

Client:
Hawkins Capital Pty Ltd

Date:
July 2019

Project Ref:
M1230

Development Application

Project:

Material Change of Use –
Transport Depot (Hardstand
Truck Pad)

Property Details:

37868 Bruce Highway,
Cluden

Lot 1 on RP724555





DOCUMENT CONTROL

Project Description: Material Change of Use – Transport Depot (Hardstand Truck Pad)

Client: Hawkins Capital Pty Ltd

Date: 24 July 2019

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Quality Assurance	Issue: Final	Version: 1
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- Appendix 3: SARA mapping
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1.0 INTRODUCTION

This town planning report has been prepared in support of a development application seeking a Development Permit for Material Change of Use – Transport Depot (Hardstand Truck Pad) on land described as Lot 1 on RP724555, and located at 37868 Bruce Highway, Cluden.

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.
- 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. The land is identified as being within the Environmental Management Precinct of the TSDA Development Scheme.

In accordance with the TSDA Development Scheme 2019, the level of assessment for a Material Change of Use in the Environmental Management 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 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	37868 Bruce Highway, Stuart (refer Appendix 2).
Real Property Description	Lot 1 on RP724555 (refer Appendix 2).
Property Owner	Hawkins Capital Pty Ltd (refer Appendix 1).
Site Area	9.452ha (refer Appendix 2).
Street Frontage	Bruce Highway.
Current Use	Vacant.
TSDA Land Use Precinct	Environmental Management Precinct.
Local Heritage Register	The site is not listed on the Local Heritage Register.
Contaminated Land	The land is not known to be included on the Queensland Government's Environmental Management Register or Contaminated Land Register.
Easement	The land is not burdened by any easements.
Topography	The site has generally even topography.
Existing Infrastructure	The property is connected to Council's reticulated water services.
SARA Mapping	The site is identified as being mapped within the State Assessment and Referral Agency (SARA) mapping overlays (refer Appendix 3): <ul style="list-style-type: none">▪ Coastal Area – erosion prone area.▪ Coastal area – medium storm tide inundation area.▪ Coastal area – high storm tide inundation area.▪ Queensland waterway barrier works.▪ Regulated vegetation management map (Category A and B extract).▪ State-controlled road.▪ Area within 25m of a State-controlled road.
State Planning Policies	The site is identified as being located within the following State Planning Policy mapping layers (refer Appendix 4): <ul style="list-style-type: none">▪ Agriculture – Agricultural land classification – class A and B.▪ Development and construction – State development area.▪ Biodiversity – MSES – Wildlife Habitat.▪ Biodiversity – MSES – Regulated Vegetation (category R).▪ Biodiversity – MSES – Regulated vegetation (essential habitat).▪ Biodiversity – MSES – Regulated vegetation (intersecting a watercourse).▪ Natural hazards risk and resilience – Flood hazard area – Level 1.▪ Natural hazards risk and resilience – Bushfire prone area.▪ Natural hazards risk and resilience – Erosion prone area.▪ Natural hazards risk and resilience – Medium stormtide inundation area.▪ Natural hazards risk and resilience – High stormtide inundation area.



	<ul style="list-style-type: none"> ▪ Energy and water supply – Major electricity infrastructure (Powerlink). ▪ Transport infrastructure – State-controlled road. ▪ Strategic airports and aviation facilities – Wildlife hazard buffer zone. ▪ Strategic airports and aviation facilities – Height restriction zone 90m.
Referral Agencies	The Coordinator-General will advise of any applicable referral agencies.
Planning Instrument	TSDA Development Scheme 2019.

2.2 Site and Surrounding Area

The subject site consists of a single, regular shaped allotment with an area of 9.452ha. The subject land has frontage to the Bruce Highway. The access is shared with the adjoining property to the south-east via a service road that connects with the Bruce Highway as a left-in, left-out access.

The subject land does not have a connection to Council’s reticulated sewerage network and Council mapping indicates the property is connected to the reticulated water network, with a water metre located in the north-west corner of the lot.

The site has a generally relatively flat terrain ranging in elevation from approximately 7m AHD and 5m AHD. Some small depressions are located within the site at an approximate elevation of 4.5m AHD. It is noted that the subject land is slightly higher than the adjoining land to the north where it directly abuts the boundary. The site contours are shown in **Appendix 5**.

It is acknowledged that Queensland Globe shows an easement located in the western corner of the subject land. This easement was surrendered by Powerlink in 2017 as confirmed in the correspondence provided in **Appendix 6**. In addition, a historic right of way easement along the south-eastern property boundary is identified in Townsville City Council’s interactive mapping. This easement is not present on the Queensland Globe mapping or property title, and it is therefore assumed that this easement was previously extinguished, and Council’s mapping has not been updated.

The subject land abuts Stuart Creek to the north-west which is identified as an important ecological corridor in the TSDA Development Scheme 2019. The riparian areas of Stuart Creek are mapped as containing Category B regulated vegetation and Category R vegetation. A small portion of Category R vegetation is mapped along the north-eastern boundary which is likely associated with a drainage flow path toward Stuart Creek north of the site (refer **Attachment 7**). The vast majority of the remaining site is occupied by weeds and invasive species.



Further to the north-west is the Magnetic Island Gateway Caravan Park. To the east, south-east of the subject land is the unformed Heleen Downs Road and the Townsville Port Access Road. Immediately adjoining the subject land to the north-east, east and south is predominately vacant, undeveloped land which is currently used for grazing and pastoral activities with a defunct homestead and associated infrastructure on the land. This land is designated in the Medium – High Impact Port Related Industry Precinct and it is understood that Lot 5 on SP273456 currently has a Development Permit for a service centre, while Lot 6 on SP192627 and Lot 2 on SP273454 has an existing subdivision approval to create approximately 40 industrial lots. On the opposite side of the Bruce Highway is vacant land that is designated within the Environmental Management Precinct with a small portion of this land designated within the Medium Impact Industry Precinct with a current approval for a warehouse development precinct.

A drive-in theatre previously operated on the subject land. The theatre ceased operation in the late 1990s and the land was briefly used as a go-kart track after the theatre closed. The past uses on the subject land have degraded the site and its associated environmental values.



3.0 DESCRIPTION OF PROPOSAL

3.1 Development Overview

The proposed development involves establishing a new hardstand truck pad on Lot 1 on RP724555 and located at 37868 Bruce Highway, Stuart. The hardstand truck pad will be established as a logistical transport checkpoint for heavy vehicles – primarily utilised as a rest facility and short-term parking. The hardstand truck pad will include some minor trailer breakdown facilities.

The hardstand truck pad will be designed to accommodate a range of heavy vehicle types including B-doubles, triple road trains and smaller service type vehicles, with limited scope for light vehicle access into the site other than for employees or visitors to the facility. It is intended the hardstand truck pad will be leased to a transport company or future industrial users of the TSDA for driver rest, short-term parking and as a logistics checkpoint.

3.2 Development Plans

The proposed development is illustrated in the following proposal plans, which has been prepared by GVD Designs, and are attached in **Appendix 8**:

- Site Development Plan – 18092OP – Rev B; and
- Floor Plan and Elevations – 18092OP – Rev A.

The particulars of the development include:

- A hardstand area in the southern portion of the site with an area of approximately 3ha.
- Access into hardstand truck pad will be provided in the southern corner of the site from the Bruce Highway service road.
- Parking for type 2 road trains with an area of 7,516.8m² and width of 54m.
- Parking for B-doubles with an area of 6,978.8m² and width of 36.5m.
- Parking for service and heavy rigid vehicles with an area of 684m² and width of 12m.
- Two light vehicle car parking spaces.
- An amenity block with a gross floor area of 67m² and inclusive of an indoor and outdoor lunch area, showers and toilets.

3.3 Operational Details

It is intended the hardstand truck pad will be leased to a transportation company and utilised as a logistics hub for driver rest and will include minor breakdown facilities. It is not intended that vehicles, trailers or containers will be stored at the facility for a period longer than 24 hours.

It is anticipated the proposed development will primarily operate with a maximum of two staff on-site at any given time (i.e. manager and maintenance person), other than transport operators



associated with vehicles attending the site. The hardstand truck pad will operate 24/7, seven days a week.

It is anticipated that the facility will have a maximum capacity for parking of up to 25 heavy vehicles at any given time, however the operation proposed as part of this application will rarely ever reach maximum capacity. The hardstand truck pad has been designed to accommodate future growth and expansion for a transport operator utilising the site or to support other future industrial facilities in the TSDA, or for a possible transfer to a public sector entity.

3.4 Definition of Proposed Use

The proposed use is best defined as a Transport Depot within the TSDA Development Scheme 2019. However, it is considered that the Transport Depot will operate at a much less intensive scale than the definition of a Transport Depot provided in the TSDA Development Scheme 2019.

It is considered that the proposed Transport Depot will operate at a much less intensive scale than a traditional Transport Depot, noting that:

- The use is to be primarily utilised as a parking station which will accommodate the storage of heavy vehicles for a short duration of time.
- The breakdown and storage of vehicle trailers will be ancillary to the nature of the facility as a parking station and vehicles will generally not be on-site for longer than 24 hours.
- The longer-term storage of vehicles will be infrequent and will only be required under special circumstances.
- The use will not include ancillary uses for the servicing, repair and maintenance of vehicles.
- The Transport Depot will provide 'rest stop' facilities and amenities for heavy vehicle truck drivers and this is the only built form associated with the use.

3.5 Access and Traffic

Vehicle Generation

The hardstand truck pad has been designed to accommodate a range of vehicle types including type 1 and type 2 road trains, B-doubles, and heavy rigid vehicles. It is anticipated that a maximum of 10 heavy vehicles and 2 light vehicles will access the site per day, over a 24-hour period.

Access

The proposed development will primarily be accessed via a new access through the formation of the unformed Heleen Downs Road which will connect the existing service road into the site with the Townsville Port Access Road. Heleen Downs Road will be upgraded to relevant standards and will be the primary access for heavy vehicles entering and exiting the subject land. It is proposed



to retain the existing left-in, left-out at the Bruce Highway which will generally be a secondary access and utilised by light vehicles accessing and leaving the hardstand truck pad.

The existing service road will provide access into the hardstand parking area which will extend from the end of Heleen Downs Road. The site access will be located in the south-western corner of the site and will lead directly into the hardstand truckpad parking area. Access from and onto the Bruce Highway will also connect with the site access road, as already exists.

As identified in the Flood Impact Assessment prepared by AECOM (refer **Appendix 9**), the access road will be graded from the Highway to the development area and will require significant culvert structures to allow flow through this area to limit the increase in flood levels to the north of the access road.

On-site Vehicle Manoeuvrability and Vehicle Parking

On-site vehicle manoeuvring will be provided as a one-way access that circumnavigates around the parking areas within the site. B-double parking will be located along the western boundary of the hardstand area while parking for road trains will be provided centrally in the site directly to the north-east of the amenity block.

In addition, two light vehicle parking spaces will be provided adjacent to the amenities block. This parking will be for employees associated with the use.

Traffic Impact Assessment

A Traffic Impact Assessment prepared by Langtree Consulting (refer **Appendix 10**) assessed the impact of the proposed development in terms of likely peak hour traffic generation, impact on surrounding road network and to identify any external works required to mitigate potential adverse traffic impacts. The outcomes of the Traffic Impact Assessment determined that the proposed development is not predicted to have any adverse impact on the safety or operational efficiency of the State-controlled road network, including the existing Bruce Highway/service road intersection and the proposed Townsville Port Access Road/Heleen Downs Road intersection. Specifically, the Traffic Impact Assessment determined that upgrade requirements to the external road network will include:

- Intersection turn treatments warrant assessment for the existing Bruce Highway/service road intersection and proposed Townsville Port Road/Heleen Downs Road intersection indicated basic intersection form of BAR/BAL would be satisfactory for the intersections except a short auxiliary left-turn treatment (AUL(s)) is required at Bruce Highway/Service Road intersection in 2039.
- Given potential risks, road safety concerns and the usage of road trains from the development site, it is proposed that the new Townsville Port Road/Heleen Downs Road intersection will have CHR(S)/AUL(S) turn treatments.



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- Should the adjacent approved sites (service centre on Lot 5 SP273456 and subdivision approval on Lot 6 SP192627/Lot 2 273454) be developed first, the signalised intersection will have already been constructed prior to the development of the subject site.
 - The SIDRA analysis indicates that the traffic generated from the development will have minimal impact on the Bruce Highway and Townsville Port Road.
 - Flag lighting is recommended at the proposed Townsville Port Access Road/ Heleen Downs Road given the facility will operate outside of daytime hours.

3.6 Sewerage Infrastructure

Council's sewerage network is not currently available to the frontage of the subject land.

The proposed development is anticipated to create a minor demand for sewerage infrastructure services as it only includes an amenity block with three toilets and three showers.

A Civil Engineering Report has been prepared by Langtree Consulting which provides details of the proposed on-site sewage infrastructure connections (refer **Attachment 11**). The Civil Engineering Report determines that:

- The proposed development can be serviced via an on-site sewerage treatment system and disposal area and there is sufficient area for this can be located within the hardstand truck pad area adjacent to the amenities block.
- Any proposed on-site sewerage treatment system and disposal area can be located so as not to adversely impact on surface and groundwater quality.
- In the event the adjoining land is developed (service centre or subdivision) prior to the hardstand truck pad then the proposed development is capable of connecting to the reticulated sewer network through the extension of a reticulated sewer main in the Heleen Downs Road reserve.
- If the development were to connect to the reticulated sewer network there would likely be sufficient capacity to accommodate the development.

It is recommended that any development approval provides the option for the proposed development to be provided an on-site sewerage treatment system or connection to the reticulated sewer network.

3.7 Water Connections

Council's reticulated water network is extended approximately 335m past Stuart Bridge via a 50mm main on the opposite side of the Bruce Highway road reserve from the subject land. This water main previously serviced the Townsville Enterprise Building on Lot 1 on SP273456. A water metre is established at the north-western corner of the property frontage adjoining Stuart Creek.



A Civil Engineering Report has been prepared by Langtree Consulting which provides details on how the proposed development will be afforded a water supply (refer **Attachment 11**). The Civil Engineering Report determines that the proposed development can be serviced by the existing water connection in the north-eastern corner of the subject land which is connected to a DN50 copper pipe located in the north-western corner of the subject land. It is anticipated that the water demand required by the proposed development will be insignificant compared to the overall network demand.

3.8 Landscaping

It is proposed to establish landscaping around the perimeter of the hardstand truck pad to soften the image of the development and assist in maintaining the amenity of the subject site and surrounding properties.

A 20 metre buffer is to be provided where the hardstand truck pad fronts the Bruce Highway. This buffer can incorporate appropriate landscape to screen the development and improve visual amenity when viewed from the Bruce Highway and adjoining areas. In addition, it is proposed that a 5 metre buffer will be established between the hardstand truck pad where adjacent to the side and rear boundaries which will include minor landscaping treatments.

Minor landscaping will also be established in the median area where the amenities block will be accommodated. This area will generally be grassed and planted with small shrubs and plants.

It is proposed to retain existing native vegetation in the landscape areas wherever possible, however all new landscaping will comprise of local species and those that are low maintenance. It is acknowledged that the site is heavily occupied by weeds and invasive species. It is proposed that many of these will be removed and opportunities exist to enhance the riparian areas of Stuart Creek.

Further details for landscaping can be provided as part of the detailed design and operational work phase of the development.

3.9 Stormwater Management

The subject land is relatively low lying and flood constrained during rain events. Stormwater from the Bruce Highway road reserve discharges onto the land via two culvert structures beneath the road, allowing water to discharge from Lot 1 on S273456. Stuart Creek may overtop its banks and flood the site from the north on occasions while a ridge on the northern side of the site influences stormwater flows across the site. The flooding extent on the subject land during a 1% AEP flood event is shown in Council's flood mapping in **Appendix 12**.



In order to ensure the hardstand truck pad can be afforded flood immunity, it is proposed to raise the subject land up to the 1% AEP flood level. It is proposed that this will be achieved by filling approximately 3.1ha of the land to achieve the flood immune pad for the hardstand truck pad and providing compensatory flood storage to offset the impacts of filling within the floodplain.

A Flood Impact Assessment has been prepared by AECOM (refer **Appendix 9**) which provides details on the proposed raising of the subject land, compensatory flood storage and compares the flood impacts from the pre-developed and developed cases. Key considerations and constraints taken into account in the Flood Impact Assessment includes:

- Provision of a drainage channel toward the front of the site to allow the culverts under the Bruce Highway to drain toward the
- Provision of access to and from the Bruce Highway.

The Flood Impact Assessment determines that the raised development area restricts flows across the site and resulted in increased flood levels. The flood level increase is offset through the provision of a 3.5ha flood storage area with an average invert level of approximately 5.1m AHD. A drainage channel is to be established along the Bruce Highway frontage to allow water to discharge into the flood storage area. It is noted that flood impacts have increased by up to a maximum of 285mm immediately north of the proposed access road and within the Bruce Highway road reserve, given the flow restrictions. Flood levels are also increased on the northern bank of Stuart Creek with a maximum increase of approximately 29mm.

The Flood Impact Assessment concludes that:

- The proposed flood mitigation works was shown to comply with the TSDA Development Scheme objectives by achieving 1% AEP flood immunity with no worsening of flood levels on land for existing and potential urban areas.
- The maximum flood impacts within the Bruce Highway road reserve is approximately 6.78m AHD which is 1.47m below the highway road crest level (8.25m AHD), however the flood level is not adversely impacted up to the 1% AEP level.
- The development causes a small flood level increase on then northern bank of Stuart Creek with a maximum increase of approximately 29mm along the bank but at the 1% AEP, this does not adversely impact the inundation extent in this area.
- A flood level reduction of up to 67mm is predicted at the homestead adjacent to the development.
- The area of proposed excavation for flood mitigation works are within the declared Environmental Management Precinct and appropriately offsets the impact from raising a portion of the land to the 1% AEP flood level.

In addition to the Flood Impact Assessment, AECOM have prepared a Stormwater Management Plan (refer **Appendix 13**), which addresses stormwater quality impacts from the proposed



development. The Stormwater Management Plan identifies the likely changes to stormwater quality through the life of the development, including the construction and operational phases, and determines the likely key pollutants, the potential impacts and performance objectives for receiving waters.

The Stormwater Management Plan addresses potential stormwater quality and quantity issues as a result of the proposed development and an consequential impacts this development may have on the surrounding environment. The proposed development and stormwater management regime has been designed to avoid and minimise adverse impacts on environmental values of receiving waters in accordance with Section 2.5.17 of the SDA Wide Assessment Criteria of the TSDA Development Scheme.

A series of recommendations are included in the Stormwater Management Plan, including:

- On-site investigation for acid sulfate soils is undertaken, particularly for areas where excavation will occur. Where acid sulfate soils are identified, it is proposed an Acid Sulfate Soil Management Plan will be developed prior to the commencement of earthworks.
- A Sediment and Erosion Control Plan should be prepared prior to the commencement of earthworks and will outline proposed mitigation devices to be implemented during construction to comply with relevant sediment an erosion control standards.
- Vegetated cover is established and maintained n site drainage channels and also within flood storage area and its bunding to act as a buffer between Stuart Creek and the impervious hardstand.
- Maintenance plans for the bioretention, flood storage area and vegetate swales shall be development as part of operational work.
- The Stormwater Management Plan should be revisited as part of any future revision or change to the site design layout to ensure ongoing consistency with project design objectives.

3.10 Community Amenity Impacts

The proposed development is located nearby identified sensitive receptors, including the Magnetic Island Gateway Caravan Park located at Lot 2 on SP275824 and a homestead located at Lot 2 on SP273454. The caravan park is located approximately 296m from the hardstand truck pad while the homestead is approximately 139m away.

It is not anticipated that the proposed development will create odour or dust impacts given the nature of the use and given the hardstand areas will be sealed. It is acknowledged that the proposed development has potential for noise generation through truck movements and impacts on visual amenity through light generation.

Noise Impacts

The main sources of noise from the facility will be from on-site traffic movements.



It is considered that noise from the site will generally not adversely impact on the nearby sensitive receptors, given:

- The hardstand area is appropriately setback from the adjoining sensitive receptors.
- The dwelling house situated at Lot 2 on SP273454 was formerly used as the stock managers accommodation for Glencore's cattle operations, and it is understood that since the State resumed the land it has not been utilised for accommodation purposes.
- Lot 2 on SP273454 forms part of the TSDA Acceleration Project and the dwelling house on the lot will be removed to accommodate future industrial development on the land.
- The caravan park situated at Lot 2 on SP275824 already experiences a high level of background noise from the Bruce Highway and any noise from the proposed development is unlikely to exceed traffic noise from the Bruce Highway.

Notwithstanding the above points, it is proposed that measures will be applied which mitigates the potential for adverse noise impacts, including:

- vehicles will be restricted to 20km/hr within the site;
- drivers will be advised to use appropriate braking methods when accessing and utilising the site; and
- the hardstand area will be maintained to ensure that truck bounce does not occur;

Visual Amenity

The visual amenity of adjoining sensitive receptors could potentially be impacted by light from the proposed development, primarily through vehicle headlights and outdoor lighting in the hardstand areas.

It is considered that light from the proposed development will generally not adversely impact on the nearby sensitive receptors, given:

- The caravan park situated at Lot 2 on SP275824 is appropriately screened by riparian vegetation along Stuart Creek.
- Lot 2 on SP273454 forms part of the TSDA Acceleration Project and the dwelling house on the lot will be removed to accommodate future industrial development on this land.
- All outdoor lighting to be provided in the development will be focused to areas internally within the site and so that they do not emit glare or light above the levels stated in *Australian Standard 4282 – 1997 Control of Obtrusive Effects of Outdoor Lighting*.

Given the above, it is proposed that no further mitigation measures will be required.



3.11 Environmental Considerations

The subject land is noted as containing medium to very high environmental values as identified by the Natural Assets Overlay mapping in the Townsville City Plan 2014. The designation of the land in this overlay is generally attributed to Stuart Creek along the western property boundary.

An Ecological Assessment Report has been prepared by Base Consulting (refer **Appendix 14**) to determine the environmental values present on the site and any mitigation measures that may be required as a result of the proposed development. A flora and fauna study undertaken by Base Consulting determined that:

- The Stuart Creek riparian corridor retains few native vegetation values and generally consists of invasive species.
- The subject site contains few habitat values and is generally characterised by weeds.
- The subject site is highly disturbed and modified from past use, apart from the riparian areas of Stuart Creek and the occasional hollow bearing tree.
- The location of the hardstand truck pad will involve the removal of primarily invasive weeds and may involve the removal of a limited number of native tree species, however these are generally isolated from any environmental corridors or key habitat areas.

The Environmental Assessment Report concludes that any loss of environmental values on the site as a result of the proposed development will be negated by the retention and enhancement of the Stuart Creek riparian area. The report recommends that:

- A Vegetation Clearing and Fauna Management Plan be prepared and implemented as part of any operational works involving the removal of tree species with environmental values identified in the report; and
- A Rehabilitation Plan for the Stuart Creek riparian corridor to manage the removal of weed species and stabilisation of the banks.

3.12 Pre-lodgement Meeting

A pre-lodgement meeting was facilitated between the Office of the Coordinator-General (OCG) and the applicant's representatives in 2014. A copy of the pre-lodgement meeting record is provided in **Appendix 15**. It is understood this advice related to the applicable development scheme at the time and was more so focussed on a generally 'higher impact use', being a low impact industry, service industry or transport depot. While the new TSDA Development Scheme 2019 has been adopted, it is considered that the pre-lodgement advice remains relevant.

In summary, the advice was that the OCG identified that the land was included in the Ecological Corridor and Offset Precinct of the TSDA Development Scheme 2014 and therefore the proposed use was not directly anticipated by the scheme. The OCG indicated that the proposed development may be supported if it can be demonstrated that:



-
- The applicant can demonstrate consistency with the Ecological Corridors Offset Precinct and provide sufficient justification to demonstrate the suitability of the proposed uses within the precinct.
 - The applicant can demonstrate that the extent of works is proportional to the total flood balance and the identified development precincts within the 'specific assessment criteria overlay map'.
 - The applicant can demonstrate that alternative access arrangements can be provided to the proposed development.
 - The applicant identifies the environmental values on the site and determine any mitigation measures that may be required to minimise and mitigate any adverse impacts.
 - The applicant identifies any impacts on the amenity of adjoining landowners and identifies any mitigation measures that may be required.

The OCG identified that referral of the application would most likely be required to Townsville City Council (Council) and the Department of Main Roads and Transport (DTMR).

A second informal pre-lodgement meeting was facilitated with the OCG and the applicant's representatives in February 2018. The purpose of this meeting was to discuss the pre-lodgement advice in the context of this revised proposal. The OCG acknowledged that the proposed development was of a lesser scale and intensity as originally proposed, however indicated the pre-lodgement advice from 2014 remained applicable insofar that it is relevant to the proposed use in this application.



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. This is validated by the Ecological Assessment prepared by Base Consulting (refer **Appendix 14**).

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 s 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 Planning Scheme and Assessment Manager

In accordance with the provisions of the TSDA Development Scheme, the proposed development requires approval for a Material Change of Use – Transport Depot (Hardstand Truck Pad). Therefore, the application requires assessment by the Coordinator-General.

4.4 Potential Referral Agencies

Pursuant to Section 10.3 of the TSDA Development Scheme, the Coordinator-General may nominate additional referral agencies.

Notwithstanding, this application may require assessment against the following referral triggers under the *Planning Regulation 2017*:

- Schedule 10, Part 9, Division 4, Subdivision 2, Table 4 – Material change of use of premises near a State transport corridor or that is a future State transport corridor.
- Schedule 10, Part 9, Division 4, Subdivision 1, Table 1 – Aspect of development stated in schedule 20.

In the pre-lodgement advice from 2014, the Coordinator-General identified Townsville City Council and the Department of Transport and Main Roads as likely referral agencies. For the purposes of this development application, we have included an assessment of the relevant SDAP modules and



planning scheme assessment benchmarks as though the application were assessed under the *Planning Act 2016*. The reason for this is that the assessment benchmarks of the TSDA Development Scheme may not cover all aspects that the referral agencies would consider in their assessment of the proposal, therefore simplifying the assessment and referral process for the OCG and referral agencies alike.

4.5 State Planning Policies

The subject site triggers the following State Planning Policies (refer **Appendix 4**):

- Agriculture – Agricultural land classification – class A and B.
- Development and construction – State development area.
- Biodiversity – MSES – Wildlife Habitat.
- Biodiversity – MSES – Regulated Vegetation (category R).
- Biodiversity – MSES – Regulated vegetation (essential habitat).
- Biodiversity – MSES – Regulated vegetation (intersecting a watercourse).
- Natural hazards risk and resilience – Flood hazard area – Level 1.
- Natural hazards risk and resilience – Bushfire prone area.
- Natural hazards risk and resilience – Erosion prone area.
- Natural hazards risk and resilience – Medium stormtide inundation area.
- Natural hazards risk and resilience – High stormtide inundation area.
- Energy and water supply – Major electricity infrastructure (Powerlink).
- Transport infrastructure – State-controlled road.
- Strategic airports and aviation facilities – Wildlife hazard buffer zone.
- Strategic airports and aviation facilities – Height restriction zone 90m.

It is considered that an assessment against all of these policies is not required given some of the items are not relevant to the proposed development and all aspects of the SPP are already addresses in the relevant assessment criteria for the TSDA Development Scheme, relevant SDAP module and appropriately integrated into the Townsville City Plan 2014, with all of the relevant matters from these instruments being assessed in the development application.



5.0 TSDA DEVELOPMENT SCHEME ASSESSMENT

5.1 Introduction

This section of the report provides an assessment against the TSDA Development Scheme 2019 provisions.

Particularly, 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 Environmental Management Precinct.
- SDA Wide Assessment Criteria.

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;*



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- (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 for the TSDA, when considering:

- The proposed development represents a 'low impact' use that will operate at a much less intensive scale as a traditional Transport Depot and is considered the highest and best use of the subject land and most appropriate use given the designation of the land within the Environmental Management Precinct.
- The proposed development supports the strategic vision of the TSDA, as:
 - The development will ultimately support and encourage other industrial development in the TSDA by establishing a use which provides for improved transport and logistic opportunities for future industrial uses to be located in the TSDA.
 - The proposed development is complementary to the adjoining approved uses in the area, particularly the service centre development on Lot 5 on SP273456 which supports the designation of the Bruce Highway/ Townsville Port Access Road intersection as a primary transport and logistics hub to support the future development of the TSDA.
 - The proposed development is strategically located to maximise the benefits and use of major transport corridors including the Flinders Highway, Bruce Highway and Townsville Port Access Road.
 - The proposed development directly supports the function and operation of the Townsville Port by establishing a parking facility which is afforded efficient and direct access to the Port of Townsville.
 - The proposed development represents a logical sequence of development in the TSDA and other development already approved in the immediate area, and will



assist in promoting future development surrounding the Bruce Highway, Heleen Downs Road and Townsville Port Access Road intersection.

- The proposed development can be adequately serviced by essential infrastructure services and will assist in improving infrastructure provisions in the TSDA, particularly in the formation of Heleen Downs Road which will be at the developers cost.
- The proposed development is considered to be a low impact use and incorporates effective stormwater quality management strategies to ensure quality of receiving waters is maintained and the values of the Great Barrier Reef are upheld (refer **Appendix 13**).
- The proposed development (hardstand truck pad) will achieve flood immunity above the 1% AEP flood level and incorporates appropriate flood mitigation works that ensures no increased risk to people, life or property, and includes appropriate detention to ensure no worsening flood impacts or compromise future development opportunities to adjoining land in the TSDA. Refer to the Flood Impact Assessment prepared by AECOM in **Appendix 9**.
- The proposed development is sufficiently setback from sensitive receptors and effective mitigation measures can be implemented to alleviate amenity impacts to sensitive receptors as outlined in Section 3.10 of this report.
- The premises will be operated in accordance with current best practices, and all future operations regulated by State legislation accordingly.
- The proposed development will avoid adverse impacts on areas identified as having high environmental values as determined by the Stormwater Management Plan prepared by AECOM (refer **Appendix 13**) and Ecological Assessment Report prepared by Base Consulting (refer **Appendix 14**).

5.3 Environmental Management Precinct

As detailed within Section 2.4.7 of the TSDA Development Scheme, the preferred land use intent for the Environmental Management Precinct is to:

- (a) remain free of industrial development due to flooding and topographical constraints, and environmental and cultural heritage values;*
- (b) protect environmental values, including wetlands, vegetation and fauna habitats closely related to the Great Barrier Reef World Heritage Area, the Muntalunga Ranges and Bowling Green Bay and associated catchment;*
- (c) protect and enhance cultural heritage values;*
- (d) provide flood immunity to developable areas and allow flood mitigation works where sympathetic to environmental values;*
- (e) provide an area for environmental offsets as a result of impacts from development within the Townsville SDA; and*



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- (f) *provide opportunities for rehabilitation and enhancement of existing environmental values.*

Defined uses that support the preferred development intent are:

- *environmental facility or park, where development impacts can be adequately managed and the facility provides education and appreciation opportunities of local cultural, environmental and heritage values; or*
- *permanent plantation.*

It is acknowledged that the subject land was previously designated within the Low-Medium Impact Port Related Industry Precinct in a former TSDA Development Scheme. The precinct designation was changed to the Ecological Corridor and Offset Precinct when the TSDA Development Scheme 2014 was released. This change in precinct designation was made as the land is identified as being potentially flood constrained (as identified by the subject land's designation in the Flood Hazard Overlay of the City Plan 2014) and potentially containing significant environmental values. The precinct designation transitioned from Ecological Corridor and Offset Precinct to Environmental Management Precinct when the TSDA Development Scheme 2019 was released in May.

Despite the designation of the subject land within the Environmental Management Precinct, it is considered the development is a 'low impact use' and will still provide a substantial benefit toward future development within the TSDA.

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

- The environmental values of the site are acknowledged and the proposed development has been designed to ensure the protection of these environmental values where possible as determined by the Ecological Assessment Report prepared by Base Consulting (refer **Appendix 14**).
- The subject land is occupied by weeds and invasive species, and opportunities exist for enhancement or the Stuart Creek riparian corridor and the land adjoining Stuart Creek will be better preserved.
- The proposed development will incorporate best practice stormwater management to ensure water quality of receiving waters from the proposed development are of a high quality and contamination is minimised as determined by the Stormwater Management Plan prepared by AECOM (refer **Appendix 13**).
- The proposal incorporates appropriate flood mitigation solutions to offset any adverse flood impacts to adjoining properties that may result from the proposed development and will therefore not adversely impact on the development capacity of other land in the TSDA, as determined by the Flood Impact Assessment prepared by AECOM (refer **Appendix 9**).



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- The proposal designates the majority of the site for flood storage and protection of environmental features, thus serving to offset the impact of development within the site that cannot otherwise be offset anywhere else given the applicant does not own other land in the TSDA.
 - The proposal ensures the protection of the riparian areas of Stuart Creek and provides the opportunity for enhancement.
 - The proposed use is consistent with the type of uses already approved in the surrounding area and will incorporate design features that improve the aesthetic quality of the development.
 - The proposed development is a low impact use which is unlikely to have an adverse impact on environmental values within and external to the site.

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 16**. 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

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 several State codes that correlate to each of the assessment jurisdictions detailed within the regulation.

The assessment criteria for the TSDA Development Scheme indicates that 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*.

In accordance with the SDAP and Schedule 10 of the Planning Regulation 2017, the development requires assessment against State Code 1 and State Code 6.

6.2 State Code 1: Development in a State-controlled road Environment

As detailed above, the proposed development is nominated for assessment against State Code 1: Development in a State-Controlled Road Environment, as the subject site is located within 25m of a State transport corridor.

Specifically, this code seeks to ensure:

- *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.*
- *Development does not compromise the structural integrity of State-controlled roads, road transport infrastructure or road works.*
- *Development does not result in a worsening of the physical condition or operating performance of State-controlled roads and the surrounding road network.*
- *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.*
- *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.*
- *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.*
- *The community is protected from significant adverse impacts resulting from environmental emissions generated by vehicles using State-controlled roads.*



Response

The development is considered to comply with the purposes sought by this State code. In particular, it is noted that:

- The proposed development will not impact on the operating condition and performance, or create a safety hazard for users of the State-controlled road, noting that the existing Bruce Highway access and the proposed Heleen Downs Road formation and Townsville Port Access Road intersection works is sufficient to accommodate the traffic generation anticipated as a result of the proposed development, as determined by the Traffic Impact Assessment prepared by Langtree Consulting (refer **Appendix 10**).
- All road construction and intersection constriction works have been designed to accommodate the traffic generation from the proposed development and will be undertaken in accordance with relevant standards as outlined by the Traffic Impact Assessment prepared by Langtree Consulting (refer **Appendix 10**).
- The proposed development will not involve works that are anticipated to impact on the structural integrity of the State-controlled road, specifically noting that any excavation or filling works will be sufficiently setback from the State-controlled road and will be undertaken in accordance with relevant standards. It is recommended that this be managed through conditions of approval.
- It is acknowledged that the raising of the development will result in increased flood levels within the Bruce Highway road reserve to the north of the site access as determined by the Flood Impact Assessment prepared by AECOM (refer **Appendix 9**). The road crest is significantly higher than the flood level within the road reserve so while the flood level at the road is increased on the downstream side, the level on the highway alignment is not adversely impacted up to the 1% AEP and therefore does not impact on the efficient operation of the State-controlled road.
- The proposed development will be accessed via a site access road that connects with a local road and therefore is unlikely to cause queuing issues on the State-controlled road. In any case, on-site vehicle manoeuvrability will ensure priority to vehicles entering the hardstand truck pad.
- The proposed development does not impact on the opportunity for the state to maintain and operate the State-controlled road.
- The proposed development does not impact on public transport infrastructure or compromise public transport services on the State-controlled road.

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. **Appendix 17** provides a detailed assessment against the performance outcomes and acceptable outcomes of the code.



6.3 State Code 6: Protection of State Transport Networks

The proposed development is nominated for assessment against State Code 6: Protection of State Transport Networks, as the subject site includes a car park with an area greater than 5,000m².

The purpose of this code is to:

- *protect state transport infrastructure, public transport infrastructure and public passenger services from the adverse impacts of development;*
- *maintain the operational performance of the transport networks; and*
- *ensure development enables safe and convenient access to public passenger transport.*

Specifically, this code seeks to ensure development:

- *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;*
- *does not result in a worsening of the physical condition or operating performance of the state transport network;*
- *does not compromise the State's ability to cost-effectively construct, operate and maintain state transport infrastructure;*
- *provides public passenger transport infrastructure to enable development to be serviced by public transport infrastructure; and*
- *provides safe and direct access to public passenger transport infrastructure, including access by cycling or walking.*

Response

The development is considered to comply with the purposes sought by this State code. In particular, it is noted that:

- The proposed development will not impact on the operating condition and performance, or create a safety hazard for users of the State-controlled road, noting that the existing Bruce Highway access and the proposed Heleen Downs Road formation and Townsville Port Access Road intersection works is sufficient to accommodate the traffic generation anticipated as a result of the proposed development, as determined by the Traffic Impact Assessment prepared by Langtree Consulting (refer **Appendix 10**).
- It is acknowledged that the raising of the development will result in increased flood levels within the Bruce Highway road reserve to the north of the site access as determined by the Flood Impact Assessment prepared by AECOM (refer **Appendix 9**). The road crest is significantly higher than the flood level within the road reserve so while the flood level at the road is increased on the downstream side, the level on the highway alignment is not adversely impacted up to the 1% AEP and therefore does not impact on the efficient operation of the State-controlled road.



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- The proposed development is not anticipated to compromise structural integrity or cause disturbance of the State-controlled road, specifically noting that any earthworks or fill required will be sufficiently setback from the State-controlled road.
 - The formation of Heleen Downs Road and the proposed intersection at the TPAR is designed and will be constructed to relevant standards.
 - The proposed development will not impact on the structural integrity or worsen the condition of the State-controlled road as the site ingress and egress from and onto the State-controlled road will be developed to relevant engineering standards.
 - The proposed development is not anticipated to be adversely impacted by its proximity to the State transport operations, in relation to the State's ability to maintain or operate State-controlled roads.
 - The proposed development will 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.

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. **Appendix 18** provides a detailed assessment against the performance outcomes and acceptable outcomes of the code.



7.0 TOWNSVILLE CITY PLAN 2014 ASSESSMENT

7.1 Introduction

This section of the report provides an assessment of the proposed development against the applicable benchmarks of the Townsville City Plan 2014, given Townsville City Council will be a referral agency for the application and will provide for a more streamlined assessment for Council.

It is also considered that by addressing the relevant assessment benchmarks of the City Plan 2014, this can be taken as an assessment against the State Planning Policies, given they have been appropriately integrated into the planning scheme.

If the development proposal were assessed against the City Plan 2014, the following codes would be triggered for assessment:

- Special Purpose Zone Code.
- Healthy Waters Code.
- Landscape Code.
- Traffic Impact, Access and Parking Code.
- Works Code.
- Airport Environs Overlay Code.
- Flood Hazard Overlay Code.
- Natural Assets Overlay Code.

7.2 Special Purpose Zone Code

The subject land is designated in the Special Purpose Zone of the planning scheme.

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;*



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- (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 noting that:

- The proposed development is for a heavy vehicle parking station which is generally a low-impact use that will support the function of future large-scale industrial uses that are of regional, State or national significance.
- The use will provide the opportunity for transport logistics associated with the Port of Townsville and minerals processing activities.
- The proposed development does not include an incompatible use and is considered appropriate with the future development intent of the TSDA and Special Purpose Zone Code.
- The environmental and community amenity impacts from the proposed development can be appropriately managed and mitigated so as to not negatively impact on public health and safety or water quality and the natural environment.
- The existing lot size is an appropriate size and configuration to support the proposed use.
- The proposed development can be efficiently and effectively connected to essential infrastructure services.

A detailed assessment against the applicable benchmarks of the Special Purpose Zone Code is provided in **Appendix 19**.

7.3 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 artificial waterways such as urban lakes;
- (d) potential adverse impacts on the natural and built environment, including infrastructure and human health as a result of acid sulfate soils are avoided;
- (e) public health and safety are protected and damage or nuisance caused by stormwater is avoided;
- (f) stormwater is designed to maintain or recreate natural hydrological processes and minimise run-off;
- (g) whole of lifecycle costs of infrastructure are minimised; and
- (h) well-designed developments are responsive to receiving water quality.

Response

The proposed development is considered consistent with the purpose and overall outcomes of the Healthy Waters Code. The Stormwater Management Plan prepared by AECOM (refer **Appendix 13**), appropriately deals with stormwater quality management and the environmental values of receiving waters. The Stormwater Management Plan provides a series of recommendations to ongoing compliance with the objectives of the healthy waters code, including:

considers a series of recommendations including:

- Acid sulfate soil investigation and implementation of management plans as required.
- Implementation of a Sediment and Erosion Control Plan prior to the commencement of earthworks.
- A vegetated cover is established along drainage channels and within the flood storage area and bunding to act as a buffer between the hardstand and Stuart Creek.
- Maintenance plans for bioretention, flood storage area and vegetated swales are implemented.

7.4 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; ...*
 - 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 noting that:

- Appropriate landscaping can be provided within the site, with a 20 metre buffer provided from the front property boundary and a 5 metre buffer around the perimeter to be landscaped to soften the image of the hardstand truck pad when viewed from the adjoining road network.
- Landscape treatments will be provided internally within the site around the amenity block.
- Landscaping can incorporate species suited to the local area.
- Landscaping can incorporate species that are suited to their intended function and user requirements.
- The subject site contains weeds and invasive plant species which will be removed as a result of the development, and the Stuart Creek riparian corridor and the land adjoining Stuart Creek will be better preserved.

Further details on the proposed landscaping can be provided as part of any Landscaping and Irrigation Plan conditioned as part of Operational Works.

7.5 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 noting that:

- The proposed development does not adversely impact on the surrounding road network as identified by the Traffic Impact Assessment prepared by Langtree Consulting (refer **Appendix 10**).
- The proposed development will not adversely impact on the public transport network.
- The proposed development will be provided efficient access through the extension of Heleen Downs Road which connects with the State-controlled road network therefore minimising any impact on local road network.
- The formation of Heleen Downs Road and the proposed intersection at the TPAR is designed and will be constructed to relevant standards.
- The proposed development provides on-site manoeuvring areas that are safe and efficient and ensures all vehicles intended to use the site can enter and exit the site in forward gear.
- The proposed development is designed to provide adequate sight lines for vehicles and pedestrians at ingress and egress location and throughout the site.
- The public transport network and infrastructure is not adversely impacted by the development.
- Appropriate landscaping will be provided to ensure the streetscape amenity and aesthetic quality of the site is retained.

Further details on the impact of the proposed development in terms of traffic, proposed road works and impacts on the networks are included in the Transport Impact Assessment prepared by Langtree Consulting and included in **Appendix 10**.



A detailed assessment against the Traffic Impact, Access and Parking Code is provided in **Appendix 20**.

7.6 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 noting:

- The subject land can be connected to the relevant essential infrastructure services to ensure the development can function as intended as identified in the Civil Engineering Report prepared by Langtree Consulting (refer to **Appendix 11**).
- The proposed infrastructure services are considered to have sufficient capacity to service this development.
- The proposed infrastructure servicing arrangements are considered efficient and ensures the integrity and quality of existing infrastructure is maintained.
- The proposed development will not detract from the amenity and character of the locality, particularly the hardstand areas of the development, where the visual impact will be softened by landscaping treatments when viewed from the street.
- Access, internal manoeuvring areas and parking areas will be provided in accordance with relevant standards.



- The proposed development will ensure the efficient provision of infrastructure services and that the whole of lifecycle costs can be minimised.

It should be noted that the Civil Engineering Report prepared by Langtree Consulting (refer **Appendix 11**) has identified that options exist to develop the land with an on-site wastewater treatment system or via connection to Council's reticulated network (in a similar manner identified in the Service Centre approval and Reconfiguring a Lot approval on land to the north). It is considered relevant to condition the development to either connect to the reticulated network or provide an on-site wastewater management system.

Further details of infrastructure servicing arrangements will be provided as part of future operational work application, as required.

7.7 Airport Environs Overlay Code

The proposed development is nominated for assessment against the Airport Environs Overlay Code given the subject land is designated within airspace more than 15m above ground level, ANEF 20 and the airport light intensity zone C/D.

The purpose of the Airport Environs Overlay Code is to *ensure the safe and efficient operations of the airport, RAAF base and aviation facilities are protected.*

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

- (a) development avoids adversely affecting the safety and efficiency of an airport's operational airspace or the functioning of aviation facilities;*
- (b) large increases in the numbers of people adversely affected by significant aircraft noise;*
- (c) development does not increase the risk to public safety near airport runways.*

Response

The proposal is considered consistent with the purpose and overall outcomes of the Airport Environs Overlay Code given the proposed development only involves the construction of a hardstand truck pad that is sufficiently separated from airport facilities and therefore will not affect the efficiency or safety of the airport's operations.

7.8 Flood Hazard Overlay Code

Given the site is located within the Low, Medium and High flood hazard areas, as per map OM-06.1 of the planning scheme, assessment against the Flood Hazard Overlay Code is required.



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 noting that a Flood Impact assessment has been prepared by AECOM (refer **Appendix 9**). The hardstand truck pad will be raised to the 1% AEP defined flood event level so as to achieve flood immunity and minimise susceptibility to and potential impacts of flooding. A compensatory flood storage area will be provided to offset any flood impact. The provision of a flood storage area to offset the raising of the subject land will ensure any changes to the depth, duration, velocity of flood waters is contained within the site and does not jeopardise other land within the TSDA for future development.

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



7.9 Natural Assets Overlay Code

The subject land is located in the Very High Environmental Importance Overlay and therefore the proposed development is nominated for assessment against the Natural Assets Overlay Code.

The purpose of the Natural Assets Overlay Code is to:

- (a) *protect areas of environmental significance, and the ecological processes and biodiversity values or terrestrial and aquatic ecosystems;*
- (b) *maintain ecosystem services and other function performed by Townsville's natural areas; and*
- (c) *protected water quality, ecosystem health and the natural hydrological functioning of waterways, wetlands and their riparian areas.*

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

- *development avoids or minimises direct and indirect impacts on areas of environmental significance and their associated ecological functions and biophysical processes;*
- *development provides for the protection or enhancement of a linked network of habitat areas, including maximising opportunities for rehabilitation and restoration of degraded ecosystems, ecological communities, remnant vegetation and connecting corridors wherever possible;*
- *development, including infrastructure, is located and designed to maintain or enhance ecological functions including facilitation of wildlife movement for native terrestrial and aquatic species and native and migratory avian species;*
- *the water quality values and ecological functions of wetlands, waterways and their riparian areas and buffers are protected or enhanced;*
- *development maintains, protects or enhanced the natural hydrological regime and functioning of waterways and wetlands, including surface and ground waters and their interactions;*
- *fragmentation of remnant vegetation and habitat areas is avoided to maintain ecological function and biodiversity values, and to maintain or increase the resilience of natural assets to threatening processes, including climate change; and*
- *development incorporates appropriate buffering and mitigation strategies to avoid or minimise potential damage to natural areas and other environmental assets.*

Response

The proposal is considered consistent with the overall outcomes of the Natural Assets Overlay Code as identified by the Ecological Assessment Report prepared by Base Consulting (refer **Appendix 14**). An assessment of the relevant Performance and Acceptable Outcomes of the Natural Assets Overlay Code is provided in the Ecological Assessment Report.



8.0 CONCLUSION AND RECOMMENDATIONS

The proposal details a development application to the Coordinator-General for a Development Permit for a Material Change of Use – Transport Depot (Hardstand Truck Pad) on land described as Lot 1 on RP724555 and located at 37868 Bruce Highway, Cluden.

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

In summary, the proposed development should be approved based on the following reasons:

- The proposal offers an outcome that assist in promoting future industrial development in the TSDA.
- The proposal is consistent with the outcomes sought by the TSDA Development Scheme.
- The proposal is consistent with the outcomes sought by the applicable referral agencies.
- The proposal is of a scale which is not expected to produce any adverse impacts on environmental or cultural values.
- The site's proximity to the Bruce Highway and Townsville Port Access road lends itself toward development of this nature.

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