Development Application for Material Change of Use – General Industry

Pipeline Superannuation Pty Ltd

Lot 89 on SP287453

162 to 168 Maggiolo Drive, Paget QLD 4740

February 2017
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The applicant/owner is responsible for all matters relating to cultural heritage and native title. This report does not cover any matters relating to cultural heritage or native title nor is it within the defined scope of works.
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</tbody>
</table>
1. Executive Summary

1.1 Site Details and Location

Table 1: Site Details

<table>
<thead>
<tr>
<th>Address:</th>
<th>162-168 Maggiolo Drive, Paget QLD 4740</th>
</tr>
</thead>
<tbody>
<tr>
<td>Real Property Description:</td>
<td>Lot 89 on SP287453</td>
</tr>
<tr>
<td>Registered Owners(s):</td>
<td>Pipeline Superannuation Pty Ltd</td>
</tr>
<tr>
<td>Parish:</td>
<td>Howard</td>
</tr>
<tr>
<td>County:</td>
<td>Carlisle</td>
</tr>
<tr>
<td>Site Area:</td>
<td>7,547m²</td>
</tr>
<tr>
<td>Existing Use:</td>
<td>Vacant industrial land</td>
</tr>
</tbody>
</table>

Source: MiMaps

Figure 1: Locality Plan
## 1.2 Proposal and Applicant Details

**Table 2: Proposal Details**

<table>
<thead>
<tr>
<th><strong>Project Description:</strong></th>
<th>Proposed new custom designed industrial factory to be constructed over 3 stages. Project includes a factory, warehouse areas and ancillary office facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Planning Scheme Definition:</strong></td>
<td>General Industry</td>
</tr>
<tr>
<td><strong>Proposal:</strong></td>
<td>Material Change of Use</td>
</tr>
<tr>
<td><strong>Approval Sought:</strong></td>
<td>Development Permit</td>
</tr>
<tr>
<td><strong>Applicant:</strong></td>
<td>Pipeline Superannuation Pty Ltd</td>
</tr>
<tr>
<td><strong>Method of Lodgement:</strong></td>
<td>Electronic (Smart EDA)</td>
</tr>
<tr>
<td><strong>Development Consultant:</strong></td>
<td>Development Planning and Approvals</td>
</tr>
<tr>
<td><strong>Contact Person:</strong></td>
<td>Justin Peel</td>
</tr>
<tr>
<td><strong>Mobile:</strong></td>
<td>0409341010</td>
</tr>
<tr>
<td><strong>Email:</strong></td>
<td><a href="mailto:justinpeel@bigpond.com">justinpeel@bigpond.com</a></td>
</tr>
<tr>
<td><strong>Address for Correspondence:</strong></td>
<td>PO Box 4499, Mackay South Qld 4740</td>
</tr>
<tr>
<td><strong>Our Reference:</strong></td>
<td>DPA-0774</td>
</tr>
</tbody>
</table>
1.3 Supporting Information

Section 260 of the *Sustainable Planning Act 2009* outlines application requirements for a proposal to be considered Properly Made. In this case the proposed Material Change of Use application is being made to Mackay Regional Council as assessment manager is accompanied by the following supporting information:

- IDAS Form 1
- IDAS Form 5
- Owners Consent Declaration
- Appropriate Council Fee
- Supporting information the approved form states is mandatory including detailed proposal plans and this report addressing relevant planning instruments.

It is thus considered that all relevant information has been provided. The application will be lodged electronically using an approved e-IDAS system.
1.4 Assessment Summary

1.4.1 Assessment Process

The development proposal is within the Mackay Region and is assessable development under the Mackay City Planning Scheme. Under the provisions of the applicable planning instrument, the proposal is subject to Code Assessment. There are no referral agencies triggered by the application. Public notification of the application is not required. Mackay Regional Council will act as Assessment Manager. The Department of Infrastructure, Local Government and Planning have confirmed the site will require referral for railways under trigger 7-3-15A in the Sustainable Planning Regulation. The mapping of the adjoining Aurizon site (Lot 2 on SP282850) was recently added to the state referral mapping.

1.4.2 Assessment Summary Table

Table 3: Assessment Criteria

<table>
<thead>
<tr>
<th>a) State Planning Regulatory Provisions</th>
<th>Compliant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Region: Mackay, Isaac and Whitsunday</td>
<td>N/A</td>
</tr>
<tr>
<td>Regulatory Provisions: None Relevant</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>b) Regional Plan</th>
<th>Compliant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plan: Mackay, Isaac and Whitsunday Regional Plan</td>
<td>Yes</td>
</tr>
<tr>
<td>Status: Final</td>
<td></td>
</tr>
<tr>
<td>Commencement Date: Feb 8 2012</td>
<td></td>
</tr>
<tr>
<td>Reflected in the applicable Planning Scheme:</td>
<td>No</td>
</tr>
<tr>
<td>Land Use Designation: Urban Footprint</td>
<td>Yes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>c) State Planning Policy</th>
<th>Reflected in the Planning Scheme:</th>
<th>Applicable</th>
<th>Compliant</th>
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</thead>
<tbody>
<tr>
<td>State Planning Policy December 2013</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>d) Any other applicable Codes</th>
<th>Relevant</th>
<th>Compliant</th>
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<tbody>
<tr>
<td>- A temporary local planning instrument</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>- A Preliminary Approval to which section 242 of SPA applies</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>- A master plan</td>
<td>N/A</td>
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<tr>
<td>- A structure plan</td>
<td>N/A</td>
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<tr>
<td>- A Planning Scheme</td>
<td>See below</td>
<td>See below</td>
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<table>
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<th>e) Mackay Consolidated Planning Scheme 2006</th>
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<tbody>
<tr>
<td>Locality: Frame</td>
<td></td>
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<tr>
<td>Precinct: Pioneer River (Urban)</td>
<td>N/A</td>
</tr>
<tr>
<td>Zone: Industry (High Impact)</td>
<td>Yes</td>
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<tr>
<td>Applicable Overlays:</td>
<td>Nil</td>
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<tr>
<td>---------------------------</td>
<td>---------------------------------------------------------------------</td>
</tr>
<tr>
<td>Applicable Codes:</td>
<td>Industrial Code, Environment and Infrastructure Code</td>
</tr>
<tr>
<td>f) State Development Assessment Provisions (matters of interest as a referral agency)</td>
<td>Relevant Provisions of the Sustainable Planning Regulation</td>
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<tr>
<td>Regional Plans</td>
<td>MCU: Schedule 7, Table 3, Item 12</td>
</tr>
<tr>
<td></td>
<td>RaL: Schedule 7, Table 2, Item 39</td>
</tr>
<tr>
<td>Aquaculture</td>
<td>Schedule 7, Table 2, Item 28</td>
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<tr>
<td>Environmentally Relevant Activities</td>
<td>MCU: Schedule 7, Table 3, Item 27</td>
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<tr>
<td>Fish Habitat Area</td>
<td>Build: Schedule 7, Table 2, Item 25</td>
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<tr>
<td></td>
<td>OW: Schedule 7, Table 2, Item 26</td>
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<tr>
<td>Marine Plants – Removal or destruction</td>
<td>OW: Schedule 7, Table 2, Item 30</td>
</tr>
<tr>
<td></td>
<td>RaL: Schedule 7, Table 2, Item 31</td>
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<tr>
<td></td>
<td>MCU: Schedule 7, Table 2, Item 32</td>
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<tr>
<td></td>
<td>MCU: Schedule 7, Table 3, Item 25</td>
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<td>Native Vegetation Clearing</td>
<td>OW: Schedule 7, Table 2, Item 5</td>
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<td></td>
<td>RaL: Schedule 7, Table 2, Item 4</td>
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<td></td>
<td>MCU: Schedule 7, Table 3, Item 10</td>
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<tr>
<td>Queensland Heritage</td>
<td>Build: Schedule 7, Table 1, Item 12</td>
</tr>
<tr>
<td></td>
<td>Var: Schedule 7, Table 2, Item 19</td>
</tr>
<tr>
<td>Tidal Works or development in a coastal management district</td>
<td>Build: Schedule 7, Table 1, Item 11</td>
</tr>
<tr>
<td></td>
<td>OW: Schedule 7, Table 2, Item 13</td>
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<tr>
<td></td>
<td>OW: Schedule 7, Table 2, Item 15</td>
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<td>RaL: Schedule 7, Table 2, Item 14</td>
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<td>MCU: Schedule 7, Table 3, Item 5</td>
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<td>Taking of interfering with water</td>
<td>OW: Schedule 7, Table 2, Item 9</td>
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<td>OW: Schedule 7, Table 2, Item 10</td>
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<td>Removal of quarry material from watercourse of lake</td>
<td>All: Schedule 7, Table 2, Item 12</td>
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<td></td>
<td>OW: Schedule 7, Table 2, Item 10</td>
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<tr>
<td>Particular Levees</td>
<td>All: Schedule 7, Table 3, Item 48</td>
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<td>Waterway barrier works</td>
<td>OW: Schedule 7, Table 2, Item 29</td>
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<td>Wetlands</td>
<td>OW: Schedule 7, Table 2, Item 43B</td>
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<td>RaL: Schedule 7, Table 2, Item 43A</td>
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<td>MCU: Schedule 7, Table 3, Item 21A</td>
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<td>Major Hazard Facilities</td>
<td>MCU: Schedule 7, Table 2, Item 8</td>
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<td>Particular Dams</td>
<td>OW: Schedule 7, Table 2, Item 11</td>
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<tr>
<td>Public Passenger Transport</td>
<td>All: Fast Track 5</td>
</tr>
<tr>
<td></td>
<td>Build: Schedule 7, Table 1, Item 14</td>
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<tr>
<td></td>
<td>RaL: Schedule 7, Table 2, Item 33</td>
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<tr>
<td></td>
<td>Part C Fast Track 5</td>
</tr>
<tr>
<td></td>
<td>18.1</td>
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<td>1.1</td>
</tr>
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<td>1.2</td>
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<td></td>
<td>Part C Fast Track 5</td>
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<td>MCU or OW: Schedule 7, Table 3, Item 14</td>
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<td>------------</td>
<td>----------------------------------------</td>
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<td>Railways</td>
<td>All: Fast Track 5</td>
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<td></td>
<td>Build: Schedule 7, Table 1, Item 16</td>
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<tr>
<td></td>
<td>MCU: Schedule 7, Table 3, Item 15A</td>
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<tr>
<td></td>
<td>OW: Schedule 7, Table 3, Item 15B</td>
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<td></td>
<td>RaL: Schedule 7, Table 2, Item 34</td>
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<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>State Controlled Road</td>
<td>All: Fast Track 5</td>
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<td></td>
<td>Build: Schedule 7, Table 1, Item 8</td>
</tr>
<tr>
<td></td>
<td>RaL: Schedule 7, Table 2, Item 2</td>
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<td></td>
<td>OW: Schedule 7, Table 2, Item 3</td>
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<td>OW: Schedule 7, Table 3, Item 1A</td>
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<td>MCU: Schedule 7, Table 3, Item 1</td>
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<td>State Transport Infrastructure (thresholds)</td>
<td>Var: Schedule 7, Table 3, Item 2</td>
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<td>------------------------------------------</td>
<td>----------------------------------</td>
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<td>State Controlled Transport Tunnels</td>
<td>RaL: Schedule 7, Table 2, Item 34A</td>
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<td>MCU: Schedule 7, Table 3, Item 15C</td>
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</tbody>
</table>

### 1.5 Recommendations

Sections 4 to 6 of this report provide more detailed assessment summaries against applicable codes. These summaries indicate the proposal is consistent with relevant planning legislation. It is thus recommended a Development Permit be issued to reasonable and relevant conditions.
2. **Introduction**

Development Planning and Approvals have been commissioned by Whitsunday Design and Drafting to prepare a town planning report for a new industrial facility. The development is proposed at 162 – 168 Maggiolo Drive, Paget (lot 89 on SP 287453).

A custom built industrial facility is proposed on the site. ‘Jaws’ will operate from the facility and manufacture quality attachments for the mining and construction sectors. Their products include mining buckets, dozer blades, truck bodies and trays and buckets and attachments for all kinds of construction equipment. ‘Jaws’ do not currently have a facility in Mackay and are proposing this new factory and warehouse in the industrial suburb of Paget.

Detailed plans of the proposed development are attached as Appendix C. The development is proposed to be constructed over 3 stages with the characteristics summarised as follows:

**Stage 1**
- Proposed factory area of 1,187 m$^2$
- Proposed warehouse area of 504 m$^2$
- Office and administration area of 300 m$^2$
- 16 car parks including a disabled space
- A minimum 5m wide of landscaping to road frontage
- 450 m$^2$ of landscape areas
- Concrete driveways and turning areas
- Compacted gravel hardstand for future development

**Stage 2**
- Extension of factory by 1,120 m$^2$ to a total area of 2,307 m$^2$
- Additional concrete pavement
- Compacted gravel hardstand for future development

**Stage 3**
- Additional warehouse area of 594 m$^2$
- Additional concrete pavement
- 3 additional parking spaces

The final characteristics of the development can be summarised as follows:
- Factory area: 2,307 m$^2$
- Warehouse area: 1098 m$^2$
- Office Area: 300 m$^2$
- Total building area: 3,706 m$^2$
- Site coverage: 49.1%
- Landscape coverage (including easement area): 981 m$^2$ (13%)
- Impervious area: 6,621 m$^2$
The factory building is proposed to be 18.734m high to the apex. This height is required to achieve the necessary height under hook of the gantry crane inside the shed.

Figure 2: Proposed Building Perspective

2.1 Level of Assessment

Development applications in Queensland are currently made and assessed under the provisions of the Sustainable Planning Act 2009. The development is proposed within the Mackay, Isaac and Whitsunday Regional Planning Region. The development is proposed within the Urban Footprint as designated in the Mackay, Isaac and Whitsunday Regional Plan. The site is located within the Mackay Regional Council district governed by the Mackay City Planning Scheme 2006 (now consolidated). The proposed development is defined as a “General Industry” by the applicable local planning instrument.

A review of the assessment table in the Mackay Frame Locality Code indicates the proposal is CODE ASSESSABLE. As the application is Code Assessable, the assessment manager must only assess the application against those matters within section 313(2&3) of the Sustainable Planning Act.

The Department of Infrastructure, Local Government and Planning have confirmed the application will require referral for railways under trigger 7-3-15A in the Sustainable Planning Regulation. The mapping of the adjoining Aurizon site (Lot 2 on SP282850) was recently added to the state referral mapping.

All required information as outlined in section 260 of the Sustainable Planning Act 2009 has been provided to facilitate assessment of the development proposal.
3. Site Characteristics

Location
The site is situated just south-east of the city gates, directly west of the Mackay railway station. The Mackay CBD is approximately 5km north of the site (refer to Figure 1 for a locality plan).

Dimensions
The site is rectangular with a width of 86.5m and depth of 87.5m, resulting in a site area of 7,547m². The lot described as Lot 89 on SP287453 was formally two titles which have already been amalgamated.

Easements
There is an easement at the rear of the site that is an overland flow path including associated underground drainage infrastructure.

Topography
The survey provided in Appendix B indicates the site grades gently from the road frontage towards the spoon drain at the rear of the site. Levels vary from approximately 8.6m AHD to 8.2m AHD, then lower again with the drainage easement.

Vegetation
There is no mature vegetation on the site and no regulated vegetation mapped on the site (see Appendix D).

Site History
The land was used for sugar cultivation for many years before being subdivided. The two original titles were created in 2013 and remained vacant since creation. The current amalgamated allotment was created in December 2016.

Surrounding Land Uses
Railway yards and the Mackay railway station adjoin the eastern side of the site. The southern, western and eastern approaches all contain industrial development or vacant land designated for industrial purposes. A similar engineering and fabrication business exists east of the site.

Surrounding Road Hierarchy
Maggiolo Drive Sub Arterial
Archibald Street Arterial

Land Contamination
The site is not known to be listed on either the contaminated land register (CLR) or environmental management register (EMR).
Site looking east from Maggiolo Drive

Site looking east from Maggiolo Drive
Figure 3: Photographs of site
4. **Regulatory Framework**

Development assessment in Queensland is conducted under the provisions of the *Sustainable Planning Act (SPA)* via the Integrated Development Assessment System (IDAS). Development should prove consistent with a number of statutory planning tools including Stage Planning Regulatory Provisions, Regional Plans, State Planning Policies and Local Government Planning Schemes.

**4.1 State Planning Regulatory Provisions**

A list of the State Planning Regulatory Provisions (SPRP) current at 25th September 2014 is provided below:

- Yeerongpilly Transit Oriented Development State Planning Regulatory Provision 2014
- South East Queensland Regional Plan 2009-2031 State Planning Regulatory Provisions (as amended)
- Guragunbah State Planning Regulatory Provision
- State Planning Regulatory Provision (adopted charges)
- Off-road motorcycling facility on State-owned land at Wyaralong
- State Planning Regulatory Provisions (Adult Stores)

**4.2 State Planning Policy**

State Planning Policies (SPPs) are made under *SPA* and are used to advance the purpose of the *Act*. Generally the policies reflect a matter of State Interest. A compliance assessment of the proposal against current SPPs is provided within section 5.2 of this report.

**4.3 Regional Plan**

The Regional Planning Interests Bill 2013 was passed by parliament on 20th March 2014. The Regional Planning Interests Act (RPI Act) identifies and protects areas of Queensland that are of regional interest. The RPI Act provides the framework for implementing the policies of the governments new generation statutory regional plans, which include:

- Central West Regional Plan 2009
- Far North Queensland Regional Plan 2009
- Mackay, Isaac and Whitsunday Regional Plan 2012 (under review)
• Maranoa-Balonne Regional Plan 2009
• North West Regional Plan 2010
• South East Queensland Regional Plan 2009 (under review)
• South West Regional Plan 2009
• Wide Bay Burnett Regional Plan 2011 (under review)

New Regional Plans include:
• Cape York Regional Plan
• Central Queensland Regional Plan
• Darling Downs Regional Plan

An assessment of the consistency of the development proposal with any relevant Regional Plan is provided within section 5.3 of this report.

### 4.4 Local Government Planning Scheme

In accordance with the SPA, the Local Government for any region must prepare a planning scheme as a framework for managing development in a way that advances the purposes of the SPA by:

(a) identifying assessable and self-assessable development; and

(b) identifying outcomes sought to be achieved in the local government area as the context for assessing development.

The planning scheme functions as part of IDAS and must be read together with the SPA and the Sustainable Planning Regulation.

An assessment of compliance of the development proposal with the local government planning scheme is provided within section 5.4 of this report.
5. Compliance Statements

5.1 State Planning Regulatory Provisions

The proposed Material Change of Use does not trigger assessment nor is it impacted upon by any of the State Planning Regulatory Provisions listed in section 4.1 of this report.

Any subsequent infrastructure charges levied on the development should be done so in accordance with a resolution adopted by the local government in accordance with the adopted charges SPRP. The credits for the site should also be applied.

5.2 State Planning Policy

In December 2013 the Queensland government introduced the single State Planning Policy (SPP). The development assessment requirements within the SPP apply only if the applicable local government planning scheme has not yet appropriately integrated the SPP. The SPP has effect throughout the entire state. Where an inconsistency exists between the SPP and a planning scheme, the SPP prevails to the extent of the inconsistency. In this instance the SPP is not reflected in the applicable planning instrument.

The SPP (Part E) contains interim development assessment (DA) requirements for some state interests; however, not all state interests have DA requirements. Interim development assessment requirements have been prepared for the following state interests.

- Mining and extractive resources (not applicable)
- Biodiversity (not applicable)
- Coastal environment (not applicable)
- Water quality (APPLICABLE)
- Natural hazards (not applicable – see Appendix F)
- Emissions and hazardous activities (not applicable)
- State transport infrastructure (not applicable)
- Strategic airports and aviation facilities (not applicable)

A site based stormwater management plan (SBSMP) was prepared for the subdivision in accordance with the SPP and Council policy (see Appendix G). Rather than provide the improvement devices on site, the applicant is going to make a voluntary contribution to a regional stormwater quality improvement area in keeping with Council Policy 087 “Voluntary Mechanism for Stormwater Quality Management”.
Part F of the SPP contains a self-assessable code for development within a wetland protection area in Great Barrier Reef catchments. This code is not applicable to the proposed development as no works are proposed within a defined wetland protection area (see Appendix E).

5.3 Regional Plan

The development site is located within the area governed by the Mackay, Isaac, Whitsunday Regional Plan. The Regional Plan is structured around eight core themes for managing growth and development in the region. These themes are defined by the Desired Regional Outcomes (DROs) for the region which are listed under the following headings:

- Sustainability, Climate Change and Natural Hazards
- Regional Landscapes
- Environment
- Natural Resource Management
- Strong Communities
- Strong Economy
- Managing Growth
- Urban Form
- Infrastructure
- Transport

There are no specific assessment provisions for development proposals within the Regional Plan however it is considered that this proposed development is generally reflective of the DROs within the Regional Plan. The development is proposed to provide a custom facility for an industrial firm within the Mackay urban footprint. Attracting this firm to Mackay will strengthen the economy and provide work in a suitable location. The proposed facility can be adequately serviced and will be constructed in an appropriate location.

5.4 Local Government Planning Scheme

The development site is located within the Mackay Regional Council district governed by the *Mackay City Planning Scheme 2006* (now consolidated). The proposed Material Change of Use – General Industry is Code Assessable and triggers assessment against the following Codes within the Mackay Regional Planning Scheme:

- Mackay Frame Locality Code
- Industry (High Impact) Zone Code
- Industrial Code
- Environment and Infrastructure Code
Due to the structure of the Planning Scheme, compliance with the Code is achieved when development is consistent with the Specific Outcomes contained therein. It is intended that the following assessment summaries be read in conjunction with the relevant section of the Planning Scheme, with pre-fixes referencing the Specific Outcomes within the relevant Code. Assessment summaries should also be referenced against the detailed proposal plans provided within Appendix C of this report.

5.4.1 Mackay Frame Locality Code

P1  **Not Relevant**
The development is not considered to be commercial in nature. The facility will fabricate equipment for the mining and construction sectors which is considered an “industrial activity”.

P2  **Not Relevant**
The development does not involve residential or accommodation uses.

P3  **Not Relevant**
No tourist activities are proposed to be developed.

P4  **Specific Outcome Satisfied**
The proposed industrial development is located on industrial zoned land and surrounded by industrial uses. The proposal does therefore not require any specific buffering measures.

P5  **Not Relevant**
No development on land zoned for residential uses is being proposed.

P6  **Specific Outcome Satisfied**
The proposed development is not proximate to rail transport corridors. A service allotment separates the site from the nearby rail lines and Mackay railway station.

P7  **Not Relevant**
The development is not proposed within a rail corridor.

P8  **Not Relevant**
There are no cane tramways in the vicinity of the proposed development.

P9  **Specific Outcome Satisfied**
The vacant industrial land parcel is already serviced with require urban services including reticulated water and sewer, power, telecommunications and stormwater facilities. Due to the amalgamation of the former two allotments, the site actually has two sets of services.
The site does not front the Bruce Highway.

The site is not proximate to the future Port Access corridor.

The development is not being proposed on port land.

The development is proposed within an established industrial neighbourhood with streets designed for industrial vehicles. The road hierarchy in the area is already well established but the industrial building will not jeopardise transport routes. Large vehicles can access the site via approved B Double routes directly connecting to the arterial road network.

The site does not adjoin any open space areas and no recreational spaces exist near the site.

The development is not proximate to recreational spaces.

Summary
The proposed development is consistent with relevant Specific Outcomes within the Mackay Frame Locality Code.

5.4.2 Industry (High Impact) Zone Code

The allotment area exceeds 3,500m² within the Industry (High Impact) Zone and can accommodate all buildings, required infrastructure, landscaping areas, parking and movement areas.

The site has direct access to an industrial street (Maggiolo Drive) that distributes to the arterial road network.

Landscaping has been proposed on all road frontages in accordance with the requirements of the Industrial Code (a minimum 5m wide landscaping strip to Maggiolo Drive, a sub-arterial road). No stormwater treatment measures are proposed within the landscape zones. Stormwater quality treatment will be provided in the form of a voluntary contribution to Council.
P4  **Specific Outcomes Satisfied**
The business proposed to operate from the site will likely not impact upon similar industrial activities in the area or result in an increase in industrial traffic in residential areas.

P5  **Specific Outcome Satisfied**
The proposed building works are modern in appearance and in keeping with the streetscape. Landscaping has been provided to the road frontage and a development free buffer and overland flow path has been retained on the rear boundary. The tallest part of the building will be constructed at the rear of the site behind lower buildings that provide for a gradation in building heights on the site.

**Summary**
The proposed development is consistent with relevant Specific Outcomes within the Industry (High Impact) Zone Code.

### 5.4.3 Industrial Code

**Site Suitability**

P1  **Specific Outcome Satisfied**
The proposal plans within Appendix C demonstrate that buildings, parking areas, service vehicle areas and landscaping can be appropriately located on the site. The site dimensions exceed the acceptable / probable solutions.

**Landscaping and Building Treatments**

P1  **Specific Outcome Satisfied**
A minimum 5m wide landscaping strip has been provided to the road frontage. A total of 450m² of landscaping will be constructed at stage one of the development. The rear drain will remain development free and thus result in a landscape area well in excess of 10% of the site area.

**Building Setbacks**

P1  **Specific Outcome Satisfied**
The acceptable / probable solution recommends a 10m building setback as appropriate from a sub-arterial road. In this case, the office area is proposed to have an 8.171m setback. Landscape areas in front of this building have been increased to a width of 7.171m. It is thus considered the development still contributes to a positive streetscape. Visitor parking is provided adjacent to the site entrance.

P2  **Acceptable Solution Provided**
Side and rear setbacks are in keeping with the requirements of the *Building Act 1975* for the type of building materials being employed.
Building Scale and Appearance

P1  **Specific Outcome Satisfied**
Site coverage and plot ratios are below the limits specified within the Acceptable Solutions being 60% and 100% respectively. The acceptable / probable solution recommends a 15m building height as appropriate in the Industry (High Impact) Zone. The proposed building height of 18.734m high to the apex is required to achieve the necessary height under hook of the gantry crane proposed in the shed. This building is proposed at the rear of the site behind lower buildings. The location of the site means the building will not dominate the streetscape or be overly noticeable from the wider road network.

P2  **Specific Outcome Satisfied**
Office and showroom spaces address the street and provide a natural point for public access. Visitor parking adjoins the building entrances.

P3  **Specific Outcome Satisfied**
The new building will use high-quality, modern materials as displayed within Appendix C.

Fences and Walls

P1  **Specific Outcome Satisfied**
A 1.8m high powder coated fence is proposed to secure the site in accordance with the standard provisions for Paget. Landscaped areas directly behind the fence will soften the impact upon the streetscape.

Signage

P1  **Specific Outcome Provided**
The signage panels proposed are informative and unobtrusive.

P2  **Unchanged from existing conditions**
No major system drainage works are proposed to facilitate the development. No development works are proposed within the overland flow path at the rear of the site.

Summary
The proposal is consistent with the Specific Outcomes within the Industrial Code and wherever possible the related Acceptable Solutions have been provided.

5.4.4 Environment and Infrastructure Code

Infrastructure

P1  **Specific Outcome Satisfied**
No significant augmentation to existing infrastructure will be required to accommodate the development on the vacant industrial site.
P2  Not relevant
Provision of parkland within the development is not warranted in this case and the current planning scheme policy has effectively been superseded by the Infrastructure Charges Resolution adopted by Mackay Regional Council.

P3  Acceptable Solution Provided
Reticulated water supply will be available from the Maggiolo Drive frontage.

P4  Acceptable Solution Provided
The development will connect to the sewerage services on the frontage of the site.

P5  Specific Outcome Satisfied
The total outdoor uncovered area will exceed 1,000m² and thus the development will be considered ‘high risk’. The applicant is going to make a voluntary contribution to a regional stormwater quality improvement area in keeping with Council Policy 087 “Voluntary Mechanism for Stormwater Quality Management”. The contribution has been calculated as follows:

Development Area = Site Area – Drainage Easement
= 7,547 – 476.17
= 7,070.83m²

Adopt Level 2: $42,000/Ha
Commercial / Industrial Land Use factor: 2.0

Developer pays: $59,395 and installs gross pollutant traps on site.

P6  Specific Outcome Satisfied
Kerb and channel is already provided to road frontages. When driveways are cut in transitions to the existing kerb and channel will be provided.

P7  Acceptable Solution Provided
No road construction is proposed within the development. All turning and driveway areas will be of concrete construction.

P8  Acceptable Solution Provided
No major drainage works are proposed to facilitate the development. Existing drainage patterns will be largely retained under the proposal, with the site to be graded to be free draining and minor flows conveyed to the provided stormwater stub.

P9  Acceptable Solution Provided
No street lighting or external road signage will be required to support the development.
P10  **Specific Outcome Satisfied**  
The development is already provided with appropriate infrastructure.

P11  **Acceptable Solution Provided**  
Vehicle parking and access has been provided in accordance with schedule 2 of the Planning Scheme. The following properties have been adopted:

<table>
<thead>
<tr>
<th>Defined Use</th>
<th>Car Parking Ratio Required</th>
<th>Total Car Parks Required</th>
<th>Provided Car Parks</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Industry</td>
<td>1/200m² GFA</td>
<td>19</td>
<td>19</td>
</tr>
</tbody>
</table>

Each stage of development has been provided with appropriate parking given the floor areas proposed.

Service vehicles will be able to enter the site and exit the site in a forward gear, using the large pavement area in front of the buildings to manoeuvre. The bin enclose is readily accessible from this pavement area.

**Environmental Amenity**

P1  **Specific Outcome Satisfied**  
Lighting of the development is unlikely to impact adversely upon the surrounding residents or native fauna.

P2  **Not Relevant**  
The development does not adjoin residential land.

P3  **Acceptable Solution Provided**  
Buildings are not proximate to cane tramlines.

P4  **Specific Outcome Satisfied**  
Building setbacks will complement the existing streetscape established by the building to the north and approved building works at 174 Maggiolo Drive.

**Noise and Vibration Management**

P1  **Specific Outcome Satisfied**  
The proposed development is unlikely to generate nuisance noise or vibration in an industrial environment.

P2  **Specific Outcome Satisfied**  
The premises are not likely to generate nuisance noise in an industrial environment. There are no residential buildings adjoining the site.

P3  **Specific Outcome Satisfied**  
The proposed development does not involve noise sensitive uses.
**Air Quality**

P1 **Specific Outcome Satisfied**  
The activities being undertaken by ‘Jaws’ are similar to other industrial firms established in the Industry (High Impact) Zone and are not likely to adversely or noticeably impact upon air quality.

**Flooding**

P1 **Acceptable Solution Provided**  
The site is not identified as being prone to inundation during the Design Flood Event (DFE). The site is also not known to be prone to any localized flooding issues.

P2 **Specific Outcome Satisfied**  
The development does no result additional people living or working in a flood prone area.

P3 **Specific Outcome Satisfied**  
The site is not within a flood plain or known flood area.

P4 **Acceptable Solution Provided**  
The applicant does not propose to store hazardous substances in a location subject to flood risk.

P5 **Specific Outcome Satisfied**  
The building is unlikely to be impacted by storm surge from cyclones as it is no proximate to the coast.

P6 **Specific Outcome Satisfied**  
The development is designed to be free draining and will not result in ponding on adjoining sites. Existing drainage patterns established at the time of subdivision will be retained including the overland flow path at the rear of the site.

**Water Quality**

The applicant is going to make a voluntary contribution to a regional stormwater quality improvement area in keeping with Council Policy 087 “Voluntary Mechanism for Stormwater Quality Management”.

**Erosion and Sediment Control**

P1 **Level of Detail yet to be Provided**  
Only limited earthworks will be required on site to facilitate the development. Construction drawings will detail erosion and sediment control measures at a later time.

P2 **Not Relevant**  
The site does not warrant staged rehabilitation.
Coastal Management
P1  Specific Outcome Satisfied
The proposed development is not near coastal areas.

Erosion Prone Areas
P1  Specific Outcome Satisfied
The proposed development is not within an identified erosion prone area (refer to Appendix F).

P2  Specific Outcome Satisfied
Not relevant

High Impact Activity Areas
P1  Specific Outcome Satisfied
The proposed development is not proximate to any identified high impact activities.

P2  Specific Outcome Satisfied
The site is not proximate to the Mackay Southern Water Recycling facility.

Landscaping and Fencing
P1  Acceptable Solution Provided
Landscaping has been provided to the street frontages in keeping with the requirements of the landscape planning scheme policy.

P2  Acceptable Solution Provided
There is no overhead electricity infrastructure within or near the site.

P3  Specific Outcome Satisfied
All road frontages have been provided with landscaping at least 5m in width.

P4  Not Relevant
The site does not adjoin a residential area.

P5  Not Relevant
Limited landscaping is proposed adjoining the building as this would inhibit the industrial operations of the site.

P6  Specific Outcome Satisfied
Landscaping areas have been provided to the west of the office building.

P7  Specific Outcome Satisfied
Landscaping surrounds many driveway access areas to assist in providing shade to external areas.
P8  Acceptable Solution Provided
Landscape areas, capable of accommodating shade trees, have been provided adjacent to movement areas.

P9  Standard Conditions will Apply (Detail not yet Provided)
Appropriate landscaping areas have been provided on site. Landscape plans will be prepared by a qualified landscape architect and submitted with Operational Works documentation. Standard conditions within the Decision Notice should suffice to ensure that appropriate plantings are designated for the site.

P10  Specific Outcome Satisfied
There is no existing vegetation on site to retain.

Community Safety Design Principles
Buildings and front door entrances address the street (or driveway) and are identifiable from public areas. Windows from the office building overlook the site entrance, road frontage and visitor parking areas. The site will be fully fenced and be lockable when not in use.

Constructed Lakes
Not relevant

Summary
The proposed development has been shown to be consistent with the Specific Outcomes in the Environment and Infrastructure Code where practical and relevant. Where the level of detail is yet to be provided standard conditions on any subsequent approval should ensure compliance with Council Policy.
6. State Assessment and Referral Agency

On 1st July 2013, the Queensland Government launched the State Assessment and Referral Agency (SARA). The Sustainable Planning Act 2009 (SPA) was amended in November 2012 to give effect to SARA, with those amendments taking effect on 1st July 2013. The State Development Assessment Provisions (SDAP) set out the matters of interest to the state for development assessment. The SDAP is prescribed in the Sustainable Planning Regulation 2009, and contains the matters the chief executive administering the ACT may have regard to when assessing a development application. The SDAP is a statutory instrument made under the Act, and has effect throughout the state for development applications where the chief executive is the assessment manager or referral agency.

Assessment Table B.3 within the SDAP provides information regarding which modules of the SDAP are applicable to any referral triggers for an application. In this case, the application triggers Railways (schedule 7, Table 3, item 15a) and as such SDAP modules 1.1, 1.2, 18.1, 18.2 and 19.2.

The relevant criteria in the state codes include the purpose statement, performance outcomes and acceptable outcomes. An application that complies with the applicable acceptable outcomes will satisfy the relevant performance outcome. If the application does not comply with an acceptable outcome or none is provided in the code, the proposed development must comply with the performance outcome in order to comply with the purpose of the code. If an application does not comply with the performance outcomes then the proposed development must comply with the purpose of the code.

Assessment summaries for the applicable codes are provided below and should be read in conjunction with the relevant section of the SDAP:

Module 1.

1.1: Managing noise and vibration impacts from transport corridors state code

Table 1.1.1

<table>
<thead>
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<th>PO1</th>
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</tr>
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<table>
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<table>
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<tbody>
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</tbody>
</table>
PO4  Not Relevant
The material change of use does not involve a child care centre or educational establishment.

PO5  Not Relevant
A hospital is not being proposed.

PO6  Not Relevant
The material change of use does not involve a child care centre or educational establishment.

PO7  Not Relevant
A hospital is not being proposed.

PO8  Not Relevant
The material change of use does not involve a child care centre or educational establishment.

PO9  Not Relevant
A hospital is not being proposed.

PO10  Not Relevant
No earth mounds or other barrier works are proposed.

PO11  Not Relevant
The site only adjoins a rail yard that was not formally even mapped for referral. The proposed industrial shed is unlikely to experience vibration generated from rail traffic which would be over 200m away.

1.2: Managing air and lighting impacts from transport corridors state code
Table 1.2.1

PO1  Not Relevant
No ‘sensitive development’ is being proposed.

PO2  Not Relevant
Accommodation activities or hospital uses are not being proposed.

Module 18. State transport infrastructure protection

18.1: Filling, excavation and structures state code
Table 18.1.1
PO1  Acceptable Outcomes Achieved
The development does not propose any building works or other infrastructure within railway, public transport or state transport corridors. All building works are setback over 5m from mapped railway land.

PO2  Existing Conditions to Remain
There is an existing chain link fence that restricts access to the mapped rail land east of the site and this fence will remain in place.

PO3  Not Relevant
No buildings are proposed within, over or below railway land.

PO4  Not Relevant
No building works are proposed near a state transport tunnel.

PO5  Not Relevant
No hazardous materials are to be stored adjacent to railway or future railway land.

PO6  Not Relevant
No building works or changes to existing infrastructure are being proposed within 25m of a state controlled road.

PO7  Acceptable Outcomes Achieved
The development site is already graded and should require only minor re-profiling during the construction phase. Excavation for footings would be minimal and not compromise the operational integrity of railway infrastructure located over 200m away.

PO8  Performance Outcome Achieved
Filling and excavation will not interfere with infrastructure or utilities within any state controlled road.

PO9  Not Relevant
No retaining walls or earth structures are proposed adjacent to transport corridors.

PO10 Performance Outcome Achieved
No siltation or erosion run-off will be directed towards a state controlled road.

PO11 Not Relevant
The amount of fill or spoil generated on site will not exceed 10,000 tonnes.

PO12 Not Applicable
No works are proposed to construct driveway crossovers to the state controlled road network.
PO13  **Performance Outcome Achieved**  
Any fill material will not contaminate a state controlled road corridor.

PO14  **Performance Outcome Achieved**  
Filling will likely be minimal and not impact state-controlled roads as the site is nowhere near a state controlled road.

18.2: **Stormwater and drainage impacts on state transport infrastructure state code**

Table 18.2.1:

PO1  **Acceptable Outcome Provided**  
The development site contains an established drainage easement on the eastern side of the site bordering the mapped railway land. All overland and underground flows will be captured by this infrastructure and thus not directed onto mapped railway land.

PO2  **Performance Outcome Achieved**  
The development will discharge stormwater to the lawful point of discharge established at the time of subdivision. This is considered to be the drainage infrastructure located within the eastern side of the site. This system discharges to the trunk drainage network south of the site.

PO3  **Performance Outcome Achieved**  
The development will not be ‘upstream’ of railway land as all stormwater flows are diverted to the established drainage easement.

**Module 19. State transport network functionality**

19.2: **Transport infrastructure and network design state code**

Table 19.2.1:

PO1  **Performance Outcome Achieved**  
The development should not adversely impact the operation of the rail corridor. No traffic impacts will be experienced by the nearby rail yards and no traffic impact assessment is warranted.

PO2  **Performance Outcome Achieved**  
The development is restricted to land clear of the existing rail corridor.

**State Controlled Roads**  
The development is not proximate to state controlled roads and thus should have no impact upon the state road network.
7. Conclusion and Recommendations

A new development is being proposed on land zoned Industry (High Impact) on Maggiolo Drive, Paget. ‘Jaws’ will operate from the facility and manufacture quality attachments for the mining and construction sectors. Their products include mining buckets, dozer blades, truck bodies and trays and buckets and attachments for all kinds of construction equipment. ‘Jaws’ do not currently have a facility in Mackay and are proposing to develop a large factory, warehouse spaces and ancillary office and administration spaces.

The proposed development is Code Assessable and has been assessed for consistency with the relevant Codes within the Mackay City Planning Scheme. The assessment concludes the development is consistent with the relevant development Codes. As such, it is recommended a Development Permit be issued subject to reasonable and relevant conditions.

Justin Peel
Director: DP&A
Appendix A:

IDAS Forms
Appendix B:

Certificate of Title and Site Survey
REGISTERED OWNER

Dealing No: 717703149  08/12/2016

PIPELINE SUPERANNUATION PTY LTD A.C.N. 068 691 298
TRUSTEE
UNDER INSTRUMENT 717669275

ESTATE AND LAND

Estate in Fee Simple

LOT 89   SURVEY PLAN 287453
Local Government: MACKAY

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
   Deed of Grant No. 10105218 (POR 223)

2. EASEMENT IN GROSS No 715384130  23/10/2013 at 15:18
   burdening the land
   MACKAY REGIONAL COUNCIL
   over
   EASEMENTS V AND W ON SP261504

ADMINISTRATIVE ADVICES - NIL
UNREGISTERED DEALINGS - NIL

CERTIFICATE OF TITLE ISSUED - No

Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **
Detail Survey over Lot 89 on SP287453
Maggiolo Drive Paget

Lot 89
SP287453

LEGEND

- telstra pit
- SWM - water meter
- power pole
- power pole w/ light
- survey station
- OSMH - sewer W/H
- sign
- prop drain
- fire hydrant
- underground sewer
- fence line
- top of bank

Notes:
For reasons of presentation, not all of the survey information can be shown on this plan. Refer to digital data for all survey information.
Visible services only have been surveyed. Before any demolition, excavation or construction on site, the relevant person should make an independent and updated enquiry to ascertain the existence of further services (if any) and the accurate location of those not able to be surveyed at the time of preparing this plan.

Levels are on the AHD

SCALE 1:400 at A3

Job No. 18095  Scale: 1:400 at A3
Surveyed DW  Date: 25/01/2017
Drawn DW  Date: 26/01/2017
Conour Interval 0.25m

27/1/17  Original Issue to client DAW
Date  Revisions By Rev

Client:
Appendix C:

Plans of Proposed Development
PROPOSED INDUSTRIAL BUILDING AT
162-168 MAGGIOLO DRIVE PAGET
FOR
JAWS BUCKETS & ATTACHMENTS PTY LTD.

DRAWING LIST - PROJECT ISSUE

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<th>REVISION</th>
<th>ISSUE DATE</th>
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<td>FOR TOWN PLANNING APPROVAL</td>
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<td>3D VIEWS</td>
<td>TP1</td>
<td>14.02.2017</td>
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<td>DETAILED LUNCHROOM AND AMENITIES FLOOR PLAN</td>
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CLIENT - PROPOSED INDUSTRIAL BUILDING AT 162-168 MAGGIOLO DRIVE PAGET

3D VIEWS

FOR TOWN PLANNING APPROVAL 16/4183

PROJECT NO. 16/4183

ISSUE DATE 14.02.2017

TP-01 TP1
Proposed Industrial Building at 162-168 Maggolo Drive, Paget

Site Plan - Stage 1

Gross Floor Area
- Factory Areas: 1186.96 m²
- Warehouse Areas: 504.20 m²
- Office Areas: 300.00 m²
Total: 1991.16 m²

Carparking Requirements
- Industry: 1991.16 m² GFA = 10
  (1 carpark/200 m² where site greater than 5000 m²)
- Minimum Carpark Required: 10
- Number of Carpark Provided: 16

Gross Area Inclusions
- Factory Areas: 1186.96 m²
- Warehouse Areas: 504.20 m²
- Office Areas: 300.00 m²
Total: 1991.16 m²

Local Authority Zoning & Assessment
- Property Address: LOT 69 on SP 261504
- Real Property Description: LOT 69 on SP 261504
- Zone Description: Industry (High Impact)
- Locality: Mackay Frame
- Planning Precinct: Pioneer River (Urban)

Site Details
- Property Area: 7547.00 m²
- Building Coverage: 1991.16 m² 26.38%
- Landscaping Coverage: 980.91 m² 13.00%
- Pavement Coverage: 1794.86 m² 23.78%
- Gravel Hardstand Area: 2780.07 m² 36.84%

Whitsunday Design & Drafting Pty Ltd
ABN 23 139 539 843
Licence No: 1180150
31 Gregory Street Mackay QLD 4740
Ph: 07 4953 1040
Email: admin@wdd.net.au
### Floor Areas

<table>
<thead>
<tr>
<th>Description</th>
<th>Area (m²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Factory Amenities</td>
<td>150.65</td>
</tr>
<tr>
<td>Factory - Stage 1</td>
<td>1036.31</td>
</tr>
<tr>
<td>Factory - Stage 2</td>
<td>1120.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2306.96</strong></td>
</tr>
</tbody>
</table>

**Stage 2 - Factory Floor Plan**

- **A1 Scale**: 1:100
- **A3 Scale**: 1:200
- **Full Size**

**For Town Planning Approval**

- **Issue Date**: 14.02.2017
- **Project No.**: TP-09 TP1

---

**Client**

3 Gregory Street, Mackay QLD 4740

**Email**: admin@wdd.net.au

---

**Licence No:** 1180150

---

**Drawing No**: 16/4183

---

**Drawn By**: DL

---

**Checked By**: RP
WAREHOUSE 2 FLOOR PLAN
A1 SCALE: 1:100
A3 SCALE: 1:200

FLOOR AREAS
WAREHOUSE 2 AREA 594.00 m²
TOTAL 594.00 m²

PROJECT
PROPOSED INDUSTRIAL BUILDING AT 162-168 MAGGIOLO DRIVE PAGET
STAGE 3 - WAREHOUSE 2 FLOOR PLAN

FOR TOWN PLANNING APPROVAL
16/4183
TP-11

WHITSUNDAY DESIGN & DRAFTING PTY LTD
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Email: admin@wdd.net.au
PROPOSED INDUSTRIAL BUILDING AT 162-168 MAGGIOLO DRIVE PAGET

OFFICE ELEVATIONS A, B & C

1:50 SCALE:

ELEVATION A
ALUMINIUM FRAMED GLASS ENTRY DOORS.

STEEL FRAMED STEEL FEATURE WALL.

STEEL FRAMED STEEL FEATURE SCREENS.

A1 SCALE:

ELEVATION A
ALUMINIUM FRAMED GLASS SHOPFRONT.

STEEL FRAMED STEEL FEATURE WALL.

STEEL FRAMED STEEL FEATURE SCREENS.

2150x1200 ALUMINIUM FRAMED GLASS ENTRY DOORS.

ALUMINIUM FRAMED GLASS SHOPFRONT.

2150x1200 ALUMINIUM FRAMED GLASS SHOπFRONT.

ALUMINIUM FRAMED GLASS SHOPFRONT.

1:100 SCALE:

ELEVATION A
ALUMINIUM FRAMED GLASS SHOPFRONT.

STEEL FRAMED STEEL FEATURE WALL.

STEEL FRAMED STEEL FEATURE SCREENS.

14.02.2017 FOR TOWN PLANNING APPROVAL

TP-12 CA183

TP-12 07.02.2017 PRELIMINARY DL

P1 07.02.2017 PRELIMINARY DL

16/4183

14.02.2017 FOR TOWN PLANNING APPROVAL

TP-12 CA183

TP-12 07.02.2017 PRELIMINARY DL

P1 07.02.2017 PRELIMINARY DL

16/4183
PROPOSED INDUSTRIAL BUILDING AT
162-168 MAGGIOLO DRIVE PAGET
FOR TOWN PLANNING APPROVAL

1 : 100

A1 SCALE:
A3 SCALE:
1 : 200

ELEVATION A

ELEVATION B

ELEVATION C

COLORBOND TRIMDEK
ROOF SHEETING.

COLORBOND TRIMDEK
WALL CLADDING.

EXTERNAL SOLID CORE
TIMBER DOOR IN
GALVANISED STEEL FRAME.

COLORBOND TRIMDEK
WALL CLADDING.

COLORBOND TRIMDEK
WALL CLADDING.

COLORBOND TRIMDEK
WALL CLADDING.

COLORBOND TRIMDEK
WALL CLADDING.

3000 x 3600 COLORBOND
ROLLER SHUTTER

EXTERIOR SOLID CORE
TIMBER DOOR IN
GALVANISED STEEL FRAME.

OFFICE BUILDING
PROPOSED INDUSTRIAL BUILDING AT 162-168 MAGGIOLO DRIVE PAGET
FACTORY ELEVATIONS A & B

FOR TOWN PLANNING APPROVAL

16/4183

TP-14 TP1
COLORBOND TRIMDEK ROOF SHEETING.

ALUMINIUM LOUVRES

COLORBOND TRIMDEK WALL CLADDING.

COLORBOND TRIMDEK WALL CLADDING.

COLORBOND TRIMDEK ROOF SHEETING.

ELEVATION C

A1 SCALE: 1 : 200

ELEVATION D

A1 SCALE: 1 : 200

As indicated

PROPOSED INDUSTRIAL BUILDING AT 162-168 MAGGIOLO DRIVE PAGET

FACTORY ELEVATIONS C & D

FOR TOWN PLANNING APPROVAL

16/4183 TP1
COLORBOND TRIMDEK ROOF SHEETING.

COLORBOND TRIMDEK WALL CLADDING.

3000 x 3600 COLORBOND ROLLER SHUTTER.

COLORBOND TRIMDEK WALL CLADDING.

COLORBOND TRIMDEK ROOF SHEETING.

COLORBOND TRIMDEK WALL CLADDING.

6000 x 5000 COLORBOND ROLLER SHUTTER.

EXTERNAL SOLID CORE TIMBER DOOR IN GALVANISED STEEL FRAME.
Appendix D:

Regulated Vegetation Map
Regulated Vegetation Management Map

Legend
- Lot and Plan
- Category A area (vegetation to be removed from flood zone V, ZONE)
- Category B area (Remnant vegetation)
- Category C area (Seasonal riparian vegetation)
- Category D area (Plant regrowth/woodland vegetation)
- Category E area (Vegetation/woodland, Indigenous and Landholder land)
- Urban
- Area not categorised
- Property boundary shown are provided as a location aid only

Note:
While every care is taken to ensure the accuracy of this product, the Department of Natural Resources and Mines makes no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and exercises no responsibility and all risks (including without limitation liability, negligence and all expenses, damages, including indirect or consequential damage, and costs) arising from the use of this product are the sole responsibility of the person using this product. The Department of Natural Resources and Mines will not be liable to any person for any decision or action taken or not taken as a result of the use of this product and its reliance on the same.

Additional information required for the assessment of vegetation values is provided in the accompanying "Vegetation Management Supporting map". For further information go to the website: www.resource.qld.gov.au or contact the Department of Natural Resources and Mines.

Digital data for the regulated vegetation management map is available from the Queensland Spatial Portal at http://www.qspatial.qld.gov.au

This product is updated on a monthly basis to ensure new TRVAs are included as they are submitted.
Vegetation Management Act 1999 - Extract from the essential habitat database

Essential habitat is required for assessment under the:

- State Development Assessment Provisions - Module 8: Native vegetation clearing which sets out the matters of interest to the state for development assessment under the Sustainable Planning Act 2009; and
- Self-assessable vegetation clearing codes made under the Vegetation Management Act 1999

Essential habitat for one or more of the following species is found on and within 1.1 km of the identified subject lot/s or on and within 2.2 km of an identified coordinate on the accompanying essential habitat map.

This report identifies essential habitat in Category A, B and Category C areas.

The numeric labels on the essential habitat map can be cross referenced with the database below to determine which essential habitat factors might exist for a particular species.

Essential habitat is compiled from a combination of species habitat models and buffered species records.

The Department of Natural Resources and Mines website (http://www.dnrm.qld.gov.au) has more information on how the layer is applied under the State Development Assessment Provisions - Module 8: Native vegetation clearing and the Vegetation Management Act 1999.

Regional ecosystem is a mandatory essential habitat factor, unless otherwise stated.

Essential habitat, for protected wildlife, means a category A area, a category B area or category C area shown on the regulated vegetation management map-

1) (a) that has at least 3 essential habitat factors for the protected wildlife that must include any essential habitat factors that are stated as mandatory for the protected wildlife in the essential habitat database; or
2) (b) in which the protected wildlife, at any stage of its life cycle, is located.

Essential habitat identifies endangered or vulnerable native wildlife prescribed under the Nature Conservation Act 1994.

Essential habitat in Category A and B (Remnant vegetation species record) areas:1100m Species Information

(No results)

Essential habitat in Category A and B (Remnant vegetation species record) areas:1100m Regional Ecosystems Information

(No results)

Essential habitat in Category A and B (Remnant vegetation) areas:1100m Species Information

(No results)

Essential habitat in Category A and B (Remnant vegetation) areas:1100m Regional Ecosystems Information

(No results)

Essential habitat in Category C (High value regrowth vegetation) areas:1100m Species Information

(No results)

Essential habitat in Category C (High value regrowth vegetation) areas:1100m Regional Ecosystems Information

(No results)
Appendix E:

Map of Referrable Wetlands
Map of Referable Wetlands
Wetland Protection Areas

Note:
The map shows the location of wetland protection areas which are defined under the Environmental Protection Regulation 2005. Within wetland protection areas, certain types of development involving high impact earthworks and tree surgery are prohibited under Schedule 3 of the Sustainable Planning Regulation 2005.

The Department of State Development, Infrastructure and Planning is the State Agency for the Environmental Protection Regulation 2005 and the Sustainable Planning Regulation 2005. For assessments involving high impact earthworks within wetland protection areas, the Department of Environment and Heritage Protection is a relevant authority.

The policy outcomes and assessment criteria for assessing these applications are described in the State Development Assessment Provisions (SDAP) Mobile 11: Wetlands and wetlands.

This map is provided at a scale relevant to the size of the lot or plan shown and should be printed at A4 size in correct orientation. Consideration of the effects of mapped scale is necessary when interpreting data at a larger scale.

For further information or assistance with interpretation of this product, please contact the Department of Environment and Heritage Protection at 1300 139 744 or email planning.support@eph.qld.gov.au.

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This product is projected into GDA 1994 MGA Zone 55
Map of Referable Wetlands for the Environmental Protection Act 1994

Note:
The map shows the location of wetlands on the list of Referable Wetlands which are defined under the Environmental Protection Act 1994.

Wetlands are assessed for ecological significance using the environmental values for wetlands in section 14A of the Environmental Protection Act 2000. Wetlands are considered either High Ecological Significance (HES) or of General Ecological Significance (GES) for the purposes of the environmental values.

This map is produced at a scale relevant to the uses of the lot and does display and should be placed at full size in positive orientation. Care should be taken when interpreting data at a large scale.

For further information or assistance with interpretation of this product, please contact the Department of Environment and Heritage Protection at 1300 130 372 or email planningupport@dehp.qld.gov.au.

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This product is projected into GDA 1994 V/VA Zone 55
Appendix F:

Coastal Hazard Mapping
Appendix G:

Stormwater Management Requirements