

Our ref: M2285

QA: sj.ap

16 April 2024

Office of the Coordinator-General
Department of State Development
PO Box 15517

CITY EAST QLD 4002

Via: sdainfo@coordinatorgeneral.qld.gov.au

Attention: Gerard Coggan – Office of the Coordinator-General

Dear Gerard,

Re: Development Application seeking a Development Permit for Material Change of Use – Medium Impact Industry (Service and Maintenance Facility), ancillary Outdoor Sales and Truck Wash (Stages 1 to 3) on land described as Lot 51 on SP331993 and located at 34 Heleen Downs Road, Cleveland Bay Industrial Park

Milford Planning act on behalf of R.G.M Maintenance Pty Ltd C/- CiteCon, and hereby formally submit the enclosed Development Application for Material Change of Use – Medium Impact Industry (Service and Maintenance Facility), ancillary Outdoor Sales and Truck Wash (Stages 1 to 3) over the abovementioned land.

The Guideline to State Development Area (SDA) Fees (July 2023) nominates the assessment fee for a SDA application for a Development Application seeking a Development Permit for Material Change of Use – Medium Impact Industry (RGM Service and Maintenance Facility), ancillary Outdoor Sales and Truck Wash (Stages 1 to 3) to be **\$86,292** (GST N/A).

Partial Fee Waiver Request

We have submitted a separate request for a partial fee waiver, given the nominated assessment fee of **\$86,292** in the OCG's Schedule of Fees and Charges, would appear disproportionate to the cost to the OCG to assess the application. We have suggested an alternative assessment fee of **\$9,737.00** (excl. GST), which equates to Council's assessment fee plus SARA's referral fee (\$7,920 + \$1,817), if Council were the Assessment Manager.



Once the OCG has assessed and determined the fee waiver request, if an invoice can be issued to us, with the entity for the invoice being R.G.M Maintenance Pty Ltd C/- Milford Planning, that would be appreciated, and we will organise for the assessment fee to be paid by the Applicant.

Proceeding

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

We look forward to receipt of confirmation of the partial fee waiver from the Coordinator-General, along with the written notice 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



Sarah Jones

SENIOR TOWN PLANNER

Encl: Attachment 1: Development Application Package

Client:
R.G.M Maintenance Pty Ltd

Date:
April 2024

Project Ref:
M2285

Development Application

Project:

Material Change of Use –
Medium Impact Industry
(Service and Maintenance
Facility), ancillary Outdoor
Sales and Truck Wash

Property Details:

34 Heleen Downs Road,
Stuart
Lot 51 on SP331993





DOCUMENT CONTROL

Project Description: Material Change of Use – Medium Impact Industry (Service and Maintenance Facility), ancillary Outdoor Sales and Truck Wash

Client: R.G.M Maintenance Pty Ltd/ C- CiteCon

Date: 12 April 2024

Contact: Sarah Jones

Quality Assurance	Issue: Final	Version: 2
	 Sarah Jones SENIOR TOWN PLANNER	 George Milford DIRECTOR
	AUTHOR	REVIEWER

Disclaimer:

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APPENDICES

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



1.0 INTRODUCTION

This town planning report has been prepared in support of a development application seeking a combined Development Permit for Material Change of Use – Medium Impact Industry (Service and Maintenance Facility), ancillary Outdoor Sales and Truck Wash, on land described as Lot 51 on SP331993, and located at 34 Heleen Downs Road, Stuart (Cleveland Bay Industrial Park (CBIP) 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	34 Heleen Downs Road (CBIP's Western Precinct) (refer Appendix 2)
Real Property Description	Lot 51 on SP331993 (refer Appendix 2)
Property Owner	R.G.M Maintenance Pty Ltd
Site Area	3.677 ha
Street Frontage	Heleen Downs 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 51 on SP331993 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 properties are identified as being located within the following State Assessment and Referral Agency (SARA) mapping overlays (refer Appendix 3): <ul style="list-style-type: none">▪ Townsville priority port precincts; and▪ within 25 m of a State transport corridor.
Referral Agencies	The Coordinator-General will determine and advise of any applicable referral agencies.
Planning Instrument	<i>TSDA Development Scheme 2019</i>

2.2 Subject Site

The subject site is an irregular 3.677 ha allotment within CBIP's Western Precinct at Heleen Downs Road. The subject site has frontage to Heleen Downs Road and the Bruce Highway.

The CBIP's Western Precinct 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:

- industrial end users in CBIP's Western Precinct currently under construction;
- 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 report details a development application seeking a combined Development Permit for Material Change of Use – Medium Impact Industry (Service and Maintenance Facility), ancillary Outdoor Sales and Truck Wash, on land described as Lot 51 on SP331993, and located at 34 Heleen Downs Road, Stuart (Cleveland Bay Industrial Park (CBIP) Western Precinct).

3.2 Proposed Development

R.G.M Maintenance Pty Ltd (RGM), is seeking to establish a new service and maintenance facility over the subject site, which will also include ancillary outdoor sales and truck wash. The proposed development will be delivered over three stages and will comprise of a purpose-built end-to-end heavy vehicle service centre for repairs, maintenance of heavy vehicles, Defence heavy vehicles and electric and hydrogen heavy vehicle fleets, with ancillary sales and a five bay truck wash. The proposed facility will act as a central hub for training and upskilling of employees on electric and hydrogen heavy vehicle maintenance.

3.3 RGM and Description of Operations

RGM have over 20 years experience in terms of the road transport industry and are renowned for providing quality vehicle repair and maintenance services to customers. RGM first opened in 2002 to service the Australian Defence Department in Cooper Plain after two years relocated to Rocklea. Over time RGM have established additional branches in Townsville, Darwin, Katherine, Adelaide, Mackay, Cairns and Rockhampton.

RGM offer flexible operating hours, very high value for money labour rates, high quality service support, in modern purpose designed workshops and being uniquely flexible to our ever-growing customer base and their individual needs.

Operations associated with the proposed development predominantly include servicing and maintenance of RGM's heavy vehicle industries including Fleet Maintenance/Transport, Bulk Fuel Tankers industry, Vehicle loading cranes and the Defence industry. There will be an ancillary display and sales component and a truck wash.

The proposed development includes the following components:

- Medium Impact Industry - Service and Maintenance Facility (three workshops, warehouse, ancillary office and admin area);
- Outdoor display area associated with ancillary sales;
- Hardstand for truck and trailer storage prior to being repaired and serviced; and
- Five bay truck wash.



Table 3.3 below provides a summary of the staging for the proposed development and a summary of the uses associated with each stage.

Table 3.3 Staging and Summary of Proposed Uses

Stage 1	Stage 2	Stage 3
Medium Impact Industry - Service and Maintenance Facility (three workshops, warehouse, office and admin area) Outdoor display area associated with ancillary sales;	Hardstand area	Five bay truck wash

Medium Impact Industry - Service and Maintenance Facility

The Service and Maintenance Facility will include an industrial building comprising three workshops, a warehouse, office and administration area and amenities, refer to **Appendix 4**. The workshops will be used the servicing and repairing of heavy vehicles, Defence heavy vehicles and electric and hydrogen heavy vehicle fleets. The warehouse area of the building will be used for the storage of parts, materials and equipment, to facilitate the servicing of vehicles and repairs.

Workshop 1 will include four single bays, two half bays and one double bay, with roller shutter doors on both sides of all the bays, except for the half bay labelled FAB Machining Bay. Two of the single bays will be FAB bays, the other two single bays will be Defence bays and the double bay will be a service bay. One of the half bays will be a wash bay and the other half bay will be a machining bay with fabrication machines.

Workshop 2 will include four single bays and one double bay, with roller shutter doors on both sides of all the bays. Two of the single bays will be Electric Vehicle (EV) and Hydrogen Vehicle (HV) bays and the other two single bays will be service bays and the double bay will be a service bay. Workshops 1 and 2 include a shared small workshop/ storage area, amenities (toilets and showers), with further storage and a lunchroom on the mezzanine level.

Workshop 3 will include five internal bays and an external bay. The internal bays will roller shutter doors on both sides of all the bays, except for the oil bay. Two of the bays will have service pits, one bay will be an express assessment bay, one bay will be a brake tester bay and one bay will be an oil bay, with a pressure washer, two 5,000 Litre slimline tanks and a steel gantry platform over this bay. The external bay will be a degas bay with a mezzanine bay walkway above.

The Service and Maintenance Facility will include a regionally superior hoist and overhead crane, capable of removing armoured vehicle turrets for repair. In terms of defence contracts and vehicle numbers this includes the garrisoning of 200 plus new armoured vehicles, 500 plus Defence heavy



wheeled heavy transport and utility vehicles. As part of the Australian-Singapore Military Training Initiative, Singaporean Defence Prime Contractor ST Engineering need to support 500 plus vehicles for the Singapore Defence Force.

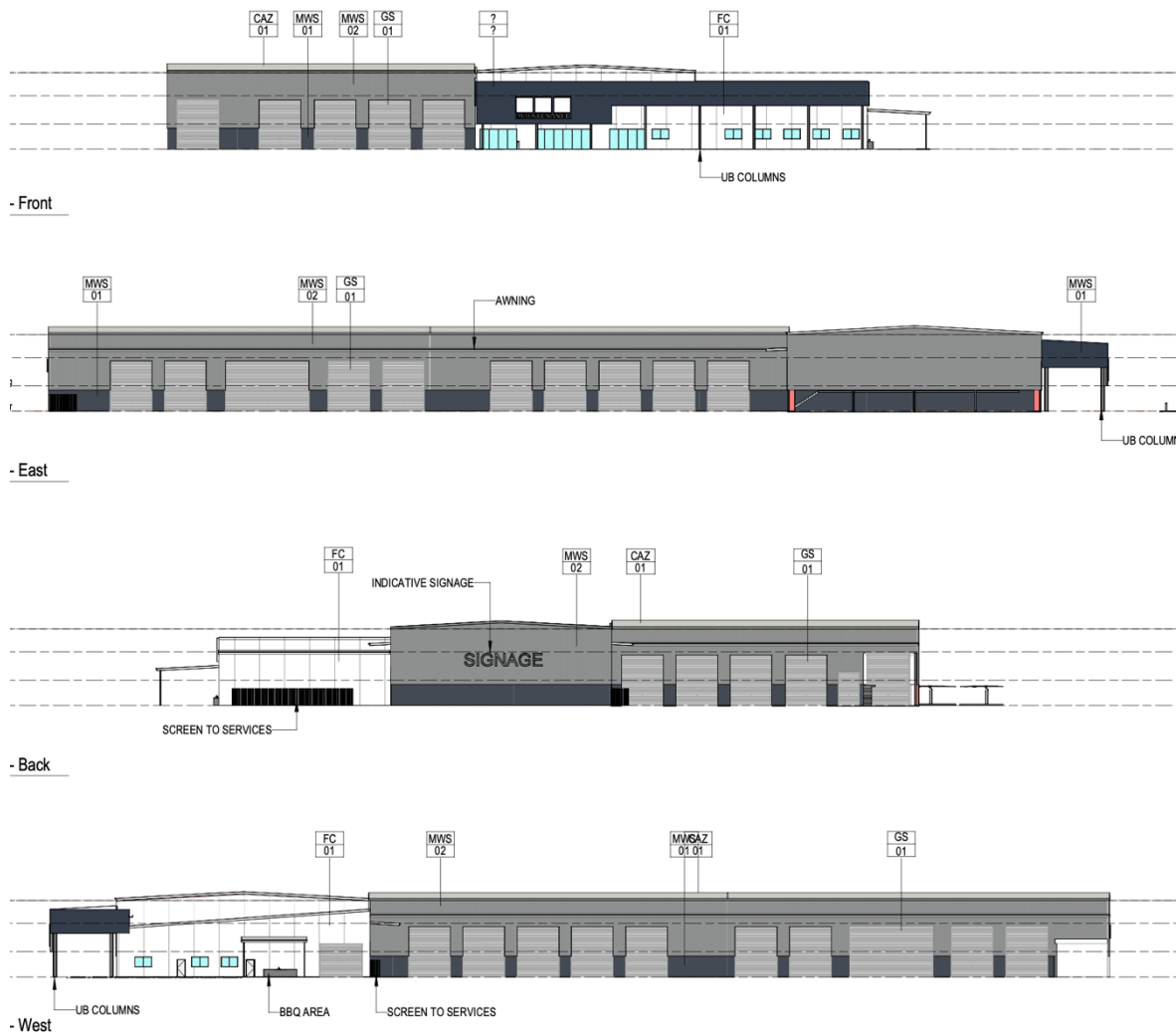


Figure 1 – Service and Maintenance Facility (Source: Proposal Plans prepared by CA Architects)

The vehicle display area associated with the proposed ancillary sales will be located to the front of the proposed office/ administration area and includes 5 covered display bays, and the intent is to also display approximately 20 vehicles along western boundary, so there will be a maximum of 25 trucks on display at any one time. For the period January to December 2023, 100 vehicles were sold from RGM's current facility at Roseneath.

The following services and operations are currently offered at RGM's existing facility at Roseneath and will transfer to the new facility when operational:

- Services & Repairs for Trucks, Trailers, dollies and tankers;
- Full-Size Truck Wash Bay Facilities;
- Wabco EBS installation, test and repairs;



-
- Light Commercials 4WD Drives Servicing & Maintenance;
 - Vehicle Inspections, Brake Relines, Turntable Repairs;
 - Aviation fuel truck maintenance Services;
 - Emergency Service / Specialised Vehicle Support;
 - Department of Defence Repairs;
 - Fuel Tanker Transport Servicing & Repairs;
 - Hydrostatic leak detection;
 - Repair hose testing and certifying;
 - Fuel tanker hydrostatic testing and leak detection and repair;
 - SLP inspections on prime movers, tankers and rigid vehicles;
 - Hydrostatic testing of barrels;
 - High-quality alloy and steel welding services;
 - Heavy Vehicle Truck Hoists;
 - New Truck Sales, Service, Parts & Warranty of Mercedes Benz Trucks;
 - New Truck Sales, Service, Parts & Warranty of Freightliners Trucks; and
 - New Truck Sales, Service, Parts & Warranty of Fuso Trucks.

The warehouse will simply be used for the storage of parts, materials and equipment to facilitate the servicing and repairs of vehicles.

The office/ administration area of the Service and Maintenance Facility will include a main reception area and a service reception area, boardroom, meeting room, driver lounge, several small offices (general/ sales/ managers), training/ meeting room, warranty controller room, warranty room, display area and parts service counter, lunchroom, amenities and an outdoor BBQ/ smoko area.

There will be an Electric Vehicle Battery Monitoring Station to the west of Workshops 1 and 2. 69 secure car parking spaces (inclusive of two persons with disability spaces) will be provided for the Service and Maintenance Facility and an additional eight (inclusive of four EV spaces) car parking spaces to the west of the office/ administration and vehicle display areas.

Hardstand Area

The hardstand area will be used for storing trucks and trailers that are waiting to be serviced or repaired.

Truck Wash

The proposed truck wash will include five bays, of which four will be manual, with high pressure cleaner systems and one will be an auto wash bay. There will be a plant room/ pump room with a small storeroom. There will be two truck stopping bays and 10 car parking spaces.

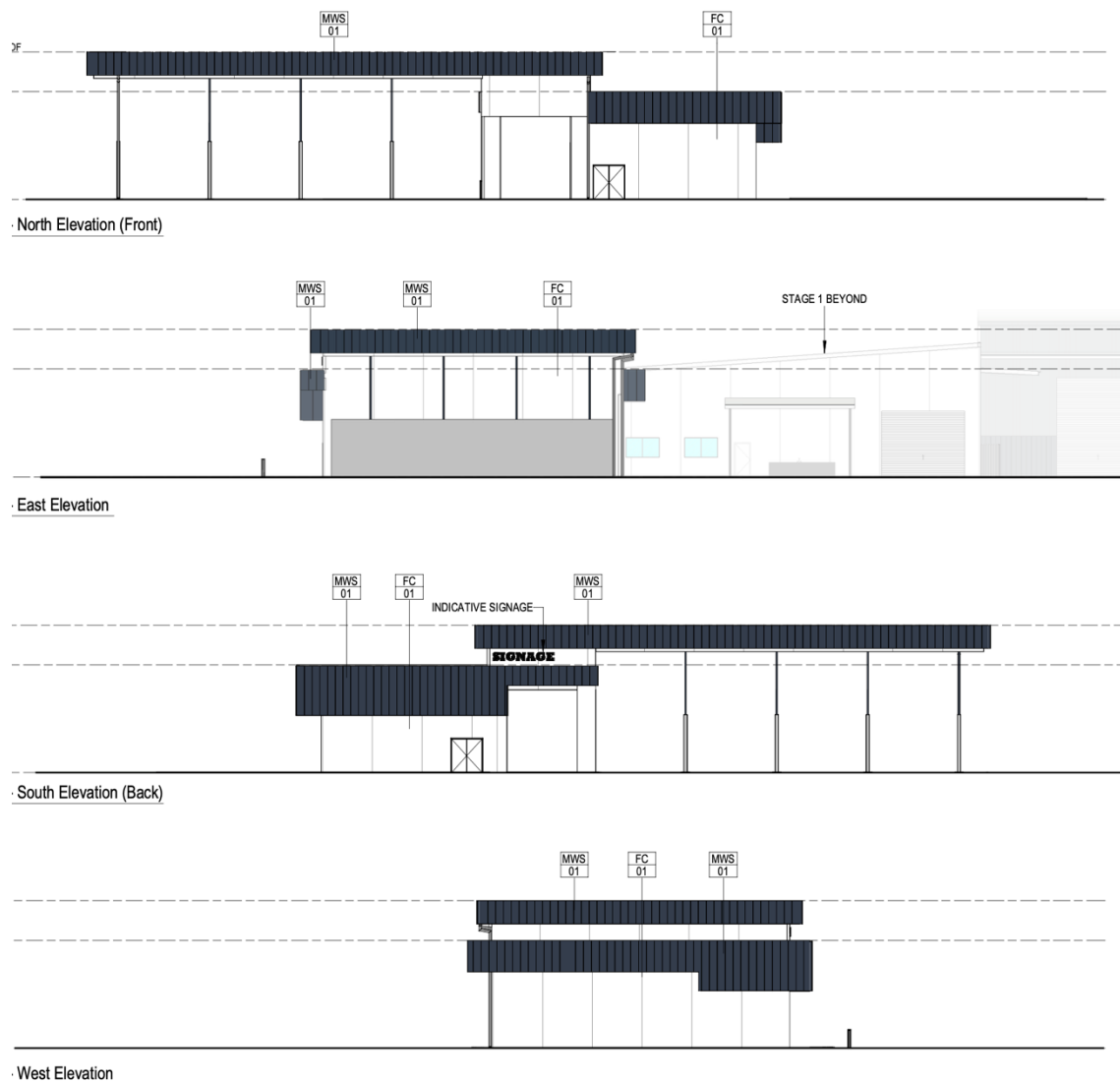


Figure 2 – Truck Wash (Source: Proposal Plans prepared by CA Architects)

Number of Employees

Stage 1

The number of employees associated with Stage 1 will be approximately 75.

Stage 2

There will be no additional employees associated with Stage 2.

Stage 3

The number of employees associated with Stage 3 will be approximately an additional 3-5.



Hours of Operation

The operating hours of the uses associated with the proposed development will generally be 7 am – 5 pm Monday to Friday and 6 am – 12 pm on a Saturday but the Applicant requires the flexibility of being able to operate 24/7, particularly in terms of the truck wash.

Site Access, Traffic Movement and Car Parking

Site Access

Access to Stages 1 and 2 will be via separate entry and exit crossover to and from Heleen Downs Road, with the existing concrete road continuing to be utilised.

Access to Stage 3 will be via a separate entry crossover to Heleen Downs Road to the north west corner of the subject site and the exit will crossover will be the one established for Stages 1 and 2.

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

Traffic Movement

Swept paths for the proposed development are illustrated on Drawing No.s STP24-0150 SK001-SK005, which demonstrate that the site and layout can accommodate the anticipated vehicle types in terms of heavy vehicles and triple road trains.

For Stage 1 the following traffic movements are anticipated:

- Employee vehicle movements per week will be based on 75 employees over differing shifts; and
- Trucks, service vehicles and visitor total vehicle movements approximately 1,200 per week (assumes two way movements) which equates to approximately 6.4 vehicles per bay per day.

Stage 2 will not generate any additional vehicle movements to those associated with Stage 1.

For Stage 3 the following vehicle movements are anticipated:

- Employee vehicle movements per week based on 10 employees; and
- Truck Wash approximately 100 vehicle movements per week (assumes two way movements).

In view of the above, and in the context of the activities and operations associated with the proposed end use, the vehicle movements generated by the proposed development will be consistent with the latest approved Traffic Impact Assessment prepared by Langtree Consulting (0241-R-FN0221 Rev B and dated 23/10/20), which assumes, once the western precinct is fully developed, a peak hour development traffic generation of 228 vehicles.



Car and Truck Parking

There are 87 car parking spaces proposed and two truck stopping spaces proposed.

The car parking spaces will be delivered on a stage by stage basis as follows:

- Stage 1 will include 71 car parking spaces, two pwd spaces and four EV car parking spaces; and
- Stage 3 will include 10 car parking spaces and two truck stopping spaces.

Stormwater

STP Consultant have prepared a Site Based Stormwater Quality Management Plan (SBSQMP), refer to **Appendix 5**, for the proposed development, in terms of stormwater quality. The purpose of SBSMP is to verify that stormwater quality has been considered as part of this development. Relevant extracts from the SBSQMP are provided overleaf.

Existing Stormwater Regime

The lawful point of discharge for the subject site is currently to Heleen Downs Road and Bruce Highway road reserves via overland flow and will continue to be. An 1800 x 900 mm grated inlet pit with a 600 mm RCP discharge is located in the north-west corner of the site discharging via a headwall to the Stuart Creek floodplain.

Stormwater Runoff and Detention

The site is currently zoned as Special Purpose and is not allocated a default impervious fraction as determined in Table SC6.4.9.2. An impervious fraction of 0.9 is appropriate to an Industrial development of this nature. The previous development of the site was Rural with an impervious fraction of 0.1. The proposed development layout has an actual impervious fraction of 0.56. The development catchment is limited to the project site and discharges directly to a flood-prone road reserve.

As the proposed impervious area is less than that allowed for in the design of the subdivision stormwater, detention storage and runoff mitigation will not be considered for this development. As the runoff is directed towards a road reserve that is inundated at the AEP 1% level, QUDM does not require the consideration of detention storage.

Stormwater Quality Assessment

The proposed development site has sufficient area available to dedicate to stormwater treatment devices. Roof water will discharge via downpipes either directly to the in-ground stormwater or to the pavement surface. The landscaped areas and pavements will discharge directly to field inlet pits or to overland flow. All grated field inlets will be fitted with filter baskets for removal of gross pollutants. The total catchment then discharges to the existing Lawful Point of Discharge (Heleen Downs Road) via a SPEL 6000 Ecoceptor, SPEL Vault and SPELfilter unit (or equivalent). The



SPEL filters (16 x 30-EMC cartridges) has been used for modelling purposes but may be substituted by another proprietary product with similar performance characteristics.

In MUSIC, stormwater quality is characterized by event mean concentrations (EMC) for storm flows and base flows. In this study, the EMC were taken from the Water by Design MUSIC Modelling Guidelines. The pollutants of concern that were assessed include total suspended solids (TSS), total phosphorous (TP) and total nitrogen (TN). The quality of stormwater runoff is characterised by inputting event mean concentrations (EMC) for storm flow and base flow conditions as well as the standard deviation of each EMC.

Pollutant concentrations are based on Urban Industrial land use parameters.

The MUSIC Model treatment train demonstrates that the proposed treatment train will reduce pollutant loadings to the extent specified by the Townsville City Council Stormwater Quality Guidelines.

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 is generally anticipated to occur for dust suppression purposes during construction. The proposed development will connect to Council's reticulated water network and sewerage infrastructure, which has sufficient capacity to cater for the demand associated with the proposed development.

Landscaping and Existing Vegetation

The proposed development incorporates landscaping along the road frontage and all other boundaries, plus some internal landscaped areas with tree. The proposed landscaping is considered sufficient and appropriate for the industrial setting of the subject site and the proposed development.

3.4 Definition of Proposed Uses

The proposed development is defined as a Medium Impact Industry under the development scheme.

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

- (a) potential for noticeable impacts on sensitive land uses due to offsite emissions including aerosol, fume, particle, smoke, odour and noise;*
- (b) generates high traffic flows in the context of the locality or road network*
- (c) generates an elevated demand on local infrastructure network*



- (d) potential for noticeable offsite impacts in the event of fire, explosion or toxic release
- (e) onsite controls are required for emissions and dangerous goods risks
- (f) the use is primarily undertaken indoors
- (g) evening or night activities are undertaken indoors and not outdoors.

The Townsville SDA Development Scheme does not include a use definition that relates to ancillary outdoor display and sales of goods. The ancillary outdoor display and sale of vehicles, aligns with the Outdoor Sales use definition in the Townsville City Plan 2014.

Outdoor Sales, is premises used for the display, sale, hire or lease of products where the use is conducted wholly or predominantly outdoors and may include construction, industrial or farm plant and equipment, vehicles, boats and caravans. The use may include ancillary repair or servicing activities and sale or fitting of accessories.

3.5 Development Plans

The development proposal is illustrated in the following proposal plan and perspectives prepared by CA Architects, refer to **Appendix 4**:

DA-001	Cover Sheet
DA-002	Locality Plan
DA-101	Site Plan
DA-102	Stage 1- Ground Floor Plan
DA-103	Stage 1- Ground Floor Plan - Part A
DA-104	Stage 1- Ground Floor Plan - Part B
DA-105	Stage 1- Ground Floor Plan - Part C
DA-106	Stage 1- Mezzanine Level - Part B
DA-107	Stage 3- Ground Floor Plan
DA-108	Stage 3- Roof Plan
DA-401	Stage 1- Elevations
DA-402	Stage 3- Elevations
DA-501	Stage 1- Sections
DA-502	Stage 1- Sections
DA-503	Stage 3- Sections
DA-504	Stage 3- Visualisation

As detailed on the proposal plans, the proposed development associated with Stage 1 includes:

- a Service and Maintenance Facility that has a total GFA of approximately 4,433 m²;
- Workshop 1 will have a GFA of 1,199 m²;
- Workshop 2 will have a GFA of 793 m²;
- Workshop 3 will have a GFA of 878 m²;
- the amenities, office, storeroom and lunchroom associated with Workshops 1 and 2 will have a total area of 314 m²;



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- warehouse will have a GFA of 453 m²;
 - office and administration area will be 896 m²;
 - the height of Service and Maintenance Facility will be 9.15 m to the underside of the eaves;
 - display area for 5 trucks/ vehicles to the front of the office/ administration area;
 - 77 secure car parking spaces, including two pwd spaces and four EV spaces;
 - a site entry crossover (concrete) from Heleen Downs Road;
 - a site exit crossover (concrete) to Heleen Downs Road;
 - Stage 1 external areas associated will be concrete hardstand;
 - mix of external finishes;
 - fenestration is all elevations;
 - building and pylon signage and flag poles; and
 - landscaping and turfing along the north, east and south boundaries.

As detailed on the proposal plans, the proposed development associated with Stage 2 includes a hardstand that will be 2,680 m².

As detailed on the proposal plans, the proposed development associated with Stage 3 includes:

- a truck wash with a GFA of 697 m²;
- four manual wash bays;
- one automatic wash bay;
- the height of the truck wash will be 8.9 m;
- the hardstand area associated with Stage 3 will be 4,924 m²;
- two truck stopping spaces;
- 10 car parking spaces;
- landscaping on all boundaries;
- access crossover to Heleen Downs Road in the north west corner of the site; and
- utilisation of the exit crossover for Stages 1 and 2.



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 Material Change of Use – Medium Impact Industry – Servicing and Maintenance Facility and ancillary Outdoor Sales. The Assessment Manager for this application is the Coordinator-General.

4.4 Potential Referral Agencies

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

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



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 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;
- (c) 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;
- (d) the proposal complies with or proposes alternative acceptable solutions, to Council assessment benchmarks, which are similar to those associated with other end users in the western precinct and for which have Council accepted. An assessment against these benchmarks is included in this application to assist the Coordinator-General's assessment; and
- (e) it is considered unlikely that the assessment of this application by TMR will add 'value' to the development approval but would instead delay this project through a longer assessment period.

4.5 State Planning Policies

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

- Agriculture – Agricultural land classification – Class A and B;
- Development and construction – State development area;
- Natural hazards risk and resilience – Flood hazard area – Level 1 (Queensland and Local Government);
- Transport Infrastructure – State controlled road;
- 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 a Service and Maintenance Facility for RGM, with ancillary Outdoor Sales and a Truck Wash within the subject site, which is consistent with the intent of the Medium Impact Industry Precinct and the wider CBIP development. Establishing a Service and Maintenance Facility for RGM, with ancillary Outdoor Sales and a Truck Wash is also consistent with the vision and development intent for the TSDA, in terms of 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 Service and Maintenance Facility for RGM, with ancillary Outdoor Sales and a Truck Wash in a strategic location;



- the proposal involves establishing an industrial use in the Medium Impact Industry Precinct within CBIP's Western Precinct, RGM's existing facility is located with the Townsville Distribution Precinct;
- the subject site has been chosen based on its size, close proximity to the Bruce Highway and Townsville Port Access Road and access to services such as the highway and Council reticulated water and sewer infrastructure;
- the subject site is not located in close proximity to sensitive receptors;
- the proposed design of the proposed development to ensure it achieves a functional layout, so that the end user will operate in accordance with current industry best practice measures; and
- the site layout has utilised the land to accommodate a purpose built Service and Maintenance Facility for RGM, with ancillary Outdoor Sales and a Truck Wash, whilst appropriate stormwater quality management measures will ensure any stormwater runoff from the site will meet the relevant stormwater quality objectives.

5.3 Medium Impact Industry Precinct

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

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

Defined uses that support the preferred development intent are:

- (i) *freight terminal;*
- (ii) *infrastructure facility;*
- (iii) *medium impact industry;*
- (iv) *research and technology industry;*
- (v) *transport depot;*



- (vi) utility installation; and
- (vii) warehouse.

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

- involves establishing a Service and Maintenance Facility for RGM, with ancillary Outdoor Sales and a Truck Wash, which is a road transport related business that is consistent with the preferred development intent for the Medium Impact Industry Precinct of the TSDA;
- is heavily reliant on being located in close proximity to key transport and supply chain infrastructure (i.e. port, road and rail network) for ease of access to the site. The subject site is strategically located in close proximity to existing transport network and is able to accommodate heavy vehicle access (e.g. triple road trains, Defence vehicles etc);
- has appropriate separation distances from sensitive land uses. Noting the subject site is appropriately buffered from sensitive land uses. Particularly the residential area and caravan park to the north west, which are buffered by the other future end users, the balance allotment and the riparian corridor of Stuart Creek, thus minimising the potential for adverse impacts to sensitive land uses;
- includes an outdoor display and sales activity is ancillary to the primary/ core use of the site as a Service and Maintenance Facility, further the size of the vehicles require a larger industrial site; and
- will utilise Heleen Downs Road to access the subject site and the TPAR intersection, the latter of which was constructed as part of CBIP's western precinct.

5.4 SDA Wide Assessment Criteria

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

A thorough response to this assessment criteria is provided in **Appendix 7**. Overall, it is considered that the proposed development is compliant with the outcomes sought by the SDA Wide Assessment Criteria.



6.0 STATE DEVELOPMENT ASSESSMENT PROVISIONS (SDAP)

6.1 Introduction

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

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

Assessment against State Codes 1 and 6 is provided below.

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

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

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

Specifically, this code seeks to ensure:

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



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

Response

The proposed development is considered to comply with the purpose sought by this State Code. In particular, the subject site is approximately, via the existing road network, 95 m from the Bruce Highway (with no direct access) and 275 m from Ron Mclean Drive, with these roads designed and constructed to cater for the vehicle types and vehicle movements associated with the proposed development. As such, it is not anticipated that the proposed development will compromise the structural integrity of the State-controlled infrastructure. Furthermore, the proposed development generally aligns with approvals associated with CBIP's Western Precinct subdivision and associated traffic reporting.

Performance Outcomes and Acceptable Outcomes

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

6.3 State Code 6: Protection of State Transport Networks

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

The purpose of this code is to:

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

Specifically, this code seeks to ensure development:

- (1) does not create a safety hazard for users of state transport infrastructure or public passenger services by increasing the likelihood or frequency of a fatality or serious injury;*
- (2) does not result in a worsening of the physical condition or operating performance of the state transport network;*



-
- (3) does not compromise the state's ability to cost-effectively construct, operate and maintain state transport infrastructure;*
 - (4) provides public passenger transport infrastructure to enable development to be serviced by public passenger transport;*
 - (5) provides safe and direct access to public passenger transport infrastructure or active transport infrastructure, including access by cycling and walking.*

Response

The proposed development is considered to comply with the purpose sought by this State Code. In particular, the subject site is approximately, via the existing road network, 95 m from the Bruce Highway (no direct road access) and 275 m from Ron Mclean Drive, with these roads designed and constructed to cater for the vehicle types and vehicle movements associated with the proposed development. As such, it is not anticipated that the proposed development will compromise the structural integrity of the State-controlled infrastructure. Furthermore, the proposed development generally aligns with approvals associated with CBIP's Western Precinct subdivision and associated traffic reporting.

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

Performance Outcomes and Acceptable Outcomes

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



7.0 PLANNING INSTRUMENTS

7.1 Introduction

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

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

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

- Special Purpose Zone Code;
- Medium Impact Industry Zone Code (refer **Appendix 9**);
- Healthy Waters Code (refer **Appendix 10**);
- Landscape Code (refer **Appendix 11**);
- Traffic Impact, Access and Parking Code (refer **Appendix 12**);
- Works Code (refer **Appendix 13**); and
- Flood Hazard Overlay Code (refer **Appendix 14**).

7.2 Special Purpose Zone Code

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

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

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

- (a) *the Townsville State Development Area accommodates a wide range of large-scale industry uses, particularly those which support or have a nexus with the Port of Townsville and minerals processing;*
- (b) *other non-industrial uses are those which are ancillary to or directly support the industrial functions of the area, and are limited in extent;*
- (c) *the intrusion of incompatible uses, or uses which may be more appropriately accommodated in other zones, is avoided to protect the availability of land for industrial purposes and the viability and efficient operation of existing and future industry uses;*



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

Response

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

- the proposed lot sizes are greater than the minimum lot prescribed for the Special Purpose Zone;
- the proposed development is appropriately located within the CBIP Western Precinct industrial estate, which has been designed to accommodate industrial uses such as a Service and Maintenance Facility, ancillary Outdoor Sales and Truck Wash;
- the proposed development can 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. As detailed in the SBSMP prepared by STP Consultants, 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 5**); and
- the proposed development is sufficiently separated from Department of Defence landholdings and is unlikely to cause adverse impacts to Department of Defence operations.

7.3 Medium Impact Industry Zone Code

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



The particular purpose of this code is to:

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

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

- a) the zone accommodates a wide range of industrial uses that are likely to have some potential for off-site impacts, including manufacturing, transport, storage, outdoor sales and other uses which require larger sites in locations separated from sensitive land uses;*
- b) other non-industrial uses are those which are ancillary to or directly support the industrial functions of the area, and are limited in extent;*
- c) the zone does not accommodate uses which are primarily oriented to retail sales and which are more appropriately located in centres, such as shops, shopping centres, showrooms, or retail based hardware supplies;*
- d) the intrusion of incompatible uses, or uses which may be more appropriately accommodated in other zones, is avoided to protect the availability of land for industrial purposes and the viability and efficient operation of existing and future industry uses;*
- e) the impacts of development are managed to ensure public health and safety and achieve acceptable levels of amenity for nearby sensitive land uses;*
- f) development avoids significant adverse effects on water quality and the natural environment;*
- g) development does not adversely affect the safe and efficient operation of nearby Department of Defence landholdings;*
- h) development is safe and legible, and designed to establish safe and efficient movement system Medium;*
- 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 lot sizes are greater than the minimum lot prescribed for the Medium Impact Industry Zone;
- the purpose of the development is to establish a Service and Maintenance Facility, ancillary Outdoor Sales and Truck Wash, to service the region. The proposed development will be appropriately situated within the newly developed CBIP Western Precinct industrial park and is consistent with the intent of the TSDA Medium Impact Industry Precinct;
- the proposed lots are of a suitable size to comfortably accommodate the proposed and future uses and are 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 is not primarily orientated to retail sales, the sales component of the proposed development is ancillary to the primary/ core use of the site which is service and maintenance of fleets of heavy vehicles; and
- the site layout has been designed to accommodate safe and efficient vehicle movement across the subject site.

Refer to **Appendix 9** for further assessment against the Medium Impact Industry Zone Code.

7.4 Healthy Waters Code

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

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

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

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

Response

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

The proposed stormwater arrangement will direct treated stormwater from the subject site into the wider stormwater arrangement provided by the wider CBIP Western Precinct development. This involves existing discharge points to Heleen Downs Road and Bruce Highway road reserves via overland flow.



The SBSQMP prepared STP Consultant, refer **Appendix 5**, confirms that based on the MUSIC Modelling Results summarised in the SQMP, the anticipated load-based pollutant outcomes for the proposed development meet the overall design objectives. *Therefore, stormwater from the development will be treated prior to discharge and will be able to not exceed allowable pollutant load levels prior discharging into Stuart Creek.*

The MUSIC Model treatment train demonstrates that the proposed treatment train will reduce pollutant loadings to the extent specified by the Townsville City Council Stormwater Quality Guidelines.

A detailed assessment against the applicable benchmarks of the Healthy Waters Code is provided in **Appendix 10**.

7.5 Landscape Code

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

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

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

Response



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

- the proposed development incorporates a 3 m landscaping strip along the frontage of the subject site either side of the proposed crossovers, which will assist in softening the built form and contribute to the streetscape;
- the proposed development incorporates a 5 m landscaping strip along the eastern boundary of the subject site, which will assist in softening the built form and contribute to the streetscape;
- the proposed development incorporates a 1.5 m landscaping strip along the south/ south west boundary and the north west corner of the site will be landscaped, which will assist in softening the built form and contribute to the streetscape;
- landscaping will be provided internal to the subject site in the form of garden beds, turfed areas and shade trees may be provided in the car parking area;
- 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.

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

7.6 Traffic Impact, Access and Parking Code

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

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

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

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



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

Response

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

- the proposed development will not adversely impact on the surrounding road network and is consistent with the anticipated traffic peak volumes included in the Traffic Impact Assessment undertaken to support the wider CBIP development;
- the proposed development will not adversely impact on the surrounding road network and is consistent with the anticipated traffic included in the Traffic Impact Assessment undertaken to support the wider CBIP development;
- the proposed development will not adversely impact on the public transport network;
- the proposed internal layout has been designed to accommodate safe and efficient onsite swept paths to accommodate for heavy vehicles anticipated to be utilised on site. Particularly, the design ensures all vehicles intended to use the site can enter and exit the site in forward gear;
- the proposed development is designed to provide adequate sight lines for vehicles and pedestrians at ingress and egress location and throughout the site;
- the public transport infrastructure will not be adversely impacted by the development;
- adequate parking spaces for trucks and cars will be provided on site with 2 truck stopping spaces, 87 car parking spaces (inclusive of two pwd spaces and four EV spaces) and truck and trailer storage area; and
- appropriate landscaping will be provided to ensure the streetscape amenity and aesthetic quality of the site is retained.

A detailed assessment against the applicable benchmarks of the Transport Impact, Access and Parking Code is provided in **Appendix 12**.

7.7 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 water and sewer network to be constructed as part of the CBIP development which has been designed to have sufficient capacity to accommodate the proposed end users of the industrial subdivision;
- new site access will be constructed in accordance with relevant Council standards;
- the proposed stormwater management regime has been designed to ensure that the quality of receiving waters maintains the environmental values of receiving waters in accordance with relevant standards. A SBSMP prepared by STP Consultants (refer **Appendix 5**);
- 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 the 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 13**.

7.8 Flood Hazard Overlay Code

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

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



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

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

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

Response

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

Refer to **Appendix 14** for further assessment against the Flood Hazard Overlay Code.



8.0 CONCLUSIONS AND RECOMMENDATIONS

This proposal details a development application seeking a Development Permit for Material Change of Use - Medium Impact Industry (Service and Maintenance Facility), ancillary Outdoor Sales and Truck Wash, on land described as Lot 51 on SP331993, and located at 34 Heleen Downs Road, Stuart (Cleveland Bay Industrial Park (CBIP) 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 consistent with the newly developed CBIP Western Precinct;
- the proposal is generally consistent with the outcomes sought by the TSDA Development Scheme;
- the proposal is generally consistent with the outcomes sought by the applicable referral agencies; and
- the proposed development will be serviced by new purpose-built infrastructure and will realise the benefits and efficiencies resulting from the land's strategic location and proximity to the Bruce Highway and TPAR.

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

Appendix 1

MP ref: M2285
QA: sj

14 March 2024


Assessment Manager
Townsville City Council
PO Box 1268
TOWNSVILLE QLD 4810

Attention: Planning and Development

Dear Sir/ Madam,

Re: Land Owner Consent

Under the provisions of the *Planning Act 2016*, we **R.G.M MAINTENANCE PTY LTD** being the registered owner of land described as **LOT 51 ON SP331993** and located at **34 HELEEN DOWNS ROAD, STUART**, do hereby authorise and confirm the engagement and appointment of Milford Planning to act on our behalf with respect to the procurement of all development approvals for the aforementioned land.

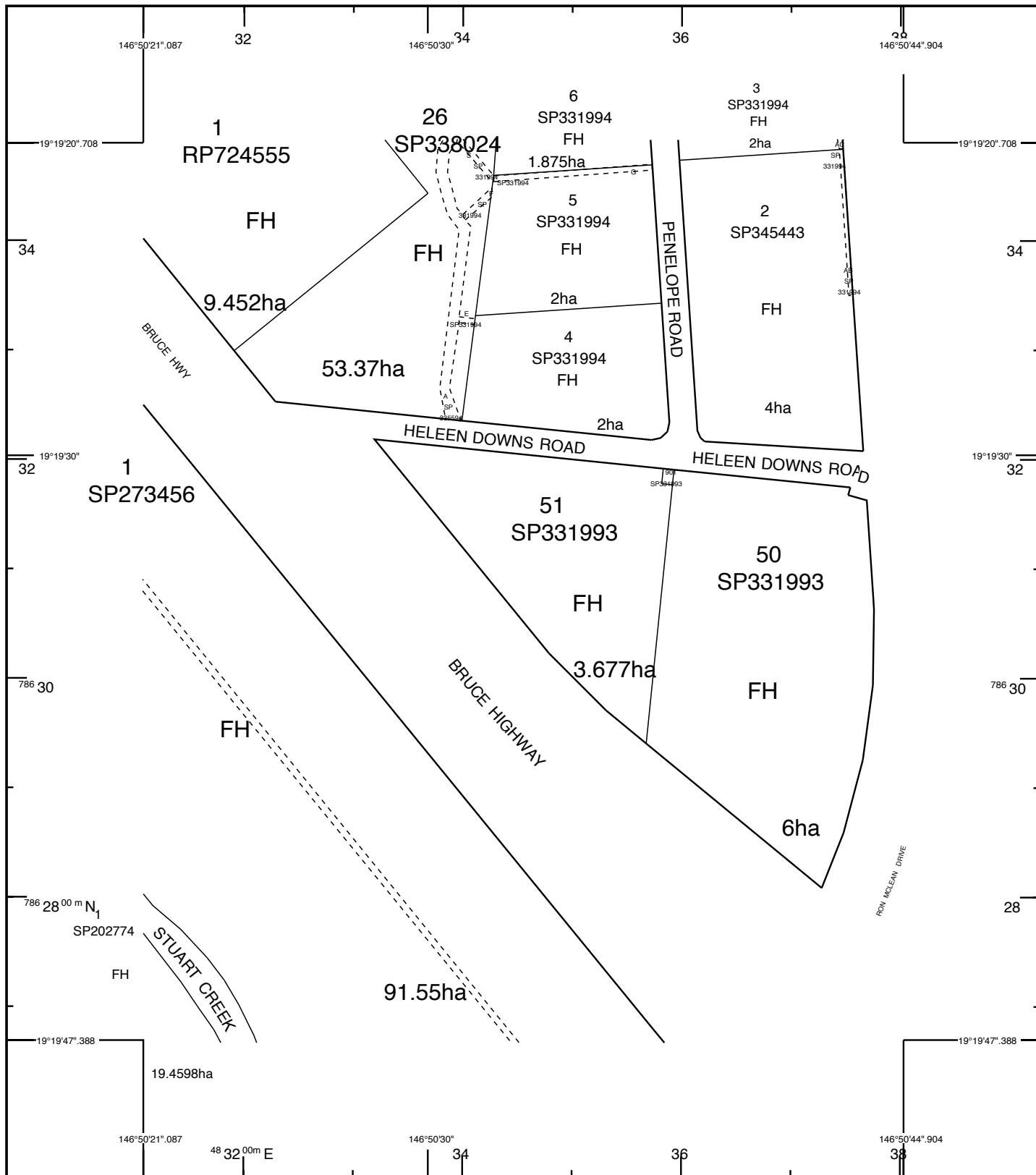
Date	18	03	2024
	Day	Month	Year
Signature			
Name	GREG JACKSON		
Position	DIRECTOR		

Note

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

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

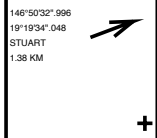
Appendix 2



STANDARD MAP NUMBER
8259-24241

0 100 200 300 400 500 m
HORIZONTAL DATUM:GDA94 ZONE:55 SCALE 1 : 5000

MAP WINDOW POSITION &
NEAREST LOCATION



SUBJECT PARCEL DESCRIPTION

DCDB	
Lot/Plan	51/SP331993
Area/Volume	3.677ha
Tenure	FREEHOLD
Local Government	TOWNSVILLE CITY
Locality	STUART
Segment/Parcel	50678/878

CLIENT SERVICE STANDARDS

PRINTED 31/03/2024

DCDB 28/03/2024

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**Queensland
Government**

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



Drawing
Site Aerial

Property
34 Heleen Downs Road, Stuart
Lot 51 on SP331993


Drawing Number M2285-SK-01	Issue A	Sheet 1
Date 28.3.24	Author HW	Reviewer SJ

Legend

-  Cadastre
-  Subject Site

Scale (A3 Original)
1:1,400

0 10 20 30 40 50 m



Sources
Milford Planning GIS (2024)
DCDB extract - State of Queensland (2024)
Aerial imagery - Bing (2024)

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



Appendix 3

State Assessment and Referral Agency

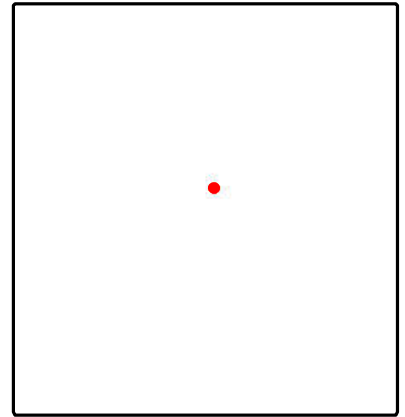
Date: 13/03/2024



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: 51SP331993 (Area: 36770 m²)

Townsville priority port precincts

State-controlled road

Area within 25m of a State-controlled road



State Assessment and Referral Agency

Date: 13/03/2024



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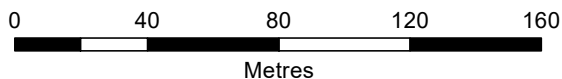


Legend

Area within 25m of a State-controlled road

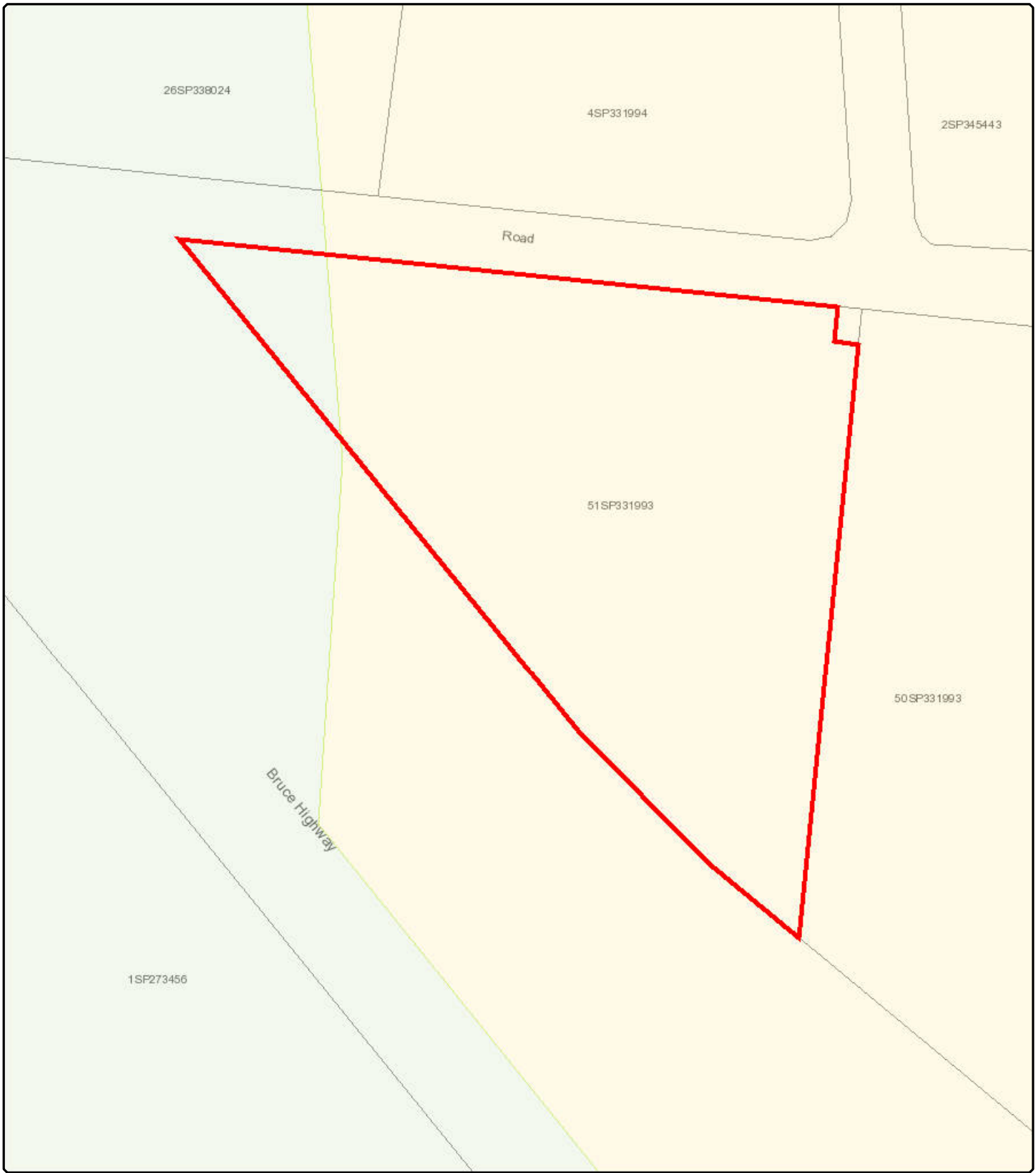


Area within 25m of a State-controlled road



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State Assessment and Referral Agency

Date: 13/03/2024



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Legend

Townsville priority port precincts

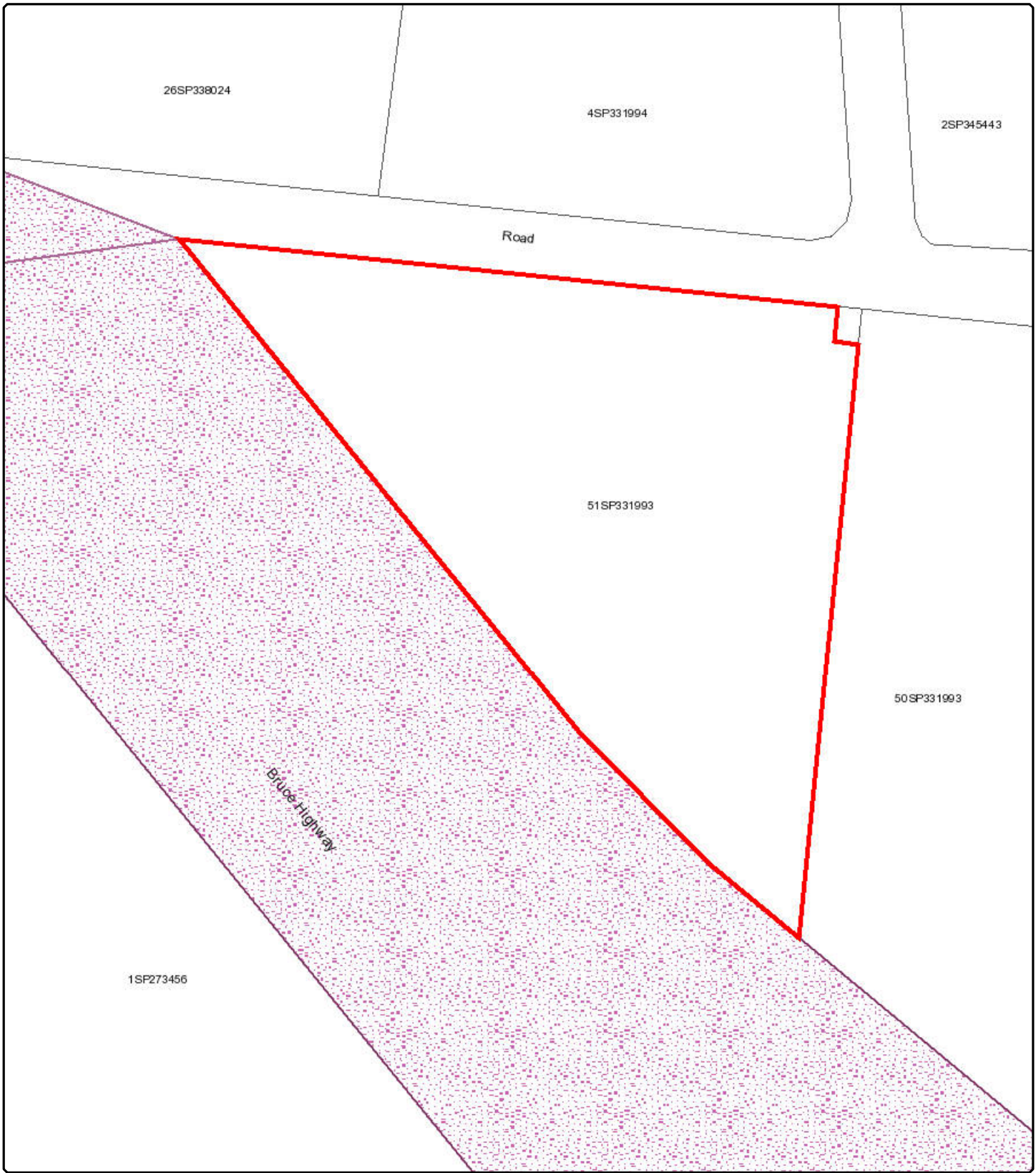
- Environmental management
- Infrastructure and supply chain corridors
- Interface
- Marine
- Marine infrastructure
- Marine services and recreation

Port industry and commerce

0 40 80 120 160
Metres

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State Assessment and Referral Agency

Date: 13/03/2024

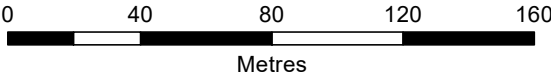


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Legend

State-controlled road
 State-controlled road



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Appendix 4

INDUSTRIAL COMPLEX

PROPERTY ADDRESS

34 Heleen Downs Road, Stuart QLD 4811

DEVELOPMENT ASSESSMENT

TOTAL SITE AREA -36773m² Approx

RPD

Lot 51 on SP 331993

LGA

TOWNSVILLE CITY COUNCIL

PLANNING REQUIREMENTS

Zone: Medium Impact Industry Precinct

- Parking Requirements:
 - 1 / 100m2 GFA

Drawing List - DA				
Sheet Number	Sheet Name	Sheet Issue Date	Drawn By	Checked By
DA-001	Cover Sheet	21-03-2024	IL	PM
DA-002	Locality Plan	21-03-2024	IL	PM
DA-101	Site Plan	03-04-2024	IL	PM
DA-102	Stage 1- Ground Floor Plan	03-04-2024	IL	PM
DA-103	Stage 1- Ground Floor Plan - Part A	03-04-2024	IL	PM
DA-104	Stage 1- Ground Floor Plan - Part B	03-04-2024	IL	PM
DA-105	Stage 1- Ground Floor Plan - Part C	03-04-2024	FT	JH
DA-106	Stage 1- Mezzanine Level - Part B	03-04-2024	IL	PM
DA-107	Stage 3- Ground Floor Plan	21-03-2024	FT	JH
DA-108	Stage 3- Roof Plan	21-03-2024	FT	JH
DA-401	Stage 1- Elevations	03-04-2024	IL	PM
DA-402	Stage 3- Elevations	03-04-2024	FT	JH
DA-501	Stage 1- Sections	03-04-2024	IL	PM
DA-502	Stage 1- Sections	03-04-2024	IL	PM
DA-503	Stage 3- Sections	03-04-2024	FT	JH
DA-504	Stage 3- Visualisation	21-03-2024	FT	JH



*STAGE 1 VISUALISATION SHOWN



RGM Industrial
Complex



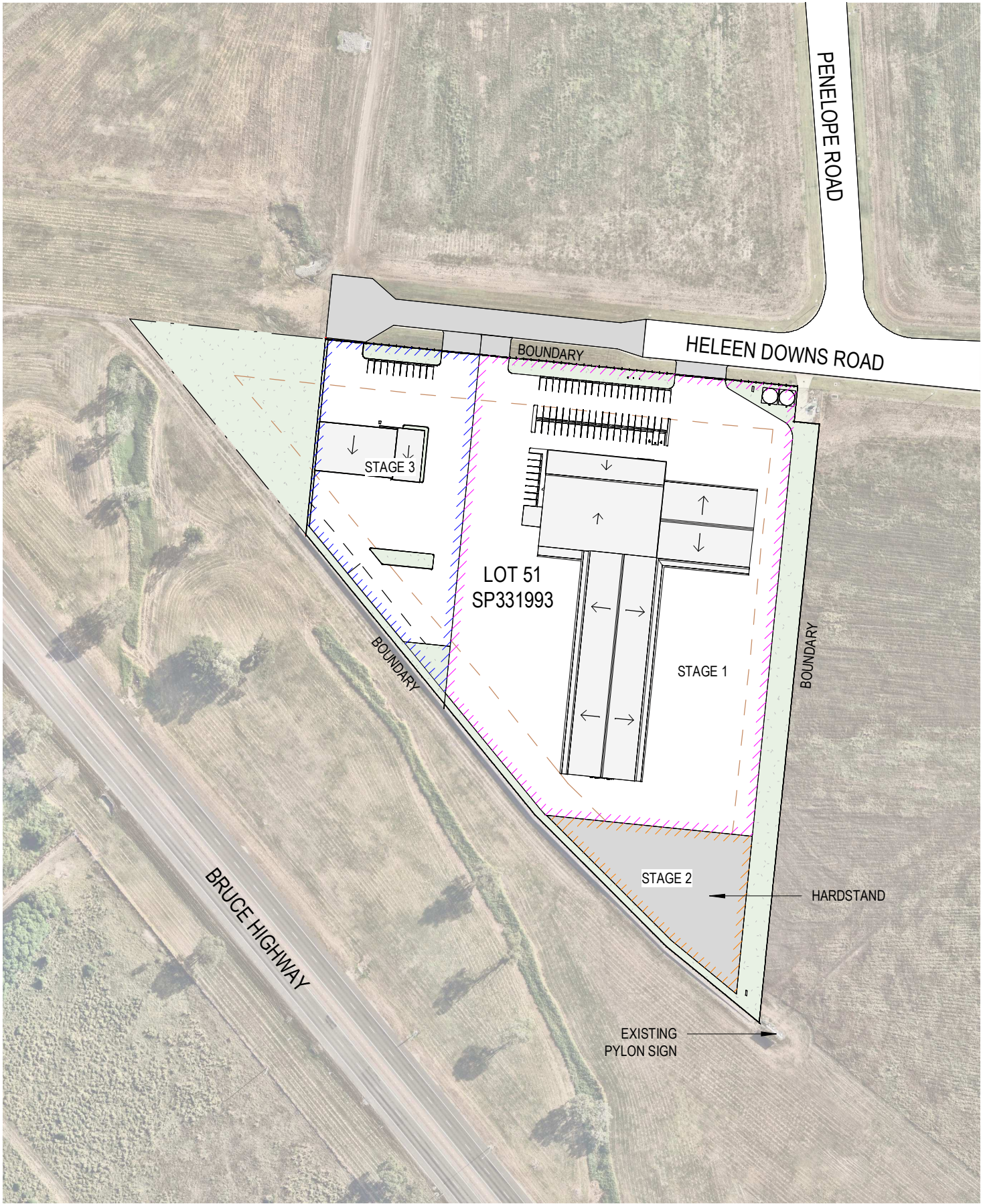
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Cover Sheet
2359_ DA DA-001 Rev 6 3/04/2024 2:25:01 PM
Drawn: IL Check: PM DEVELOPMENT APPLICATION

CiteCon



1 Site Existing
1 : 2000



2 Site Proposed
1 : 2000



**RGM Industrial
Complex**



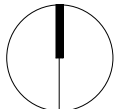
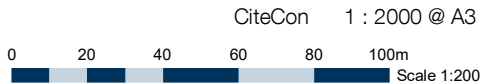
CiteCon

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Locality Plan

2359_DA DA-002 Rev 6 3/04/2024 2:25:02 PM
Drawn: IL Check: PM DEVELOPMENT APPLICATION



LEGEND	
STAGE 1	////
STAGE 2	////
STAGE 3	////

PROPERTY ADDRESS

54 Heleen Downs Road, Stuart QLD 4811

RPD

Lot 51 on SP331993

CONCEPT DESIGN

TOTAL SITE AREA -36773m²

LGA

TOWNSVILLE CITY COUNCIL

SITE COVER

- 16%

BUILDING GFA

STAGE 1	
• Ground Floor	- 4433m ²
• Level 1	- 158m ²
• External Covered Area (Wash Bay/Degas Bay & Covered Area)	- 654m ²
TOTAL	- 5245m ²

STAGE 3	
• Ground Floor (Including Wash bays)	- 697m ²
TOTAL	- 697m ²

CARPARKING

STAGE 1	
• CAR PARKING REQUIRED	- 49
• CAR PARKING PROVIDED	- 65
• PWD	- 2
TOTAL	- 67

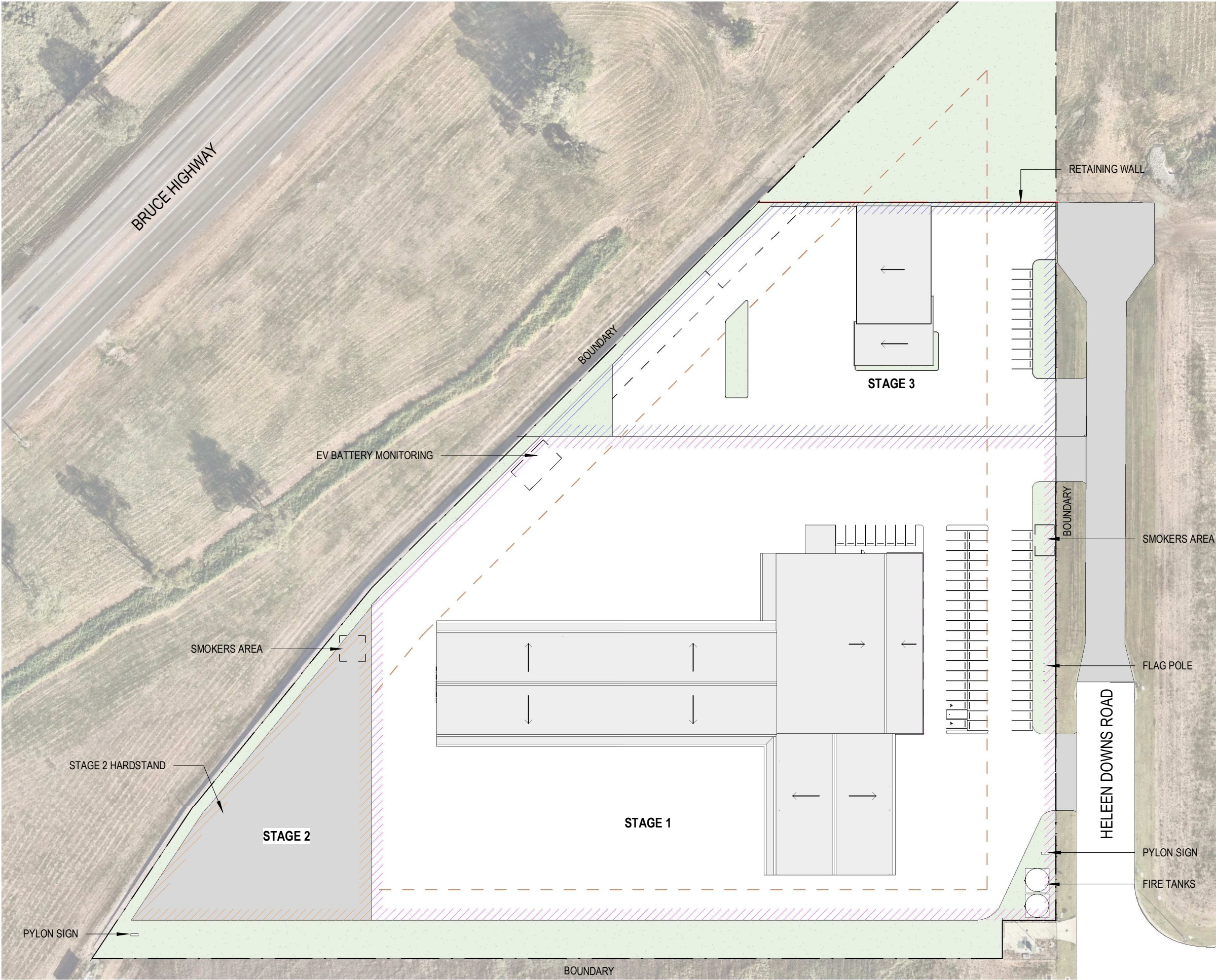
STAGE 3	
• CAR PARKING PROVIDED	- 10
TOTAL	- 10
* NOT INCLUDING 2 TRUCK STOP BAYS	

HARDSTAND

• STAGE 1	- 15664m ²
• STAGE 2	- 2680m ²
• STAGE 3	- 5274m ²

LANDSCAPE

• LANDSCAPE (Final Stage)	- 7303m ²
---------------------------	----------------------



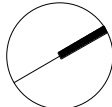
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Site Plan
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Drawn: IL Check: PM DEVELOPMENT APPLICATION

CiteCon 1 : 1000 @ A3
0 10 20 30 40 50m
Scale 1:1000



WORKSHOP 01

DEFENCE BAY	338 m²
DOUBLE SERVICE BAY	338 m²
FAB. BAY	340 m²
FAB. MACHINING BAY	83 m²

WORKSHOP OFFICE/LUNCHROOM

CLEANER	2 m²
FEMALE AMENITIES & LOCKERS	31 m²
LUNCH ROOM 02	85 m²
MALE AMENITIES & LOCKERS	40 m²
MEZZANINE STORAGE	73 m²
WALKWAY	24 m²
WORKSHOP OFFICE	27 m²
WORKSHOP STORAGE	32 m²

WAREHOUSE

WAREHOUSE	453 m²
-----------	--------

WORKSHOP 02

EV / HYDR	338 m²
SERVICE BAY'S	455 m²

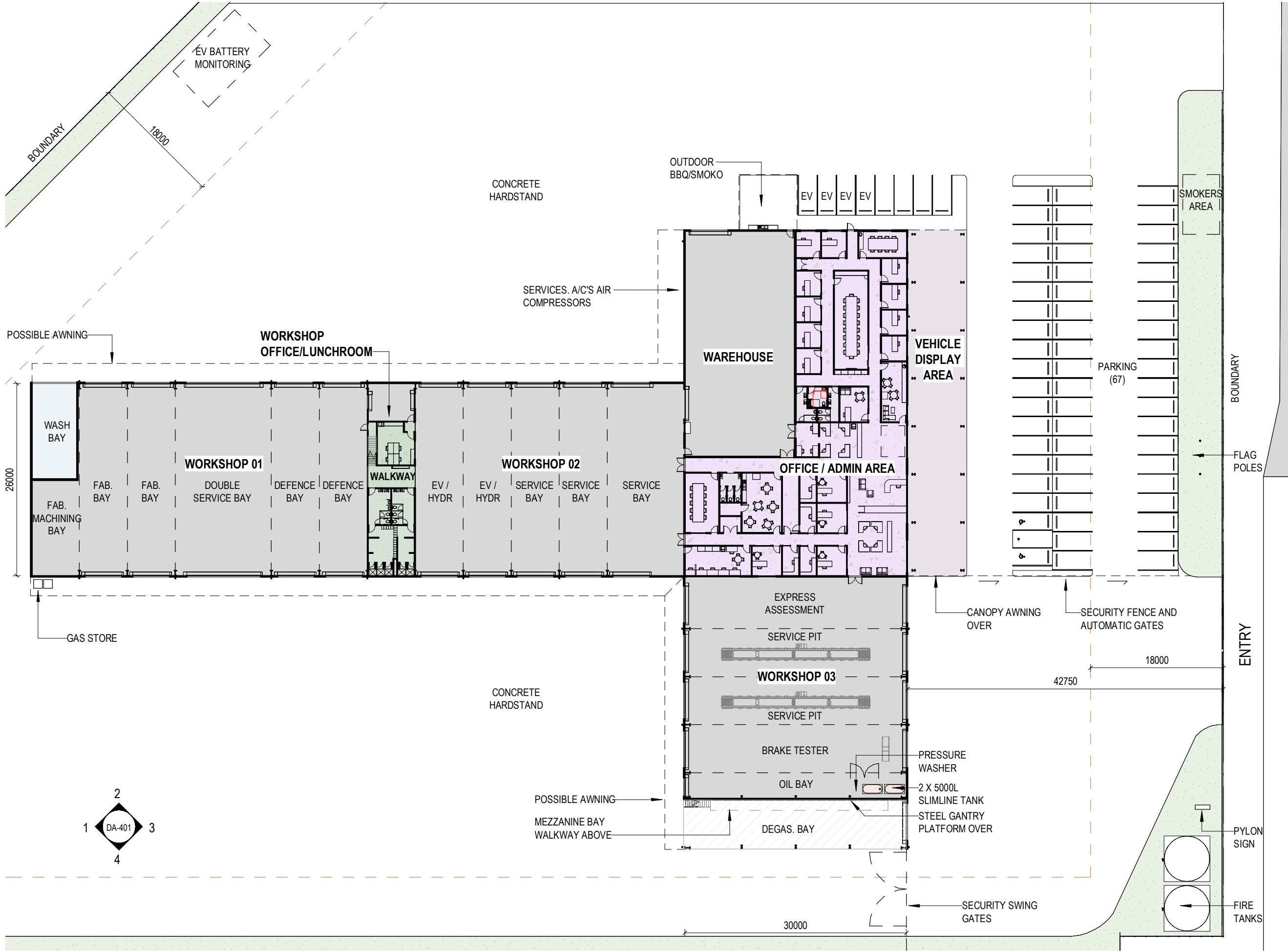
OFFICE/ADMIN

ADMIN AMENITIES	27 m²
BOARDROOM	61 m²
CIRCULATION	228 m²
DISPLAY	16 m²
DRIVER LOUNGE	27 m²
GENERAL MANAGER	18 m²
LUNCH ROOM 01	43 m²
MANAGER 01	16 m²
MANAGER 02	16 m²
MANAGER 03	16 m²
MANAGER 04	16 m²
MANAGER 05	9 m²
MEETING ROOM	23 m²
OFFICE 01	11 m²
OFFICE 02	11 m²
OFFICE 03	11 m²
OFFICE 04	11 m²
OFFICE 05	12 m²
OFFICE 06	12 m²
PARTS SERVICE	27 m²
RECEPTION	38 m²
SALES 01	11 m²
SALES 02	11 m²
SALES 03	11 m²
SALES 04	11 m²
SERV WARRANTY 01	9 m²
SERV WARRANTY 02	9 m²
SERV WARRANTY 03	18 m²
SERV. WARRANTY 04	9 m²
SERVER	6 m²
SERVICE POD	13 m²
SERVICE RECEPTION	34 m²
STORE 01	5 m²
STORE 02	2 m²
TRAINING/MEETING	37 m²
UNISEX AMENITIES	11 m²
WAREHOUSE OFFICE	14 m²
WORKSHOP CONTROLLER	36 m²

WORKSHOP 03

BRAKE TESTER	195 m²
EXPRESS ASSESSMENT	210 m²
OIL BAY	83 m²
SERVICE PIT	390 m²

OVERALL GROUND TOTAL	4,433m²
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RGM Industrial
Complex



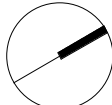
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Stage 1- Ground Floor Plan

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Drawn: IL Check: PM DEVELOPMENT APPLICATION

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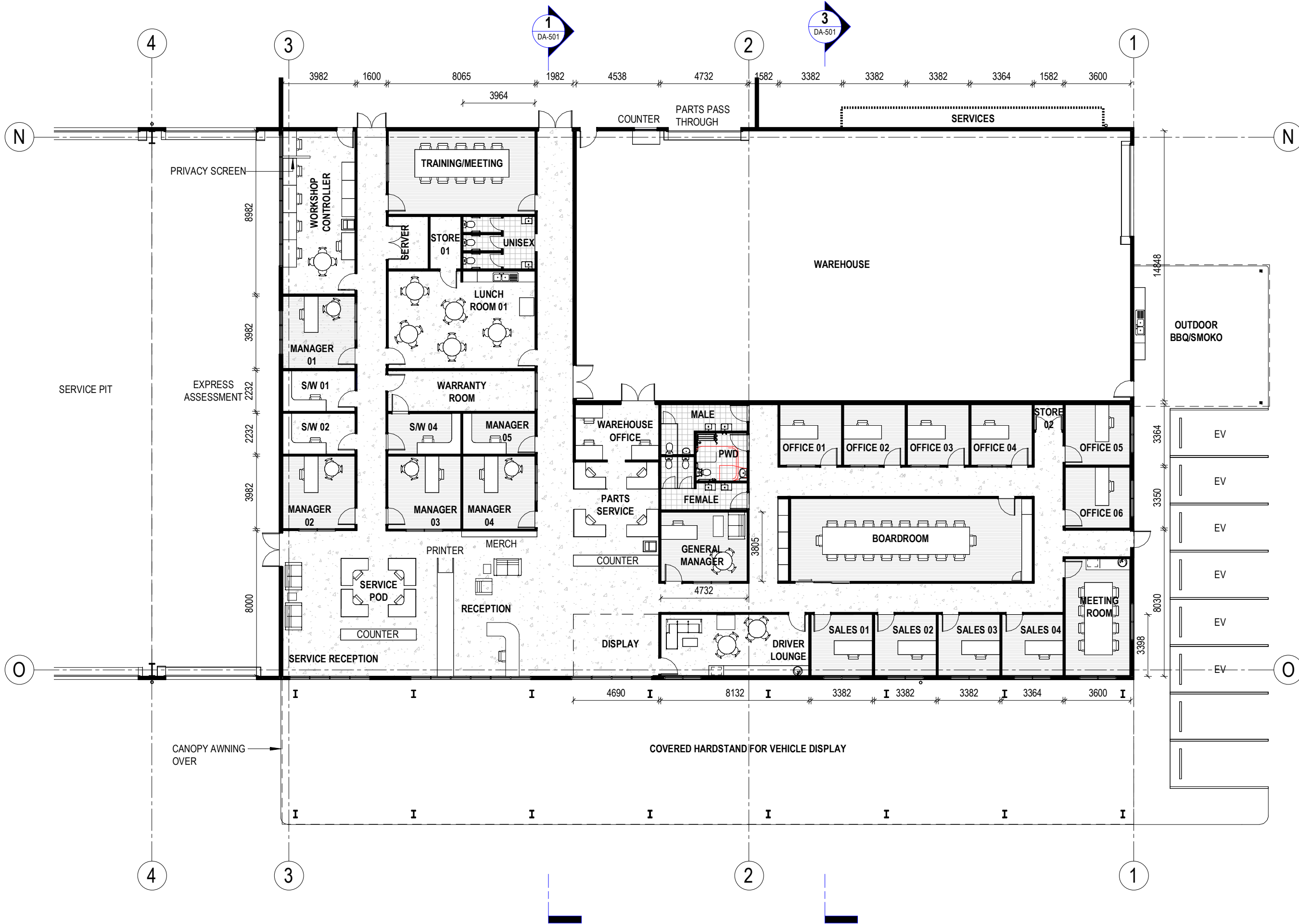
OFFICE/ADMIN

ADMIN AMENITIES	27 m²
BOARDROOM	61 m²
CIRCULATION	228 m²
DISPLAY	16 m²
DRIVER LOUNGE	27 m²
GENERAL MANAGER	18 m²
LUNCH ROOM 01	43 m²
MANAGER 01	16 m²
MANAGER 02	16 m²
MANAGER 03	16 m²
MANAGER 04	16 m²
MANAGER 05	9 m²
MEETING ROOM	23 m²
OFFICE 01	11 m²
OFFICE 02	11 m²
OFFICE 03	11 m²
OFFICE 04	11 m²
OFFICE 05	12 m²
OFFICE 06	12 m²
PARTS SERVICE	27 m²
RECEPTION	38 m²
SALES 01	11 m²
SALES 02	11 m²
SALES 03	11 m²
SALES 04	11 m²
SERV WARRANTY 01	9 m²
SERV WARRANTY 02	9 m²
SERV WARRANTY 03	18 m²
SERV. WARRANTY 04	9 m²
SERVER	6 m²
SERVICE POD	13 m²
SERVICE RECEPTION	34 m²
STORE 01	5 m²
STORE 02	2 m²
TRAINING/MEETING	37 m²
UNISEX AMENITIES	11 m²
WAREHOUSE OFFICE	14 m²
WORKSHOP CONTROLLER	36 m²

WAREHOUSE

WAREHOUSE	453 m²
-----------	--------

WAREHOUSE & ADMIN TOTAL	1,350m²
-------------------------	---------



Stage 1- Ground Floor Plan - Part

A

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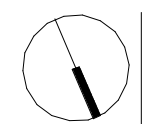
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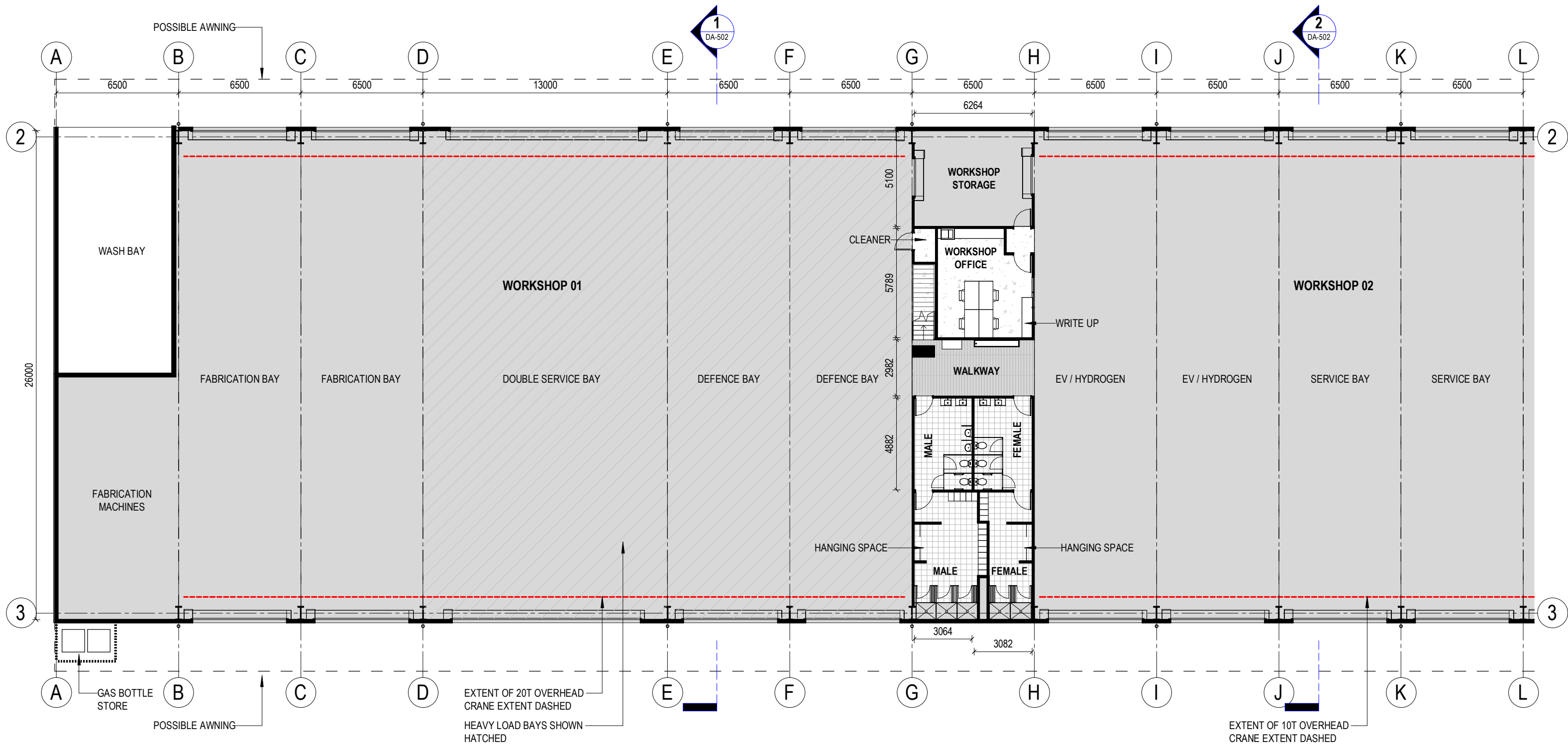
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WORKSHOP 01		WORKSHOP OFFICE/LUNCHROOM		WORKSHOP 02	
DEFENCE BAY	338 m²	CLEANER	2 m²	EV / HYDR	338 m²
DOUBLE SERVICE BAY	338 m²	FEMALE AMENITIES & LOCKERS	31 m²	SERVICE BAY'S	455 m²
FAB. BAY	340 m²	LUNCH ROOM 02	85 m²		
FAB. MACHINING BAY	83 m²	MALE AMENITIES & LOCKERS	40 m²	TOTAL	793m²
TOTAL	1199m²	MEZZANINE STORAGE	73 m²		
		WALKWAY	24 m²		
		WORKSHOP OFFICE	27 m²		
		WORKSHOP STORAGE	32 m²		
		TOTAL	315m²		



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Complex

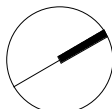


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Stage 1- Ground Floor Plan - Part B

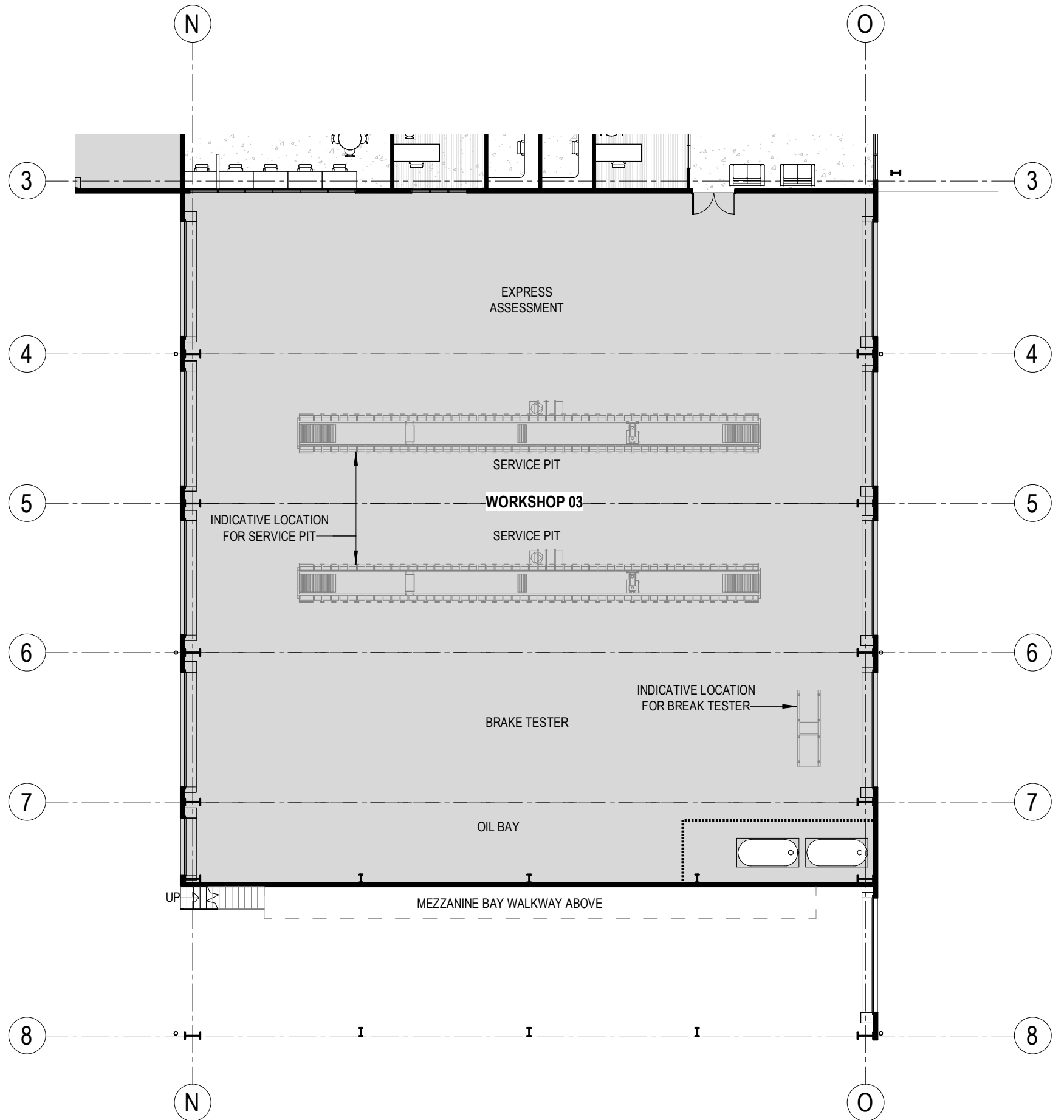
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CiteCon 1 : 200 @ A3



WORKSHOP 03

BRAKE TESTER	195 m ²
EXPRESS ASSESSMENT	210 m ²
OIL BAY	83 m ²
SERVICE PIT	390 m ²
TOTAL	878m²



RGM Industrial
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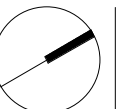


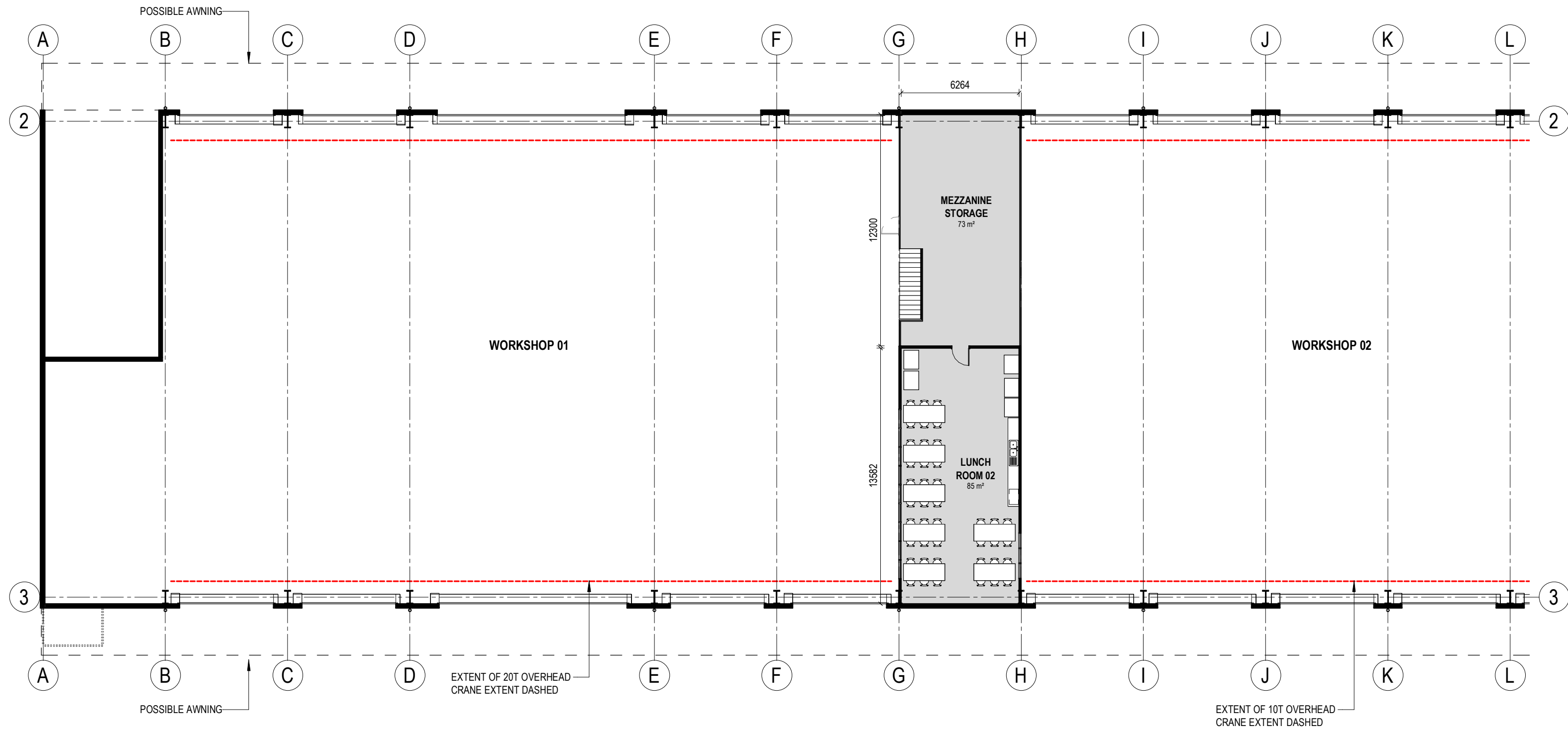
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Stage 1- Ground Floor Plan - Part
C

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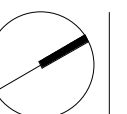




Stage 1- Mezzanine Level - Part B

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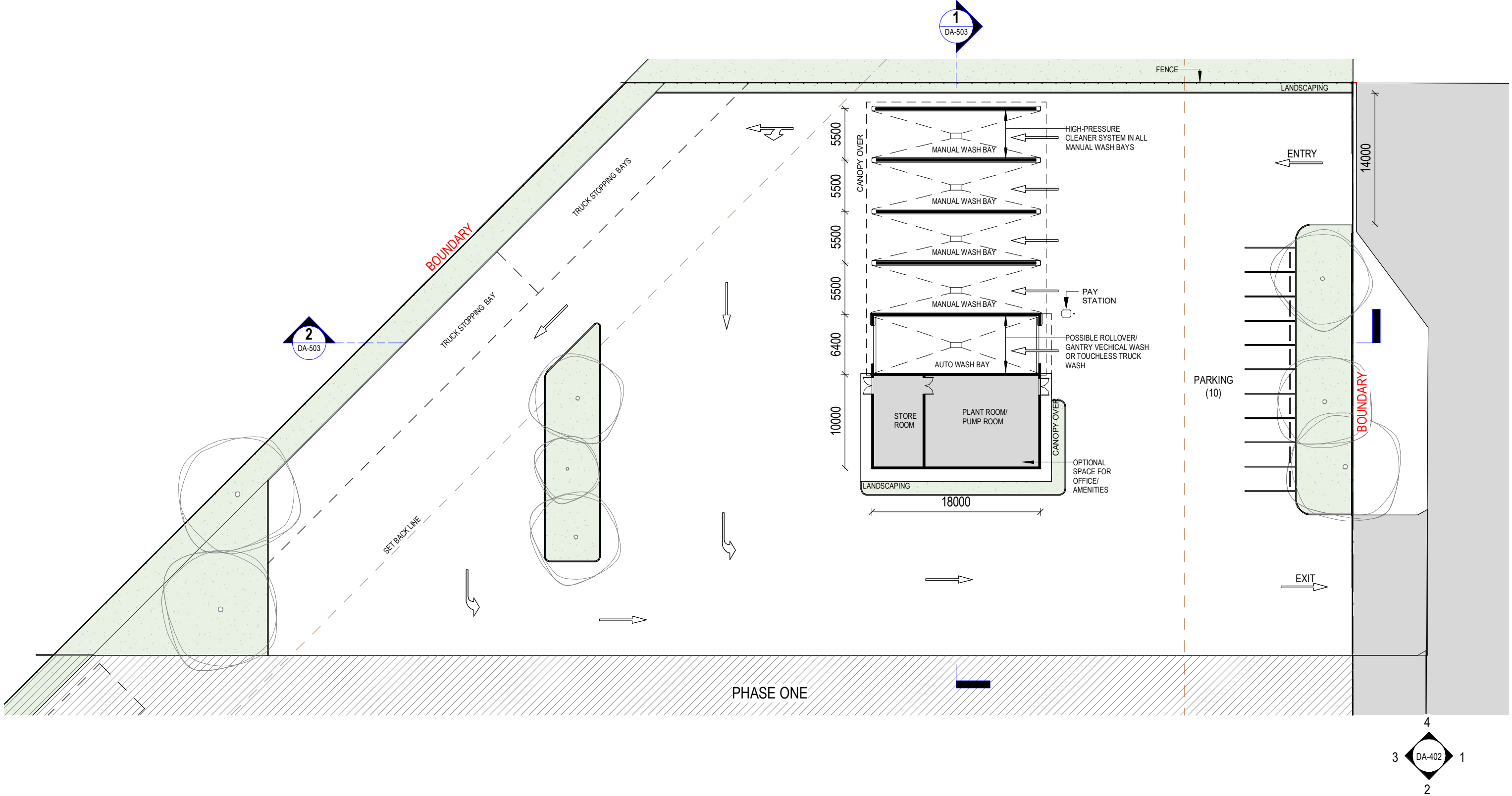
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**RGM Industrial
Complex**



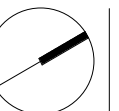
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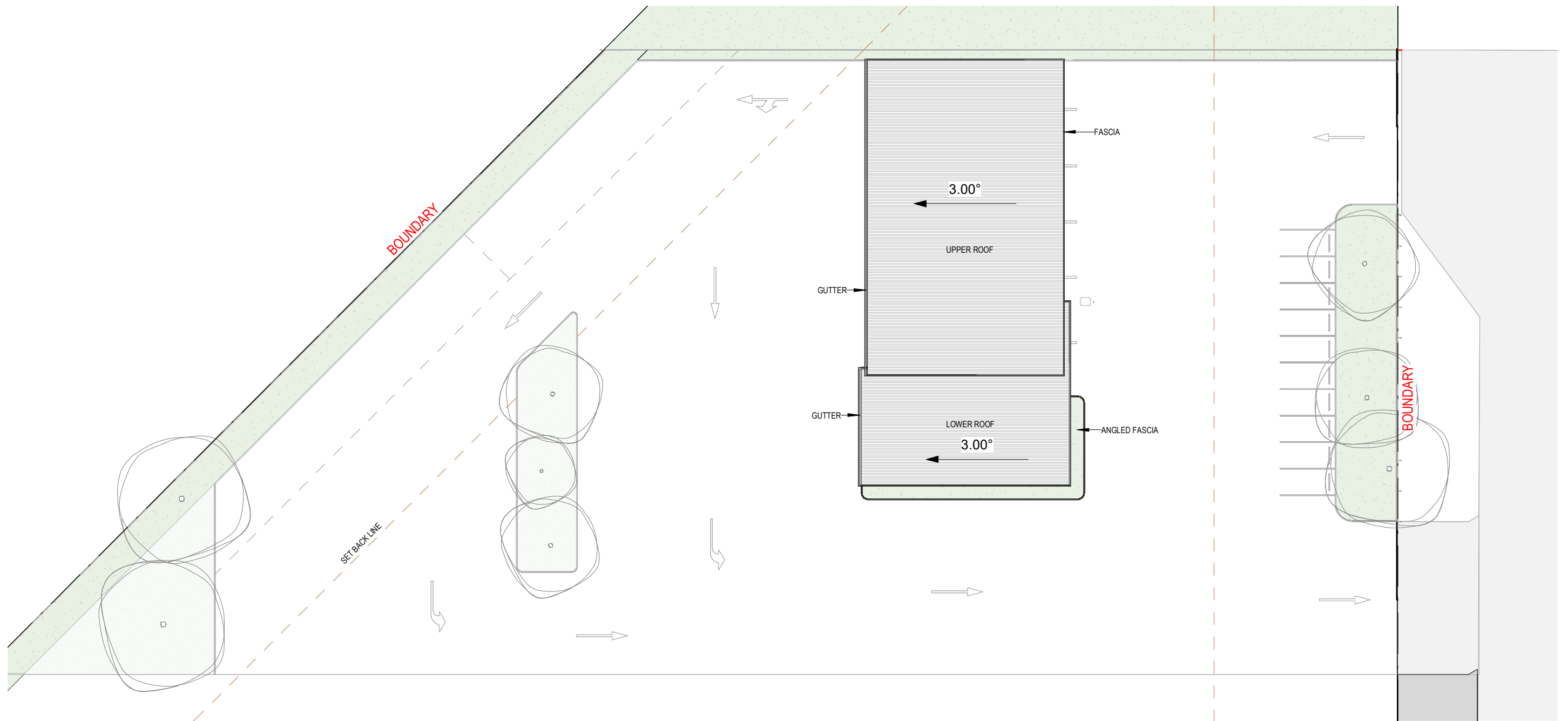
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Stage 3- Ground Floor Plan

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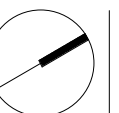
**RGM Industrial
Complex**

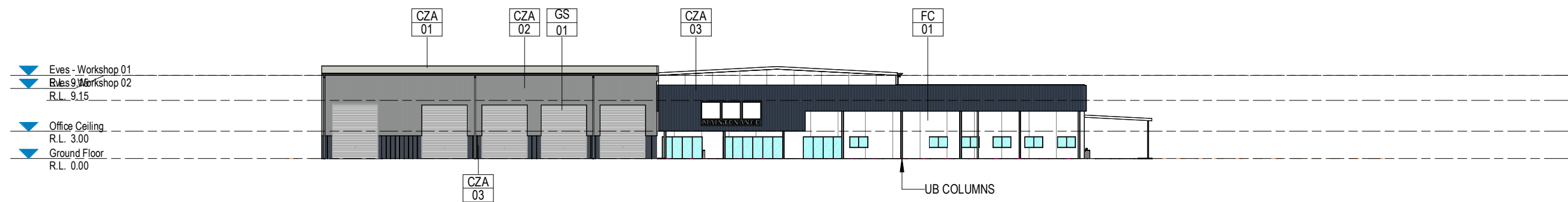


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Stage 3- Roof Plan
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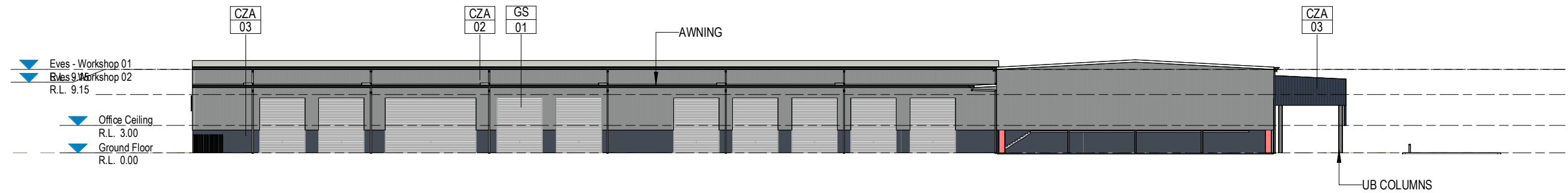
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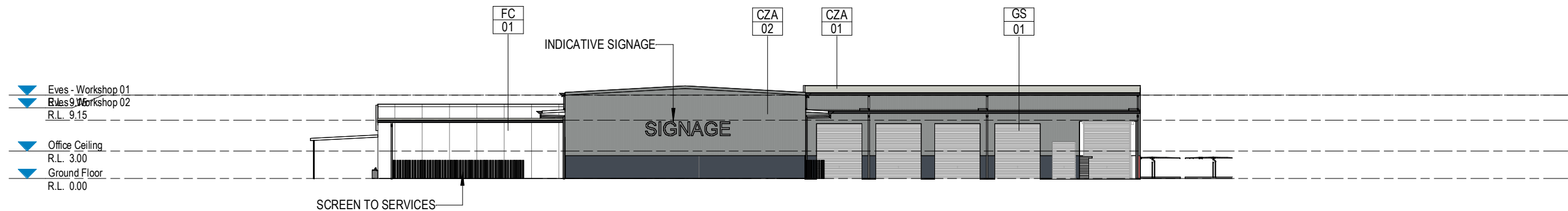


1 Elevation 1 - Front
1 : 500

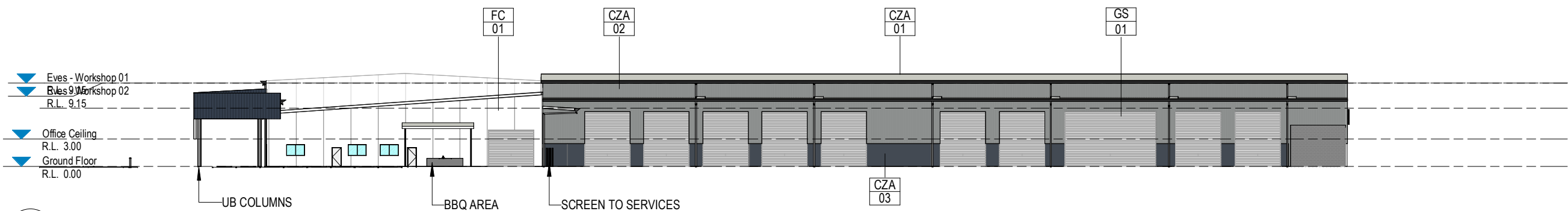
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CZA03	METAL WALL CLADDING-ENSEAM (IRONSTONE)
CZA02	METAL WALL CLADDING-TRIMDEK (IRONSTONE)
CZA01	ROOF SHEETING (SURFMIST)
GS01	GALVANIZED STEEL- ROLLER DOORS



2 Elevation 2 - East
1 : 500



3 Elevation 3 - Back
1 : 500



4 Elevation 4 - West
1 : 500



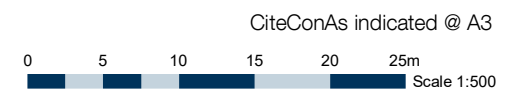
RGM Industrial
Complex

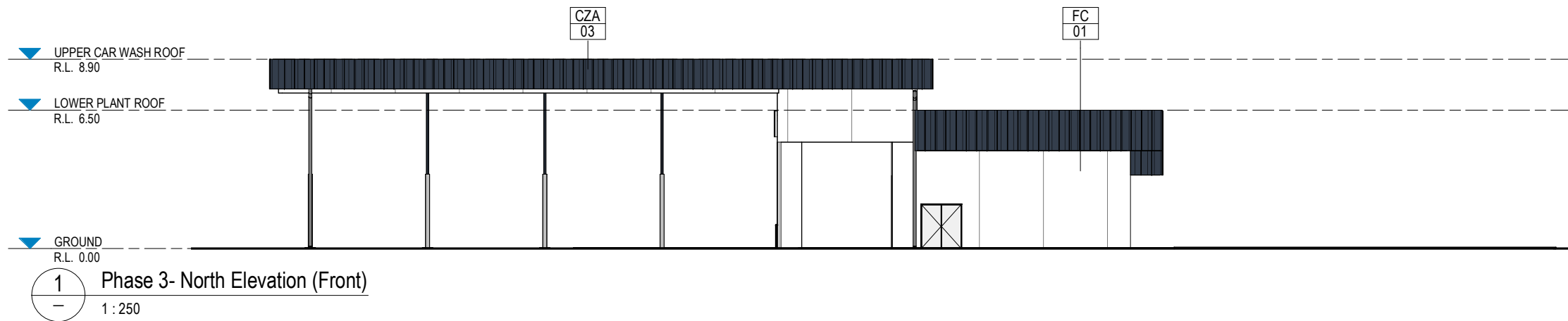


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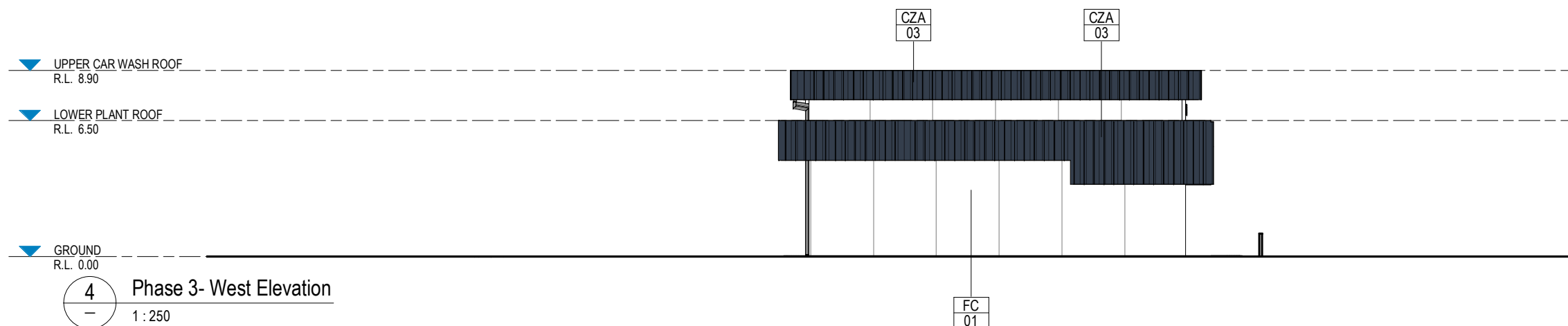
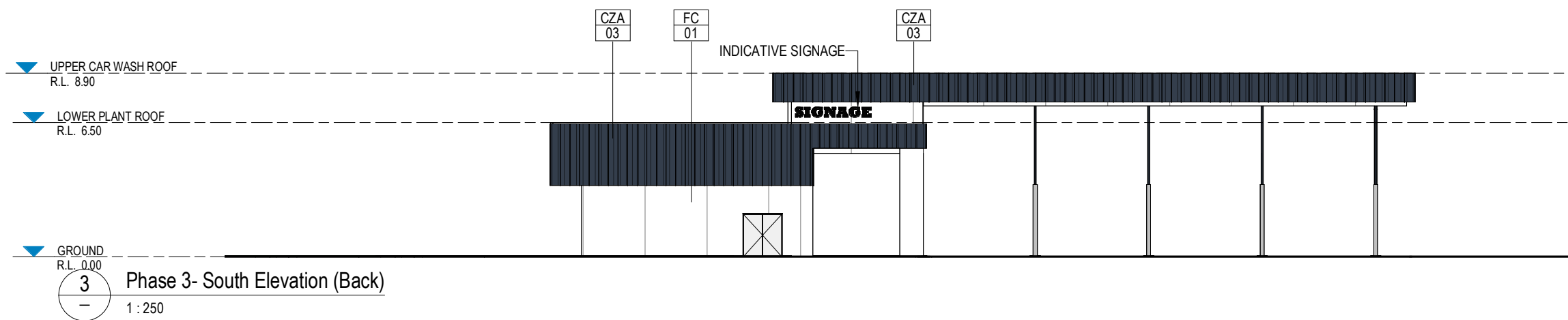
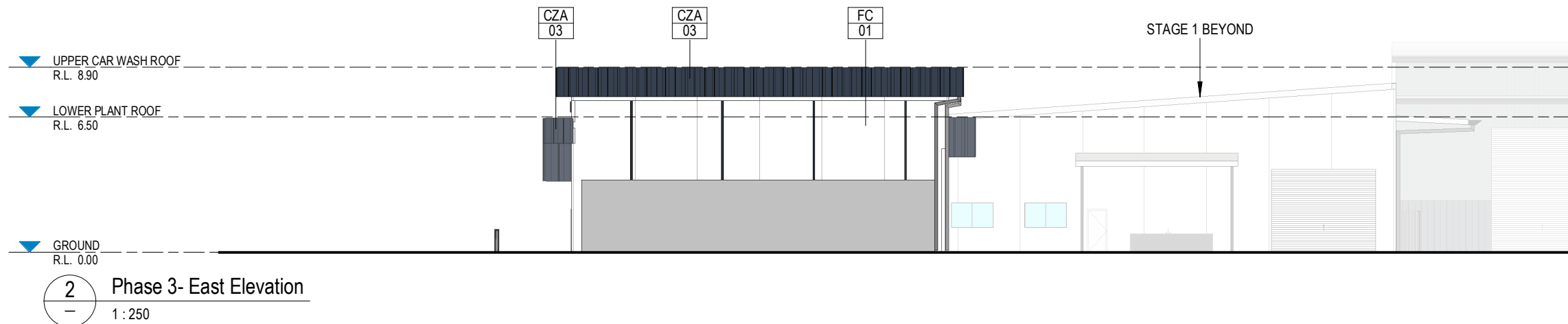
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Drawn: IL Check: PM DEVELOPMENT APPLICATION





MATERIAL LEGEND	
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CZA03	METAL WALL CLADDING-ENSEAM (IRONSTONE)
CZA02	METAL WALL CLADDING-TRIMDEK (IRONSTONE)
CZA01	ROOF SHEETING (SURFMIST)
GS01	GALVANIZED STEEL- ROLLER DOORS



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Complex



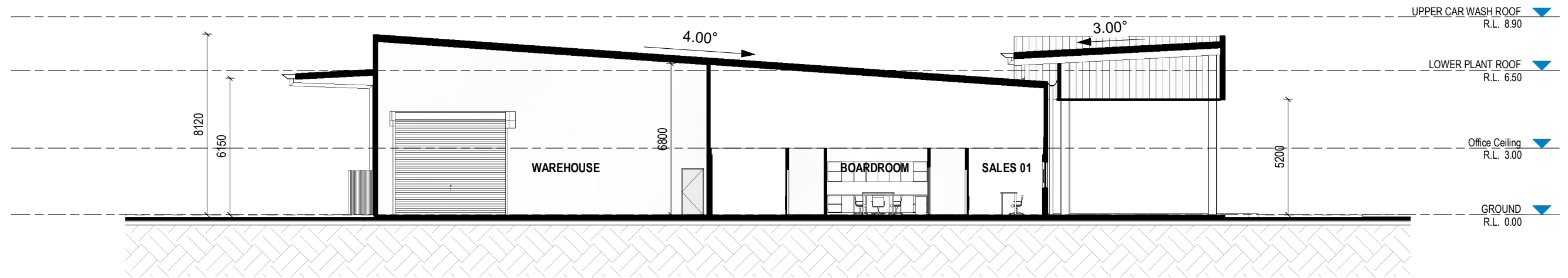
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Stage 3- Elevations

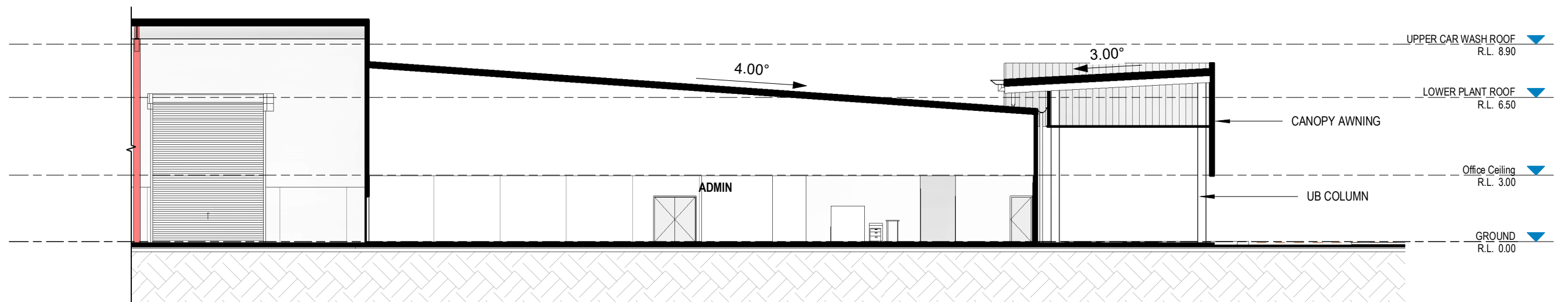
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CiteConAs indicated @ A3





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1 Section 1 - Admin
1 : 200



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Complex**

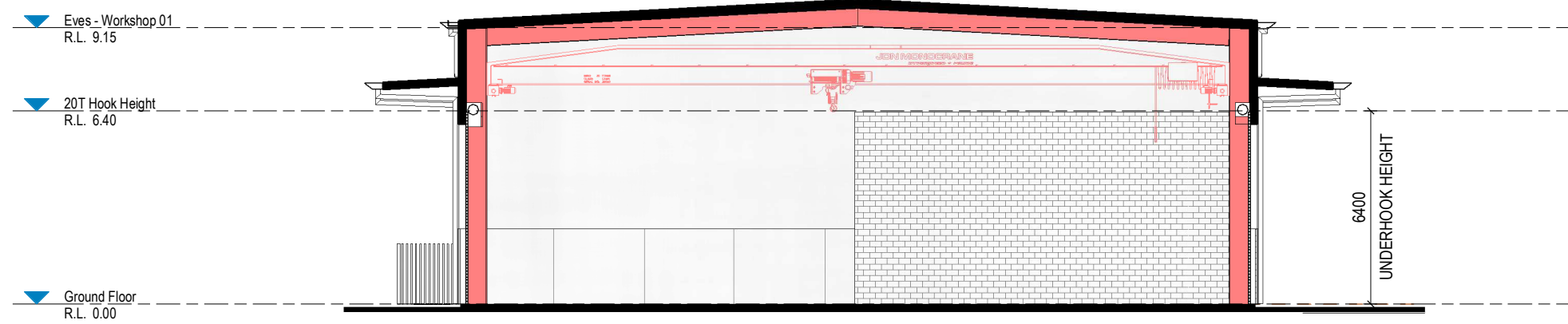


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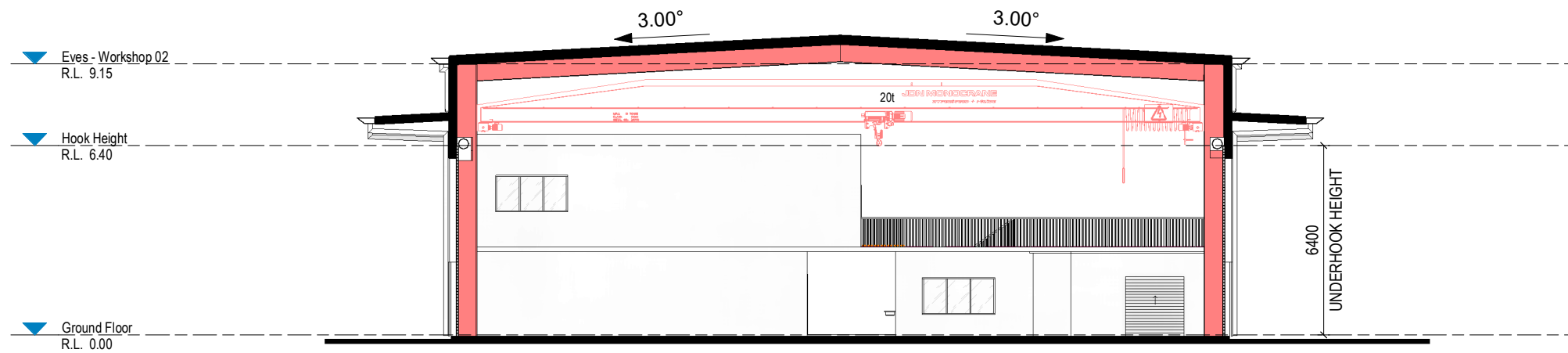
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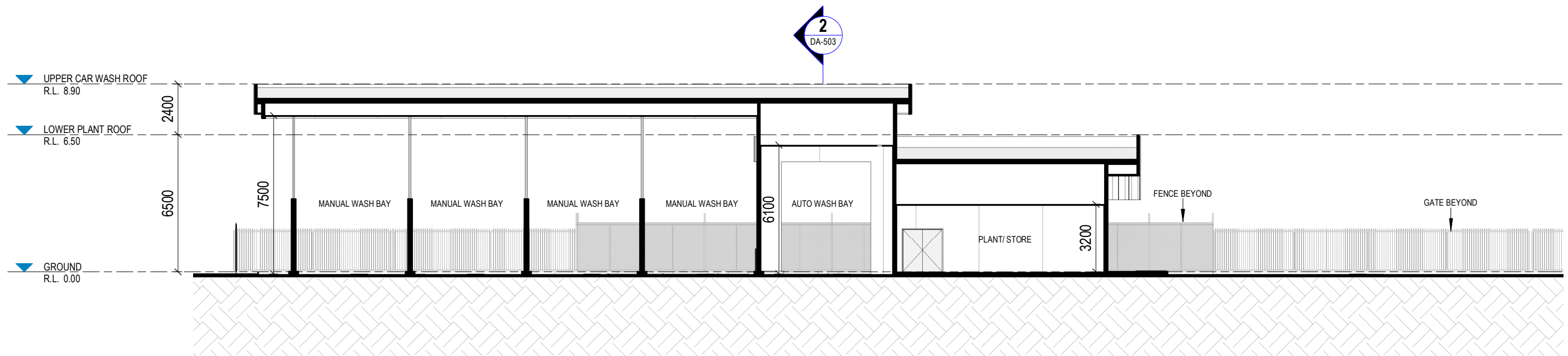
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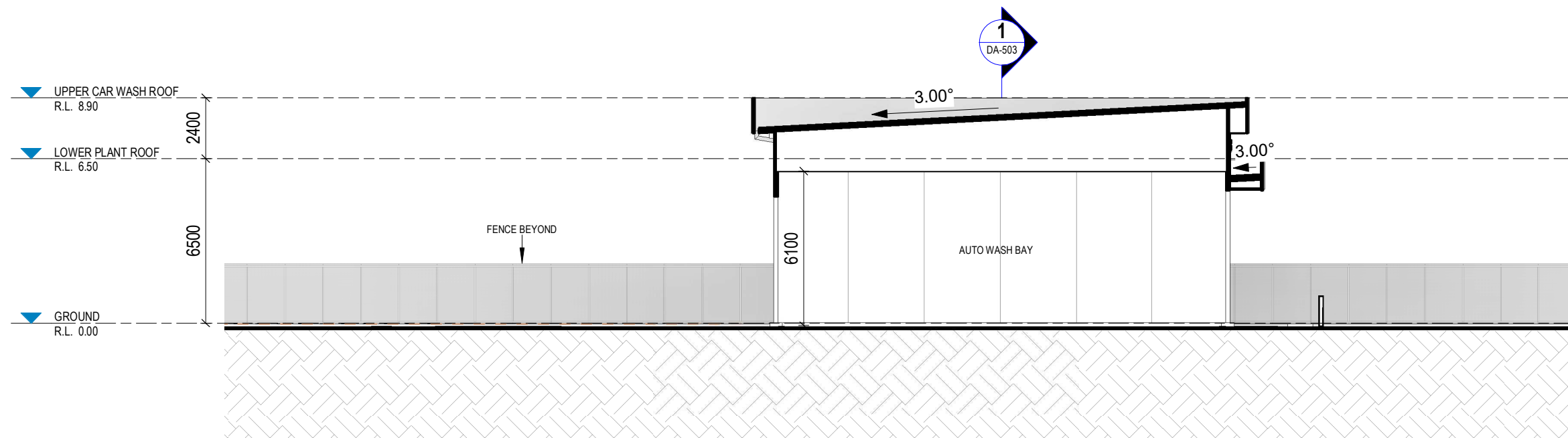
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1 : 200



2 Section - Workshop 02 Crane
1 : 200



1 Phase 3- Section 1
1 : 200



2 Phase 3- Section 2
1 : 200



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Stage 3- Sections

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Complex**



CiteCon

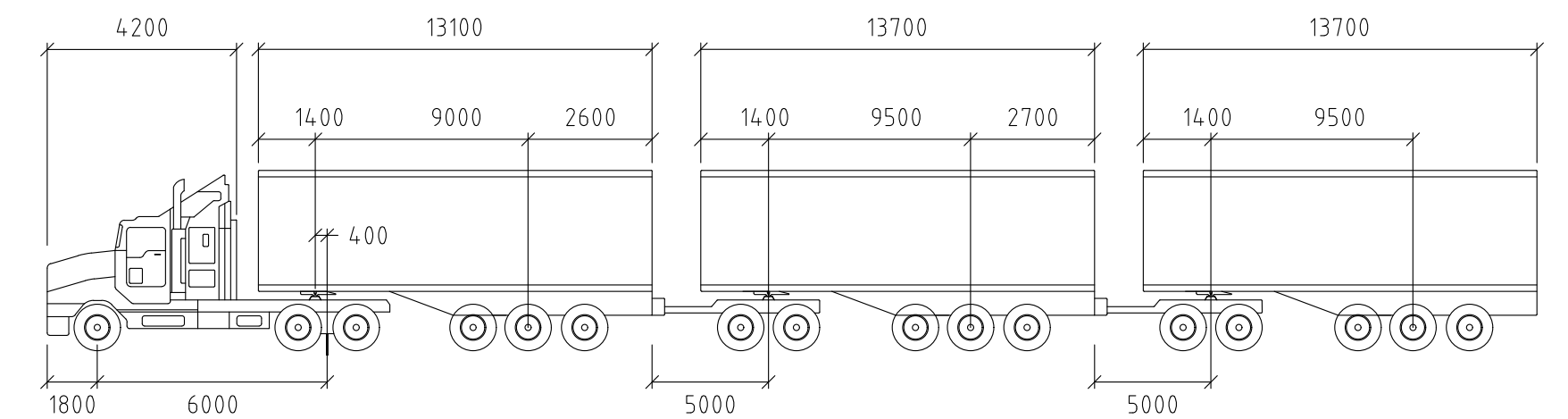
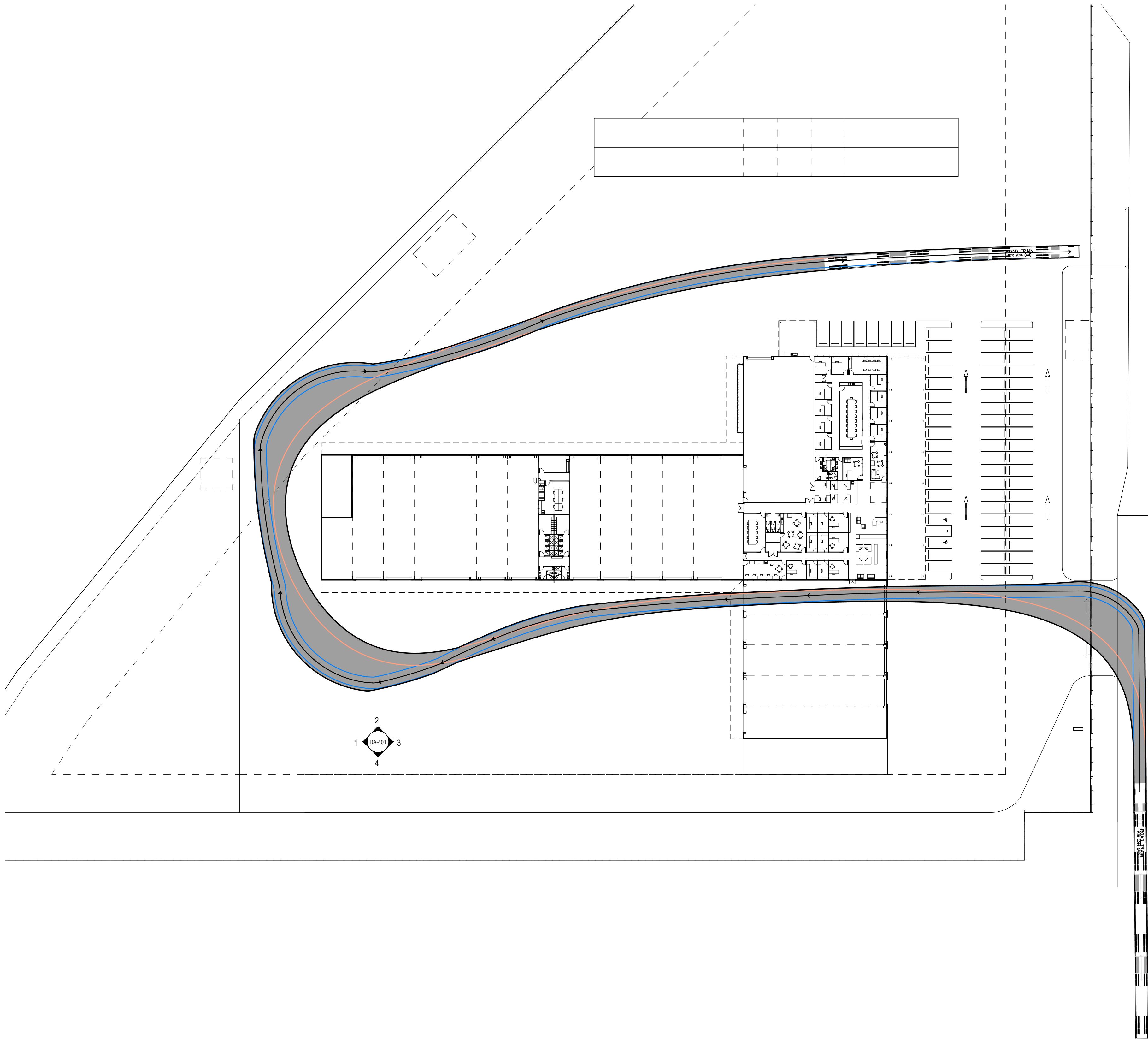
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Stage 3- Visualisation

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Drawn: FT Check: JH DEVELOPMENT APPLICATION ■

CiteCon



ROAD TRAIN

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Trailer Width	: 2500	Steering Angle	: 25.6
Tractor Track	: 2500	Articulating Angle	: 70.0
Trailer Track	: 2500		

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P

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RGM TOWNSVILLE

TITLE:
VEHICLE TURNING PATHS

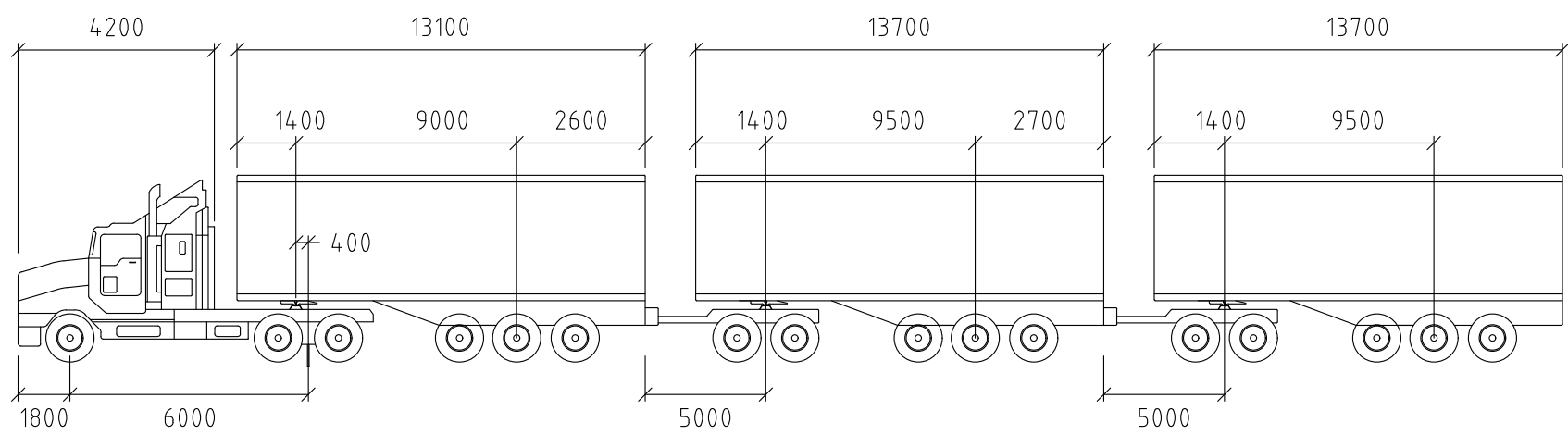
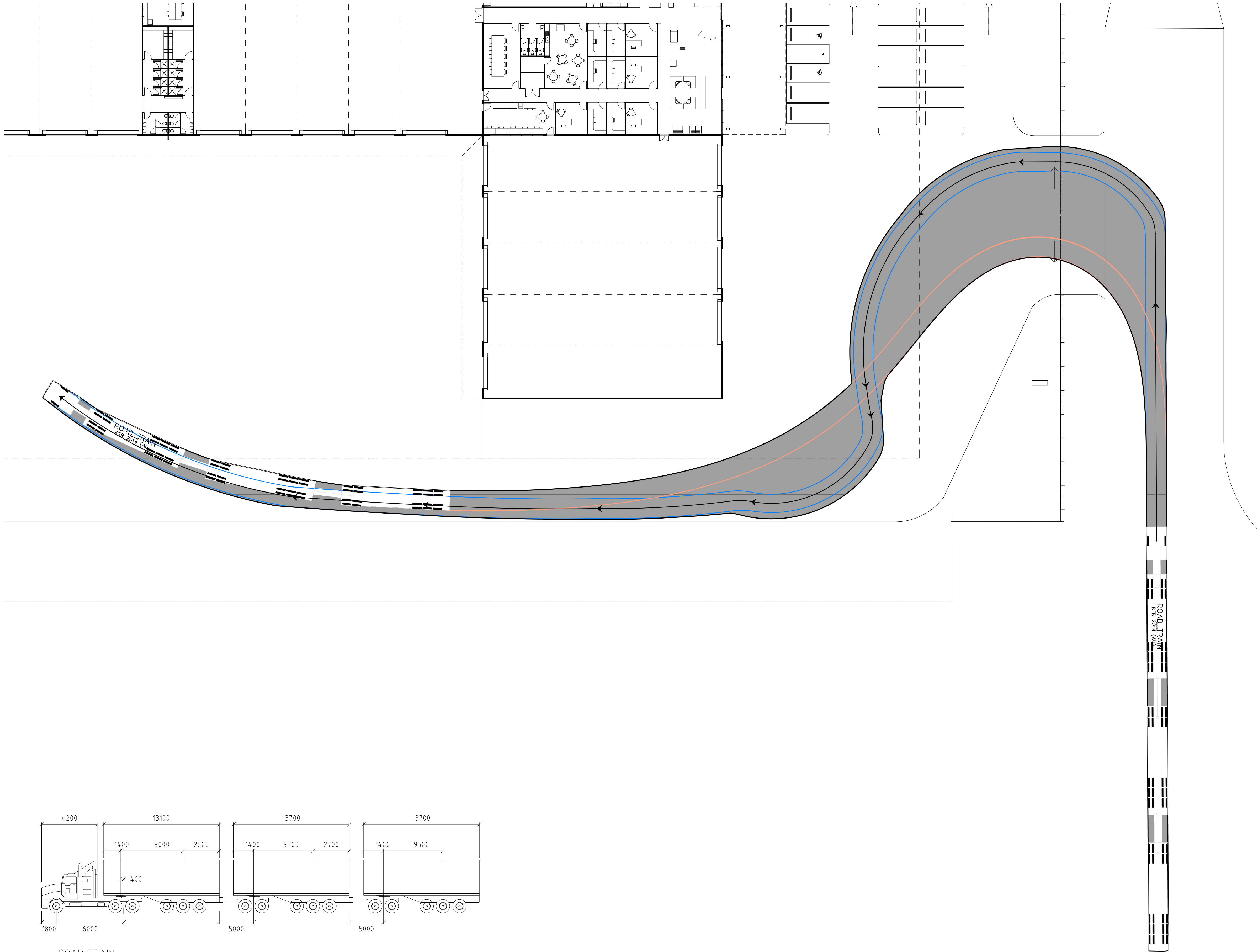
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PROJECT NO:
STP24-0150

DRAWING NO:
SK001

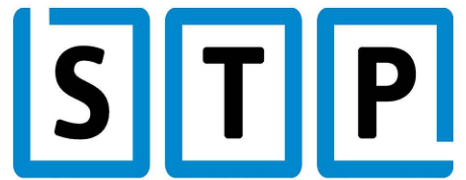
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08/02/24

CIVIL



ROAD TRAIN

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Trailer Width	: 2500	Steering Angle	: 25.6
Tractor Track	: 2500	Articulating Angle	: 70.0
Trailer Track	: 2500		



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PROJECT:

RGM TOWNSVILLE

TITLE:

VEHICLE TURNING PATHS

SCALE:

1:250 @ A1

PROJECT NO:

STP24-0150

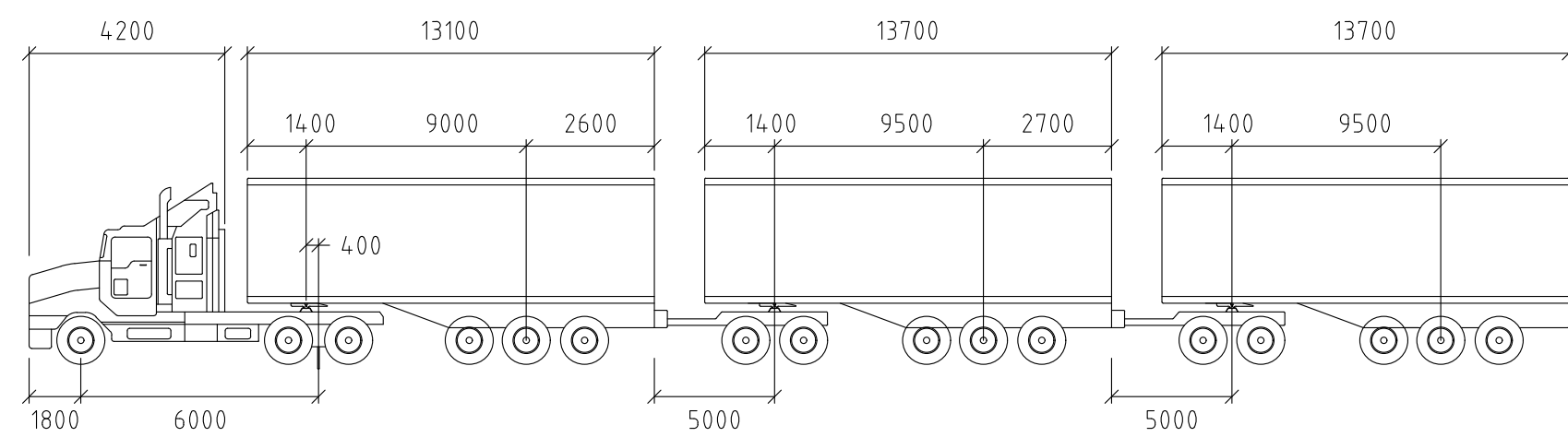
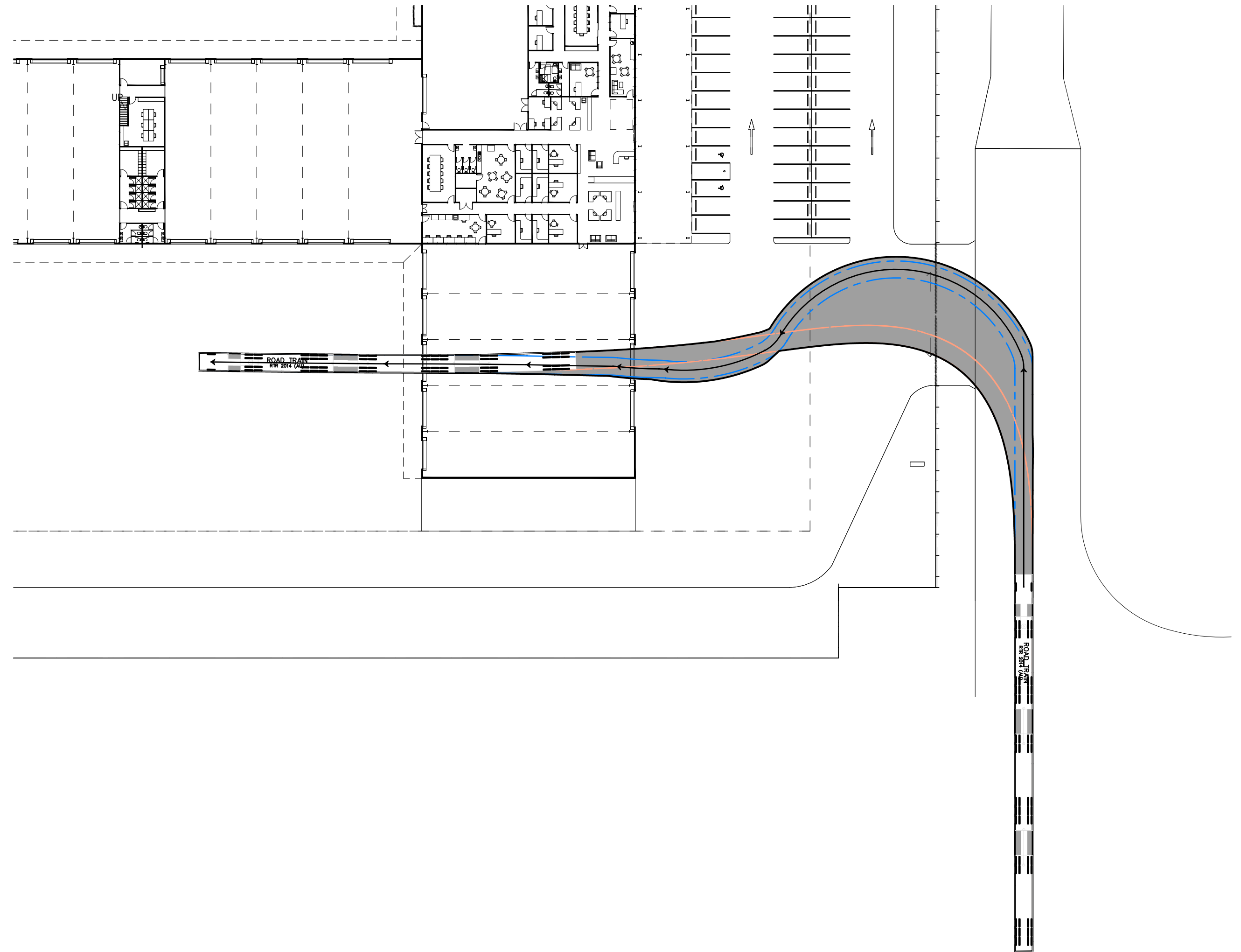
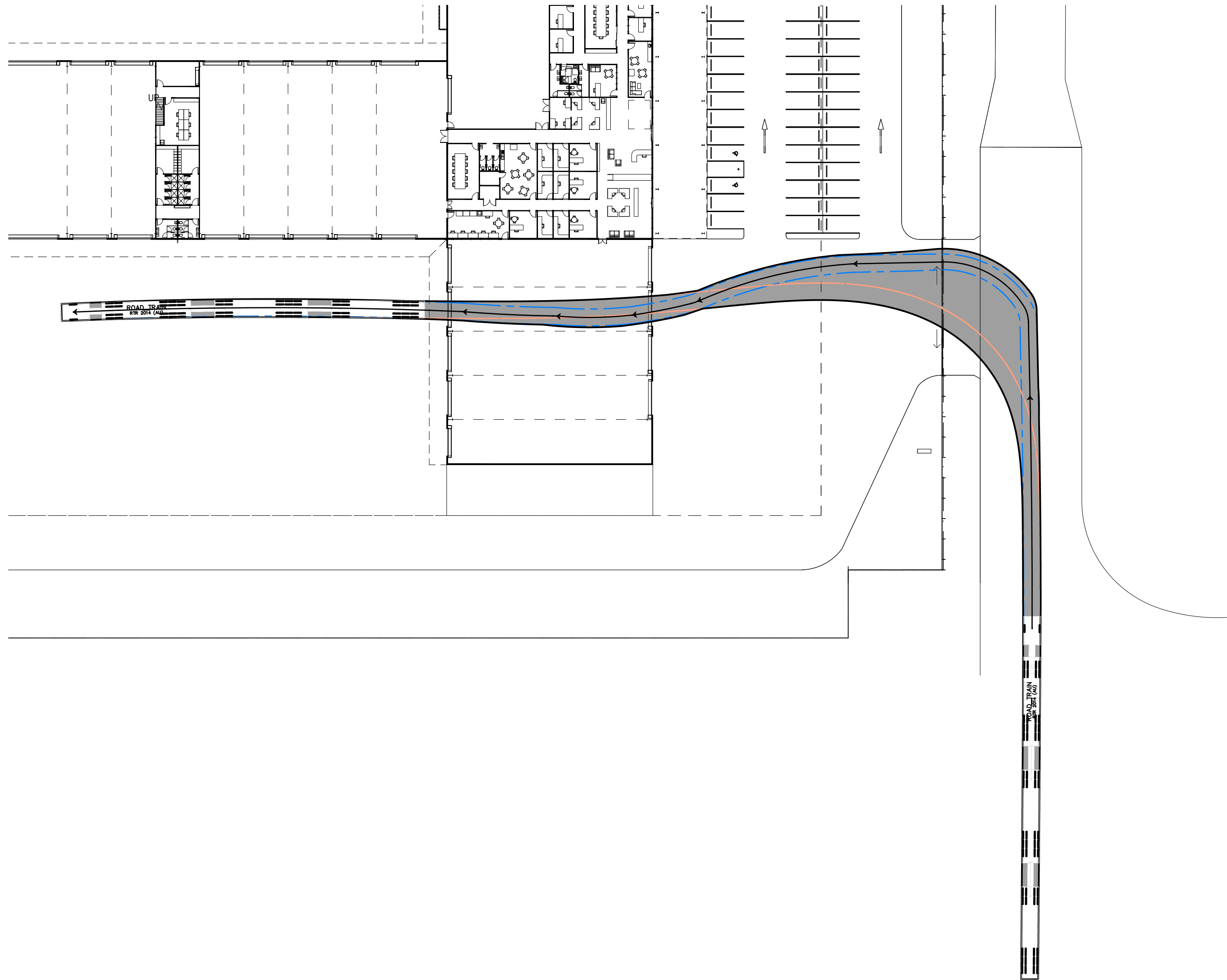
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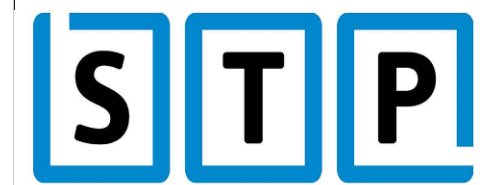
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ROAD TRAIN

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Tractor Track	: 2500	Articulating Angle	: 70.0
Trailer Track	: 2500		



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PROJECT:
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TITLE:
VEHICLE TURNING PATHS

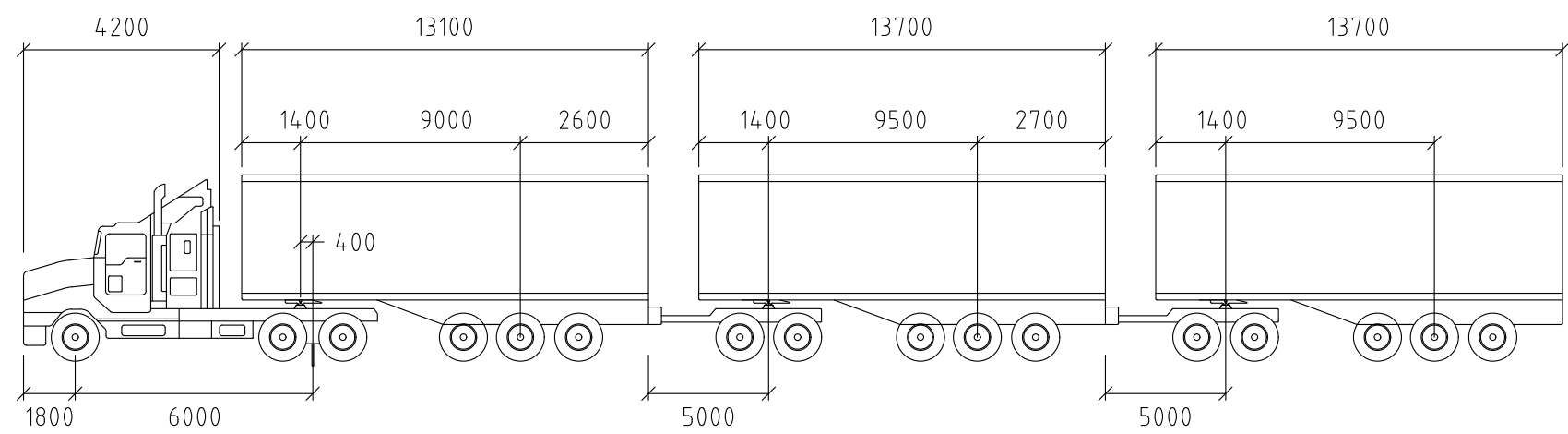
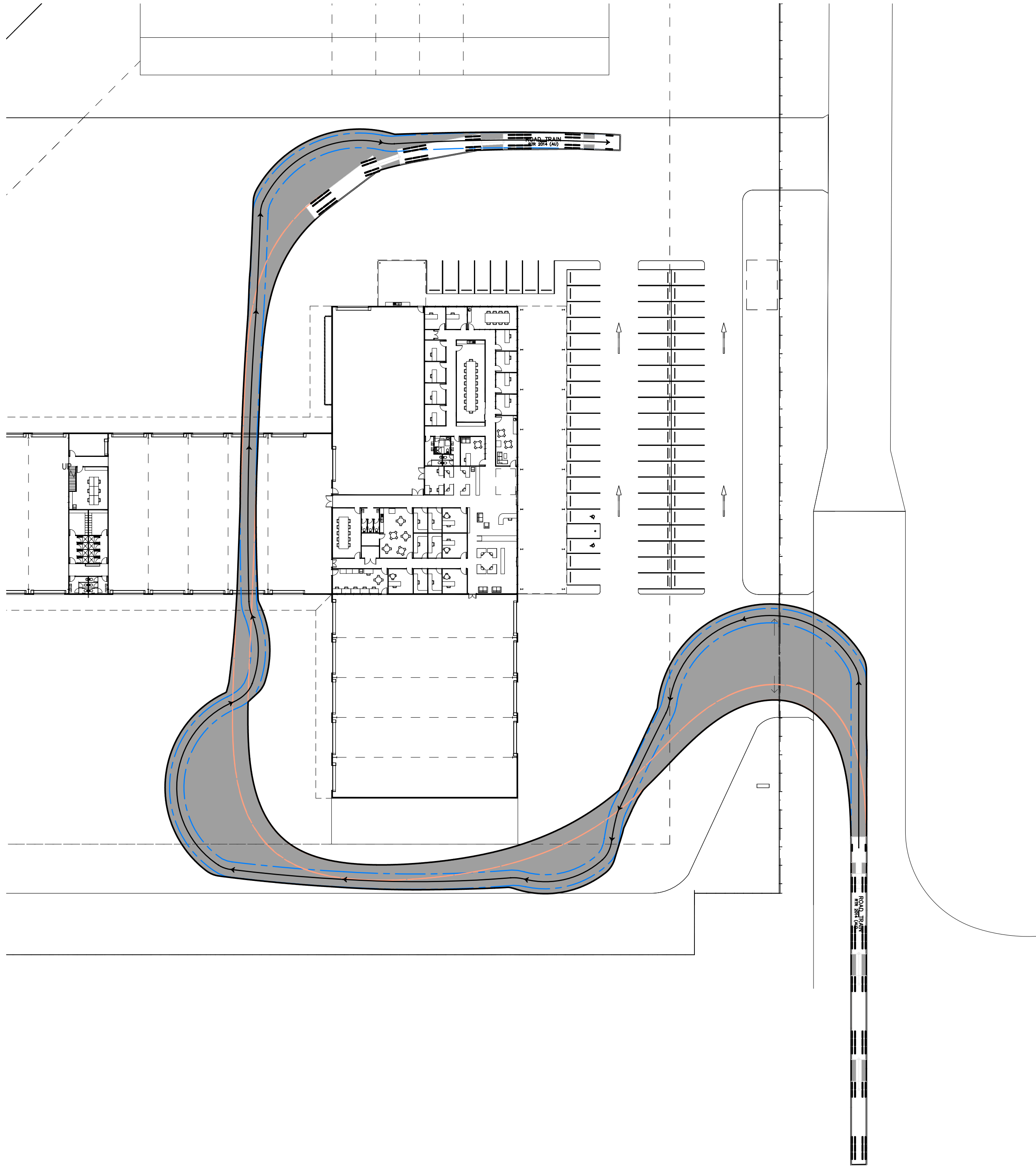
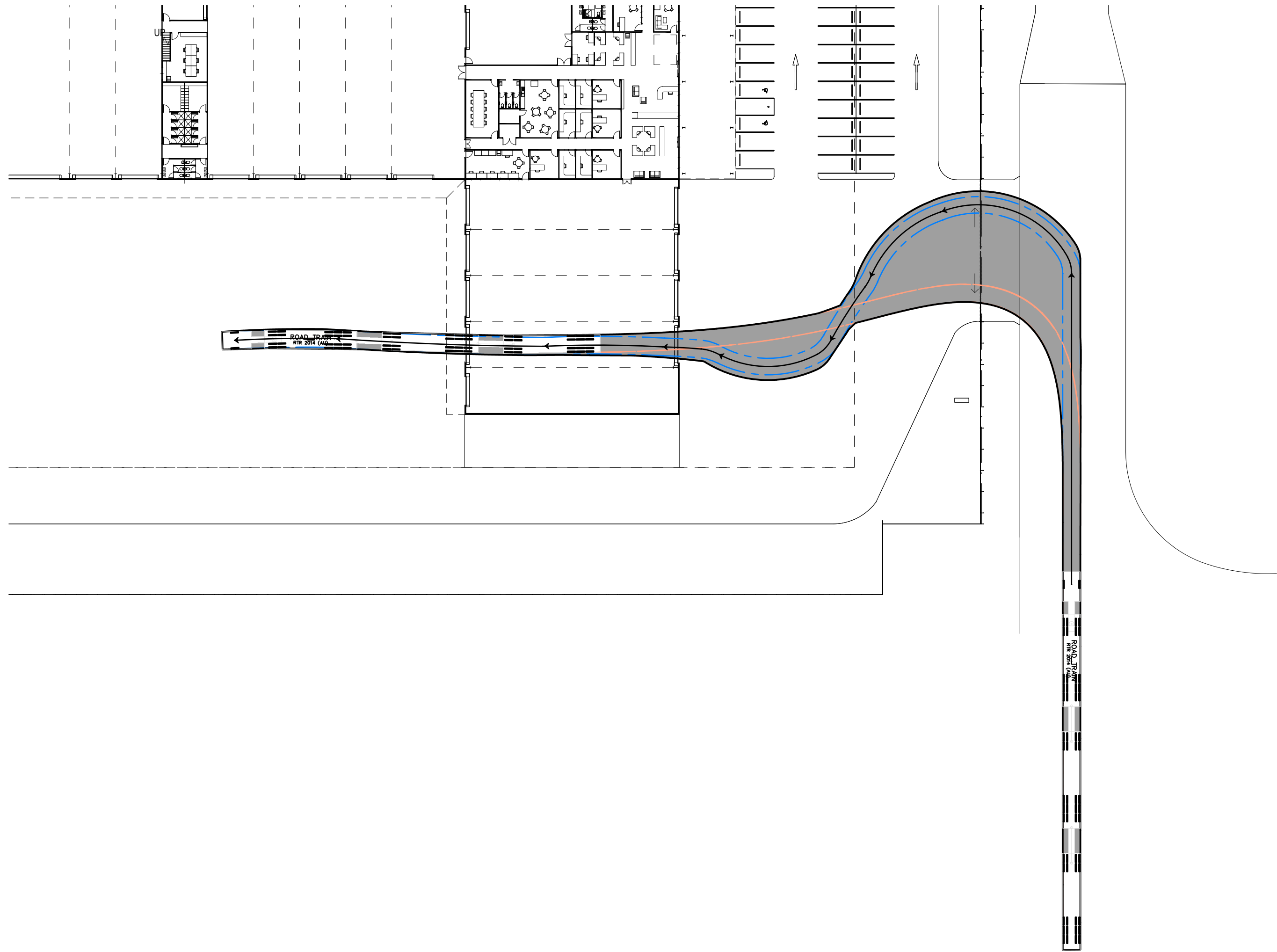
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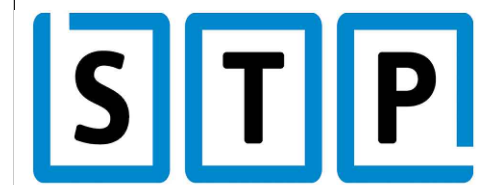
DATE:
08/02/24

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ROAD TRAIN

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Tractor Track	: 2500	Articulating Angle	: 70.0
Trailer Track	: 2500		



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PROJECT:

RGM TOWNSVILLE

TITLE:

VEHICLE TURNING PATHS

SCALE:

1:500 @ A1

PROJECT NO:

STP24-0150

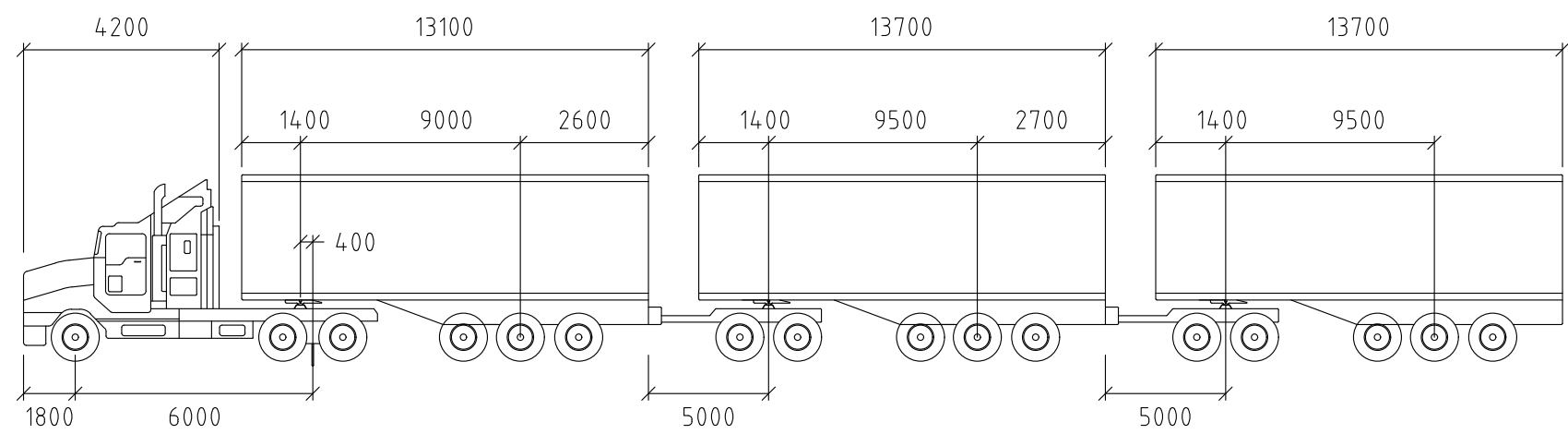
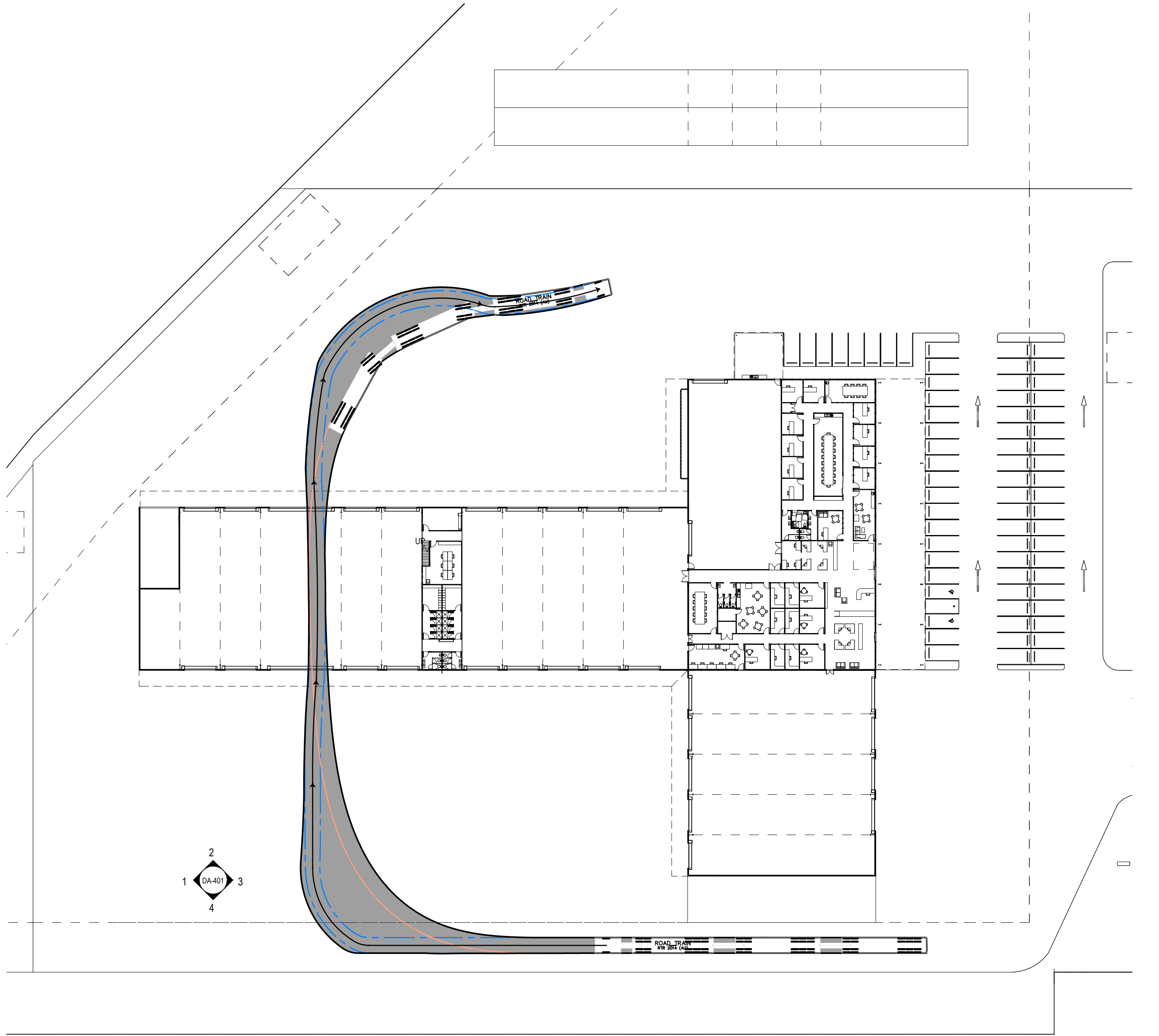
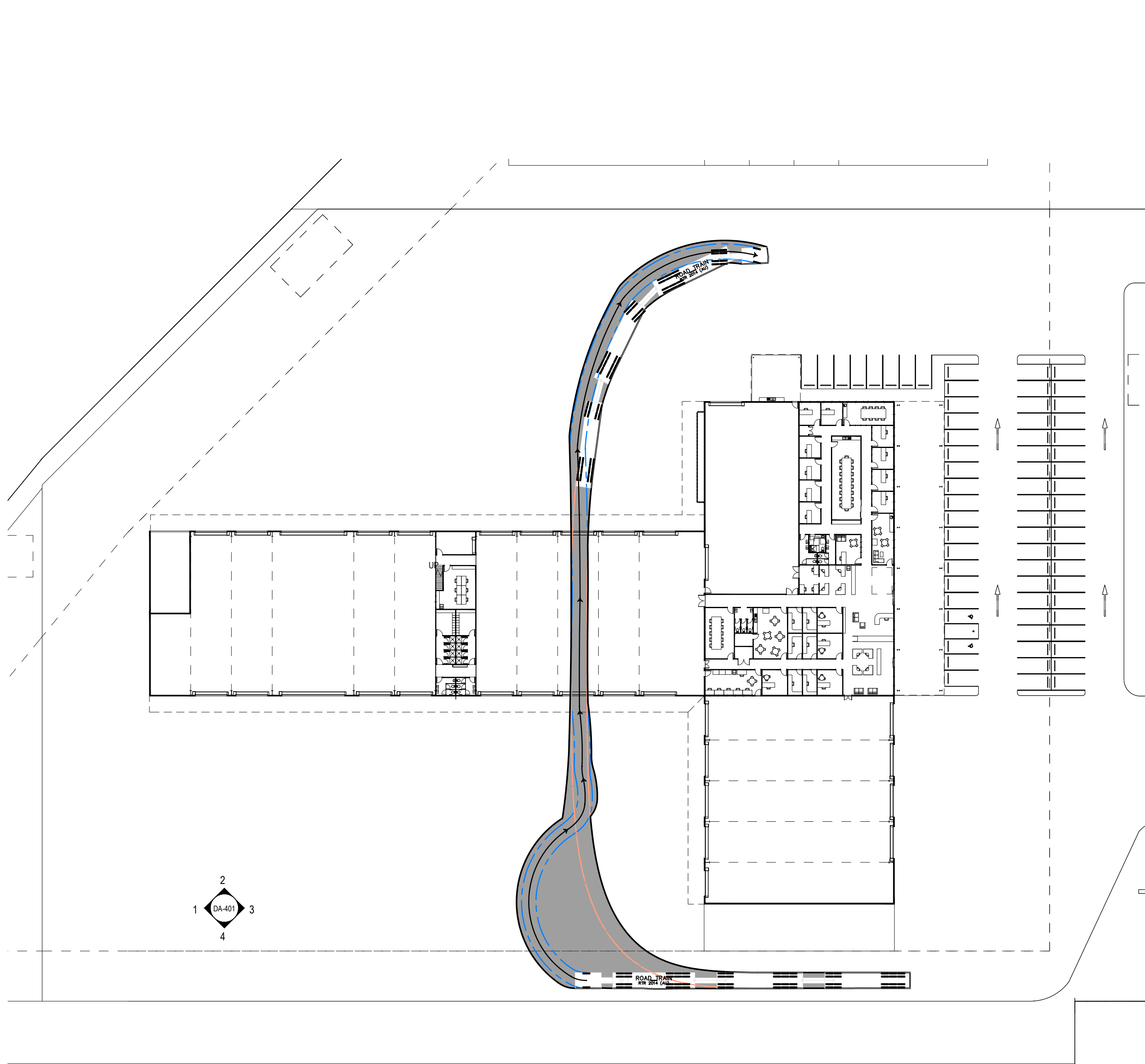
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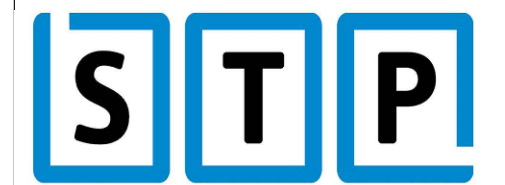
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ROAD TRAIN

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Tractor Track	: 2500	Articulating Angle	: 70.0
Trailer Track	: 2500		



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PROJECT: RGM TOWNSVILLE		
TITLE: VEHICLE TURNING PATHS		SCALE: 1:500 @ A1
PROJECT NO: STP24-0150	DRAWING NO: SK005	DATE: 08/02/24

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Appendix 5



STRUCTURAL
CIVIL
ELECTRICAL
MECHANICAL
HYDRAULIC
FIRE
VERTICAL
TRANSPORT
SEISMIC

RGM Workshop

34 HELEEN DOWNS ROAD, STUART



DA ENGINEERING REPORT & SITE BASED STORMWATER
MANAGEMENT PLAN



CITECON

STP24-0150

Document Status

Rev. No.	Issue	Project Consultant	Approved for Issue		
			Approved by	Signature	Date
0	DRAFT	Ken Miller	Ken Miller RPEQ 09053		06-03-2024
1	FINAL	Ken Miller	Ken Miller RPEQ 09053		03-04-2024

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1. Introduction

CiteCon, has engaged STP Consultants to produce a Development Assessment Engineering Report and Site Based Stormwater Management Plan to supplement the application for Material Change of Use for an Industrial Complex. This report focuses on the impact of the development in the following areas.

- Earthworks
- External Services (Water and Sewer)
- Stormwater Management

2. Site Description

The site is located at 34 Helen Downs Road, Stuart and currently comprises one parcel of land described as Lot 51 on SP331993 with a land area of 36,773m². The site is in the Medium Impact Industry Zone within the Townsville City Council local government area and is currently vacant.



Figure 2.1 – Locality plan, cadastral boundaries and easements (Qld Globe)

2.1 PROPOSED DEVELOPMENT

The proposed development consists of the construction of new buildings, street accesses, landscaping and car parking as shown in Figure 2.2.

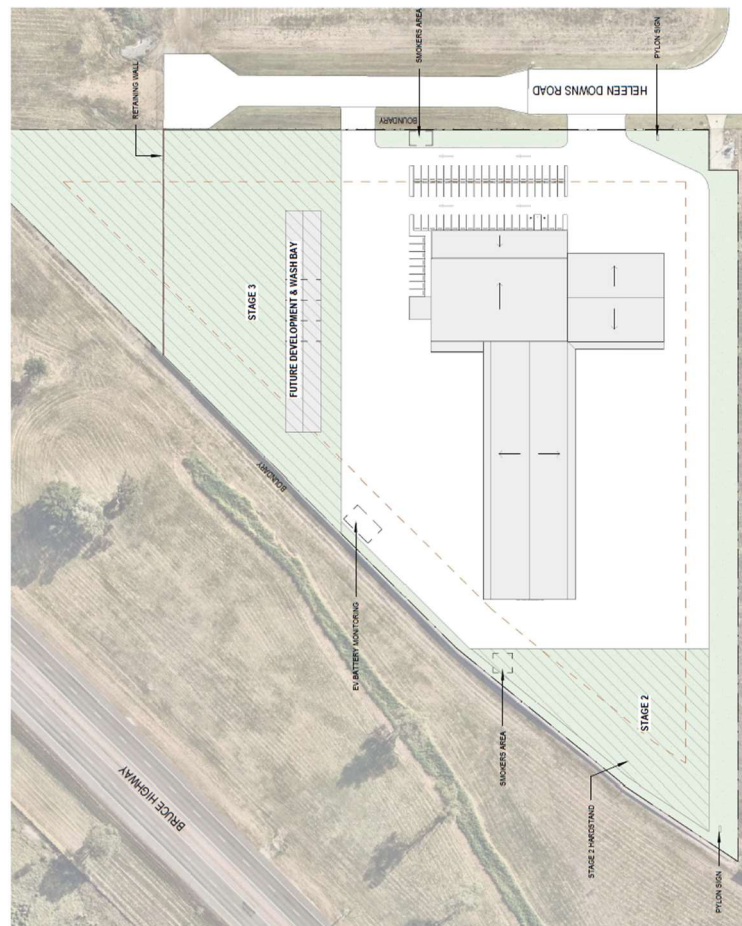


Figure 2.2 – Proposed Concept Master Plan (CA Architects)

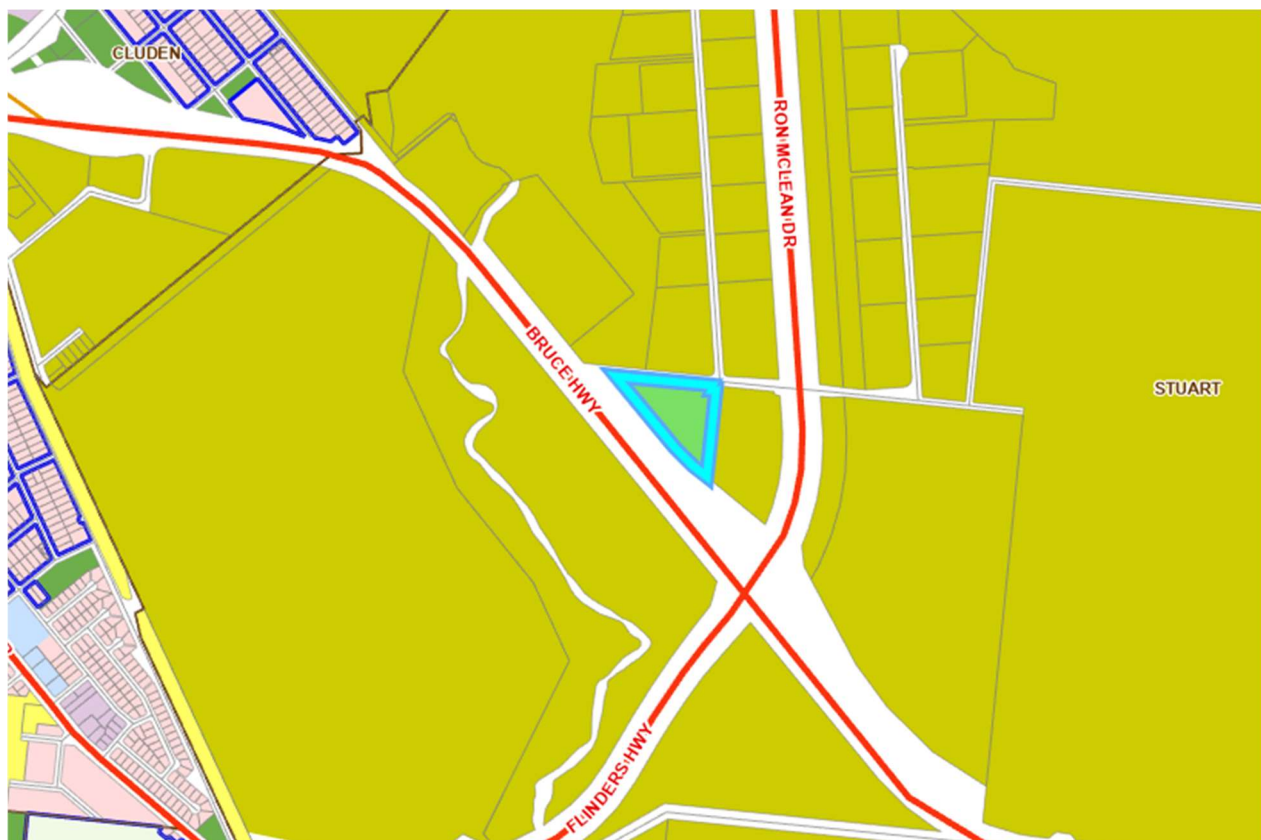


Figure 2.3 – Planning Zones (TCC Mapping)

3. External Services

3.1 WATER SUPPLY

As determined from TCC Asset Mapping and illustrated in Figure 3.1, the site is currently serviced by a 200mmPVC water main along part of the frontage. A new meter, sized according to the calculated site demand for consumption and fire requirements, will be located on the Heleen Downs Road frontage. Installation will be undertaken by Townsville Water and Waste under quotation.

3.2 RETICULATED SEWER

The site is located adjacent to a sewer pump station PS 15A as indicated in Figure 3.1. The invert level of the receiving manhole is IL4.95mAHD, which is too high to service the site by gravity. A 40mm PE pressure main is provided into the site for future connection of a private pump station.

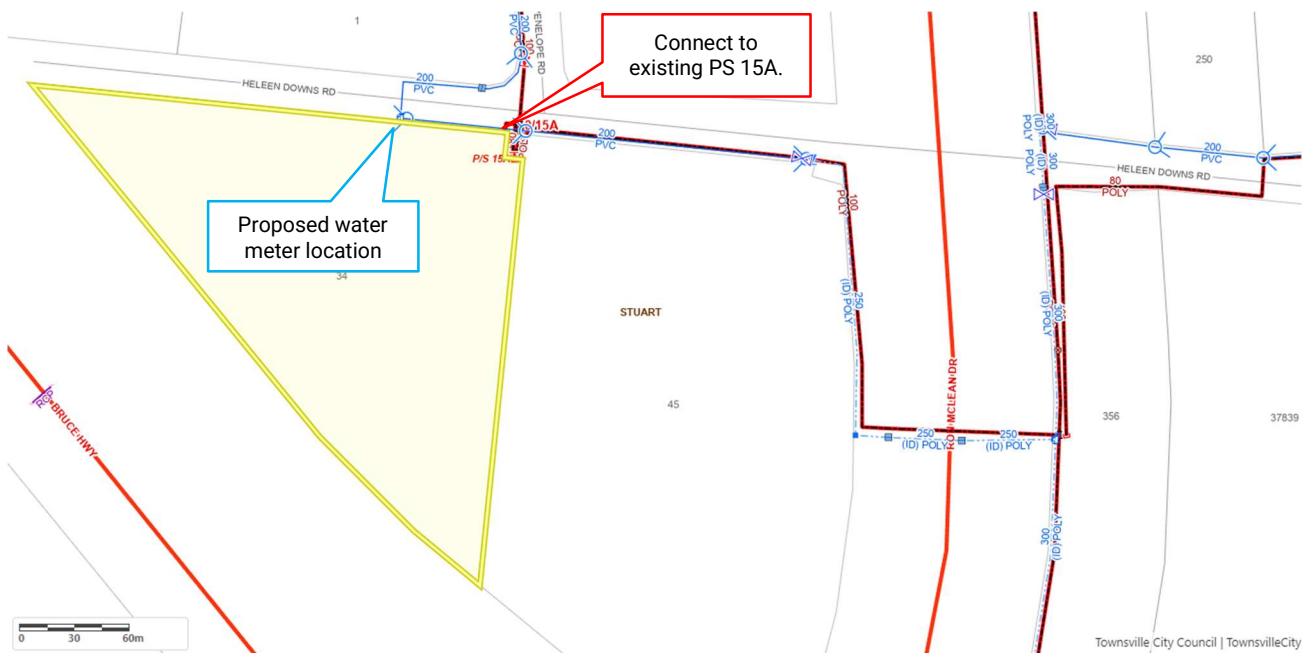


Figure 3.1 – Existing sewer, water, road and stormwater infrastructure (TCC Asset Mapping)

3.3 NETWORK ANALYSIS

A Water & Sewer Network Analysis has not been undertaken for this development.

4. Stormwater Management

4.1 FLOOD STUDIES

According to the Townsville City Council Flood Hazard Overlay, the site is partially subject to inundation from flooding via an overland flow path. An excerpt from TCC Flood mapping is illustrated in Figure 5.1 below. The AEP 1% local flood level is RL6.59mAHD. As the lot has been filled to higher than RL6.70mAHD as part of the subdivision works, the entire site is located above the AEP 1% flood level.

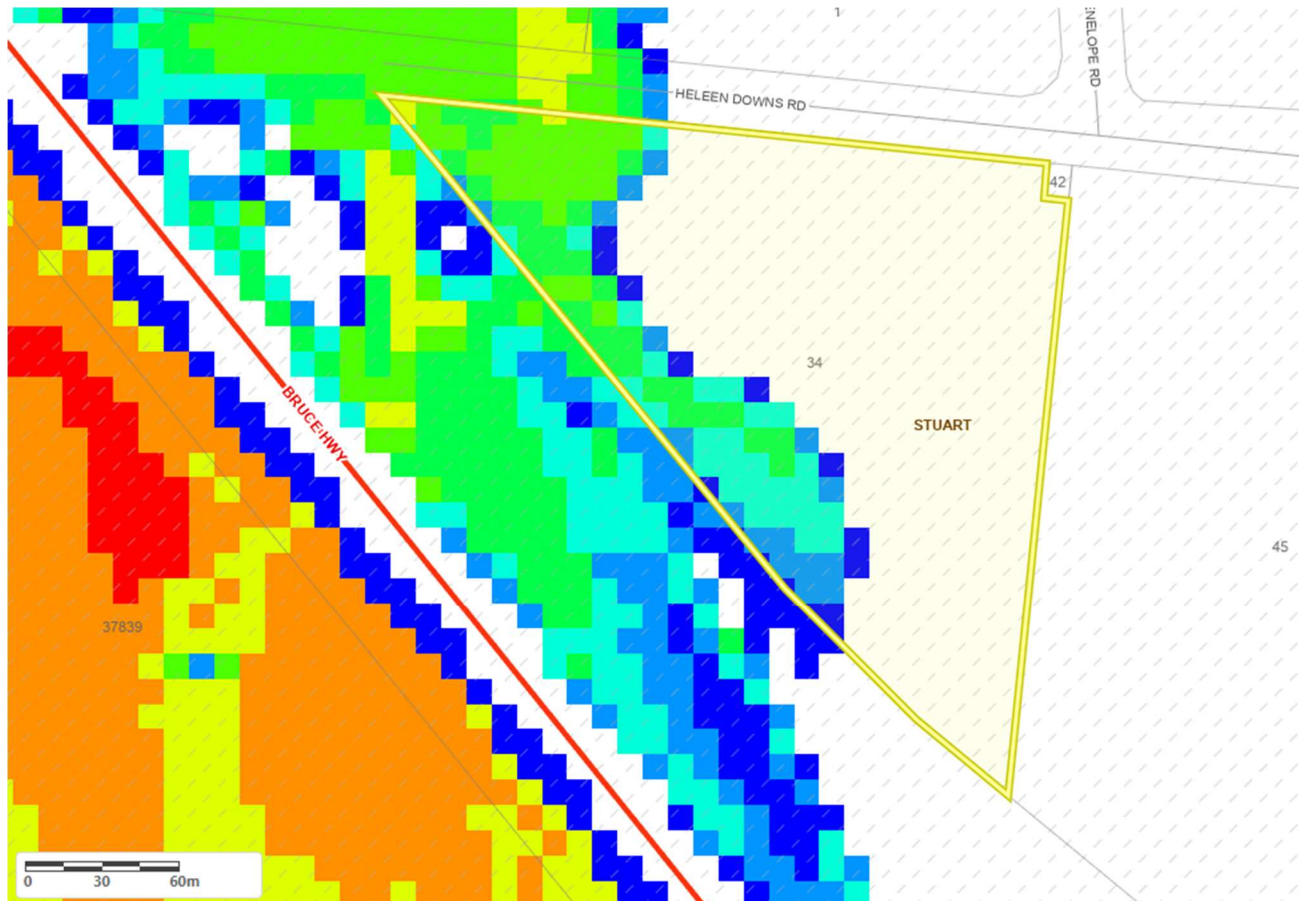


Figure 5.1 – AEP 1% flood affected areas (TCC Flood Mapping)

4.2 EXISTING STORMWATER INFRASTRUCTURE

The Lawful Point of Discharge for this property is currently to the Heleen Downs Road and Bruce Highway road reserves via overland flow and will continue to be. An 1800 x 900mm grated inlet pit with a 600mm RCP discharge is located in the north-west corner of the site discharging via a headwall to the Stuart Creek floodplain.

4.3 STORMWATER RUNOFF AND DETENTION

The site is currently zoned as Medium Impact Industry and is allocated a default impervious fraction of 0.9 as determined in Table SC6.4.9.2. The previous development of the site was Rural with an impervious fraction of 0.1. The proposed development layout has an actual impervious fraction of 0.56. The development catchment is limited to the project site and discharges directly to a flood-prone road reserve.

As the proposed impervious area is less than that allowed for in the design of the subdivision stormwater, detention storage and runoff mitigation will not be considered for this development. As the runoff is directed towards a road reserve that is inundated at the AEP 1% level, QUDM does not require the consideration of detention storage.

4.4 PROPOSED STORMWATER LAYOUT

A schematic stormwater layout for the development is illustrated in Figure 5.2 below (refer Appendix A).

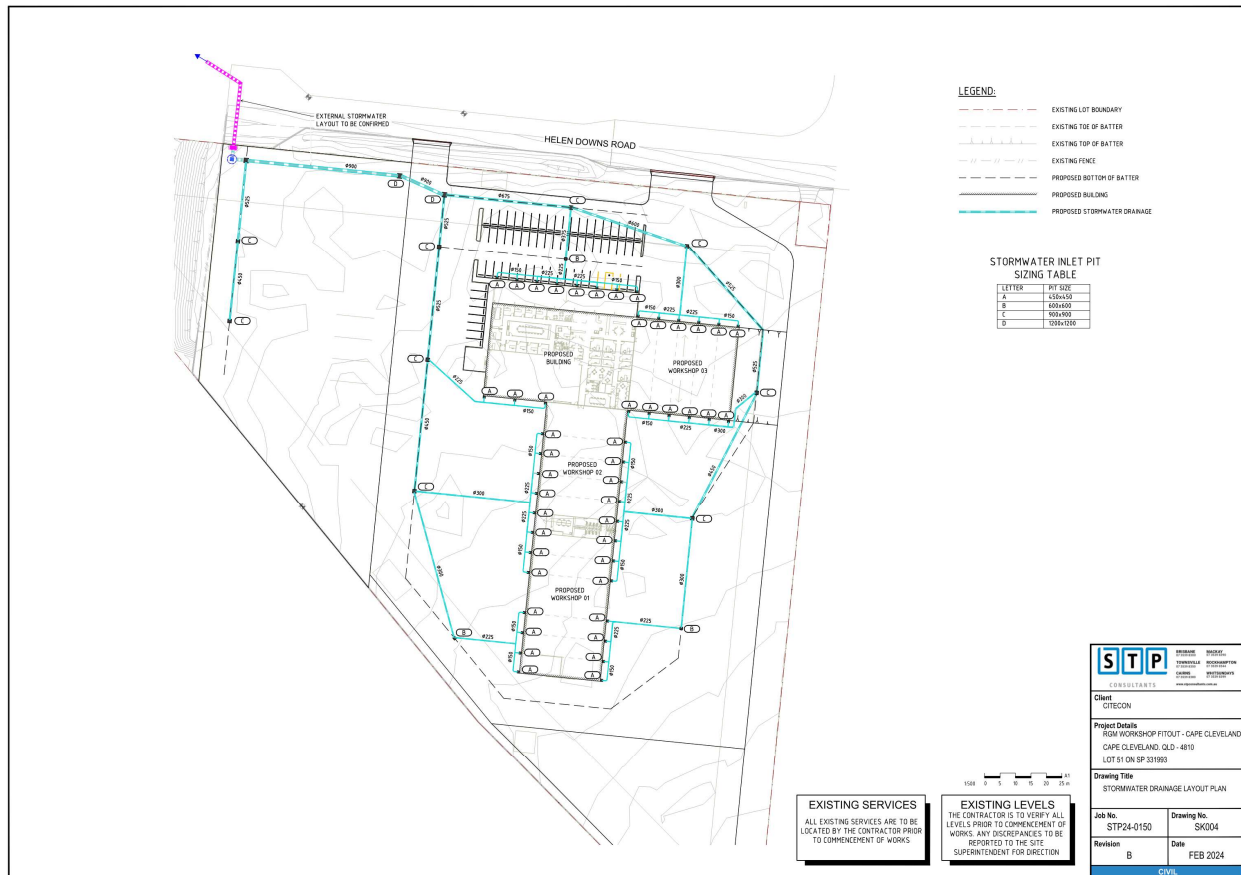


Figure 5.2 –Preliminary civil works layout (refer Appendix A)

4.5 STORMWATER QUALITY MANAGEMENT

In accordance with the requirements of State Planning Policy – July 2017, the development exceeds the criteria for requiring stormwater quality management. A Stormwater Quality management Plan is included in Appendix B to this report.

<p>For receiving waters, a development application for:</p> <ol style="list-style-type: none"> (1) a material change of use for an urban purpose that involves premises 2500 metres² or greater in size and; <ol style="list-style-type: none"> (a) will result in six or more dwellings; or (b) will result in an impervious area greater than 25 per cent of the net developable area; or (2) reconfiguring a lot for an urban purpose that involves premises 2500 metres² or greater in size and will result in six or more lots; or (3) operational works for an urban purpose that involves disturbing a land area 2500 metres² or greater in size. 	<p>The site area is greater than 2,500m². The disturbed area is greater than 25% of the site area.</p> <p>Not applicable</p> <p>The development area is greater than 2,500m².</p>
--	---

5. Earthworks

5.1 SITE TOPOGRAPHY

As illustrated in the site survey in Figure 5.1, there is a graded fall across the site from RL8.30mAHD at the south-eastern corner (Stuart Drive) to RL6.70mAHD at the north-eastern corner (Heleen Downs Road) at an average grade of 0.5%.

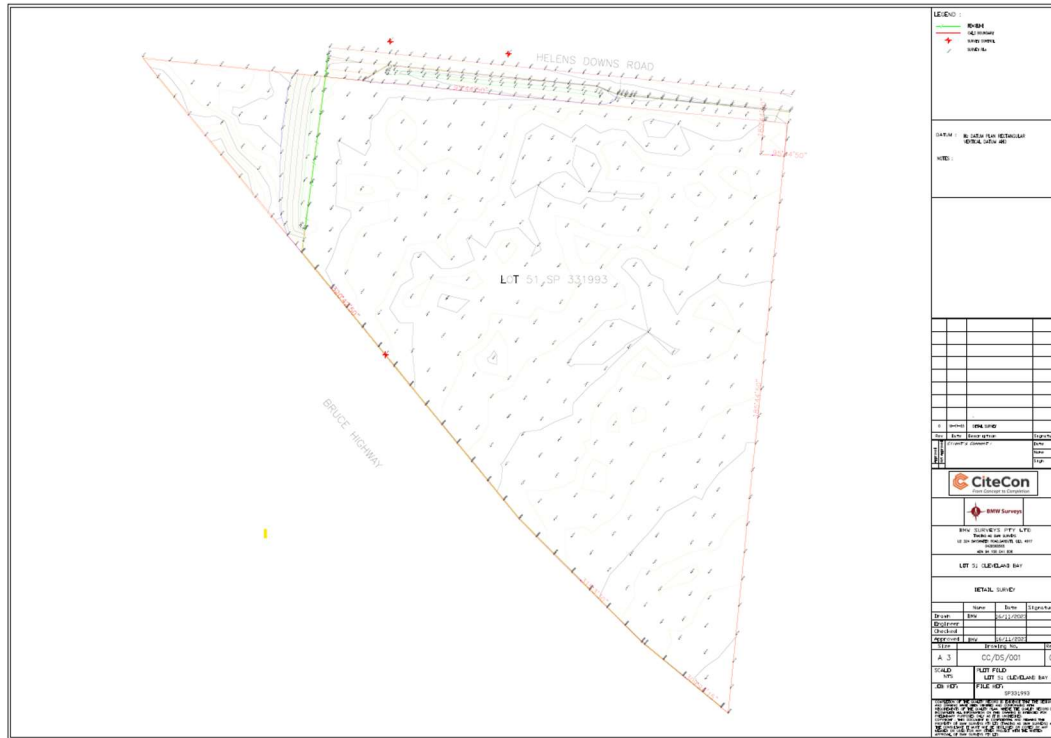


Figure 5.1 – Current site survey (BMW Surveys)



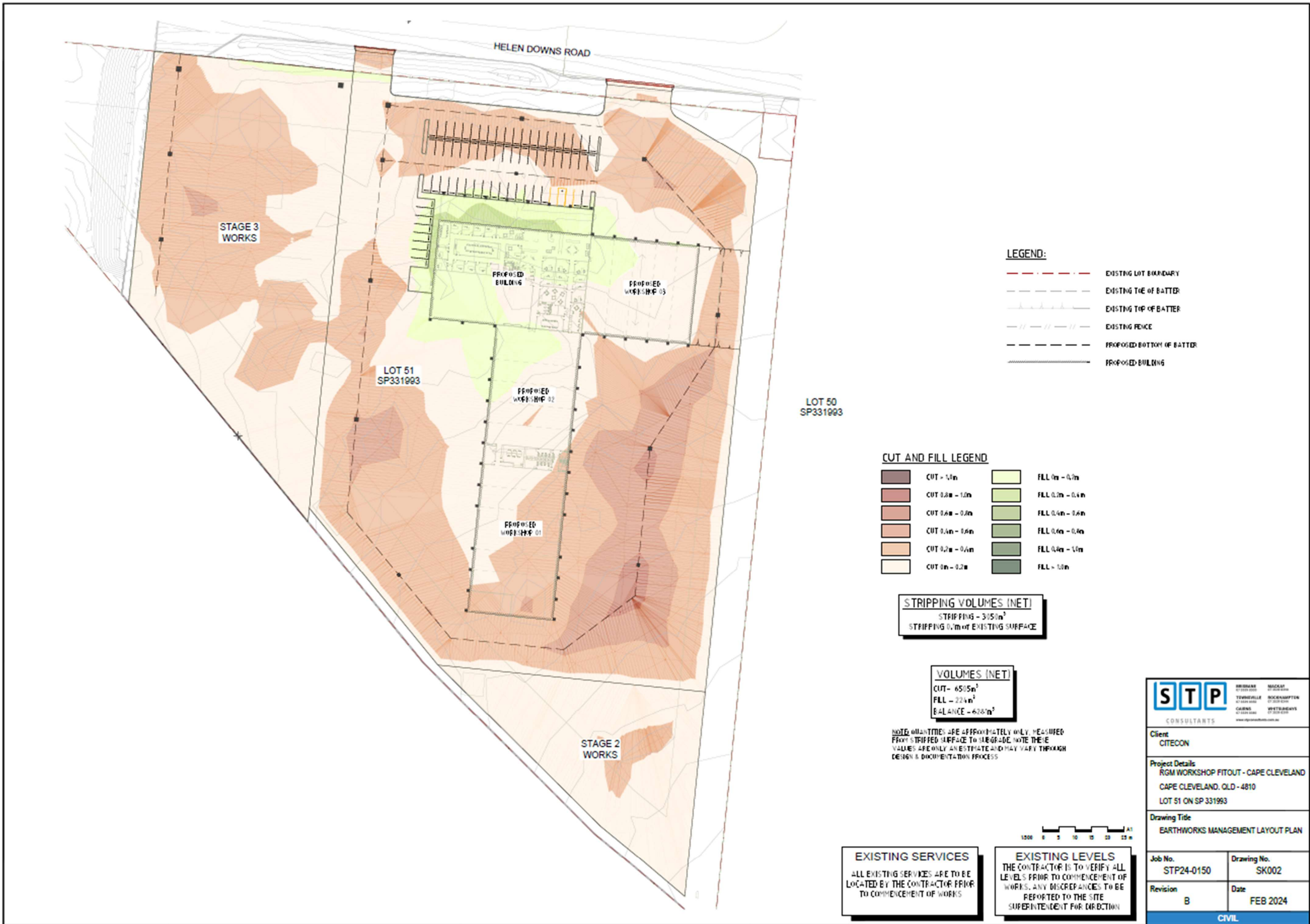
Figure 5.2 – Proposed earthworks cut/fill depths.

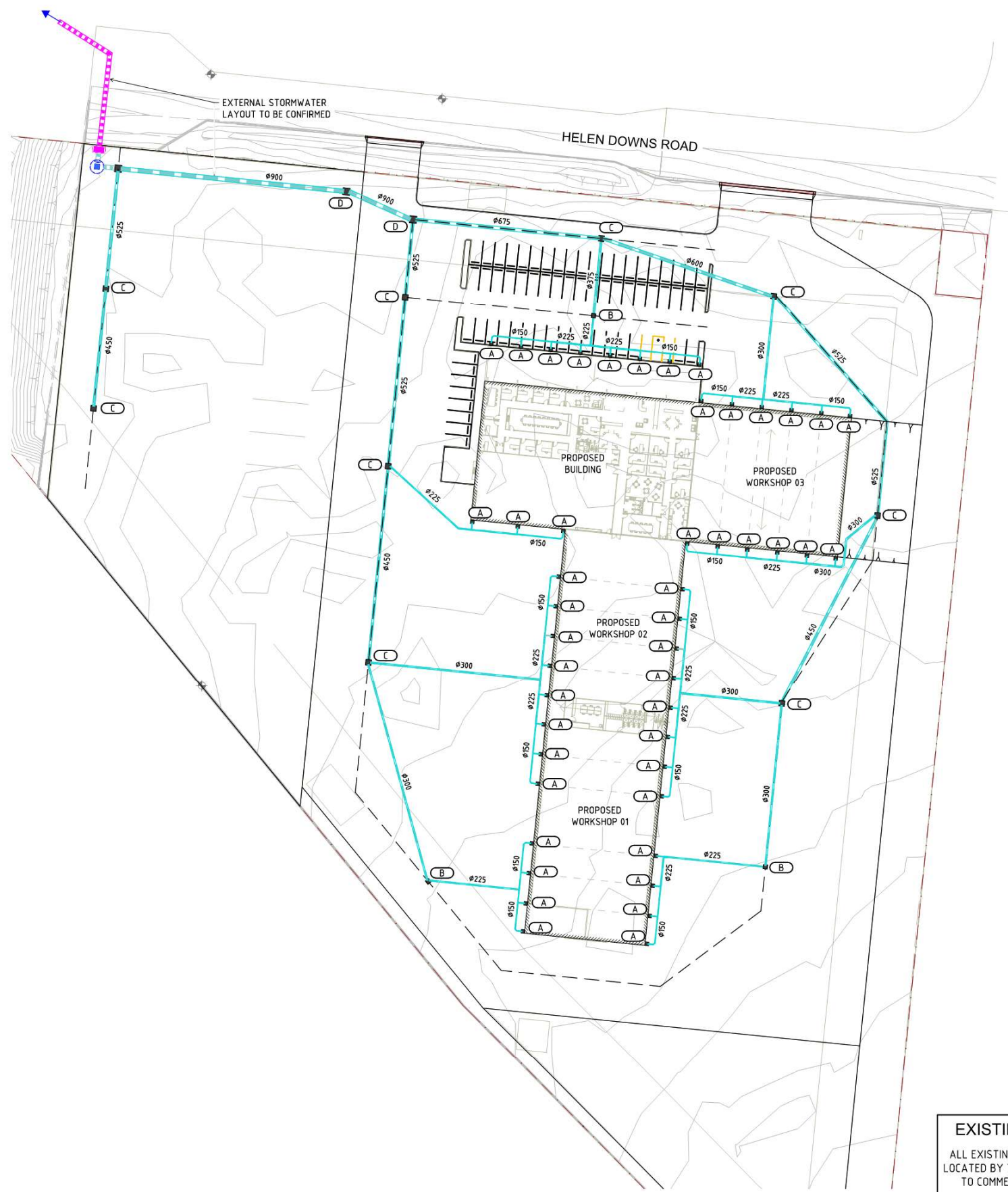
6. Discussion / Conclusion

As confirmed in this report and the appendices, the development is/has:

- No requirement under QUDM to provide on-site stormwater detention.
- Finished surface levels are immune from the AEP 1% flood.
- Stormwater quality measures have been designed in accordance with State Planning Policy.
- Connection to existing services is achievable.
- Available access to road infrastructure.
- Available access to water and sewer infrastructure.
- Upgrades to water and sewer infrastructure will not be required.
- Parking numbers are achieved.

7. Appendix A: Site Civil Works Layout





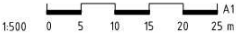
- LEGEND:**
- EXISTING LOT BOUNDARY
 - EXISTING TOE OF BATTER
 - EXISTING TOP OF BATTER
 - EXISTING FENCE
 - PROPOSED BOTTOM OF BATTER
 - PROPOSED BUILDING
 - PROPOSED STORMWATER DRAINAGE

STORMWATER INLET PIT SIZING TABLE

LETTER	PIT SIZE
A	450x450
B	600x600
C	900x900
D	1200x1200

EXISTING SERVICES
ALL EXISTING SERVICES ARE TO BE LOCATED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF WORKS

EXISTING LEVELS
THE CONTRACTOR IS TO VERIFY ALL LEVELS PRIOR TO COMMENCEMENT OF WORKS. ANY DISCREPANCIES TO BE REPORTED TO THE SITE SUPERINTENDENT FOR DIRECTION



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07 3539 8300

CAIRNS
07 3539 8300

MACKAY
07 3539 8300

ROCKHAMPTON
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Client

CITECON

Project Details

RGM WORKSHOP FITOUT - CAPE CLEVELAND

CAPE CLEVELAND, QLD - 4810

LOT 51 ON SP 331993

Drawing Title

STORMWATER DRAINAGE LAYOUT PLAN

Job No.

STP24-0150

Drawing No.

SK004

Revision

B

Date

FEB 2024

CIVIL

8. Appendix B: Stormwater Quality Management Plan

8.1 POLLUTANTS OF CONCERN

The Townsville City Council Stormwater Quality Guidelines provide guidance on the types of pollutants likely to be generated from different developments. The Water Quality Objectives for Townsville are listed in Table 8.2. The pollutants most likely to be of concern for Residential and Commercial developments are identified in Table 8.1 below.

Pollutant	Development Phase	
	Construction	Operation
Litter	✓	✓
Sediment	✓	unlikely
Hydrocarbons (including oil and grease)	✓	✓
Toxic materials (e.g., cement slurry, asphalt primer, solvents)	✓	unlikely
pH altering substances (e.g., cement slurry and wash waters)	✓	unlikely
Oxygen demanding substances (organic and chemical matter)	possibly	unlikely
Nutrients (nitrogen and phosphorus)	✓	✓
Pathogens / Faecal coliforms (bacteria and viruses)	possibly	unlikely
Heavy metals (often associated with fine sediment)	unlikely	unlikely
Surfactants (e.g., detergents from car washing)	unlikely	possibly
Thermal pollution (heat)	unlikely	unlikely

Table 8.1 – Pollutants Likely to be of Most Concern

8.2 DESIGN OBJECTIVES FOR WATER MANAGEMENT

The Environmental Protection (Water) Policy 1997 provides a framework for identifying environmental values and associated water quality objectives; this framework is consistent with the efficient use of resources and best practice environmental management and involves the community through consultation and consideration of economic and social impact assessment. Environmental Values (EV) are a reflection of the qualities of a catchment that the community believes to be important. As such, environmental values are established through community consultation rather than through a scientific process. Once EV are established for a catchment, Water Quality Objectives (WQO) can be defined, which are meant to protect these values.

While load based reduction targets focus on performance of a stormwater quality management system within the urban footprint, concentration based WQO's are concerned with median flow concentrations as they enter downstream receiving water.

Parameter	Statistic	Load Based Reduction	Water Quality Objectives
Total Suspended Solids (TSS)	Mean Range	80%	Less than 5mg/L
Total Phosphorous (TP)	Mean Range	65%	Less than 0.01 to 0.05mg/L
Total Nitrogen (TN)	Mean Range	40%	Less than 0.2 to 0.5mg/L
PH	Mean Range	-	Between 7 and 8
Dissolved Oxygen	Mean	-	Greater than 80% saturation during daytime
Gross Pollutants	-	90%	Retention of litter greater than 50mm for flows up to the 3-month ARI peak flow
Coarse sediment	-	-	Retention of sediment coarser than 0.125mm for peak flows up to the ARI 3-month peak flow

Table 8.2 – Water Quality Objectives for Townsville

8.3 PROPOSED STORMWATER TREATMENT TRAIN ANALYSIS

The proposed development site has sufficient area available to dedicate to stormwater treatment devices. Roof water will discharge via downpipes either directly to the in-ground stormwater or to the pavement surface. The landscaped areas and pavements will discharge directly to field inlet pits or to overland flow. All grated field inlets will be fitted with filter baskets for removal of gross pollutants. The total catchment then discharges to the existing Lawful Point of Discharge (Heleen Downs Road) via a SPEL 6000 Ecoceptor, SPEL Vault and SPELfilter unit (or equivalent). The SPELfilters (16 x 30-EMC cartridges) has been used for modelling purposes but may be substituted by another proprietary product with similar performance characteristics.

8.4 MUSIC MODELLING

8.4.1 Model Parameters

Input	Data Used
Rainfall Station	32040 TOWNSVILLE
Rainfall Period	01/01/1970 – 31/12/1983
Mean Annual Rainfall (mm)	1165mm
Evapotranspiration	1856mm
Model Timestep	6 minutes
Rainfall Runoff Parameters*	Industrial
Pollutant Parameters*	Industrial (Split)

Table 8.3 – Basic MUSIC Model Parameters

8.4.2 Rainfall & Runoff Parameters

Parameter	Roof/ Road/Ground Level
Rainfall Threshold (mm/day)	1
Soil Storage Capacity (mm)	18
Soil Initial Storage (% of Capacity)	10
Field Capacity (mm)	80
Infiltration Capacity coefficient - a	243
Infiltration Capacity exponent - b	0.6
Initial Depth (mm)	50
Daily Recharge Rate (%)	0
Daily Baseflow Rate (%)	31
Daily Deep Seepage Rate (%)	0

Table 8.4 – Water by Design MUSIC Quantity Parameters for Townsville (Industrial)

8.4.3 Pollutant Generation

In MUSIC, stormwater quality is characterized by event mean concentrations (EMC) for storm flows and base flows. In this study, the EMC were taken from the Water by Design MUSIC Modelling Guidelines. The pollutants of concern that were assessed include total suspended solids (TSS), total phosphorous (TP) and total nitrogen (TN). The quality of stormwater runoff is characterised by inputting event mean concentrations (EMC) for storm flow and base flow conditions as well as the standard deviation of each EMC.

Pollutant concentrations are based on Urban Industrial land use parameters.

Flow Type	Surface Type	TSS (log ₁₀ values)		TP (log ₁₀ values)		TN (log ₁₀ values)	
		Mean	Std Dev.	Mean	Std Dev.	Mean	Std Dev.
Baseflow	Roof	0.00	0.00	0.00	0.00	0.00	0.00
	Roads	0.78	0.45	-1.11	0.48	0.14	0.20
	Ground level	0.78	0.45	-1.11	0.48	0.14	0.20
Stormflow	Roof	1.30	0.44	-0.89	0.36	0.25	0.32
	Roads	2.43	0.44	-0.30	0.36	0.25	0.32
	Ground level	1.92	0.44	-0.59	0.36	0.25	0.32

Table 8.5 – Water by Design MUSIC Modelling Parameters - Industrial Split Catchment

8.4.4 Results

The indicative layout of the MUSIC model and results are shown below in Figure 8.1 and Table 8.6.

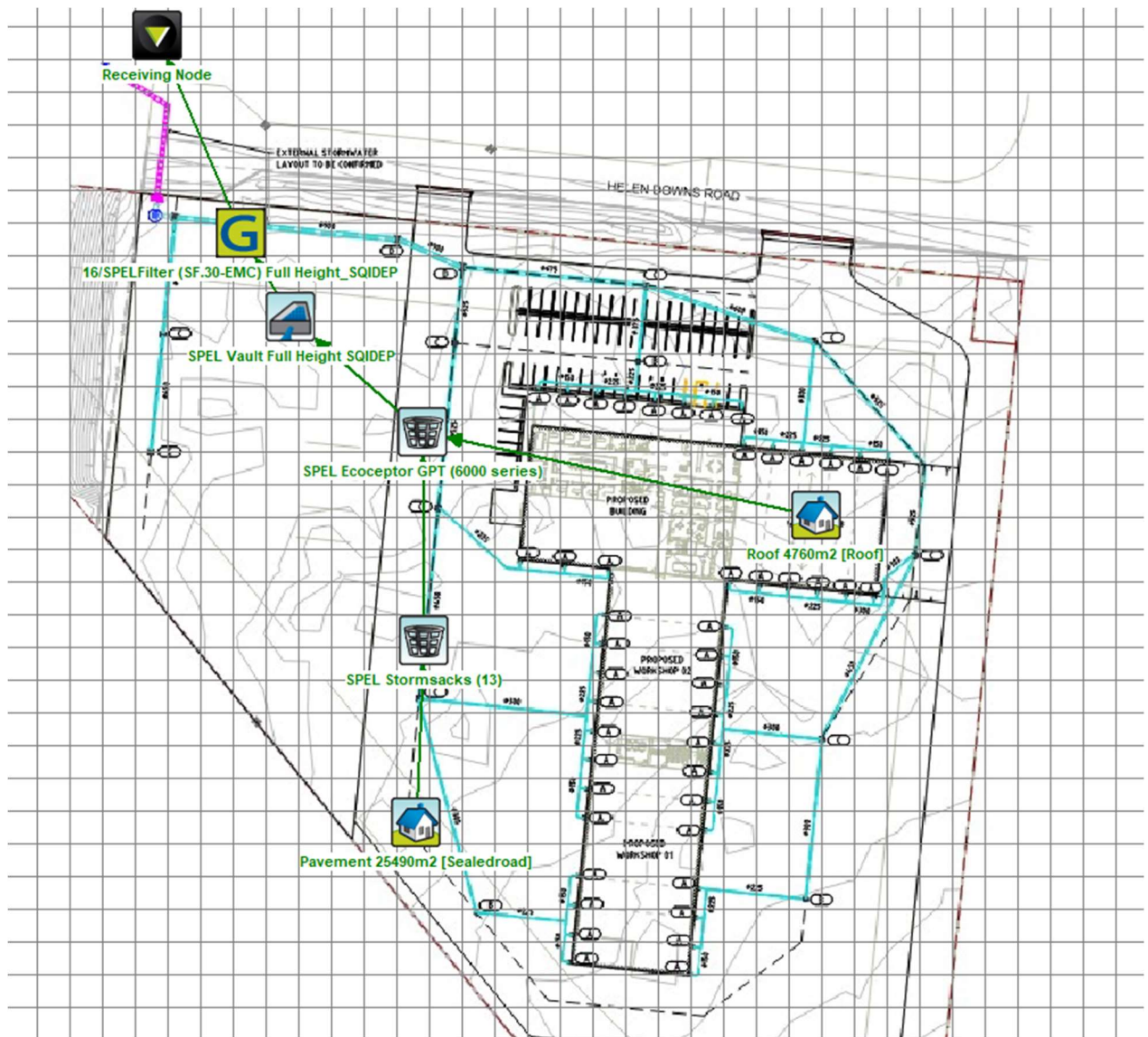


Figure 8.1 – MUSIC Model Treatment Train

	Sources	Residual Load	% Reduction
Flow (ML/yr)	27.7	27.7	0
Total Suspended Solids (kg/yr)	9410	1870	80.1
Total Phosphorus (kg/yr)	16.9	4.57	73
Total Nitrogen (kg/yr)	88.2	29.2	67
Gross Pollutants (kg/yr)	498	0	100

Table 8.6 – MUSIC Modelling Results

As demonstrated, the proposed treatment train will reduce pollutant loadings to the extent specified by the Townsville City Council Stormwater Quality Guidelines.

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CONSULTANTS

Appendix 6

State Planning Policy - Lot Plan Search

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

Date: 01/04/2024



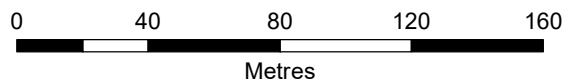
Location Diagram

Queensland



Queensland Government

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

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

AGRICULTURE

- Agricultural land classification - class A and B

DEVELOPMENT AND CONSTRUCTION

- State development area

NATURAL HAZARDS RISK AND RESILIENCE

- Flood hazard area - Level 1 - Queensland floodplain assessment overlay*
- Flood hazard area - Local Government flood mapping area*

TRANSPORT INFRASTRUCTURE

- State-controlled road

STRATEGIC AIRPORTS AND AVIATION FACILITIES

- Wildlife hazard buffer zone
- Height restriction zone 90m

STRATEGIC PORTS

- Priority ports

PRIORITY PORTS

- Townsville priority port precincts



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

Date: 01/04/2024

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State Planning Policy mapping layers for each selected Lot Plan

Lot Plan: 51SP331993 (Area: 36770 m²)

AGRICULTURE

- Agricultural land classification - class A and B

DEVELOPMENT AND CONSTRUCTION

- State development area

NATURAL HAZARDS RISK AND RESILIENCE

- Flood hazard area - Level 1 - Queensland floodplain assessment overlay*
- Flood hazard area - Local Government flood mapping area*

TRANSPORT INFRASTRUCTURE

- State-controlled road

STRATEGIC AIRPORTS AND AVIATION FACILITIES

- Wildlife hazard buffer zone
- Height restriction zone 90m

STRATEGIC PORTS

- Priority ports

PRIORITY PORTS

- Townsville priority port precincts



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Making or amending a local planning instrument
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Appendix 7



TSDA DEVELOPMENT SCHEME 2019 – SDA WIDE ASSESSMENT CRITERIA

SDA Wide Assessment Criteria		Response
Infrastructure and Services		
1.	Development maximises infrastructure efficiency and minimises infrastructure costs for infrastructure associated with telecommunications, transport, water, wastewater, recycled water and energy.	<p>Complies</p> <p>The proposed development will utilise new infrastructure services constructed to support the wider CBIP Western Precinct development.</p>
2.	Development plans for and manages impacts on existing and future known telecommunications, transport, water, wastewater, recycled water and energy networks.	<p>Complies</p> <p>The CBIP Western Precinct has been designed appropriately to service future industrial end users. Therefore, the proposed development is not anticipated to result in an impact on existing infrastructure services.</p> <p>All future works to achieve essential infrastructure services or connections to the proposed development will be undertaken in accordance with relevant standards.</p>
3.	Development is adequately serviced by telecommunications, transport, water, wastewater, recycled water and energy networks as relevant.	<p>Complies</p> <p>The proposed development will be appropriately connected to infrastructure services provided as part for CBIP Western Precinct development in accordance with relevant standards.</p>
4.	Development incorporates waste minimisation practices and considers refuse collection or disposal.	<p>Complies</p> <p>The proposed development will be appropriately connected to Council's reticulated sewerage network and will be accessible for refuse collection and disposal via the local road network (being Penelope Road).</p> <p>The proposed development will incorporate appropriate waste management practices to ensure waste generated is in accordance with relevant requirements/ standards.</p>
5.	Development avoids or minimises adverse impacts on existing or proposed State or local government infrastructures services.	<p>Complies</p> <p>It is considered that the proposed development will not have any adverse impact on existing or proposed State or local government infrastructure given the proposed infrastructure connections will be suitable and appropriate to service the anticipated demand rates.</p> <p>The approved CBIP Western Precinct has been designed to accommodate end users of this nature and therefore there will be sufficient capacity within the networks to accommodate the proposed development.</p>
6.	Development provides for and protects the safe and efficient function of the Bruce Highway, the North Coast rail line and Townsville Port Access Road.	<p>Complies</p> <p>The proposed development is not anticipated to impact the existing function of the Bruce Highway, the North Coast rail line and Townsville Port Access Road. The anticipated vehicle types and vehicle movements are consistent with the assumptions of the approved Traffic Impact Assessment prepared by Langtree Consultants to support the wider CBIP development. Refer to Section 3.2 of the Development Application Report.</p>



SDA Wide Assessment Criteria	Response
	Furthermore, the proposed development will utilise Heleen Downs Road and Townsville Port Access Road intersection, which has been designed to accommodate traffic anticipated by the proposed development.
Emissions	
<p>1. Development is designed to avoid or minimise:</p> <ul style="list-style-type: none">(a) Adverse impacts from air, noise and other emissions that will affect the health and safety, wellbeing and amenity of communities and individuals(b) Conflicts arising from (but not limited to), spray drift, odour, noise, dust, light spill, smoke or ash emissions with sensitive and/or incompatible land uses.	<p>Complies</p> <p>The proposed development involves the service and maintenance of heavy vehicles, ancillary sales and truck wash, activities that are unlikely to cause adverse impacts from air, noise and other emissions.</p> <p>The proposed development has been designed and will be operated in an appropriate manner to avoid and minimise adverse impacts from air, noise and other emissions that will affect the health and safety, wellbeing and amenity of communities and individuals.</p> <p>Whilst considering the location of the Townsville State Development Area, consideration would have been given to the impact of any future industrial end uses on the nearest sensitive receptors, which are the caravan park and low density residential zoned land, which includes single dwellings on single lots. There are several background noise sources impacting these existing sensitive receptors, which includes the Bruce Highway and the existing operational rail corridor.</p> <p>The Applicant has advised that the operations and activities associated with the proposed development will not generate unacceptable noise levels. The Applicant has a duty of care under the <i>Environmental Protection Act 1994</i> and <i>Environmental Protection (Noise) Policy 2019</i> to control background creep and noise levels, as noted under the 'Reason' section of the condition.</p> <p>Further it is noted:</p> <ul style="list-style-type: none">1. Cleveland Bay Industrial Park worked with the Office of the Coordinator General and Council in 2021/ 2022 to develop a standard 'suite' of approval conditions for end use applications. These conditions do not include conditions relating to noise.2. Other industrial uses of this nature have been approved without noise conditions (AP2019/006) that is closer to sensitive receptors.3. An Acoustic Assessment has been undertaken for AP2019/006 adjacent to the caravan park (the closest sensitive receptor) that identified nil noise impact, partly due to the elevated noise levels in this area. <p>The subject site is sufficiently buffered from sensitive land uses, particularly the residential area and caravan park to the west which is buffered by the</p>



SDA Wide Assessment Criteria		Response
		riparian corridor of Stuart Creek, thus minimising the potential for adverse impacts to sensitive land uses.
2.	Development supports the achievement of the relevant acoustic and air quality objectives of the Environmental Protection (Noise) Policy 2008 and the Environmental (Air) Protection Policy 2008.	Complies It is considered the proposed development will be capable of meeting the acoustic and air quality objectives in the <i>Environmental Protection Policy 2008</i> given the separation distance and buffering between the development and surrounding sensitive receptors.
3.	Development with the potential to impact on the air quality of Townsville will be expected to conduct air shed modelling, in accordance with the current best practice, to demonstrate compliance with air quality standards.	Complies The proposed development is not anticipated to have any impacts on the air quality of Townsville and will be operated in accordance with best practice. Furthermore, servicing and maintenance of vehicles will occur within the three workshops.
Contaminated Land		
1.	Development on land likely to be contaminated or recorded on the Environmental Management Register or Contaminated Land Register does not adversely impact on human health or the environment by exposure, management, or movement of contaminants.	Complies The subject site is not known to be included on the Contaminated Land Register (CLR) or Environmental Management Register (EMR). Given the historic use of the subject land as predominantly vacant land and grazing, it is unlikely to be included on the contaminated land register.
2.	Where required, develop a strategy to manage any existing contamination and the potential for additional contamination such that human health are not adversely impacted.	Complies Whilst it is unlikely to be encountered, any contaminated land identified during development work will be remediated as required, and this can be managed through conditions of approval.
Acid Sulfate Soils		
1.	Development, in accordance with current best practice, is to: (a) Avoid the disturbance of acid sulfate soils (ASS) or (b) Ensure that the disturbance of ASS avoids or minimises the mobilisation and release of acid and metal contaminants.	Complies The proposed development is not anticipated to encounter acid sulfate soils. Particularly as the land has undergone bulk earthworks to ensure the site is above the defined Q100 (1 % AEP) flood level, no extensive earthworks are required to prepare the site for the proposed bulk storage and transport depot. If the event acid sulfate soils are disturbed during construction, best practices measures will be implemented to treat and remove acid sulfate soil from site.
Climate Change		
1.	Development minimises emission of greenhouse gases and demonstrates how it will adapt to projected climate change conditions.	Complies The proposed use involves the service and maintenance of heavy vehicles, so there will be some emissions, but RGM are committed minimising emissions, noting that the proposed development will cater for EV's and HV's. Notwithstanding RGM acknowledges its duty of care to limit greenhouse gases where possible.
Transport		
1.	Increased traffic arising from development is either able to be accommodated within existing road networks or works are undertaken to minimise adverse impacts on existing and future uses and road network.	Complies Traffic generated from the proposal is considered to be appropriate for the current road networks. Particularly, as the anticipated vehicle types and daily trips is consistent with the assumptions of the



SDA Wide Assessment Criteria	Response
	<p>approved Traffic Impact Assessment prepared by Langtree Consultants to support the wider CBIP development.</p> <p>The Traffic Impact Assessment prepared approved as part of the wider CBIP development identified the Western Precinct to involve an hourly peak of 228 vehicles/ hour.</p> <p>Lot 51 and 52 were formerly known as Lot 5 on SP273456 and over which a SDA approval (Reference No. ECP2017/002, Application ref. MCU2013/019) was issued for a truck stop development which consisted of service centre, short-term accommodation, shop and fast food outlet. It is considered that the nature of the historic approval would have generated greater vehicle movements than those associated with the proposed development.</p> <p>Based on the above description of the development, the proposed use is considered to be consistent with the Traffic Impact Assessment. Refer to Section 3.2 of the Development Application Report.</p>
<p>2. Local road networks within the Townsville SDA are to be designed to accommodate the proposed vehicle type and predicted traffic volumes associated with the development and the precincts.</p>	<p>Complies</p> <p>Heleen Downs Road and Townsville Port Access Road (Ron McLean Drive) intersection was been designed as part of the wider CBIP development to accommodate the anticipated vehicle types and predicted traffic volumes associated with the proposed development.</p>
<p>3. Development is designed to facilitate safe and efficient vehicular ingress and egress and does not unduly impact on the safe and efficient operation of transport infrastructure.</p>	<p>Complies</p> <p>The proposed development has been designed to appropriately accommodate anticipated vehicle types and ensure safe entry, exit and movement to, from and within the subject site.</p> <p>It is considered the proposed site accesses and egress will not unduly impact on the safe and efficient operation of external road, rail or transport infrastructure, as the operation of the proposed development is consistent with the approved Traffic Impact Assessment prepared by Langtree Consulting to support the wider CBIP development.</p>
<p>4. Adequate car parking for the number and nature of vehicles expected are provided on site.</p>	<p>Complies</p> <p>The proposed development will provide sufficient car parking to meet the anticipated vehicle movements to the subject site.</p>
Environment, Cultural Heritage and Community	
<p>1. Environmental values, cultural heritage values, and community values of the premises on which the development is undertaken, and immediate surrounds, are identified and managed, consistent with current best practice.</p>	<p>Complies</p> <p>The subject site is located within CBIP's Western Precinct, which has been designed to take into consideration potential nearby environmental values, cultural heritage values and community values. Therefore, the subject site does not contain environmental values, cultural heritage values and community values.</p>



SDA Wide Assessment Criteria	Response
<p>2. Development is designed and sited to:</p> <ul style="list-style-type: none"> (a) Avoid adverse impacts on environmental values including matters of local, State and national environmental significance, or where adverse impacts cannot be avoided, impacts are minimised, mitigated or offset. (b) Maintain ecological connectivity and processes. (c) Maintain the outstanding values of the Great Barrier Reef World Heritage Area (d) Avoid adverse impacts on cultural heritage and community values, or where adverse impacts cannot be avoided, impacts are minimised, mitigated or offset. 	<p>Complies</p> <p>The subject site does not contain any matters of local, State or national environmental significance as it is located within an industrial estate, in particular, CBIP's Western Precinct, which has been designed to take into consideration potential nearby environmental values.</p> <p>A stormwater quality management plan has been prepared by STP Consultants (refer Appendix 5) to ensure stormwater quality existing the site is of an appropriate standard. Therefore, the proposed development is not anticipated to adversely impact on the values of the Great Barrier Reef.</p>
<p>3. Environmental offsets are provided in accordance with the relevant commonwealth or State environmental offset framework.</p>	<p>Not Applicable</p> <p>The subject site does not contain any matters of local State or national environmental significance as it is located within CBIP's Western Precinct and no environmental offsets need to be provided.</p>
<p>4. Environmental offsets should be accommodated within the Environmental Management Precinct before seeking solutions external to the Townsville SDA.</p>	<p>Not Applicable</p> <p>The subject site does not contain any matters of local State or national environmental significance as it is located within CBIP's Western Precinct and no environmental offsets need to be provided.</p>
<p>5. Where the development requires a buffer to mitigate the impact of development, that buffer must be accommodated within the development site.</p>	<p>Not Applicable</p> <p>The proposed development footprint does not require a buffer to accommodate development within the site.</p>
Engineering and Design Standards	
<p>1. Development is designed and constructed in accordance with relevant engineering and design standards (and any subsequent revisions to the relevant standards) stated in able 8 below. Alternative innovative solutions that demonstrate compliance with the relevant standards are encouraged.</p>	<p>Complies</p> <p>The proposed development will be designed constructed in accordance with the relevant engineering standards outlined within the assessment criteria.</p> <p>It is recommended that compliance with relevant standards is conditioned as part of any development approval and managed through future associated applications.</p>
Other Government Matters	
<p>1. Development is to demonstrate consistency with any other relevant legislative requirements for the development to proceed and operate. Development, to the extent practicable, is to be consistent with regional plans, the State Planning Policy, and the State Development Assessment Provisions where the State interests articulated by these instruments are likely to be affected by the development.</p>	<p>Complies</p> <p>The development is considered to be consistent with the relevant legislation and State Planning Policies. It has been demonstrated that the proposed development is consistent with:</p> <ul style="list-style-type: none"> ▪ the relevant State referral requirements and SDAP modules that would be triggered by the <i>Planning Act 2016</i> as outlined in Section 6 of the town planning report; and ▪ the proposal has demonstrated compliance or alternative acceptable outcomes with the relevant <i>Townsville City Plan 2014</i> assessment benchmarks as outlined in Section 7 of the town planning report.



SDA Wide Assessment Criteria	Response
	<p>It is noted that an assessment has been undertaken against the <i>Townsville City Plan 2014</i> rather than the State Planning Policies. The reason for this is that the <i>Townsville City Plan 2014</i> is considered to appropriately integrate the relevant State Planning Policies and will provide for a more streamlined assessment for Townsville City Council as a referral agency.</p>
Energy and Water Efficiency	
<p>1. Building, site design and layout maximises energy efficiency having regard to:</p> <ul style="list-style-type: none"> (a) Building orientation and passive solar design. (b) Maximising opportunities for cross ventilation. (c) Appropriate shade treatments. (d) Landscaping treatments to the western side of building. 	<p>Complies</p> <p>The subject site is of a substantial size to accommodate appropriate separation distances between and around buildings to facilitate cross ventilation. Given the industrial nature of the site, landscaping is proposed on all boundaries, with some internal landscaping. The overall site layout maximises energy efficiencies wherever possible.</p>
<p>2. Water efficiency is optimised through the use of alternative water supply sources, including:</p> <ul style="list-style-type: none"> (a) Rainwater harvesting systems. (b) Recycled water source. 	<p>Complies</p> <p>The subject site will connect to Council's reticulated water network.</p> <p>Water tanks are proposed for fire fighting purposes.</p>
Visual Impacts	
<p>1. Visual impacts of buildings, retaining structures or other development are minimised through building design, landscaping or other mitigation when viewed from a publicly Cleveland Bay accessible view point such as major roads, public parks or</p>	<p>Complies</p> <p>The development has been appropriately designed for an industrial use and will implement landscaping along all boundaries. The subject site is visible from the Port Access Road (Ron McLean Drive) and the Bruce Highway. The varied roof line and building line, mix of external finishes and siting of buildings will instil interest into the design of the proposed development minimises any visual impacts outside of the subject site.</p>
<p>2. Development incorporates high quality urban design and landscape treatments particularly for those areas highly visible from public roads.</p>	<p>Complies</p> <p>The proposed development's design is consistent with an industrial use. The proposed development generally incorporates landscaping along all boundaries and there will be further landscaping internal to the proposed development and in the north west corner of the subject site. The landscaping will assist in softening and balancing the build form of the site.</p>
Built Form	
<p>1. The scale, character and built form of development contributes to a high standard of amenity.</p>	<p>Complies</p> <p>The proposed development involves an appropriate design which is consistent with an industrial use and has been design in accordance with relevant building design guidelines to ensure built form is to a high standard of amenity.</p>
<p>2. Development must incorporate crime prevention through environmental design (CPTED) principles.</p>	<p>Complies</p> <p>The proposal has been designed to ensure appropriate CPTED principles have been incorporated. For example, the development will implement appropriate fencing and lighting.</p>



SDA Wide Assessment Criteria	Response
Reconfiguring a Lot	
1. Development provides lawful, safe and practical access.	Not Applicable
2. Infrastructure is provided generally in accordance with established infrastructure planning	Not Applicable Infrastructure will be provided generally in accordance with established infrastructure planning for CBIP.
3. Lot sizes are adequate to accommodate a development footprint consistent with the preferred development intent of each precinct. A range of lot sizes is preferred to accommodate development in each precinct. Minimum lot sizes for development precincts are generally consistent with the following: (a) Low Impact Industry Precinct – 1 hectare (ha). (b) Medium Impact Industry Precinct – 2ha. (c) High Impact Industry Precinct – 25h. (d) Port Industry Precinct – 2ha.	Not Applicable
4. Further subdivision of the Environmental Management, Infrastructure Corridors, and Resources Precincts is not supported, unless being undertaken for operational, management or regulatory purposes, or if there is an overriding need.	Not Applicable The proposed development does not involve reconfiguring a lot.
Landscaping	
1. Development provides landscaping that: (a) Minimises the visual impacts of the development. (b) Incorporates at least 50% local species. (c) Maintains and enhances significant vegetation. (d) Is low maintenance.	Complies The proposal involves the implementation appropriate landscaping to minimise the visual impacts of development. The proposed development generally incorporates a 3 m landscaping strip along the road frontage, 5 m wide landscape strip along the eastern boundary and a 1.5 m wide landscape strip along the south/ south western boundary. There will be small area of internal landscaping, with a larger landscaped area to the north west corner of the subject site.
Natural Hazards – Flooding, including Storm Tide Inundation	
1. Development, in accordance with current best practice: (a) Achieves an appropriate level of flood immunity (b) Does not adversely affect existing flow rates, flood heights or cause or contribute to other flooding impacts on upstream, downstream or adjacent properties or the State transport network. This includes potential impacts from changes to stormwater flows and local flooding. (c) Avoids, minimises or mitigates adverse impacts from flooding to protect people and property, and enhances the community's resilience to flooding. (d) Supports, and does not hinder disaster management capacity and capabilities.	Complies The proposed development has been designed taking into consideration best practice measures. In particular, earthworks associated with the development of the subdivision of the land have been undertaken to ensure the land is above the 1% AEP flood level. As appropriate flood immunity has been achieved, the proposed development will only require earthworks to prepare the site for the end use (i.e. building pads, stormwater infrastructure, etc). The development is not considered to hinder disaster management capacity and capabilities.



SDA Wide Assessment Criteria		Response
(e) Avoids risks to public safety and the environment from the location of the storage of hazardous materials and the release of these materials as a result of a natural hazard.		
2. Where development includes flood mitigation works: <ul style="list-style-type: none"> (a) Development may consider flood mitigation works within the Environmental Management Precinct where it cannot otherwise be accommodated within the development precinct. Development will demonstrate that the extent of such works must be proportional to the flood balance and must not restrict the development of other land. (b) Any flood mitigation works are to integrate environmental, cultural heritage and stormwater management outcomes. 		Complies The proposed development does not involve the construction of flood mitigation work. Rather, the design will utilise the flood mitigation measure constructed to support the wider CBIP Western Precinct development. For example, the proposed stormwater management regime of the site will be discharged to Penelope Road and the stormwater easement located on land to the rear of the subject site.
Natural Hazards - Other		
1. Development, in accordance with current practice: <ul style="list-style-type: none"> (a) Identifies relevant natural hazards that may impact upon the development. (b) Appropriately manages risk associated with identified hazards. (c) Avoids increasing severity of the natural hazard. (d) For coastal hazards, avoid erosion prone areas wherever possible. 		Complies The subject site is identified as containing low and medium flood hazard areas under the Townsville City Plan. However, the wider CBIP Western Precinct has resulted in Lot 51 being above the defined Q100 flood level. Therefore, the proposed development is considered to have been designed to minimise impacts by potential natural hazards associated with the land. Furthermore, the proposed development is not situated in an area that is susceptible to other natural hazards. The proposed built form will be subject to building approvals and will be designed and constructed in accordance with relevant requirements to ensure the development is not susceptible or considered 'high risk' in natural hazard events such as a bushfire or cyclone. The proposed development is considered compatible with the risk and nature of potential natural hazards. Appropriate preparation methods will be applied in the event of natural hazard and relevant warnings will be observed.
Water Quality		
1. Development is located, designed, constructed and operated to avoid or minimise adverse impacts on environmental values of receiving waters arising from: <ul style="list-style-type: none"> (a) Altered stormwater quality and hydrology. (b) Wastewater (other than contaminated stormwater and sewage). (c) The creation or expansion of non-tidal man-made waterways. 		Complies The proposal has been designed to ensure the development will be constructed and operated in a manner which will avoid or minimise adverse impacts on environmental values of receiving waters. In particular, a SBSMP has been prepared by STP Consultants (refer Appendix 5), which demonstrate stormwater quality has a minimal impact on environmental values and has avoided impact where possible.



SDA Wide Assessment Criteria	Response
(d) The release and mobilisation of nutrients and sediments.	Overall, the proposed stormwater management regime effectively minimises adverse impacts from the proposed development and will assist in ensuring the environmental values of receiving waters are maintained.
2. Development encourages a precinct-wide stormwater management approach that achieves an improved water quality outcome.	Complies The proposed development and associated stormwater quality management plan is considered to appropriately integrate with the wider TSDA.

Appendix 8

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

Table 1.1 Development in general

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

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

Performance outcomes	Acceptable outcomes	Response
Landscaping		
PO7 The location of landscaping does not create a safety hazard for users of the state-controlled road .	<p>AO7.1 Landscaping is not located in a state-controlled road.</p> <p>AND</p> <p>AO7.2 Landscaping can be maintained without requiring access to a state-controlled road.</p> <p>AND</p> <p>AO7.3 Landscaping does not block or obscure the sight lines for vehicular access to a state-controlled road.</p>	<p>Complies with AO7.1, AO7.2 and AO7.3</p> <p>All landscaping associated with the proposed development will be contained within the subject site.</p>
Stormwater and overland flow		
PO8 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the state-controlled road .	No acceptable outcome is prescribed.	<p>Complies with PO8</p> <p>Stormwater run-off or overland flow from the development site will not create or exacerbate a safety hazard for users of the State-controlled road, refer to Appendix 5 and the SBSQMP prepared by STP Consultants.</p>
PO9 Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	<p>Complies with PO9</p> <p>Stormwater runoff or overland flow from the development site is not anticipated to result in a material worsening of the operating performance of the State-controlled road or road transport infrastructure, refer to Appendix 5 and the SBSQMP prepared by STP Consultants.</p>
PO10 Stormwater run-off or overland flow from the development site does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	<p>Complies PO10</p> <p>Stormwater run-off or overland flow from the development site is not anticipated to adversely impact the structural integrity or physical condition of the State-controlled road or road transport infrastructure, refer to Appendix 5 and the SBSQMP prepared by STP Consultants.</p>

Performance outcomes	Acceptable outcomes	Response
PO11 Development ensures that stormwater is lawfully discharged.	AO11.1 Development does not create any new points of discharge to a state-controlled road . AND AO11.2 Development does not concentrate flows to a state-controlled road . AND AO11.3 Stormwater run-off is discharged to a lawful point of discharge . AND AO11.4 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road .	Complies with AO11.1, AO11.2, AO11.3 and AO11.4 The proposed development will ensure all water is lawfully discharged, refer to Appendix 5 and the SBSQMP prepared by STP Consultants.
Flooding		
PO12 Development does not result in a material worsening of flooding impacts within a state-controlled road .	AO12.1 For all flood events up to 1% annual exceedance probability , development results in negligible impacts (within +/- 10mm) to existing flood levels within a state-controlled road . AND AO12.2 For all flood events up to 1% annual exceedance probability , development results in negligible impacts (up to a 10% increase) to existing peak velocities within a state-controlled road . AND	Complies with AO12.1, AO12.2 and AO12.3 The proposed development is not anticipated to result in a material worsening of flooding impacts within a State-controlled road, refer to Appendix 5 and the SBSQMP prepared by STP Consultants.

Performance outcomes	Acceptable outcomes	Response
	AO12.3 For all flood events up to 1% annual exceedance probability , development results in negligible impacts (up to a 10% increase) to existing time of submergence of a state-controlled road .	
Drainage Infrastructure		
PO13 Drainage infrastructure does not create a safety hazard for users in the state-controlled road .	AO13.1 Drainage infrastructure is wholly contained within the development site, except at the lawful point of discharge . AND AO13.2 Drainage infrastructure can be maintained without requiring access to a state-controlled road .	Complies AO13.1 and AO13.2 Drainage infrastructure associated with the proposed development is not anticipated to create a safety hazard for users in the State-controlled road, refer to Appendix 5 and the SBSQMP prepared by STP Consultants.
PO14 Drainage infrastructure associated with, or within, a state-controlled road is constructed, and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network.	No acceptable outcome is prescribed.	Not Applicable The proposed development does not involve the installation of drainage infrastructure associated with or within a State-controlled road, refer to Appendix 5 and the SBSQMP prepared by STP Consultants.

Table 1.2 Vehicular access, road layout and local roads

Performance outcomes	Acceptable outcomes	Response
Vehicular access to a state-controlled road or within 100 metres of a state-controlled road intersection		
PO15 The location, design and operation of a new or changed access to a state-controlled road does not compromise the safety of users of the state-controlled road .	No acceptable outcome is prescribed.	Complies The subject site does front a State-controlled road but does not have direct access to this road.
PO16 The location, design and operation of a new or changed access does not adversely impact the functional requirements of the state-controlled road .	No acceptable outcome is prescribed.	Complies The subject site does front a State-controlled road but does not have direct access to this road.

Performance outcomes	Acceptable outcomes	Response
PO17 The location, design and operation of a new or changed access is consistent with the future intent of the state-controlled road .	No acceptable outcome is prescribed.	Complies The subject site does front a State-controlled road but does not have direct access to this road.
PO18 New or changed access is consistent with the access for the relevant limited access road policy : 1. LAR 1 where direct access is prohibited; or 2. LAR 2 where access may be permitted, subject to assessment.	No acceptable outcome is prescribed.	Complies The subject site does front a State-controlled road but does not have direct access to this road.
PO19 New or changed access to a local road within 100 metres of an intersection with a state-controlled road does not compromise the safety of users of the state-controlled road .	No acceptable outcome is prescribed.	Not Applicable The proposed development is not located within 100 m of a State-controlled intersection.
PO20 New or changed access to a local road within 100 metres of an intersection with a state-controlled road does not adversely impact on the operating performance of the intersection.	No acceptable outcome is prescribed.	Not Applicable The proposed development is not located within 100 m of a State-controlled intersection.
Public passenger transport and active transport		
PO21 Development does not compromise the safety of users of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO21 The proposed development will not compromise the safety of users of public passenger transport infrastructure, public passenger services and active transport infrastructure, given there is no such infrastructure within CBIP.
PO22 Development maintains the ability for people to access public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO22 The proposed development will maintain the ability for people to access public passenger transport infrastructure, public passenger services and active transport infrastructure, given there is no such infrastructure within CBIP.
PO23 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO23 The proposed development will not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure, given there is no such infrastructure within CBIP.

Performance outcomes	Acceptable outcomes	Response
PO24 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO24 The proposed development will not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure, given there is no such infrastructure within CBIP.

Table 1.3 Network impacts

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

Table 1.4 Filling, excavation, building foundations and retaining structures

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

Table 1.5 Environmental emissions

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

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

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

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

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

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

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

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

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

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

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

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

State code 6: Protection of state transport networks

Table 6.2 Development in general

Performance outcomes	Acceptable outcomes	Response
Network impacts		
PO1 Development does not compromise the safety of users of the state-controlled road network.	No acceptable outcome is prescribed.	<p>Complies with PO1</p> <p>It is not anticipated that the proposed development will compromise the safety of the State-controlled road network given it is located within CBIP's Western's Precinct that supports industrial type uses. The industrial precinct has been designed to accommodate the type of traffic anticipated from the proposed development, noting that the Heleen Downs Road/ Ron McLean Drive is a fully signalised intersection capable of accommodating road train vehicle movements. The construction of CBIP's Western Precinct addressed the potential traffic impacts on the State-controlled road network at the time the subdivision was approved and developed.</p> <p>The anticipated traffic volumes and vehicle types are compatible with the design and function of both the surrounding State and local road networks.</p> <p>Traffic generated from the proposal is considered to be appropriate for the current road networks. Particularly, as the anticipated vehicle types and daily trips is consistent with the assumptions of the approved Traffic Impact Assessment prepared by Langtree Consultants to support the wider CBIP development.</p> <p>The Traffic Impact Assessment prepared approved as part of the wider CBIP development identified the Western Precinct to involve an hourly peak of 228 vehicles/ hour.</p>

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

Performance outcomes	Acceptable outcomes	Response
		<p>existing background traffic already utilising the State-controlled road network.</p> <p>Traffic generated from the proposal is considered to be appropriate for the current road networks. Particularly, as the anticipated vehicle types and daily trips is consistent with the assumption of the approved Traffic Impact Assessment prepared by Langtree Consultants to support the wider CBIP development.</p> <p>The Traffic Impact Assessment prepared approved as part of the wider CBIP development identified the Western Precinct to involve an hourly peak of 228 vehicles/ hour.</p> <p>Based on the above description of the development, the proposed use is considered to be consistent with the Traffic Impact Assessment.</p>
PO4 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.	No acceptable outcome is prescribed.	<p>Complies with PO4</p> <p>Heleen Downs Road intersects with Ron McLean Drive and there is no alternative access to and from CBIP's Western Precinct.</p>
PO5 Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road .	No acceptable outcome is prescribed.	<p>Complies with PO5</p> <p>Access to CBIP's Western Precinct, is via existing. Access to the subject site is via Heleen Downs Road. The State-controlled road network has been designed to accommodate traffic movements for the development, with vehicle types being consistent with existing vehicle types already utilising the State-controlled road network.</p> <p>The development application outlines the vehicle types that will be associated with the proposed development, all of which are anticipated on the State or local road network.</p>

Performance outcomes	Acceptable outcomes	Response
PO6 Development does not require a new railway level crossing.	No acceptable outcome is prescribed.	Not Applicable The proposed development does not require a new railway level crossing.
PO7 Development does not adversely impact the operating performance of an existing railway crossing .	No acceptable outcome is prescribed.	Complies PO7 The proposed development is not anticipated to adversely impact the operating performance of an existing railway crossing, given location of existing crossings and compatibility with the wider State controlled road environment and function.
PO8 Development does not adversely impact on the safety of an existing railway crossing .	No acceptable outcome is prescribed.	Complies PO8 The proposed development is not anticipated to adversely impact the safety of an existing railway crossing, given location of existing crossings and compatibility with the wider State controlled road environment and function.
PO9 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a railway crossing .	No acceptable outcome is prescribed.	Not Applicable There is no existing or proposed railway crossing within proximity of the subject site.
PO10 Development does not create a safety hazard within the railway corridor .	No acceptable outcome is prescribed.	Not Applicable There is no existing or proposed railway corridor within proximity of the subject site.
PO11 Development does not adversely impact the operating performance of the railway corridor .	No acceptable outcome is prescribed.	Not Applicable There is no existing or proposed railway corridor within proximity of the subject site.
PO12 Development does not interfere with or obstruct the railway transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	Not Applicable There is no existing or proposed railway corridor within proximity of the subject site.
PO13 Development does not adversely impact the structural integrity or physical condition of a railway corridor or rail transport infrastructure .	No acceptable outcome is prescribed.	Not Applicable There is no existing or proposed railway corridor or infrastructure within proximity of the subject site.
Stormwater and overland flow		
PO14 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of a state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	Complies with P14 Stormwater run-off or overland flow from the development site will not create or exacerbate a safety hazard for users of the State-transport corridor or infrastructure, refer to Appendix 5 and the SBSQMP prepared by STP Consulting

Performance outcomes	Acceptable outcomes	Response
PO15 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of a state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO15 Stormwater runoff or overland flow from the development site is not anticipated to result in a material worsening of the operating performance of the State-controlled road or road transport infrastructure.
PO16 Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	Complies PO16 Stormwater run-off or overland flow from the development site is not anticipated to adversely impact the structural integrity or physical condition of the State transport corridor or infrastructure.
PO17 Development associated with a state-controlled road or road transport infrastructure ensures that stormwater is lawfully discharged.	<p>AO17.1 Development does not create any new points of discharge to a state transport corridor or state transport infrastructure.</p> <p>AND</p> <p>AO17.2 Development does not concentrate flows to a state transport corridor.</p> <p>AND</p> <p>AO17.3 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>AND</p> <p>AO17.4 Development does not worsen the condition of an existing lawful point of discharge to a state transport corridor or state transport infrastructure.</p>	<p>Complies with AO17.1, AO17.2, AO17.3 and AO17.4</p> <p>The proposed development will ensure all water is lawfully discharged, refer to Appendix 5 and the SBSQMP prepared by STP Consultants.</p>
Flooding		
PO18 Development does not result in a material worsening of flooding impacts within a state transport corridor or state transport infrastructure	<p><i>For a state-controlled road or road transport infrastructure, all of the following apply:</i></p> <p>AO18.1 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (within +/- 10mm) to</p>	<p>Complies with AO18.1, AO18.2 and AO18.3</p> <p>The proposed development is not anticipated to result in a material worsening of flooding impacts within a State transport corridor or infrastructure.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>existing flood levels within a state transport corridor.</p> <p>AND</p> <p>AO18.2 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing peak velocities within a state transport corridor.</p> <p>AND</p> <p>AO18.3 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing time of submergence of a state transport corridor.</p> <p><i>No acceptable outcome is prescribed for a railway corridor or rail transport infrastructure.</i></p>	
Drainage infrastructure		
PO19 Drainage infrastructure does not create a safety hazard in a state transport corridor .	<p><i>For a state-controlled road environment, both of the following apply:</i></p> <p>AO19.1 Drainage infrastructure associated with, or in a state-controlled road is wholly contained within the development site, except at the lawful point of discharge.</p> <p>AND</p> <p>AO19.2 Drainage infrastructure can be maintained without requiring access to a state transport corridor.</p> <p><i>For a railway environment both of the following apply:</i></p>	<p>Complies AO19.1, AO19.2, AO19.3 and AO19.4</p> <p>Drainage infrastructure associated with the proposed development is not anticipated to create a safety hazard for users in the State transport corridor.</p>

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

Table 6.3 Public passenger transport infrastructure and active transport

Performance outcomes	Acceptable outcomes	Response
PO22 Development does not damage or interfere with public passenger transport infrastructure, active transport infrastructure or public passenger services .	No acceptable outcome is prescribed.	Complies with PO22 The proposed development will not damage or interfere with public passenger transport infrastructure, active transport infrastructure and public passenger services, given there is no such infrastructure within or within the immediate vicinity of CBIP.

Performance outcomes	Acceptable outcomes	Response
PO23 Development does not compromise the safety of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO23 The proposed development will not compromise the safety of public passenger transport infrastructure, public passenger services and active transport infrastructure, given there is no such infrastructure within or in the immediate locality of CBIP.
PO24 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO24 The proposed development will not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure, given there is no such infrastructure within or in the immediate locality of CBIP.
PO25 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO25 The proposed development will not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure, given there is no such infrastructure within or in the immediate vicinity of CBIP.
PO26 Upgraded or new public passenger transport infrastructure and active transport infrastructure is provided to accommodate the demand for public passenger transport and active transport generated by the development.	No acceptable outcome is prescribed.	Not Applicable The industrial nature of the proposed development and its location within CBIP's Western Precinct does not warrant the provision of public passenger transport infrastructure and active transport infrastructure.
PO27 Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services .	No acceptable outcome is prescribed.	Not Applicable The industrial nature of the proposed development and its location within CBIP's Western Precinct does not warrant the provision of public passenger transport infrastructure and active transport infrastructure.
PO28 Development enables the provision or extension of public passenger services, public passenger transport infrastructure and active transport infrastructure to the development	No acceptable outcome is prescribed.	Not Applicable The industrial nature of the proposed development and its location within CBIP's

Performance outcomes	Acceptable outcomes	Response
and avoids creating indirect or inefficient routes for public passenger services .		Western Precinct does not warrant the provision of public passenger transport infrastructure and active transport infrastructure. There are no existing public passenger services, public passenger transport infrastructure and active transport infrastructure to extend.
PO29 New or modified road networks are designed to enable development to be serviced by public passenger services .	<p>AO29.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent.</p> <p>AND</p> <p>AO29.2 Roads intended to accommodate buses are designed and constructed in accordance with:</p> <ol style="list-style-type: none"> 1. Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design; Department of Transport and Main Roads; 2. Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6), Department of Transport and Main Roads; 3. Austroads Guide to Road Design (Parts 3, 4-4C and 6); 4. Austroads Design Vehicles and Turning Path Templates; 5. Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management and AS 1742.13-2009 Manual of Uniform Traffic Control Devices – Local Area Traffic Management; <p>AND</p> <p>AO29.3 Traffic calming devices are not installed on roads used for buses in accordance with section 2.3.2 Bus Route Infrastructure, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.</p>	<p>Not Applicable</p> <p>The industrial nature of the proposed development and its location within CBIP's Western Precinct does not warrant the provision of public passenger transport infrastructure and active transport infrastructure.</p>

Performance outcomes	Acceptable outcomes	Response
PO30 Development provides safe, direct and convenient access to existing and future public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	Not Applicable The industrial nature of the proposed development and its location within CBIP's Western Precinct does not warrant the provision of public passenger transport infrastructure and active transport infrastructure.
PO31 On-site vehicular circulation ensures the safety of both public passenger transport services and pedestrians.	No acceptable outcome is prescribed.	Not Applicable The industrial nature of the proposed development and its location within CBIP's Western Precinct does not warrant the provision of public passenger transport infrastructure and active transport infrastructure.
PO32 Taxi facilities are provided to accommodate the demand generated by the development.	No acceptable outcome is prescribed.	Not Applicable The industrial nature of the proposed development and its location within CBIP's Western Precinct does not warrant the provision of taxi facilities.
PO33 Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and booked hire services other than taxis.	No acceptable outcome is prescribed.	Not Applicable The industrial nature of the proposed development and its location within CBIP's Western Precinct does not warrant the provision of community transport services, courtesy transport services, and booked hire services.
PO34 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	<p>AO34.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance.</p> <p>AND</p> <p>AO34.2 Taxi facilities are designed in accordance with:</p> <ol style="list-style-type: none"> 1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work; 2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices 3. AS/NZS 2890.6–2009 Parking facilities –off street parking for people with disabilities; 	Not Applicable The industrial nature of the proposed development and its location within CBIP's Western Precinct does not warrant the provision of taxi facilities.

Performance outcomes	Acceptable outcomes	Response
	<ul style="list-style-type: none"> 4. Disability standards for accessible public 5. transport 2002 made under section 31(1) of the Disability Discrimination Act 1992; 6. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements; 7. Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015. 	
PO35 Educational establishments are designed to ensure the safe and efficient operation of public passenger services , pedestrian and cyclist access and active transport infrastructure .	AO35.1 Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.	Not Applicable The proposed development does not involve an educational establishment.

Appendix 9



TOWNSVILLE CITY PLAN 2014 – MEDIUM IMPACT INDUSTRY ZONE CODE

Performance Outcome/Acceptable Outcomes		Response
Built Form		
PO1: Development is consistent with the scale of surrounding buildings.	AO1.1: Site cover does not exceed 80%.	R1: Complies The proposed development does not exceed 80% of the total site cover. Proposed buildings are to be set back a minimum of 6 m from street and road frontages.
	AO1.2: Buildings are set back from street and road frontages: a) within 20% of the average front setback of adjoining buildings; or b) where there are no adjoining buildings, 6m.	
PO2: Building entrances are legible and safe.	AO2.1: Pedestrian entries are visible from the primary street frontage and visitor car parking areas, and are separate to vehicle access points.	R2: Complies The proposed development involves entrances that are legible and safe. Particularly: <ul style="list-style-type: none">a separate site access will be provided to service Stages 1 and 2;a separate site access will be provided to service Stage 3;there will be a single site egress for Stages 1-3;the site will be secured which will prevent unauthorised persons to access the site;the internal car park will be secure with electric gates;the building will involve highly visible street numbering; andthe development will involve external lighting sufficient to provide safe ingress and egress for site users.
	AO2.2: Doorway recesses in building facades are not of a size or configuration that would conceal a person, unless lighting, mirrors, transparent materials or angled approaches are included to offset the potential for impacts on safety.	
	AO2.3: Each building or tenancy is provided with a highly visible street and unit number respectively.	
	AO2.4: Premises are provided with external lighting sufficient to provide safe ingress and egress for site users.	
Amenity		
PO3: Utility elements (including refuse areas, outdoor storage, plant and equipment, loading and unloading areas) are screened from view from the street and sensitive land uses.	AO3: Utility elements are: a) located within or behind the building; or b) screened by a 1.8m high solid wall or fence; or c) behind landscaping having the same screening effect as a 1.8m screen fence.	R3: Complies The proposed development will ensure that utility elements are screened from view from the street and from sensitive land uses. As with other end users, no external storage will occur within the first 20 m of the front boundary of the site.
PO4: Landscaping is provided to create streetscapes which contribute positively to the city image, particularly along major roads and streets.	AO4: Landscaping is provided for a minimum depth of: a) 4m along an arterial or sub-arterial road; or b) 2m along any other road or street frontage.	R4: Complies The proposed development involves 1.5 m, 3 m to 5 m wide landscaping strip along the property boundaries.



Performance Outcome/Acceptable Outcomes		Response
General		
PO5: Development minimises impacts on sensitive land uses having regard to noise, vibration, odour, dust, light or other emissions. Adverse impacts on the health, safety or amenity of nearby residential zoned land or other sensitive land uses are minimised.	A05.1: Development achieves the noise generation levels set out in the Environmental Protection (Noise) Policy 2008 . A05.2: Development achieves the air quality objectives set out in the Environmental Protection (Air) Policy 2008 . A05.3: Materials that are capable of generating air contaminants are wholly enclosed in storage bins. A05.4: All external areas are sealed, turfed or landscaped. A05.5: Light emanating from any source complies with <i>Australian Standard AS4282 Control of the Obtrusive Effects of Outdoor Lighting</i> . A05.6: Outdoor lighting is provided in accordance with <i>Australian Standard AS 1158.1.1 – Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements</i> .	R5: Alternative Acceptable Outcome The proposed development will operate in accordance with the relevant standards to minimise impacts in terms of noise, dust, vibration, odour, light and other emissions. All external areas are treated via concrete hardstand or landscaping. All crossovers and internal driveways will be concrete. Lighting associated with the development will be in accordance with the relevant Australian Standards.
PO6: Development provides for the collection, treatment and disposal of liquid wastes or sources of contamination such that off-site releases of contaminants do not occur.	A06.1: Areas where potentially contaminating substances are stored or used, are roofed and sealed with concrete, asphalt or similar impervious substance and bunded. A06.2: Roof water is piped away from areas of potential contamination.	R6: Complies If required, all potentially contaminated substances will be appropriately stored. If required roof water is to be piped away from any areas identified as being of potential contamination.
PO7: The site layout and design: <ul style="list-style-type: none"> a) minimises earthworks; b) maximises retention of natural drainage patterns; and c) ensures existing drainage capacity is not reduced. 	A07: Development does not involve earthworks involving more than 100m ³ .	R7: Complies Earthworks associated with the development will be minimised to achieve maximum retention of natural drainage patterns and to ensure the existing drainage capacity is not reduced.
Defence Land		
PO8: Development does not adversely affect the safe and efficient operation of nearby Department of Defence land.	A08: All buildings and operational components of a use are setback not less than 100m from the closest boundary of land in the	R8: Complies The proposed development will not adversely affect the safe and efficient operation of the nearest defence land.



Performance Outcome/Acceptable Outcomes		Response
	control of or used by the Department of Defence.	
Caretaker's Accommodation		
PO9: Development does not compromise the viability of the primary use of the site.	AO9: No more than one (1) caretaker's accommodation dwelling is established on the site.	R9: Not Applicable The proposed development does not involve caretaker's accommodation.
Ancillary Office Uses		
PO10: Offices are accommodated where they are ancillary to the primary industrial use on the site.	AO10: The area used for an office use does not exceed 250m ² or 10% of the gross floor area, whichever is the lesser.	R10: Alternative Acceptable Solution The proposal involves a main office/ administration area with a GFA of approximately 766 m ² and Workshops 1 & 2's office with a GFA of 71 m ² . Given the area of the subject site and footprint of the development, the proposed office will be ancillary to the industrial use of the site. In the context of the planning scheme, the minimum lot size for the Medium Impact Industry Zone is 2,000 m ² . So, 250 m ² equates to 12.5% of a 2,000 m ² lot. If you applied this same 12.5% office footprint principle to a 36,770 m ² lot this would equate to 4,596 m ² . The GFA of the offices proposed totals 837 m ² , which equates to 2.28 % of the total site area, which is considered an acceptable area of the site to be utilised for ancillary office space.
For Assessable Development		
Uses		
PO11: Development within the zone facilitates: a) industrial activities whose impacts on sensitive land uses and the natural environment can be appropriately managed; or b) uses which require larger sites in locations that are separated from sensitive land uses, and are not more appropriately accommodated in other zones; or c) non-industrial uses which are small in scale and ancillary to or directly support the industrial functions of the area.		R11: Complies The purpose of the proposed development is to establish a Medium Impact Industry (Service and Maintenance Facility), ancillary Outdoor Sales and Truck Wash. The subject site was chosen by the Applicant due to the large area it offers and its strategic location in terms of road infrastructure, high exposure road frontage and the separating distances from sensitive receptors.



Performance Outcome/Acceptable Outcomes	Response
<p>PO12: Development is not primarily oriented to retail sales, other than where involving an outdoor sales activity.</p>	<p>R12: Complies The proposed development it not predominantly oriented to retail sales.</p> <p>The proposed development includes ancillary Outdoor Sales of vehicles. The intent is to have 25 vehicles on display on the site, with five of these being located to the front of the office/ administration area.</p> <p>The scale of the outdoor sales is ancillary to the principal/ core activity, which is servicing and maintenance of heavy vehiclces.</p>
<p>PO13: Development does not significantly detract from the availability or utility of land for industry purposes.</p>	<p>R13: Complies The purpose of the proposed development is to establish an industrial use. Therefore, the proposal will not detract from the availability or utility of land for industrial purposes.</p>
Crime Prevention Through Environmental Design	
<p>PO14: Site layout facilitates the security of people and property having regard to:</p> <ul style="list-style-type: none"> a) opportunities for casual surveillance and sight lines; b) exterior building designs which promote safety and deter graffiti; c) adequate definition of uses and ownership; d) adequate lighting; e) appropriate signage and wayfinding; f) minimisation of entrapment locations; and g) building entrances, loading and storage areas being well lit and lockable after hours. 	<p>R14: Complies The proposal has been designed to ensure appropriate CPTED principles have been incorporated. For example, the development will implement appropriate fencing and lighting.</p>
Community and Environmental Risk	
<p>PO15: Development is designed and managed so that it provides appropriate protection for community health and safety, and avoids unacceptable risk to life and property.</p>	<p>R15: Complies The proposed development will adhere to the appropriate standards regarding protection of community health and safety and will implement appropriate measures to avoid unacceptable risks to life and property. The proponent has been operating for 20 years and will adopt their current management practices to the new site.</p>
<p>PO16: The site layout and design responds sensitively to on-site and surrounding drainage patterns and ecological values by:</p> <ul style="list-style-type: none"> a) maximising retention of natural drainage patterns; b) ensuring existing drainage capacity is not reduced; c) maximising the retention or enhancement of existing vegetation and ecological corridors; and 	<p>R16: Complies The subject site has been developed to ensure the land is above the defined Q100 (1% AEP) flood level as part of the CBIP Western Precinct subdivision approval. Therefore, the development will utilise the</p>



Performance Outcome/Acceptable Outcomes	Response
d) providing buffers to protect the ecological functions of waterways.	wider stormwater arrangement established as part of the industrial estate.

Appendix 10



TOWNSVILLE CITY PLAN 2014 – HEALTHY WATERS CODE

Performance Outcomes/Acceptable Outcomes		Response
Stormwater Management - Protecting Water Quality		
PO1: Development contributes to the protection of environmental values and water quality objectives of receiving waters to the extent practicable.		R1: Complies The proposed development will implement appropriate stormwater quality management practices in order to contribute to the protection of relevant environmental values and water quality objectives to the extent practicable. Refer to Appendix 5 of the Development Application for a copy of the Site Based Stormwater Quality Management Plan (SQA) prepared by STP Consulting.
PO2: High Environmental Value Waters and slightly disturbed waters (shown on Figure 9.1 — High Environmental Value Waters and slightly disturbed waters) are protected from the impacts of development within their catchments. Existing water quality, habitat and biota values, flow regimes and riparian areas are maintained or enhanced.		R2: Not Applicable The subject site is not located adjacent to High Environmental Value Waters and slightly disturbed waters (shown on Figure 9.1 — High Environmental Value Waters and slightly disturbed waters).
PO3: The entry of contaminants into, and transport of contaminants in, stormwater is avoided or minimised.		R3: Complies The proposed development will incorporate appropriate stormwater quality treatment measures during the construction phase and operational phase of the proposed development. Further details in relation to these measures are outlined in SBSQMP prepared by STP Consulting.
PO4: Within the areas identified as potential acid sulfate soils on Figure 9.2 — Acid sulfate soils, the generation or release of acid and metal contaminants into the environment from acid sulfate soils is avoided by: <ul style="list-style-type: none"> a) not disturbing acid sulfate soils when excavating or otherwise removing soil or sediment, draining or extracting groundwater, excluding tidal water or filling land; or b) where disturbance of acid sulfate soils cannot 	AO4.1: Development does not: <ul style="list-style-type: none"> a) involve excavating or removing 100m³ or more of soil and sediment at or below 5m AHD; or b) permanently or temporarily drain or extract groundwater or exclude tidal water resulting in the aeration of previously saturated acid sulphate soils; or c) involve filling with 500m³ or more with an average depth of 0.5m or greater that results in: <ul style="list-style-type: none"> i) actual acid sulfate soils being moved 	R4: Complies During the construction phase should the presence of Acid Sulfate Soils be identified on site, then a suitably qualified consultant, will be engaged to prepare a report and advise of the required treatment methods. A reasonable and relevant condition could be imposed if required.



Performance Outcomes/Acceptable Outcomes		Response
<p>be avoided, development:</p> <p>i) neutralises existing acidity and prevents the generation of acid and metal contaminants; and</p> <p>ii) prevents the release of surface or groundwater flows containing acid and metal contaminants into the environment.</p>	<p>below the water table; or</p> <p>ii) previously saturated acid sulfate soils being aerated.</p> <p>OR</p> <p>A04.2: Development manages waters so that:</p> <p>a) all disturbed acid sulfate soils are adequately treated and/or managed so that they can no longer release acid or heavy metals;</p> <p>b) the pH of all site any water including discharges and seepage to groundwater, is maintained between 6.5 and 8.5 (or an agreed pH in line with natural background);</p> <p>c) waters on the site, including discharges and seepage to groundwater, do not contain elevated levels of soluble metals;</p> <p>d) there are no visible iron stains, flocs or sums in discharge water;</p> <p>e) all reasonable preparations and actions are undertaken to ensure that aquatic health is safeguarded; and</p> <p>f) infrastructure such as buried services, pipes, culverts and bridges are protected from acid attack.</p>	
<p>P05: Construction activities for the development avoid or minimise adverse impacts on stormwater quality or hydrological processes.</p>		<p>R5: Complies The proposed development will incorporate appropriate stormwater quality treatment measures during the construction phase and operational phase of the proposed development. Further details in relation to these measures are outlined in the SBSQMP prepared by STP Consultants, refer to Appendix 5 of the Development Application.</p>



Performance Outcomes/Acceptable Outcomes		Response
Hydrological Processes		
P06: The stormwater management system: <ul style="list-style-type: none"> a) retains natural waterway corridors and drainage paths; and b) maximises the use of natural channel design in constructed components. 	AO6.1: All existing waterways and overland flow paths are retained.	<p>The proposal has been designed to ensure the development will be constructed and operated in a matter which will avoid or minimise adverse impacts on environmental values of receiving waters. In particular, a SBSQMP has been prepared by STP Consulting (refer Appendix 5) which demonstrate the stormwater quality has a minimal impact on environmental values and has avoided impact where possible.</p> <p>The MUSIC Model treatment train demonstrates that the proposed treatment train will reduce pollutant loadings to the extent specified by the Townsville City Council Stormwater Quality Guidelines.</p> <p>Stormwater from the development will be treated prior to discharge and will not exceed allowable pollutant load levels prior discharging into Stuart Creek.</p> <p><i>The proposed development site has sufficient area available to dedicate to stormwater treatment devices. Roof water will discharge via downpipes either directly to the in-ground stormwater or to the pavement surface. The landscaped areas and pavements will discharge directly to field inlet pits or to overland flow. All grated field inlets will be fitted with filter baskets for removal of gross pollutants. The total catchment then discharges to the existing Lawful Point of Discharge (Heleen Downs Road) via a SPEL 6000 Ecoceptor, SPEL Vault and SPELfilter unit (or equivalent). The SPELfilters (16 x 30-EMC cartridges) has been used for modelling purposes but may be substituted by another proprietary product with similar performance characteristics.</i></p>
	AO6.2: The stormwater management system is designed in accordance with the Development Manual Planning Scheme Policy No. SC6.4 — SC6.4.3.9 Water Sensitive Urban Design Guidelines.	



Performance Outcomes/Acceptable Outcomes		Response
P07: The development is designed to minimise run-off and peak flows by: <ul style="list-style-type: none"> a) minimising large areas of impervious material; and b) maximising opportunities for capture and reuse. 		R7: Complies The STP Consultants' SBSQMP provides an assessment of the stormwater quantity and quality for the proposed development and the measures and devices that need to be installed to appropriately manage stormwater during the construction phase and the operational phase of the proposed development.
P08: Stormwater management is designed to: <ul style="list-style-type: none"> a) protect in-stream ecosystems from the significant effects of increased run-off frequency by capturing the initial portion of run-off from impervious areas; and b) create conditions such that the frequency of hydraulic disturbance to in-stream ecosystems in developed catchments is similar to pre-development conditions. 	A08: The stormwater management system is designed in accordance with the Development Manual Planning Scheme Policy No. SC6.4 - SC6.4.3.9 Water Sensitive Urban Design Guidelines.	R8: Complies The stormwater management system will be designed in accordance with the Development Manual Planning Scheme Policy No. SC6.4 - SC6.4.3.9 Water Sensitive Urban Design Guidelines. Further details in relation to these measures are outlined in the SBSQMP prepared by STP Consultants.
P09: Stormwater management is designed to prevent exacerbated in-stream erosion downstream of a development site by controlling the magnitude and duration of sediment-transporting, erosion-causing flows.	A09: The stormwater management system is designed in accordance with the Development Manual Planning Scheme Policy No. SC6.4 - SC6.4.3.9 Water Sensitive Urban Design Guidelines and SC6.4.3.8 Stormwater Management Plans for Development.	R9: Complies The stormwater management system will be designed in accordance with the Development Manual Planning Scheme Policy No. SC6.4 - SC6.4.3.9 Water Sensitive Urban Design Guidelines and SC6.4.3.8 Stormwater Management Plans for Development. Further details in relation to these measures are outlined in the SBSQMP prepared by STP Consultants.
Stormwater Drainage Generally		
P010: The proposed stormwater management system or site works does not adversely affect flooding or drainage characteristics of properties that are upstream, downstream or adjacent to the development site.	AO10.1: The development does not result in an increase in flood level or flood duration on upstream, downstream or adjacent properties.	R10: Complies The development will not result in an increase in flood level or flood duration on upstream, downstream or adjacent properties. The stormwater management system will be designed and constructed in accordance with the Development Manual
	AO10.2: The stormwater management system is designed and constructed in accordance with the Development Manual Planning	



Performance Outcomes/Acceptable Outcomes		Response
	Scheme Policy No. SC6.4 – SC6.4.4.4 Stormwater Drainage Design, SC6.4.3.9 Water Sensitive Urban Design Guidelines; and SC6.4.6.4 Stormwater Drainage.	Planning Scheme Policy No. SC6.4 – SC6.4.4.4 Stormwater Drainage Design, SC6.4.3.9 Water Sensitive Urban Design Guidelines; and SC6.4.6.4 Stormwater Drainage. Further details in relation to these measures are outlined in the SBSQMP prepared by STP Consultants.
PO11: Development does not cause ponding, or changes in flows and velocities such that the safety, use and enjoyment of nearby properties are adversely affected.	AO11: The stormwater management system is designed and constructed in accordance with the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.4.4 Stormwater drainage design; SC6.4.3.9 Water Sensitive Urban Design Guidelines; and SC6.4.6.4 Stormwater Drainage.	R11: Complies The proposed development will ensure the stormwater management system is designed and constructed in accordance with the Development manual planning scheme policy SC6.4 – SC6.4.4.4 Stormwater drainage design; SC6.4.3.9 Water sensitive urban design guidelines; and SC6.4.6.4 Stormwater drainage. Further details in relation to these measures are outlined in the SBSQMP prepared by STP Consultants.
PO12: The drainage network has sufficient capacity to safely convey stormwater run-off from the site.	AO12: Development is undertaken in accordance with the Development Manual Planning Scheme Policy No. SC6.4–SC6.4.4.4 Stormwater drainage design; SC6.4.6.4 Drainage structures and SC6.4.6.4 Stormwater drainage.	R12: Complies The proposed development will be undertaken in accordance with the Development manual planning scheme policy SC6.4 – SC6.4.4.4 Stormwater drainage design; SC6.4.6.5 Drainage structures and SC6.4.6.4 Stormwater drainage. Further details in relation to these measures are outlined in the SBSQMP prepared by STP Consultants.
PO13: The stormwater management system: a) provides for safe access and maintenance; and b) where relevant, provides for safe recreational use of stormwater management features.		R13: Complies The proposed stormwater management system, provide for safe access and maintenance by the Applicant.
Point Source Waste Water Management (other than contaminated stormwater and sewage)		
PO14: Waste water is managed in accordance with a waste management hierarchy that: a) avoids waste water discharge to waterways; or b) if waste water discharge to waterways cannot practicably be avoided, minimises waste water discharge to waterways by re-use, recycling, recovery and treatment for disposal to sewer, surface water and groundwater.		R14: Complies The SQA clearly identifies the treatment systems required to treat run off from the various catchment associated with each of the proposed uses.



Performance Outcomes/Acceptable Outcomes	Response
	The site will be connected to Council's reticulated wastewater network.
PO15: Any treatment and disposal of waste water to a waterway: <ul style="list-style-type: none"> a) protects the applicable water quality objectives for the receiving waters; and b) avoids adverse impact on ecosystem health of receiving waters. 	R15: Complies The SQA clearly identifies the treatment systems required to treat run off from the various catchment associated with each of the proposed uses. The site will be connected to Council's reticulated wastewater network.
PO16: Development avoids or minimises and appropriately manages soil disturbance or altering natural hydrology in nutrient hazardous areas.	R16: Not Applicable The site is not within a nutrient hazardous area.
PO17: Waste water discharge to waterways is managed to avoid or minimise the release of nutrients of concern so as to minimise the occurrence, frequency and intensity of coastal algal blooms.	R17: Complies The SBSQMP clearly identifies the treatment systems required to treat run off from the various catchment associated with each of the proposed uses. The site will be connected to Council's reticulated wastewater network.
Constructed Lakes and Artificial Waterways	
PO18-PO28 (AO18-AO28): This part of the code is not applicable to the proposed development, given the type and nature of the proposed development.	
Efficiency and Whole of Life Cycle Cost	
PO29: Life cycle costs are minimised, taking into account acquisition, construction, establishment, operation, monitoring, maintenance, replacement and disposal costs.	R29: Complies The proposed development will designed, constructed and operated as to minimise life cycle costs and ensure the development is conducted efficiently and effectively.
PO30: The design of the development allows for sufficient site area to accommodate an effective stormwater management system.	R30: Complies The subject development site is sufficient in size to provide sufficient area to accommodate for an effective stormwater management system, refer to the SBSQMP prepared by STP Consultants.
PO31: The proposal provides for the orderly development of stormwater infrastructure within a catchment, having regard to: <ul style="list-style-type: none"> a) existing capacity of stormwater infrastructure and ultimate catchment conditions; b) discharge for existing and future upstream development; and c) protecting the integrity of adjacent and downstream development. 	R31: Complies The proposed development will provide for the orderly development of stormwater infrastructure within each of the identified catchments.
PO32: Proposed stormwater infrastructure remains fit for purpose for the life of the development.	R32: Complies The proposed stormwater infrastructure will remain fit for



Performance Outcomes/Acceptable Outcomes		Response
		purpose for the life of the development, through appropriate maintenance.
P033: Proposed stormwater infrastructure can be easily accessed and can be maintained in a safe and cost effective way.	A033: The stormwater management system is designed in accordance with the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.9 Water Sensitive Urban Design Guidelines and SC6.4.4.4 Stormwater Drainage Design.	R33: Complies The proposed stormwater management system, provide for safe access and maintenance by the Applicant.
Water Management in Reconfiguring a Lot		
P034 (A034): This part of the code is not applicable to the proposed development, given the type and nature of the proposed development.		
Ship-Sourced Pollutants		
P035-P038 (A035-A038): This part of the code is not applicable to the proposed development, given the type and nature of the proposed development.		

Appendix 11



TOWNSVILLE CITY PLAN 2014 – LANDSCAPE CODE

Performance Outcomes/Acceptable Outcomes		Response
Landscape design and character		
PO1 The overall landscape design of both public and private spaces: (a) creates a sense of place that is consistent with the intended character of the streetscape, city or locality; and (b) is functional and designed to be visually appealing in the long-term as well as when first constructed.	A01 When the development is in an identified locality in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy, landscape design is in accordance with the requirements for that area. Otherwise, no acceptable outcome is nominated.	R1: Complies The landscape design within the proposed site will be functional to the site and will be designed to be visually appealing when first constructed and for the lifetime of the development. Landscaping is proposed along all property boundaries given the location of the subject site within a newly established industrial precinct. Internal landscaping will be provided and a larger pocket of landscaping is proposed in the north west corner of the site.
PO2 Tree and plant selection ensures: (a) climatically appropriate landscaping; (b) creation of a diverse palette: in form, texture and seasonal colour; (c) longevity of plants and the form and function of landscaped areas; and (d) cost effective and convenient maintenance over the long-term.	A02.1 Species are selected from those listed in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy. A02.2 Plant species do not include undesirable species as listed in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.	R2: Complies The species selection for the site will include those listed in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy. There will not be any plant species that are deemed undesirable per the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.
PO3 Where appropriate, provision is made for on-street planting that: (a) complements the local streetscape; (b) ensures visibility is maintained from entrances and exits to properties and at intersections; (c) establishes healthy vegetation of suitable species; (d) minimises the potential for vegetation to cause damage to persons, property or infrastructure; and (e) does not limit or hinder pedestrian or vehicular flow and movement.	A03 Street planting is provided that is consistent with the standards set out in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.	R3: Complies The proposed development will incorporate street planting external to the property boundary. However, it is noted that the developer of CBIP was not required to install street trees within CBIP. The proposed landscaping works include street trees.



Performance Outcomes/Acceptable Outcomes		Response
PO4 Streetscape treatments and paving form a functional and attractive component of the overall landscape scheme.	A04.1 All general streetscape elements are provided in accordance with the standards set out in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.	R4: Complies Any general streetscape elements and streetscape pavement, within the proposed development will be in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy and will be appropriate for the industrial setting of the subject site.
	A04.2 Streetscape pavements are provided in accordance with the standards set out in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.	
	A04.3 Streetscape furniture is provided in accordance with the standards set out in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.	
PO5 Landscaping within on-site open space areas is well-designed, having regard to its purpose and the provision of shading, climatic response, and the proportion of soft and hard elements.	A05.1 Selected tree species within communal recreation areas are to provide at least 30% shade coverage within 5 — 10 years of planting.	R5: Not applicable Communal recreation areas are not proposed to be included within the development, given the industrial nature of the proposed use.
	A05.2 A minimum of 50% of landscaped areas are to be covered in soft landscaping (turf areas and planting beds), with at least 25% of that area being planting.	
PO6 Landscaping and embellishments in local recreational parks is fit for purpose and well-designed, having regard to shading, climatic response, and the proportion of soft and hard elements. Landscaping softens edges and creates an attractive interface with adjoining land.	A06 Landscaping and embellishments are provided that are consistent with the standards set out in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.	R6: Not applicable The proposed development does not involve a local recreational park space, given the industrial nature of the proposed use.
PO7 The use of hard surface treatments within private and public spaces do not detract from a high standard of amenity, and large unbroken areas of hardstand material is avoided.	A07 Surface treatments are provided that are consistent with the standards set out in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.	R7: Complies Surface treatments to be used within the proposed landscaped areas of the proposed development will remain consistent with the standards set out in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy and will be appropriate for the industrial setting.



Performance Outcomes/Acceptable Outcomes		Response
Edge Treatments		
PO8 Where provided, landscape design along site frontages is used to mitigate adverse aesthetic elements, provide privacy and reduce illumination impacts, while maintaining a safe environment for users.	AO8 Landscaped areas along the frontage of a site consists of: <ul style="list-style-type: none"> (a) shade or rounded canopy trees that will provide a minimum of 50% shade to the frontage of the site within 5 years of planting; (b) shrubs that provide screening to blank walls and privacy as required; and (c) low shrubs and ground covers that reach a maximum height of 750mm at maturity. 	R8: Complies The proposal involves the implementation appropriate landscaping to minimise the visual impacts of development. The proposed development generally incorporates a 3 m landscaping strip along the road frontage, 5 m wide landscape strip along the eastern boundary and a 1.5 m wide landscape strip along the south/ south western boundary. There will be small area of internal landscaping, with a larger landscaped area to the north west corner of the subject site.
PO9 Where appropriate, acoustic barriers and long fences along road frontages and within the development are screened or softened by landscaping or architectural embellishment to improve visual amenity of the development.	No acceptable outcome is nominated.	R9: Not Applicable The proposed development is industrial in nature and will be located within a newly established industrial precinct. As such, it is not considered that an acoustic barrier or fence will be required.
PO10 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.	AO10.1 Screen planting is provided along the side or rear boundary of a site, which consists of: <ul style="list-style-type: none"> (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 (b) low shrubs and ground covers, where appropriate, to allow for complete covering of planting area. 	R10: Complies The proposal involves the implementation appropriate landscaping to minimise the visual impacts of development. The proposed development generally incorporates a 3 m landscaping strip along the road frontage, 5 m wide landscape strip along the eastern boundary and a 1.5 m wide landscape strip along the south/ south western boundary. There will be small area of internal landscaping, with a larger landscaped area to the north west corner of the subject site. The subject site is surrounded by industrial vacant lots or medium industry uses.
	AO10.2 A minimum of 25% of all trees are to grow above the height of the eaves of the equivalent second storey of the building.	
PO11 Landscaped areas along or near retaining walls, long unbroken walls, service areas and parking areas consist of an appropriate combination and species of trees, shrubs and groundcovers to minimise the visual impact of these elements.	AO11 No acceptable outcome is nominated.	R11: Not Applicable The proposed development does not contain any retaining walls.



Performance Outcomes/Acceptable Outcomes		Response
PO12 Screening trees, shrubs, low shrubs, ground covers and vertical accent plants are appropriate for the space available, orientation and functional requirements of the area.	No acceptable outcome is nominated.	R12: Complies The proposed landscaping areas for the proposed development will use a combination of trees, shrubs and low shrubs that are deemed appropriate for the space and will not result in overgrowth in these areas.
Maintenance, drainage, utilities, services and construction		
PO13 Plant selection and location protects the integrity and function of overhead and underground services.	Plant selection and location complies with the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.	R13: Complies The proposed landscaping areas for the proposed development will comply with the plant selection and location requirements, per the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy, and will not compromise the integrity or function of any overhead and underground services within the area.
PO14 Landscape elements do not adversely affect stormwater quantity or quality by ensuring: (a) the flow of water along overland flow paths is not restricted; (b) opportunities for water infiltration are maximised; and (c) areas of pavement, turf and mulched garden beds are appropriately located and adequately drained.	No acceptable outcome is nominated.	R14: Complies The proposed landscaping areas within the proposed development are spaced appropriately apart and will be designed so they drain appropriately.
PO15 Landscaping works, design and materials used minimise maintenance costs and whole of life cycle costs.	No acceptable outcome is nominated.	R15: Complies The proposed landscaping to occur on site, will utilise relevant works, designs and materials so that life cycle costs are minimised.
PO16 All turf areas on-site are accessible externally by standard lawn maintenance equipment and receive adequate sunlight for the turf species used.	No acceptable outcome is nominated. Editor's note —Applicants should refer to the Development manual planning scheme policy no. SC6.4 including SC6.4.3.6 Landscape policy to assist in demonstrating the outcome.	R16: Not applicable The proposed development does anticipate turfed areas internal to the subject site. All turfed areas will be appropriately accessible for maintenance purposes.
PO17 Drainage of podium planters allows for flush out in future and are adequately drained.	No acceptable outcome is nominated.	R17: Not Applicable Podium planters are not proposed.
PO18 Irrigation is installed within	AO18 Irrigation is provided accordance	R18: Complies The proposed development will



Performance Outcomes/Acceptable Outcomes		Response
private and public spaces to ensure the long-term viability and integrity of landscaped areas. Where provided, irrigation is designed to facilitate the efficient supply of water in accordance with micro-climatic conditions.	with the Development manual planning scheme policy no. SC6.4 including - SC6.4.3.6 Landscape policy.	include necessary irrigation as per the Development manual planning scheme policy no. SC6.4 including - SC6.4.3.6 Landscape policy, so too ensure long-term viability of the landscaped areas or the Applicant will water these areas as required.
PO19 Limited on-site maintenance is achieved for private and public landscaping, by selecting plant species having regard to long life expectancy and minimal leaf litter drop, pruning, watering and fertilising requirements.	No acceptable outcome is nominated.	R20: Complies The plant species selected for the proposed landscaping area within the proposed development will have regards to long life expectancy and minimal leaf drop, pruning, watering and fertilizing requirements, reducing the on-site maintenance.
PO20 Container sizes and planting stock maturity is consistent with the intended role of the landscaping.	A020 Landscaping is undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.	R20: Complies Container sizes and planting stock maturity will remain consistent with the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.
PO21 Planting stocks are of a quality to ensure vigorous growth.	A021 Landscaping is undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy and SC6.4.6.26 Landscaping.	R21: Complies Planting stocks included in the proposed landscaping area will be undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy and SC6.4.6.26 Landscaping, so too ensure vigorous growth.
PO22 Plants are protected and maintained to facilitate in-situ growth, vigour and quality form.	A022 Landscaping is undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy and SC6.4.6.26 Landscaping.	R22: Complies Plants used for the proposed landscaping areas will be protected and maintained so too maintain longevity and quality form, through compliance of the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy and SC6.4.6.26 Landscaping.
PO23 Site preparation works ensure a stable and enhanced landscape form.	A023 Landscaping is undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy and SC6.4.6.26 Landscaping.	R23: Complies Preparation for the proposed landscaping areas within the proposed development ensures a stable and enhanced landscape form, through compliance of the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy and SC6.4.6.26 Landscaping.
Sustainability		
PO24 Wherever possible, landscape	A024.1 Site design integrates and	R24: Complies



Performance Outcomes/Acceptable Outcomes		Response
design facilitates the retention of significant existing vegetation, both within and external to the site.	incorporates retained and significant trees and vegetation within and external to the site.	The proposed landscaping areas within the proposed development will incorporate locally established trees and vegetation used previously within the surrounding region.
	A024.2 Removed or damaged significant vegetation is replaced with mature vegetation of a comparable quantity and species.	
PO25 Appropriate site planning and construction management is undertaken to ensure the longevity and health of retained and significant trees and vegetation.	A025.1 Retained trees are protected by a tree protection zone (TPZ) and fenced along the canopy/drip line to comply with AS4970- 2009 Protection of Trees on Development Sites.	R25: Complies Where pruning and/or trimming work needs to occur, such works will be undertaken in accordance with AS4373 — Pruning of Amenity Trees and carried out by a qualified arborist.
	A025.2 Any required pruning or trimming work is undertaken in accordance with AS4373 — Pruning of Amenity Trees and is carried out by a qualified arborist.	
	A025.3 Retained and significant vegetation damaged during development or construction is treated to repair any damage to the extent practicable by a qualified arborist.	
	A025.4 Protective measures and practices are employed for work adjacent to trees in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.5 Construction management.	
PO26 Landscape design optimises water and energy efficiency and responds appropriately to local conditions, by: (a) maximising the exposure to the prevailing summer breezes and the north-east winter morning sun; (b) minimising exposure to the prevailing winter winds and western summer sun; and (c) optimising shade to create useable and comfortable areas; (d) hydro-zoning planting.	No acceptable outcome is nominated.	R26: Complies The proposal involves the implementation appropriate landscaping to minimise the visual impacts of development. The proposed development generally incorporates a 3 m landscaping strip along the road frontage, 5 m wide landscape strip along the eastern boundary and a 1.5 m wide landscape strip along the south/ south western boundary. There will be small area of internal landscaping, with a larger landscaped area to the north west corner of the subject site.
PO27 Planting bed profiles and edging encourage plant viability, reduce erosion, control weed invasion, provide adequate	A027 Planting beds are designed in accordance with the Development manual planning scheme policy no. 6.4 - SC6.4.3.6 Landscape policy.	R27: Complies Planting beds are designed in accordance with the Development manual planning scheme policy no. 6.4 -



Performance Outcomes/Acceptable Outcomes		Response
water infiltration and ease of maintenance to support long-term plant viability and vigorous growth.		SC6.4.3.6 Landscape policy.
P028 Landscape buffering and species selection is consistent and compatible with any ecological values on or adjoining the site.	No acceptable outcome is nominated.	R28: Complies The proposed landscaping within the development site will maintain species selection that is considered consistent and compatible with the ecological values surrounding the site.
P029 Landscaping elements are provided within parking areas, along driveways and internal roadways to provide adequate shading, and safe and legible parking areas.	A029 Landscaping is provided in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.	R29: Complies The proposed landscaping areas within the proposed development will be situated in areas that are within close proximity to driveways and parking areas.
Safety		
P030 Landscape design enhances community safety and reduces the potential for crime and antisocial behaviour. Editor's note —Applicants may find useful guidance in the Queensland Government's Crime Prevention through Environmental Design Guidelines for Queensland.	A030.1 Access to a site, parking area, buildings or public open space is well lit, free from obstructions and clearly defined by landscape treatments.	R30: Complies Access to the proposed development site, parking areas and buildings will be well lit and obstruction free. Such infrastructure will remain clearly defined.
	A030.2 Trees with a minimum 1.8m of clear trunk (at maturity) are located along pathways, at building entries, within parking areas, on street corners, adjacent to street lighting and along driveways. Garden beds within the aforementioned areas consist of low shrubs and groundcovers that do not exceed 750mm in height.	
	A030.3 Any solid wall or semi permeable fence is protected from graffiti through means of vertical landscaping or vandal resistant paint or artwork.	
P031 Where appropriate and practicable, all elements of the landscape design are safe and provide accessibility for all abilities.	A031.1 Paving material, tactile indicators and construction complies with AS1428 - Design for Access and Mobility.	R31: Complies The site will be designed so that it is accessible for all abilities. Given the nature of the use it is not anticipated that there will be much foot traffic or pedestrians visiting the subject site.
	A031.2 Pavement material or treatment clearly delineates between pedestrian and vehicular movement systems through contrasting materials, colours or level changes.	



Performance Outcomes/Acceptable Outcomes		Response
	A031.3 Hard landscaping materials are not highly reflective, or likely to create glare, slipperiness or other hazardous conditions.	

Appendix 12



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

Performance Outcome/Acceptable Outcomes		Response
Transport impact		
P01: The development is located on roads that are appropriate for the nature of traffic generated, having regard to the safety and efficiency of the transport network, and the functions and characteristics identified of the road hierarchy. The road hierarchy is shown on Figure 9.5 – Road hierarchy existing and Figure 9.6 Road Hierarchy Future.		R1: Complies The proposed development will be located on roads that are appropriate for the nature of traffic generated, having regard to the safety and efficiency of the transport network, and the functions and characteristics identified of the road hierarchy.
P02: Development does not compromise the orderly provision or upgrading of the transport network.		R2: Complies The proposed development will not compromise any provisions or upgrading of the surrounding transport network.
P03: On-site transport network infrastructure (including roads, parking, access and public transport, pedestrian and cyclist facilities) appropriately integrates and connects with surrounding networks.		R3: Complies The proposed development will incorporate appropriately designed internal driveways, car parking spaces and access crossovers to and from the external road network.
P04: As far as practicable, development is designed to encourage travel by public transport, walking and cycling.		R4: Not Applicable The proposed development is industrial in nature, and it is not anticipated that the nature of the use will involve employees of visitors walking or cycling to work.
Site access		
P05: Access arrangements are appropriate for: <ul style="list-style-type: none"> a) the capacity of the parking area; b) the volume, frequency and type of vehicle usage; c) the function and characteristics of the access road and adjoining road network; and d) the safety and efficiency of the road network. 	A05: Access is provided in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.17 Driveways and SC6.4.3.5 Carparking and Public Transport Facilities Guidelines.	R5: Complies The proposed development will provide two entry crossovers, and one egress crossover, across the proposed site. Such access points are provided in accordance with the current Development manual planning scheme policy SC6.4 – SC6.4.3.17 Driveways and SC6.4.3.5 Carparking and public transport facilities guidelines.
P06: Where practical, access for cyclists and pedestrians is clearly distinguished from vehicle access.		R6: Not applicable The proposed development involves the establishment of bulk storage and transport depot facilities, it is not anticipated that access for



Performance Outcome/Acceptable Outcomes		Response
		cyclists and pedestrians will be required.
PO7: Access is located and designed to provide safe and easy access to the site, having regard to its position, width and gradient.	A07: Access is provided in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.17 Driveways and SC6.4.4.8 Standard Drawings	R7: Complies Access to the site is to be provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.3.17 Driveways and SC6.4.4.8 Standard drawings.
PO8: All vehicles reasonably expected to use the site are able to travel the length of the driveway or driveway access without damage to vehicle or the driveway surface.	A08: Access is provided in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.17 Driveways and SC6.4.3.5 Carparking and Public Transport Facilities Guidelines.	R8: Complies Access to the site is to be provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.3.17 Driveways and SC6.4.3.5 Carparking and public transport facilities guidelines.
PO9: A driveway does not cause change in the level of a footpath that is unsafe or inaccessible for people with mobility difficulties.	A09: Access is provided in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.17 Driveways and SC6.4.4.8 Standard Drawings.	R9: Complies Driveway access to the site is to be provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.3.17 Driveways and SC6.4.4.8 Standard drawings.
PO10: Driveways are designed to withstand loadings from all vehicles reasonably expected to use the site.	A010: Access is provided in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.17 Driveways.	R10: Complies Driveways within the site are to be provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.3.17 Driveways.
PO11: A driveway does not allow water to pond on adjacent properties or adjacent buildings and does not allow water to enter a building or property.	A011: Access is provided in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.17 Driveways.	R11: Complies Driveways within the site are to be provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.3.17 Driveways.
PO12: Construction of a driveway does not damage or interfere with the location, function of or access to any services and infrastructure.	A012: Access is provided in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.17 Driveways, SC6.4.3.5 Carparking and Public Transport Facilities Guidelines and SC6.4.4.8 Standard Drawings.	R12: Complies Driveways within the site are to be provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.3.17 Driveways, SC6.4.3.5 Carparking and public transport facilities guidelines,



Performance Outcome/Acceptable Outcomes		Response
		and SC6.4.4.8 Standard drawings.
PO13: All vehicles reasonably expected to access the site can safely manoeuvre to allow vehicles to exit and enter in a forward motion.	AO13: Access is provided in accordance with the standards identified in Development Manual Planning Scheme Policy No. SC6.4 - SC6.4.3.17 Driveways, SC6.4.3.5 Carparking and Public Transport facilities guidelines and SC6.4.4.8 Standard drawings such that all vehicles reasonably expected to access the site, can exit and enter in a forward motion with no more than a three-point turn.	R13: Complies All vehicles accessing the site will be reasonably expected to access the site through the three entry crossovers and single exit crossover. Such access will be provided accordance with the standards identified in Development manual planning scheme policy no. SC6.4 - SC6.4.3.17 Driveways, SC6.4.3.5 Carparking and public transport facilities guidelines and SC6.4.4.8 Standard drawings
Pedestrian and cyclist facilities		
PO14: Provision is made for the safe and convenient movement of pedestrians on-site and connecting to the external network, having regard to desire lines, legibility, safety, topographical constraints, shading and other weather protection and equitable access arrangements.		R14: Not applicable The proposed development involves the establishment of Service and Maintenance Facility), ancillary Outdoor Sales and Truck Wash, it is not anticipated that pedestrian and cyclist facilities will be required.
PO15: Provision is made for safe and convenient cycle movement to the site and within the site and connecting to the external network having regard to desire lines, users' needs, safety, topographical constraints and legibility.		R15: Not applicable The proposed development involves the establishment of Service and Maintenance Facility), ancillary Outdoor Sales and Truck Wash, it is not anticipated that pedestrian and cyclist facilities will be required.
PO16: Car parking areas, pathways and other elements of transport network infrastructure are designed to enhance public safety by discouraging crime and antisocial behaviour, having regard to: <ul style="list-style-type: none"> a) provision of opportunities for casual surveillance; b) provision of lighting; c) the use of fencing to define public and private spaces, whilst allowing for appropriate sight lines; d) minimising potential concealment points and assault locations; e) minimising opportunities for graffiti and other vandalism; and f) restricting unlawful access to buildings and between buildings. 		R16: Not applicable The proposed development involves the establishment of Service and Maintenance Facility), ancillary Outdoor Sales and Truck Wash, it is not anticipated that pedestrian and cyclist facilities will be required.
Parking		
PO17: Provision is made for on-site vehicle parking to: <ul style="list-style-type: none"> a) meet the demand likely to be generated by the development; and 	AO17: Car parking is provided in accordance with the standards identified in Parking Rates Planning Scheme Policy No. SC6.10.	R17: Complies The proposed development facilitates for 87 on-site car parking spaces and two truck stopping spaces.



Performance Outcome/Acceptable Outcomes		Response
b) avoid on street parking that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity.		The proposed parking is provided in accordance with the standards, which is sufficient spaces to accommodate for the amount and type of vehicle traffic likely to be generated by the particular development.
PO18: Parking ensures access is provided for people with disabilities.	AO18: Car parking areas are designed in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 — SC6.4.3.5 Car Parking and Public Transport Facilities Guidelines.	R18: Complies The proposed development facilities for parking for people with disabilities through the implementation of a two pwd spaces within the on-site secure parking area.
PO19: Where the nature of the proposed development creates a demand, provision is made for set-down and pick-up facilities by bus, taxis or private vehicle, which: a) are safe for pedestrians and vehicles; b) are conveniently connected to the main component of the development by pedestrian pathway; and c) provide for pedestrian priority and clear sight lines.		R19: Not applicable The proposed on-site parking spaces are deemed to be sufficient for the demand expected from the proposal. Set-down and pick-up facilities are not anticipated to be required for this development.
PO20: Car parking and servicing areas are designed to: a) be clearly defined, marked and signed; b) be convenient and accessible; c) minimise large unbroken areas of hardstand to the extent practicable; d) be safe for vehicles, pedestrians and cyclists; e) provide shading; f) be located to encourage multi-purpose trip ends and minimise vehicle movements within the site; and g) minimise any adverse impacts on the amenity of surrounding land.		R20: Complies Parking and servicing areas within the site will be clearly defined, marked and signed. Access to the on-site secure parking will be conveniently located towards the front of Stage 1. Parking areas and servicing areas will be separated, improving on overall convenience and safety for those visiting the site.
PO21: Vehicle spaces have adequate dimensions to meet user requirements.	AO21: Car parking areas are designed in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 — SC6.4.3.5 Car parking and Public Transport Facilities Guidelines.	R21: Complies On-site secure parking spaces will have the adequate dimensions to meet user requirements, as per the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.3.5 Car parking and public.
PO22: Pavement is constructed to an appropriate standard.		R22: Complies Pavement constructed within the site will satisfy the current Australian Standards.



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

Appendix 13



TOWNSVILLE CITY PLAN 2014 – WORKS CODE

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



Performance Outcome/Acceptable Outcomes		Response
	<p>SC6.4.3.10 On-site sewerage facilities.</p> <p>AO12.3: Waste water systems and connections are designed and constructed in accordance with the Development manual planning scheme policy no. SC6.4-SC6.4.3.21 Townsville Water planning and design guidelines, SC6.4.3.23 Water and sewer network modelling guidelines, SC6.4.6.3 Sewerage systems and SC6.4.4.8 Standard drawings.</p>	
<p>PO13: The design and management of the development integrates water cycle elements having regard to:</p> <ul style="list-style-type: none"> a) reducing potable water demand; b) minimising wastewater production; c) minimising stormwater peak discharges and run-off volumes; d) maintaining natural drainage lines and hydrological regimes as far as possible; e) reusing stormwater and greywater is encouraged where public safety and amenity will not be compromised; and f) efficient use of water. 	<p>AO13: Integrated water management practices and infrastructure are implemented in accordance with development manual planning scheme policy no. SC6.4 – SC6.4.3.8 stormwater quality management plans for development and SC6.4.3.9 water sensitive urban design guidelines.</p>	<p>R13: Complies The proposal has been designed to ensure the development will be constructed and operated in a manner which will avoid or minimise adverse impacts on environmental values of receiving waters. In particular, a stormwater quality management plan has been prepared by STP Consultants (refer Appendix 5) which demonstrate the stormwater quality has a minimal impact on environmental values and has avoided impact where possible.</p> <p>The MUSIC Model treatment train demonstrates that the proposed treatment train will reduce pollutant loadings to the extent specified by the Townsville City Council Stormwater Quality Guidelines.</p> <p>Stormwater from the development will be treated prior to discharge and will not exceed allowable pollutant load levels prior discharging into Stuart Creek.</p> <p><i>The proposed development site has sufficient area available to dedicate to stormwater treatment devices. Roof water will discharge via downpipes either directly to the in-ground stormwater or to the pavement surface. The landscaped areas and pavements will discharge directly to field inlet pits or to</i></p>



Performance Outcome/Acceptable Outcomes		Response
		<p>overland flow. All grated field inlets will be fitted with filter baskets for removal of gross pollutants. The total catchment then discharges to the existing Lawful Point of Discharge (Heleen Downs Road) via a SPEL 6000 Ecoceptor, SPEL Vault and SPELfilter unit (or equivalent). The SPELfilters (16 x 30-EMC cartridges) has been used for modelling purposes but may be substituted by another proprietary product with similar performance characteristics.</p> <p>Overall, the proposed stormwater management regime effectively minimises adverse impacts from the proposed development and will assist in ensuring the environmental values of receiving waters are maintained.</p>
<p>PO14: The development is provided with an adequate energy supply which maintains acceptable standards of public health, safety, environmental quality and amenity.</p>	<p>AO14: For other than the Rural zone, premises are serviced by:</p> <ul style="list-style-type: none"> a) an underground electricity supply approved by the relevant energy authority; or b) an overhead supply approved by the relevant energy authority where in the Rural residential zone, Special purpose zone or High impact industry zone or where on a lot of less than 2,500m² within an area where the existing supply is overhead. 	<p>R14: Complies The proposed development will be provided an adequate underground energy supply via Ergon Energy.</p>
<p>PO15: Premises are connected to a telecommunications service approved by the relevant authority.</p>	<p>AO15: The development is connected to telecommunications infrastructure in accordance with the standards of the relevant regulatory authority.</p>	<p>R15: Complies The proposed development will be provided an adequate telecommunications service approved by the relevant authority.</p>
<p>PO16: Provision is made for future telecommunications services (for example fibre optic cable).</p>	<p>No acceptable outcome</p>	<p>R16: Complies If required, the proposed development allows for the provision of future telecommunications services, such infrastructure would have been provided as part of the RAL approval to facilitate connections for end users.</p>



Performance Outcome/Acceptable Outcomes		Response
PO17: Where available, provision is made for reticulated gas.	AO17: Design and provision of reticulated gas is undertaken in accordance with the Development manual planning scheme policy no. SC6.4-SC6.4.3.20 Public lighting and utility services.	R17: Not Applicable The proposed development will not be connected to the reticulated gas network.
PO18: Adequate access is provided to public services and utilities for future maintenance.	No acceptable outcome	R18: Complies Adequate access will be afforded to any public services and utilities.
Earthworks		
PO19: Filling and excavation does not result in contamination of land or pose a health and safety risk.	AO19: Filling and excavation does not: a) use contaminated materials as fill; b) excavate contaminated material; and c) use waste material as fill.	R19: Complies Any excavating and filling through the construction phase of the proposed development, will not result in the use or excavation of contaminated material.
PO20: Earthworks result in stable landforms and structures.	AO20: Earthworks and the construction of retaining walls and batters are undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.4.5 Earthworks (design) and SC6.4.6.10 Earthworks (construction).	R20: Not Applicable No retaining walls or batters are proposed.
PO21: Earthworks are undertaken in a manner that: a) maintains natural landforms as far as possible; and b) minimises height of retaining walls and batter faces.	AO21.1: Earthworks are undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.4.5 Earthworks (design) and SC6.4.6.10 Earthworks (construction).	R21: Complies Earthworks are undertaken in accordance with the Development Manual Planning Scheme Policy No. SC6.4 - SC6.4.4.5 Earthworks (design) and SC6.4.6.10 Earthworks (construction). No retaining walls or batters are proposed.
	AO21.2: Retaining walls are designed and constructed: a) certified as stable by a Registered Professional Engineer of Queensland; and b) have a combined height of retaining wall and fence of not more than 2 metres.	
PO22: Earthworks do not unduly impact on amenity or privacy for occupants of the site or on adjoining land.	No acceptable outcome	R22: Complies Earthworks will not unduly impact on amenity or privacy for occupants of the site or on adjoining land.
PO23: Earthworks do not cause environmental harm.	No acceptable outcome	R23: Complies Earthworks will not cause environmental harm.
PO24: Filling or excavation does not worsen any flooding or drainage	AO24: Earthworks are undertaken in accordance with the Development	R24: Complies Filling or excavation will not worsen any flooding or drainage



Performance Outcome/Acceptable Outcomes		Response
problems on the site or on neighbouring properties.	manual planning scheme policy no. SC6.4 - SC6.4.4.5 Earthworks (design) and SC6.4.6.10 Earthworks (construction).	problems on the site or on neighbouring properties.
PO25: Any structure used to restrain fill or excavation does not worsen drainage problems or cause surface water to be a nuisance to neighbouring properties.	AO25: Earthworks are undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.4.5 Earthworks (design) and SC6.4.6.10 Earthworks (construction).	R25: Not Applicable No restraining structures are proposed for fill or excavation works.
PO26: Filling or excavation does not adversely affect sewer, stormwater or water utility infrastructure or access to them for maintenance purposes.	AO26: Earthworks are undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.4.5 Earthworks (design) and SC6.4.6.10 Earthworks (construction).	R26: Complies Earthworks will be undertaken in accordance with the Development Manual Planning Scheme Policy no. SC6.4 - SC6.4.4.5 Earthworks (design) and SC6.4.6.10 Earthworks (construction).
PO27: Filling or excavation does not prevent or create difficult access to any property.	AO27: Earthworks are undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.4.5 Earthworks (design) and SC6.4.6.10 Earthworks (construction).	R27: Complies Earthworks will be undertaken in accordance with the Development Manual Planning Scheme Policy No. SC6.4 - SC6.4.4.5 Earthworks (design) and SC6.4.6.10 Earthworks (construction).
PO28: Earthworks do not cause significant impacts through truck movements, dust or noise on the amenity of the locality in which the works are undertaken or along routes taken to transport the material and the transportation of materials minimises adverse impacts on the road network.	AO28: Earthworks are undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.6.10 Earthworks (construction) and SC6.4.5 Construction management.	R28: Complies Earthworks will be undertaken in accordance with the Development Manual Planning Scheme Policy No. SC6.4 - SC6.4.6.10 Earthworks (construction) and SC6.4.5 Construction management.
Movement Networks		
PO29: The following are provided along the full extent of the road frontage and to a standard that is appropriate to the function of the road or street and the character of the locality: a) paved roadway; b) appropriate pavement edging (including kerb and channel); c) pedestrian paths and cycleways; d) streetscaping and street tree planting; e) stormwater drainage; f) street lighting systems; and	AO29: Design and construction of external road works are undertaken in accordance with the Development manual planning scheme policy no. SC6.4.	R29: Not Applicable The proposed development does not include the construction of external roads.



Performance Outcome/Acceptable Outcomes		Response
g) conduits to facilitate the provision of and other utility services.		
PO30: Provision is made in the road reserve for streetscaping, pedestrians and cyclists in a manner consistent with: <ul style="list-style-type: none"> a) the current and projected level of usage; b) the desired streetscape character; and c) activities which are anticipated to occur within the verge. 	AO30: Streetscaping works, footpaths and cycle paths are provided in accordance with Development manual planning scheme policy no. SC6.4.	R30: Complies The subject site is within a newly established industrial precinct. The proposed use is not likely to attract pedestrians or cyclists, to require footpaths to be provided. Further there is limited road frontage to provide footpaths, given the multiple crossovers proposed.
PO31: Parking areas are designed and constructed in a manner that is sufficiently durable for the intended function, maintains all weather access and ensures the safe passage of vehicles, pedestrians and cyclists.	AO31: Parking area design and construction is undertaken in accordance with the Development manual planning scheme policy no. SC6.4 – SC6.4.3.5 Car parking and public transport facilities guidelines.	R31: Complies Parking area design and construction will be undertaken in accordance with the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.5 Car parking and public transport facilities guidelines.
PO32: Movement networks can be easily and efficiently maintained.	AO32: Infrastructure is provided in accordance with the Development manual planning scheme policy no. SC6.4 – SC6.4.4.1 Geometric road design, SC6.4.3.13 Townsville road hierarchy and SC6.4.3.14 Traffic impact assessment guidelines.	R32: Complies Infrastructure will be provided in accordance with the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.4.1 Geometric road design, SC6.4.3.13 Townsville road hierarchy and SC6.4.3.14 Traffic impact assessment guidelines.
Waste Management		
PO33: Development provides adequate waste management facilities on site for the storage of waste and recyclable material in a manner which: <ul style="list-style-type: none"> a) is of adequate size to accommodate the expected amount of refuse to be generated by the use; b) is in a position that is conveniently accessible for collection at all times; c) is able to be kept in a clean, safe and hygienic state at all times; and d) minimises the potential for environmental harm, environmental nuisance and adverse amenity impacts. 	AO33: Waste management facilities are provided in accordance with the Development manual planning scheme policy no. SC6.4 – SC6.4.3.22 Waste management guidelines.	R33: Complies Waste management facilities will be provided in accordance with the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.22 Waste management guidelines.



Performance Outcome/Acceptable Outcomes		Response
Construction Management		
PO34: Work is undertaken in a manner which does not cause unacceptable impacts on surrounding areas as a result of dust, odour, noise or lighting.	No acceptable outcome is nominated.	R34: Complies The proposed development is anticipated to occur across one stage, so too reduce any unacceptable impacts on the surrounding areas as a result of associated dust, odour, noise or lighting.
PO35: While undertaking development works, the site and adjoining road are maintained in a tidy, safe and hygienic manner.	No acceptable outcome is nominated.	R35: Complies During the construction phase stage of the proposal, maintenance of surrounding sites and roads will be kept in a tidy, safe and hygienic matter.
PO36: Traffic and parking generated during construction are managed to minimise impact on the amenity of the surrounding area.	No acceptable outcome is nominated.	R36: Complies Any traffic and parking generated during the construction stages at each stage will be managed to minimise amenity impacts to the surrounding area.
PO37: Council's infrastructure is not damaged by construction activities.	No acceptable outcome is nominated.	R37: Complies The proposed development will not damage any of Council's infrastructure during construction activities within the site.
PO38: The integrity of new infrastructure is maintained.	No acceptable outcome is nominated.	R38: Complies The proposed development will retain the integrity of all new infrastructure created at each stage of the proposal.
PO39: Construction activities and works are carried out in a manner which avoids damage to the environment, retained vegetation and impacts on fauna.	Construction activities and works are undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.5 Construction management.	R39: Complies All construction activities and works conducted at each stage of the proposal will be undertaken in accordance with the Development Manual Planning Scheme Policy No. SC6.4 - SC6.4.5 Construction management.
PO40: Vegetation cleared from a site is disposed of in a manner that maximises reuse and recycling and minimises impacts on public health and safety.	AO40: Construction activities and works are carried out in accordance with Development manual planning scheme policy no. SC6.4 - SC6.4.6.11 Clearing and grubbing.	R40: Not applicable The proposed area for the proposed development does not involve vegetation clearing requirements.

Appendix 14



TOWNSVILLE CITY PLAN 2014 – FLOOD HAZARD OVERLAY CODE

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



Performance Outcomes/Acceptable Outcomes		Our Response
	d) the planning of dense shrub hedges.	<p>the proposed development is not anticipated to be impacted by flooding.</p> <p>The majority of the buildings are located outside of the high flood hazard, so as not to impede the flow of flood waters.</p> <p>The north western corner of the site will be free of buildings and structures and will simply be landscaped.</p>
P03: Development does not intensify use in high hazard areas, in order to avoid risks to people and property.	A03.1: New Buildings are located outside High Hazard Areas identified on Overlay Map OM-06.1 or 06.2.	R3: Complies Whilst part of the subject site is mapped as being impacted by low, medium and high flood hazard, it is noted that extensive bulk earthworks have occurred to construct the industrial subdivision resulting in the lot being above the defined Q100 (1% AEP) flood level. Therefore, the proposed development is not anticipated to be impacted by flooding. The majority of the buildings are located outside of the high flood hazard, thus minimising the risk to people and property. The north western corner of the site will be free of buildings and structures and will simply be landscaped.
	A03.2: New lots or roads are not created within High Hazard Areas identified on Overlay Map OM-06.1 or 06.2.	
	A03.3: Sites for non-permanent accommodation such as tents, cabins or caravans (whether intended for short or long-term accommodation) are located outside the High Hazard Areas identified on Overlay Map OM-06.1 or 06.2.	
P04: Siting and layout of development maintains the safety of people and property in medium hazard areas.	On existing lots A04.1: Floor levels for residential buildings are 300mm above the defined flood level.	R4: Complies Whilst part of the subject site is mapped as being impacted by low, medium and high flood hazard, it is noted that extensive bulk earthworks have occurred to construct the industrial subdivision resulting in the lot being above the defined Q100 (1% AEP) flood level. Therefore, the proposed development is not anticipated to be impacted by flooding. The majority of the buildings are located outside of the medium flood hazard, thus maintaining the safety to people and property. Floor levels will be above the defined flood level.
	A04.2: Floor levels of non-residential buildings (other than class 10 buildings) are above the defined flood level.	
	A04.3: Underground car parks are designed to prevent the intrusion of flood waters by the incorporation of a bund or similar barrier with a minimum height of 300mm above the defined flood level.	
	A04.4: Development for non-permanent accommodation such as tents,	



Performance Outcomes/Acceptable Outcomes		Our Response
	<p>cabins or caravans (whether intended for short or long-term accommodation) are located outside the Medium Hazard Areas identified on Overlay Map OM-6.1 or 06.2.</p> <p>Where reconfiguring a lot</p> <p>A04.5: Where reconfiguring a lot, new lots contain designated building envelopes (whether or not for residential purposes) outside the Medium Hazard Areas identified on Overlay Map OM006.2 or 06.2 and those building envelopes are of a sufficient size to accommodate buildings associated with the development.</p> <p>A04.6: In new subdivisions, arterial, sub-arterial or major collector roads are located above the 2% AEP flood level.</p> <p>A04.7: Reconfiguration of lots does not involve cul-de-sacs or dead end streets within Medium Hazard Areas identified on Overlay Map OM-06.1 or 06.2.</p>	
P05: Signage is provided within high and medium hazard areas to alert residents and visitors to the flood hazard.	A05: Signage is provided on-site (regardless of whether land will be public or private ownership) to indicate depth at key hazard points, such as floodway crossings, entrances to low-lying reserves or car parks.	R5: Not Applicable The proposed development will not involve key hazard point. The subject site is access via Heleen Downs Road.
P06: Development within high and medium hazard areas ensures any changes to the depth, duration, velocity of flood waters are contained within the site.		R6: Complies Whilst the subject site is partly located within a medium hazard area, extensive bulk earthworks have occurred to development the industrial subdivision resulting in the lot being above the defined Q100 (1% AEP) flood level. Therefore, the proposed development is anticipated to be consistent with the flood modelling undertaken to support the wider CBIP Western Precinct development.
P07: Development within high and medium hazard areas does not directly, indirectly or cumulatively worsen flood characteristics outside the development site, having regard to: <ul style="list-style-type: none"> a) increased scour and erosion; or b) loss of flood storage; or c) loss of or changes to flow paths; or d) flow acceleration or retardation; or 		R7: Complies Whilst the subject site is partly located within a medium hazard area, extensive bulk earthworks have occurred to development the industrial subdivision resulting in the lot being above the defined Q100 (1% AEP) flood level.



Performance Outcomes/Acceptable Outcomes		Our Response
e) reduction in flood warning times.		Therefore, the proposed development is not anticipated to result in the directly, indirectly, or cumulatively worsen flood characteristics outside of the proposed site, including increased erosion, loss of flood storage, flow acceleration or retardation, or reduction in flood warning times.
P08: Facilities with a role in emergency management and vulnerable community services are able to function effectively during and immediately after flood events.	A08: The development is provided with the level of flood immunity set out in Table 8.2.6.3(b).	R8: Not applicable The proposed development does not involve emergency management or vulnerable community services.
P09: Public safety and the environment are not adversely affected by the detrimental impacts of flooding on hazardous materials manufactured or stored in bulk.	A09.1: Development does not involve the manufacture or storage of hazardous materials within a High Flood Hazard Area identified on Overlay Map OM-06.1 or 06.2.	R9: Complies The proposed development does not involve the manufacturing or storage of any hazardous materials. However, if the storage of hazardous material occurs, it will be undertaken in an appropriate manner above the 0.2% AEP flood event.
	A09.2: Within the Low or Medium Flood Hazard Area identified on Overlay Map OM-06.1 or 06.2, structures used for the manufacture or storage of hazardous materials in bulk are designed to prevent the intrusion of flood waters up to at least a 0.2% AEP flood event.	