MILFORD PLANNING

Our ref: M2033
QA: sj.ap

7 July 2023

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

Attention: David Stolz – Office of the Coordinator-General

Dear Sir/ Madam,

Re: Development Application seeking a Development Permit for Material Change of Use – Medium Impact Industry on land described as Lot 20 on SP338023 and located at 41 Penelope Road, Stuart (Cleveland Bay Industrial Park – Western Precinct)

Milford Planning act on behalf of CAMM Concrete Pty Ltd and hereby formally submit the enclosed development application for Material Change of Use – Medium Impact Industry over the abovementioned land.

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

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

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Whilst the land use definition of High Impact Industry TSDA Development Scheme (the Scheme) specifically refers to concrete batching plant as an example high impact industry use, the attributes associated with the proposed mobile concrete batching plant and precast shed align with those listed in the land use definition for medium impact industry of the Scheme.

On 15 May 2023, representatives from the OCG and the Applicant's representatives visited the Applicant's current mobile concrete batching plant facility at Roseneath. The purpose of the site visit was for the CAMM Quarry staff to explain and demonstrate the processes associated with the proposed concrete batching, how the mobile concrete plant is operated and operates, and the limited impacts associated with the operational activities, in terms of noise and air and to a lesser extent odour. From the site visit, it was evident that the attributes associated with a mobile concrete batching plant more closely aligns with those associated with a medium impact industry use.

In view of the above, no fee has been paid upon lodgement of this application.

Proceeding

An amended Early Referral Agency Response Request (ERER) (CAR22/0477) was approved by Townsville City Council (Council) on 15 March 2023, refer **Appendix 7** of the Development Application, which outlines the conditions that Council would like to see imposed on any future State Development Approval issued. **Appendix 7** of the Development Application, also includes an email from Council confirming that the SQMP prepared by Premises (refer **Appendix 6** of the Development Application), demonstrates compliance with Condition 9 of CAR22/0477.

We look forward to receipt of a written notice from the Coordinator-General confirming the application has been properly made and that additional information is not required to assess the development application.

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

Yours sincerely,

MILFORD PLANNING

Electronic

Sarah Jones

SENIOR TOWN PLANNER

Encl: Development application package.

MILFORD PLANNING

Client:
CAMM Group Pty Ltd

Date:
July 2023

Project Ref:
M2033

Development Application

Project:

Material Change of Use – Medium Impact Industry (Mobile Concrete Batching Plant and Precast Shed)

Property Details:

41 Penelope Road, Stuart
Lot 20 on SP338023
(Cleveland Bay Industrial Park Western Precinct)

DOCUMENT CONTROL

Project Description:	Material Change of Use – Medium Impact Industry (Mobile Concrete Batching Plant and Precast Shed)
Client:	CAMM Group Pty Ltd
Date:	7 July 2023
Contact:	Sarah Jones

	Issue: Final	**Version: 4**
Quality Assurance	 Sarah Jones SENIOR TOWN PLANNER	 George Milford DIRECTOR
	AUTHOR	**REVIEWER**

Disclaimer:

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1.0 INTRODUCTION

This town planning report has been prepared in support of a development application seeking a Development Permit for Material Change of Use – Medium Impact Industry (Mobile Concrete Batching Plant and Precast Shed) on land described as Lot 20 on SP338023 and located at 41 Penelope Road, Stuart (Cleveland Bay Industrial Park Western Precinct).

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

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

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

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

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

2.0 SITE AND SURROUNDING AREA

2.1 Site Details

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

Table 2.1 – Site Characteristics

Street Address	41 Penelope Road, Stuart (Cleveland Bay Industrial Park Western Precinct) (refer **Appendix 2**)
Real Property Description	Lot 20 on SP338023 (refer **Appendix 2**)
Property Owner	CAMM Land Pty Ltd (refer **Appendix 1**)
Site Area	Lot 20 on SP332023 – 2.518 ha
Street Frontage	Penelope Road.
Current Use	Vacant land
Zoning	Medium Impact Industry Precinct
Local Heritage Register	The site is not listed on the Local Heritage Register.
Easement	Lot 20 on SP338023 is not burdened by any easements.
Topography	The site has generally even topography.
Existing Infrastructure	The property will be connected to Council's reticulated water and wastewater services.
SARA Mapping	The property is identified as being located within the following State Assessment and Referral Agency (SARA) mapping overlays (refer **Appendix 3**): ▪ Townsville priority ports precinct (being port industry and commerce precinct and environmental management precinct).
Referral Agencies	Early Referral Entity Response issued by Townsville City Council on
Planning Instrument	*TSDA Development Scheme 2019*

2.2 Subject Site

The subject site is located on recently registered Lot 20 on SP 338023 within the Cleveland Bay Industrial Park (CBIP) Western Precinct at Penelope Road. The subject site will comprise of one irregular shaped allotment with a total area of 2.518 ha.

Construction on the CBIP Western Precinct has recently finished and has been specifically designed to accommodate future industrial development and includes:

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

2.3 Surrounding Area

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

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

3.0 DESCRIPTION OF PROPOSAL

3.1 Overview

This town planning report has been prepared in support of a development application seeking a Development Permit for Material Change of Use – Medium Impact Industry (Mobile Concrete Batching Plant and Precast Shed) on land described as Lot 20 on SP338023 and located at 41 Penelope Road, Stuart (CBIP Western Precinct).

3.2 Proposed Development

The proposed development involves the manufacturing and supply of concrete and precast products for projects associated with the CAMM Group/ Mendi businesses and more broadly for supply to the Townsville market. The proposed development also incorporates an ancillary truck/ trailer parking, and a repair and maintenance workshop, which will be utilised for maintenance and servicing of CAMM Concrete and Mendi vehicles. The vehicle workshop is an ancillary component to the mobile batching plant and precast shed, refer **Appendix 4**.

CAMM Group includes, CAMM Quarries, CAMM Concrete and Townsville Graded Sands. CAMM Concrete was launched in 2021 to enable CAMM Group to provide clients a total end of service in terms of the production and supply of concrete products. The proposed mobile and precast shed will be operated and managed by CAMM Concrete.

3.3 Definition of Proposed Use

The proposed development is considered to align with the definition of Medium Impact Industry

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

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

Whilst the land use definition of High Impact Industry TSDA Development Scheme (the Scheme) specifically refers to concrete batching plant as an example high impact industry use, the

attributes associated with the proposed mobile concrete batching plant and precast shed align with those listed above for a medium impact industry use.

On 15 May 2023, representatives from the OCG and the Applicant's representatives visited the Applicant's current mobile concrete batching plant facility at Roseneath. The purpose of the site visit was for the CAMM Quarry staff to explain and demonstrate the processes associated with the proposed concrete batching, how the mobile concrete plant is operated and operates, and the limited impacts associated with the operational activities, in terms of noise and air and to a lesser extent odour. From the site visit, it was evident that the attributes associated with a mobile concrete batching plant more closely aligns with those associated with a medium impact industry use.

3.4 Development Plans

The proposed development is illustrated on the following proposal plans prepared by Concept Building Designs (refer **Appendix 4**):

- 21-031 sk_02 Rev 1 – Area Breakdown Plan and Site Plan.
- 21-031 sk_03 Rev 2 – Ground Floor Plan.
- 21-031 sk_04 Rev 3 – Elevations (East and North).
- 21-031 sk_05 Rev 4 – Elevations (West and South).

The proposed mobile concrete batching plant area will comprise of the following components:

4	2 x 150 t Aggregate Bins
5	Loader Ramp/ platform
6	Mobile batch plant
7	Load bay
8	Stirrer tank
9	Wet Area (682 m^2)
10	First flush tank (min. vol = 14 kL)
11	3 x washout/ drying bays
12	Collection/ settling pit
13	Load bay
14	2 x slump stands
15	Cement/ admixture tanker delivery
16	Slump stand collection pit
17	Admixture Store (6 x 5 kL)
18	1 x 300 t Aggregate bin
19	2 x 150 t Aggregate bins
20	1 x 150 t & 1 x 200 t Aggregate bin

21	4 x overhead bin
22	Cement 1 silo
23	Cement 2 silo
24	Batch office & control room
25	Ablutions
26	Lunchroom
27	Rainwater tank
28	Footpath
29	4 x Agitator truck parking
30	2 x 20kL Potable water tank

- Precast shed, which includes the following typical layout gantry cranes, a warehouse area, reinforcement area, agitator supply route, production and curing area with moulds and work benches, a steamer plant and load out area.
- Vehicle workshop and laydown area and truck and trailer parking, which will include a four bay heavy vehicle workshop, workshop office, amenities, six truck parking bays, laydown area and truck and trailer parking – 11 bays, and 15 car parking spaces (including one person with disabilities space).
- An office building attached to the vehicle workshop with a gross floor area of 210 m^2, and inclusive of:
    - 3 x offices for the vehicle workshop.
    - 3 x offices for the concrete/ precoat batching.
    - Boardroom, lunchroom and ablution facilities.
- Landscaping at the site frontage and around the car park area.

It is likely that the proposed development will be staged, the exact layout of each stage is still being refined, but will potentially align with the following:

- Stage 1 – establish the mobile concrete batching plant, batch control room and temporary building facilities. The mobile plant will be utilised to create the hardstand finish of the allotment and establish the subject site.
- Stage 2 – installation of the precast shed and ancillary components including the vehicle access ways and concrete agitator vehicle parking area.
- Stage 3 – construction of the vehicle workshop and office building, and the light vehicle parking area.

It is proposed that the site will be established entirely as a hardstand area apart from minor landscape works within the site and the swales.

The mobile concrete batching plant to be utilised in the production of concrete on the site will be a Tylden JL Portable Batch Plant.

3.5 Operational Characteristics

The proposed mobile concrete batching and precast shed is strategically located and proposed by CAMM Concrete to complement the existing operations undertaken at the nearby quarry and batching facility situated at Roseneath. Raw materials extracted from the quarry will be transported to the aggregate storage area or bins for use in the concrete and precast production process. The amount of material transported will fluctuate based of the orders received from customers.

The facility will operate in accordance with a Mobile Concrete Batching Plant Management Plan. In addition, the facility will also operate in accordance with the Cement, Concrete and Aggregates Australia Guidelines and the General Environmental Duty – Code of Practice for the Concrete Batching Industry. By way of an example, the Stage 1 Mobile Concrete Batching Management Plan for CAMM Concrete's Roseneath Concrete Batching facility is included in **Appendix 5** and this will be tailored for the Stage 1 of the proposed development and further amended for Stages 2 and 3.

General operational characteristics of the mobile concrete batching plant, precast plant and vehicle workshop are outlined further below.

Mobile Concrete Batching Plant

The mobile concrete batching plant will be controlled and operated by the site manager from the dedicated batch office. It is anticipated that the mobile concrete batching plant will produce on average approximately 50,000 m^3 of concrete per year. The production rate of the mobile concrete batching facility will be subject to project demand and during peak periods, maximum daily production rates could be up to 175 m^3 per day.

Table 3.5 below provides a summary of the materials to be utilised as part of the concrete batching process and supplier.

Table 3.5 – Concrete Batching Materials Description

Material	Source Location
Aggregate – Coarse	Quarry at Curley Circuit Roseneath
Aggregate - Sand	Kelso (Townsville Graded Sands)
GP Cement (includes flyash)	Port of Townsville
Admixture	South Townsville
Water	Reticulated supply and water re-use

All materials utilised in the concrete batching process will be appropriately stored on the subject land within stockpiles or the aggregate storage bins, cement silo or containers. GP cement will be delivered to the site in taker vehicles from the Port of Townsville and transferred into the cement storage silos.

Generally, the process involved in the concrete batching will include:

1. aggregates and sand are loaded from existing ground bins via a front-end loader to the overhead bins;
2. concrete agitator vehicles are parked in the applicable loading area;
3. concrete batch process undertaken – water, aggregate, cement and admixture are added to the concrete agitator vehicle for mixing;
4. the concrete agitator will mix the material for approximately 5-10 minutes;
5. the concrete agitator vehicles are parked adjacent to the slump stand to test the mixed batch as required – water is added, if necessary;
6. the concrete agitator vehicles deliver the concrete to the project site;
7. concrete agitator vehicle returns to plant, discharging any leftover concrete into secure waste holding area (as designated) or reloading for next delivery; and
8. concrete agitator vehicle when finished is washed in the wash out area.

Click on the link for further information in relation to the Tylden JL Portable Batch Plant http://www.tyldenequipment.com.au/concrete-plants.php?id=Portable%20Concrete%20Plants&h=956.

Figure 1 overleaf is a photo of the existing mobile batching plant at the Applicant's Roseneath Quarry and Mobile Concrete Batching Facility.

Figure 1: Tylden JL Portable Batch Plant (Source: CAMM Concrete Roseneath)

The mobile concrete batching plant will primarily operate during the early mornings between 2am and 5am which is the preferred time for batching and pouring concrete to ensure its structural integrity is maintained. The noise generating activities are generally only required for a short duration during these periods and not all activities will occur simultaneously.

Generally, the total process and potential noise generating activities will occur for approximately 30 minutes per batch. Given the concrete produced will be utilised at specific project sites, it will be necessary for the facility to operate 24 hours a day.

Precast Shed

The precast shed will be controlled and operated by the site manager. Concrete will be poured from the agitator trucks into the various moulds where it will be cured to make concrete products, such as culverts, headwall, pipes and other related concrete products. When set the gantry crane will be transport the finished products to the load out area. It is anticipated that precast shed will produce on average approximately 5,000 m^3 of precast concrete per year.

Vehicle Workshop and Office

The vehicle workshop will be established for the maintenance and servicing of CAMM Concrete and Mendi vehicles, any other machinery and equipment on site. There will be four bays provided

within the workshop for the maintenance of the vehicles. The service bays will have a minimum length of 26 m and minimum width of 5 m. A 5 tonne crane will be installed in the workshop to assist in the servicing and maintenance of vehicles.

An ancillary office will be attached to the vehicle servicing workshop that will be utilised for the coordination of vehicle servicing and sales of concrete and precast product. The ancillary office will include workshop offices, batch offices, reception area, boardroom, lunchroom and amenities.

Hours of Operation and Employees

The mobile concrete batching plant will operate 24 hours a day. The precast plant and vehicle workshop will generally operate standard hours between 6:00 am to 6:00 pm Monday to Saturday. The facility will not operate on Sundays or public holidays.

It is anticipated that the mobile concrete batching plant and precast shed will employ approximately 6 persons who will operate directly within the facility. The majority of employees of the concrete batching and precast facility will operate vehicles, some of which are associated with other uses (i.e. haul trucks etc). The vehicle workshop and offices will employ approximately 8 staff at any given time.

3.6 Access, Vehicle Manoeuvring and Car Parking

A general description of the access, vehicle manoeuvring and car parking arrangements for these vehicle types is further described below.

Access will be via Penelope Road, with the crossovers being design and constructed to Council's required standard.

In terms of car parking the nominate rate within Council's planning scheme for medium impact industry is One (1) space per 100 m^2 of Gross Floor Area (GFA). The GFA associated with the proposed development is 744.94 m^2, therefore when rounding figures up eight car parking spaces need to be provided. The proposed development includes 15 car parking spaces (including one person with disabilities space), which exceeds the number required by the planning scheme. The proposed development also includes the following:

- 6 truck parking bays;
- laydown area and truck and trailer parking – 11 bays;
- 4 agitator truck parking bays; and
- 4 parking bays within the vehicle workshop.

The subject land will be established predominately as gravel, with hardstand area with some landscaping established at the site frontage and around staff car park. Access through the site will vary depending on the type of vehicle attending the site and the purpose (i.e. associated with

the batching facility, precast shed, office or vehicle workshop). An access driveway will be established along the northern, southern and western boundaries and connect with the entry and exit crossovers located in the north eastern and south eastern corner of Lot 20 which will enable convenient access to all areas within the site. There is a central entry and exit crossover along the frontage of the site leading to a central driveway and it will be used to access the car parking area adjacent to the office.

Table 3.6 provides a summary of the vehicle types and numbers that will attend the proposed mobile concrete batching facility, which are based off CAMM Concrete's existing Roseneath facility, given its production thresholds are similar to those proposed. The thresholds for the Roseneath batching plant is 50,000 m^3 of concrete and 15,000 m^3 of precoat aggregate per year, so vehicle types and numbers associated with the proposed development, will be similar to the Applicant's existing facility. As mentioned above, customer orders will inform number of vehicles to and from the site. In the first instance, the intent is that the proposed mobile concrete batching plant will service the end users building in CBIP (both western and eastern precincts).

Table 3.6 – Development Vehicle Types

Vehicle Type	Vehicle Design	Payload	Number of Vehicles
Tipper Truck	Truck & Dog (PBS)	40t	1-2
Haul Vehicle	Cat 40t Dump Truck	28t	1-2
Concrete Agitator	Agitator vehicle	14.4t	4-6
Cement Tanker	B-Double	35t	1

The maximum throughput of concrete material is very similar to the existing Roseneath facility, so it is anticipated vehicle numbers will be similar to those listed in **Table 3.6**. Further information around minimum and maximum vehicle movements will be provided in due course.

Traffic generation from the proposed development is consistent with the design and function of the local road network within the Cleveland Bay Industrial Park and the broader State-controlled and local traffic networks. The latest approved Traffic Impact Assessment (TIA) prepared by Langtree Consulting (0241-R-FN0221 Rev B and dated 23/10/20), assumes once the western precinct is fully developed, a peak hour development traffic generation of 228 vehicles. In view of the above, and in the context of the activities and operations associated with the proposed batching facilities, the vehicle movements generated by the proposed development will be consistent with the findings of the abovementioned TIA.

Tipper Trucks and Haul Vehicles

The tipper trucks and haul vehicles will generally access and exit the site via the entry crossover to the north eastern corner of Lot 20 and the exit crossover to the south eastern corner of Lot 20. The trucks and vehicles will deliver aggregate and material to the storage bins. Sand will be delivered to the site from Kelso and will access and exit the site through the same crossovers. The aggregate storage bins are sufficiently separated to allow the tipper trucks and haulage vehicles to manoeuvre within the storage area and deposit the materials within the applicable aggregate bin.

The tipper trucks and haul vehicles will generally be parked at the laydown area or adjacent to the vehicle workshop and office.

The tipper trucks and haul vehicles will access the vehicle workshop for maintenance and servicing as required.

Concrete Agitator Vehicles

Access and egress for concrete agitator vehicles will be via the entry crossover to the north eastern corner of Lot 20 and the exit crossover to the south eastern corner of Lot 20. These access locations maximise the accessibility and efficiency between the concrete agitator vehicles and mobile concrete batching plant and precast shed for loading of concrete mix.

There will be two to three concrete agitator vehicles utilised by CAMM Concrete as part of Stage 1. It is proposed to increase the fleet of concrete agitator vehicles to up to approximately six to eight as part of Stage 2.

Parking for the concrete agitator vehicle fleet will be to the east of the mobile concrete batching plant. Four spaces are allocated for the agitator vehicles and additional parking will be available adjacent to the workshop building and office if required.

An agitator wash station will be provided adjacent to the mobile concrete batching plant and the agitator vehicles will be washed after each project delivery.

The concrete agitator vehicles will access the heavy vehicle workshop for maintenance and servicing as required.

Cement Tankers

The cement tankers will deliver the cement powder from the Port of Townsville. Tankers will enter the site via the crossover to the north eastern corner of Lot 20 and this will provide convenient access to the cement silo loading area where the cement will be blown into the silos. The cement tankers will exit the site via the crossover to the south eastern corner of Lot 20.

The cement tankers will not be owned and operated by CAMM Concrete and therefore will not require any on-site parking.

Light Vehicles

Light vehicles will access the site via the central entry and exit crossover and park in the car parking area adjacent to the office. There will be a total of 15 car parks (including one car park for persons with a disability).

The light vehicle car parking is consistent with the amount of light vehicle car parking that is required for the use and the anticipated number of employees working at the facility. It is noted that the light vehicle parking will be provided in excess of the planning scheme requirements which requires 1 space per 100 m^2 and where the gross floor area is approximately 744 m^2.

During Stage 1 and Stage 2, light vehicle parking will be established informally toward the subject lo frontage.

Generally, the facility will only be attended by employees of the facility and no external customers will visit the site.

3.7 Infrastructure Servicing

The proposed development will be connected to essential infrastructure services including electricity, water, sewerage, telecommunications and the stormwater drainage network.

A brief description of the infrastructure servicing arrangements is further outlined below.

Water and Sewerage Infrastructure

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

Stormwater

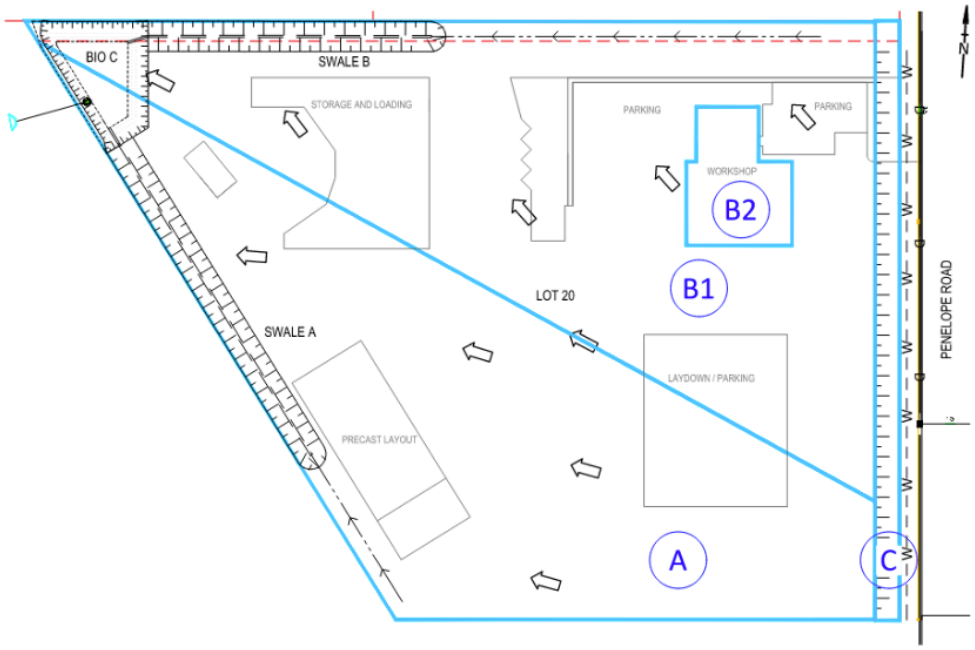
Premise has prepared a Stormwater Quality Management Plan, refer to **Appendix 6** to assess the required measures that need to be implemented to appropriately management stormwater in terms of both quantity and quality.

Quantity

As outlined in the SQMP prepared by Premise, the proposed subject site catchments are shown in Figure 2.

The proposed catchments for Lot 20 (catchments A, B1, and B2) grade toward the north and west into swales and eventually into a bioretention basin. The flows leave the site via an outlet in the northwest and drain to an existing watercourse. The swales are pervious, and most of the rest of the site will be impervious. This is in line with a 90% fraction impervious suggested by Council for lumped industrial sites. Catchment C grades toward the road and it is undecided if this shall be vegetated land or not. As such it has been treated as lumped industrial to be conservative. While catchment C does not receive treatment, the catchment area is included in the calculations to ensure as a whole, the site meets the required targets.

Figure 2 – Proposed catchments of subject site – Lot 20



Quality

Premise have prepared a SQMP which outlines the measures that will be implemented during the construction phase and operational phase of the proposed development.

Construction Phase

Erosion and sediment control measures used during the construction phase of the development will be designed and installed in accordance with International Erosion Control Association (Australasia) - "Best Practice Erosion & Sediment Control – for building and construction sites" November 2008 as well as the TCC Development Guidelines for Erosion and Sediment Control.

Operational Phase

The State Planning Policy 2017 Stormwater Management Design Objectives (SMDO's) will be implemented and adopted for the operational phases of the development, refer to Table 2 of Section 5.2 of the SQMP.

Based on the finding of the MUSIC modelling, Stormwater Quality Improvement Device (SQID's) proposed for the development include BioBasins and Swales to provide stormwater quality treatment. The MUSIC modelling of the proposed treatment train demonstrates the SPP's Pollutant Load SMDO's are achieved. On this basis we recommend acceptance of the proposed treatment solution.

3.8 Landscaping

The subject site is located within an industrial park with larger lots tailored for industrial end users that require a large area and or footprint for their operations and industrial activities. Like with other end users within CBIP, the proposed development will involve the use of heavy vehicles that require adequate swept paths to be able to manoeuvre safely and efficiently on site. As a consequence of the industrial setting and proposed operations, internal landscaping will be provided in a form that will be appropriate for the industrial setting of the subject site.

3.9 Environmentally Relevant Activity

It has been determined that the proposed development does not involve an Environmentally Relevant Activity (ERA) and therefore referral of the development application for a concurrence ERA is not required. It should be noted that the proposed development does not involve:

- ERA7 – Chemical Manufacturing given there will be no chemicals produced as part of the use.
- ERA43 – Concrete Batching was removed as a prescribed ERA as part of amendments to the *Environmental Protection Regulation 2008* in 2013.

In addition to the above, it is not considered that the proposed development involves ERA8 – Chemical Storage, given:

- The concrete batching process does not involve the storage of chemicals as defined under the *Environmental Protection Regulation 2008*.

3.10 Major Hazard Facility

The proposed development is not considered to be a Major Hazard Facility in accordance with Schedule 19 of the *Workplace Health and Safety Regulation 2011* and does not require a referral for Hazardous Chemical Facility for the purposes of Schedule 10, Part 7 of the *Planning Regulation 2017*.

This has been determined on the basis that:

- The proposed development will not involve the storage of hazardous chemicals identified under Table 15.1 under Schedule 15 of the *Workplace Health and Safety Regulation 2011.*
- The proposed development does not involve the storage of a hazardous material identified under Table 15.2 under Schedule 15 of the *Workplace Health and Safety Regulation 2011*.

- The proposed development does not involve the storage of a toxic substance identified under Table 15.3 under Schedule 15 of the *Workplace Health and Safety Regulation 2011*.

3.11 Noise, Dust and Odour

The processes associated with the proposed mobile concrete batching will result in negligible emission in terms of noise, dust and odour. A site visit with the OCG to the Applicant's existing facility at Roseneath demonstrated the simplistic and controlled processes associated with a mobile concrete batching plant.

The proposed development is not anticipated to generate any significant long-term noise impacts. The main sources of noise from the proposed development will be over a short duration when completing a particular activity in the concrete batching process. The main noise generating activities will include:

- Concrete agitator loading at full rotation – 105-110 db (maximum).
- Front end loader distributing materials – 105-115 db (maximum).
- High level alarms – 85db (maximum).
- Concrete plant – less than 100db (maximum).

Given the scale, short duration of the noise generating activities from the mobile concrete batching process, adjoining noise-generating uses and location, it is not considered that the proposed development will result in adverse noise impacts to the nearest sensitive receptors being Big 4 Townsville Holiday Park.

The proposed development is unlikely to result in an adverse odour impact to sensitive receptors, on the basis that:

- the proposed development is sufficiently separated from sensitive receptors; and
- the are other existing uses operating in the surrounding locality that will have a more significant odour impact.

There are reasonable, relevant and standard conditions that can be imposed to manage any potential impacts associated with any proposed development. Further the Applicant has a duty of care under the *Environmental Protection Act 1994* and *Environmental Protection Regulation 2019* to minimise and appropriately manage development impacts on sensitive receptors.

4.0 RELEVANT LEGISLATION

4.1 Commonwealth Legislation

The application is not subject to assessment against Commonwealth legislation. It is not anticipated that development of this land will trigger assessment against the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC), as it is not anticipated that the development will significantly impact upon a matter of national environmental significance.

4.2 State Development and Public Works Organisation Act 1971

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

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

4.3 Assessment Manager and Planning Scheme

In accordance with the provisions of the TSDA Development Scheme, the proposed development requires approval for a Material Change of Use – Transport Depot, Service Station (Unmanned Diesel Service Station, Fuel Storage Areas, Low Impact Industry and Two Warehouses. The Assessment Manager for this this application is the Coordinator-General.

4.4 Potential Referral Agencies

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

Ordinarily, we would expect the Coordinator-General to identify Townsville City Council (Council) and the Department of Transport and Main Roads (TMR) as referral agencies, given these agencies would commonly be involved in such application if it were assessable under the Planning Act 2016, and will be actively involved in the future development of the land. For the purposes of this development application, we have included an assessment of the relevant planning scheme assessment benchmarks and State Development Assessment Provisions (SDAP) modules as though the application were assessed under the Planning Act 2016. Assessment against these criteria is provided as the assessment benchmarks of the TSDA Development Scheme 2019 may not cover all aspects that the referral agencies would consider in their assessment of the proposal.

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

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

(a) the proposal is consistent with the assumptions that were made about the end use of this land in the assessment of the application AP2020/011. This is relevant to the nature of the use as well as the assumed infrastructure demands for such uses. Information has been included in this application to demonstrate consistency with the assumptions of this subdivision approval;
(b) the proposal complies with the relevant assessment benchmarks that would ordinarily be considered by the Council and DTMR. An assessment against these benchmarks is included in this application to assist the Coordinator-General's assessment;
(c) Council has issued an amended Early Referral Entity Response, refer to **Appendix 7**, approving the areas of non compliance with the *City Plan 2014* Codes listed in Section 7.1 of this planning report for a concrete batching plant;
(d) Council has issued an email, refer to **Appendix 7**, confirming that the SQMP prepared by Premises, demonstrates compliance with Condition 9 of CAR22/0477; and
(e) it is considered unlikely that the assessment of this application by DTMR will add 'value' to the development approval but would instead delay this project through a longer assessment period.

4.5 State Planning Policies

The subject site is identified as being located within the following State Planning Policy (SPP) mapping layers (refer **Appendix 8**):

- Development and construction – State development area;
- Natural hazards risk and resilience – Flood hazard area – Level 1;
- Natural hazards risk and resilience – Flood Hazard Area – Local Government flood mapping area;
- Natural hazards risk and resilience – Bushfire prone area;
- Strategic airports and aviation facilities – Wildlife hazard buffer zone;
- Strategic airports and aviation facilities – Height restriction zone 90 m;
- Strategic ports – Priority ports; and
- Priority ports – Townsville priority port precincts.

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

4.6 North Queensland Regional Plan

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

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

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

4.7 Sustainable Ports Development Act 2015

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

5.0 TSDA DEVELOPMENT SCHEME ASSESSMENT

5.1 Introduction

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

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

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

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

5.2 TSDA Vision and Overall Objectives

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

The vision for the TSDA is to:

(a) be the preferred location in North Queensland for the establishment of industrial development of regional. State and national significance, including supporting infrastructure, which is reliant on direct access to one or more of the Port of Townsville, national freight rail and major road networks;

(b) ensure development of the Townsville SDA occurs in a logical sequence and is equally focused on the short- and long-term economic benefits to the region and the State;

(c) facilitate the continued operation and future expansion of existing industrial operations and regionally significant extractive industries;

(d) facilitate a coordinated approach to the delivery of infrastructure and maximise the efficient use of existing and future port, road, rail and ancillary infrastructure;

(e) recognise and protect environmental, cultural heritage and community values; and

(f) contribute to maintaining the outstanding universal value of the Great Barrier Reef World Heritage Area.

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

(a) capitalises on the Townsville SDA's strategic location, supports the role and function of the Port of Townsville and stimulates economic growth;

(b) ensures lots are appropriately sized to accommodate preferred development;

(c) ensures the integrity and functionality of the Townsville SDA is maintained and protected from incompatible development;

(d) avoids or minimises adverse impacts on sensitive land uses;

(e) ensure design, construction and operation is consistent with current best practice;

(f) avoids adverse impacts on environmental, cultural heritage and community values, or minimises, mitigates or offsets impacts where they cannot be avoided;

(g) uses water and energy efficiently and minimises potential impacts on water quality and climate change;

(h) manages impacts of air quality on the capacity of the Townsville airshed;

(i) uses land and infrastructure efficiently and does not compromise or adversely impact on infrastructure, infrastructure corridors and future development opportunities;

(j) is adequately serviced by infrastructure, generally in accordance with established infrastructure planning;

(k) manages the risks associated with natural hazards, to protect people and property;

(l) achieves appropriate levels of flood immunity consistent with current best practice; and

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

The proposed development is considered to be consistent with the strategic vision and overall objectives. The proposed development will establish an industrial use within the subject site, which is consistent with the intent of the Medium Impact Industry Precinct and the wider CBIP development. Establishing a mobile concrete batching plant in the TSDA will contribute towards establishing the area as a thriving industrial precinct of local, regional and national significance, and with strong connection and accessibility to key transport infrastructure and supply chains.

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

- the proposed development will contribute to the broadening and diversification of economic opportunities within the North Queensland Region by providing a transport depot and transport and aviation support uses in a strategic location;
- the proposal involves establishing an industrial use of a scale and operation that aligns with the scale, intensity and impacts associated with a medium impact industry use in the Medium Impact Industry Precinct within CBIP's Western Precinct;

- the subject site has been chosen based on its size, close proximity to development sites in CBIP, the Bruce Highway and Townsville Port Access Road and access to services such as the highway and Council reticulated water and sewer infrastructure;
- the subject site is not located in close proximity to sensitive receptors;
- the Applicant is operating a similar mobile concrete batching plant in Townsville. The same make and model of mobile concrete batching plant is proposed for the subject site, so that the Applicant can and will operate in accordance with current industry best practice measures; and
- the site layout has utilised the land to accommodate purpose built mobile plant and plant equipment, structures and hardstand areas, whilst ensuring appropriate stormwater quality management measures will make sure any stormwater runoff from the site will meet the relevant stormwater quality objectives.

5.3 Medium Impact Industry Precinct

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

(a) this precinct is to accommodate medium impact industrial development that:
  (i) includes the manufacturing and processing of products that are associated with identifiable and measurable impacts;
  (ii) requires buffers from sensitive land uses;
  (iii) is reliant on and maximises the use of key transport and supply chain infrastructure;
(b) transport, freight and logistics industries are accommodated in locations with key rail and road linkages, including the section of the precinct adjoining the existing intermodal facility south of Marrett Street;
(c) the scale, intensity and bulk of industrial development is appropriate for the location having regard to its proximity to adjacent sensitive land uses, e.g. the residential areas of Cluden and Wulguru;
(d) the expansion of existing uses within the precinct will be supported where appropriate; and
(e) only one intersection from the Townsville Port Access Road to this precinct will be supported.

Defined uses that support the preferred development intent are:

(i) freight terminal;
(ii) infrastructure facility;
(iii) medium impact industry;
(iv) research and technology industry;
(v) transport depot;
(vi) utility installation; and
(vii) warehouse.

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

- involves establishing a mobile concrete batching plant, precast shed, ancillary vehicle workshop for trucks being serviced and truck laydown area. The proposed use in terms of scale, operations and impacts is considered to be consistent with a medium impact industry use, which is one of the defined uses listed that supports the preferred development intent within the Medium Impact Industry Precinct of the TSDA. The most appropriate land use definition this was ground truthed during site inspection of the Applicant's existing mobile concrete batching plant;
- Council have issued an Early Referral Entity Response supporting the proposed use for the site and noting Council approved a similar mobile and fixed batching plant in a Medium Impact Industry Zone;
- is heavily reliant on being located in close proximity to key transport infrastructure for ease of access to the site, but also future development and infrastructure projects. The subject site is strategically located in close proximity to existing transport network and is able to accommodate heavy vehicle access (e.g. triple road trains, etc.), that the proposed end users can readily service;
- has appropriate separation distances from sensitive land uses. Noting the subject site is appropriately buffered from sensitive land uses and the proposed use will result in minimal impacts external to the site. Particularly the residential area and caravan park to the west, which are buffered by the balance allotment and the riparian corridor of Stuart Creek, thus minimising the potential for adverse impacts to sensitive land uses; and
- it will utilise Penelope Road to the east of the subject site and TPAR intersection constructed to facilitate the wider CPIB industrial estate.

5.4 SDA Wide Assessment Criteria

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

A thorough response to this assessment criteria is provided in **Appendix 9**. Overall, it is considered that the proposed development is compliant with the outcomes sought by the SDA Wide Assessment Criteria.

6.0 PLANNING INSTRUMENTS

6.1 Introduction

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

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

Based on the above, the proposed development has been assessed the following City Plan 2014 codes:

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

6.2 Special Purpose Zone Code

The subject land is designated in the Special Purpose Zone of the City Plan 2014 and is nominated for assessment against the Special Purpose Zone Code.

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

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

(a) the Townsville State Development Area accommodates a wide range of large-scale industry uses, particularly those which support or have a nexus with the Port of Townsville and minerals processing;

(b) other non-industrial uses are those which are ancillary to or directly support the industrial functions of the area, and are limited in extent;

(c) the intrusion of incompatible uses, or uses which may be more appropriately accommodated in other zones, is avoided to protect the availability of land for industrial purposes and the viability and efficient operation of existing and future industry uses;

(d) the impacts of development are managed to ensure public health and safety;

(e) *development avoids significant adversely effects on water quality and the natural environment;*

(f) *development does not adversely affect the safe and efficient operation of Department of Defence landholdings;*

(g) *development is safe and legible, and designed to establish safe and efficient movement systems;*

(h) *lot sizes provide for a range of large format industrial uses and discourage take up of land for smaller activities better suited to other zones;*

(i) *opportunities for energy efficiency through groupings and relationships between industries accommodated where possible; and*

(j) *development is adequately serviced by infrastructure and maximises the efficient use of existing and planned infrastructure.*

Response

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

- the proposed development is appropriately located within CBIP's Western Precinct, which is an industrial estate that has been designed to accommodate industrial uses such as concrete batching and precast facilities;
- the purpose of the development is to establish a mobile concrete batching plant and precast shed over the site. The proposed development will be appropriately situated within CBIP's Western Precinct and is consistent with the intent of the TSDA Medium Impact Industry Precinct;
- the proposed development is able to be appropriately serviced by essential infrastructure established to service the new industrial estate;
- the proposed development has been designed to ensure stormwater generated on site is appropriately treated prior to exiting the site and utilising the wider stormwater arrangement associated with the CBIP Western Precinct development. As detailed in the Stormwater Quality Management Plan prepared by Premise, the proposed onsite stormwater management regime is designed to ensure that there is a net improvement in stormwater quality, in line with the requirements of the SPP water quality objectives (refer **Appendix 6**); and
- the proposed development is sufficiently separated from Department of Defence landholdings and is unlikely to cause adverse impacts to Department of Defence operations.

6.3 Medium Impact Industry Zone Code

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

The particular purpose of this code is to:

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

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

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

Response

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

- the proposed development involves establishing a mobile concrete batching plant, precast shed and ancillary vehicle workshop for trucks being serviced. The use is considered to be consistent with the preferred development intent for the Medium Impact Industry Precinct of the TSDA and Council have issued an Early Referral Entity Response supporting the proposed development intent for the site;
- the proposed development will be appropriately situated within CBIP's Western Precinct, which is an industrial estate and is consistent with the intent of the TSDA Medium Impact Industry Precinct;

- the proposed development will complement other end users within CBIP;
- the proposed development will ensure the supply of a concrete and concrete products, which are critical for the delivery of development and infrastructure projects;
- the subject site is of a suitable size to comfortably accommodate the proposed use and is appropriately separated from the nearest sensitive receptors;
- the proposal has been designed to ensure the development will avoid significant adverse effects on water quality and the natural environment;
- the proposed development will not result adverse impacts (noise, dust or odour) on the nearest sensitive receptors; and
- the site layout has been designed to accommodate safe and efficient vehicle movement across the subject site and car parking.

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

6.4 Healthy Waters Code

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

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

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

(a) environmental values of receiving water are protected from adverse development impacts arising from altered stormwater quality and altered stormwater flow;

(b) environmental values of receiving water are protected from waste water impacts;

(c) environmental values of receiving water are protected from development impacts arising from the creation or expansion of non-tidal man-made waterways such as urban lakes;

(d) potential adverse impacts on the natural and built environment, including infrastructure and human health as a result of acid sulfate soils are avoided;

(e) public health and safety are protected and damage or nuisance caused by stormwater is avoided;

(f) stormwater is designed to maintain or recreate natural hydrological processes and minimise run-off;

(g) whole of lifecycle costs of infrastructure are minimised; and

(h) well-designed developments are responsive to receiving water quality.

Response

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

The proposed stormwater arrangement will direct treated stormwater from the subject site into the wider stormwater arrangement provided by the wider CBIP Western Precinct development. This involves discharge points to Penelope Road to the east and the stormwater easement (comprising of manmade wetlands) located to the west.

The SBSMP prepared by Premise confirms the treatment measures required to be installed for the proposed development to ensure it will achieve the State Planning Policy (SPP) Stormwater Management Design Objectives (refer **Appendix 6**).

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

6.5 Landscape Code

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

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

(a) a high quality streetscape and on-site landscape enhances the character of the city;

(b) landscape design is used to integrate the natural and built form elements of the site and the locality;

(c) landscape elements create a legible and attractive street frontage, and enhance the continuity of the streetscape;

(d) screening is used to soften built form, mitigate adverse aesthetic impacts and provide privacy and character;

(e) plant species and landscaping materials are suited to the Dry Tropics' cyclone prone climate;

(f) plant species, landscape materials and surface treatments are suited to their intended function and user requirements;

(g) plant species, landscaping materials and surface treatments are designed to remain attractive, fit for purpose and be cost effective to maintain over the long-term;

(h) landscape design facilitates an accessible, safe and comfortable environment for all users; and

(i) significant on-site vegetation is retained, protected and integrated into the site design wherever practicable.

Response

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

- the proposed development incorporates a minimum 2 m landscaping strip along the frontage of the site either side of the proposed crossovers, which will assist in softening the built form and hard landscape area and will positively contribute to the streetscape;
- Council has issued an amended ECER supporting the landscaping proposed the Landscaping Code;
- landscaping will be provided internal to the subject site in the form of shade trees around the perimeter of the car park;
- landscaping is anticipated to incorporate species suited to the local area; and
- landscaping is anticipated to incorporate species that are suited to their intended function and use of the site.

Further details on the proposed landscaping can be provided as part of an operational work development application. A detailed assessment against the applicable benchmarks of the Landscaping Code is provided in **Appendix 12**.

6.6 Traffic Impact, Access and Parking Code

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

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

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

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

(b) pedestrians (including people with a disability) and cyclists are provided with a high level of accessibility, safety, amenity and convenience within a development site and on-site facilities are integrated with external walking and cyclist networks and public transport nodes;

(c) the use of public transport is facilitated wherever appropriate;

(d) access, parking, servicing and associated manoeuvring areas are designed to be safe, functional and meet the reasonable demands generated by the development;

(e) access, parking, servicing and associated manoeuvring areas do not detract from streetscape character, and are designed to discourage crime and antisocial behaviour; and

(f) adverse impacts on the environment and the amenity of the locality are avoided.

Response

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

- the proposed development does not adversely impact on the surrounding road network and is consistent with the anticipated traffic included in the Traffic Impact Assessment undertaken to support the wider CBIP development;
- the proposed development will not adversely impact on the public transport network;
- the proposed internal site layout has been designed to accommodate safe and efficient onsite swept paths to accommodate for the vehicles anticipated to be utilised on site. Particularly, the design ensures all vehicles intended to use the site can enter and exit the site in forward gear;
- the proposed development is designed to provide adequate sight lines for vehicles and pedestrians at ingress and egress location and throughout the site;
- the public transport network and infrastructure is not adversely impacted by the development;
- adequate parking spaces for trucks and cars will be provided on site. The proposed development includes 15 car parking spaces (including one person with disabilities space), which exceeds the number required by the planning scheme. There will also be 6 truck parking bays, 11 truck and trailer parking bays, 4 agitator truck parking bays and 4 parking bays within the vehicle workshop; and
- the proposed access crossovers will be designed and constructed in accordance with the current standards.

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

6.7 Works Code

The proposed development is nominated for assessment against the 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.

Response

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

- the proposed development will connect to the Council's water and sewer network that was constructed as part of the CBIP development, which has adequate capacity to accommodate the demand associated with the proposed development;
- new site accesses will be constructed in accordance with relevant Council standards;
- the proposed stormwater management regime has been designed to ensure that the quality of receiving waters maintains the environmental values of receiving waters in accordance with relevant standards. A SQMP prepared by Premise (refer **Appendix 6**);
- the proposed development will be connected to the electricity and telecommunications network;
- the site layout has been designed to support the vehicle movements in terms of access, internal manoeuvring areas and parking areas for future development traffic anticipated over the site; and
- given the proposed development is located within an industrial subdivision, it is not considered necessary or appropriate to provide specific pedestrian or cyclist facilities.

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

6.8 Flood Hazard Overlay Code

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

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

(a) manage development outcomes in flood hazard areas so that risk to life, property, community, economic activity and the environment during future flood events is minimised; and

(b) ensure that development does not increase the potential for flood damage on-site or to other property.

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

(a) development is compatible with the nature of the flood hazard except where there is an overriding need for the development in the public interest and no other site is suitable and reasonably available for the proposal;

(b) where development is not compatible with the nature of the flood hazard and there is an overriding need for the development in the public interest and no other site is suitable and reasonably available for the proposal:

(c) development minimises as far as practicable the adverse impacts from the hazard; and

(d) does not result in unacceptable risk to people or property;

(e) wherever practicable, facilities with a role in emergency management and vulnerable community services are located and designed to function effectively during and immediately after flood hazard event;

(f) development maintains the safety of people and minimises the potential damage to property from flood events on the development site; and

(g) development does not result in adverse impacts on people's safety, the environment or the capacity to use land within the floodplain.

Response

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

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

7.0 CONCLUSIONS AND RECOMMENDATIONS

This proposal details a development application seeking a Development Permit for Material Change of Use – Medium Impact Industry (Mobile Concrete Batching Plant and Precast Shed) on land described as Lot 20 on SP338023 and located at 41 Penelope Road, Stuart (Cleveland Bay Industrial Park Western Precinct).

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

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

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

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