ROCKHAMPTON REGIONAL COUNCIL

APPROVED PLANS

These plans are approved subject to the current conditions of approval associated with

Development Permit No.: D/78-2024

Dated: 30 September 2024

DAVEY ENGINEERING SOLUTIONS

ENGINEERING SERVICES REPORT

LOTS 2 & 7 ON SP260358 ENTERPRISE DRIVE, GRACEMERE INDUSTRY PARK, GRACEMERE QLD

CLIENT: BOOTH TRANSPORT PTY LTD

2416 - Revision A – 24 June 2024

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23 Dune Circle, Lammermoor, QLD 4703

Telephone 0419 872 040

Davey Engineering Solutions Pty Ltd

Email: admin@daveyes.com.au

INTRODUCTION

On behalf of our client, Booth Transport Pty Ltd, we provide the following information in relation to the servicing of the proposed Transport Depot development as mentioned above.

The development is located on the western corner of Somerset Road and Enterprise Drive on a part of existing Lots 2 & 7 on SP260358. The locality of the subject development site can be seen in the below Site Locality Image.

Site Locality

The subject allotments are part of the Gracemere Industry Park Industrial Subdivision which was constructed during years 2013 & 2014.

SITE WORKS / EROSION CONTROL / GROUND CONDITION

Siteworks for the proposed development will drain the minor site flows to a point midway along the western boundary, a point where there is an existing stormwater inlet and drop to the existing stormwater easement. Major flows will also generally be directed west across the site with overflow to discharge via rock chutes into these existing drainage easements on the lots western and southern boundaries. The existing fall across the majority of the site has a general flow direction

of WSW, falling from 6m inside the Enterprise Drive and Sommerset Road boundaries, slopes ranging from 0.5% in the north to 0.8% in the south. RLs range from ~RL21.6m AHD on the Enterprise Drive side to RL21m to RL20.9m AHD adjacent the easements on the west side of the lots. The western side of the site then falls over the last 5m into the drainage easement which has a base circa RL 20m AHD. There is a 1m high existing retaining wall along the southern half of the eastern boundary of the western drainage easement.

The site works will consist of the following stages:

- Clearing and grubbing of any vegetation with the proposed development area, ensuring all vegetation outside the development zone is maintained and used to enhance the visual quality of the site.
- Minor earthworks involving shaping of the proposed truck parking area to achieve ~3% cross slopes to site kerb and channel and site concrete inverts. The reshaping will provide 2% to 4 % finished surface grades away from the floor of the proposed Stage 2 workshop/office facility building pad. The proposed building will be slightly elevated (min 250mm) from the site to create positive fall for stormwater drainage and to improve the ground foundation for the buildings
- Underground services installation.
- Roadwork pavements and stormwater drainage works
- Building construction works
- Final detailed works
- Vegetation establishment and landscaping

All stockpiles are to be segregated into topsoil, pavements, sand/gravels and protected with appropriate silt traps and fences. All stockpiles are to be accessed from the upstream side to reduce erosion and need to be maintained consistently throughout the project construction phase. Erosion control measures are to be implemented during construction in accordance with Rockhampton Regional Council requirements. The principal contractor is to reinstate all erosion control measures after all rain events and any vandalism during the construction period.

From site inspection and having previous knowledge from during construction of the larger estate it's understood the site was filled to an average depth of 600mm with potential the top 400mm with decomposed granite obtained from the rear of the estate balance lot. The natural material below this controlled fill would be representative on the clayey soils typically found in the lower

lying areas of the Rockhampton. The lower material on the site is expected to have a high clay content and subject of movement as the ground varies with moisture content. To overcome these issues it is expected the car parking and hardstand areas will be elevated and built to minimise potential moisture ingress into the subgrade and depending on the site geotechnical results (to be completed) the buildings are expected to have either high level or pier footings The objective of the building and car park design will be to maintain as close as possible a constant moisture content in the surrounding ground to reduce potential infrastructure damage sustained as clays expand and contract due to moisture variances.

STAGING

The development is understood to proceed in two stages.

Stage 1 - Inclusions

- 2.8m chain mesh security fence, to meet the code requirements for security of a site for parking vehicles carrying ammonium nitrate (with 3 barb plus detection wire)
- Concrete entry and exit crossovers, with sliding gate to secure the site
- Earthworks reshaping, internal kerb and channel, internal concrete drain inverts, rock lined drops into existing drainage easements.
- 3m wide concrete slab to support tailer legs for parking of trailers and trucks
- Unsealed gravel pavement over majority of site
- Bitumen chip sealed pavement strip extending 6m onto the site beyond the entry and exit cross overs
- Stormwater management system
- 9 x 3m office (demountable type) plus ablutions block (demountable type)
- Connections to existing sewer and water, electricity and communications
- Lighting towers for the site
- 3 unsealed car park bays
- Site signage
- 3m wide landscaping strip along road frontages.
- Waste bin collection point

Stage 2 inclusions

- Office, workshop and truck wash bay building facility
- Hot mix/ Asphalt 30m surrounding to building facility
- Car parking for site work force
- Removal to stage 1 9 x 3m office (demountable type) plus ablutions block (demountable type)

Timing

It is understood Stage 2 is to follow Stage 1 shortly after completion once the developer has sourced and secured a building contractor for the office and workshop works.

SEWER

The western and Somerset Road boundaries have a 150mm / 225mm dia sewer mains located in 5-metre-wide easements. It is possible to service the development via the existing main which has an invert of the 17.19m AHD in the manhole on the north-western corner or the manhole near the southern corner of the site with an invert of 18.32m AHD. A jump-up along this line will be used to service the development.

Demand Calculations

The Water and Sewerage Planning Guidelines* states that indicative averages are:

- Stage 1
    - 2 toilets and a shower- 390L.d
    - Office and kitchenette- 140L/d
        - Total 530L/d
- Stage 2- Office, workshop and truck wash bay building facility (like Service Sation Demand) – Sewer Flow is similar to a Service Station between 250 – 350 liters per day per 100m^2 GFA.

**Reference QLD Gov - Planning Guidelines for Water Supply and Sewerage April 2010 Chapter 6 amended March 2014*

Based on the planning guidelines and working on 1650m^2 of the facility building GFA it is estimated the proposed development will generate sewage flow of between 4,125 – 5,775 liters per day.

WATER

A standard water service connection is currently available to the site along its frontage to Enterprise Drive. The service is via a short connection in the Enterprise Drive reserve into the existing 150mm uPVC watermain running along the western side of the road. It should be noted that a 150mm water main is located down each side of Enterprise Drive. As the Council watermain is located directly adjacent to this development there will be no problems obtaining a modification the current connection as required for the proposed development. The stage 1 office and ablution building are only 54m^{2,} not requiring a hydrant. The Stage 2 Workshop/ Office building being larger than 500m^2 in GFA, will be required to have Fire Hydrant coverage. A pillar hydrant will be installed as required in accordance with the Building Code of Australia at a located nominated during the designed design phase.

Demand Calculations

The Water and Sewerage Planning Guidelines* states that indicative averages are:

- Stage 1
    - 2 toilets and a shower- 390L.d
    - Office and kitchenette- 140L/d
    - Landscape area – 2009L/d (*landscape area water demand -837m2 – estimated at 2009L/d*)
- Stage 2- Office, workshop and truck wash bay building facility (like Service Sation Demand) – Water demand is between 500 - 700 liters per day per 100m^2 GFA

**Reference QLD Gov - Planning Guidelines for Water Supply and Sewerage April 2010 Chapter 6 amended March 2014*

Plus landscape area water demand (837m2 – estimated at 2009L/d)

Based on the planning guidelines it is estimated the proposed development water demand

- Stage 1 - 2,400 litres per day.
- Stage 2 - 10,259 to 13,559 litres per day

Davey Engineering Solutions does not have access to a calibrated hydraulic model of the existing water infrastructure for the area. However, it is believed with the trunk water main upgrade completed by Council there will be no problems with pressure and flows able to service the development.

ELECTRICAL / COMMUNICATIONS

Existing underground electrical and underground communications / Telstra are available to the property. There will be further discussions with Ergon Energy regarding the existing connection arrangements, however it is understood as part of the previously constructed Toll Development on the adjacent property, the transformer has sufficient capacity to cater for this development.

STORMWATER MANAGEMENT

The intent of this Stormwater Management section is to provide guidelines and recommendations to be incorporated into the future Operational Works design to minimise the impact this development has on the surrounding environment, infrastructure and nearby properties.

The Approved Regional Stormwater Management Plan for the Gracemere Industrial Area (Refer D492-2013 – 23/04/2014), completed stormwater modelling (Quantity and Quality) for the Gracemere Industry Park including the subject site.

The above-mentioned report completed stormwater modelling on the entire proposed industrial subdivision including future stages within the original allotment being 24.8 hectare in size at 70% impervious. The report finding were:

- *"The developed of the subject site does not result in a perceivable change in peak flow the Capricorn Highway;*
- *The development of the industrial sites east of Somerset Connection Road do not result in a perceivable change in peak flow at Capricorn Highway;*
- *The culverts under Somerset Connection Road have sufficient capacity to convey the 100 year ARI from the fully developed industrial catchments east of Somerset Connection Road, however this road is not trafficable in a 100 year event due to backwater flooding from the Capricorn Highway; and*
- *The proposed stormwater treatment train provides adequate pollutant removal and incorporates the following:*
    - *Lot scale bioretention basins with the filter area sized at 1.5% for all lots excluding Lot 1 (Toll Site) and the General Industry allotments;*
    - *Bioretention swale with a filter area of 690m$_2$ along the western site boundary; and*
    - *Bioretention swale along the southern boundary of Lot 2."*

Section 3.3 of the Regional Stormwater Report states that the stormwater flows modelled used a higher percentage impervious that what is expected for the Industrial Precinct at 70% overall. An extract from the report is shown below:

Table 3.3: Developed Scenario Catchment Parameters*

Subcatchment	Scenario A		Scenario B	
	Area (ha)	% Impervious	Area (ha)	% Impervious
5021	8.39	70%	8.39	70%
5022	9.04	70%	9.04	70%
5023	10.32	70%	10.32	70%
506	38.52	5%	38.52	70%
Total	**521.29**	**7%**	**521.29**	**12%**

*- Modified subcatchments shown only. Total values include all other unmodified subcatchments as per **Table 3.1**

The following percentages impervious values have been adopted for the developed scenario:

- Low Impact Industry Precinct – 80%
- Medium Impact Industry Precinct – 50%
- High Impact Industry Precinct – 30%

The percentage impervious values above are for the landuses shown on *the Gracemere Stanwell Zone Precincts Map* shown **Appendix A**. These values have been adopted based on discussions between Brown Consulting (Jeff Davey) and Rockhampton Regional Council (undertaken on 18 October 2013). As the exact proportion of each type of Industrial Precinct is unknown at this time, a percentage impervious value of 70% has been adopted for the industrial catchments. This value is conservative as it assumes more Low Impact Industry resulting in a higher overall percentage impervious value. The average percentage impervious of the three types of development is only 53%, whereas 70% has been modelled. If modelling was undertaken exactly as per the Precinct Plan the percentage impervious values shown in **Table 3.4** would be have been modelled for each sub-catchment.

Table 3.4: Precinct Plan Percentage Impervious

Sub Catchment	% Impervious
5021	72%
5022	37%
5023	44%
506	60%

NOTE: Percentage impervious values are for Scenario B

As the percentage impervious values adopted in **Table 3.3** are greater than adopted in the precinct plan they are considered conservative.

The subject site is 1.975ha in size of which includes easement areas that remain unchanged post development. The post development percentage impervious of the site ~83%. The site is located with modelled catchment 5022 which is 9.04ha in size and modelled at 70%. The revised sub catchment percentage impervious post development (9.04-1.975 = 7.065 @ 70%, 1.975 @ 83% would be only 73%. Based on the regional stormwater catchment assessment area of 521 ha being modelled at 13% would result in a change of less than 0.05% change to impervious, which is well below accuracy of stormwater modelling. The marginal increase in percentage impervious on the site is not considered detrimental to the overall catchment stormwater flows.

Percentage Impervious Parameter	Modelled in Report	Subject Site	Overall Change
Subject Site	70%	85%	15%
Sub catchment	70%	73%	3%
Regional	13.07%	13.12%	0.05%

Furthermore, only three stages were completed and thus the balance land at the end of Enterprise Drive has not been developed nor has it been approved to become Low Impact Industrial allotments which is 11.6 hectares in size. A portion of balance land has recently been Council approved as a Worker Accommodation Camp and appears to contain basins for stormwater management (D/90-2023 unable to locate via Council website) which would also provide additional controls to site stormwater (not deemed necessary during Regional Stormwater assessment). Based on the above finding that the original report determined the entire development (all Stages) of the Industrial subdivision site does not result in a perceivable change in peak flow the Capricorn Highway (noting future lots have been not approved/ developed into industrial allotments) no detention is proposed on the subject development site (Lot 2 / Lot 7).

As the subject site is located in the lower one third region of the catchment assessment area (Capricorn Highway), it may not also be desirable not to detain the flow due to potential for "coincidental flood peaks". The understanding behind this is to have the runoff from the lower part of the catchment passing through the system and out of the channels prior to the peak discharge of the overall catchment.

Water Quality

The proposed site has truck wash bays with the building enclosure these will be a closes system and treated via an oily water separator and managed within the shed. No washdown water will enter the external site catchment as it will be contained with the wash bay pit and recycled system. The proposed use of development is industrial, the applicable quality control parameters are pertaining to suspended solids, nutrients (nitrogen and phosphorus), gross pollutants and faecal coliforms.

Of these parameters, the detailed modelling of litter and faecal coliforms is not possible at present using the industry standard analysis package (MUSIC) due to the lack of information regarding

export rates. The modelling of defined water quality objectives has therefore focused on suspended solids and nutrients (nitrogen and phosphorus).

The load reduction targets specified in the State Planning Policy for untreated stormwater runoff include the following:

- 85% Reduction of Total Suspended Solids
- 60% Reduction in Total Phosphorus
- 45% Reduction in Total Nitrogen
- 90% Reduction in Gross Pollutants

These targets are measured against the pollutant load generated for the untreated developed scenario.

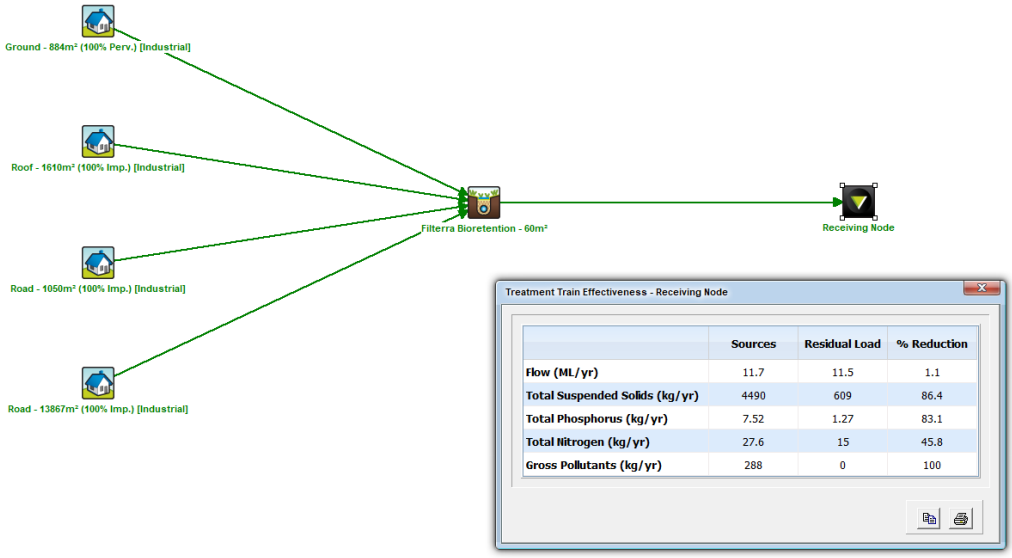
Table 4.2 detailed within the Approved Regional Stormwater Report stated that lot scale Bio-Retention basins to be incorporated within the larger allotments for the subject site for this development is located within. The 1.5% of lot area for the bio retention basin can be included within the design for the development which would be as follows.

Bio-Basin Parameters	Value
Extended Detention Depth	300mm
Filter Depth	600mm
Filter Type	Sandy Loam
Filter Area	1.5% of Lot Area (1.5% x 17,411m^2 = **261m^2**) Site area is considered development area excl open channels 19,750 – 2,329 = 17,411m^2
Average Surface Area	1.5% of Lot Area
Saturated Hydraulic Conductivity	200mm/hr
Filter Median Particle Diameter	0.45mm

The required area of Bio Basin can be achieved onsite however, to maximise the useable area onsite for truck parking and manoeuvring an alternative more space efficient option is possible.

Using Music modelling and the use of a Filterra Bioscape system from Ocean Protect this area can be reduced down to approximately 65m^2 and still achieve compliance. The bio scape option has

been shown on the attached drawings, however there remains more than these two options to ensure compliance that it can be demonstrated the Water Quality Objective can be achieved onsite.



	Sources	Residual Load	% Reduction
Flow (ML/yr)	11.7	11.5	1.1
Total Suspended Solids (kg/yr)	4490	609	86.4
Total Phosphorus (kg/yr)	7.52	1.27	83.1
Total Nitrogen (kg/yr)	27.6	15	45.8
Gross Pollutants (kg/yr)	288	0	100

TRAFFIC / ACCESS AND PARKING

The site layout has been configured to allow entry from Enterprise Drive via a 15m wide concrete crossover. The one entry driveway will be secured with a sliding gate, accessible only by approved Booth employees and pre-approved visitors. The site is to always remain secure in accordance with requirements for the goods carried in the trucks. A single egress is proposed onto Somerset Road which is over 75 metres away from the Enterprise Drive intersection. As with the entry, this egress/exit will have a secure gate, accessible only by approved Booth employees and pre-approved visitors.

The developer has provided the following statement to understand the operations their sites:

"Booth Transport's Gracemere depot will operate as a completely secure site. The entire site is to be enclosed via a secure perimeter fence with access and egress to site via electronic sliding gates which will remain closed at all times except for authorised vehicle movements. Only individuals authorised by Booth Transport will have the keypad code and access to the secure network in which these gates will be remotely controlled via an app registered to the authorised persons phone number as approved by Booth Transport.

The Gracemere site is not accessible to the general public and as such, no public interactions will take place on-site. Access will be granted only to Booth Transport employees and invited industry personal who are familiar with the safe operation procedures around heavy vehicles".

The proposed development will provide 10 individual standard type 3 carparks one wheelchair assessable park and sufficient parking for up to 10 Type 1 road trains parked onsite. A single wheelchair assessable carpark space will be provided in accordance with Australian Standards adjacent to the Stage 2 office/workshop facility. The carpark spaces and aisles are to be constructed in accordance with Australian Standard (Off-street Parking Code) with the following dimensions minimum applying:

- Carpark length =5.4m (min.)
- Carpark width =2.6m (min.)
- Wheelchair carpark length =5.4m (min.)
- Wheelchair carpark width =2.4m (min.)
- Wheelchair carpark chevron area width =2.4m (min.)
- Aisle width =6.0m (min.)

A series of vehicle turnpaths have been provided in the attached plans to demonstrate manoeuvrability are the site parking and servicing roadways. All turning manoeuvres for vehicles ensure they can enter and exit the allotment in a forward movement.

The site is anticipated to have 10 to 20 truck movements to and from the site each day.

CONCLUSION

There appears to be no engineering infrastructure difficulties with the proposed transport depot located on the corner of Enterprise Drive & Somerset Road, Gracemere. A review of the services proposed for this development and their impact on existing services indicated that there is no impediment to development.

There is a workable design strategy for access and parking, stormwater management, water supply, electricity and telecommunication. Minor alterations in design may eventuate from future operational works applications, however the fundamentals of the design strategy ensures that service provisions will not pose a serious constraint to development.

JDavey

Jeff Davey
Bachelor of Engineering(Civil) (Honours),
Registered Professional Engineer of Queensland RPEQ 8386,
Queensland Builder Licence - Project Management QBCC Lic. – 15295132

APPENDIX 1

Development Plans- Engineering Plans

ISSUED FOR
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Light Pole and "Booth" Site Sign

Proposed 16m wide concrete crossover (Egress) as per CMDG Std Dwgs (with secure gate)

Container to be removed

2.8m Chain Link Fence

K & C

Lot Boundary

Skip Bins

Proposed Sewer Connection

Bioscape Treatment System (Filtera or similar)

Exist Stormwater Pit and Outlet

Light Tower

Concrete Parking Strip 3m wide

Existing Retaining Wall

Existing Drain

Existing Gracemere Industrial Park sign to remain (BIG G)

Proposed Comms Connection

Proposed Electrical Connection
Existing Elect Pillar

Proposed Water Connection

Stg 1. Office 12x3m

Stg 1. Abultions & Crib 12x3m

"No Exit" and "Entry Only" signs

Proposed 16m wide concrete crossover (Ingress) as per CMDG Std Dwgs (with secure gate)

Lot Boundary

Light Tower

Existing Drain

2.8m Chain Link Fence

SOMERSET ROAD

ENTERPRISE DRIVE

LOT 2

LOT 7

Stg. 2

Invert

0 30 60 Meters

LEGEND

- Existing Edge of Bitumen
- Existing Concrete Kerb & Channel
- EO — Existing Overhead Electricity Main
- W — Existing Water Reticulation Main
- S — Existing Sewer Reticulation Main
- Proposed Concrete Driveways Paths and Aprons
- Proposed Unsealed Hardstand Area
- Proposed Asphalt Area (Stage 2)
- Proposed Landscape Area
- Stage 1 buildings and conc. Slab
- Existing Street Trees
- Existing Street Trees to be removed

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DAVEY ENGINEERING SOLUTIONS

CAPRICORN COAST
23 Dune Circle
LAMMERMOOR
Queensland 4703

Telephone: +61 419 872 040
Email: jeff@daveyes.com.au

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No.	DATE	REMARKS
A	22/5/24	For Review
B	7/6/24	For Review
C	25/6/24	For Review

DESIGN		DRAWN	
DGP		DGP	

NAME	SIGNATURE	R.P.E.Q.
J. DAVEY		8386

for & on behalf of Davey Engineering Solutions Pty Ltd

SCALES: 0 10 20 Meters

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DATUM: AHD
COORDINATES: GDA94

BOOTH

BOOTH TRANSPORT

TRANSPORT DEPOT
cnr SOMERSET RD/ENTERPRISE DR
LOTS 2 & 7, SP260358
GRACEMERE, QUEENSLAND

GENERAL LAYOUT PLAN

FILE No. 24–15

DWG No. 24–15–SK1 C

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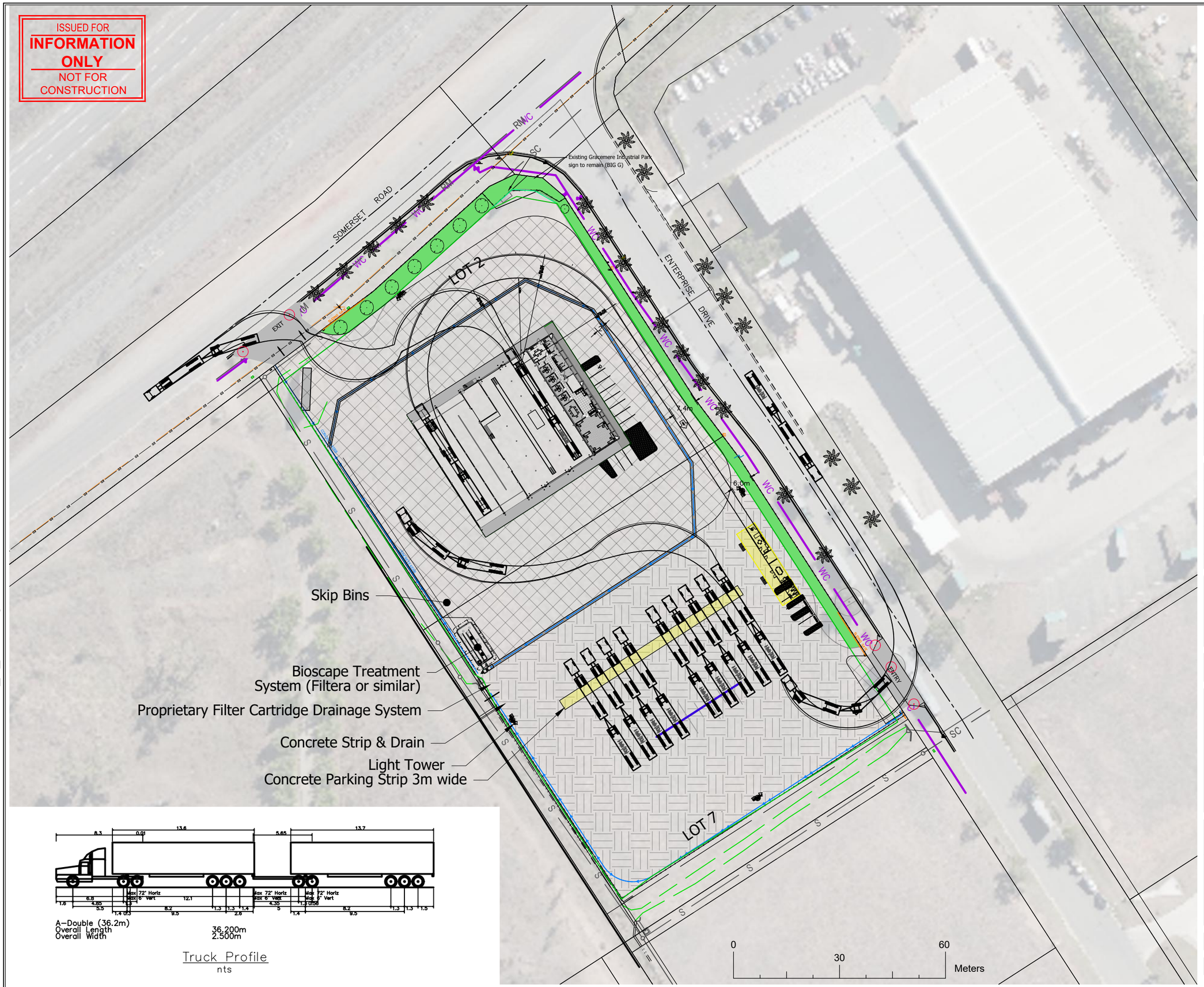

Truck Profile
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DAVEY ENGINEERING SOLUTIONS

CAPRICORN COAST
23 Dune Circle
LAMMERMOOR
Queensland 4703

Telephone: +61 419 872 040
Email: jeff@daveyes.com.au

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J. DAVEY		8386

for & on behalf of Davey Engineering Solutions Pty Ltd

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DATUM: AHD
COORDINATES: GDA2020

BOOTH

BOOTH TRANSPORT

TRANSPORT DEPOT
cnr SOMERSET RD/ENTERPRISE DR
LOTS 2 & 7, SP260358
GRACEMERE, QUEENSLAND

B–DOUBLE (36.2m) TURNPATH PLAN – 1

FILE No. **24–15**

DWG No. 24–15–SK2 C

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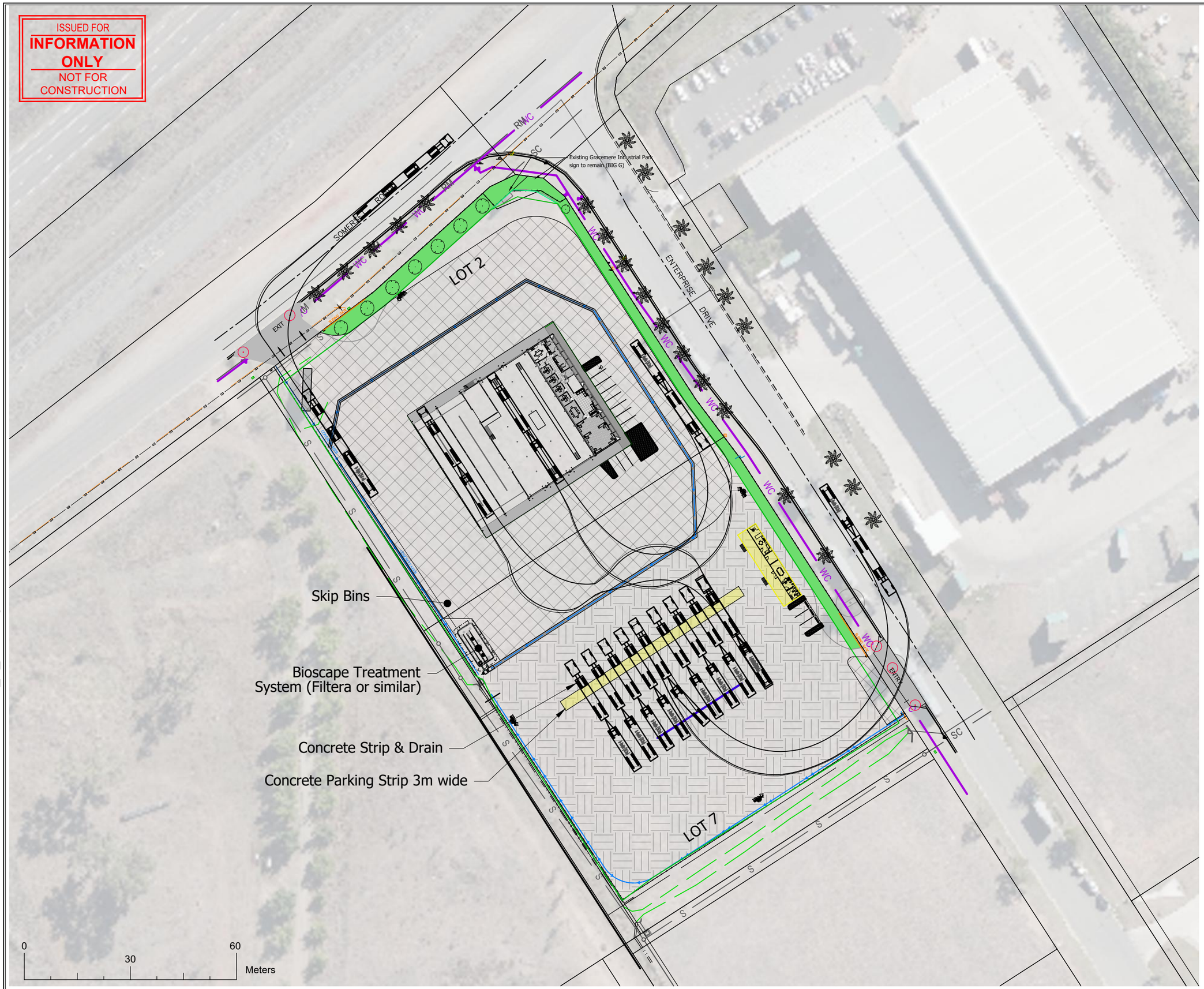

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DAVEY ENGINEERING SOLUTIONS

CAPRICORN COAST
23 Dune Circle
LAMMERMOOR
Queensland 4703

Telephone: +61 419 872 040
Email: jeff@daveyes.com.au

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J. DAVEY		8386

for & on behalf of Davey Engineering Solutions Pty Ltd

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COORDINATES: GDA2020

BOOTH

BOOTH TRANSPORT

TRANSPORT DEPOT
cnr SOMERSET RD/ENTERPRISE DR
LOTS 2 & 7, SP260358
GRACEMERE, QUEENSLAND

B–DOUBLE (36.2m) TURNPATH PLAN – 2

FILE No. 24–15

DWG No. 24–15–SK3 C

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SOMERSET ROAD

ENTERPRISE DRIVE

Existing Gracemere Industrial Park sign to remain (BIG G)

LOT 2

LOT 7

Invert

K&C

EXIT

ENTRY

6.0m

2.8m Chain Link Fence

Proposed Flow paths for reshaped block

Approx. Site Contours (0.1m intervals)

Skip Bins

Bioscape Treatment System (Filtera or similar)

Exist Stormwater Pit and Outlet

Light Tower

Concrete Parking Strip 3m wide

Existing Retaining Wall

Existing Drain

Stg 1. Office 12x3m

Stg 1. Abultions & Crib 12x3m

Light Tower

Existing Drain

2.8m Chain Link Fence

0 30 60 Meters

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DAVEY ENGINEERING SOLUTIONS

CAPRICORN COAST
23 Dune Circle
LAMMERMOOR
Queensland 4703

Telephone: +61 419 872 040
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SCALES: 0 10 20 Meters

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DATUM: AHD
COORDINATES: GDA2020

BOOTH

BOOTH TRANSPORT

TRANSPORT DEPOT
cnr SOMERSET RD/ENTERPRISE DR
LOTS 2 & 7, SP260358
GRACEMERE, QUEENSLAND

STORMWATER LAYOUT PLAN

FILE No. 24-15

DWG No. 24-15-SK5 C

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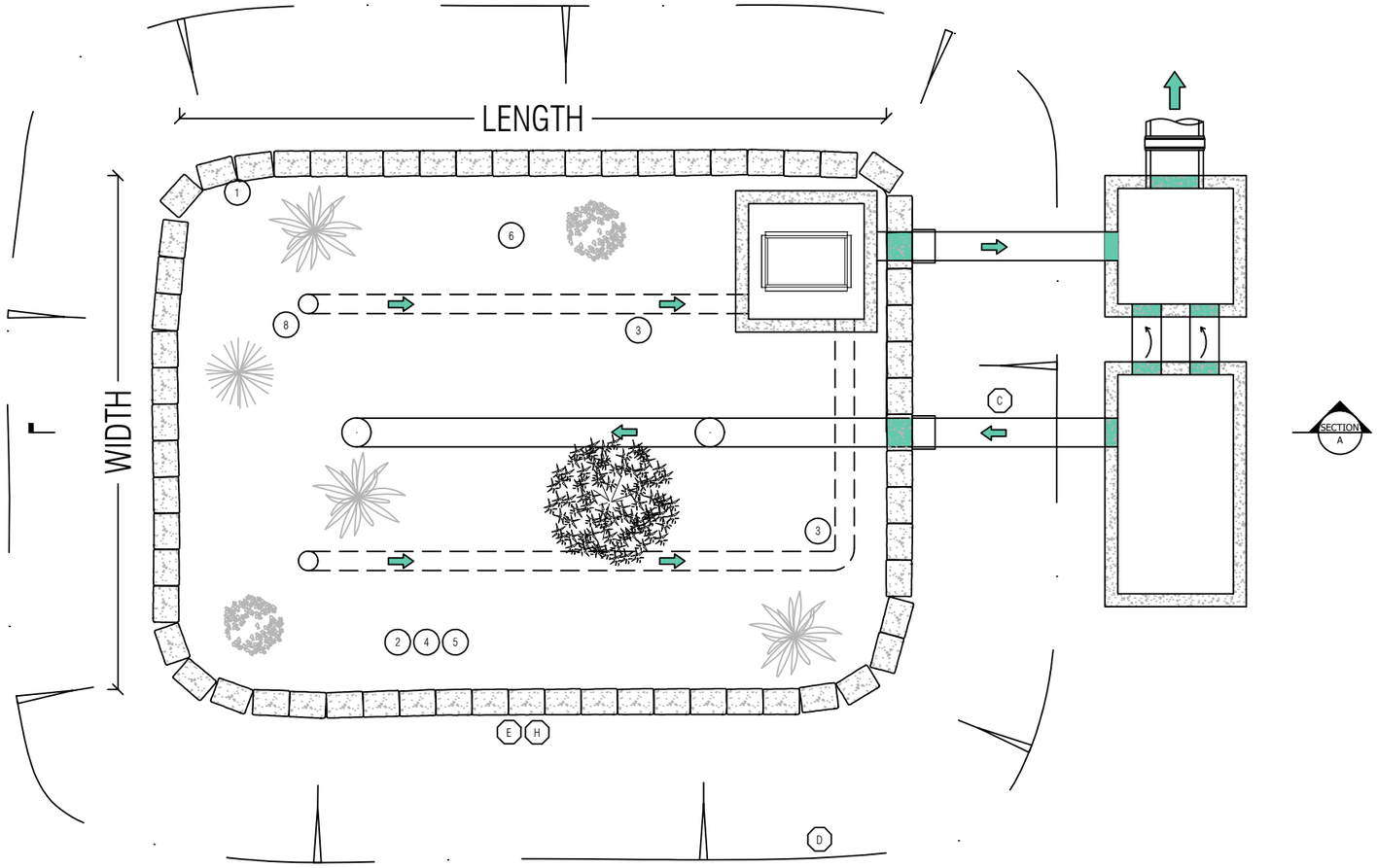
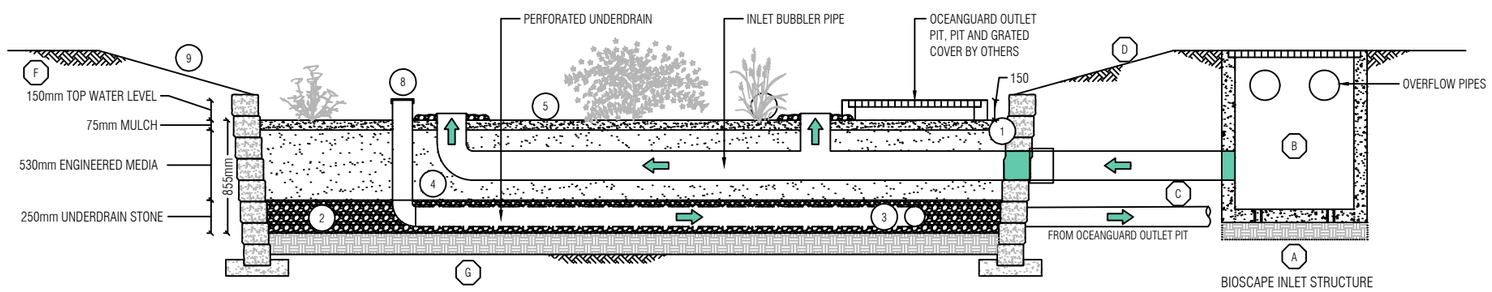


PLAN



SECTION A-A

(PLANTING NOT SHOWN FOR CLARITY)

SITE SPECIFIC REQUIREMENTS		
COUNT	DESCRIPTION	INSTALLED BY
	FILTERRA SURFACE AREA (m^2)	OCEAN PROTECT
	MULCH VOLUME (m^3)	OCEAN PROTECT
	FILTERRA MEDIA DEPTH (mm)	OCEAN PROTECT
	VOLUME OF UNDERDRAIN STONE (m^3)	OCEAN PROTECT
	FILTERRA LINER (m)	OCEAN PROTECT

PLANTING SCHEDULE	
COUNT	FILTERRA BIOSCAPE SYSTEM PLANT PALETTE

GENERAL NOTES

- CONTRACTOR SHALL CONTACT OCEAN PROTECT TO COORDINATE DELIVERY AND INSTALLATION OF FILTERRA BIOSCAPE SYSTEM. OCEAN PROTECT ACTIVIATION CAN ONLY OCCUR ONCE CONTRACTOR RESPONSIBILTIES ARE COMPLETE.
- PERFORM FILTERRA BIOSCAPE SYSTEM EXCAVATION ONLY AFTER ALL THE CONTRIBUTING DRAINAGE AREAS ARE PERMANENTLY STABILISED. IF FILTERRA BIOSCAPE SYSTEM IS IN AN AREA PREVIOUSLY USED AS EROSION AND SEDIMENT CONTROL FACILITIES PLEASE CONTACT OCEAN PROTECT. DO NOT STOCKPILE MATERIALS OR STORE EQUIPMENT IN THIS AREA. CONTRACTOR SHALL TAKE APPROPRIATE MEASURES TO PREVENT CONSTRUCTION-RELATED EROSION RUNOFF FROM ENTERING THE FILTERRA MEDIA BAY.
- FILTERRA SHALL BE INSTALLED OFFLINE AS EARLY AS POSSIBLE AFTER SITE STABILISATION TO ALLOW FOR SOIL MATURITY AND SYSTEM ESTABLISHMENT.
- CONTRACTOR SHALL COORDINATE WITH OCEAN PROTECT BEFORE THE FILTERRA BIOSCAPE SYSTEM IS EXCAVATED TO MINIMISE THE TIME BETWEEN EXCAVATION AND COMPLETION OF THE FILTERRA BIOSCAPE SYSTEM. ONCE EXCAVATED, ANY STANDING WATER THAT ACCUMULATES IN THE EXCAVATED AREA MUST BE REMOVED BY THE CONTRACTOR BEFORE OCEAN PROTECT CAN COMMENCE THE FILTERRA BIOSCAPE SYSTEM. ANY ADDITIONAL EXCAVATION WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- CONTRACTOR SHALL PROVIDE ACCESS TO THE EXCAVATED AREA(S) FOR OCEAN PROTECT TO USE DURING THE CONSTRUCTION OF THE FILTERRA BIOSCAPE SYSTEM(S). ACCESS SHALL NOT PROHIBIT LIGHT DUTY EQUIPMENT THAT MAY BE USED TO INSTALL THE COMPONENTS (STONE, MEDIA, ETC). THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY RE-STABILIZATION THAT MAY BE REQUIRED AFTER THE FILTERRA BIOSCAPE SYSTEM INSTALLATION/ACTIVATION.
- OCEAN PROTECT AND/OR ITS REPRESENTATIVES SHALL BE RESPONSIBLE FOR THE LIST ENTITLED 'OCEAN PROTECT INSTALLATION RESPONSIBILITIES'.
- NO FLOW SHALL ENTER THE FILTERRA SYSTEM UNLESS OCEAN PROTECT HAS ACTIVATED THE SYSTEM AND CONFIRMED ESTABLISHMENT
- IF FILTERRA IS WITHIN AN OVERLAND FLOW PATH, PLEASE CONTACT OCEAN PROTECT

CONTRACTOR WORKS AND INSTALLATION RESPONSIBILITIES

A. CONTRACTOR TO PLACE FILTERRA INLET STRUCTURE ON BEDDING AS SPECIFIED BY THE ENGINEER. OCEAN PROTECT SUGGESTS AS A MINIMUM TO USE 150MM BEDDING STONE ON COMPACTED SUB-GRADE TO 90% DENSITY. UNSUTIABLE MATERIAL SHALL BE REPLACED AS ADVISED BY THE ENGINEER.
B. CONTRACTOR SHALL PROVIDE AND INSTALL DRAINAGE ITEMS TO, FROM AND INCLUDING THE INLET AND OUTLET STUCTURES AS PER THE APPROVED SITE PLANS.
C. OCEAN PROTECT CAN PROVIDE COUPLERS AT THE FILTERRA INTERFACE FOR CONNECTION TO THE INLET DIVERSION PIPES. ALL DRAINAGE TO AND FROM THE FILTERRA MUST ALLOW FOR POSITIVE FLOW.
D. CONTRACTOR TO PROVIDE BATTER ACCORDING TO DIMENSION AND SLOPE SHOWN ON PLANS. SLOPE FROM SHOULDER TO FILTERRA BIOSCAPE SYSTEM SURFACE PERIMETER SHALL NOT EXCEED 3:1. TURF IS REQUIRED TO STABILISE SIDE SLOPES SHOWN ON DETAIL AND ON PLAN SHEETS.
E. CONTRACTOR TO EXCAVATE MEDIA AREA CORRESPONDING TO THE SIZE OF THE FILTERRA BIOSCAPE SYSTEM SURFACE AREA AS SHOWN ON DETAIL AND ON PLAN SHEETS.
F. CONTRACTOR SHALL EXCAVATE VERTICALLY FROM BOTTOM OF UNDERDRAIN STONE OR DRAINAGE STONE IF REQUIRED, TO ELEVATION OF MULCH AS SHOWN ON THIS DETAIL.
G. CONTRACTOR TO CONFIRM DEPTH OF EXCAVATION. IF THE EXCAVATION HAS BEEN MADE TOO DEEP AND ADDTITIONAL UNDERDRAIN STONE NEEDS TO BE USED TO RAISE THE BASE OF THE FILTERRA, THIS COST SHALL BE TAKEN ON BY THE CONTRACTOR.
H. RETAINING WALLS AND ADDITIONAL EROSION CONTROL AROUND THE FILTERRA BIOSCAPE SYSTEM. RETAINED OFFLINE FROM FILTERRA

OCEAN PROTECT SUPPLY AND INSTALLATION RESPONSIBILITIES

1. GEOTEXTILE FABRIC ALONG THE PERIMETER OF THE FILTERRA BIOSCAPE SYSTEM EXCAVATION.
2. UNDERDRAIN STONE. TYPICALLY 250mm THICK (50mm UNDER THE PIPING 150mm AROUND THE PIPING AND 50mm ABOVE THE PIPING)
3. 150mm UNDERDRAIN PIPING UNLESS OTHERWISE APPROVED BY OCEAN PROTECT, ASSOCIATED PIPING AND FITTINGS/ELBOWS TO CONNECT TO THE PIPING/FITTING(S) THAT IS PROVIDED BY CONTRACTOR (SEE CONTRACTOR INSTALLATION RESPONSIBILITIES THIS DETAIL).
4. 530mm FILTERRA MEDIA.
5. 75mm DOUBLE SHREDDED HARDWOOD MULCH OVER ENTIRE FILTERRA BIOSCAPE SYSTEM SURFACE AREA.
6. PLANTINGS OF PLANTS SELECTED BY ENGINEER THAT MATCH OCEAN PROTECTS APPROVED PLANTING LIST.
7. FLOW DISSIPATION APRON AROUND ALL FLOW ENTRY POINTS AS DESIGNED AND INDICATED ON THIS DETAIL
8. CLEAN-OUT ADAPTER,PLUG AND PIPING.
9. ACTIVATING THE SYSTEM

PHONE: 1300 354 722 www.oceanprotect.com.au

OCEAN PROTECT

FILTERRA BIOSCAPE SYSTEM WITH BIOSCAPE INLET STRUCTURE

SPECIFICATION DRAWING

LAST MODIFIED: 22.03.2024

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ROCKHAMPTON REGIONAL COUNCIL
APPROVED PLANS
These plans are approved subject to the current conditions of approval associated with
Development Permit No.: D/78-2024
Dated: 30 September 2024

Light Pole and "Booth" Site Sign
Proposed 17m wide concrete crossover (Egress) as per CMDG Std Dwgs (with secure gate)
Proposed Comms Connection
Proposed Electrical Connection
Existing Elect Pillar
Proposed Water Connection
Ex. Container to be removed
2.8m Chain Link Fence
K & C
Lot Boundary
Skip Bins
Proposed Sewer Connection
Bioscape Treatment System (Filtera or similar)
Exist Stormwater Pit and Outlet
Light Tower
Concrete Parking Strip 3m wide
Existing Retaining Wall
Existing Drain
Stg 1. Office 12x3m
Stg 1. Abultions & Crib 12x3m
"No Entry" and "Exit Only" signs
1 x Existing Tree to be removed
Proposed 18m wide concrete crossover (Ingress) as per CMDG Std Dwgs (with secure gate)
Lot Boundary
Light Tower
Existing Drain
2.8m Chain Link Fence

SOMERSET ROAD
ENTERPRISE DRIVE
LOT 2
LOT 7
Invert
21.20
21.10
21.00
21.90
21.40
BIG "G" Sign
ENTRY ONLY
EXIT ONLY
6.0m

0 30 60 Meters

LEGEND

- Existing Edge of Bitumen
- Existing Concrete Kerb & Channel
- Existing Overhead Electricity Main (EO)
- Existing Water Reticulation Main (W)
- Existing Sewer Reticulation Main (S)
- Proposed Concrete Driveways Paths and Aprons
- Proposed Unsealed Hardstand Area
- Proposed Asphalt/ seal Area (Stage 1)
- Proposed Landscape Area
- Stage 1 buildings and conc. Slab
- Existing Street Trees
- Existing Street Trees to be removed

LAST MODIFIED: 8/9/2024 2:51 PM CAD REF: ACAD-Booth Base File 2024_05_15 Rev 10.dwg

DAVEY ENGINEERING SOLUTIONS

CAPRICORN COAST
23 Dune Circle
LAMMERMOOR
Queensland 4703
Telephone: +61 419 872 040
Email: jeff@daveyes.com.au

REVISION / ISSUE REGISTER

No.	DATE	REMARKS
A	22/5/24	For Review
B	7/6/24	For Review
C	25/6/24	For Review
D	04/8/24	INFO REQUEST

DESIGN		DRAWN	
DGP		DGP	
NAME	**SIGNATURE**		**R.P.E.Q.**
J. DAVEY			8386

for & on behalf of Davey Engineering Solutions Pty Ltd

SCALES: 0 10 20 Meters

N

DATUM: AHD
COORDINATES: GDA2020

BOOTH

BOOTH TRANSPORT

TRANSPORT DEPOT
cnr SOMERSET RD/ENTERPRISE DR
LOTS 2 & 7, SP260358
GRACEMERE, QUEENSLAND

STAGE 1
LAYOUT PLAN

FILE No. 24–15

DWG No. 24–15–SK1A | D

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PROPOSED STAGE 2 BUILDING

STAGE 1 BUILDINGS REMOVED

PROPOSED ASPHALT / SEALING AREA

LOT 2

LOT 7

SOMERSET ROAD

ENTERPRISE DRIVE

ENTRY ONLY

EXIT ONLY

BIG "G" Sign

35.3m

3m

8m

6m

21.20

21.10

21.00

21.90

21.40

0 30 60 Meters

LEGEND

- Existing Edge of Bitumen
- Existing Concrete Kerb & Channel
- EO — Existing Overhead Electricity Main
- W — Existing Water Reticulation Main
- S — Existing Sewer Reticulation Main
- Proposed Concrete Driveways Paths and Aprons
- Existing Unsealed Hardstand Area
- Proposed Asphalt Area (Stage 2)
- Existing Landscape Area
- Stage 2 Building & conc. Slab
- Existing Street Trees

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LAMMERMOOR
Queensland 4703

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SCALES: 0 10 20 Meters

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BOOTH

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STAGE 2 LAYOUT PLAN

FILE No. 24–15

DWG No. 24–15–SK1 D

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ROCKHAMPTON REGIONAL COUNCIL

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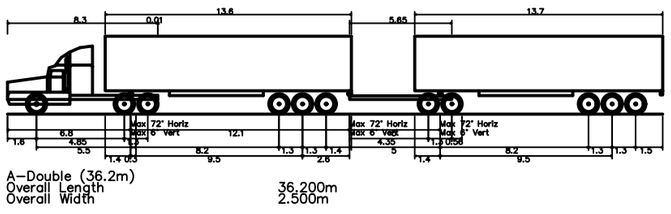
SOMERSET ROAD
ENTERPRISE DRIVE
ENTRY ONLY
BIG "G" Sign
LOT 2
LOT 7
7.4m
6.0m
21.0
21.10
21.90
21.40
Skip Bins
Bioscape Treatment System (Filtera or similar)
Proprietary Filter Cartridge Drainage System
Concrete Strip & Drain
Light Tower
Concrete Parking Strip 3m wide



Truck Profile
nts

0 30 60 Meters

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J. DAVEY		8386

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LOTS 2 & 7, SP260358
GRACEMERE, QUEENSLAND

A-DOUBLE (36.2m)
TURNPATH PLAN - 1

FILE No. 24–15

DWG No. 24–15–SK2 D

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Dated: 30 September 2024

SOMERSET ROAD
ENTERPRISE DRIVE
LOT 2
LOT 7
BIG "G" Sign
ENTRY ONLY
EXIT ONLY
RMWC
WC
SC
S
21.20
21.10
21.00
21.90
21.40

Skip Bins

Bioscape Treatment System (Filtera or similar)

Concrete Strip & Drain

Concrete Parking Strip 3m wide

0 30 60 Meters

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DGP		DGP	

NAME	SIGNATURE	R.P.E.Q.
J. DAVEY		8386

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SCALES: 0 10 20 Meters N

DATUM: AHD
COORDINATES: GDA2020

BOOTH

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GRACEMERE, QUEENSLAND

A-DOUBLE (36.2m) TURNPATH PLAN - 2

FILE No. 24-15

DWG No. 24-15-SK3 D

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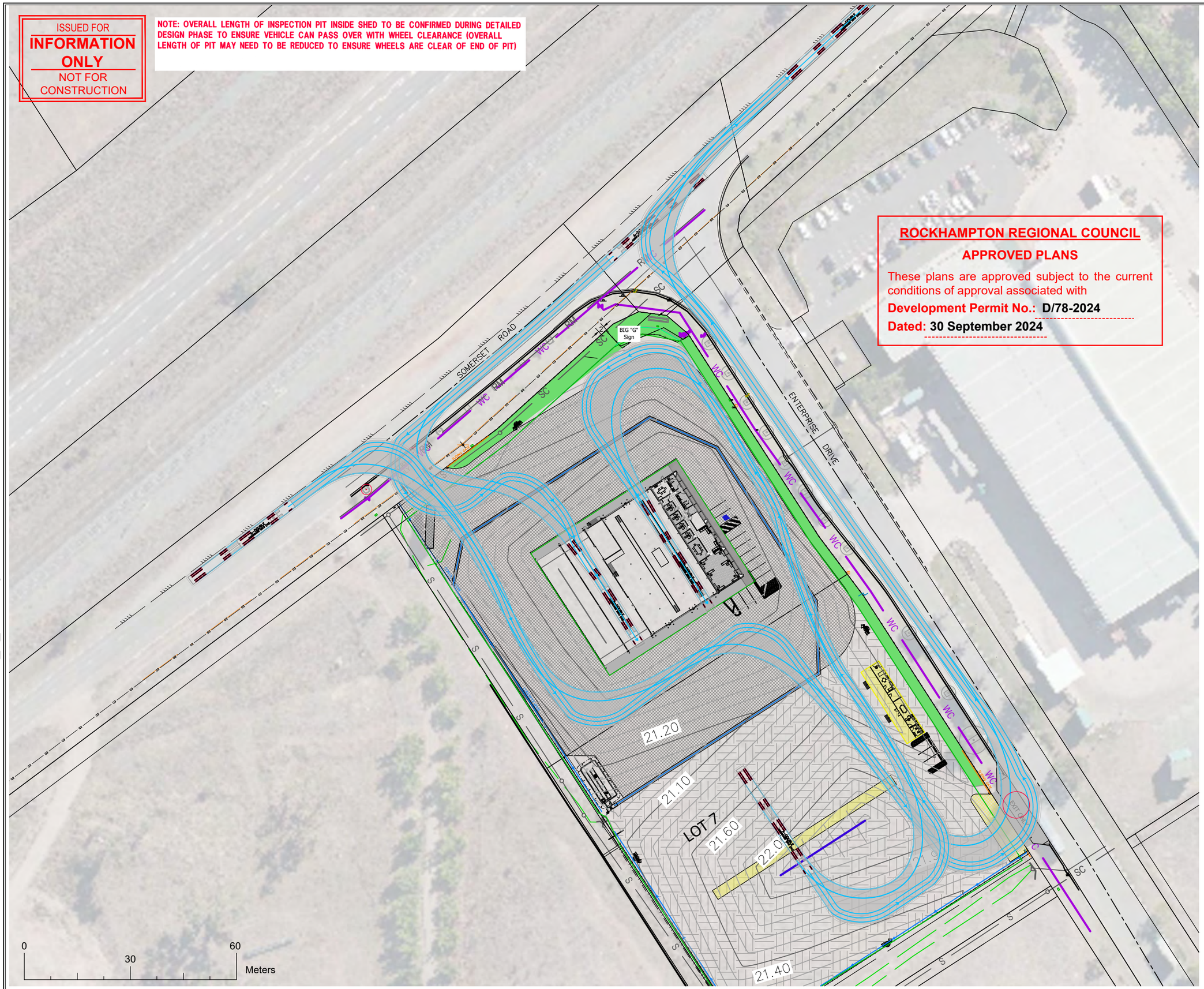

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LAMMERMOOR
Queensland 4703

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DGP		DGP	
NAME	SIGNATURE		R.P.E.Q.
J. DAVEY			8386

for & on behalf of Davey Engineering Solutions Pty Ltd

SCALES:

0 10 20 Meters

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DATUM: AHD
COORDINATES: GDA2020

BOOTH

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TRANSPORT DEPOT
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LOTS 2 & 7, SP260358
GRACEMERE, QUEENSLAND

A-DOUBLE (36.2m) TURNPATH PLAN - 3

FILE No.	24–15
DWG No.	24–15–SK4 D

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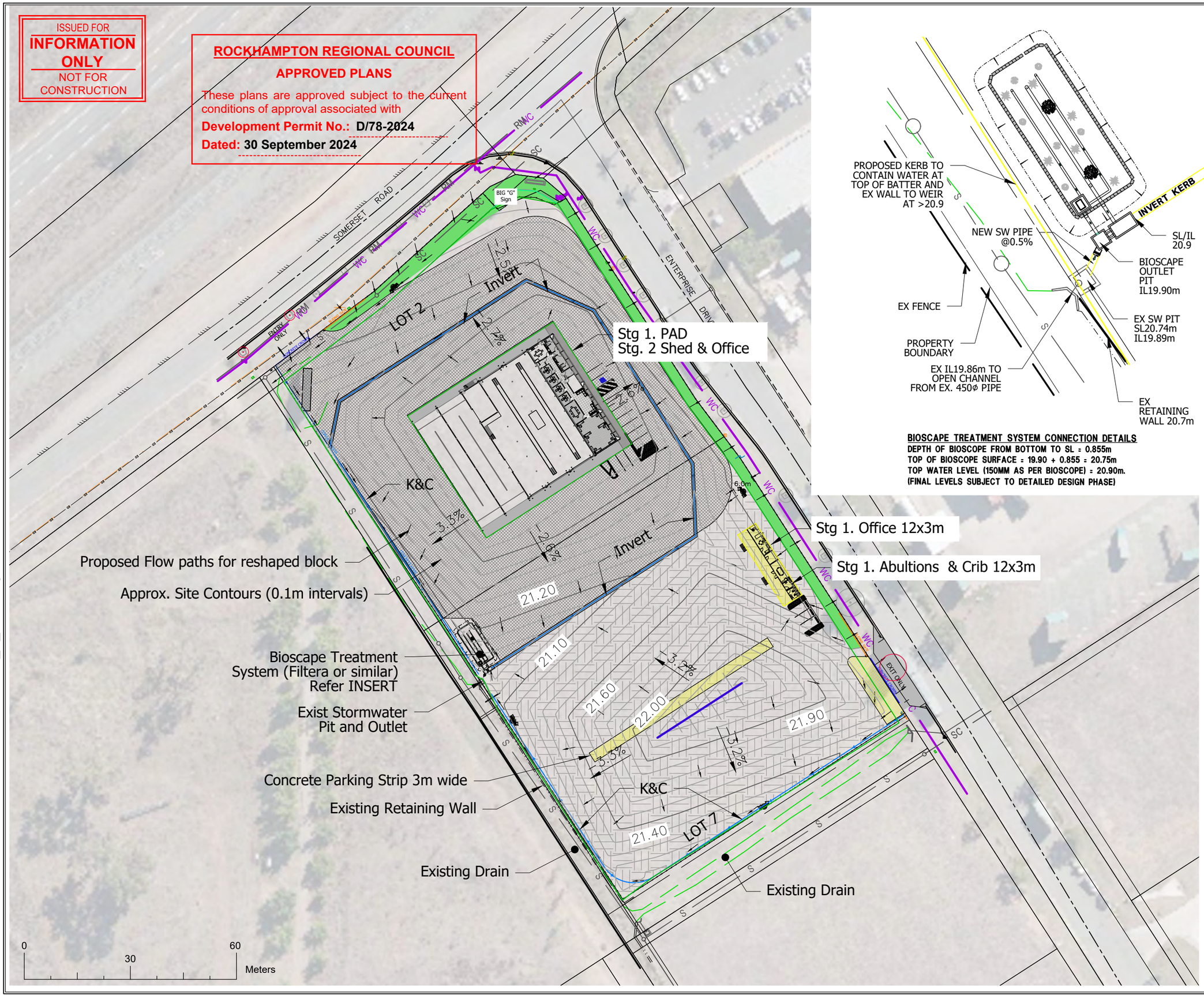
Dated: 30 September 2024



BIOSCAPE TREATMENT SYSTEM CONNECTION DETAILS
DEPTH OF BIOSCOPE FROM BOTTOM TO SL = 0.855m
TOP OF BIOSCOPE SURFACE = 19.90 + 0.855 = 20.75m
TOP WATER LEVEL (150MM AS PER BIOSCOPE) = 20.90m.
(FINAL LEVELS SUBJECT TO DETAILED DESIGN PHASE)

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NAME	SIGNATURE	R.P.E.Q.
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for & on behalf of Davey Engineering Solutions Pty Ltd

SCALES:

0 10 20 Meters

N

DATUM: AHD
COORDINATES: GDA2020

BOOTH

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GRACEMERE, QUEENSLAND

STORMWATER LAYOUT PLAN

FILE No. 24–15

DWG No. 24–15–SK5 | D

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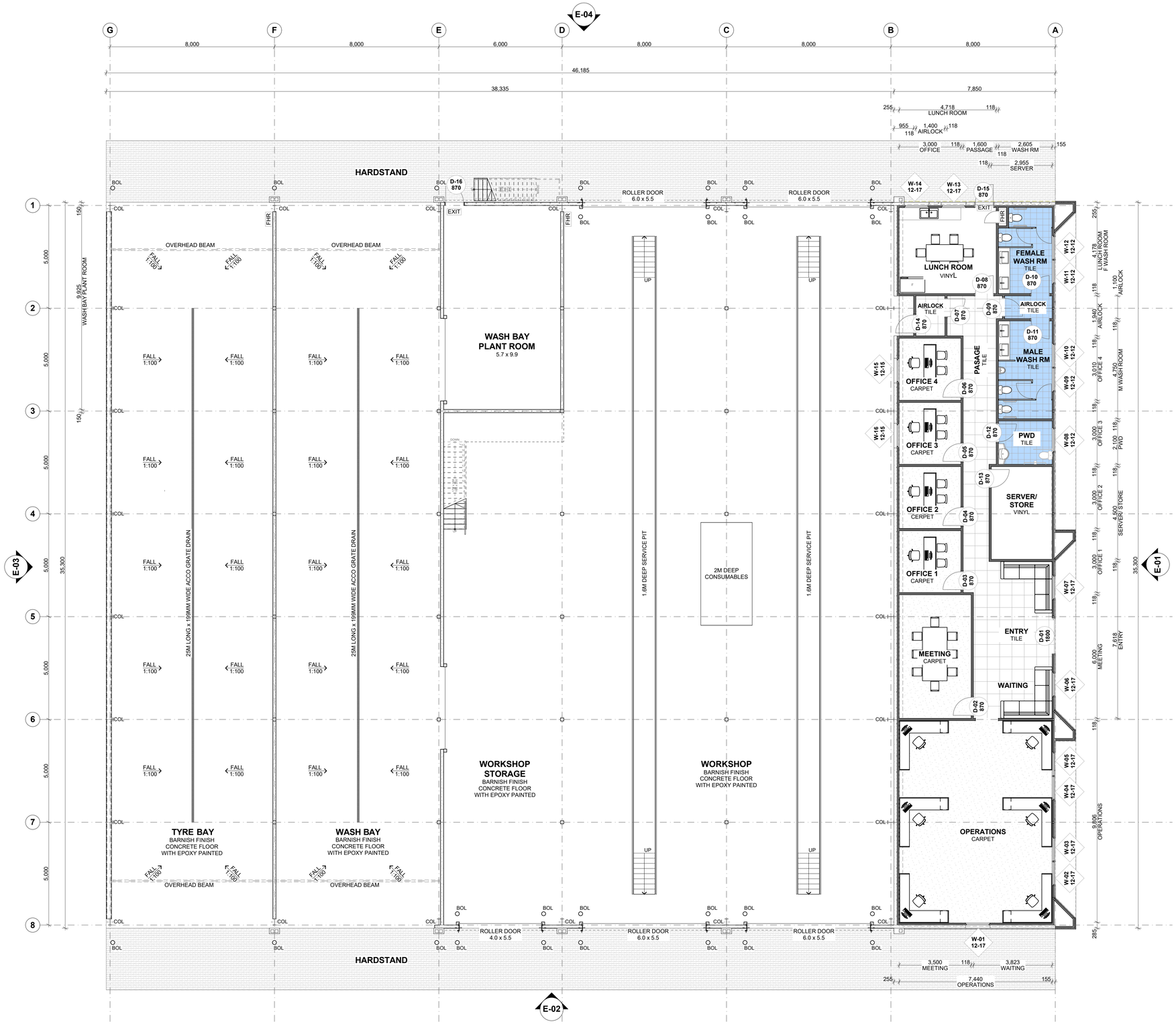
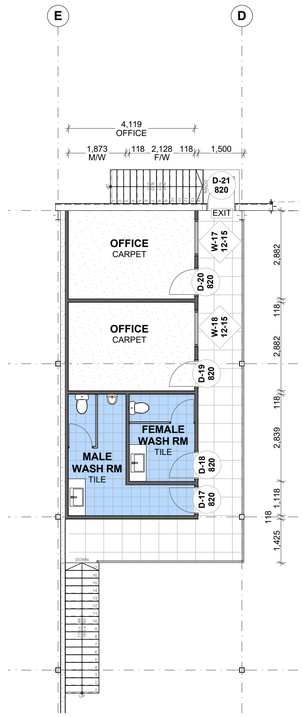


GROUND FLOOR



MEZZANINE FLOOR

LEGEND

NOTES

ROCKHAMPTON REGIONAL COUNCIL

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Dated: 30 September 2024

DA DRAFT

COORDINATION ISSUE

Revision History

RevID	Change Name	Date
01 - WIP		Work in Progress

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Refer to consultant documentation when directed
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- Civil Engineer - ####
- Hydraulic Engineer ####
- Landscape Designer - ####
- Mechanical Engineer - ####
- Planning Consultant - ####
- Services - ####
- Structural Engineer - ####
- Surveyor - ####

DESIGNWORKZ
Above & Beyond
33 Macadamia Street
Mango Hill QLD 4509
ABN: 97 713 560 990
0403 148 378
dw@designworkz.com.au
www.designworkz.com.au
RAIA 68149 | BDAA 1921-15 | QBCC 1313407

CLIENT LOGO : BOOTH

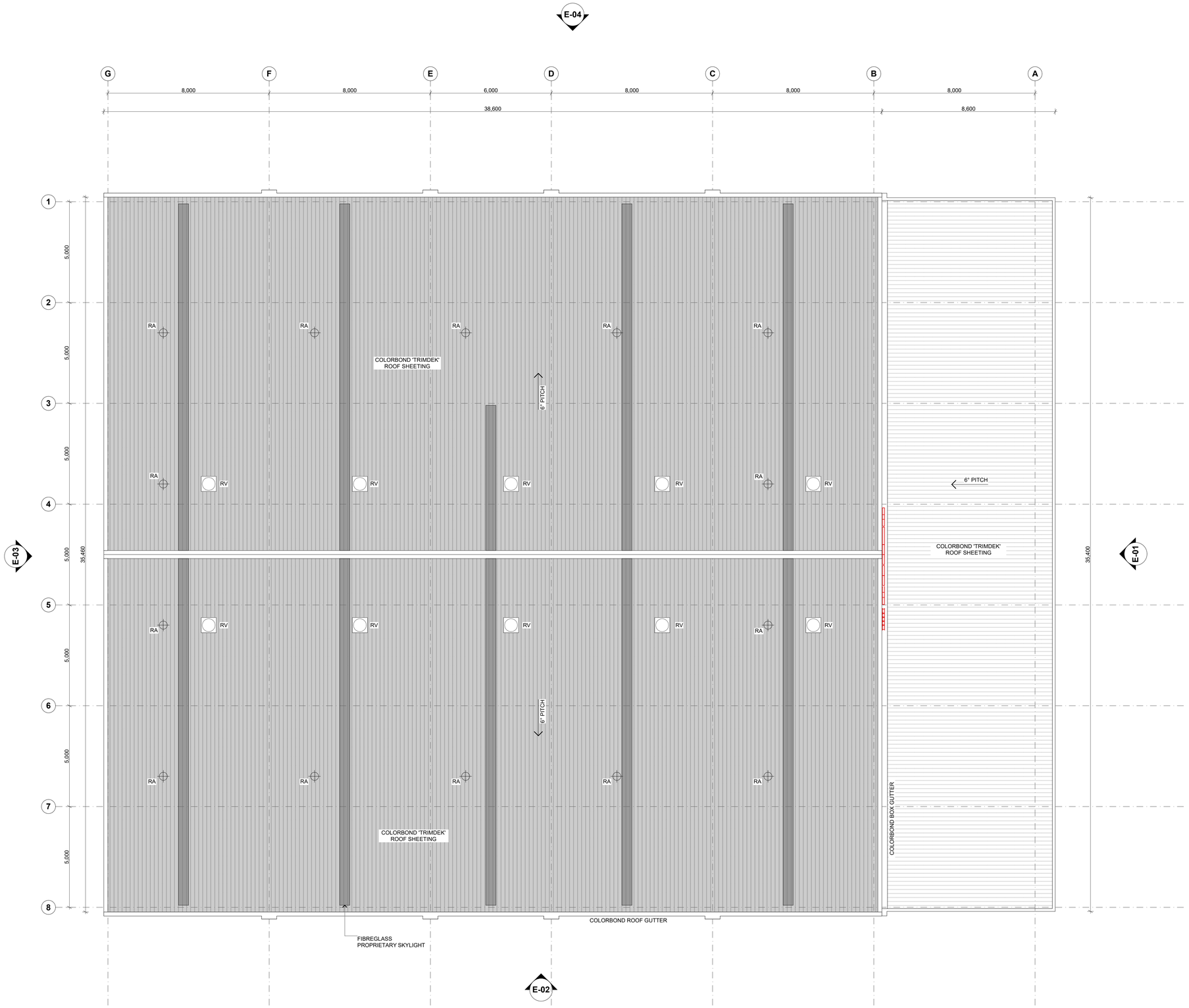
Drawn | Checked DW
Plot Date: 20/06/2024
Project NO. AR1481
Project Status Preliminary

Client Applied Construction
Climate Zone 2
Wind Region B
Site: Lot 2&7 Somerset Road/ Enterprise Drive Gracemere QLD

DRAWING TITLE :
Floor Plans
Ground Floor & Mezzanine Floor

PROJECT NAME :
Proposed Booth Transport
Lot 2&7 Somerset Road Cgacemere QLD

REVISION NO. 01 - WIP
SCALE: 1:100 @ A1
DRAWING NO.
A.0200



LEGEND

RA ROOF ANCHOR POINT
RV PROPRIETARY ROOF VENTILATOR

NOTES

ROCKHAMPTON REGIONAL COUNCIL

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Dated: 30 September 2024

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- Surveyor - ####

DESIGNWORKZ
Above & Beyond

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RAIA 68149 | BDAA 1921-15 | QBCC 1313407

CLIENT LOGO :

BOOTH

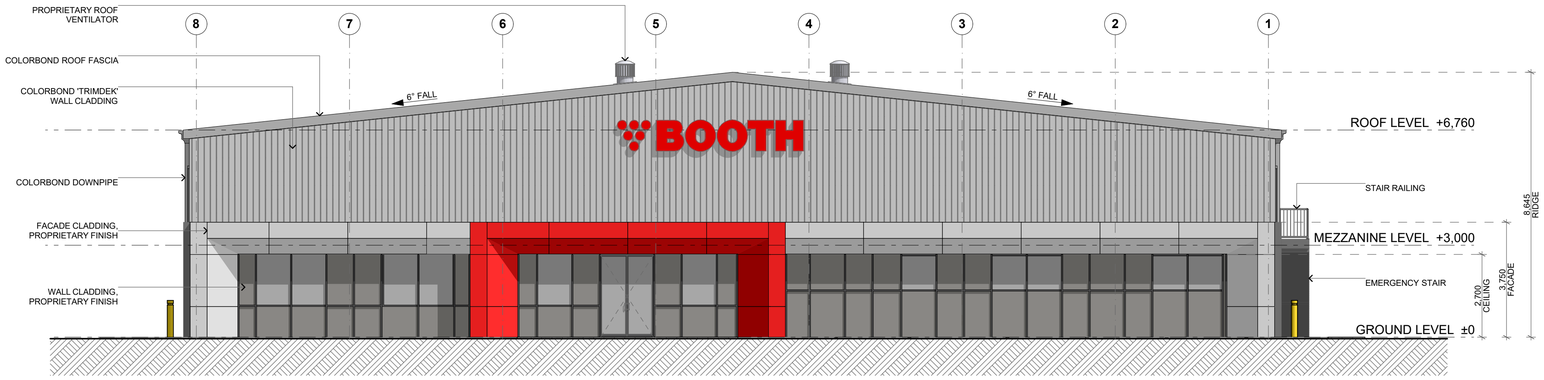
Drawn | Checked DW
Plot Date: 20/06/2024
Project NO. AR1481
Project Status Preliminary

Client Applied Construction
Climate Zone 2
Wind Region B
Site: Lot 2&7 Somerset Road/ Enterprise Drive Gracemere QLD

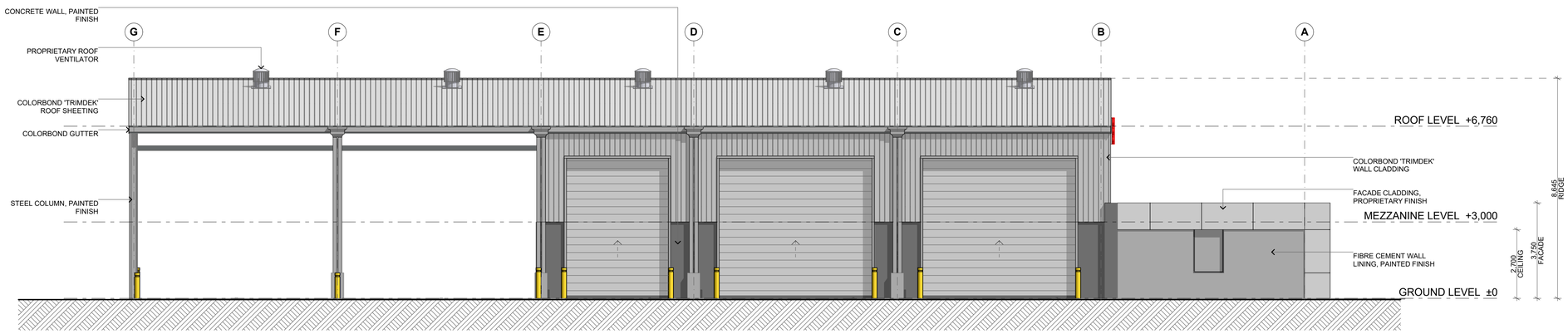
DRAWING TITLE :
Floor Plans
Roof Plan

PROJECT NAME :
Proposed Booth Transport
Lot 2&7 Somerset Road Cgacemere QLD

REVISION NO. 01 - WIP
SCALE: 1:100 @ A1
DRAWING NO.
A.0201



ELEVATION E-01



ELEVATION E-02

LEGEND

NOTES

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dw@designworkz.com.au
www.designworkz.com.au

RAIA 68149 | BDAA 1921-15 | QBCC 1313407

CLIENT LOGO :

BOOTH

Drawn | Checked DW
Plot Date: 20/06/2024
Project NO. AR1481
Project Status Preliminary

Client Applied Construction
Climate Zone 2
Wind Region B
Site: Lot 2&7 Somerset Road/ Enterprise Drive Gracemere QLD

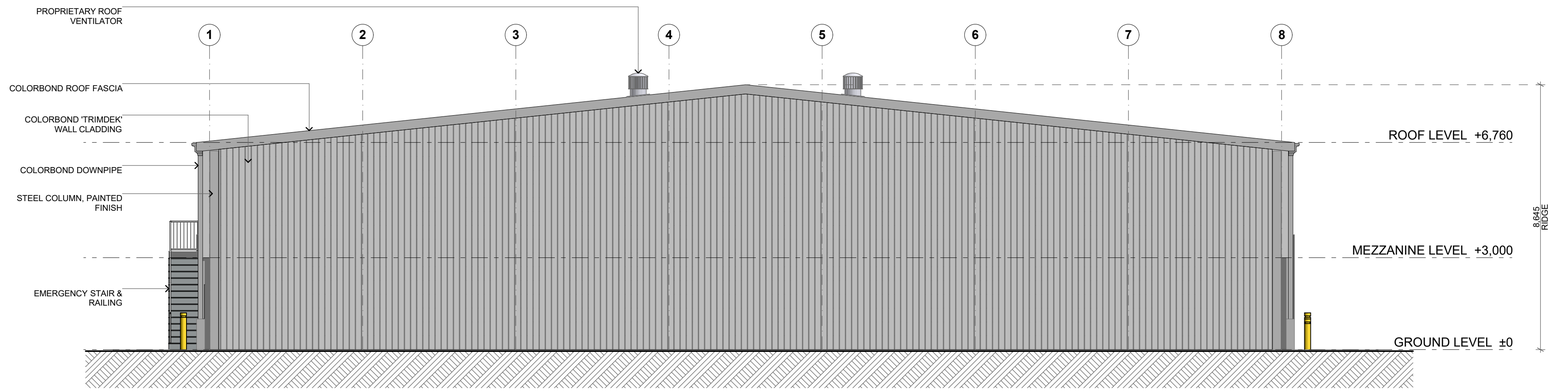
DRAWING TITLE :
Elevations
Elevation E-01 & E-02

PROJECT NAME :
Proposed Booth Transport
Lot 2&7 Somerset Road Cgacemere QLD

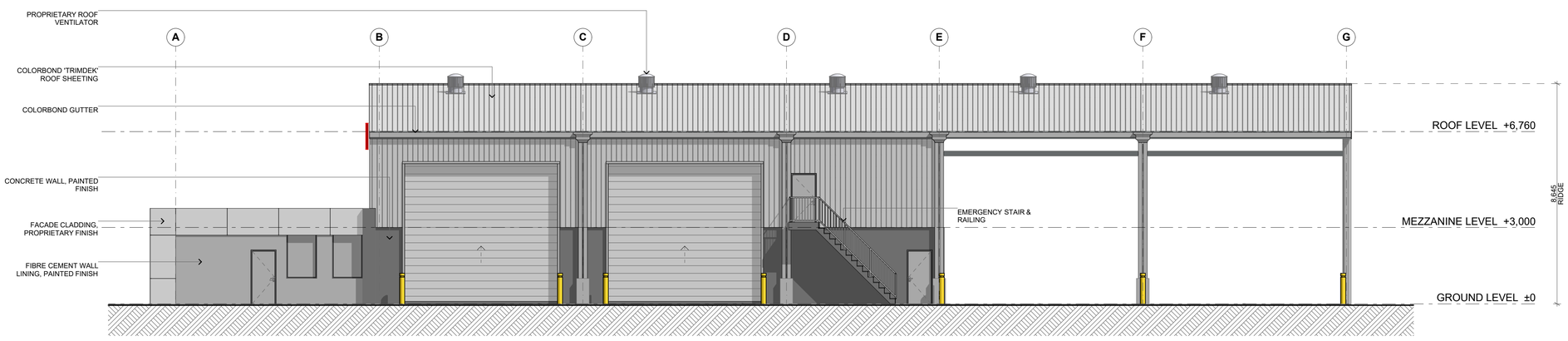
REVISION NO. 01 - WIP

SCALE: 1:100 @ A1

DRAWING NO.
A.0300



ELEVATION E-03



ELEVATION E-04

LEGEND

NOTES

ROCKHAMPTON REGIONAL COUNCIL

APPROVED PLANS

These plans are approved subject to the current conditions of approval associated with

Development Permit No.: D/78-2024

Dated: 30 September 2024

DA DRAFT

COORDINATION ISSUE

Revision History

RevID	Change Name	Date
01 - WIP		Work in Progress

NOTE
The Builder shall check all dimensions and levels on site prior to construction. Notify any errors, discrepancies or omissions to the Designworkz. Refer to written dimensions only. Do not scale drawings. Drawings shall not be used for construction purposes until issued for construction. This drawing reflects a design by Designworkz and is to be used only for work when authorised in writing by Designworkz.

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Project Partners
Refer to consultant documentation when directed
- BCA Consultant - ####
- Civil Engineer - ####
- Hydraulic Engineer ####
- Landscape Designer - ####
- Mechanical Engineer - ####
- Planning Consultant - ####
- Services - ####
- Structural Engineer - ####
- Surveyor - ####

DESIGNWORKZ
Above & Beyond

33 Macadamia Street
Mango Hill QLD 4509
ABN: 97 713 560 990
0403 148 378
dw@designworkz.com.au
www.designworkz.com.au

RAIA 68149 | BDAA 1921-1S | QBCC 1313407

CLIENT LOGO :

BOOTH

Drawn | Checked	DW
Plot Date:	20/06/2024
Project NO.	AR1481
Project Status	Preliminary
Client	Applied Construction
Climate Zone	2
Wind Region	B
Site:	Lot 2&7 Somerset Road/ Enterprise Drive Gracemere QLD

DRAWING TITLE :
Elevations
Elevation E-03 & E-04

PROJECT NAME :
Proposed Booth Transport
Lot 2&7 Somerset Road Cgacemere QLD

REVISION NO. 01 - WIP

SCALE: 1:100 @ A1

DRAWING NO.
A.0301