TRANSPORT IMPACT, ACCESS AND PARKING CODE

Performance Outcome/Acceptable Outcomes		Response
<b>Transport impact</b>		
<p><b>PO1:</b> The development is located on roads that are appropriate for the nature of traffic generated, having regard to the safety and efficiency of the transport network, and the functions and characteristics identified of the road hierarchy.</p> <p>The road hierarchy is shown on Figure 9.5 – Road hierarchy existing and Figure 9.6 Road Hierarchy Future.</p>		<p><b>R1: Complies</b> The proposed development will be located on roads that are appropriate for the nature of traffic generated, having regard to the safety and efficiency of the transport network, and the functions and characteristics identified of the road hierarchy.</p>
<p><b>PO2:</b> Development does not compromise the orderly provision or upgrading of the transport network.</p>		<p><b>R2: Complies</b> The proposed development will not compromise any provisions or upgrading of the surrounding transport network.</p>
<p><b>PO3:</b> On-site transport network infrastructure (including roads, parking, access and public transport, pedestrian and cyclist facilities) appropriately integrates and connects with surrounding networks.</p>		<p><b>R3: Complies</b> The proposed development will incorporate appropriately designed internal driveways, car parking spaces and access points to and from the external road network.</p>
<p><b>PO4:</b> As far as practicable, development is designed to encourage travel by public transport, walking and cycling.</p>		<p><b>R4: Not Applicable</b> The proposed development is industrial in nature, and it is not anticipated that the nature of the use will involve employees of visitors walking or cycling to work.</p>
<b>Site access</b>		
<p><b>PO5:</b> Access arrangements are appropriate for:</p> <ul style="list-style-type: none"> <li>a) the capacity of the parking area;</li> <li>b) the volume, frequency and type of vehicle usage;</li> <li>c) the function and characteristics of the access road and adjoining road network; and</li> <li>d) the safety and efficiency of the road network.</li> </ul>	<p><b>A05:</b> Access is provided in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.17 Driveways and SC6.4.3.5 Carparking and Public Transport Facilities Guidelines.</p>	<p><b>R5: Complies</b> The proposed development will provide two entry access arrangements, and two exit arrangements, across the proposed site. Such access points are provided in accordance with the current Development manual planning scheme policy SC6.4 – SC6.4.3.17 Driveways and SC6.4.3.5 Carparking and public transport facilities guidelines.</p>
<p><b>PO6:</b> Where practical, access for cyclists and pedestrians is clearly distinguished from vehicle access.</p>		<p><b>R6: Not applicable</b> The proposed development involves the establishment of bulk storage and transport depot facilities, it is not anticipated that access for</p>



Performance Outcome/Acceptable Outcomes		Response
		cyclists and pedestrians will be required.
<p><b>PO7:</b> Access is located and designed to provide safe and easy access to the site, having regard to its position, width and gradient.</p>	<p><b>AO7:</b> Access is provided in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.17 Driveways and SC6.4.4.8 Standard Drawings</p>	<p><b>R7: Complies</b> Access to the site is to be provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.3.17 Driveways and SC6.4.4.8 Standard drawings.</p>
<p><b>PO8:</b> All vehicles reasonably expected to use the site are able to travel the length of the driveway or driveway access without damage to vehicle or the driveway surface.</p>	<p><b>AO8:</b> Access is provided in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.17 Driveways and SC6.4.3.5 Carparking and Public Transport Facilities Guidelines.</p>	<p><b>R8: Complies</b> Access to the site is to be provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.3.17 Driveways and SC6.4.3.5 Carparking and public transport facilities guidelines.</p>
<p><b>PO9:</b> A driveway does not cause change in the level of a footpath that is unsafe or inaccessible for people with mobility difficulties.</p>	<p><b>AO9:</b> Access is provided in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.17 Driveways and SC6.4.4.8 Standard Drawings.</p>	<p><b>R9: Complies</b> Driveway access to the site is to be provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.3.17 Driveways and SC6.4.4.8 Standard drawings.</p>
<p><b>PO10:</b> Driveways are designed to withstand loadings from all vehicles reasonably expected to use the site.</p>	<p><b>AO10:</b> Access is provided in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.17 Driveways.</p>	<p><b>R10: Complies</b> Driveways within the site are to be provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.3.17 Driveways.</p>
<p><b>PO11:</b> A driveway does not allow water to pond on adjacent properties or adjacent buildings and does not allow water to enter a building or property.</p>	<p><b>AO11:</b> Access is provided in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.17 Driveways.</p>	<p><b>R11: Complies</b> Driveways within the site are to be provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.3.17 Driveways.</p>
<p><b>PO12:</b> Construction of a driveway does not damage or interfere with the location, function of or access to any services and infrastructure.</p>	<p><b>AO12:</b> Access is provided in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.17 Driveways, SC6.4.3.5 Carparking and Public Transport Facilities Guidelines and SC6.4.4.8 Standard Drawings.</p>	<p><b>R12: Complies</b> Driveways within the site are to be provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.3.17 Driveways, SC6.4.3.5 Carparking and public transport facilities guidelines,</p>



Performance Outcome/Acceptable Outcomes		Response
		and SC6.4.4.8 Standard drawings.
<p><b>PO13:</b> All vehicles reasonably expected to access the site can safely manoeuvre to allow vehicles to exit and enter in a forward motion.</p>	<p><b>AO13:</b> Access is provided in accordance with the standards identified in Development Manual Planning Scheme Policy No. SC6.4 - SC6.4.3.17 Driveways, SC6.4.3.5 Carparking and Public Transport facilities guidelines and SC6.4.4.8 Standard drawings such that all vehicles reasonably expected to access the site, can exit and enter in a forward motion with no more than a three-point turn.</p>	<p><b>R13: Complies</b> All vehicles accessing the site will be reasonably expected to access the site through the three entry crossovers and single exit crossover.  Such access will be provided accordance with the standards identified in Development manual planning scheme policy no. SC6.4 - SC6.4.3.17 Driveways, SC6.4.3.5 Carparking and public transport facilities guidelines and SC6.4.4.8 Standard drawings</p>
<b>Pedestrian and cyclist facilities</b>		
<p><b>PO14:</b> Provision is made for the safe and convenient movement of pedestrians on-site and connecting to the external network, having regard to desire lines, legibility, safety, topographical constraints, shading and other weather protection and equitable access arrangements.</p>		<p><b>R14: Not applicable</b> The proposed development involves the establishment of bulk storage and transport depot facilities, it is not anticipated that pedestrian and cyclist facilities will be required.</p>
<p><b>PO15:</b> Provision is made for safe and convenient cycle movement to the site and within the site and connecting to the external network having regard to desire lines, users' needs, safety, topographical constraints and legibility.</p>		<p><b>R15: Not applicable</b> The proposed development involves the establishment of bulk storage and transport depot facilities, it is not anticipated that pedestrian and cyclist facilities will be required.</p>
<p><b>PO16:</b> Car parking areas, pathways and other elements of transport network infrastructure are designed to enhance public safety by discouraging crime and antisocial behaviour, having regard to:</p> <ul style="list-style-type: none"> <li>a) provision of opportunities for casual surveillance;</li> <li>b) provision of lighting;</li> <li>c) the use of fencing to define public and private spaces, whilst allowing for appropriate sight lines;</li> <li>d) minimising potential concealment points and assault locations;</li> <li>e) minimising opportunities for graffiti and other vandalism; and</li> <li>f) restricting unlawful access to buildings and between buildings.</li> </ul>		<p><b>R16: Not applicable</b> The proposed development involves the establishment of bulk storage and transport depot facilities, it is not anticipated that pedestrian and cyclist facilities will be required.</p>
<b>Parking</b>		
<p><b>PO17:</b> Provision is made for on-site vehicle parking to:</p> <ul style="list-style-type: none"> <li>a) meet the demand likely to be generated by the development; and</li> <li>b) avoid on street parking that would adversely</li> </ul>	<p><b>AO17:</b> Car parking is provided in accordance with the standards identified in Parking Rates Planning Scheme Policy No. SC6.10.</p>	<p><b>R17: Complies</b> The proposed development facilitates for thirty two (32) on-site car parking spaces, along with gravel hardstand areas.  The proposed parking is</p>



Performance Outcome/Acceptable Outcomes		Response
impact on the safety or capacity of the road network or unduly impact on local amenity.		provided in accordance with the standards, which is sufficient spaces to accommodate for the amount and type of vehicle traffic likely to be generated by the particular development.
<b>PO18:</b> Parking ensures access is provided for people with disabilities.	<b>AO18:</b> Car parking areas are designed in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.5 Car Parking and Public Transport Facilities Guidelines.	<b>R18: Complies</b> The proposed development facilities for parking for people with disabilities through the implementation of a single disabled parking space within the on-site secure parking area.
<b>PO19:</b> Where the nature of the proposed development creates a demand, provision is made for set-down and pick-up facilities by bus, taxis or private vehicle, which: a) are safe for pedestrians and vehicles; b) are conveniently connected to the main component of the development by pedestrian pathway; and c) provide for pedestrian priority and clear sight lines.		<b>R19: Not applicable</b> The proposed on-site parking spaces are deemed to be sufficient for the demand expected from the proposal.  Set-down and pick-up facilities are not anticipated to be required for this development.
<b>PO20:</b> Car parking and servicing areas are designed to: a) be clearly defined, marked and signed; b) be convenient and accessible; c) minimise large unbroken areas of hardstand to the extent practicable; d) be safe for vehicles, pedestrians and cyclists; e) provide shading; f) be located to encourage multi-purpose trip ends and minimise vehicle movements within the site; and g) minimise any adverse impacts on the amenity of surrounding land.		<b>R20: Complies</b> Parking and servicing areas within the site will be clearly defined, marked and signed.  Access to the on-site secure parking will be conveniently located towards the boundary closest to the new proposed road.  Parking areas and servicing areas will be separated, improving on overall convenience and safety for those visiting the site.
<b>PO21:</b> Vehicle spaces have adequate dimensions to meet user requirements.	<b>AO21:</b> Car parking areas are designed in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.5 Car parking and Public Transport Facilities Guidelines.	<b>R21: Complies</b> On-site secure parking spaces will have the adequate dimensions to meet user requirements, as per the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.3.5 Car parking and public.
<b>PO22:</b> Pavement is constructed to an appropriate standard.		<b>R22: Complies</b> Pavement constructed within the site will satisfy the current Australian Standards.



Performance Outcome/Acceptable Outcomes		Response
<b>PO23:</b> Parking and servicing areas are kept accessible and available for use as a car park at all times during the normal business hours of the activity.		<b>R23: Complies</b> All parking and servicing areas will be kept accessible and available at all times during hours of operation of the proposed development.
<b>PO24:</b> Visitor parking for accommodation activities remains accessible and useable to visitors at all times.		<b>R24: Not applicable</b> The proposed development does not involve any accommodation activities.
<b>PO25:</b> Multi-level car parking areas are designed, articulated and finished to make a positive contribution to the local external streetscape character, as well as the internal user experience of the facility ensuring way finding technologies and aesthetic treatments are provided.		<b>R25: R25: Not applicable</b> The proposed development will not involve multi-level parking areas.
<b>Servicing</b>		
<b>PO26:</b> Provision is made for the on-site loading, unloading, manoeuvring and access by service vehicles that: <ul style="list-style-type: none"> <li>a) are adequate to meet the demands generated by the development;</li> <li>b) are able to accommodate the design service vehicle requirements; and</li> <li>c) does not unduly impede vehicular, cyclist and pedestrian safety and convenience both within the site and external to the site.</li> </ul>	<b>AO26:</b> Servicing areas are provided and designed in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.5 Car parking and Public Transport Facilities Guidelines.	<b>R26: Complies</b> Servicing areas are provided and designed in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.3.5 Car parking and public transport facilities guidelines.
<b>PO27:</b> Refuse collection vehicles are able to safely access on-site refuse collection facilities.	<b>AO27:</b> Refuse collection areas are provided and designed in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.22 Waste Management Guidelines and SC6.4.3.5 Car Parking and Public Transport Facilities Guidelines.	<b>R27: Complies</b> Refuse collection vehicles will be able to safely access the on-site refuse collection facilities via the allocated refuse collection area.  The proposed collection area is to be provided and designed in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.3.22 Waste management guidelines and SC6.4.3.5 Car parking and public transport facilities guidelines.
<b>PO28:</b> Servicing arrangements minimise any adverse impact on the amenity of premises in the vicinity, having regard to operating hours, noise generation, proximity to sensitive uses, odour generation and dust.		<b>R28: Complies</b> Servicing arrangements will minimise any impacts on the amenity of the premises.



# Appendix 14

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TOWNSVILLE CITY PLAN 2014 – WORKS CODE

Performance Outcome/Acceptable Outcomes		Response
<b>Access and Parking</b>		
PO1 to PO5 apply only to Accepted Development Subject to Requirements.		
<b>Services and Utilities</b>		
PO6 to PO10 apply only to Accepted Development Subject to Requirements.		
<b>Service and Utilities</b>		
<p><b>PO11:</b> A portable water supply is provided that is adequate for the needs of the intended use.</p>	<p><b>AO11.1:</b> Where within an area designated for urban or rural residential development, the development is connected to council's reticulated water supply system in accordance with the development manual planning scheme policy no. SC6.4.</p> <p>OR</p> <p><b>AO11.2:</b> Otherwise, the development is provided with an on-site water supply in accordance with the development manual planning scheme policy no. SC6.4.</p> <p><b>AO11.3:</b> Water supply systems and connections are designed and constructed in accordance with the development manual planning scheme policy no. SC6.4-SC6.4.3.21 Townsville Water planning and design guidelines, SC6.4.3.23 Water and sewer network modelling guidelines, SC6.4.6.2 water supply and SC6.4.4.8 standard drawings.</p>	<p><b>R11: Complies</b> The proposed development will be connected to the Council's reticulated water network.</p> <p>The water supply systems and connections of the proposed development are to be designed and constructed in accordance with Development manual planning scheme policy no. SC6.4-SC6.4.3.21 Townsville Water planning and design guidelines, SC6.4.6.2 Water supply and SC6.4.4.8 Standard drawings.</p>
<p><b>PO12:</b> Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids adverse impacts on environmental values.</p>	<p><b>AO12.1:</b> Where within an area designated for urban development, the development is connected to the council's reticulated sewerage system in accordance with the Development manual planning scheme policy no. SC6.4-SC6.4.3.21 Townsville Water planning and design guidelines.</p> <p>OR</p> <p><b>AO12.2:</b> Otherwise, on-site waste water treatment and disposal is provided which complies with the Development manual planning scheme policy no. SC6.4-</p>	<p><b>R12: R7: Complies</b> The proposed development will be connected to the Council's reticulated wastewater network.</p> <p>The wastewater systems and connections of the proposed development are to be designed and constructed in accordance with Development manual planning scheme policy no. SC6.4-SC6.4.3.21 Townsville Water planning and design guidelines, SC6.4.6.3 Sewerage systems and SC6.4.4.8 Standard drawings.</p>



Performance Outcome/Acceptable Outcomes		Response
	<p>SC6.4.3.10 On-site sewerage facilities.</p> <p><b>AO12.3:</b> Waste water systems and connections are designed and constructed in accordance with the Development manual planning scheme policy no. SC6.4-SC6.4.3.21 Townsville Water planning and design guidelines, SC6.4.3.23 Water and sewer network modelling guidelines, SC6.4.6.3 Sewerage systems and SC6.4.4.8 Standard drawings.</p>	
<p><b>PO13:</b> The design and management of the development integrates water cycle elements having regard to:</p> <ul style="list-style-type: none"> <li>a) reducing potable water demand;</li> <li>b) minimising wastewater production;</li> <li>c) minimising stormwater peak discharges and run-off volumes;</li> <li>d) maintaining natural drainage lines and hydrological regimes as far as possible;</li> <li>e) reusing stormwater and greywater is encouraged where public safety and amenity will not be compromised; and</li> <li>f) efficient use of water.</li> </ul>	<p><b>AO13:</b> Integrated water management practices and infrastructure are implemented in accordance with development manual planning scheme policy no. SC6.4 – SC6.4.3.8 stormwater quality management plans for development and SC6.4.3.9 water sensitive urban design guidelines.</p>	<p><b>R13: Complies</b> The proposal has been designed to ensure the development will be constructed and operated in a matter which will avoid or minimise adverse impacts on environmental values of receiving waters. In particular, a stormwater quality management plan has been prepared by Langtree Consulting (refer <b>Appendix 4</b>) which demonstrate the stormwater quality has a minimal impact on environmental values and has avoided impact where possible.</p> <p>Based on the MUSIC Modelling Results summarised in Table 5 of the SQMP, the anticipated load-based pollutant outcomes for the proposed Lot 23 are better than those identified in Section 6.3 of the SQMP and thus, meets the overall design objectives. Stormwater from the development will be treated prior to discharge and will not exceed allowable pollutant load levels prior discharging into Stuart Creek.</p> <p>Ocean Protect devices have been adopted for modelling with the following treatment devices modelled are as follows:</p> <ul style="list-style-type: none"> <li>▪ 18 x OceanGuard.</li> <li>▪ 45 x 690 Psorb StormFilter Cartridges installed in a precast StormFilter Vault 4 x 12kL tank system.</li> </ul>



Performance Outcome/Acceptable Outcomes		Response
		Overall, the proposed stormwater management regime effectively minimises adverse impacts from the proposed development and will assist in ensuring the environmental values of receiving waters are maintained.
<p><b>PO14:</b> The development is provided with an adequate energy supply which maintains acceptable standards of public health, safety, environmental quality and amenity.</p>	<p><b>AO14:</b> For other than the Rural zone, premises are serviced by:</p> <ul style="list-style-type: none"> <li>a) an underground electricity supply approved by the relevant energy authority; or</li> <li>b) an overhead supply approved by the relevant energy authority where in the Rural residential zone, Special purpose zone or High impact industry zone or where on a lot of less than 2,500m<sup>2</sup> within an area where the existing supply is overhead.</li> </ul>	<p><b>R14: Complies</b> The proposed development will be provided an adequate underground energy supply via Ergon Energy.</p>
<p><b>PO15:</b> Premises are connected to a telecommunications service approved by the relevant authority.</p>	<p><b>AO15:</b> The development is connected to telecommunications infrastructure in accordance with the standards of the relevant regulatory authority.</p>	<p><b>R15: Complies</b> The proposed development will be provided an adequate telecommunications service approved by the relevant authority.</p>
<p><b>PO16:</b> Provision is made for future telecommunications services (for example fibre optic cable).</p>	<p><b>No acceptable outcome</b></p>	<p><b>R16: Complies</b> If required, the proposed development allows for the provision of future telecommunications services, such infrastructure would have been provided as part of the RAL approval to facilitate connections for end users.</p>
<p><b>PO17:</b> Where available, provision is made for reticulated gas.</p>	<p><b>AO17:</b> Design and provision of reticulated gas is undertaken in accordance with the Development manual planning scheme policy no. SC6.4-SC6.4.3.20 Public lighting and utility services.</p>	<p><b>R17: Not Applicable</b> The proposed development will not be connected to the reticulated gas network.</p>
<p><b>PO18:</b> Adequate access is provided to public services and utilities for future maintenance.</p>	<p><b>No acceptable outcome</b></p>	<p><b>R18: Complies</b> Adequate access will be afforded to any public services and utilities.</p>
<p><b>Earthworks</b></p>		



Performance Outcome/Acceptable Outcomes		Response
<p><b>PO19:</b> Filling and excavation does not result in contamination of land or pose a health and safety risk.</p>	<p><b>AO19:</b> Filling and excavation does not: a) use contaminated materials as fill; b) excavate contaminated material; and c) use waste material as fill.</p>	<p><b>R19: Complies</b> Any excavating and filling through the construction phase of the proposed development, will not result in the use or excavation of contaminated material.</p>
<p><b>PO20:</b> Earthworks result in stable landforms and structures.</p>	<p><b>AO20:</b> Earthworks and the construction of retaining walls and batters are undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.4.5 Earthworks (design) and SC6.4.6.10 Earthworks (construction).</p>	<p><b>R20: Not Applicable</b> No retaining walls or batters are proposed.</p>
<p><b>PO21:</b> Earthworks are undertaken in a manner that: a) maintains natural landforms as far as possible; and b) minimises height of retaining walls and batter faces.</p>	<p><b>AO21.1:</b> Earthworks are undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.4.5 Earthworks (design) and SC6.4.6.10 Earthworks (construction).</p> <p><b>AO21.2:</b> Retaining walls are designed and constructed: a) certified as stable by a Registered Professional Engineer of Queensland; and b) have a combined height of retaining wall and fence of not more than 2 metres.</p>	<p><b>R21: Complies</b> Earthworks are undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.4.5 Earthworks (design) and SC6.4.6.10 Earthworks (construction).</p> <p>No retaining walls or batters are proposed.</p>
<p><b>PO22:</b> Earthworks do not unduly impact on amenity or privacy for occupants of the site or on adjoining land.</p>	<p><b>No acceptable outcome</b></p>	<p><b>R22: Complies</b> Earthworks will not unduly impact on amenity or privacy for occupants of the site or on adjoining land.</p>
<p><b>PO23:</b> Earthworks do not cause environmental harm.</p>	<p><b>No acceptable outcome</b></p>	<p><b>R23: Complies</b> Earthworks will not cause environmental harm.</p>
<p><b>PO24:</b> Filling or excavation does not worsen any flooding or drainage problems on the site or on neighbouring properties.</p>	<p><b>AO24:</b> Earthworks are undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.4.5 Earthworks (design) and SC6.4.6.10 Earthworks (construction).</p>	<p><b>R24: Complies</b> Filling or excavation will not worsen any flooding or drainage problems on the site or on neighbouring properties.</p>
<p><b>PO25:</b> Any structure used to restrain fill or excavation does not worsen drainage problems or cause surface water to be a nuisance to neighbouring properties.</p>	<p><b>AO25:</b> Earthworks are undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.4.5 Earthworks (design) and SC6.4.6.10 Earthworks (construction).</p>	<p><b>R25: Not Applicable</b> No restraining structures are proposed for fill or excavation works.</p>
<p><b>PO26:</b></p>	<p><b>AO26:</b></p>	<p><b>R26: Complies</b></p>



Performance Outcome/Acceptable Outcomes		Response
Filling or excavation does not adversely affect sewer, stormwater or water utility infrastructure or access to them for maintenance purposes.	Earthworks are undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.4.5 Earthworks (design) and SC6.4.6.10 Earthworks (construction).	Earthworks will be undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.4.5 Earthworks (design) and SC6.4.6.10 Earthworks (construction).
<b>PO27:</b> Filling or excavation does not prevent or create difficult access to any property.	<b>AO27:</b> Earthworks are undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.4.5 Earthworks (design) and SC6.4.6.10 Earthworks (construction).	<b>R27: Complies</b> Earthworks will be undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.4.5 Earthworks (design) and SC6.4.6.10 Earthworks (construction).
<b>PO28:</b> Earthworks do not cause significant impacts through truck movements, dust or noise on the amenity of the locality in which the works are undertaken or along routes taken to transport the material and the transportation of materials minimises adverse impacts on the road network.	<b>AO28:</b> Earthworks are undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.6.10 Earthworks (construction) and SC6.4.5 Construction management.	<b>R28: Complies</b> Earthworks will be undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.6.10 Earthworks (construction) and SC6.4.5 Construction management.
<b>Movement Networks</b>		
<b>PO29:</b> The following are provided along the full extent of the road frontage and to a standard that is appropriate to the function of the road or street and the character of the locality: a) paved roadway; b) appropriate pavement edging (including kerb and channel); c) pedestrian paths and cycleways; d) streetscaping and street tree planting; e) stormwater drainage; f) street lighting systems; and g) conduits to facilitate the provision of and other utility services.	<b>AO29:</b> Design and construction of external road works are undertaken in accordance with the Development manual planning scheme policy no. SC6.4.	<b>R29: Not Applicable</b> The proposed development does not include the construction of external roads.
<b>PO30:</b> Provision is made in the road reserve for streetscaping, pedestrians and cyclists in a manner consistent with: a) the current and projected level of usage;	<b>AO30:</b> Streetscaping works, footpaths and cycle paths are provided in accordance with Development manual planning scheme policy no. SC6.4.	<b>R30: Complies</b> The subject site is within a newly established industrial precinct. The proposed use is not likely to attract pedestrians or cyclists, to require footpaths to be provided. Further there is limited road frontage to provide



Performance Outcome/Acceptable Outcomes		Response
<p>b) the desired streetscape character; and</p> <p>c) activities which are anticipated to occur within the verge.</p>		<p>footpaths, given the multiple crossovers proposed.</p>
<p><b>PO31:</b> Parking areas are designed and constructed in a manner that is sufficiently durable for the intended function, maintains all weather access and ensures the safe passage of vehicles, pedestrians and cyclists.</p>	<p><b>AO31:</b> Parking area design and construction is undertaken in accordance with the Development manual planning scheme policy no. SC6.4 – SC6.4.3.5 Car parking and public transport facilities guidelines.</p>	<p><b>R31: Complies</b> Parking area design and construction will be undertaken in accordance with the Development manual planning scheme policy no. SC6.4 – SC6.4.3.5 Car parking and public transport facilities guidelines.</p>
<p><b>PO32:</b> Movement networks can be easily and efficiently maintained.</p>	<p><b>AO32:</b> Infrastructure is provided in accordance with the Development manual planning scheme policy no. SC6.4 – SC6.4.4.1 Geometric road design, SC6.4.3.13 Townsville road hierarchy and SC6.4.3.14 Traffic impact assessment guidelines.</p>	<p><b>R32: Complies</b> Infrastructure will be provided in accordance with the Development manual planning scheme policy no. SC6.4 – SC6.4.4.1 Geometric road design, SC6.4.3.13 Townsville road hierarchy and SC6.4.3.14 Traffic impact assessment guidelines.</p>
<b>Waste Management</b>		
<p><b>PO33:</b> Development provides adequate waste management facilities on site for the storage of waste and recyclable material in a manner which:</p> <p>a) is of adequate size to accommodate the expected amount of refuse to be generated by the use;</p> <p>b) is in a position that is conveniently accessible for collection at all times;</p> <p>c) is able to be kept in a clean, safe and hygienic state at all times; and</p> <p>d) minimises the potential for environmental harm, environmental nuisance and adverse amenity impacts.</p>	<p><b>AO33:</b> Waste management facilities are provided in accordance with the Development manual planning scheme policy no. SC6.4 – SC6.4.3.22 Waste management guidelines.</p>	<p><b>R33: Complies</b> Waste management facilities will be provided in accordance with the Development manual planning scheme policy no. SC6.4 – SC6.4.3.22 Waste management guidelines.</p>
<b>Construction Management</b>		
<p><b>PO34:</b> Work is undertaken in a manner which does not cause unacceptable impacts on surrounding areas as a result of dust, odour, noise or lighting.</p>	<p>No acceptable outcome is nominated.</p>	<p><b>R34: Complies</b> The proposed development is anticipated to occur across one stage, so too reduce any unacceptable impacts on the surrounding areas as a result of</p>



Performance Outcome/Acceptable Outcomes		Response
		associated dust, odour, noise or lighting.
<p><b>PO35:</b> While undertaking development works, the site and adjoining road are maintained in a tidy, safe and hygienic manner.</p>	No acceptable outcome is nominated.	<p><b>R35: Complies</b> During the construction phase stage of the proposal, maintenance of surrounding sites and roads will be kept in a tidy, safe and hygienic matter.</p>
<p><b>PO36:</b> Traffic and parking generated during construction are managed to minimise impact on the amenity of the surrounding area.</p>	No acceptable outcome is nominated.	<p><b>R36: Complies</b> Any traffic and parking generated during the construction stages at each stage will be managed to minimise amenity impacts to the surrounding area.</p>
<p><b>PO37:</b> Council's infrastructure is not damaged by construction activities.</p>	No acceptable outcome is nominated.	<p><b>R37: Complies</b> The proposed development will not damage any of Council's infrastructure during construction activities within the site.</p>
<p><b>PO38:</b> The integrity of new infrastructure is maintained.</p>	No acceptable outcome is nominated.	<p><b>R38: Complies</b> The proposed development will retain the integrity of all new infrastructure created at each stage of the proposal.</p>
<p><b>PO39:</b> Construction activities and works are carried out in a manner which avoids damage to the environment, retained vegetation and impacts on fauna.</p>	Construction activities and works are undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.5 Construction management.	<p><b>R39: Complies</b> All construction activities and works conducted at each stage of the proposal will be undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.5 Construction management.</p>
<p><b>PO40:</b> Vegetation cleared from a site is disposed of in a manner that maximises reuse and recycling and minimises impacts on public health and safety.</p>	<p><b>AO40:</b> Construction activities and works are carried out in accordance with Development manual planning scheme policy no. SC6.4 - SC6.4.6.11 Clearing and grubbing.</p>	<p><b>R40: Not applicable</b> The proposed area for the proposed development does not involve vegetation clearing requirements.</p>



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# Appendix 15

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TOWNSVILLE CITY PLAN 2014 – FLOOD HAZARD OVERLAY CODE

Performance Outcomes/Acceptable Outcomes		Our Response
<b>For assessable development</b>		
<p><b>PO1:</b> Development in medium and high hazard areas is designed and located to minimise susceptibility to and potential impacts of flooding</p>	<p><b>AO1.1:</b> Where the development is located within an area shown on Overlay Map OM-06.1 or 06.2 as medium hazard – further investigation area, new buildings containing habitable rooms:</p> <ul style="list-style-type: none"> <li>a) are sited on a part of the site which is outside the medium hazard – further investigation area; or</li> <li>b) are sited on the highest part of the site.</li> </ul> <p>OR</p> <p><b>AO1.2:</b> Where development is located within hazard area shown on Overlay Map OM-06.1 or 6.2:</p> <ul style="list-style-type: none"> <li>a) floor levels of all habitable rooms are a minimum of 300mm above the defined flood level;</li> <li>b) floor levels of all non-habitable rooms (other than class 10 buildings) are above the defined flood event;</li> <li>c) car parking spaces associated with non-residential development are located outside the high hazard areas identified on Overlay Map OM06.1 or 6.2; and</li> <li>d) underground car parks are designed to prevent the intrusion of flood waters by the incorporation of a bound or similar barrier with a minimum height of 300mm above the defined flood level.</li> </ul>	<p><b>R1: Complies</b> Whilst the subject site is mapped as being impacted by low flood hazard, we note that extensive bulk earthworks have occurred to development the industrial subdivision resulting in the lot being above the defined Q100 (1% AEP) flood level. Therefore, the proposed development is not anticipated to be impacted by flooding.</p>
<p><b>PO2:</b> Development in high hazard areas does not significantly impede the flow of flood waters through the site or worsen flood flows external to the site.</p>	<p><b>AO2.1:</b> Development in high hazard areas do not involve:</p> <ul style="list-style-type: none"> <li>a) filling with a height greater than 150mm; or</li> <li>b) block or solid walls or solid fences; or</li> <li>c) garden beds or other structures with a height more than 150mm; or</li> </ul>	<p><b>R2: Not Applicable</b> The proposed development is not situated within an area mapped as having a high flood hazard.</p>



Performance Outcomes/Acceptable Outcomes		Our Response
	d) the planning of dense shrub hedges.	
<b>PO3:</b> Development does not intensify use in high hazard areas, in order to avoid risks to people and property.	<b>A03.1:</b> New Buildings are located outside High Hazard Areas identified on Overlay Map OM-06.1 or 06.2.	<b>R3: Not Applicable</b> The proposed development is not situated within an area mapped as having a high flood hazard.
	<b>A03.2:</b> New lots or roads are not created within High Hazard Areas identified on Overlay Map OM-06.1 or 06.2.	
	<b>A03.3:</b> Sites for non-permanent accommodation such as tents, cabins or caravans (whether intended for short or long-term accommodation) are located outside the High Hazard Areas identified on Overlay Map OM-06.1 or 06.2.	
<b>PO4:</b> Siting and layout of development maintains the safety of people and property in medium hazard areas.	<b>On existing lots</b>	<b>R4: Not Applicable</b> The site is not within the medium hazard area.
	<b>A04.1:</b> Floor levels for residential buildings are 300mm above the defined flood level.	
	<b>A04.2:</b> Floor levels of non-residential buildings (other than class 10 buildings) are above the defined flood level.	
	<b>A04.3:</b> Underground car parks are designed to prevent the intrusion of flood waters by the incorporation of a bund or similar barrier with a minimum height of 300mm above the defined flood level.	
	<b>A04.4:</b> Development for non-permanent accommodation such as tents, cabins or caravans (whether intended for short or long-term accommodation) are located outside the Medium Hazard Areas identified on Overlay Map OM-6.1 or 06.2.	
<b>Where reconfiguring a lot</b>		
<b>A04.5:</b> Where reconfiguring a lot, new lots contain designated building envelopes (whether or not for residential purposes) outside the Medium Hazard Areas identified on Overlay Map OM006.2 or 06.2 and those building envelopes are of a sufficient size to accommodate buildings associated with the development.		



Performance Outcomes/Acceptable Outcomes		Our Response
	<p><b>A04.6:</b> In new subdivisions, arterial, sub-arterial or major collector roads are located above the 2% AEP flood level.</p> <p><b>A04.7:</b> Reconfiguration of lots does not involve cul-de-sacs or dead end streets within Medium Hazard Areas identified on Overlay Map OM-06.1 or 06.2.</p>	
<p><b>PO5:</b> Signage is provided within high and medium hazard areas to alert residents and visitors to the flood hazard.</p>	<p><b>A05:</b> Signage is provided on-site (regardless of whether land will be public or private ownership) to indicate depth at key hazard points, such as floodway crossings, entrances to low-lying reserves or car parks.</p>	<p><b>R5: Not Applicable</b> The proposed development will not involve key hazard point. All lots can achieve access via Penelope Road.</p>
<p><b>PO6:</b> Development within high and medium hazard areas ensures any changes to the depth, duration, velocity of flood waters are contained within the site.</p>		<p><b>R6: Complies</b> Whilst the subject site is partly located within a medium hazard area, extensive bulk earthworks have occurred to development the industrial subdivision resulting in the lot being above the defined Q100 (1% AEP) flood level. Therefore, the proposed development is anticipated to be consistent with the flood modelling undertaken to support the wider CBIP Eastern Precinct development.</p>
<p><b>PO7:</b> Development within high and medium hazard areas does not directly, indirectly or cumulatively worsen flood characteristics outside the development site, having regard to:</p> <ul style="list-style-type: none"> <li>a) increased scour and erosion; or</li> <li>b) loss of flood storage; or</li> <li>c) loss of or changes to flow paths; or</li> <li>d) flow acceleration or retardation; or</li> <li>e) reduction in flood warning times.</li> </ul>		<p><b>R7: Complies</b> Whilst the subject site is partly located within a medium hazard area, extensive bulk earthworks have occurred to development the industrial subdivision resulting in the lot being above the defined Q100 (1% AEP) flood level. Therefore, the proposed development is anticipated to result in the directly, indirectly, or cumulatively worsen flood characteristics outside of the proposed site, including increased erosion, loss of flood storage, flow acceleration or retardation, or reduction in flood warning times.</p>
<p><b>PO8:</b> Facilities with a role in emergency management and vulnerable community services are able to function effectively during and immediately after flood events.</p>	<p><b>A08:</b> The development is provided with the level of flood immunity set out in Table 8.2.6.3(b).</p>	<p><b>R8: Not applicable</b> The proposed development does not involve emergency management or vulnerable community services.</p>



<b>Performance Outcomes/Acceptable Outcomes</b>		<b>Our Response</b>
<b>PO9:</b> Public safety and the environment are not adversely affected by the detrimental impacts of flooding on hazardous materials manufactured or stored in bulk.	<b>A09.1:</b> Development does not involve the manufacture or storage of hazardous materials within a High Flood Hazard Area identified on Overlay Map OM-06.1 or 06.2.	<b>R9: Complies</b> The proposed development does not involve the manufacturing or storage of any hazardous materials. However, if the storage of hazardous material occurs, it will be undertaken in an appropriate manner above the 0.2% AEP flood event.
	<b>A09.2:</b> Within the Low or Medium Flood Hazard Area identified on Overlay Map OM-06.1 or 06.2, structures used for the manufacture or storage of hazardous materials in bulk are designed to prevent the intrusion of flood waters up to at least a 0.2% AEP flood event.	