

# Development Application

Material Change of Use – Freight Terminal



**Northpoint**  
Planning

2 Penelope Road, Stuart  
Lots 2 and 1 (part) on SP331994

12 July 2023  
Reference: NP23.061

**Client:** McDonald Construction

**Project:** 2 Penelope Road, Stuart

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## 1.0 Executive Summary

In accordance with s 84 of the *State Development and Public Works Organisation Act 1971* (the SDPWO Act) this development application seeks a development permit for Material Change of Use – Freight Terminal.

The subject site is located at 2 Penelope Road, Stuart and is formally described as Lots 1 and (part) 2 on SP331994. The proposed development encompasses the whole of Lot 2, and 10,000m<sup>2</sup> of Lot 1. In total, the subject site includes an area of 30,000m<sup>2</sup> (3ha).

The subject site is located within the Cleveland Bay Industrial Park (CBIP), forming part of the Townsville State Development Area (Townsville SDA). The subject site is located within the Medium Impact Industry Precinct of the *Townsville State Development Area Development Scheme 2019* (the development scheme).

The site forms part of the initial stage of CBIP, and accordingly the land has been improved for future development. The subject site is currently vacant land, with frontage to Penelope Road to the west, Heleen Downs Road to the South and Ron Mclean Drive to the east.

The proposed development involves the construction of a purpose-built Freight Terminal. The proposed development comprises a use consistent with the preferred development intent of the Medium Impact Industry Precinct of the Townsville SDA Development Scheme and is not considered to require public notification.

Assessment of the proposed development against the provisions of all relevant benchmarks has been undertaken and outlined in this town planning report. As outlined in this town planning report, the proposed development achieves the nominated assessment criteria.

The proposed development is considered appropriate for the location, and it is therefore requested that the application be approved subject to reasonable and relevant conditions.

**Table 1: Application Summary**

| Application Summary       |   |
|---------------------------|---|
| Address                   | 2 Penelope Road, Stuart   |
| Real Property Description | Lot 2 and 1 (part) on SP331994  |
| Area of Site              | 30,000m <sup>2</sup>  |
| Applicant                 | McDonald Constructions  |
| Purpose of Proposal       | Freight Terminal  |
| Type of Application       | Material Change of Use  |
| Category of Assessment    | Code  |
| SARA Mapping              | <ul style="list-style-type: none"><li>▪ Townsville priority port precincts</li><li>▪ State-controlled road</li><li>▪ Area within 25m of a State-controlled road</li></ul> |
| Referral Agencies         | Early referral request – Townsville City Council  |
| Public Notification       | Not required  |
| Zoning                    | Medium Impact Industry Precinct   |



## 2.0 Site and Surrounding Environment

### 2.1 Subject Site

The subject site encompasses Lot 2 on SP331994 and the northern part of Lot 1 on SP331994. The subject site comprises approximately 30,000m<sup>2</sup> of the total lot size of 40,000m<sup>2</sup>. The site maintains road frontage to Ron Mclean Drive to the east, Heleen Downs Road to the south, and Penelope Road to the west. A wide verge adjoins the site to the east, with approximately 27-31m from the lot boundary to the Ron Mclean Drive carriageway.

Easement AB on SP331994 traverses the eastern boundary of Lot 2 on SP331994 for the purpose of stormwater conveyance.

The subject site is currently vacant land, forming part of the Cleveland Bay Industrial Park (CBIP) and therefore has been improved for future industrial purposes. The land is located within the Townsville State Development Area (Townsville SDA) and accordingly is subject to assessment against the *Townsville State Development Area Development Scheme 2019* (the development scheme).

The subject site is located within the Special Purpose Zone of the *Townsville City Plan 2014* (the planning scheme).

The subject site is located within the Medium Impact Industry Precinct of the development scheme.

### 2.2 Surrounding Locality

The surrounding precinct has been recently developed and subdivided for future industrial development, as anticipated within the Medium Impact Industry Precinct of the development scheme.

The wider locality includes Sun Metals Zinc Refinery to the east and Glencore Copper Refinery to the south. The Bruce Highway road corridor is located to the south-west.

The subject lots and surrounding locality are illustrated in Figure 1 below.

**Figure 1: Site location**



Source: Qld Globe



## 3.0 Proposed Development

### 3.1 General Overview

The proposed development involves the construction of a purpose-built Freight Terminal within the Cleveland Bay Industrial Park. The Freight Terminal involves a warehouse, workshop, and ancillary office, with on-site parking and vehicle circulation area.

The subject site involves Lot 2 on SP331994 and part of Lot 1 on SP331994, with the remaining area within Lot 1 not forming part of this application to remain as vacant land.

Specifically, the proposed development involves the following:

- Construction of a warehouse building centrally within the subject site with attached ancillary office to the Penelope Road frontage.
- Warehouse comprising an area of 7,551m<sup>2</sup>.
- Ancillary office comprising an area of 380m<sup>2</sup>.
- 670m<sup>2</sup> awning to northern side of warehouse.
- 1,490m<sup>2</sup> awning to the southern side of warehouse.
- Ancillary workshop setback 2.2m from the northern boundary.
- Ancillary workshop comprising an area of 367m<sup>2</sup>, with 3m wide awning to eastern and western sides of building.
- Unenclosed washbay comprising 151m<sup>2</sup> to southern side of workshop with 22.3m long channel grate running centrally along the length of the washbay.
- In-ground holding tank and associated infrastructure adjoining southern side of washbay, with awning over.
- On-site staff and visitor car parking adjoining the building to the Penelope Road frontage.
- Provision of sixty (60) parking spaces, inclusive of one (1) person with disability parking space.
- Provision of on-site landscaping, including 2m wide landscape strip to the Penelope Road frontage.
- Provision of shade trees to on-site car parking area.
- Sealed hard-stand area to vehicle manoeuvring areas.
- Provision of dedicated ingress only 20m wide crossover to northern side of Penelope Road frontage for heavy vehicles to enter the site.
- Provision of dedicated egress only 20m wide crossover to southern side of Penelope Road frontage for heavy vehicles to exit the site.
- Separate 6m wide crossover providing access to on-site car park.
- Ability for all vehicles anticipated with the use to enter, traverse and exit the development in a forward motion.

A summary of the proposed development gross floor area (GFA) is outlined in Table 2 overleaf.



**Table 2: Gross Floor Area Summary**

| <b>Gross Floor Area Summary</b> |                           |
|---------------------------------|---------------------------|
| Warehouse                       | 7,551m <sup>2</sup>       |
| Ancillary Office                | 380m <sup>2</sup>         |
| Workshop                        | 367m <sup>2</sup>         |
| <b>Total GFA</b>                | <b>8,298m<sup>2</sup></b> |

The proposed development is consistent with the current and intended industrial uses within the surrounding area.

### **3.2 Use Definition**

The use is defined by the development scheme as a Freight Terminal.

A Freight Terminal *means the use of premises for the purpose of bulk handling of packaged goods for transport by road, rail, sea or air, including the loading and unloading of vehicles used to transport such goods.*

### **3.3 Access and Parking**

The proposed development is accessed via three crossovers to Penelope Road to the west.

Dedicated separate 20m wide ingress and egress crossovers are provided to the north and south, providing access for vehicles to enter, traverse the Freight Terminal, and exit in a forward motion.

Separate 6m wide ingress/egress is provided to the on-site car park, with 60 car parking spaces, inclusive of one people with disability car park. Direct pedestrian access is provided from the on-site carpark to the ancillary office forward of the warehouse facility.

In accordance with schedule 6 of the planning scheme, the nominated parking rate for the proposed development requires 1 parking space per 100m<sup>2</sup> GFA. Accordingly, the proposal development requires 82 carparks.

The proposed development provides for a Freight Terminal use, with vehicle movements associated with the use primarily comprising heavy vehicles attending the facility for the delivery/collection of goods. It is considered the provided car parking is suitable for the proposed development and sufficient to cater to the anticipated demand generated by the proposed use.

Vehicles, including heavy vehicles, are able to enter, traverse and exit the site in a forward motion.

### **3.4 Infrastructure Services**

The subject site is connected to Council's reticulated water and sewer networks. The connections have been constructed to cater for future industrial development anticipated within CBIP and are considered appropriate for the proposed development.

The proposed development can be appropriately connected to telecommunications and electrical networks.





### 3.5 Stormwater

The proposed development is designed to minimise impact to the existing stormwater regime, with stormwater conveyed to a lawful point of discharge.

### 3.6 Landscaping

The proposed development provides for appropriate on-site landscaping, with landscaping provided within the subject site in excess of 715m<sup>2</sup>.

A 2m wide landscaping strip is provided along the full extent of the Penelope Road frontage, with the exception of vehicle access points.

The proposal involves the provision of 24 shade trees within the on-site car parking area.

### 3.7 Proposal Plans

The proposed development is illustrated in the following proposal plans prepared by McDonald Constructions (refer **Appendix 4**):

- 2023-084-C-01-9 – Cover Page.
- 2023-084-C-02-9 – Site Plan.
- 2023-084-C-03-9 – Site Plan – Swept Paths.
- 2023-084-C-04-9 – Floor Plan
- 2023-084-C-05-9 – Floor Plan – Details.
- 2023-084-C-06-9 – Elevations.
- 2023-084-C-07-9 – Workshop Plans.
- 2023-084-C-08-9 – Lettable Area Plan.



## 4.0 Legislative Framework

### 4.1 Townsville State Development Area

In accordance with the *State Development and Public Works Organisation Act 1971* (SDPWO Act), the Townsville SDA was declared a State Development Area in October 2003.

Pursuant to section 79 of the SDPWO Act, the *Townsville State Development Area Development Scheme 2019* (the development scheme) manages development within the Townsville SDA. The development scheme identifies development that requires SDA assessable development or SDA self-assessable development.

Development that is not regulated by the development scheme may be regulated by other legislation and planning instruments, including the *Planning Act 2016* and the *Townsville City Plan 2014* (the planning scheme).

The development scheme identifies land within a series of precincts:

- Port Industry Precinct;
- High Impact Industry Precinct;
- Medium Impact Industry Precinct;
- Low Impact Industry Precinct;
- Infrastructure Corridors Precinct;
- Resources Precinct; and
- Environmental Management Precinct.

In accordance with section 2.4.3, Table 3 of the development scheme, the proposed development is identified as SDA assessable development given the proposal involves a material change of use within the Medium Impact Industry Precinct. Accordingly, the proposed development requires a development application for Material Change of Use – Freight Terminal.

Section 2.5.9 of the development scheme provides for consideration of the proposed development against other government matters.

### 4.2 State Planning Policy

In accordance with section 2.5.9 of the development scheme, assessment against the State Planning Policy (SPP) is required, with the development to be consistent with the SPP to the extent practicable.

For the purposes of this development application, it is considered all relevant provisions of the State Planning Policy are appropriately integrated with the development scheme and the planning scheme, and further assessment in this regard is not required.

### 4.3 North Queensland Regional Plan

The subject site is located within the Townsville Urban Area and Townsville State Development Area of the North Queensland Regional Plan (NQRP). The proposed development is consistent with the NQRP, given the proposal provides for an industrial use within the Townsville SDA. In particular:

- The proposed development provides for an industrial use on land intended and developed for industrial purposes.
- The subject site is suitably buffered from incompatible land uses.
- The proposal maintains the integrity of strategic infrastructure corridors.



- The proposal maintains strategic supply chains in a suitable location with connection to rail and road infrastructure and the Port of Townsville.

#### **4.4 State Development and Assessment Provisions**

It is considered assessment against State Development and Assessment Provisions (SDAP) is required where the development impacts road transport infrastructure.

Accordingly, assessment against State code 1: Development in a State-controlled road environment is provided at section 5.

#### **4.5 Application Referral**

Referral of the development application is required to Townsville City Council or a State agency where specific assessment is required against relevant benchmarks.

For the purposes of this development application, early referral response is sought by Townsville City Council.

It is considered further referral to State agencies is not required, given the proposed development is consistent with State Code 1 (refer section 5).

#### **4.6 Assessment Benchmarks**

The relevant assessment benchmarks for this development application are outlined within the Townsville SDA Development Scheme as well as the Townsville City Plan.

Accordingly, assessment against the relevant benchmarks within the following codes are addressed within this planning report:

Townsville SDA Development Scheme:

- Strategic vision for the Townsville SDA
- Overall objectives for development in the Townsville SDA
- Medium Impact Industry Precinct – preferred development intent
- SDA wide assessment criteria

State Development Assessment Provisions:

- State Code 1: Development in a State-controlled road environment

Townsville City Plan:

- Medium impact industry zone code
- Healthy Waters code
- Landscaping code
- Transport impact, access and parking code
- Works code

Assessment against the relevant benchmarks is provided at sections 5-7.



## 5.0 State Development Assessment Provisions

### 5.1 State Code 1: Development in a State-controlled road environment

The purpose of State Code 1 is to *protect the safety, function and efficiency of State-controlled roads, future State-controlled roads, road transport infrastructure, active transport infrastructure and public passenger services on State-controlled roads from adverse impact of development. The code is intended to protect the safety of people using, and living or 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.*
- (7) *The community is protected from significant adverse impacts resulting from environmental emissions generated by vehicles using State-controlled roads.*

The proposed development is considered to comply with the propose of State Code 1. The proposed development involves an industrial use that is anticipated within the Medium Impact Industry Precinct and is considered consistent with the anticipated traffic associated with development within CBIP.

Built form associated with the proposal is setback in excess of 20m from the eastern lot boundary, adjoining the State-controlled road corridor. Additionally, a wide verge between 27-31m separates the lot from the road carriageway.

The proposed development does not involve any work within the State-controlled road corridor, and will not result in any worsening safety impact.

Detail assessment against State code 1 is provided at **Appendix 5**.



## 6.0 Townsville SDA Development Scheme Planning Assessment

### 6.1 Strategic vision for the Townsville SDA

The proposed development achieves the vision of the Townsville SDA given the proposal provides for development that is consistent with the anticipated use, scale and amenity of the Townsville SDA. Specifically, the proposal demonstrates development consistent with the Townsville SDA vision by:

- providing for a use that is reliant on direct access to the Port of Townsville, national freight rail and major road networks;
- provides for short and long-term economic benefits to the region and State, with the establishment of a new freight terminal use;
- provides for a use that is anticipated within the Medium Impact Industry Precinct of the development scheme; and
- does not adversely impact environmental, cultural heritage and community values of the surrounding land.

### 6.2 Overall objectives for development in the Townsville SDA

The proposed development is consistent with the overall objectives and furthers the purpose of the Townsville SDA. In particular:

- the proposed development capitalises on the subject site's strategic location in proximity to transport infrastructure;
- the proposed development provides for a use that is anticipated within the Medium Impact Industry Precinct and is compatible with anticipated future industrial uses;
- the proposal does not result in any adverse impact to sensitive land uses;
- the proposal avoids adverse impacts on environmental, cultural heritage and community values of surrounding land;
- the proposed development does not involve the manufacture or processing of product and therefore is not anticipated to result in any adverse odour or noise impacts, with the extent of noise impact limited to vehicle movements; and
- the proposed development can be appropriately serviced by infrastructure.

### 6.3 Medium Impact Industry Precinct – preferred development intent

The proposed development is consistent with the preferred development intent of the Medium Impact Industry Precinct. The proposed development involves a Freight Terminal use, with this anticipated within the precinct and utilising key linkages to rail, road and port infrastructure.

A Freight Terminal is supported within the Medium Impact Industry Precinct as a preferred development intent.

### 6.4 SDA wide assessment criteria

The proposed development is considered consistent with the SDA wide assessment criteria.

- Infrastructure and services: The proposed development can be appropriately connected to reticulated water and wastewater services as well as telecommunications and electrical networks. The subject site is located within the Cleveland Bay Industrial Park, with the parent subdivision developed for uses such as that proposed.
- Emissions: The proposed development involves a Freight Terminal use that is not anticipated to result in adverse impacts from emissions. The proposed development is located within CBIP and is not located in proximity to sensitive land uses. Emission impacts



from the proposal is considered to be limited to noise and traffic impacts from heavy vehicles movements associated with the facility.

- Contaminated land: The proposed development is not located on land known to be identified on the Environmental Management Register or Contaminated Land Register.
- Acid sulfate soils: The subject site has been improved to accommodate future industrial development, with no earthworks required that would disturb acid sulfate soils.
- Climate change: The proposed development has been designed in accordance with best practices and is considered to minimise emissions of greenhouse gases.
- Transport: The subject site is located within CBIP, and is located within the Medium Impact Industry Precinct where a Freight Terminal use is anticipated. The anticipated traffic generated by the proposed use is considered to be consistent with previous traffic considerations of the relevant CBIP stage. The proposed development provides for safe access, with a dedicated entry/exit points for heavy vehicles and a separate access point for the on-site car park. Sufficient on-site car parking is provided to cater for that anticipated to be generated by the proposed use.
- Environment, cultural heritage and community: The subject site is located within stage 1 of CBIP and is not considered to maintain any significant environmental, cultural heritage or community values. The proposed development involves an industrial use within an industrial precinct and is not considered to result in any unacceptable adverse impact on environmental values, ecological processes or cultural or community values.
- Engineering and design standards: The proposed development will be designed and constructed in accordance with relevant standards.
- Other government matters: The proposed development is considered to be consistent with other government matters to the extent practicable (refer section 4).
- Energy and water efficiency: The proposed development has been designed to maximise energy efficiency, in regards to building orientation, provision of awnings and maximising opportunities for cross ventilation.
- Visual impacts: The proposed development provides for a high level of visual amenity, providing a positive contribution to the Penelope Road frontage. Landscaping is provided to the full extent of the street frontage, with articulation and architectural design elements providing for a visually appealing development.
- Built form: The built form of the proposed development provides for high standard of amenity. The on-site car parking area is located to the front of the building, providing for increased casual surveillance of Penelope Street.
- Reconfiguring a Lot: The proposed development does not provide for a reconfiguration of a lot.
- Landscaping: The proposed development provides for appropriate landscaping on site, with this designed to soften the built form.
- Natural hazards – flooding, including storm tide inundation: The proposed development is located within stage 1 of CBIP, with the land previously improved for industrial uses such as that proposed.
- Natural hazards – other: The proposed development is located within stage 1 of CBIP, with the land previously improved for industrial uses such as that proposed.
- Water quality: The proposed development is located within stage 1 of CBIP, with the land previously improved for industrial uses such as that proposed. It is understood a site-based stormwater management plan will be included as a condition of approval.



## 7.0 Local Planning Scheme Planning Assessment

### 7.1 Medium Impact Industry Zone

The purpose of the Medium Impact Industry Zone Code is to *provide for medium impact industry uses. It may include non-industrial and business uses that support the industrial activities where they do not compromise the long-term use of the land for industrial purposes.*

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

- 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 systems;*
- 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.*

The proposed development is considered to be consistent with the purpose and overall outcomes of the Medium Impact Industry Zone Code. The proposed development is considered to comply with all acceptable outcomes of the Medium Impact Industry Code, with the exception of the following:

- AO1.2 – *Buildings are setback from street and road frontages...where there are no adjoining buildings, 6m.*
- AO10 – *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.*



Detail assessment against the relevant performance outcome of the above benchmarks is provided below.

|  |  |
|--|--|
| <p><b>PO1</b> – Development is consistent with the scale of surrounding buildings.</p> | <p><b>AO1.1</b> – Site cover does not exceed 80%.</p>  |
|  | <p><b>AO1.2</b> – Buildings are set back from street and road frontages:</p> <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> |

Response

The proposed development does not comply with AO1.2 of the medium Impact Industry Zone Code, given there are no adjoining buildings and the proposed development is setback 15m from the Penelope Street frontage. Additionally, the rear of the building is setback approximately 14m from the Ron Mclean Drive frontage.

The proposed setback is considered appropriate for the locality, given the purpose of CBIP is to provide large format industrial uses with integration of heavy vehicle access given the linkages to key road, rail and port infrastructure. The proposed development has been intentionally designed to provide for dedicated heavy vehicle access and circulation around the facility, with a separate designated employee and visitor access to the Penelope Street frontage.

Extensive landscaping, inclusive of shad trees to the car parking area, is provided across the Penelope Street frontage to soften the development and provide a positive contribution to the amenity of the streetscape.

A wide verge separates the eastern boundary of the subject site from the Ron Mclean Drive carriageway, with approximately 31m to the carriageway at the northern part and tapering down to approximately 27m to the carriageway at the southern part. It is considered the eastern setback is suitable given the context of the development in relation to the State-controlled road.

|   |  |
|---|--|
| <p><b>PO10</b> – Offices are accommodated where they are ancillary to the primary industrial use on the site.</p> | <p><b>AO10</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.</p> |
|---|--|

Response

The proposed development involves an office with a gross floor area (GFA) of 380m<sup>2</sup>. The proposed office is necessary to facilitate and support the freight terminal use undertaken at warehouse and associated workshop. The proposed office is considered ancillary to the proposed development, in accordance with PO10 of the Medium Impact Industry Zone Code.

**7.2 Healthy Waters Code**

The purpose of the Works 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 artificial 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 to comply with all acceptable outcomes of the Healthy Water Code. The subject site has been previously improved for future industrial uses, with no adverse impact to hydrological process anticipated. It is understood a relevant and reasonable conditions of approval may be imposed for stormwater drainage.

### **7.3 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 through 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.*

#### Response

The proposed development is considered to be consistent with the purpose and overall outcomes of the Landscape Code. The proposed development is considered to comply with all acceptable outcomes of the Landscape Code, with the exception of the following:

- AO10.1 – *Screen planting is provided along the side or rear boundary of a site (...).*



Detail assessment against the relevant performance outcome of the above benchmark is provided below.

|  |   |
|--|---|
| <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> <ul style="list-style-type: none"><li>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</li><li>b) Low shrubs and ground covers, where appropriate, to allow for complete covering of planted area.</li></ul> <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> |
|--|---|

#### Response

The proposed development provides for extensive landscaping to the Penelope Street frontage, however no landscaping is provided to the side or rear boundary of the site. The proposed development is located within CBIP, with surrounding uses anticipated to comprise similar industrial uses.

The proposed development has been intentionally designed to provide for sufficient area for the efficient operation of the facility, with no unsightly elements requiring additional screening from the adjoining property. The built form of the proposed development is setback in excess of 40m from the carriageway of Ron Mclean Drive to the east.

### **7.4 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.*

The proposed development is considered to be consistent with the purpose and overall outcomes of the Transport Impact, Access and Parking Code. The proposed development is considered to



comply with all acceptable outcomes of the Transport Impact, Access and Parking Code, with the exception of the following:

- AO17 – *Parking is provided in accordance with the standards identified in Parking rates planning scheme policy no. SC6.10.*

Detail assessment against the relevant performance outcome of the above benchmark is provided below.

|  |   |
|--|---|
| <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 impact on the safety or capacity of the road network or unduly impact on local amenity.</li></ul> | <p><b>AO17</b> – Parking is provided in accordance with the standards identified in <i>Parking rates planning scheme policy no. SC6.10.</i></p> |
|--|---|

#### Response

The proposed development involves a Freight Terminal use on the subject site. Whilst a Freight Terminal use is not an identified defined use within the planning scheme, it is considered an industry use parking rate is applicable. Accordingly, AO17 requires the provision of 1 car parking space per 100m<sup>2</sup> of GFA. The proposed development involves 8,298m<sup>2</sup> GFA, resulting in a requirement of 83 on-site car parks.

The proposed development provides for 60 on-site dedicated car parks, inclusive of one people with disability car park. The proposed development provides for a warehouse use, with vehicle movements associated with the use primarily comprising heavy vehicles attending the facility for the delivery/collection of goods. It is considered the provided car parking is suitable for the proposed development and sufficient to cater to the anticipated demand generated by the proposed use.

Vehicles, including heavy vehicles, are able to enter, traverse and exit the site in a forward motion.

### **7.5 Works Code**

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.*



The proposed development is considered to be consistent with the purpose and overall outcomes of the Works Code. The proposed development is considered to comply with all acceptable outcomes of the Works Code, with the exception of the following:

- AO2.1– *Parking is provided at the rates set out in Parking rates planning scheme policy no. SC6.10.*

Detail assessment against the relevant performance outcome of the above benchmark is provided below.

|  |   |
|--|---|
| <p><b>PO2</b> – Provision is made for on-site vehicle parking to meet the demand likely to be generated by the development and to avoid on street parking where that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity.</p> | <p><b>AO2.1</b> – Parking is provided in accordance with the standards identified in <i>Parking rates planning scheme policy no. SC6.10.</i></p> <p>OR</p> <p><b>AO2.2</b> - Where an existing lawful premises and involves not more than 5% or 50m<sup>2</sup> (whichever is the greater) of additional gross floor area, the existing number of on-site car parking is retained or increased.</p> |
|--|---|

Response

In response to PO2 of the Works Code, we refer to response to PO17 of the Transport Impact, Access and Parking code at section 7.4.



## **8.0 Conclusion and Recommendations**

This town planning report has been prepared by Northpoint Planning on behalf of McDonald Construction in association with a Development Application for a Material Change of Use – Freight Terminal located at 2 Penelope Road, Stuart and formally described as Lots 2 and 1 (part) on SP331994.

The subject site is located within the Medium Impact Industry Precinct of the development scheme. An assessment against the relevant benchmarks has been undertaken and is outlined in detail in this town planning report.

The proposal is consequently considered appropriate development in the context in which it is located and has been suitably demonstrated to comply with the relevant assessment benchmarks. It is therefore recommended the proposed development is approved, subject to reasonable and relevant conditions.



# Appendix 1

**FOR REFERENCE MARKS AND PERMANENT MARKS**

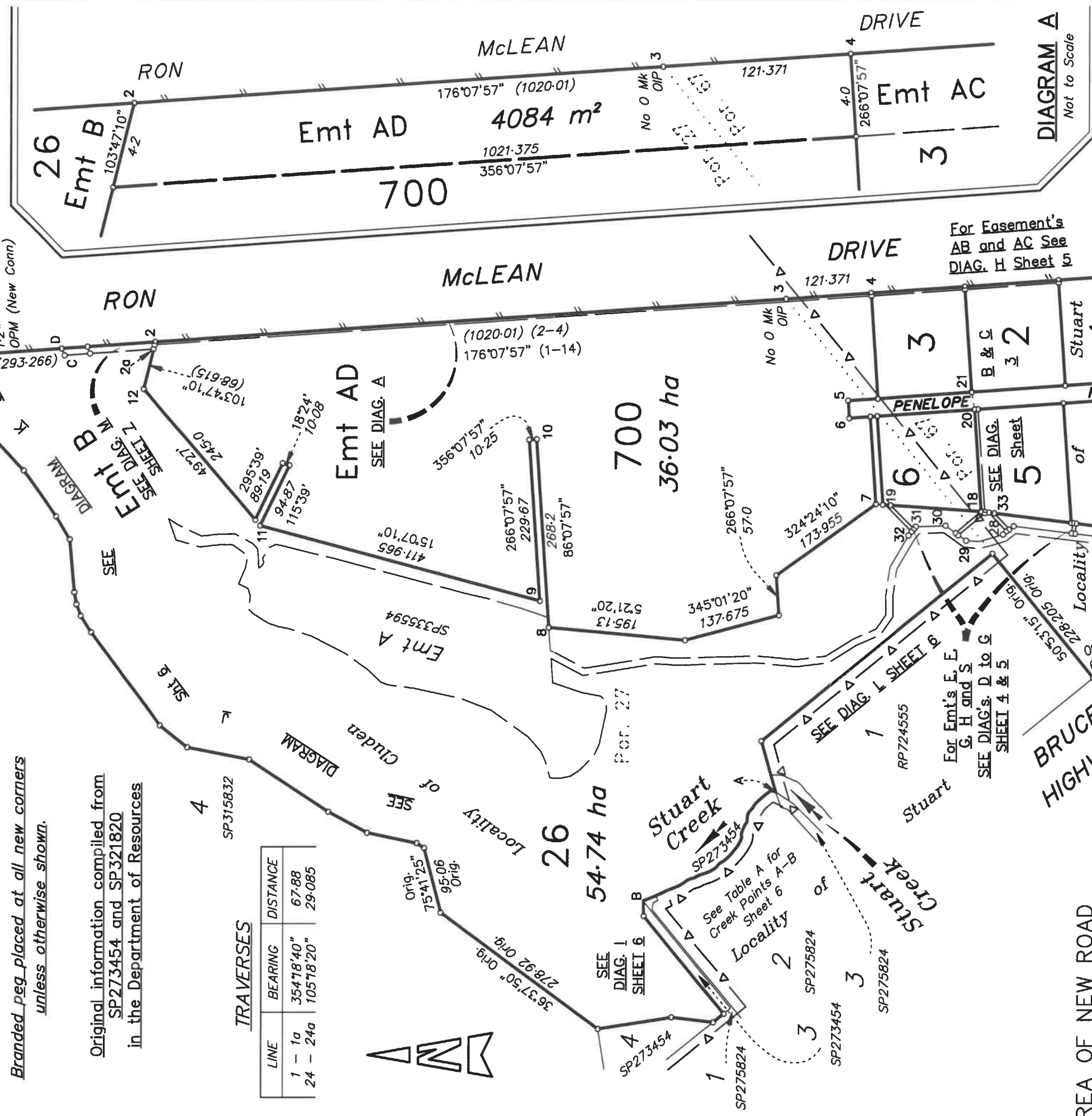
TABULATIONS - SEE SHEETS 7

Branded peg placed at all new corners  
unless otherwise shown.

Original information compiled from  
SP273454 and SP321820  
in the Department of Resources

**TRAVERSES**

| LINE     | BEARING    | DISTANCE |
|----------|------------|----------|
| 1 - 1a   | 354°18'40" | 67.88    |
| 24 - 24a | 105°18'20" | 29.085   |



**AREA OF NEW ROAD**

PENELOPE ROAD

(6-5-22-15-16-23-6) ..... 1.089 ha

Rowlands Surveys Pty. Ltd (ACN 010 025 260)  
hereby certify that the land comprised in this plan was  
surveyed by the corporation, by

Laurence John Nolan  
(Cadastral Surveyor)

for whose work the corporation accepts responsibility  
and that the plan is accurate, that the said survey was  
performed in accordance with the *Survey and Mapping*  
*Infrastructure Act 2003 and Surveyors Act 2003*  
and associated Regulations and Standards and that  
the said survey was completed on . 14/6/2022.



Paul Francis Hoskins  
Director/

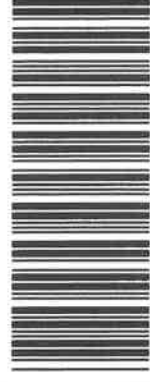
Laurence John Nolan  
Director/

Date: 15/6/22

0m 60m 300m 600m 900m  
150mm State copyright reserved.

Scale: 1 : 6000

Format: STANDARD



SP331994

**PLAN OF Lots 1 to 6, 26, 700 & Emts B, E, F, H and S in Lot 26, Easement G in Lot 5, Easement AB in Lot 2, Easement AC in Lot 3 and Easement AD in Lot 700**  
Cancelling Lot 1 on SP321820

LOCAL GOVERNMENT : Townsville City Council LOCALITY : Cluden and Stuart

Meridian: MGA (Zone 55) vide PSM's

Survey Records: NO

(Dealing No.)

Roberts Nehmer Mckee  
Solicitors  
Townsville (002)

(Include address, phone number, reference, and Lodger Code)

| Existing        |                   | Created            |        |
|-----------------|-------------------|--------------------|--------|
| Title Reference | Description       | New Lots           | Road   |
| 51258731        | Lot 1 on SP321820 | 1 to 6, 26 and 700 | New Rd |

Secondary Interests

Emts B, E, F, G, H,  
S, AB, AC and AD

**ENCUMBRANCE  
EASEMENT ALLOCATION**

| Easement            | Lots to be Encumbered |
|---------------------|-----------------------|
| (Emt A on SP335594) | 26                    |

SP335594 to register prior to SP331994

1 to 5  
6, 26 and 700

Por. 67  
Por. 67 and Por. 27

Lots

Orig

2. Orig Grant Allocation :

3. References :

Dept File :

Local Govt :

Surveyor : 43811/49

5. Passed & Endorsed :

By : Rowlands Surveys Pty Ltd  
(ACN 010 025 260)

Date : 15/6/22

Signed :

Designation : Cadastral Surveyor

**6. Building Format Plans only.**

I certify that :

- \* As far as it is practical to determine, no part of the building shown on this plan encroaches onto adjoining lots or road;
- \* Part of the building shown on this plan encroaches onto adjoining \* lots and road

Cadastral Surveyor/Director \* Date  
\* delete words not required

**7. Lodgement Fees :**

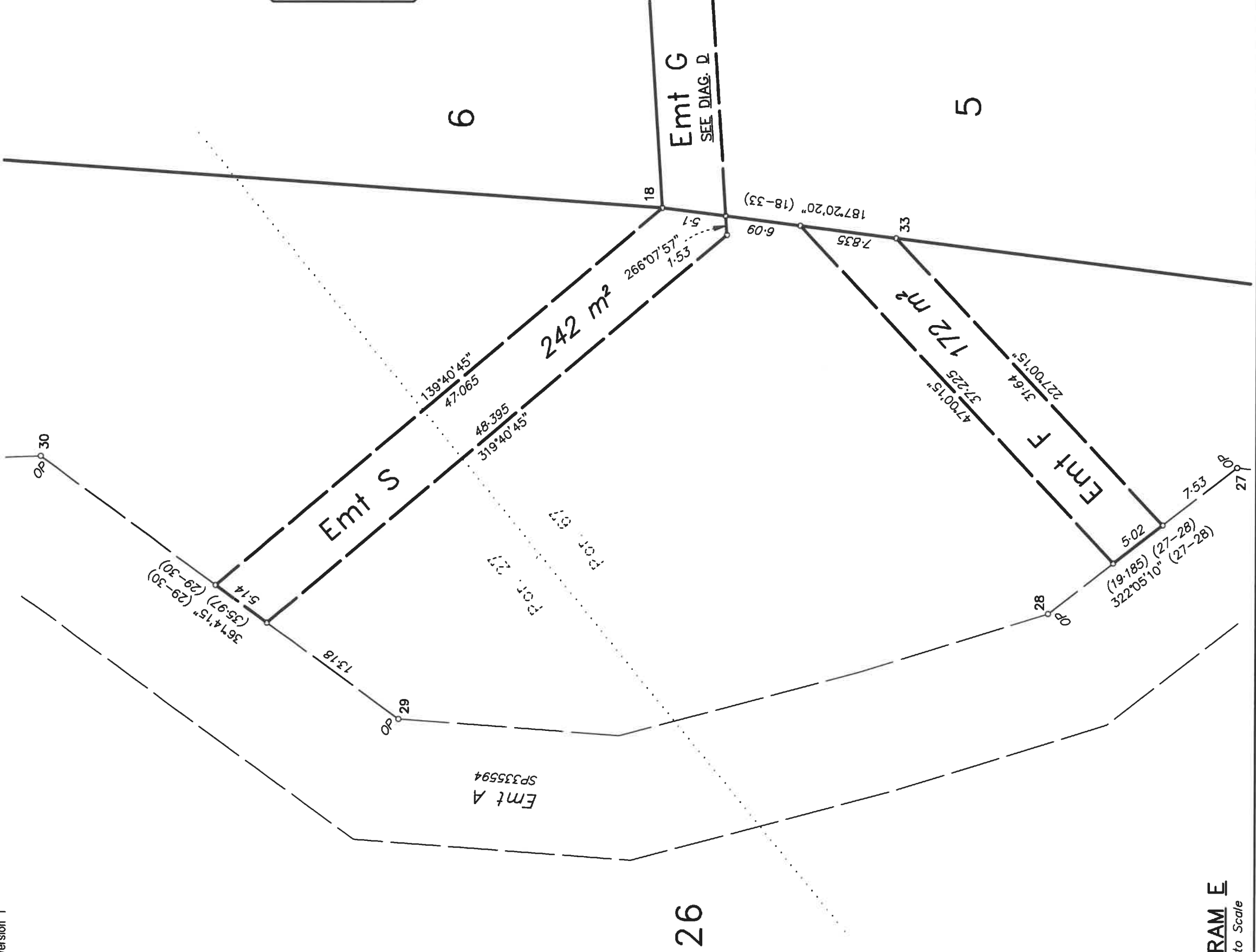
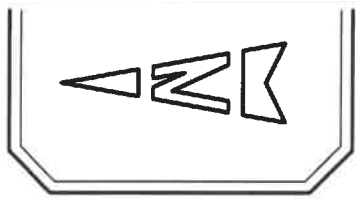
|                  |    |
|------------------|----|
| Survey Deposit   | \$ |
| Lodgement        | \$ |
| ..... New Titles | \$ |
| Photocopy        | \$ |
| Postage          | \$ |
| TOTAL            | \$ |

8. Insert  
Plan  
Number

**SP331994**

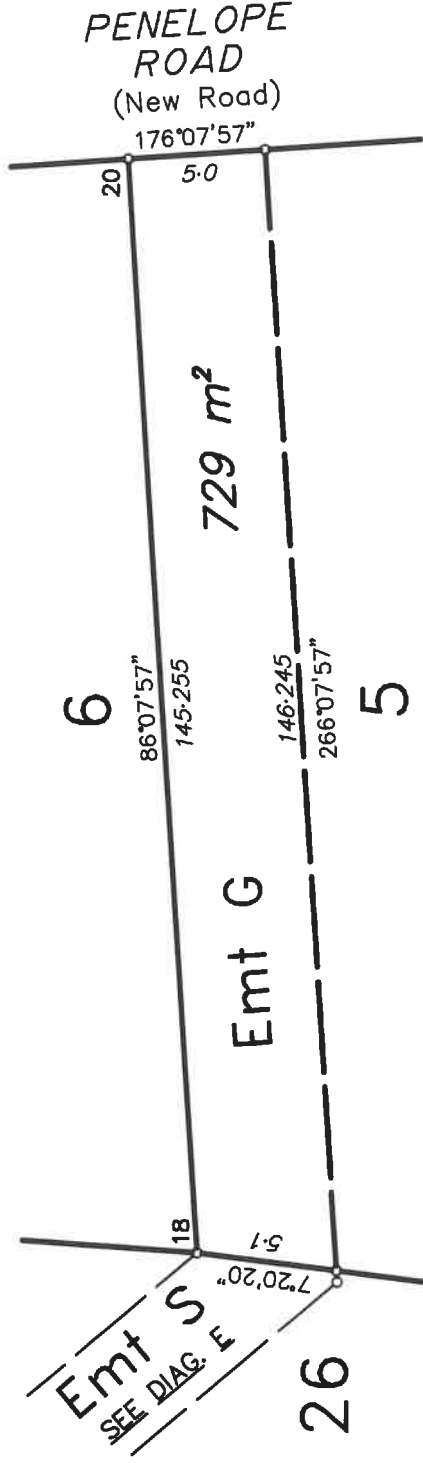






**DIAGRAM E**

Not to Scale



**DIAGRAM D**

Not to Scale



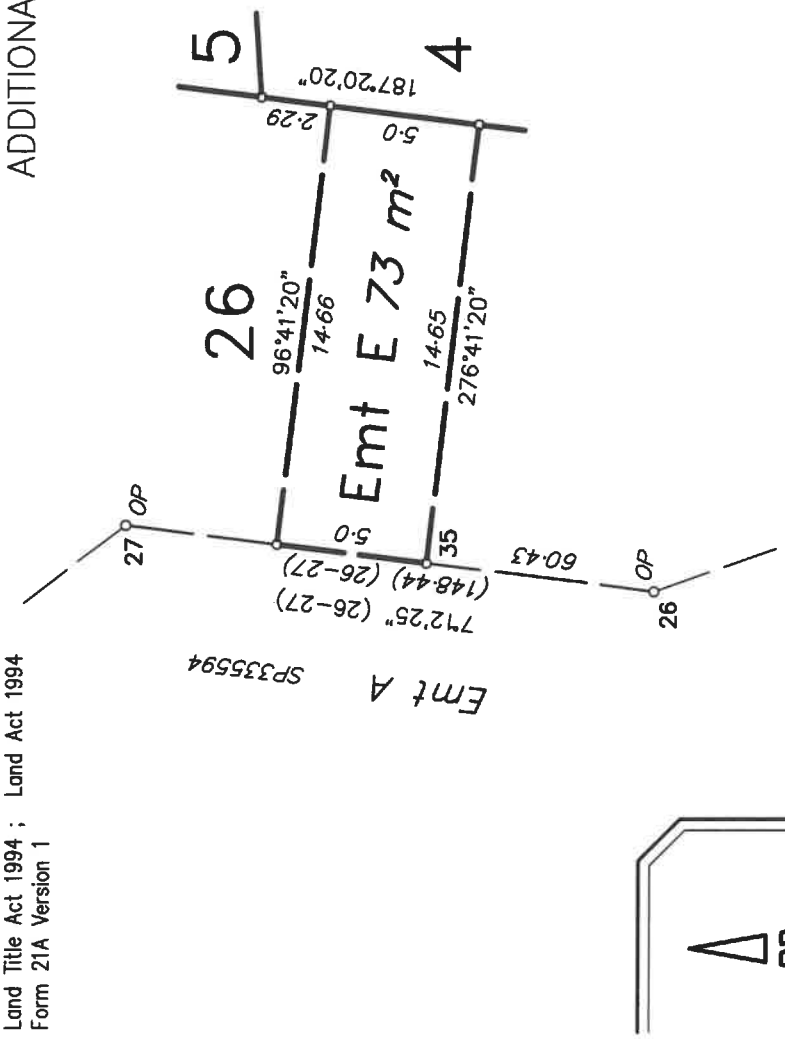


DIAGRAM E  
Not to Scale

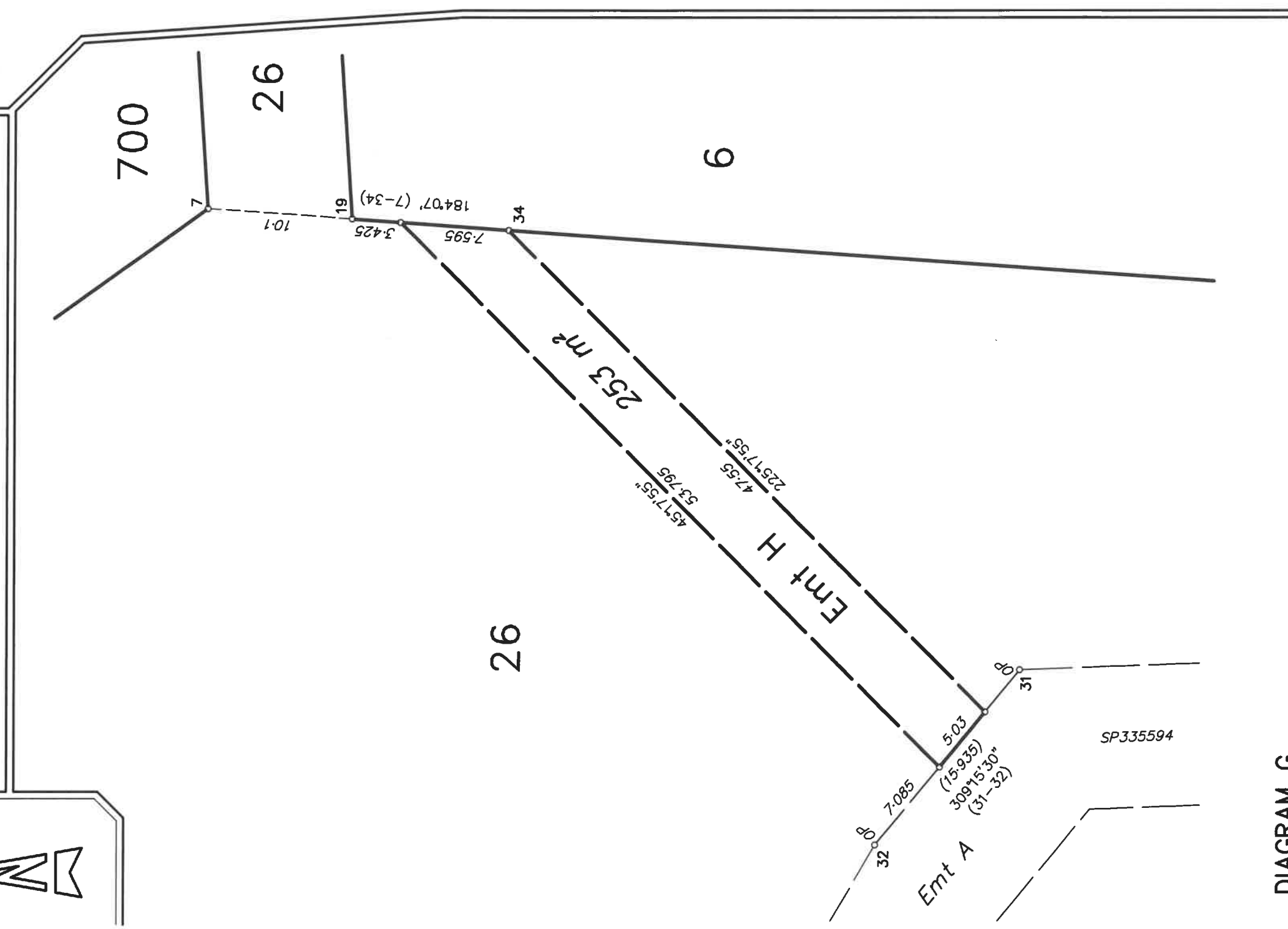


DIAGRAM G  
Not to Scale

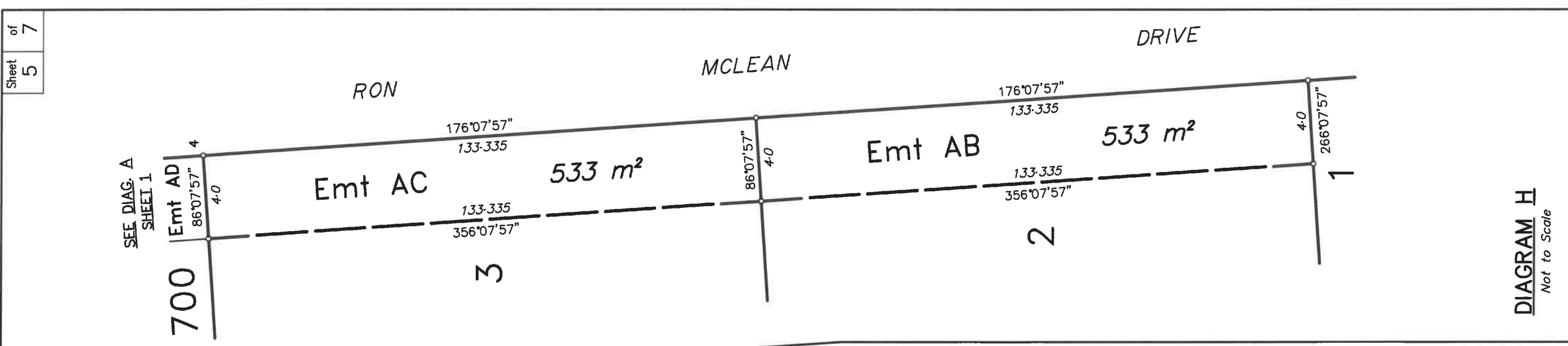


DIAGRAM H  
Not to Scale



Not to Scale

Scale

to

100mm

Not

50mm

0m

State copyright reserved.

Insert  
Plan  
Number

SP3331994

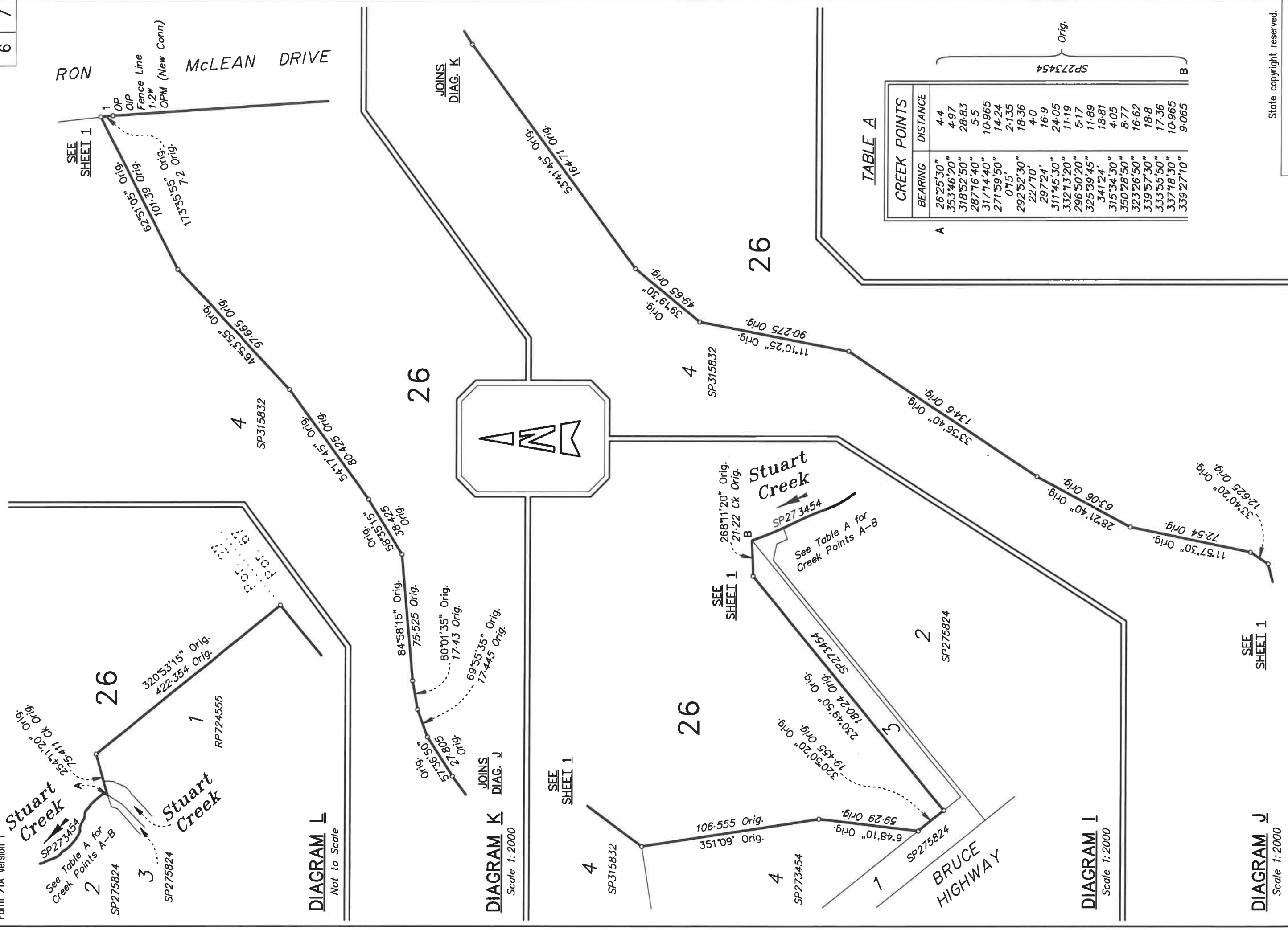


TABLE A

| CREEK POINTS | BEARING    | DISTANCE |
|--------------|------------|----------|
| A            | 26°25'30"  | 4.4      |
| A            | 353°46'20" | 4.97     |
| A            | 318°52'50" | 28.83    |
| A            | 287°16'40" | 5.5      |
| A            | 317°14'40" | 10.965   |
| A            | 271°59'50" | 14.24    |
| A            | 0°75'      | 2.135    |
| A            | 292°52'30" | 18.36    |
| A            | 227°10'    | 4.0      |
| A            | 297°24'    | 16.9     |
| A            | 311°45'30" | 24.05    |
| A            | 332°13'20" | 11.19    |
| A            | 296°50'20" | 5.17     |
| A            | 325°39'45" | 11.89    |
| A            | 341°24'    | 18.81    |
| A            | 315°34'30" | 4.05     |
| A            | 350°28'50" | 8.77     |
| A            | 323°26'50" | 16.62    |
| A            | 339°57'30" | 18.8     |
| A            | 333°55'50" | 17.36    |
| A            | 337°18'30" | 10.965   |
| A            | 339°27'10" | 9.065    |
| B            | Orig.      |          |
| B            | SP273454   |          |

DIAGRAM I  
Scale 1:2000

DIAGRAM J  
Scale 1:2000

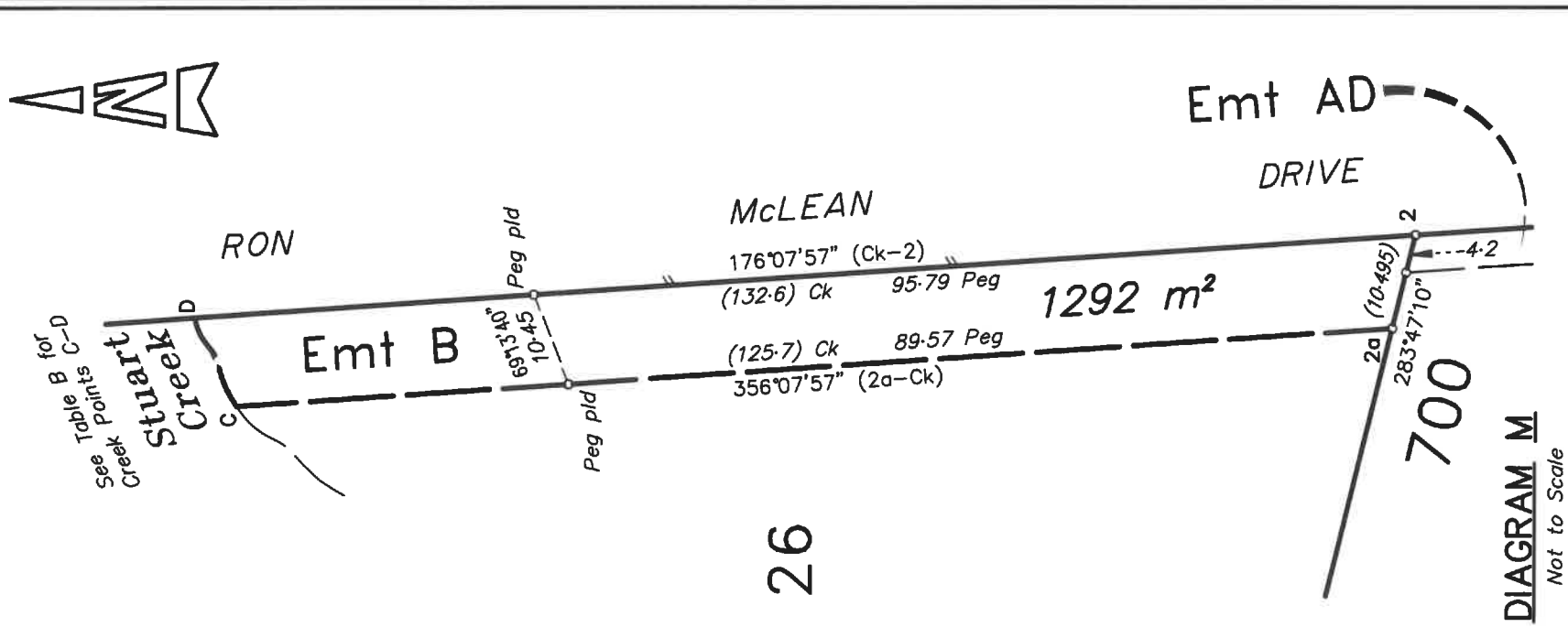
DIAGRAM K  
Scale 1:2000

DIAGRAM L  
Not to Scale



State copyright reserved.

Insert Plan Number  
**SP331994**



**DIAGRAM M**

Not to Scale

**TABLE B**

| CREEK POINTS |          | D |
|--------------|----------|---|
| BEARING      | DISTANCE |   |
| 65°34'       | 10-68    |   |

**REFERENCE MARKS**

| STN | TO                  | BEARING    | DISTANCE | ORIGIN       |
|-----|---------------------|------------|----------|--------------|
| 1   | OIP                 | 257°43'    | 0-876    | 31/SP192627  |
| 3   | OIP                 | 337°35'    | 1-043    | 42/SP192627  |
| 4   | Pin                 | 123°39'    | 1-945    |              |
| 6a  | Screw in Concrete   | 106°39'20" | 5-285    | 17a/SP335594 |
| 11  | OIP                 | 24°09'50"  | 23-325   | 12/SP331993  |
| 14  | O Screw in Concrete | 85°28'50"  | 13-16    | 13/SP331993  |
| 15  | O Screw in Concrete | 285°18'50" | 7-755    |              |
| 19  | Star Picket (Flush) | 190°58'20" | 24-47    |              |
| 20  | Screw in Concrete   | 165°11'20" | 26-15    |              |
| 24  | OIP                 | 275°44'50" | 1-006    | 14/EP795     |

(New Conn.)

**MGA COORDINATES GDA 2020**

| Station  | East        | North         | Zone | P.U.  | Lineage | Method |
|----------|-------------|---------------|------|-------|---------|--------|
| PM209596 | 483 258.179 | 7 863 246.416 | 55   | 0-022 | Derived | AusPos |
| PM209609 | 483 644.206 | 7 864 995.277 | 55   | 0-023 | Derived | AusPos |

**PERMANENT MARKS**

| STN | TO              | BEARING | DISTANCE | NUMBER | ORIGIN       | TYPE                         |
|-----|-----------------|---------|----------|--------|--------------|------------------------------|
| 1a  | OPM (New Conn.) | at      | Stn      | 209609 | 25a/SP331993 | Star Picket and Conc. Collar |
| 24a | OPM             | at      | Stn      | 209596 | 16a/SP331993 | Star Picket and Conc. Collar |

**SURVEY REPORT**

Plans used were subject plan SP321820, DP335594, DP331993, SP273454, SP192627 and EP795. DP335594 and DP331993 will be lodged for registration at the same time as this plan.

Stuart Creek forms a natural feature boundary with Lot 2 on SP275824, although Stuart Creek is not excluded from the subject land. A large part of Stuart Creek forms a non-boundary watercourse within the subject land. I have extended Easement B to the bank of Stuart Creek and adopted the right bank, top of high bank, as the natural feature boundary of Easement B.

Meridian is vide PSM's. All PSM information was lodged with the Department in early May with DP331993, but has not appeared in SCDB to date. For this reason I have shown "Method" in the MGA Coordinates Tabulation as AusPos without submitting the usual files.

Non-Tidal Boundary  
Stuart Creek

A first new plan of survey, SP273454, was registered for that part of the subject land abutting Stuart Creek, pursuant to s.108 of the Survey and Mapping Infrastructure Act 2003.

On the first plan of survey the top of the creek bank (left hand bank) was adopted as the natural feature other than a short length which was defined by a concrete block wall.

SP331994 is a Subsequent New Plan of Survey under s.113 of the Survey and Mapping Infrastructure Act 2003.

Queensland Titles Registry Pty Ltd  
ABN 23 648 568 101

|                                       |                                      |
|---------------------------------------|--------------------------------------|
| <b>Title Reference:</b> 51293218      | <b>Search Date:</b> 25/05/2023 10:54 |
| <b>Date Title Created:</b> 02/09/2022 | <b>Request No:</b> 44529227          |
| <b>Previous Title:</b> 51258731       |                                      |

#### ESTATE AND LAND

Estate in Fee Simple

LOT 1 SURVEY PLAN 331994

Local Government: TOWNSVILLE

#### REGISTERED OWNER

Dealing No: 722015359 04/10/2022

CACO HOLDINGS PTY LTD A.C.N. 620 125 242  
UNDER INSTRUMENT 722015359

TRUSTEE

#### EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by  
Deed of Grant No. 20645162 (Lot 67 on CP EP856)

#### ADMINISTRATIVE ADVICES

NIL

#### UNREGISTERED DEALINGS

NIL

\*\* End of Current Title Search \*\*

Queensland Titles Registry Pty Ltd  
ABN 23 648 568 101

|                                       |                                      |
|---------------------------------------|--------------------------------------|
| <b>Title Reference:</b> 51293219      | <b>Search Date:</b> 25/05/2023 11:06 |
| <b>Date Title Created:</b> 02/09/2022 | <b>Request No:</b> 44529774          |
| <b>Previous Title:</b> 51258731       |                                      |

#### ESTATE AND LAND

Estate in Fee Simple

LOT 2 SURVEY PLAN 331994

Local Government: TOWNSVILLE

#### REGISTERED OWNER

Dealing No: 722015350 04/10/2022

CACO HOLDINGS PTY LTD A.C.N. 620 125 242  
UNDER INSTRUMENT 722015350

TRUSTEE

#### EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by  
Deed of Grant No. 20645162 (Lot 67 on CP EP856)
2. EASEMENT IN GROSS No 721892155 09/08/2022 at 14:40  
burdening the land  
TOWNSVILLE CITY COUNCIL  
over  
EASEMENT AB ON SP331994

#### ADMINISTRATIVE ADVICES

NIL

#### UNREGISTERED DEALINGS

NIL

Caution - Charges do not necessarily appear in order of priority

\*\* End of Current Title Search \*\*

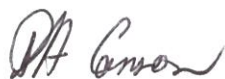
**Company owner's consent to the making of a development application under the *State Development and Public Works Organisation Act 1971***

CACO HOLDINGS PTY LTD (ACN 620 125 242)

as owner(s) of premises identified as:

**Lot 1 on SP331994 and Lot 2 on SP331994** and located at 2 Penelope Road, Stuart

consent to the making of a development application under the *State Development and Public Works Organisation Act 1971* by Northpoint Planning on the premises described above.



Signature

29-05-2023

Date



Signature

29-05-2023

Date



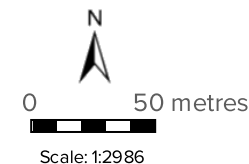


# Appendix 2

# Subject Site and Surrounds

19°19'18"S 146°50'30"E

19°19'18"S 146°50'50"E



Printed at: A4  
Print date: 14/7/2023

Not suitable for accurate measurement.  
Projection: Web Mercator EPSG 102100 (3857)

For more information, visit  
<https://qldglobe.information.qld.gov.au/help-info/Contact-us.html>

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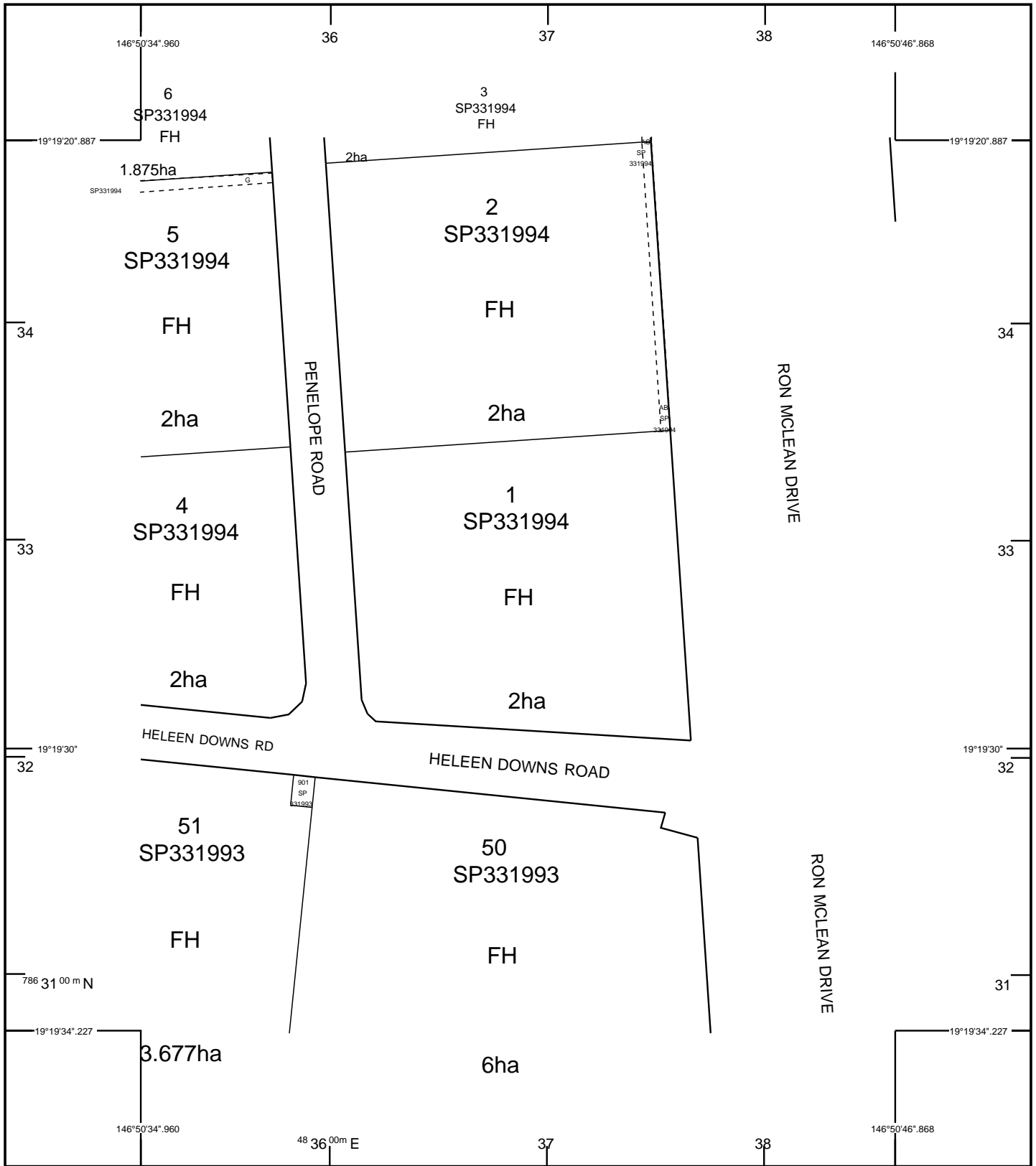
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19°19'33"S 146°50'30"E

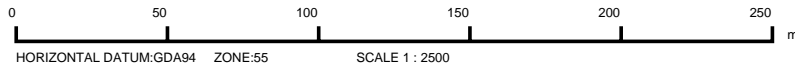
19°19'33"S 146°50'50"E



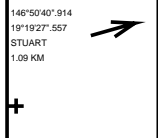
# Appendix 3



STANDARD MAP NUMBER  
8259-24214



MAP WINDOW POSITION &  
NEAREST LOCATION



SUBJECT PARCEL DESCRIPTION

|                  |                 |
|------------------|-----------------|
| DCDB             | 1/SP331994      |
| Lot/Plan         | 2ha             |
| Area/Volume      | FREEHOLD        |
| Tenure           | TOWNSVILLE CITY |
| Local Government | STUART          |
| Locality         | 51403/84        |
| Segment/Parcel   |                 |

CLIENT SERVICE STANDARDS

PRINTED 03/05/2023

DCDB 02/05/2023

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



**Queensland  
Government**

(c) The State of Queensland,  
(Department of Resources) 2023.



# State Assessment and Referral Agency

Date: 03/05/2023

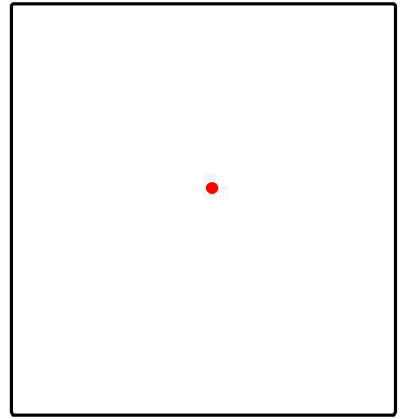


Queensland Government

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## Matters of Interest for all selected Lot Plans

*Townsville priority port precincts*

*State-controlled road*

*Area within 25m of a State-controlled road*

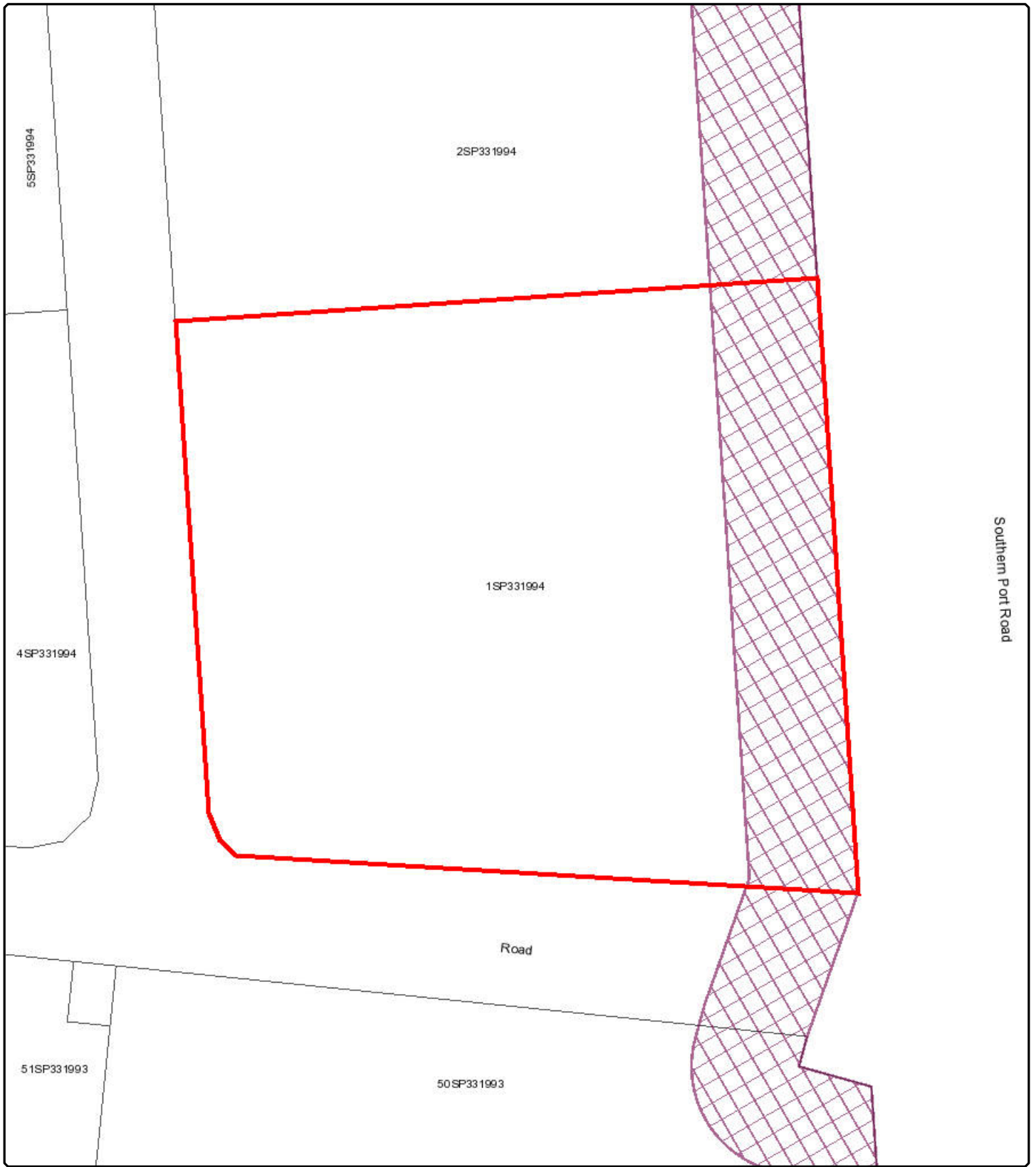
## Matters of Interest by Lot Plan

**Lot Plan: 1SP331994 (Area: 20000 m<sup>2</sup>)**

*Townsville priority port precincts*

*State-controlled road*

*Area within 25m of a State-controlled road*



## State Assessment and Referral Agency

Date: 03/05/2023



Queensland Government

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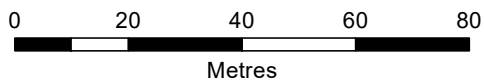
Queensland  
Government

### Legend

Area within 25m of a State-controlled road

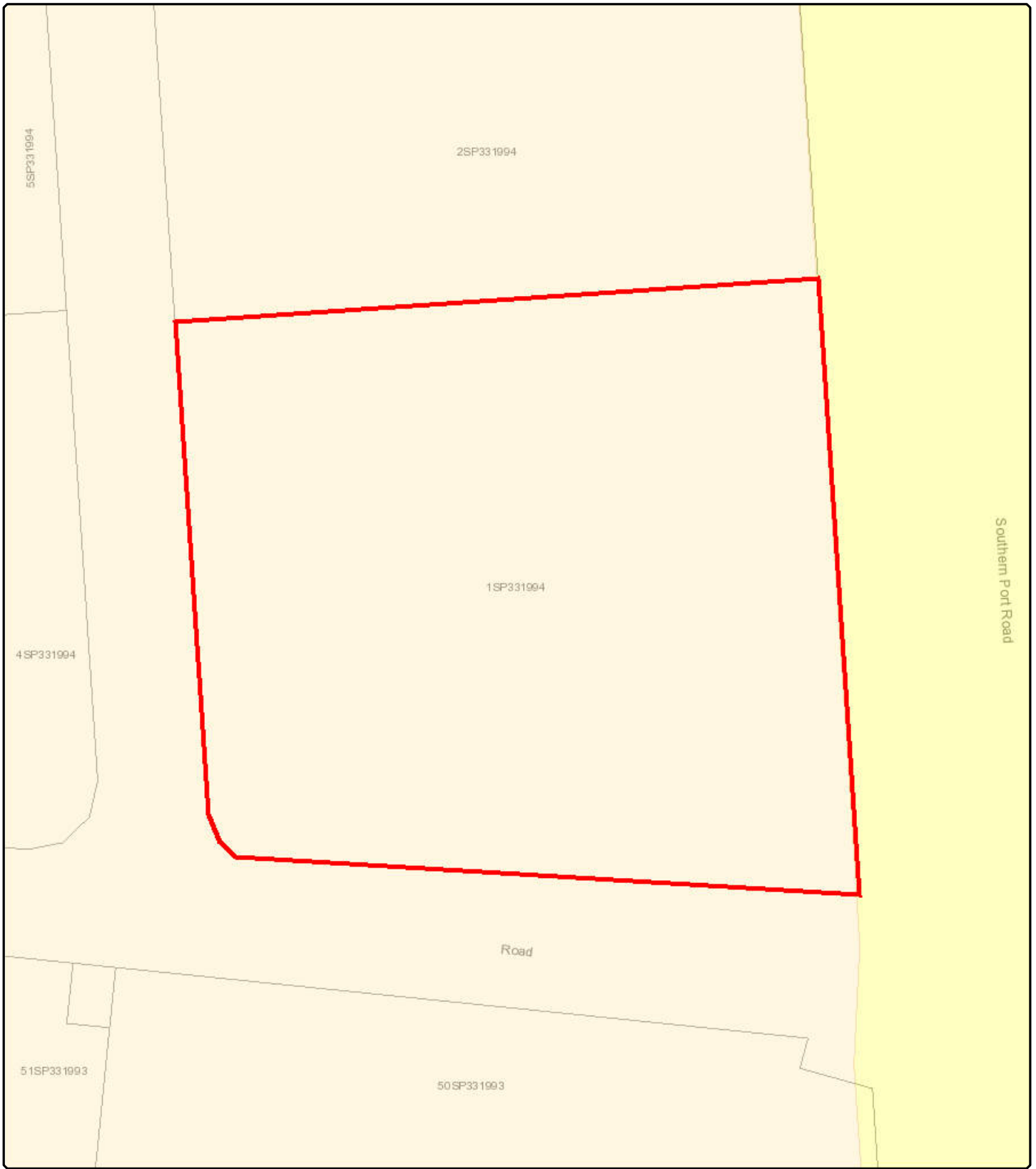


Area within 25m of a State-controlled road



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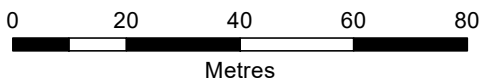
## State Assessment and Referral Agency

Date: 03/05/2023



Queensland Government

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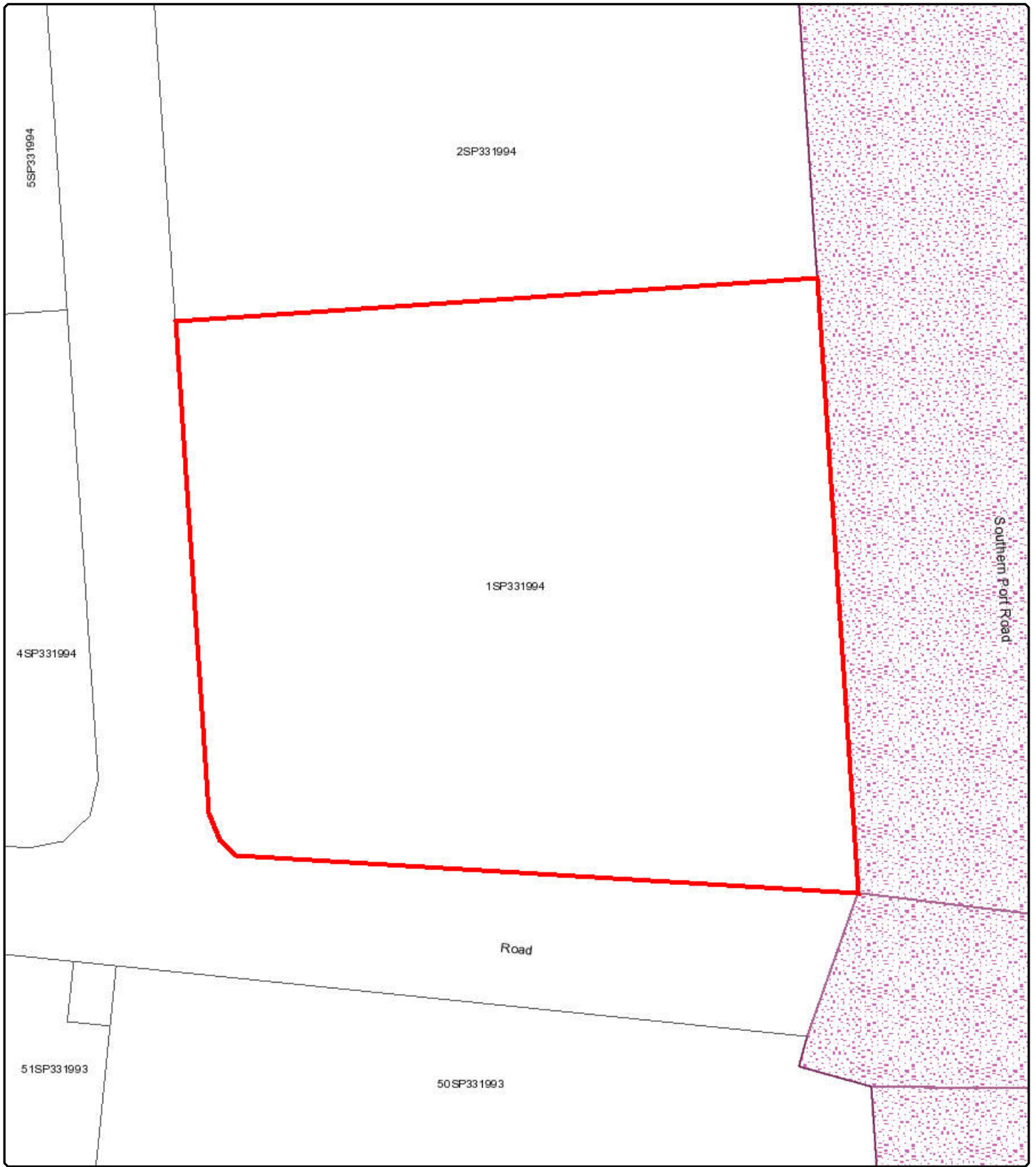
### Legend

#### 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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## State Assessment and Referral Agency

Date: 03/05/2023



Queensland Government

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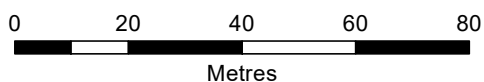


### Legend

State-controlled road



State-controlled road



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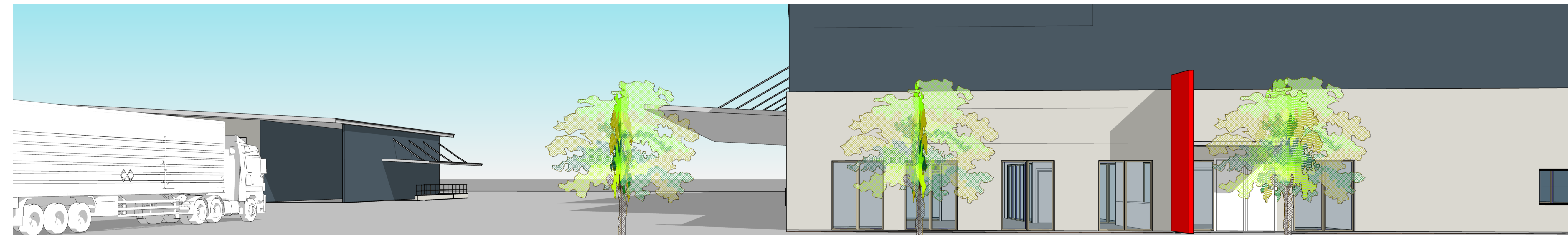
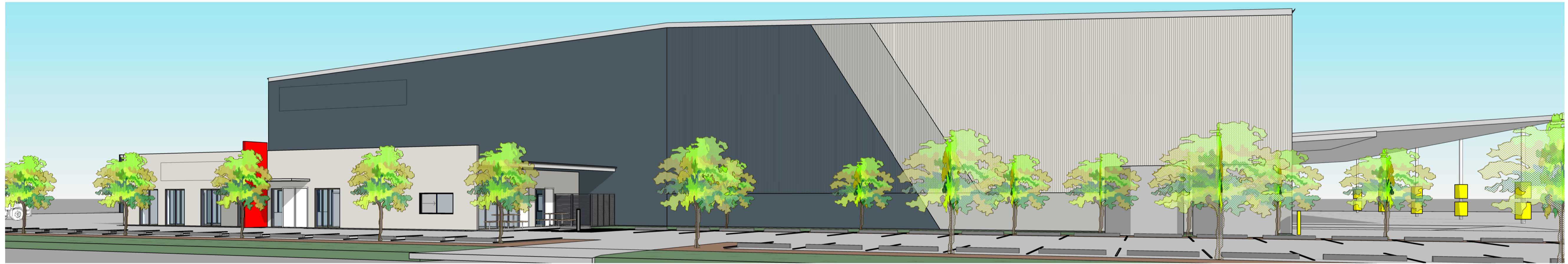




# Appendix 4

JOB: PROPOSED WAREHOUSE & OFFICE  
 CLIENT: CENTURION  
 LOCATION: LOT 1 & 2 CLEVELAND BAY INDUSTRIAL PARK

| SHEET LIST |                         |          |                 |
|------------|-------------------------|----------|-----------------|
| SHEET No.  | SHEET NAME              | Revision | REV. ISSUE DATE |
| 01         | COVER PAGE              | 1        | 01.08.23        |
| 02         | SITE PLAN               | 1        | 01.08.23        |
| 03         | SITE PLAN - SWEEP PATHS | 1        | 01.08.23        |
| 04         | FLOOR PLAN              | 1        | 01.08.23        |
| 05         | FLOOR PLAN - DETAILS    | 1        | 01.08.23        |
| 06         | ELEVATIONS              | 1        | 01.08.23        |
| 07         | WORKSHOP PLANS          | 1        | 01.08.23        |
| 08         | LETTABLE AREA PLAN      | 1        | 01.08.23        |



**NOTES:**  
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 ABN: 48 010 781 496 QBCC: 21388



Project: WAREHOUSE & OFFICE

Client: CENTURION

Location: LOT 1 & 2 CLEVELAND BAY INDUSTRIAL PARK

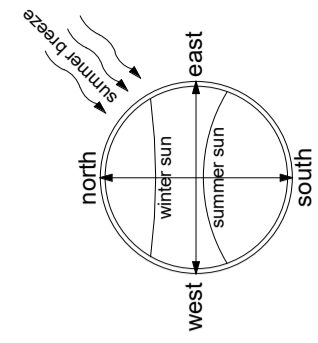
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Scale: Designed: N.H

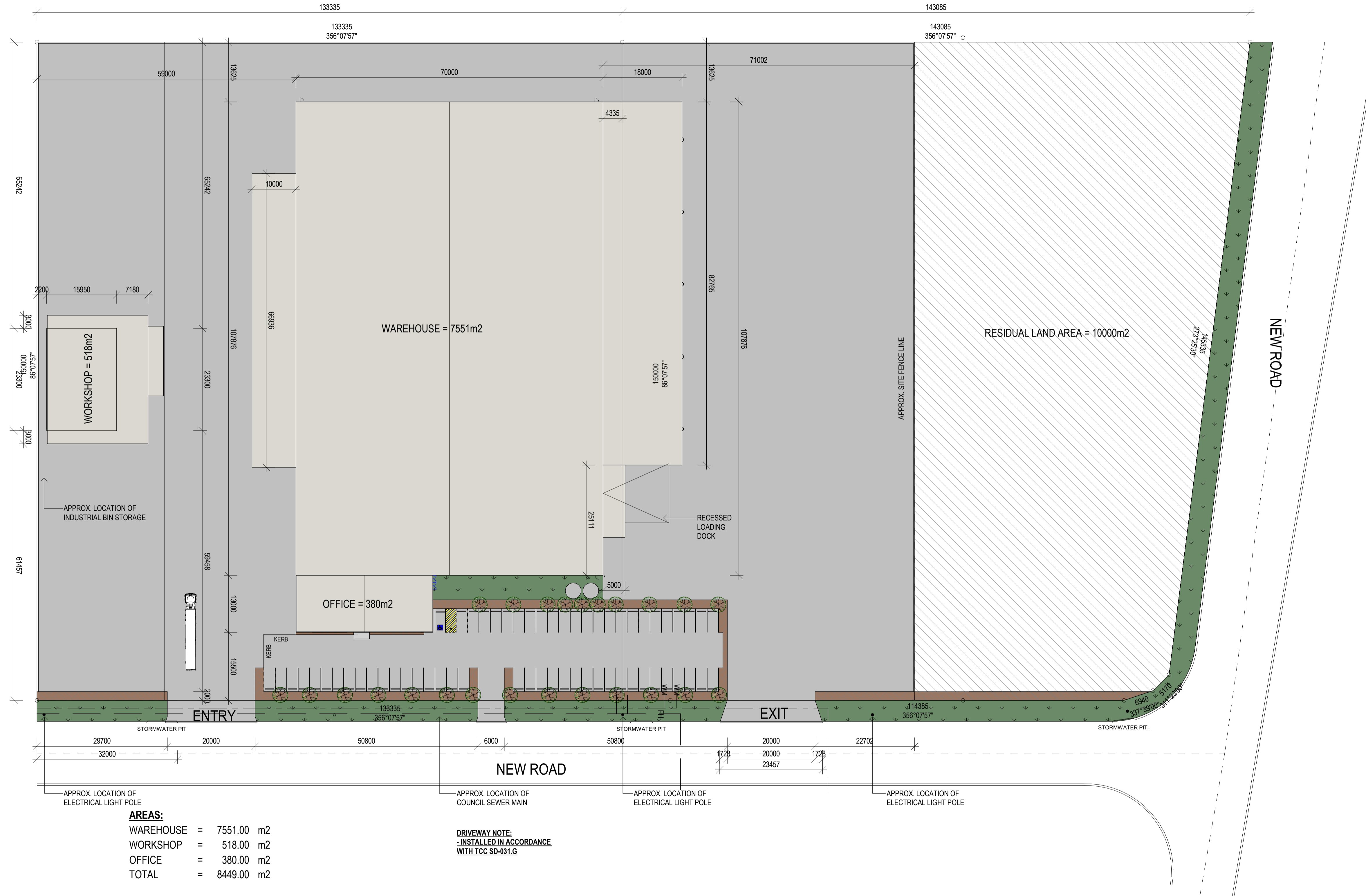
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|------------|--------------|------|
| Job No.:   | Drawing No.: | Rev. |
| 2023-084-C | 01           | 10   |

WIND CATEGORY C2



**PRELIMINARY**

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



**AREAS:**

|              |          |                |                      |
|--------------|----------|----------------|----------------------|
| WAREHOUSE    | =        | 7551.00        | m <sup>2</sup>       |
| WORKSHOP     | =        | 518.00         | m <sup>2</sup>       |
| OFFICE       | =        | 380.00         | m <sup>2</sup>       |
| <b>TOTAL</b> | <b>=</b> | <b>8449.00</b> | <b>m<sup>2</sup></b> |

**DRIVEWAY NOTE:**  
- INSTALLED IN ACCORDANCE  
WITH TCC SD-031.0

**NOTES:**

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ABN: 48 010 781 496 QBCC: 21388



Project: WAREHOUSE & OFFICE

Client: CENTURION

Location: LOT 1 & 2 CLEVELAND  
BAY INDUSTRIAL PARK

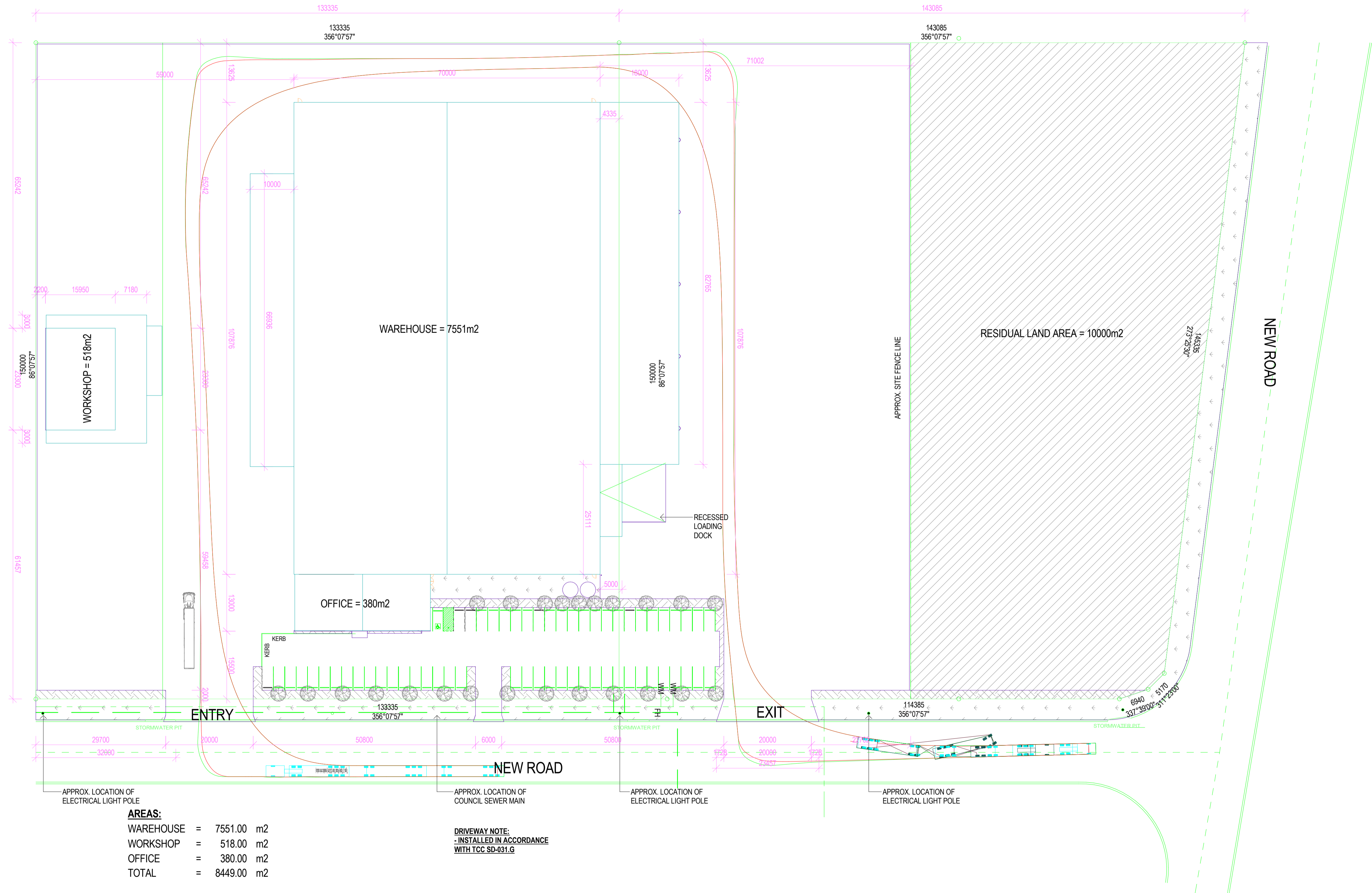
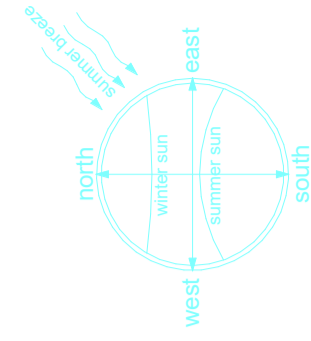
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Date: 01.08.23 Drawn: N.H

Scale: 1 : 500 Designed: N.H

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|------------|--------------|------|
| Job No.:   | Drawing No.: | Rev. |
| 2023-084-C | 02           | 10   |

WIND CATEGORY C2



**AREAS:**

|              |          |                |           |
|--------------|----------|----------------|-----------|
| WAREHOUSE    | =        | 7551.00        | m2        |
| WORKSHOP     | =        | 518.00         | m2        |
| OFFICE       | =        | 380.00         | m2        |
| <b>TOTAL</b> | <b>=</b> | <b>8449.00</b> | <b>m2</b> |

**DRIVEWAY NOTE:**  
- INSTALLED IN ACCORDANCE WITH TCC SD-031.G

1 SITE PLAN - SWEPH PATHS  
1:500

**NOTES:**

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Project: WAREHOUSE & OFFICE

Client: CENTURION

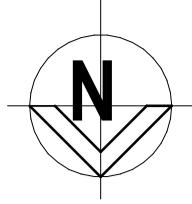
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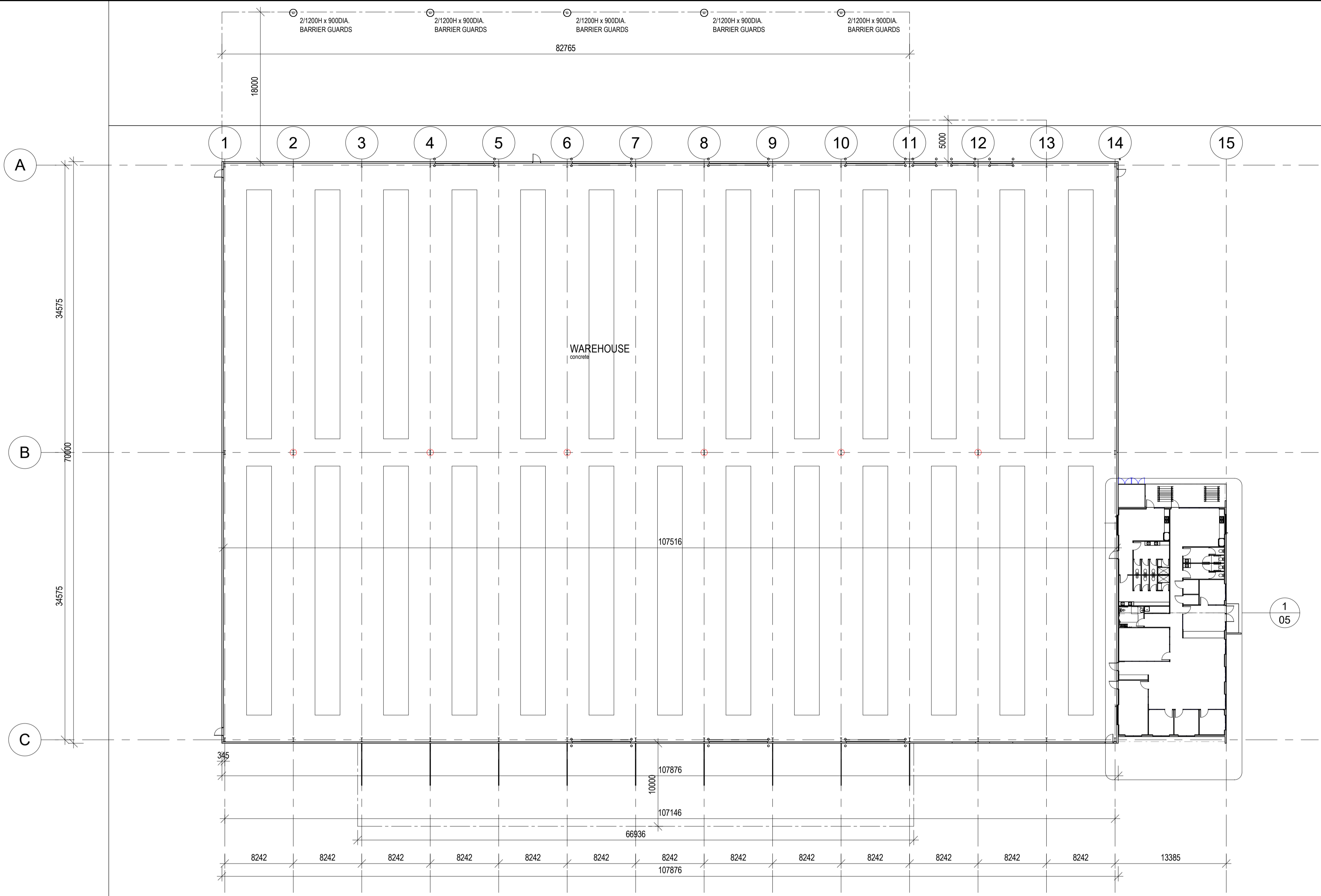
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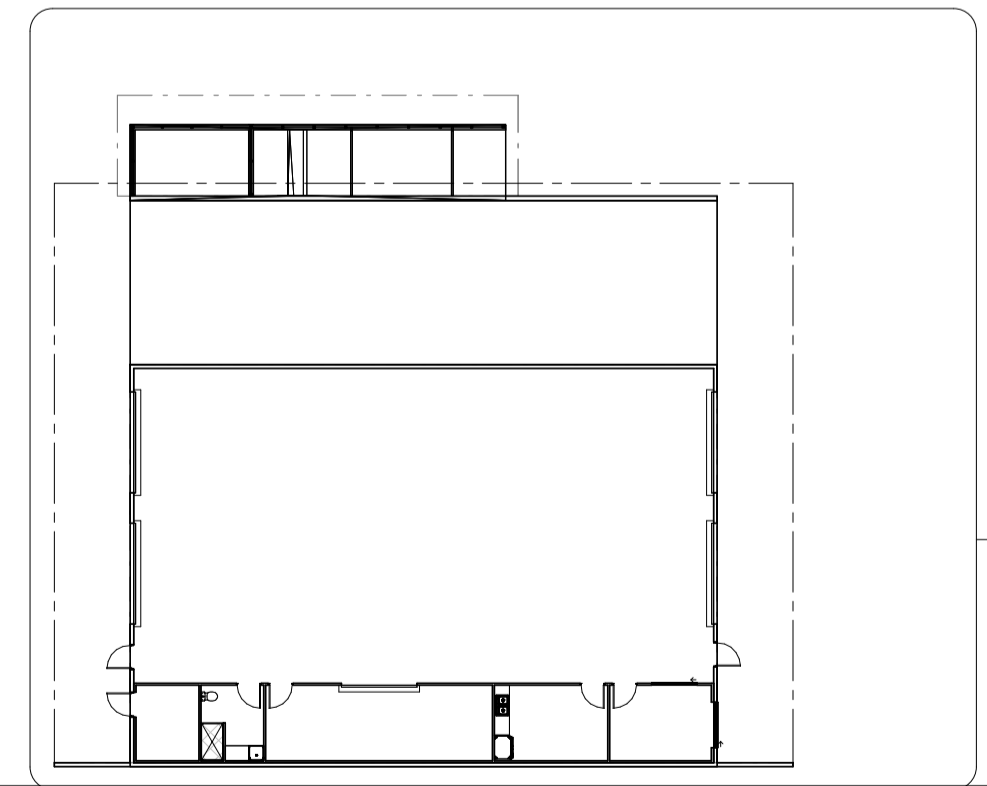
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| Job No.:   | Drawing No.: | Rev. |
| 2023-084-C | 03           | 10   |



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



**1 FLOOR PLAN**  
 1 : 300



**NOTES:**  
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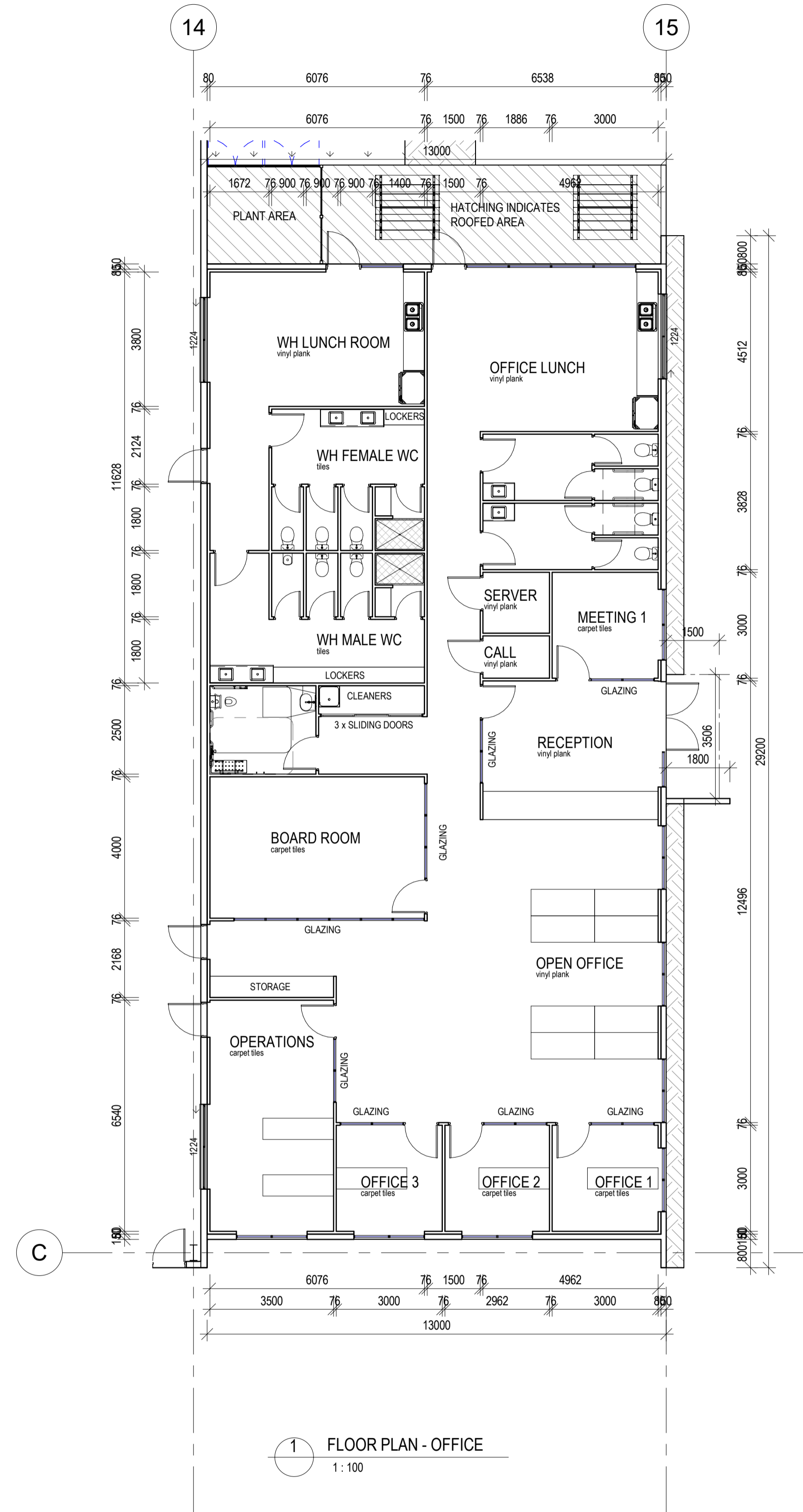
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 ABN: 48 010 781 496 QBCC: 21388



**Project:** WAREHOUSE & OFFICE  
  
**Client:** CENTURION  
  
**Location:** LOT 1 & 2 CLEVELAND BAY INDUSTRIAL PARK

**TITLE:** FLOOR PLAN  
  
**Date:** 01.08.23    **Drawn:** N.H  
**Scale:** 1 : 300    **Designed:** N.H  
  
**Job No.:** 2023-084-C    **Drawing No.:** 04    **Rev.:** 10



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Project: WAREHOUSE & OFFICE

Client: CENTURION

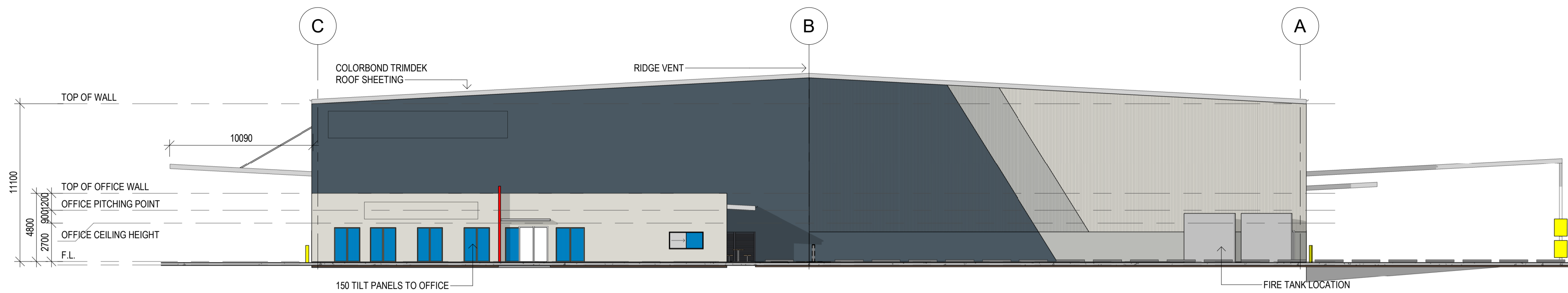
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 BAY INDUSTRIAL PARK

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 DETAILS

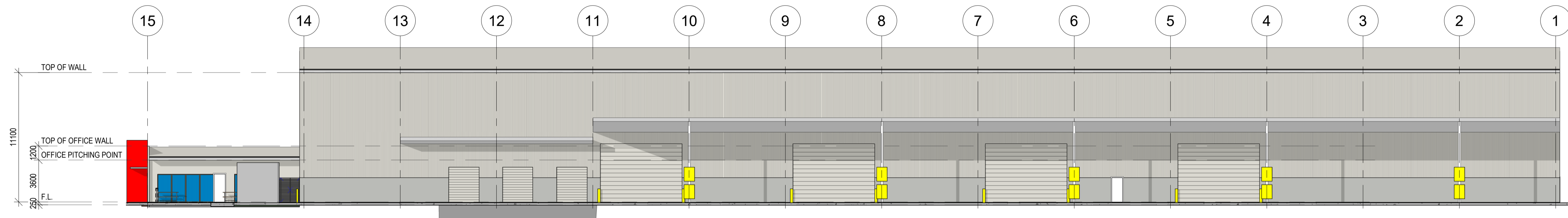
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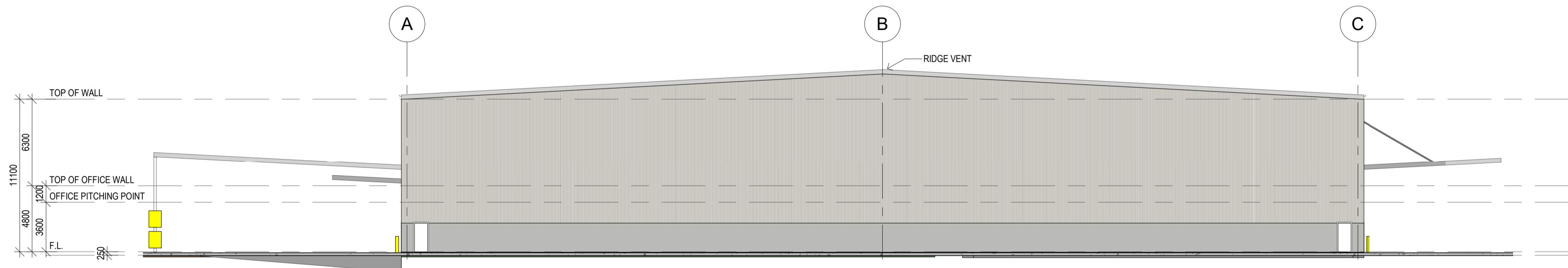
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| 2023-084-C | 05           | 10   |



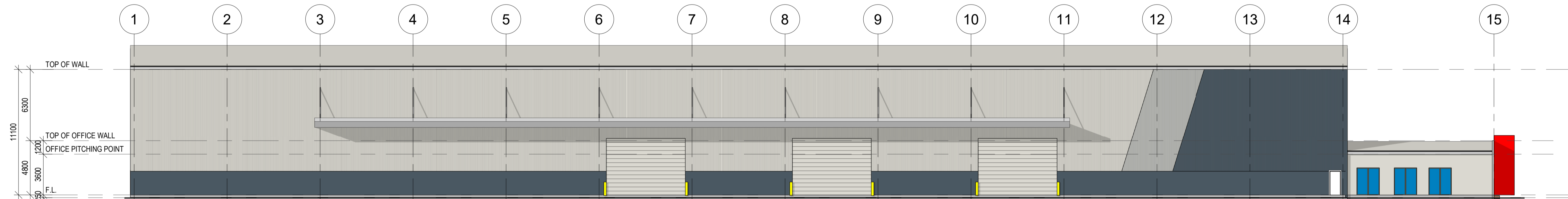
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1:200



2 WAREHOUSE & OFFICE - ELEV 2  
1:200



3 WAREHOUSE & OFFICE - ELEV 3  
1:200



4 WAREHOUSE & OFFICE - ELEV 4  
1:200

**NOTES:**

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ABN: 48 010 761 496 QBCC: 21388



Project: WAREHOUSE & OFFICE

Client: CENTURION

Location: LOT 1 & 2 CLEVELAND  
BAY INDUSTRIAL PARK

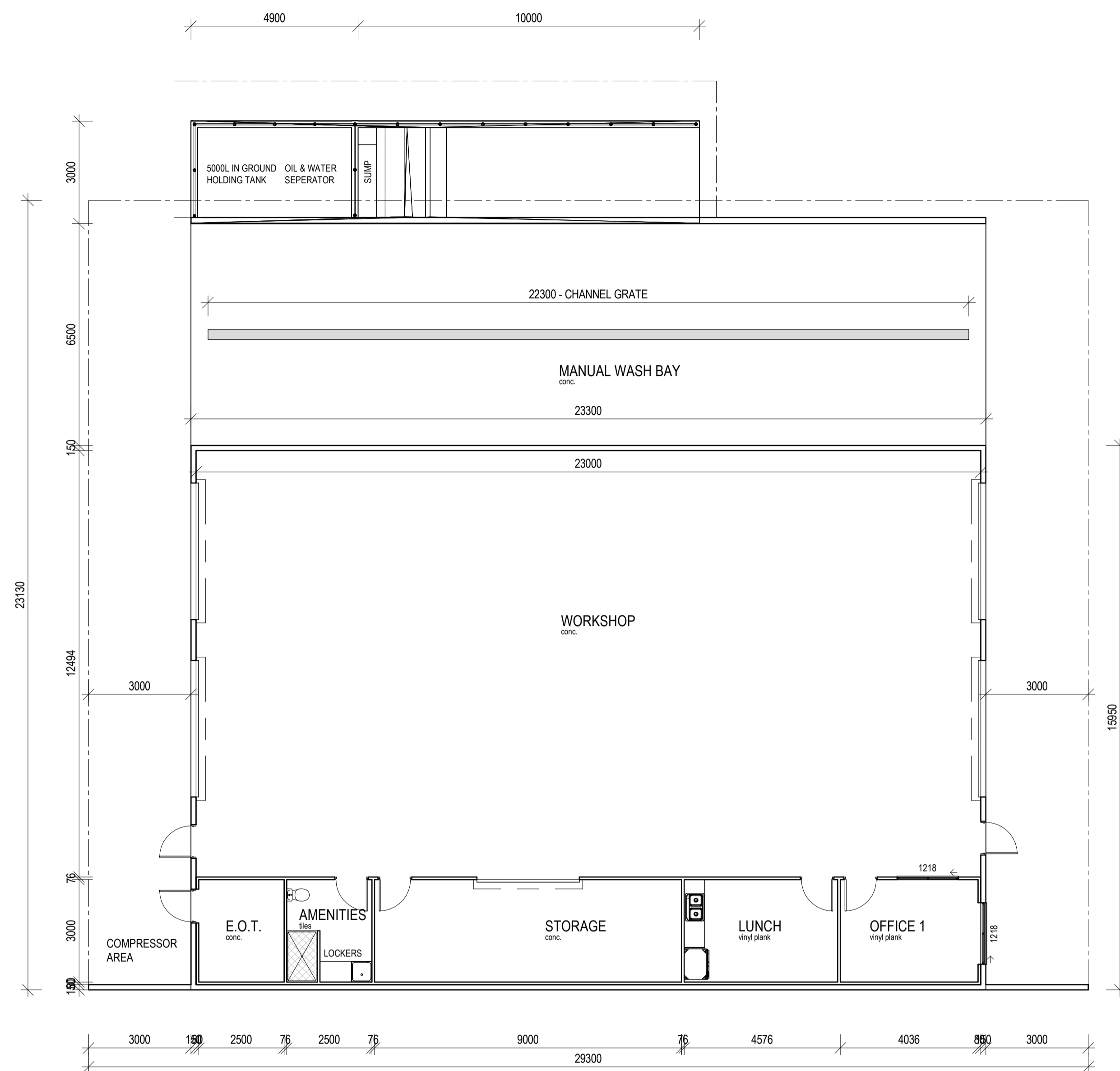
TITLE: ELEVATIONS

Date: 01.08.23 Drawn: N.H

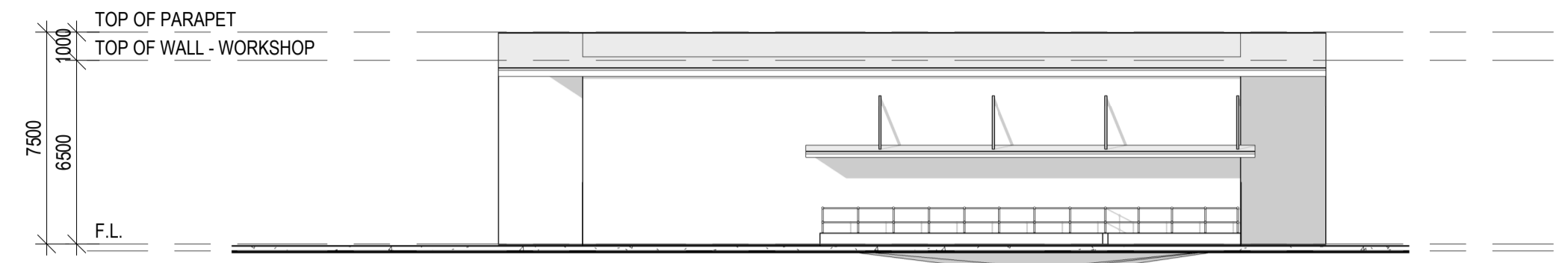
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Job No.: Drawing No.: Rev.

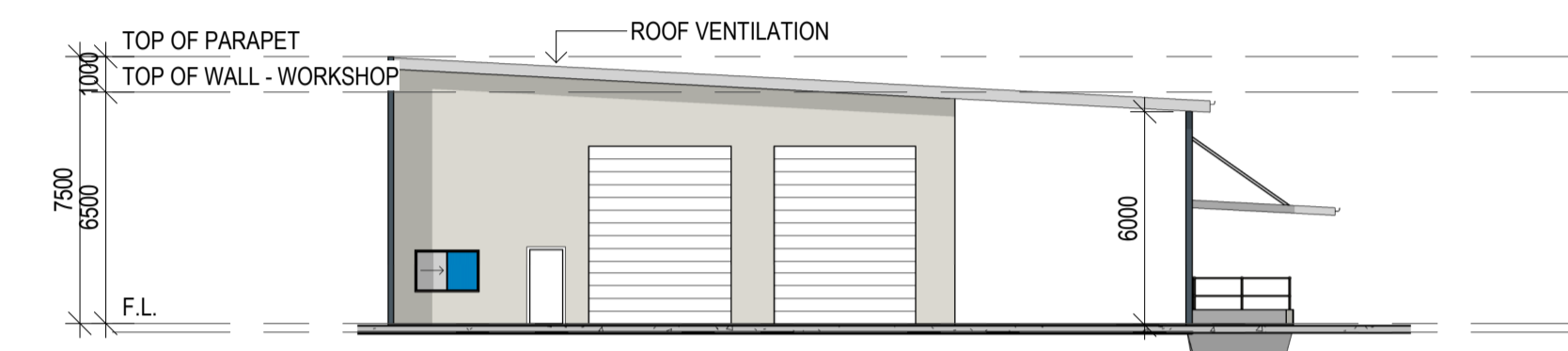
2023-084-C 06 10



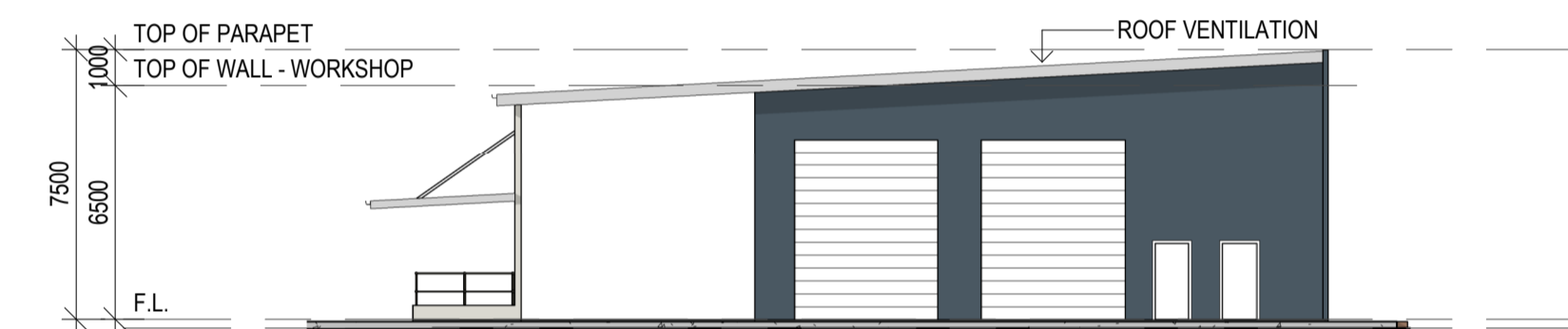
1 FLOOR PLAN - WORKSHOP  
1:100



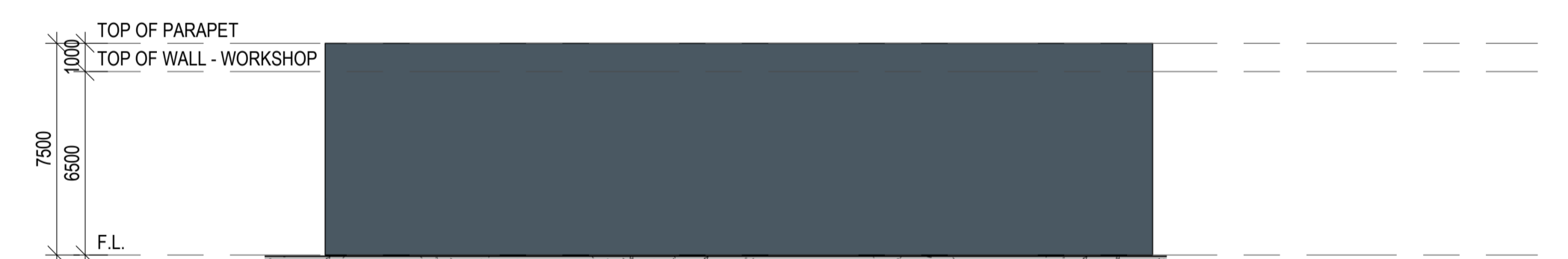
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1:200



3 WORKSHOP - ELEV 2  
1:200



4 WORKSHOP - ELEV 3  
1:200



5 WORKSHOP - ELEV 4  
1:200

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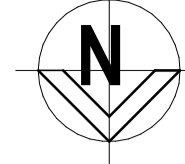
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 ABN: 48 010 781 496 QBCC: 21388



Project: WAREHOUSE & OFFICE  
 Client: CENTURION  
 Location: LOT 1 & 2 CLEVELAND BAY INDUSTRIAL PARK

TITLE: WORKSHOP PLANS  
 Date: 01.08.23 Drawn: N.H  
 Scale: As Designed: N.H  
 Job No.: 2023-084-C Drawing No.: 07 Rev.: 10





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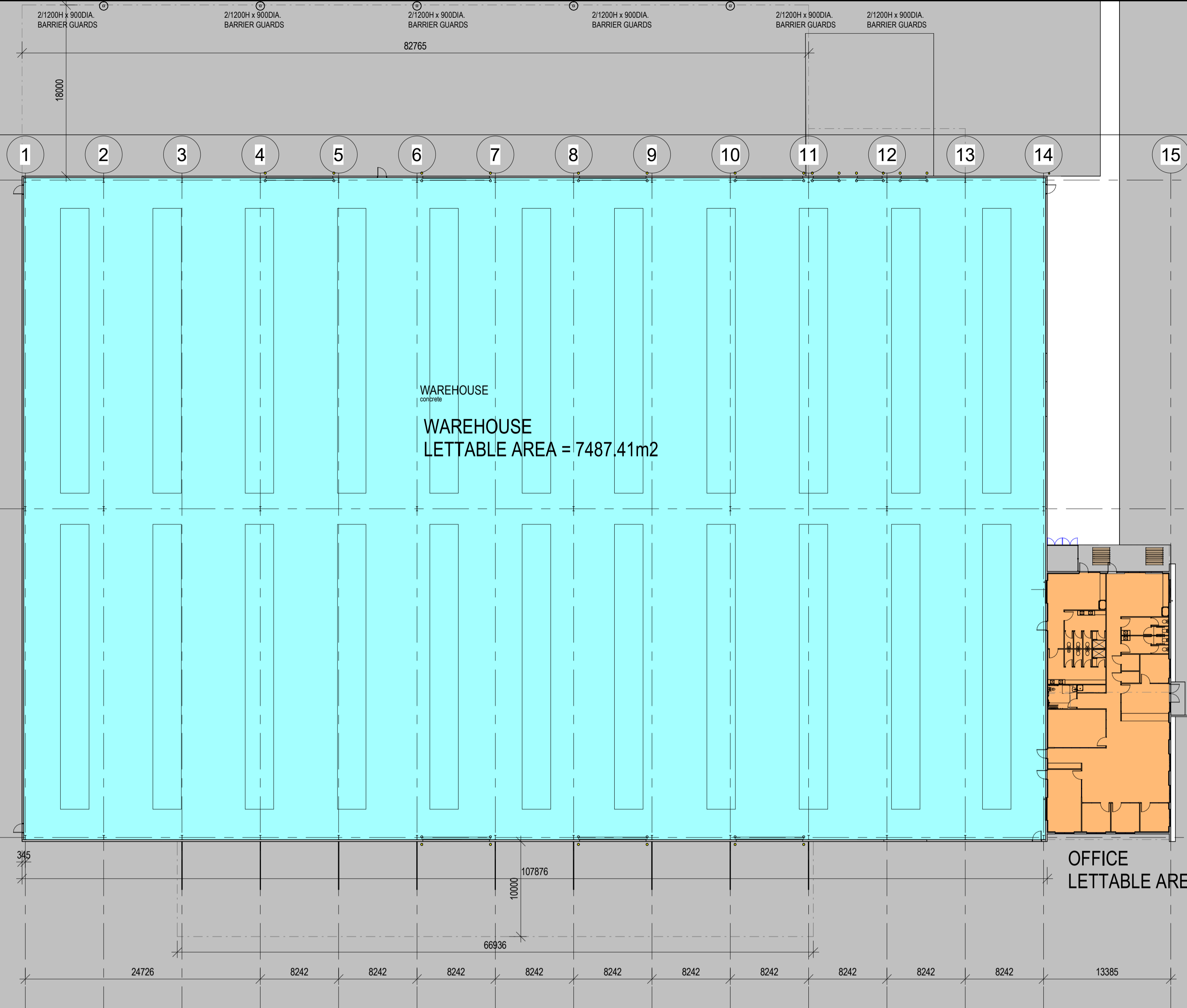
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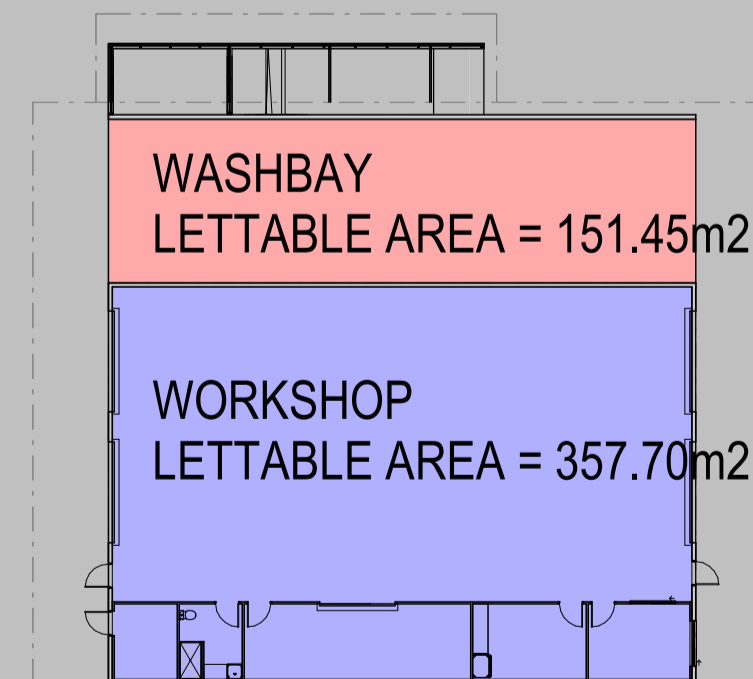
70000

C

34575



CONC. HARDSTAND  
LETTABLE AREA = 20,633.56m<sup>2</sup>



1 LETTABLE AREA PLAN  
1:300

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ABN: 48 010 781 496 QBCC: 21388



Project: WAREHOUSE & OFFICE

Client: CENTURION

Location: LOT 1 & 2 CLEVELAND BAY INDUSTRIAL PARK

TITLE: LETTABLE AREA PLAN

Date: 01.08.23 Drawn: N.H

Scale: 1 : 300 Designed: N.H

| Job No.:   | Drawing No.: | Rev. |
|------------|--------------|------|
| 2023-084-C | 08           | 10   |



# Appendix 5

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

**Table 1.1 Development in general**

| Performance outcomes  | Acceptable outcomes   | Response   |
|---|---|--|
| <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> .<br><br>AND<br><br><b>AO1.2</b> Development can be maintained without requiring access to a <b>state-controlled road</b> . | <b>Complies</b><br>The proposed development is not located in a State-controlled road and does not require access to the 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</b><br>The proposed development involves built form that is appropriately setback from the State-controlled road and does not adversely impact the structural integrity or physical condition of State transport infrastructure. |
| <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</b><br>The proposed development is appropriately setback from the State-controlled road corridor and does not adversely impact the State-controlled road.  |
| <b>PO4</b> The location, placement, design and operation of advertising devices, visible from the <b>state-controlled road</b> , do not create a safety hazard for users of the <b>state-controlled road</b> .          | No acceptable outcome is prescribed.  | <b>Complies</b><br>Any advertising visible from the State-controlled road will not create a safety hazard.   |

| Performance outcomes  | Acceptable outcomes  | Response  |
|---|--|---|
| <p><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>                              | <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</b></p> <p>The façade of buildings and structures fronting the State-controlled road will not comprise reflective material that will create a safety hazard.</p>   |
| <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>.</p> | <p><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>  | <p><b>Not applicable</b></p> <p>The proposed development does not involve a road, pedestrian or bikeway bridge over a State-controlled road.</p>  |
| <p><b>Landscaping</b></p>   |  |   |
| <p><b>PO7</b> The location of landscaping does not create a safety hazard for users of the <b>state-controlled road</b>.</p>  | <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>Complies</b></p> <p>Landscaping associated with the proposed development:</p> <ul style="list-style-type: none"> <li>▪ is not located in a State-controlled road;</li> <li>▪ landscaping can be maintained without requiring access to the Stat-controlled road; and</li> </ul> |

| Performance outcomes  | Acceptable outcomes   | Response  |
|---|---|---|
|   | <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>   | <ul style="list-style-type: none"> <li>▪ landscaping does not block or obscure the site lines of vehicles utilising the State-controlled road.</li> </ul>   |
| <b>Stormwater and overland flow</b>   |   |   |
| <p><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>.</p>  | <p>No acceptable outcome is prescribed.</p>   | <p><b>Complies</b><br/>The proposed development is not anticipated to cause any worsening of stormwater impacts to the State-controlled road as a result of any increase in impervious area within the site.</p> <p>All stormwater will be directed to a lawful point of discharge.</p> |
| <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>.</p>             | <p>No acceptable outcome is prescribed.</p>   | <p><b>Complies</b><br/>Run-off from the proposed development will not be unlawfully discharged to the State-controlled road. The existing lawful points of discharge will be retained.</p>  |
| <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 the <b>state-controlled road</b> or <b>road transport infrastructure</b>.</p> | <p>No acceptable outcome is prescribed.</p>   | <p><b>Complies</b><br/>Run-off from the proposed development will not be unlawfully discharged to the State-controlled road. The existing lawful points of discharge will be retained.</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><b>Complies</b><br/>The proposed development does not create any new points of discharge or concentrate flows to the State-controlled road, with run-off discharged to a lawful point of discharge.</p>  |

| Performance outcomes  | Acceptable outcomes  | Response   |
|---|--|--|
|   | <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>   |  |
| <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 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> | <p><b>Complies</b></p> <p>The proposed development will result in negligible impact on flood levels within the State-controlled road corridor. The site has been improved for industrial development, such as that proposed, in accordance with the subdivision and associated operational works of the parent CBIP subdivision development.</p> |
| <b>Drainage Infrastructure</b>  |  |  |
| <p><b>PO13</b> Drainage infrastructure does not create a safety hazard for users in the <b>state-controlled road</b>.</p>         | <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</b></p> <p>Drainage infrastructure is wholly contained within the development site and can be maintained without requiring access to a State-controlled road.</p>   |

| Performance outcomes   | Acceptable outcomes                  | Response  |
|--|--------------------------------------|---|
| <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. | <b>Not applicable</b><br>The proposed development does not involve infrastructure within the State-controlled road. |

**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. | <b>Not applicable</b><br>The proposed development does not involve a new or changed access to a State-controlled road. |
| <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><br>The proposed development does not involve a new or changed access to a State-controlled road. |
| <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><br>The proposed development does not involve a new or changed access to a State-controlled road. |
| <b>PO18</b> <b>New or changed access</b> is consistent with the access for the relevant <b>limited access road policy</b> :<br>1. <b>LAR 1</b> where direct access is prohibited; or<br>2. <b>LAR 2</b> where access may be permitted, subject to assessment. | No acceptable outcome is prescribed. | <b>Not applicable</b><br>The proposed development does not involve a new or changed access to a State-controlled road  |
| <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><br>The proposed development does not involve a new or changed access to a State-controlled road  |
| <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><br>The proposed development does not involve a new or changed access to a State-controlled road. |

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| Performance outcomes   | Acceptable outcomes                  | Response   |
|--|--------------------------------------|--|
| <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 and active transport infrastructure.</b>              | No acceptable outcome is prescribed. | <b>Complies</b><br>The proposed development does not result in any impact to public passenger transport. |
| <b>PO22</b> Development maintains the ability for people to access <b>public passenger transport infrastructure, public passenger services and active transport infrastructure.</b>              | No acceptable outcome is prescribed. | <b>Complies</b><br>The proposed development does not result in any impact to public passenger transport. |
| <b>PO23</b> Development does not adversely impact the operating performance of <b>public passenger transport infrastructure, public passenger services and active transport infrastructure.</b>  | No acceptable outcome is prescribed. | <b>Complies</b><br>The proposed development does not result in any impact to public passenger transport. |
| <b>PO24</b> Development does not adversely impact the <b>structural integrity</b> or physical condition of <b>public passenger transport infrastructure and active transport infrastructure.</b> | No acceptable outcome is prescribed. | <b>Complies</b><br>The proposed development does not result in any impact to public passenger transport. |

**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 network.</b>                      | No acceptable outcome is prescribed. | <b>Complies</b><br>The proposed development maintains safety of users of the State-controlled road, noting: <ul style="list-style-type: none"> <li>▪ the development does not involve any new access point to a State-controlled road; and</li> <li>▪ is consistent with traffic anticipated within the relevant CBIP stage.</li> </ul> |
| <b>PO26</b> Development ensures <b>no net worsening</b> of the operating performance of the <b>state-controlled road network.</b> | No acceptable outcome is prescribed. | <b>Complies</b><br>The proposed development does not involve a new access point to a State-controlled road and is not anticipated to result in a net worsening of operating performance of the State-controlled road network.   |



| Performance outcomes  | Acceptable outcomes                  | Response  |
|---|--------------------------------------|---|
| <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</b><br>The proposed development maintains safety of users of the State-controlled road, noting: <ul style="list-style-type: none"> <li>the development does not involve any new access point to a State-controlled road; and</li> <li>is consistent with traffic anticipated within the relevant CBIP stage.</li> </ul> |
| <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>Not applicable</b><br>The proposed development does not involve uses that involve haulage.   |
| <b>PO29</b> Development does not impede delivery of <b>planned upgrades of state-controlled roads</b> .   | No acceptable outcome is prescribed. | <b>Complies</b><br>The proposed development does not involve works within, or direct access to, the State-controlled road.  |
| <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</b><br>The proposed development does not involve works within, or direct access to, the State-controlled road.  |

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

| Performance outcomes  | Acceptable outcomes                  | Response  |
|---|--------------------------------------|---|
| <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>Complies</b><br>The proposed development does not involve works within the State-controlled road corridor and will not create a safety hazard to users of State-transport infrastructure |
| <b>PO32</b> Development does not adversely impact the operating performance of the <b>state-controlled road</b> .                               | No acceptable outcome is prescribed. | <b>Complies</b><br>The proposed development works will be wholly contained within the allotment and will not adversely impact the operating performance of the State-controlled road.       |

| Performance outcomes   | Acceptable outcomes                  | Response   |
|--|--------------------------------------|--|
| <b>PO33</b> Development does not undermine, damage or cause subsidence of a <b>state-controlled road</b> .   | No acceptable outcome is prescribed. | <b>Complies</b><br>The proposed development involves built form that is sufficiently setback from and will not undermine the State-controlled road corridor.         |
| <b>PO34</b> Development does not cause ground water disturbance in a <b>state-controlled road</b> .  | No acceptable outcome is prescribed. | <b>Complies</b><br>The proposed development will maintain the stormwater regime, with water discharged to a lawful point of discharge.                               |
| <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>Complies</b><br>The proposed development does not involve excavation, boring, piling, blasting and fill compaction within proximity to the 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><br>The proposed development does not involve a new or changed access 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> |  |   |
| <b>PO37</b> Development minimises free field noise intrusion from a <b>state-controlled road</b> .                                  | <b>AO37.1</b> Development provides a noise barrier or earth mound which is designed, sited and constructed: <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</li> </ol> </li> </ol> | <b>Not applicable</b><br>The proposed development does not involve reconfiguring a lot. |

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| Performance outcomes   | Acceptable outcomes   | Response   |
|--|---|--|
|  | <p>Noise), Department of Transport and Main Roads, 2013;</p> <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>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 full extent of the boundary closest to the <b>state-controlled road</b>.</p> |  |
| <b>Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor</b> |   |  |
| <p><b>PO38</b> Reconfiguring a lot minimises free field noise intrusion from a <b>state-controlled road</b>.</p>                   | <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> </ol> </li> </ol>   | <p><b>Not applicable</b></p> <p>The proposed development does not involve reconfiguring a lot.</p> |

| Performance outcomes   | Acceptable outcomes   | Response   |
|--|---|--|
|  | <ul style="list-style-type: none"> <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>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>   |  |
| <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>                  |   |  |
| <p><b>PO39</b> Development minimises noise intrusion from a <b>state-controlled road</b> in <b>private open space</b>.</p> | <p><b>AO39.1</b> Development 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 free field acoustic levels in reference table 2 (item 2.2) for <b>private open space</b> at the ground floor level;</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> <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> </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>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> <ol 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: <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>AO40.2</b> Development (excluding a <b>relevant residential building</b> or <b>relocated building</b>) achieves the maximum building façade acoustic level in reference table 1 (item 1.1) for <b>habitable rooms</b> 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></p> <p>The proposed development does not involve an accommodation activity.</p> |

| Performance outcomes   | Acceptable outcomes                | Response  |
|--|------------------------------------|---|
| <b>PO41 Habitable rooms</b> (excluding a <b>relevant residential building</b> or <b>relocated building</b> ) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).  | No acceptable outcome is provided. | <b>Not applicable</b><br>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:<br>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);<br>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><br>The proposed development does not involve an accommodation activity. |
| <b>PO43 Habitable rooms</b> (excluding a <b>relevant residential building</b> or <b>relocated building</b> ) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).  | No acceptable outcome is provided. | <b>Not applicable</b><br>The proposed development does not involve an accommodation activity. |
| <b>Material change of use (other uses)</b>   |                                    |   |
| <b>Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor</b>  |                                    |   |
| <b>PO44</b> Development:<br>1. provides a noise barrier or earth mound that is designed, sited and constructed:<br>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> ;<br>b. in accordance with:<br>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; | No acceptable outcome is provided. | <b>Not applicable</b><br>The proposed development does not involve the listed uses.           |

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| Performance outcomes   | Acceptable outcomes                | Response  |
|--|------------------------------------|---|
| <ul style="list-style-type: none"> <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> </ul> <p>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.</p>   |                                    |   |
| <p><b>PO45</b> Development involving a <b>childcare centre</b> or <b>educational establishment</b>:</p> <ul 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> <li>3. 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> <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> </ul> </li> <li>4. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by <b>alternative noise attenuation</b></li> </ul> | No acceptable outcome is provided. | <p><b>Not applicable</b><br/>The proposed development does not involve the listed uses.</p> |

| Performance outcomes  | Acceptable outcomes                | Response  |
|---|------------------------------------|---|
| <b>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><b>indoor education areas</b> and <b>indoor play areas</b>; or</li> <li>sleeping rooms in a <b>childcare centre</b>; or</li> <li><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><br>The proposed development does not involve the listed uses. |
| <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>a continuous <b>solid gap-free structure</b> or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia);</li> <li>highly acoustically absorbent material treatment for the total area of the soffit above balconies or elevated <b>outdoor play areas</b>.</li> </ol> | No acceptable outcome is provided. | <b>Not applicable</b><br>The proposed development does not involve the listed uses. |
| <b>PO48</b> Development including: <ol style="list-style-type: none"> <li><b>indoor education areas</b> and <b>indoor play areas</b> in a <b>childcare centre</b> or <b>educational establishment</b>; or</li> <li>sleeping rooms in a <b>childcare centre</b>; or</li> <li><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).</li> </ol>  | No acceptable outcome is provided. | <b>Not applicable</b><br>The proposed development does not involve the listed uses. |
| <b>Air, light and vibration</b>   |                                    |   |



| Performance outcomes  | Acceptable outcomes   | Response  |
|---|---|---|
| <p><b>PO49 Private open space, outdoor education areas and outdoor play areas</b> are protected from air quality impacts from a <b>state-controlled road</b>.</p>   | <p><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>.</p> <p>OR</p> <p><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>.</p> | <p><b>Not applicable</b><br/>The proposed development does not involve the listed uses.</p> |
| <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><br/>The proposed development does not involve the listed uses.</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><br/>The proposed development does not involve the listed uses.</p> |

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

| Performance outcomes  | Acceptable outcomes   | Response  |
|---|---|---|
| <p><b>PO52</b> Development does not impede delivery of a <b>future state-controlled road</b>.</p>   | <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 in proximity to a future State-controlled road.</p> |
| <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>.</p>  | <p><b>AO53.1</b> Development does not include <b>new or changed access</b> to a <b>future state-controlled road</b>.</p>  | <p><b>Not applicable</b></p> <p>The proposed development is not in proximity to a future State-controlled road.</p> |
| <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>.</p>                                 | <p>No acceptable outcome is prescribed.</p>   | <p><b>Not applicable</b></p> <p>The proposed development is not in proximity to a future State-controlled road.</p> |
| <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>.</p> | <p>No acceptable outcome is prescribed.</p>   | <p><b>Not applicable</b></p> <p>The proposed development is not in proximity to a future State-controlled road.</p> |
| <p><b>PO56</b> Development ensures that stormwater is lawfully discharged.</p>  | <p><b>AO56.1</b> Development does not create any new points of discharge to a <b>future state-controlled road</b>.</p>  | <p><b>Not applicable</b></p> <p>The proposed development is not in proximity to a future State-controlled road.</p> |

| 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> |          |