Glenroy S Dillon

From: Glenroy S Dillon
Sent: Wednesday, 24 August 2016 2:12 PM
To: [redacted]@htw.com.au'
Subject: Mackay Ring Road Project (MRRP) valuation quote

Hi [redacted]

The department has recently resumed land by gazette notice of 12 August 2016 for the MRRP. Due to the size of the documents, I am sending the information to you via Own Cloud.

Please provide a quote for valuation/compensation assessments for the properties that have been impacted.

TMR will need a quote for each property ownership, plus a total quote amount, as shown on a list that I will provide to you via Own Cloud.

Should your tender be successful then the department will send you a formal notification and the appropriate documents.

To assist the department in this process please provide brief details of your involvement in resumption matters including details of Land Court experience.

You will shortly receive an email that provides a link to Own Cloud. The password to access the information you will need for the MRRP quote i[redacted]

Please keep this password secure and treat the information provided as confidential. Your access to this information will expire on 31 August 2016.

The department will need to receive your quote before close of business 2 September 2016.

If you require any further information please contact myself.

Kind regards,

Glen Dillon
A/Area Manager | Strategic Property Management / Property Acquisitions & Disposals
Portfolio Investment & Programming | Department of Transport and Main Roads

Floor 2 | Carseldine - GOP Building D | 532 Beams Road | Carseldine Qld 4034
GPO Box 1412 | Brisbane Qld 4001
P: (07) 30666958 | F: (07) 30668228
M:
E: glenroy.s.dillon@tmr.qld.gov.au
W: www.tmr.qld.gov.au

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Queensland Government Gazette

TRANSPORT AND MAIN ROADS

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ISSN 0155-9370

VOL. 372] **FRIDAY 12 AUGUST 2016** **[NO. 82**

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Acquisition of Land Act 1967
Transport Infrastructure Act 1994
Transport Planning and Coordination Act 1994

TAKING OF LAND NOTICE (No. 3003) 2016

Short title

1. This notice may be cited as the *Taking of Land Notice (No. 3003) 2016*

Land to be taken [s.9(6) of the *Acquisition of Land Act 1967*]

2. The land described in the Schedule is taken for the purpose of transport, in particular, road purposes, and vests in the Chief Executive, Department of Transport and Main Roads, as constructing authority for the State of Queensland, for an estate in fee simple.

SCHEDULE

Land Taken

An area of 3.796 hectares (including 1321 square metres being the whole of Easement B on SP190925 and 59 square metres being the whole of Easement C on RP722533) being the whole of Lot 100 on SP190925 contained in Title Reference: 50676650.

An area of about 2.214 hectares being part of Lot 2 on RP714250 contained in Title Reference: 20486045.

An area of about 4.564 hectares (including about 17 square metres being part of Easement B on RP894737) being part of Lot 7 on RP894737 contained in Title Reference: 50125576.

An area of about 3648 square metres being part of Lot 296 on Crown Plan K1244 contained in Title Reference: 20316037.

An area of about 1193 square metres being part of Lot 297 on Crown Plan K1244 contained in Title Reference: 20316037.

An area of about 2412 square metres being part of Lot 286 on Crown Plan K1244 contained in Title Reference: 21050025.

An area of about 3618 square metres being part of Lot 287 on Crown Plan K1244 contained in Title Reference: 21050025.

An area of about 2410 square metres (including about 640 square metres being part of Easement F on SP213246) being part of Lot 284 on Crown Plan K1244 contained in Title Reference: 20142101.

An area of about 2410 square metres (including about 652 square metres being part of Easement E on SP213246) being part of Lot 285 on Crown Plan K1244 contained in Title Reference: 20142101.

An area of about 2914 square metres (including about 609 square metres being part of Easement H on SP213246) being part of Lot 87 on Crown Plan K103255 contained in Title Reference: 20285085.

An area of about 3.825 hectares being part of Lot 278 on Crown Plan K1244 contained in Title Reference: 20142101.

An area of about 4.497 hectares (including about 695 square metres being the whole of Easement G on SP213246) being part of Lot 283 on Crown Plan K1244 contained in Title Reference: 20142101.

An area of about 2.412 hectares being part of Lot 22 on SP271091 contained in Title Reference: 50971544.

An area of about 3.154 hectares (including about 251 square metres being part of Easement A on SP101552) being part of Lot 23 on SP271091 contained in Title Reference: 50971545.

An area of about 1503 square metres being part of Lot 555 on Crown Plan K124168 contained in Title Reference: 21145063.

An area of about 1.977 hectares being part of Lot 91 on Crown Plan K1247 contained in Title Reference: 20878224.

An area of about 3.946 hectares being part of Lot 249 on Crown Plan K1244 contained in Title Reference: 21077207.

An area of about 3.851 hectares being part of Lot 2 on RP713237 contained in Title Reference: 20494087.

An area of 1171 square metres being the whole of Lot 1 on RP713237 contained in Title Reference: 20494086.

An area of about 1.665 hectares being part of Lot 11 on SP239854 contained in Title Reference: 50840211.

An area of about 3.109 hectares being part of Lot 2 on RP732066 contained in Title Reference: 21087189.

An area of about 3.468 hectares being part of Lot 7 on RP903160 contained in Title Reference: 50134871.

An area of about 1.47 hectares (including 82 square metres being the whole of Easement A on RP20723) being part of Lot 1 on RP704740 contained in Title Reference: 21215119.

An area of about 4.615 hectares (including about 3383 square metres being part of Easement B on SP210129 and about 2372 square metres being part of Easement A on RP726924) being part of Lot 1 on RP736042 contained in Title Reference: 21299112.

An area of about 1442 square metres being part of Lot 1 on RP732066 contained in Title Reference: 21565208.

An area of 1134 square metres being the whole of Lot 4 on SP197309 contained in Title Reference: 50667311.

An area of about 2.425 hectares being part of Lot 183 on SP266889 contained in Title Reference: 50996624.

An area of about 2.307 hectares being part of Lot 188 on Crown Plan K1241 contained in Title Reference: 20544083.

An area of about 2.487 hectares being part of Lot 2 on RP720394 contained in Title Reference: 20739032.

An area of about 2.729 hectares being part of Lot 16 on RP855618 contained in Title Reference: 21571216.

An area of about 1.729 hectares being part of Lot 15 on RP855619 contained in Title Reference: 50008707.

An area of about 3072 square metres (including about 300 square metres being part of Easement F on SP241171) being part of Lot 1 on RP702672 contained in Title Reference: 20195120.

An area of about 4.624 hectares being part of Lot 3 on RP702672 contained in Title Reference: 20195121.

An area of about 1.479 hectares (including about 600 square metres being part of Easement G on SP241172, about 1030 square metres being part of Easement B on SP210128 and about 457 square metres being part of Easement A on RP726915) being part of Lot 2 on RP713682 contained in Title Reference: 21313192.

An area of about 6.351 hectares being part of Lot 13 on SP254859 contained in Title Reference: 50891375.

An area of about 4.358 hectares being part of Lot 12 on SP254859 contained in Title Reference: 50891374.

An area of about 3.264 hectares (including about 2879 square metres being part of Easement C on RP722533) being part of Lot 11 on SP254859 contained in Title Reference: 50891373.

An area of about 635 square metres being part of Lot 103 on SP190925 contained in Title Reference: 50676653.

An area of 3641 square metres being the whole of Lot 102 on SP190925 contained in Title Reference: 50676652.

An area of about 1.849 hectares (including about 242 square metres being part of Easement B on RP722534) being part of Lot 1 on RP736046 contained in Title Reference: 21429136.

An area of about 861 square metres being part of Lot 5 on RP728844 contained in Title Reference: 21449001.

As shown approximately on Plans R8-552, R8-554(B), R8-555, R8-556, R8-557, R8-559, R8-560, R8-561, R8-562 and R8-563 held in the office of the Chief Executive, Department of Transport and Main Roads, Brisbane.

Mackay Region
Mackay Ring Road
495/6828, 7241 and 7837 to 7862

ENDNOTES

1. Made by the Governor in Council on 11 August 2016.
2. Published in the Gazette on 12 August 2016.
3. Not required to be laid before the Legislative Assembly.
4. The administering agency is the Department of Transport and Main Roads.

Released under RTI - DTMR

Background Information

District: Mackay/Whitsunday
LGA: Mackay Regional Council
Job No: 242/860/1
Project Description: Mackay Ring Road Project

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Project Background

Mackay is the major service centre for the mining industry in the Bowen Basin and the developing Galilee Basin. The region is experiencing strong growth predominately associated with expansion of the mining industry in the Bowen Basin. In the Mackay urban centre, the Bruce Highway currently serves conflicting roles as a major urban arterial connection, as well as a vital component of the supply chain for mines in the Bowen Basin. The highway has extensive commercial and residential frontage, resulting in significant levels of interaction between local and regional traffic.

Economic growth in the region is being hampered by poor accessibility, deteriorating levels of service on the highway and poor access to the Port. Safety and urban amenity is also being compromised by the movement of large commercial vehicles, including those shipping hazardous loads, through the centre of Mackay. In May 2011, the Federal Infrastructure and Transport Minister approved funding to investigate a ring road around Mackay with connection to the Port of Mackay. The approved business case recommends construction of a dual carriageway ring road approximately 20km in length, west of the urban area of Mackay, providing connectivity between Stockroute Road in the south, Bald Hill Road in the north and east to the port. The project corridor is illustrated in green in figure ES1 below.

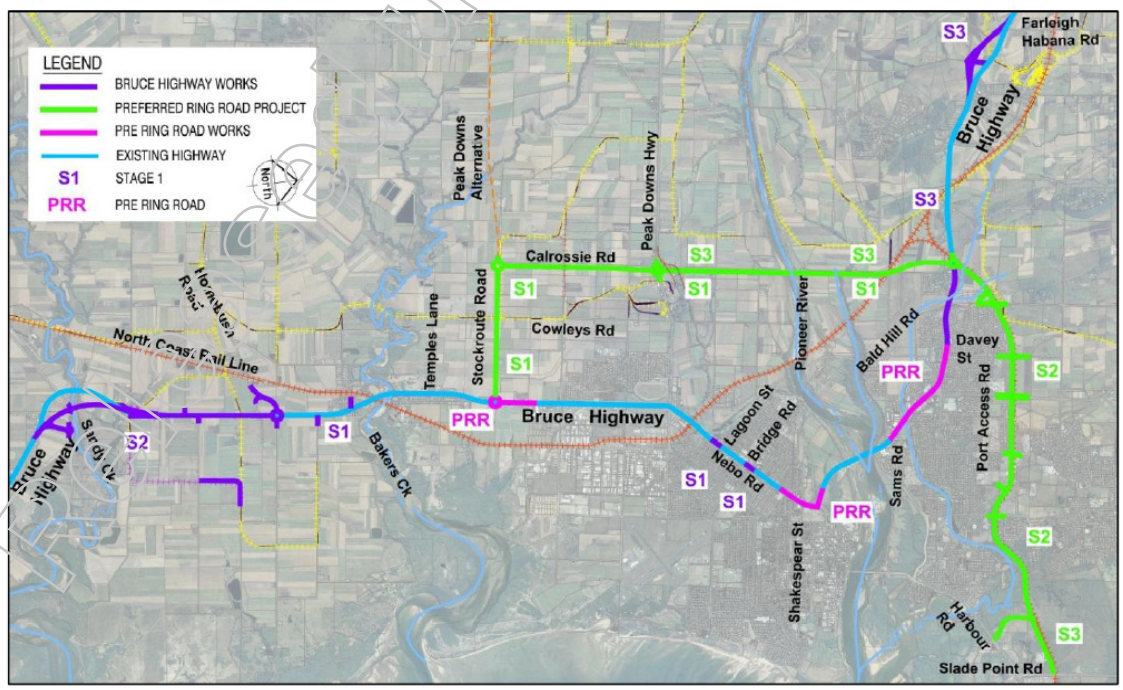


Figure ES1: Project Location

Planning Process

It was determined from several studies that there was a requirement for a bypass around Mackay to ease congestion and re-route the ever growing heavy vehicle volume away from the centre of Mackay. An extensive options analysis was undertaken to determine the best location and formation of the Mackay Ring Road. The outcome of this planning process was to construct the road in 3 smaller stages listed below.

Project Works

The first stage, which is to be delivered by 2021, involves the construction of an 11.3km section of two lane rural highway style deviation of the Bruce Highway to bypass Mackay from Stockroute Road to Bald Hill Road.

The second stage is to be delivered by 2026. It involves the construction of a 9.5km section of urban arterial style roadway. It will be a two lane section from the Bruce Highway to Harbour Road running parallel to the Erakala-Mackay Harbour rail line.

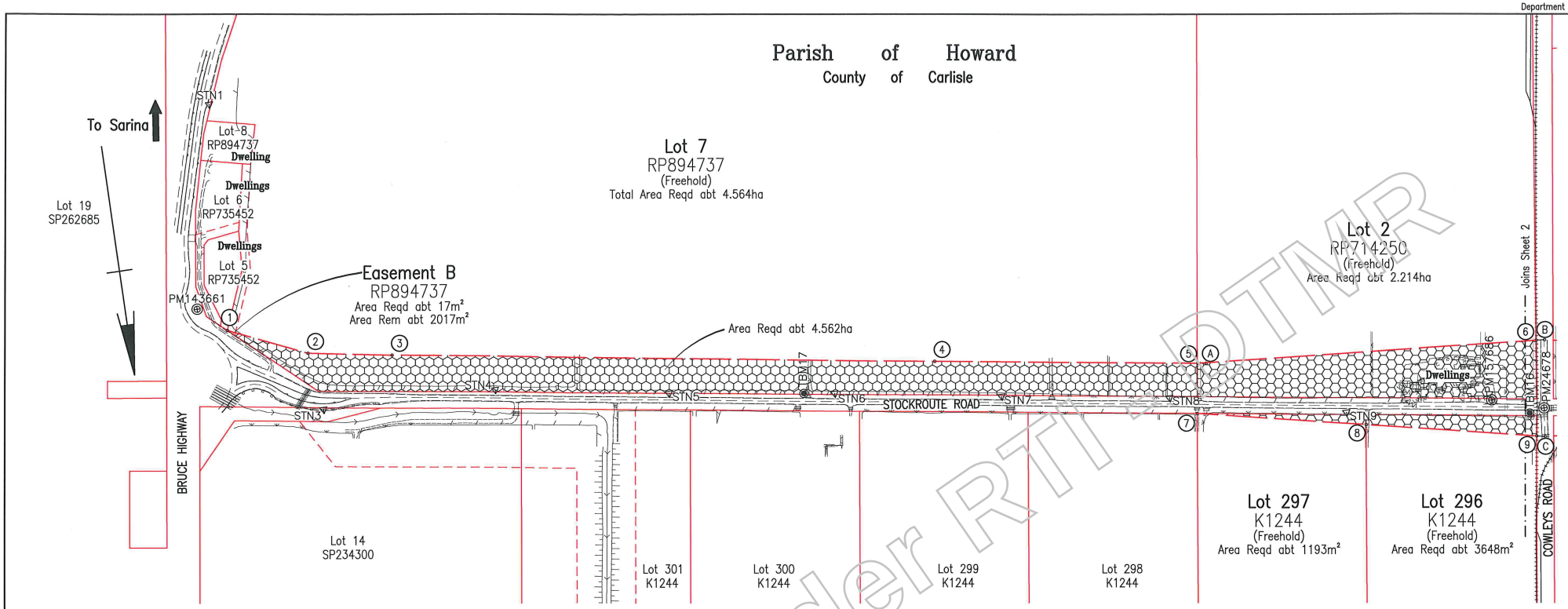
The third and final stage involves the construction of an additional two lane link to the port. The third stage is dependent upon the port development and subject to its growth and needs to warrant this stage being constructed.

Project Benefits

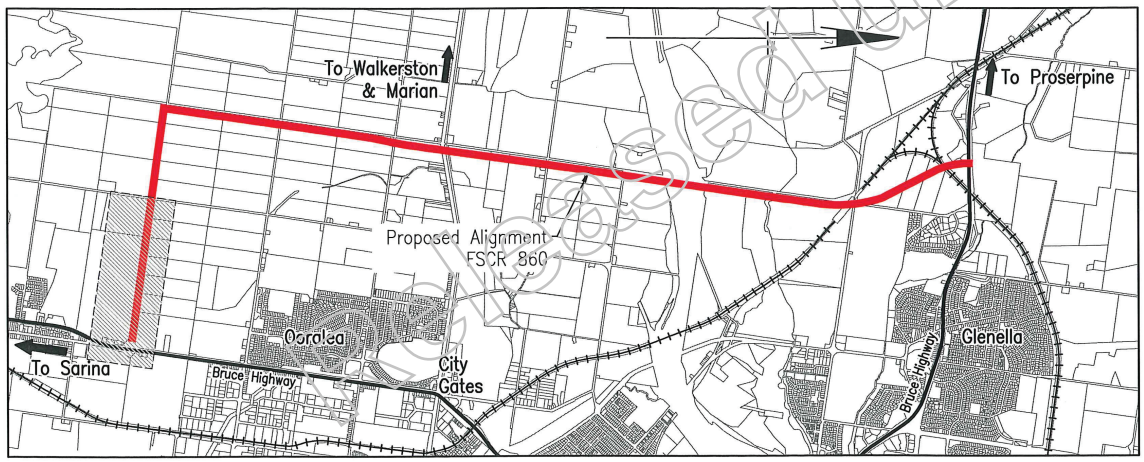
The project achieves the service objectives of removing heavy vehicles from the Mackay City centre and improving the efficiency of the network. The project will also improve connectivity and travel times between key trip generators in the city. This includes the Mackay Port and key industrial area, residential and employment areas. It will improve safety and urban amenity of the national network while integrating with the overall road network to provide a whole of network approach to urban congestion management.

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Parish of Howard
County of Carlisle



LOCALITY PLAN



PERMANENT MARKS AND SURVEY STATIONS

Station	Co-Ordinates		Description
	Easting	Northing	
PM26015	723040.066	7654115.430	Brass Plaque
PM143661	723086.327	7654502.370	Steel Rod
TBM17	722385.551	7654706.470	Star Picket
PM157686	721576.867	7654833.565	Steel Rod
TBM16	721534.532	7654855.523	Ramset
PM24678	721516.756	7654851.988	Brass Plaque Buried
STN1	723037.084	7654262.911	Spike
STN3	722954.303	7654642.354	Spike
STN4	722748.861	7654649.196	Spike
STN5	722544.624	7654683.278	Spike
STN6	722349.537	7654711.725	Spike
STN7	722153.077	7654744.541	Spike
STN8	721955.257	7654775.373	Spike
STN9	721749.926	7654822.879	Spike
STN81	721458.599	7654855.359	Spike

NEW BOUNDARY POINTS

Point	Co-Ordinates		Remark
	Easting	Northing	
1	–	–	On Boundary Corner
2	722962.924	7654573.307	
3	722864.350	7654590.136	
4	722226.092	7654691.568	
5	–	–	On Boundary on Line 9–A
6	–	–	On Boundary on Line 5–B
7	–	–	On Boundary Corner
8	–	–	On Boundary on Line 7–C
9	–	–	On Boundary on Line 8–C

SETOUT POINTS

Point	Co-Ordinates	
	Easting	Northing
A	721905.952	7654740.730
B	721504.370	7654771.441
C	721520.315	7654885.810

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G							
F							
E							
D							
C							
B	Boundary revised						
A	Original Issue A3						
	Revisions/Descriptions	Certification	Date	Microfiled			

4	K1244	296	Freehold	Transport, in particular, road	3648m²	11.776ha
3	K1244	297	Freehold	Transport, in particular, road	1193m²	12.022ha
2	RP714250	2	Freehold	Transport, in particular, road	2.214ha	17.901ha
1	RP894737	7	Freehold	Transport, in particular, road	4.564ha	63.976ha
				Includes abt 17m² of Easement B		
File Ref.	Plan No.	Lot No.	Tenure And Purpose Of Requirement		Area Reqt.	Area Rem.
File Reference And Resumption Details					Area Required Shown Thus	
Cadastral Map	8755–4133		Parish of	Howard	County of	Carlisle

Survey Data	
Datum	GDA94
Horiz. Datum	MGA94 ZONE 55
Height Datum	AHD DERIVED
Survey Books	MR94213

Scales
0 25 50 75 100m

Dimensions in metres except where shown otherwise. Areas in hectares (ha) or square metres (m2).

MACKAY REGIONAL COUNCIL
MACKAY RING ROAD

Auxiliary drawings: 650500; 678175 – 678185 (Inclusive)

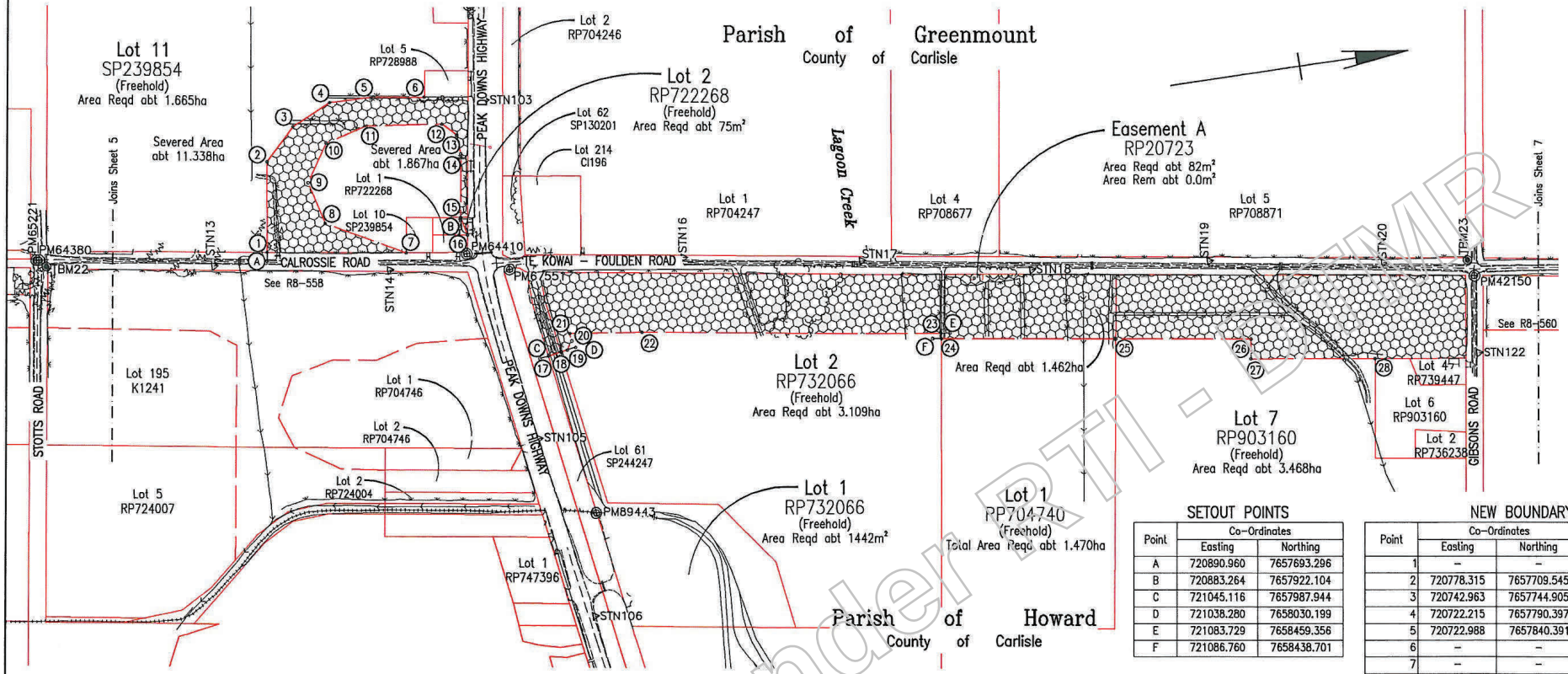
Drawing	Reqmts.	TMR Review	Resumption Requirements
JH	DS	Original signed by A. Blines	Approved
Checked	Checked	Date: 28/07/2015	Original signed by P. Aprile
DS	WW		28/7/2015

Queensland Government

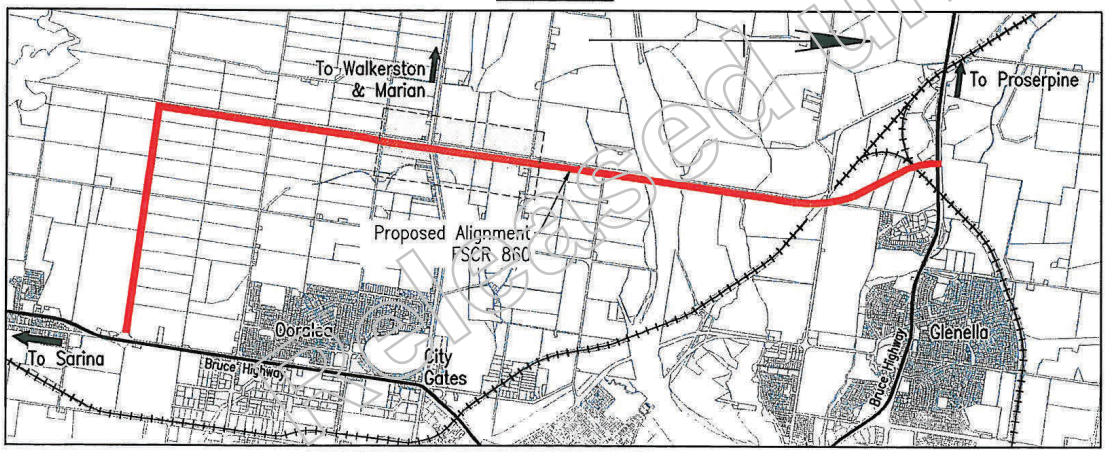
Job No.	242/860/1
Resumption Plan No.	R8–554
Drawing No.	678174 B
Series Number	1 of 10
	MRR_Resumption (02/11)

Last Modified: Sep 03, 2015 – 2:29pm

CAD FILES | G:\MKYD\RIP Projects\Const Rehab MWks\242_860_1 & 242_10G_906\2 – Development\Drawings\Autocad\Resumptions\RESUMPTION PLANS – Stand678174–RP_RevB.dwg



LOCALITY PLAN



SETOUT POINTS

Point	Co-Ordinates	
	Easting	Northing
A	720890.960	7657693.296
B	720883.264	7657922.104
C	721045.116	7657987.944
D	721038.280	7658030.199
E	721083.729	7658459.356
F	721086.760	7658438.701

NEW BOUNDARY POINTS

Point	Co-Ordinates		Remark
	Easting	Northing	
1	–	–	On Boundary on Line A-2
2	720778.315	7657709.545	
3	720742.963	7657744.905	
4	720722.215	7657790.397	
5	720722.988	7657840.391	
6	–	–	On Boundary Corner
7	–	–	On Boundary Corner
8	720857.158	7657765.852	
9	720808.832	7657753.021	
10	720766.717	7657779.971	
11	720754.291	7657828.403	
12	720764.657	7657913.921	
13	720779.580	7657929.359	
14	720801.205	7657930.645	
15	–	–	On Boundary on Line 14-B
16	–	–	On Boundary Corner
17	–	–	On Boundary on Line C-D
18	–	–	On Boundary on Line C-D
19	721039.877	7658020.327	
20	721030.476	7658027.110	
21	721021.856	7658025.715	
22	721032.176	7658108.405	
23	–	–	On Boundary on Line 22-E
24	–	–	On Boundary on Line F-26
25	–	–	On Boundary on Line F-26
26	721140.104	7658801.870	
27	721162.405	7658798.554	
28	–	–	On Boundary Corner

PERMANENT MARKS AND SURVEY STATIONS

Station	Co-Oridinates		Description
	Easting	Northing	
PM65221	720853.171	7657430.893	Brass Plaque Buried
PM64380	720853.744	7657434.655	Star Picket Buried
TBM22	720862.110	7657441.856	Screw
TBM23	721087.14	7659060.76	Star Picket
PM64410	720915.104	7657921.144	Star Picket
PM67551	720939.611	7657967.475	Star Picket
PM89443	721228.732	7658026.795	Brass Plaque
PM42150	721106.05	7659066.12	Star Picket Buried
STN13	720888.089	7657632.067	Spike
STN14	720921.211	7657831.206	Spike
STN103	720745.076	7657966.922	Spike
STN105	721135.987	7657973.967	Spike
STN106	721344.871	7658009.017	Spike
STN16	720954.601	7658168.207	Spike
STN17	720986.996	7658371.038	Spike
STN18	721025.869	7658562.904	Spike
STN19	721045.547	7658767.341	Spike
STN20	721075.966	7658964.542	Spike
STN122	721193.721	765905B.794	Spike

6	RP903160	7	Freehold	Transport, in particular, road	3.468ha	25.142ha
5	RP704740	1	Freehold	Transport, in particular, road Includes abt 82m² of Easement A	1.470ha	6.624ha
4	RP732066	2	Freehold	Transport, in particular, road	3.109ha	10.861ha
3	RP732066	1	Freehold	Transport, in particular, road	1442m²	2.759ha
2	RP722268	2	Freehold	Transport, in particular, road	75m²	734m²
1	SP239854	11	Freehold	Transport, in particular, road	1.665ha	13.205ha
File Ref.	Plan No.	Lot No.	Tenure And Purpose Of Requirement		Area Reqt.	Area Rem.

File Reference And Resumption Details — Area Required Shown Thus

Cadastral Map 8755-4133 | Parish of Howard/Greenmount | County of Carlisle

Survey Data	
Datum	GDA94
Horiz. Datum	MGA94 ZONE 55
Height Datum	AHD DERIVED
Survey Books	MR94213
Working drawings	

Scales: 0 25 50 75 100m

Dimensions in metres except where shown otherwise. Areas in hectares (ha) or square metres (m2).

MACKAY REGIONAL COUNCIL

MACKAY RING ROAD

Auxiliary drawings: 650500; 678174 – 678178, 678180 – 678185 (inclusive)

Drawing	Reqmts.	TMR
JH	DS	
Checked	Checked	Dat
DS	WW	28/7/16

Queensland Government

Job No.	242/860/1
Resumption Plan No.	R8-559
Drawing No.	678179 A
Series Number	6 of 10

MRR_Resumption (02/11)

	Revisions/Descriptions	Certification	Date	Microfilmed
G				
F				
E				
D				
C				
B				
A	Original Issue A3			

CAD FILES C:\pwworking\healyj3\dms44784\60342905-0100-100006-RP.dwg

Last Modified: - Jul 28, 2015 - 10:01am

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Resump. Plan No.	(Ref)	Lot	Plan No.	Tenure	Total property area	Area required	Area remaining	Property Owner on Title Search
								PROPOSED SOUTHERN ALIGNMENT
not relevant								
R8-559	1	11	SP239854	FH	14.87	1.665	13.205	
not relevant								

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Glenroy S Dillon

From: [redacted]@htw.com.au>
Sent: Wednesday, 31 August 2016 4:27 PM
To: Glenroy S Dillon
Subject: Re: Mackay Ring Road Project (MRRP) valuation quote
Attachments: quotation_document.pdf; Detailed Quotation - Compensation Assessments - Mackay Ring Road Project.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Glen,

Thanks for your enquiry.

Our quotation i [not relevant] n the basis that title searches will be provided by TMR.

Please refer to the document 'Detailed Quotation' for the individual quotations. As discussed we have not quoted on leasehold land (i.e Road Licenses) and land held by the State. We have provided a single quote for aggregations of adjoining / adjacent lots held in common ownership and the individual quotations for these are detailed in the attached schedule against the last lot held.

Also we have attached our standard quotation and acceptance document containing our preferred payment terms.

My involvement in resumption matters includes:-

- assessments for your department over the past 12 months including Bruce Highway / Careys Creek overtaking lane, Mirani - Mount Ossa Road and Peak Downs Highway / Eton Range
- attendance at a without prejudice conference with your department - Bruce Highway / Hay Point turnoff Alligator Creek
- various resumption matters for Emerald Shire Council, Peak Downs Shire Council, Belyando Shire Council, Mackay Regional Council, Whitsunday Regional Council, Capelec, Ergon and Queensland Rail from 1993
- mining compensation assessment - 'Wollombi Station', Glenden

Land court attendance has involved statutory valuations objections. I have also attended several without prejudice conferences on statutory valuation matters.

Yours faithfully,

[redacted] | FAPI - Certified Practising Valuer
Director

T 07 4957 7348 | M [redacted]
E [redacted]@htw.com.au

25 River Street, Mackay, QLD, 4740
PO Box 865, Mackay, QLD, 4740

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HERRON TODD WHITE | www.htw.com.au

On 24 August 2016 at 14:11, Glenroy S Dillon <Glenroy.S.Dillon@tmr.qld.gov.au> wrote:

Hi

The department has recently resumed land by gazette notice of 12 August 2016 for the MRRP. Due to the size of the documents, I am sending the information to you via Own Cloud.

Please provide a quote for valuation/compensation assessments for the properties that have been impacted.

TMR will need a quote for each property ownership, plus a total quote amount, as shown on a list that I will provide to you via Own Cloud.

Should your tender be successful then the department will send you a formal notification and the appropriate documents.

To assist the department in this process please provide brief details of your involvement in resumption matters including details of Land Court experience.

You will shortly receive an email that provides a link to Own Cloud. The password to access the information you will need for the MRRP quote is

Please keep this password secure and treat the information provided as confidential. Your access to this information will expire on 31 August 2016.

The department will need to receive your quote before close of business 2 September 2016.

If you require any further information please contact myself.

Kind regards,

Released under RTI - DTMR

Glen Dillon
A/Area Manager | Strategic Property Management / Property Acquisitions & Disposals
Portfolio Investment & Programming | Department of Transport and Main Roads

Floor 2 | Carseldine - GOP Building D | 532 Beams Road | Carseldine Qld 4034
GPO Box 1412 | Brisbane Qld 4001
P: (07) 30666958 | F: (07) 30668228

E: glenroy.s.dillon@tmr.qld.gov.au
W: www.tmr.qld.gov.au

****
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****

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Released under RTI - DTMR

31 August 2016

Glen Dillon
Department of Transport and Main Roads
GPO Box 1412
Brisbane QLD 4001

Email: Glenroy.S.Dillon@tmr.qld.gov.au

Our Ref: EQ85426

Dear Glen

INDEPENDENT PROPERTY VALUATION

Thank you for your enquiry and the opportunity to be of service to you.

Please find attached our instruction and authorisation form. It's important that you read and understand this material as it makes it clear about which entity in our Group is providing the service(s) you are ordering and also our terms and conditions.

For us to commence this assignment we need you to do the following:

- Check that all details we have entered on the forms are correct. If any amendments or further information is required please handwrite them in the relevant area;
- Sign and complete the payment details on the authorisation form;
- Return both forms to our office by fax, post or email;
- Make your payment by credit card, cheque or direct deposit using this quote number EQ85426 as your reference.

Once we receive this information we will begin preparing a file and contact the nominated person for access to arrange a convenient time for the inspection. Following the inspection, we will complete your written report and forward it to you. If at any stage during this process you have any concerns or further queries, please contact the author of this letter to discuss.

For your information we have also included a facts sheet which provides information on the complete range of professional property services we offer. As a valued customer it also gives you the opportunity to receive our monthly property market report on a complimentary basis.

Once again we thank you for this opportunity and look forward to being of assistance with your property decisions. Please note that this quotation is valid for 30 days.

Yours faithfully

Director

Released under RTI - DTMR

Mackay
Herron Todd White (Central QLD) Pty Ltd
ABN 57 608 235 507
25 River Street
Mackay QLD 4740
PO Box 865
Mackay QLD 4740
Telephone 07 4957 7348
mackay@htw.com.au
htw.com.au

INSTRUCTION FORM – INDEPENDENT PROPERTY VALUATION

In order to proceed with the valuation please complete the required information and return this instruction form to the relevant office as detailed below.

Office:	Herron Todd White (Central QLD) Pty Ltd
Postal address:	PO Box 865 Mackay QLD 4740
Fax:	07 4951 2621
Email:	mackay@htw.com.au

. Consultancy Advice Road, Mackay QLD 4740 ()

Purpose/Approach	Acquisition / Resumption (Market Value)
Reporting Contact	Department of Transport and Main Roads
Type of property	Rural-Sugar Cane
Servicing Office	Mackay Ph: 07 4957 7348
Access arrangements Contact Person Work Phone Home Phone Mobile Email Comments	
Total Fee (Incl GST)	not relevant

Information required by Herron Todd White to complete the valuation include

- At this time no additional information is required

Special instructions for Herron Todd White in respect of the valuation

Upon completion of the valuation report please provide it by

- Email

Turnaround comments

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AUTHORISATION - INDEPENDENT PROPERTY VALUATION

Authorisation

I hereby accept the conditions of engagement for services (below) and confirm engagement of to perform the services as detailed.

Signed: Date:

I authorise Herron Todd White (Central QLD) Pty Ltd to provide an independent valuation as detailed.

My details are as follows	
Name	Glen Dillon, Department of Transport and Main Roads
Postal address	GPO Box 1412 Brisbane QLD 4001
Contact telephone	(07) 3066 6958
Mobile	
Email	Glenroy.S.Dillon@tmr.qld.gov.au

Properties to be valued	
☐ . Consultancy Advice Road, Mackay QLD 4740 ()	
Valuation Fee	not relevant
Total	
Total Fee (Incl GST)	

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AUTHORISATION – INDEPENDENT PROPERTY VALUATION

Client	
Total Fee	not relevant
Individual invoices will be issued on completion of each assessment. Payment is required within 30 days of issuing each invoice.	
☐ **Tax Invoice Required for Upfront Payment** (tick if you require a Tax Invoice to pay against)	
Payment can be made by	
☐ Cheque payable to Herron Todd White (Central QLD) Pty Ltd (enclose and return with this form)	
☐ Credit Card*	☐ Mastercard ☐ Visa
Credit card number	_____/_____/_____/_____
Expiry date	_____/_____
CVV	_____
Cardholder name	
Signature	
Fee Payable	not relevant
☐ Direct Deposit - please use Quote No. EQ85426 as the reference.	
Date deposited	
Bank	not relevant
BSB	
Account name	
Account number	
Fee Payable	
Fee comments	

** An additional payment processing fee of 1.5% applies to all Visa and Mastercard credit card payments.*

Herron Todd White reserves the right to add any costs incurred in the process of collecting unpaid monies to the outstanding amount. These recovery costs may include, but are not limited to, collection agency fees or commissions, legal fees, postage, couriers, dishonor fees, bank fees.

Herron Todd White has provided this quotation on the estimate given. Herron Todd White reserves the right to amend this quotation should the estimate not reflect the current market value of the property. Herron Todd White also reserves the right to charge a fee in the event that an in-progress job is cancelled. This fee will range from 25% to 100% of the quoted amount, based on the stage of completion.

The Client will not rely or be able to rely on the valuation until payment is made in full, or if it does so rely without our express consent, then it warrants that in doing so it does rely at it's own risk on basis that it accepts that we do not accept or assume responsibility for the valuation, and that in doing so there is a total failure of consideration in respect to that valuation service in respect to that retainer.

Office Use Only:

Invoice No: Processed By:

Released under RTI - DTMR

Payment Rec Date

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INSTRUCTION FORM – INDEPENDENT PROPERTY VALUATION

Conditions of engagement for valuation services

1. **Use & Reliance**
   1. The valuation will be for the use only of the party named in the valuation report to whom it is addressed and has been prepared for the use only nominated in the valuation report and no other purpose. No responsibility will be extended to any third party (including any party who may have paid the fee) who may use or rely on the whole or any part of the valuation of the property described in the valuation report.
   2. Valuation reports may only be re-assigned within 90 days from the date of the valuation and additional charges will apply. Any re-assignment requested outside of 90 days will require an updated valuation report to be prepared in all circumstances. The fee for such an updated valuation would be commensurate with the work required. Herron Todd White reserves the right to decline any request for re-assignment. Please note some lenders prohibit valuers from re-assigning valuations to the lender and in these circumstance we can only assign valuations to these lenders when we have been instructed directly by the lender.
   3. The valuation will be current as at the date of valuation only. The value assessed may change significantly and unexpectedly over a relatively short period (including as a result of general market movements or factors specific to the particular property). We do not accept liability for losses arising from such subsequent changes in value. Without limiting the generality of the above comment, we do not assume any responsibility or accept any liability where the valuation is relied upon after the expiration of 90 days from the date of the valuation, or such earlier date if you become aware of any factors that have any effect on the valuation. However, it should be recognised that the 90 day reliance period does not guarantee the value for that period; it always remains a valuation at the date of valuation only.
   4. Neither the whole nor any part of the valuation or any reference thereto may be included in any published documents, circular or statement, nor published in any part or in full in any way, without the written approval of Herron Todd White.
   5. Herron Todd White is not operating under an Australian Financial Service Licence and the valuation will not constitute as financial product advice. Herron Todd White is not a registered tax agent and the valuation will not constitute as tax advice.
   6. Herron Todd White does not assume responsibility for any documents that do not bear an original signature.
2. **Disclosure**
   1. The Instructing Party accepts its responsibility for full disclosure of relevant information and undertakes to provide all documents in its possession that may have an effect on the service to be provided.
3. **Fee**
   1. Herron Todd White has provided this quotation on the estimate given. Herron Todd White reserves the right to amend this quotation should the estimate not reflect the current market value of the property.
   2. Herron Todd White also reserves the right to charge a fee in the event that an in-progress job is cancelled. This fee will range from -
      25% of the proposed fee amount for completion of file preparation and searches;
      50% of the proposed fee amount for completion of file preparation, searches and inspection; and
      100% of the proposed fee amount for completion of file preparation, searches, inspection and draft report.
   3. In the event of a cancellation, no drafts or working papers will be provided.
   4. Our quote assumes the provision of 2 copies however additional copies can be provided at a cost of $55.00 per copy.
   5. Herron Todd White reserves the right to add any costs incurred in the process of collecting unpaid monies to the outstanding amount. These recovery costs may include, but are not limited to, collection agency fees or commissions, legal fees, postage, couriers, dishonour fees, bank fees.
   6. The fee in this quote is only valid for 30 days from the date of the quote.
   7. Herron Todd White reserves the right to charge additional fees for costs associated with the provision of a valuation for the purposes of Family Law Settlement, Rental Determination, Arbitration or any other Court or Tribunal matter. Additional fees will be charged for matters including, but not limited to court appearances, preparation of witness statements and reports.
4. **Valuation Basis, Searches & Assumptions**
   1. The basis of the valuation will be market value which is defined as "the estimated amount for which a property should exchange between a willing buyer and willing seller in an arm's length transaction after proper marketing wherein the parties had each acted knowledgeably and without compulsion".
   2. The interest to be valued will be assumed as freehold subject to no easements, encumbrances and interests unless noted otherwise in the schedule. Herron Todd White reserves the right to qualify the valuation report accordingly.
   3. Herron Todd White will not, unless noted otherwise in the instruction, undertake any search of the title details of the property or search any Federal, State or Local Government Authorities or agencies to determine the existence of any existing or proposed interests, schemes or conditions that may impact upon the valuation of the property and therefore it is the responsibility of the instructing party to undertake their own searches in this regard. Accordingly, Herron Todd White does not accept responsibility or liability for any incorrect information contained in the valuation report because of a failure to undertake the searches.
   4. Due to time delays in obtaining certain information (eg. town planning information) Herron Todd White may rely on verbal inquiries in these circumstances and qualify the valuation report accordingly.
   5. The valuation report will not purport to be a site survey or structural survey of the land or improvements thereon, nor will any such survey be carried out. Any opinion as to the condition of the improvements is not given as an expert and should not be relied upon.
   6. The valuation report will assume that no environmental conditions affect the property and unless advised otherwise in the schedule, Herron Todd White reserves the right to qualify the valuation report accordingly.
   7. If the property is subject to a Community Management Scheme, our valuation will be assessed without knowledge of any orders against the Community Management Scheme/Body Corporate. Should any be found from formal searches, we reserve the right to amend this valuation accordingly.
   8. Herron Todd White reserves the right to qualify the valuation report when instructions are subject to assumptions.
5. **Additional Terms & Conditions Relating to Specific Valuations**.
   If Herron Todd White is instructed to provide:
   1. A valuation for **Mortgage Security Purposes** then the valuation may be relied upon for first mortgage purposes only. Unless the person or entity making the loan is an authorised deposit taking institution within the meaning of the Banking Act 1959 (including but not limited to any bank, building society or credit union), the valuation will be subject to the following 'Prudent Lender' clause; "this valuation is prepared on the assumption that the Lender as referred to in the valuation report (and no other) may rely on the valuation for mortgage finance purposes and the lender has complied with its own lending guidelines as well as prudent finance industry lending practices, and has considered all prudent aspects of credit risk for any potential borrower, including the borrower's ability to service and repay any mortgage loan. Further, the valuation is prepared on the assumption that the lender is providing mortgage financing at a conservative and prudent loan to value ratio." Any mortgagee intending to rely upon the valuation must seek an express written authorisation from Herron Todd White and we will not accept any responsibility or liability for reliance upon the valuation without such an authorisation. Herron Todd White accepts no responsibility for the valuation should it be used for the purpose of securing funds through a solicitor lender who induces the lending of money on mortgage security. Herron Todd White reserves the right to qualify the valuation accordingly.
   2. A valuation for **Family Law Settlement, Rental Determination, Arbitration or Litigation** then the Instructing Party agrees to 'hold harmless' Herron Todd White and its servants and agents, and agrees that it will have no cause of action against Herron Todd White and its servants and agents, whether in contract, tort or otherwise, by reason only that the client suffered loss or damage by relying upon a valuation as an expert valuer for a Family Law Dispute, Rental Determination, Arbitration, litigation or other dispute then the Instructing Party agrees not to sue, make demand or commence any legal proceedings whatsoever against Herron Todd White, its servants and agents in relation to the valuation. The instructing party agrees to indemnify Herron Todd White in relation to any claim brought against Herron Todd White in any way connected with the valuation by any party (including the Instructing Party).
   3. A valuation for **Insurance Purposes** then the Instructing Party accepts the valuer will not be a construction and/or structural engineering expert and therefore the value should be taken as indicative only as to what the reinstatement value of the improvements may be. A precise estimate should be provided by a construction/structural or quantity surveying expert.
   4. A **Restricted (kerbside) Valuation** then the Instructing Party accepts a restricted valuation does not involve an internal inspection of the improvements nor an inspection of external areas of the property which are not visible from the road. The Instructing Party accepts the valuer will not carried out the usual range of enquiries that a valuer is required to make by professional practice standards in determining a valuation of property, and that this is at the specific request of the Instructing Party. The Instructing Party fully understands the risks inherent in relying upon a valuation carried out in such circumstances. The Instructing Party agrees to 'hold harmless' Herron Todd White and its servants and agents, and agrees that it will have no cause of action against Herron Todd White and its servants and agents, whether in contract, tort or otherwise, by reason only that the client suffered loss or damage by relying upon a restricted valuation.
   5. A **Desktop Assessment** then the Instructing Party accepts a desktop assessment does not involve a physical inspection of the property and only provides an indication of the value of the subject property and is not a representation as to the Market Value of the subject property. The Instructing Party accepts that a desktop assessment is not, and will not, be construed to be a valuation in the same meaning as a valuation conducted in accordance with the general concepts, principles and definitions as detailed in the standards promulgated by the Australian Property Institute, which is based on an inspection of the subject property. The Instructing Party accepts that desktop assessment methodology carries with it risks which entail a degree of likely variation greater than would be expected to be produced by a valuation that came about as a result of a physical inspection. The Instructing Party agrees to 'hold harmless' Herron Todd White and its servants and agents, and agrees that it will have no cause of action against Herron Todd White and its servants and agents, whether in contract, tort or otherwise, by reason only that the client suffered loss or damage by relying upon a desktop assessment.
   6. A valuation and/or a letter for the purposes to be published in a **Prospectus / Information Memorandum** then neither the full valuation report nor any accompanying letter may be reproduced in whole or in part without prior written approval of Herron Todd White, apart from use within the agreed Prospectus / Information Memorandum. The Instructing Party agrees for Herron Todd White to disclaim within the full valuation report and any accompanying letter; (a) any liability to any party including investors in the event of an omission from, or false and misleading statements included in the Prospectus / Information Memorandum, other than in respect to our formal valuation and any accompanying letter, and (b) disclaim that the full valuation report and any accompanying letter has been prepared on the basis that the financial and other information (including market information and third party information) is accurate, reliable and complete and confirm that we have not tested the information in that respect, and (c) disclaim that the full valuation report and any accompanying letter will be strictly limited to the matters contained within those documents, and will not to be read as extending, by implication or otherwise, to any other matter in the Prospectus / Information Memorandum. Without limitation to the above, no liability will be accepted for any loss, harm, cost or damage (including special consequential or economic harm or loss) suffered as a consequence of fluctuations in the real estate market subsequent to the date of valuation, and (d) any accompanying letter that is provided will state that it must be read in conjunction with our formal valuation report and is subject to the assumptions, limitations and disclaimers contained therein, and we will refer the reader to the Instructing Party.
6. **Warranties & Indemnities**
   1. For its part and in consideration of payment of the agreed fee, Herron Todd White will make best endeavours to provide, subject to the above, the valuation services it has been commissioned to undertake by the Instructing Party in accordance with recognised principles and practices of valuation.
   2. To the extent that it is able under the Competition and Consumer Protection Act, Herron Todd White limits its liability for breach of condition or warranty under this agreement and its liability for breach of a duty of care to the re-supply of the services or an amount equivalent to the cost of having the services supplied again.
   3. Our liability is limited by a scheme approved under Professional Standards Legislation. The scheme does not apply within Tasmania.
   4. The entity providing the service set out in this quote is solely the entity named on this quote (with its associated ACN/ABN). No other entity forming part of or associated with the Herron Todd White Group is liable. From time to time, the associated invoice for services may be issued by another Herron Todd White entity other than the service-providing entity named on this annexure. If this occurs, no professional liability is extended to the entity named on the invoice.

Property Under Digital RTI - DTMR

Local Expertise.
National Strength.
Trusted Solutions.

HERRON TODD WHITE

1300 880 489
htw.com.au

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PROVIDING PEACE OF MIND

Herron Todd White is Australia's leading property valuation and advisory group. For more than 45 years, we've helped our customers make the most of their property assets by providing sound valuations and insightful analytical advice.

Professional

Our people are qualified valuers, quantity surveyors and other allied property professionals.

Independent

We provide professional property services for an agreed fee. The advice we provide is totally independent, impartial and current.

Experienced

We operate in the property market everyday so we have the knowledge to give you the advantage in your property decisions.

WHAT WE CAN DO FOR YOU

Herron Todd White offers a range of professional property services, including:

Independent property valuations;

Commercial, Rural, Residential

To provide peace of mind in many situations, including:

- Pre-purchase advisory (residential and commercial buyers and investors)
- Pre-sale advisory (property sellers)
- Settlement (marital or partnership)
- Mortgage security
- Transfer duty or capital gains tax
- Insurance replacement assessments

Tax depreciation schedules

- For investors to maximise the financial returns from investment properties
- Cost of schedule usually recouped in the first year of tax savings
- Full inspection to identify all depreciable items
- User friendly report
- All investment properties qualify regardless of age.

Offices

Sydney	Albury/Wodonga	Busselton	Gladstone	Launceston	Newcastle	Sale	Tweed Heads
Brisbane	Alice Springs	Cairns	Gold Coast	Leeton	Orange	NSW Southern	Wagga Wagga
Melbourne	Bairnsdale	Coffs Harbour	Goondiwindi	Lismore	Port Augusta	Highlands	Warrnambool
Canberra	Ballarat	Deniliquin	Gosford	Mackay	Port Elliot	Sunshine Coast	Whitsundays
Perth	Bathurst	Dubbo	Griffith	Mildura	Port Macquarie	Tamworth	Wollongong
Adelaide	Bendigo	Echuca	Hervey Bay	Mount Gambier	Riverland	Toowoomba	Young
Darwin	Bunbury	Emerald	Horsham	Mount Isa	Rockhampton	Townsville	
Hobart	Bundaberg	Esperance	Ipswich	Mudgee	Roma	Traralgon	

KEEP IN TOUCH WITH YOUR LOCAL PROPERTY MARKET!

To receive our complimentary newsletters and reports on current property issues and the local property market, please complete and return this form by fax *1300 880 274*, email *htwa@htw.com.au* or post *Herron Todd White, PO Box 61, Chermside South QLD 4032*. Alternatively, you can visit our website and subscribe as *www.htw.com.au/Newsletter/*



Name	Email address

Contact telephone	Occupation	Company

We are commited to ensuring the confidentiality and privacy of all personal information (including any credit information) that we may collect during the conduct of our business. In relation to managing personal information, we are bound by the Australian Privacy Principles contained in the Privacy Act. A copy of our Privacy Policy can be either obtained from one of our offices or please visit our website htw.com.au

not relevant

R8-559	1	11	SP239854	FH	14.87	1.665	13.205	3300

not relevant

Released unde
I - DTMR

Glenroy S Dillon

From: Glenroy S Dillon
Sent: Tuesday, 6 September 2016 3:46 PM
To: [redacted]@htw.com.au'
Cc: Mark P Jones
Subject: Letter of Instruction
Attachments: img-906153852-0001.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi [redacted]

I have not yet attached the documents referred to in the letter.

As soon as they are available I will send them to you.

Kind regards,

Glen Dillon
Principal Property Officer | Strategic Property Management / Property Acquisitions & Disposals
Portfolio Investment & Programming | Department of Transport and Main Roads

Floor 2 | Carseldine - GOP Building D | 532 Beams Road | Carseldine Qld 4034
GPO Box 1412 | Brisbane Qld 4001
P: (07) 30666958 | F: (07) 30668228
M
E: glenroy.s.dillon@tmr.qld.gov.au
W: www.tmr.qld.gov.au

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QUEENSLAND GOVERNMENT

Department of Transport and Main Roads

Our ref 495/07241; 07837 - 7863
Your ref
Enquiries Glen Dillon

6 September 2016

Herron Todd White (Mackay)
PO Box 529
Townsville Qld 4810

Sent by email: [redacted]@htw.com.au

Attention: [redacted]

Dear Sir

Mackay Region
Mackay Ring Road

This department has requirements for projected works from the properties as shown shaded on departmental plans R8-552, R8-554(B), R8-555 – R8-557, R8-559 – R8-563 and R8-565. It is understood that these plans have been forwarded to you previously.

Also attached is a copy of the schedule setting out details of the resumptions, as well as copies of relevant title searches and survey plans for these properties. The subject land was taken by Taking of Land Notice (No. 3003) 2016 which gazetted on 12 August 2016. (A copy of this Taking of Land Notice is attached).

To assist this department with negotiations please provide reports and detailed assessments on the land described in the schedule. Please identify major inclusions such as bores, generators and pumps (make, capacity, serial number).

Please note our office requires that you forward your reports and invoice via email to the address noted in the footer of this letter. Please DO NOT send any documentation via post.

These assessments should reach this office at your earliest convenience.

If your assessment is that compensation is nominal, do not quote a figure, and advise the department that compensation is nominal.

Department of Transport and Main Roads
Property Acquisitions and Disposals
GPO Box 1412,
Brisbane Qld 4001
ABN 39 407 690 291

Telephone 07 3066 6958
Facsimile 07 3066 8228
Website www.tmr.qld.gov.au
Email glenroy.s.dillon@tmr.qld.gov.au

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Please contact the Property Officer in charge of this case prior to arranging inspections of the properties. A list of property owners and relevant contact details is also attached for your information.

This engagement is based on the terms and conditions of the Pre-qualified Professional Panel Arrangement PB012.

The following documents constitute the entire contract between the customer and supplier. Any verbal agreements or other negotiations are specifically excluded unless reflected in the documentation:

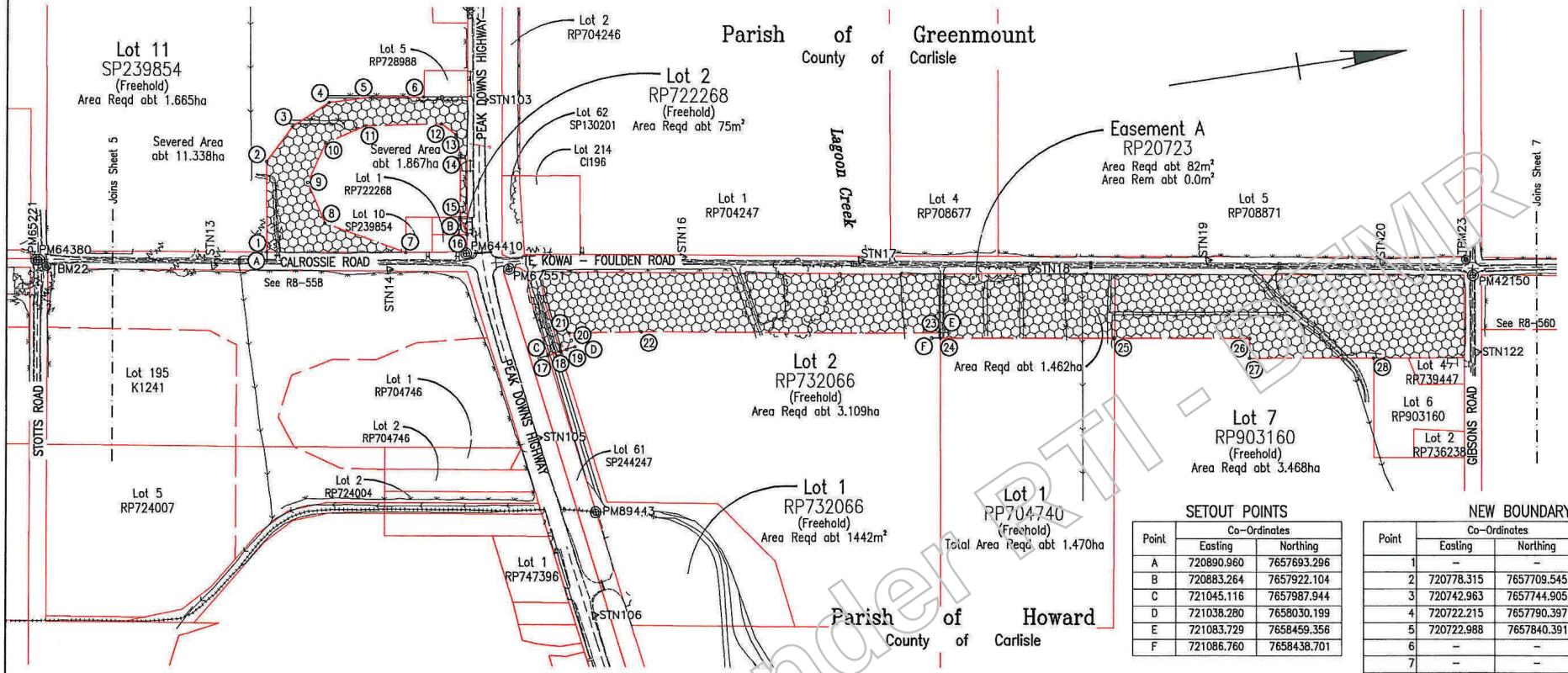
- Short Form Conditions of Contract For the Provision of Goods and/or Services, which can be located at:-
  http://www.hpw.qld.gov.au/SiteCollectionDocuments/ShortFormConditionsContract004.pdf
- Your quote dated 1 September 2016
- This letter of engagement

If you wish to clarify any valuation or property issues please contact Glen Dillon on 07 3066 6958.

Yours sincerely

Donna Brunello
Director (Property Acquisitions and Disposals)

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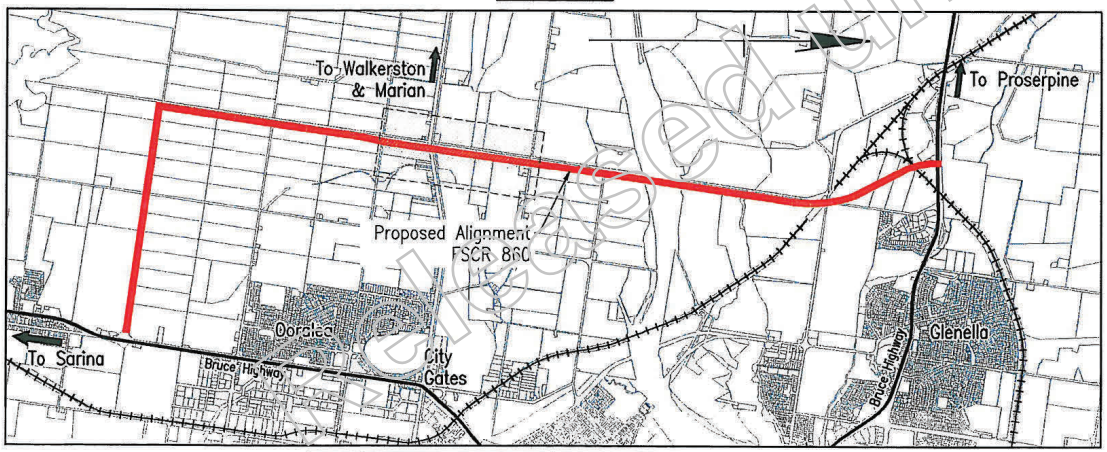
SETOUT POINTS

Point	Co-Ordinates	
	Easting	Northing
A	720890.960	7657693.296
B	720883.264	7657922.104
C	721045.116	7657987.944
D	721038.280	7658030.199
E	721083.729	7658459.356
F	721086.760	7658438.701

NEW BOUNDARY POINTS

Point	Co-Ordinates		Remark
	Easting	Northing	
1	–	–	On Boundary on Line A–2
2	720778.315	7657709.545	
3	720742.963	7657744.905	
4	720722.215	7657790.397	
5	720722.988	7657840.391	
6	–	–	On Boundary Corner
7	–	–	On Boundary Corner
8	720857.158	7657765.852	
9	720808.832	7657753.021	
10	720766.717	7657779.971	
11	720754.291	7657828.403	
12	720764.657	7657913.921	
13	720779.580	7657929.359	
14	720801.205	7657930.645	
15	–	–	On Boundary on Line 14–B
16	–	–	On Boundary Corner
17	–	–	On Boundary on Line C–D
18	–	–	On Boundary on Line C–D
19	721039.877	7658020.327	
20	721030.476	7658027.110	
21	721021.856	7658025.715	
22	721032.176	7658108.405	
23	–	–	On Boundary on Line 22–E
24	–	–	On Boundary on Line F–26
25	–	–	On Boundary on Line F–26
26	721140.104	7658801.870	
27	721162.405	7658798.554	
28	–	–	On Boundary Corner

LOCALITY PLAN



PERMANENT MARKS AND SURVEY STATIONS

Station	Co-Oridinates		Description
	Easting	Northing	
PM65221	720853.171	7657430.893	Brass Plaque Buried
PM64380	720853.744	7657434.655	Star Picket Buried
TBM22	720862.110	7657441.856	Screw
TBM23	721087.14	7659060.76	Star Picket
PM64410	720915.104	7657921.144	Star Picket
PM67551	720939.611	7657967.475	Star Picket
PM89443	721228.732	7658026.795	Brass Plaque
PM42150	721106.05	7659066.12	Star Picket Buried
STN13	720888.089	7657632.067	Spike
STN14	720921.211	7657831.206	Spike
STN103	720745.076	7657966.922	Spike
STN105	721135.987	7657973.967	Spike
STN106	721344.871	7658009.017	Spike
STN16	720954.601	7658168.207	Spike
STN17	720986.996	7658371.038	Spike
STN18	721025.869	7658562.904	Spike
STN19	721045.547	7658767.341	Spike
STN20	721075.966	7658964.542	Spike
STN122	721193.721	765905B.794	Spike

6	RP903160	7	Freehold	Transport, in particular, road	3.468ha	25.142ha
5	RP704740	1	Freehold	Transport, in particular, road Includes abt 82m² of Easement A	1.470ha	6.624ha
4	RP732066	2	Freehold	Transport, in particular, road	3.109ha	10.861ha
3	RP732066	1	Freehold	Transport, in particular, road	1442m²	2.759ha
2	RP722268	2	Freehold	Transport, in particular, road	75m²	734m²
1	SP239854	11	Freehold	Transport, in particular, road	1.665ha	13.205ha
File Ref.	Plan No.	Lot No.	Tenure And Purpose Of Requirement		Area Reqt.	Area Rem.

File Reference And Resumption Details — Area Required Shown Thus

Cadastral Map 8755–4133 | Parish of Howard/Greenmount | County of Carlisle

Survey Data	
Datum	GDA94
Horiz. Datum	MGA94 ZONE 55
Height Datum	AHD DERIVED
Survey Books	MR94213
Working drawings	

Scales: 0 25 50 75 100m

Dimensions in metres except where shown otherwise. Areas in hectares (ha) or square metres (m2).

MACKAY REGIONAL COUNCIL

MACKAY RING ROAD

Auxiliary drawings: 650500; 678174 – 678178, 678180 – 678185 (inclusive)

Drawing	Reqmts.
JH	DS
Checked	Checked
DS	WW

Queensland Government

Job No.	242/860/1
Resumption Plan No.	R8–559
Drawing No.	678179 A
Series Number	6 of 10
	MRR_Resumption (02/11)

G								
F								
E								
D								
C								
B								
A	Original Issue A3							
	Revisions/Descriptions	Certification	Date	Microfiled				

CAD FILES C:\pwworking\healyj3\dms44784\60342905-0100-100006-RP.dwg

Last Modified: - Jul 28, 2015 - 10:01am

Released under PTI - DTMR

495/07847	R8-559	Freehold	Lot 11 on SP239854	50840211	Carlisle	Greenmount	14.87 ha	1.665 ha	[redacted] as joint tenants

not relevant

Released under RTI - DTMR

105126-1/CAS/Mackay

Land Title Act 1994 ; Land Act 1994
Form 21 Version 2

SURVEY PLAN

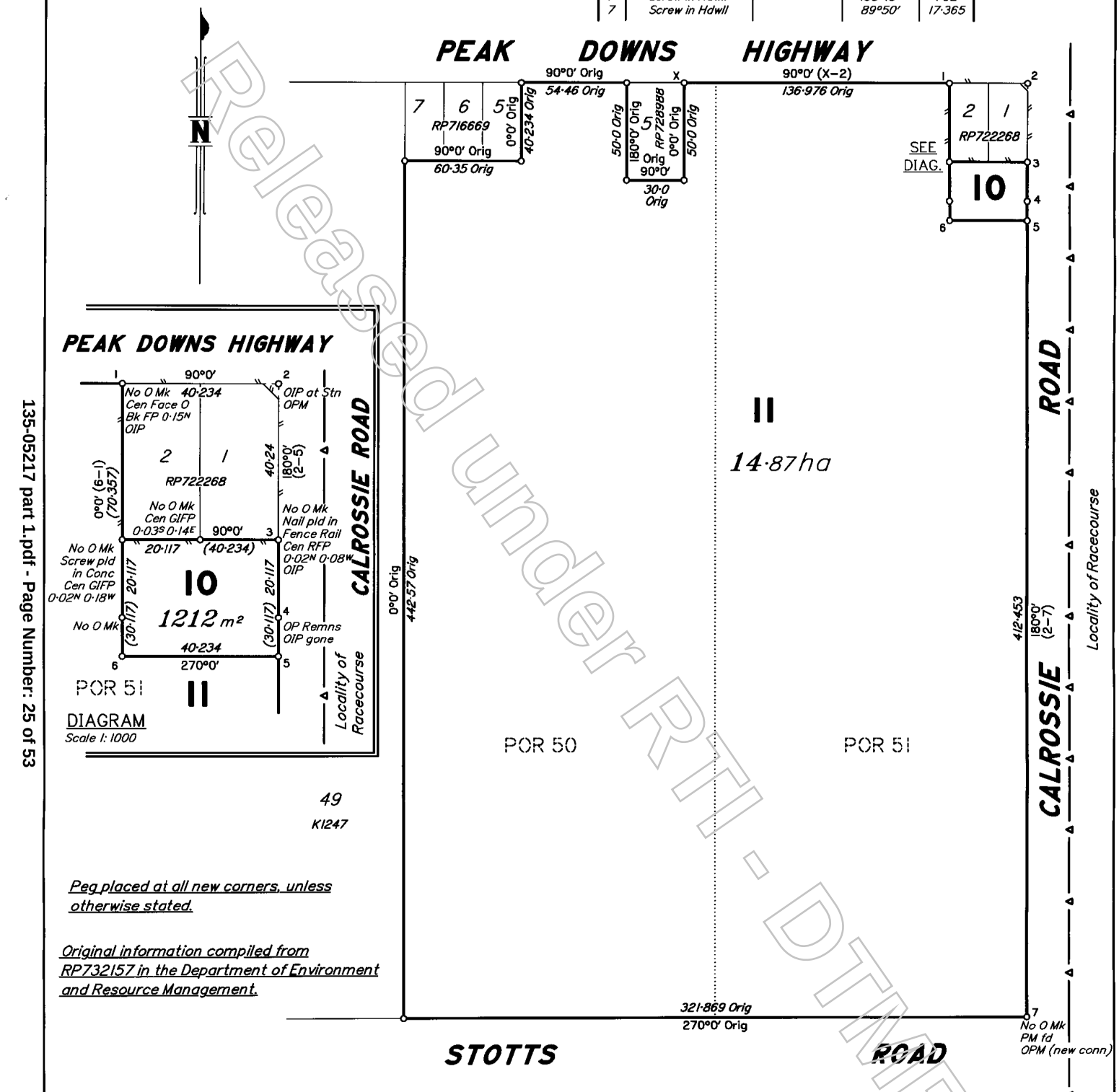
Sheet 1 of 1

PERMANENT MARKS

PM	ORIGIN	BEARING	DIST	NO	TYPE
2-OPM	IS182232	123°41'40"	1·635	64410	
7-PM fd		129°28'	13·0	64380	
7-OPM (new conn)	RP731532	140°24'	15·795	65221	

REFERENCE MARKS

STN	TO	ORIGIN	BEARING	DIST
1	OIP	RP722268	0°0'	1·006
2	OIP	RP716669	at Station	
2	Screw in Kerb		22°35'	11·21
3	OIP	RP722268	90°0'	0·704
4	OIP gone	RP722268	90°0'	1·006
5	Pin		112°0'	2·03
5	Pin in ℄ Bit		91°10'	11·45
6	Pin		247°35'	1·475
7	Screw in Hdwll		103°15'	1·92
7	Screw in Hdwll		89°50'	17·365



49
K1247

Peg placed at all new corners, unless otherwise stated.

Original information compiled from RP732157 in the Department of Environment and Resource Management.

Scale 1: 2000 — Lengths are in Metres.

20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280

State copyright reserved.

RPS Australia East Pty Ltd (ACN 140 292 762) hereby certify that the land comprised in this plan was surveyed by the corporation, by Garry James DOBBIE, cadastral surveyor, for whose work the corporation accepts responsibility, and that the plan is accurate, that the said survey was performed in accordance with the Survey and Mapping Infrastructure Act 2003 and Surveyors Act 2003 and associated Regulations and Standards and that the said survey was completed on 22/10/2010.

Date 20-01-2011

Plan of Lots 10 & 11

Cancelling Lot 3 on RP722268 & Lot 8 on RP732157

PARISH: **GREENMOUNT** COUNTY: **Carlisle**

Meridian: RP722268 F/N's: No

Scale: 1:2000

Format: STANDARD

SP239854

Plan Status:

Released under RTI - DTMR

135-05217 part 1.pdf - Page Number: 25 of 53

W'DRAWN & RE ENTERED 3/3/11 NZ

713728727
713738058
$417.00
$417.00
02/03/2011 09:37

MY 400 NT

WARNING : Folded or Mutilated Plans will not be accepted.
Plans may be rolled.
Information may not be placed in the outer margins.

Registered

5. Lodged by

(Include address, phone number, reference, and Lodger Code)

1. Certificate of Registered Owners or Lessees.

I/We .....

.....

.....

.....

.....

(Names in full)

* as Registered Owners of this land agree to this plan and dedicate the Public Use Land as shown hereon in accordance with Section 50 of the Land Title Act 1994.

~~* as Lessees of this land agree to this plan.~~

.....

Signature of *Registered Owners ~~*Lessees~~

* Rule out whichever is inapplicable

6.

Existing		Created				
Title Reference	Description	New Lots	Road	Emts	Cov.	Profit a prendre
20809098	Lot 3 on RP722268	10	—	—	—	—
21051038	Lot 8 on RP732157	10 & 11	—	—	—	—

EXISTING ADMINISTRATIVE ADVICE ALLOCATIONS

Administrative Advice	Lots to be Encumbered
710701237	10 & 11

Lots	Orig
10	Por 51
11	Pors 50 & 51

2. Local Government Approval.

* Mackay Regional Council

hereby approves this plan in accordance with the :

% Sustainable Planning Act 2009

Dated this day of February 2011

.....

Peter Caraiti # Director Development Services being the officer duly delegated by Mackay Regional Council

* Insert the name of the Local Government. % Insert Integrated Planning Act 1997 or Local Government (Planning & Environment) Act 1990
# Insert designation of signatory or delegation

7. Portion Allocation :

8. Map Reference :
8755-42434

9. Locality :
TE KOWAI

10. Local Government :
MACKAY REGIONAL COUNCIL

11. Passed & Endorsed :
RPS Australia East Pty Ltd
(ACN 140 292 762)
By :
Date : 20/01/11
Signed :
Designation : Cadastral Surveyor

12. Building Format Plans only.

I certify that :

* As far as it is practical to determine, no part of the building shown on this plan encroaches onto adjoining lots or road;

* Part of the building shown on this plan encroaches onto adjoining * lots and road

.....

Cadastral Surveyor/Director* Date

*delete words not required

13. Lodgement Fees :

Survey Deposit	$.....
Lodgement	$.....
.....New Titles	$.....
Photocopy	$.....
Postage	$.....
TOTAL	$.....

3. Plans with Community Management Statement :

CMS Number :

Name :

4. References :

Dept File :

Local Govt : DA-2010-258

Surveyor : 105126

14. Insert Plan Number SP239854

Released under RTI - DNRME

135-05217 part 1.pdf - Page Number: 26 of 53

Glenroy S Dillon

From: Glenroy S Dillon
Sent: Tuesday, 6 September 2016 6:33 PM
To: [redacted]@htw.com.au'
Subject: Contact details
Attachments: Part 6 - Local Rates Information and Accommodation Works_RevisionB.xlsx

Follow Up Flag: Follow up
Flag Status: Flagged

Hi [redacted]

I have attached the contact details for the property owners affected by resumptions on the Mackay Ring Road Project.

Best regards
Glen Dillon

Released under RTI - DTMR

not relevant

R8-559	1	11	SP239854	FH	14.87	1.665	13.205	34 Calrossie Road Te Kowai QLD 4740	Contact: [redacted] (Kelly Legal) - 4911 0500	Water bore Farm irrigation reticulation mains

not relevant

Released under RTI - DTMR

Glenroy S Dillon

From: Glenroy S Dillon
Sent: Wednesday, 5 October 2016 2:29 PM
To: [redacted]
Subject: Title information for south side

Follow Up Flag: Follow up
Flag Status: Flagged

Hi [redacted]

I have sent an Own Cloud link to you with the title information on properties south of the river.

The password is

If you have any trouble extracting the info let me know.

Kind regards,

Glen Dillon
Principal Property Officer | Strategic Property Management / Property Acquisitions & Disposals
Portfolio Investment & Programming | Department of Transport and Main Roads

Floor 2 | Carseldine - GOP Building D | 532 Beams Road | Carseldine Qld 4034
GPO Box 1412 | Brisbane Qld 4001
P: (07) 30666958 | F: (07) 30668228
M:
E: glenroy.s.dillon@tmr.qld.gov.au
W: www.tmr.qld.gov.au

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View File Return To Top

INTERNAL CURRENT TITLE SEARCH
DEPT OF NATURAL RESOURCES AND MINES, QUEENSLAND

Search Date: 12/08/2016 09:42 Title Reference: 50840211
Date Created: 04/03/2011

Previous Title: 21051038

REGISTERED OWNER

Dealing No: 713738058 02/03/2011

JOINT TENANTS

ESTATE AND LAND

Estate in Fee Simple

LOT 11 SURVEY PLAN 239854
Local Government: MACKAY

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 20172120 (POR 50)
(POR 51)

ADMINISTRATIVE ADVICES

Dealing	Type	Lodgement Date	Status	Location
716751709	NOTC INT RES ACQUISITION OF LAND ACT 1967	15/09/2015 08:50	CUR	EC-GEN -00

UNREGISTERED DEALINGS - NIL

CERTIFICATE OF TITLE ISSUED - No

** End of Current Title Search **

COPYRIGHT THE STATE OF QUEENSLAND (DEPT OF NATURAL RESOURCES AND MINES) [2016]

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Glenroy S Dillon

From: Glenroy S Dillon
Sent: Friday, 7 October 2016 10:56 AM
To: [redacted]
Subject: Overall route plan
Attachments: 60342905 - Mackay Ring Road Overall Plan - Stage 1 -.pdf

Hi [redacted]

Please don't take the proposed access points as accurate.

Kind regards,

Glen Dillon
Principal Property Officer | Strategic Property Management / Property Acquisitions & Disposals
Portfolio Investment & Programming | Department of Transport and Main Roads

Floor 2 | Carseldine - GOP Building D | 532 Beams Road | Carseldine Qld 4034
GPO Box 1412 | Brisbane Qld 4001
P: (07) 30666958 | F: (07) 30668228

E: glenroy.s.dillon@tmr.qld.gov.au
W: www.tmr.qld.gov.au

Released under RTI - DTMR



Released under RTI by DTMR

Glenroy S Dillon

From: [redacted]@htw.com.au>
Sent: Friday, 7 October 2016 11:21 AM
To: Glenroy S Dillon
Cc: [redacted]
Subject: Updated Contact Record Report
Attachments: Contact Record Report 7.10.16.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Glen

Please find attached updated contact record report.

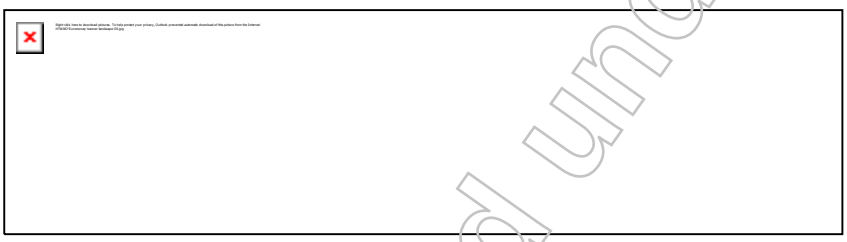
Kind Regards

[redacted]
Valuation Coordinator

T (07) 4957 7348
[redacted] htw.com.au

25 River Street, Mackay, QLD, 4740
PO Box 865, Mackay, QLD, 4740

HERRON TODD WHITE | www.htw.com.au



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Resump. Plan No.	(Ref)	Lot	Plan No.	Tenure	Total property area	Area required	Area remaining	Property Owner on Title Search	Contact Details	Intial Contact	Subsequent Contact	Scheduled	HTW Ref	Inspected
								PROPOSED SOUTHERN ALIGNMENT						
										not relevant				
R8-559	1	11	SP239854	FH		14.87	1.665				Left Message 13/9/2016 9:35 am			
										not relevant				

Released under RTI - DTMR

Glenroy S Dillon

From: [redacted]@htw.com.au>
Sent: Friday, 14 October 2016 1:16 PM
To: Glenroy S Dillon
Cc: [redacted]
Subject: Contact Record Report 14 October
Attachments: Contact Record Report 14.10.16.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Glen

Please find attached updated contact record report.

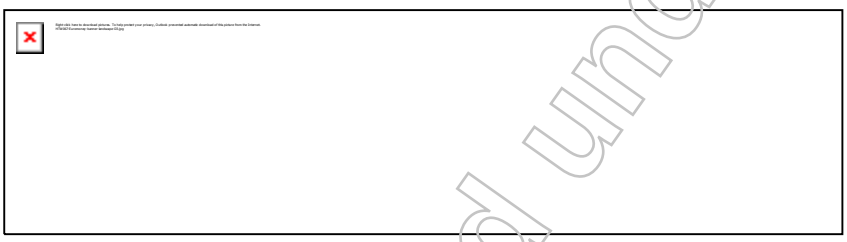
Kind Regards

[redacted]
Valuation Coordinator

T (07) 4957 7348
E [redacted]

25 River Street, Mackay, QLD, 4740
PO Box 865, Mackay, QLD, 4740

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Resump. Plan No.	(Ref)	Lot	Plan No.	Tenure	Total property area	Area required	Area remaining	Property Owner on Title Search	Contact Details	Intial Contact	Subsequent Contact	Scheduled	HTW Ref	Inspected
								PROPOSED SOUTHERN ALIGNMENT						

not relevant

R8-559	1	11	SP239854	FH		14.87	1.665			Left Message 13/9/2016 9:35 am				

not relevant

Released under RTI - DTMR

Glenroy S Dillon

From: MRRP
Sent: Monday, 24 October 2016 11:14 AM
To: [redacted] tw.com.au
Cc: Emma J Rix; Mark P Jones; Glenroy S Dillon
Subject: Mackay Ring Road Project - Resumption boundaries on project layout plans for valuer

Follow Up Flag: Follow up
Flag Status: Flagged

[redacted]

Please find attached link to our file sharing portal to gain access to the layout plans for the ring road project showing the resumption boundaries and a few other details transferred from the resumption plans. We have also added some dimensions which may assist you in your calculations of cropping areas and impacts upon farms.

https://owncloud.tmr.qld.gov.au/public.php?service=files&t=6de1a0a0dea5050c79f7478635d25f3a
Password: [redacted]
Please note this link will expire on 14/11/16

Kind regards,

Anthony Blines
Principal Project Manager | Mackay/Whitsunday District
Program Delivery & Operations | Department of Transport and Main Roads

2nd Floor | Mackay Office | 44 Nelson Street | Mackay Qld 4740
PO Box 62 | Mackay Qld 4740
P: (07) 49518556 | F: (07) 49518546
M
E: anthony.g.blines@tmr.qld.gov.au
W: www.tmr.qld.gov.au

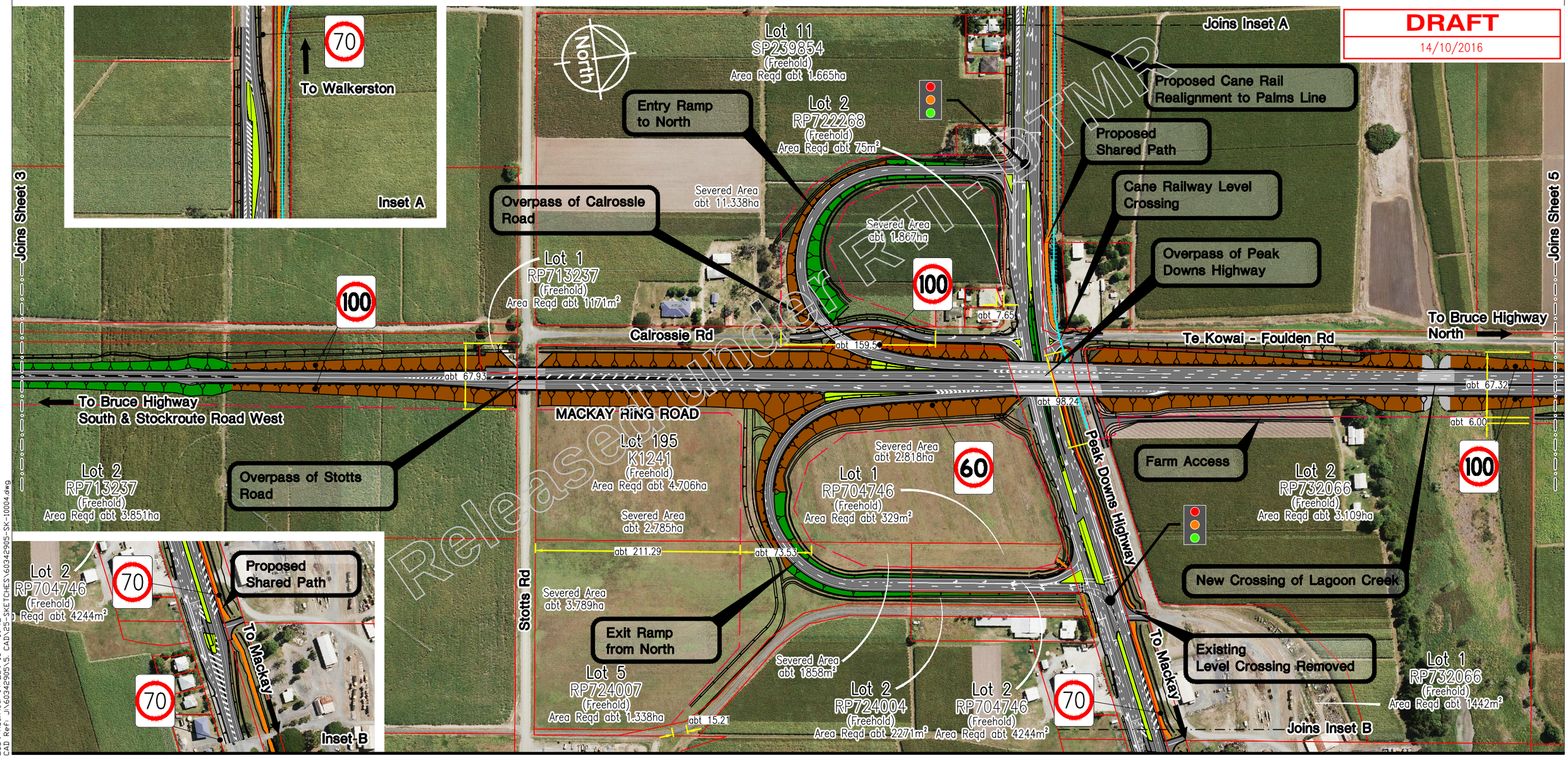
Customers first Ideas into action Unleash potential Be courageous Empower people Queensland Government
Great state. Great opportunity.

Released under RTI - DTMR

NOT FOR CONSTRUCTION

AECOM

DRAFT
14/10/2016



Released under RTI-DTMR

Last modified: 14 Oct 16 - 09:42
CAD Ref: J:\60342905\S. CAD\25-SKETCHES\60342905-SK-10004.dwg

60342905
ISSUE 1

NOT TO BE USED FOR CONSTRUCTION

DRAWING IN PROGRESS	DATE: 14/10/16
	REVISION: DRAFT

0 20 40 60 80m 1:2000 (A1)

DEPARTMENT OF TRANSPORT AND MAIN ROADS
MACKAY RING ROAD PROJECT
GENERAL ARRANGEMENT - SHEET 4 OF 8
60342905-SK-10004

Glenroy S Dillon

From: htw.com.au>
Sent: Friday, 23 December 2016 10:28 AM
To: Glenroy S Dillon; Mark P Jones
Subject: Mackay Ring Road - Updated Contact Record Report
Attachments: Contact Record Report 23.12.16.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Good Morning

Please find attached updated contact record report.

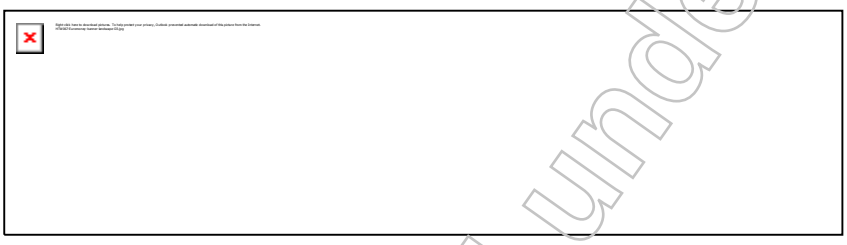
Kind Regards

Valuation Coordinator

T (07) 4957 7348
E htw.com.au

25 River Street, Mackay, QLD, 4740
PO Box 865, Mackay, QLD, 4740

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Released under RTI - DTMR

not relevant

R8-559 1 11 SP239854 FH 14.87 1.665 13.205 L) 49110500 Left Message 13/9/2016 9:35 am

not relevant

Released under RTI - DTMR

Glenroy S Dillon

From: [redacted]@htw.com.au>
Sent: Wednesday, 1 February 2017 1:10 PM
To: Glenroy S Dillon
Subject: Contact Record Report
Attachments: Contact Record Report 1.02.17.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Glen

Please find attached updated contact record report.

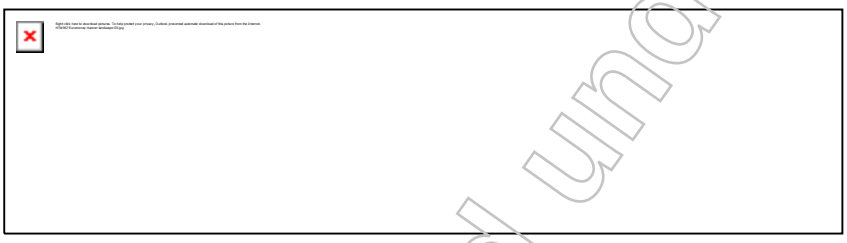
Kind Regards

[redacted]
Valuation Coordinator

T (07) 4957 7348
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PO Box 865, Mackay, QLD, 4740

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Released under RTI - DTMR

not relevant

R8-559	1	11	SP239854	FH	14.87	1.665	13.205	49110500	Left Message 13/9/2016 9:35 am

not relevant

Released under RTI - DTMR

Glenroy S Dillon

From: Glenroy S Dillon
Sent: Wednesday, 15 February 2017 10:11 AM
To: [redacted] htw.com.au
Cc: Mark P Jones
Subject: Fwd: Ring Road - DTMR Valuer Inspections
Attachments: image001.gif; ATT00001.htm; image002.gif; ATT00002.htm; image003.gif; ATT00003.htm; image004.gif; ATT00004.htm; Schedule of Inspections with DTMR Valuer.PDF.pdf; ATT00005.htm

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: DMS

Hi [redacted]

[redacted] has forwarded a list of inspection times. Please let me know if these are practical for you.

Best regards
Glen Dillon
Principal Property Officer (North Queensland) | Strategic Property Management / Property Acquisitions & Disposals
Portfolio Investment & Programming | Department of Transport and Main Roads

Floor 2 | Carseldine - GOP Building D | 532 Beams Road | Carseldine Qld 4034
GPO Box 1412 | Brisbane Qld 4001
P: (07) 30666958 | F: (07) 30668228

E: glenroy.s.dillon@tmr.qld.gov.au
W: www.tmr.qld.gov.au

Sent from my iPad

Begin forwarded message:

> **From:** [redacted]@kellylegal.com.au>
> **Date:** 15 February 2017 at 9:55:50 am AEST
> **To:** "glenroy.s.dillon@tmr.qld.gov.au" <glenroy.s.dillon@tmr.qld.gov.au>
> **Subject: Ring Road - DTMR Valuer Inspections**
>
> Glen,
>
> Please see ***attached*** proposed schedule of inspection times for DTMR's valuer.
>
> Please advise.
>
> Regards,
>
> **Sean Kelly (LLB, MBA, M Tax Law)**
> Lawyer and Director
> DIRECT PHONE: (07) 4911 0505
>
> **Kelly Legal**
> **PHONE:** (07) 4911 0500

Released under RTI - DTMR

MAIL: PO Box 1035, Mackay Qld 4740
ADDRESS: Level 2, 65 Sydney Street, Mackay Qld 4740

Released under RTI - DTMR

Schedule of Inspections with DTMR Valuer

Wednesday, 1 March 2017

not relevant

Thursday, 2 March 2017

not relevant

Friday, 3 March 2017

not relevant

2:30 pm

Released under RTI - DTMR

Glenroy S Dillon

From: Glenroy S Dillon
Sent: Friday, 24 February 2017 1:08 PM
To:
Subject: Contact details for clients of Kelly Legal

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: DMS

Hi

You have asked for contact details so that you can confirm appointment times or advise of any delays. As requested I have the following information:

not relevant

not relevant

If you have any problems with these numbers please let me know.

Please be advised that, at our request, Kelly Legal has arranged for a later meeting time with the This is now 12 midday 3 March 2017.

Kind regards,

Glen Dillon
Principal Property Officer | Strategic Property Management / Property Acquisitions & Disposals
Portfolio Investment & Programming | Department of Transport and Main Roads

Floor 2 | Carseldine - GOP Building D | 532 Beams Road | Carseldine Qld 4034
GPO Box 1412 | Brisbane Qld 4001
P: (07) 30666958 | F: (07) 30668228

E: glenroy.s.dillon@tmr.qld.gov.au
W: www.tmr.qld.gov.au

Released under RTI - DTMR

Glenroy S Dillon

From: Glenroy S Dillon
Sent: Friday, 28 July 2017 10:38 AM
To: [redacted]@htw.com.au'
Subject: Hydraulic Report

Hi [redacted]

I have sent you a link to down load the Hydraulic Report. Please note that I have not yet read it.

The password is

The department will attend to providing reports to the relevant stakeholders.

I have spoken to [redacted]r from the MRR project team about the report. He has told me that the report has not taken into account extra culverts that will be installed that are relevant to the not relevant properties. [redacted] considers that these culverts may slightly reduce the impact.

If you have any problems with the report please contact me. If I can't answer your enquiry I will pass it on to Tony.

Kind regards,

Glen Dillon
Principal Property Officer | Strategic Property Management / Property Acquisitions & Disposals
Portfolio Investment & Programming | Department of Transport and Main Roads

Floor 2 | Carseldine - GOP Building D | 532 Beams Road | Carseldine Qld 4034
GPO Box 1412 | Brisbane Qld 4001
P: (07) 30666958 | F: (07) 30668228
M:
E: glenroy.s.dillon@tmr.qld.gov.au
W: www.tmr.qld.gov.au

Released under RTI - DTMR

Glenroy S Dillon

From: Glenroy S Dillon
Sent: Friday, 11 August 2017 10:09 AM
To: [redacted]
Subject: Claim for Compensation
Attachments: Claim for Compensation - pdf

Categories: DMS

Hi [redacted]

I have attached the claim for compensation from the exclusive of attachments.

Kind regards,

Glen Dillon
Principal Property Officer | Strategic Property Management / Property Acquisitions & Disposals
Portfolio Investment & Programming | Department of Transport and Main Roads

Floor 2 | Carseldine - GOP Building D | 532 Beams Road | Carseldine Qld 4034
GPO Box 1412 | Brisbane Qld 4001
P: (07) 30666958 | F: (07) 30668228

E: glenroy.s.dillon@tmr.qld.gov.au
W: www.tmr.qld.gov.au

Released under RTI - DTMR

PARTICULARS OF CLAIM FOR COMPENSATION

Acquisition of Land Act 1967 ("ALA")

To: Chief Executive, Department of Transport and Main Roads, Queensland (the Acquiring Authority)

Claimants: [redacted]

Address of Claimants: c/- Kelly Legal
Level 2, 65 Sydney Street (PO Box 1035)
Mackay Qld 4740
Ph: 07 4911 0500
Email: [redacted]kellylegal.com.au

Released under RTI - DT

Matters Required by s19 of ALA

Description of the Land Taken [s19(1)(a)]:

An area of 1.665 hectares being part of Lot 11 on SP 239354 ("the Resumed Land"). A copy of a title search of the property is contained at page 6.

Nature and particulars of estate or interest of the Claimants [s19(1)(b)]:

Former registered proprietors of the Resumed Land whose interest in the Resumed Land has been converted to a right to claim compensation.

Whether the Claimants' interest is subject to any matter referred to in s19(1)(c):

Nil.

Itemised Statement of the Claim [s19(1)(d)]:

It is appropriate to set out the particular circumstances giving rise to the components of the claim.

Before and After Comparison

1. The following table sets out a summary of the above.

Before Resumption	After Resumption
a) Loss of Land	
No issues.	Area of approximately 1.665 hectares taken.
b) Access and Egress	
No issues. Access was readily available.	Very limited information has been made available to date. Only verbal information has been made available. Nothing has been put in writing. The Claimants are at

	a loss to actually understand what the proposed access arrangements are. It appears that access will be lost off the Peak Downs Highway but the Claimants are not sure. It appears that there will be a significant loss of access which will be a significant impediment to farming operations. A hypothetical buyer would regard this as a significant detriment.
c) Farming Operations	
No issues.	The Ring Road is effectively being constructed over one quarter of the property. Obviously, this will significantly impact the farming operations. A substantial amount of productive land will be lost. There will be significant impacts on the balance of the farm. Paddock layouts will need to be altered. Extensive laser levelling and replanting will be required. The farm will become less productive and cane delivery arrangements will be much less efficient. A hypothetical buyer would regard this as a significant detriment.
d) Noise Impacts	
No issues.	The Claimants are most concerned about the treatment of this issue by DTMR. A major road is being placed right next to the Claimants' residence. Mr Schmidtke is already experiencing significant health issues. This will be a significant detriment.
e) Impacts on Ability to Develop the Property	
It was a reasonable expectation that the land could easily have been in the urban footprint in the very near future. An application was in the process of being approved for land immediately to the east of the site when DTMR acquired it. The land was also identified as being in a growth area in a submission made to Infrastructure Australia by Mackay Regional Council on 29 September 2008 (almost 8 years prior to the date of the resumption).	The road effectively takes one quarter of the property. There is also uncertainty surrounding other issues including access, drainage and noise. The development potential of the land has been effectively destroyed by the construction of the Ring Road.
f) Impacts on Services to the Property	
No issues.	See letter to DTMR of 13 February 2017 in the attachments. There are many unanswered questions creating uncertainty for the Claimants and a hypothetical buyer.

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g) Impacts on Transport Systems servicing the Property	
Currently access and egress is very easy.	Following the major road system being placed there, farming operations and access and egress will be much more difficult, adding costs and causing inefficiency and inconvenience.
h) Amenity Impacts and Impacts on Health and Future Lifestyle	
No issues.	Not only are there going to be significant noise issues but dust and lighting will significantly impact the Claimant's property. Additionally, Mr Schmidtke has suffered serious health problems and there are significant concerns about both Claimants in relation to the impacts of the road on their wellbeing. See ***attached*** article and letters from Dr Wohlfahrt dated 8 February 2017 and Dr Banic dated 1 March 2017.
i) Stormwater and Drainage Impacts	
No issues.	See letter to DTMR of 13 February 2017 in the attachments. DTMR are treating this issue as a "work in progress". The Claimants have significant concerns regarding this issue and a hypothetical buyer would also have significant concerns.

Provision of Information by DTMR

2. As can be seen by the attachments, the Claimants have found it impossible to get adequate information from DTMR concerning the issues referred to above. Any buyer would also have found it impossible and obviously this in itself would create significant uncertainty in a buyer's mind.

Valuation Methodology

3. The property prior to resumption was land recognised to be adjoining part of the expanded urban footprint. The property had frontages to three roads, Peak Downs Highway, Calrossie Road and Stotts Road. The property had the future potential for service industry, however, due to the planning of the location of the ring road the proposed urban footprint is isolated to the east of the proposed Ring Road.

4. Secondly, the resumption severs the land due to the Calrossie Road underpass which severely restricts the potential of the whole site for potential higher order uses in the future.

5. Therefore, for these reasons the value of the balance of land is reduced to a rural residential and cane farming use with very limited potential high order use in the future.

6. A before and after Resumption Valuation has been assessed as follows:-

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Before Resumption Valuation		
Land	14.87ha @ $100,000/ha	$1,487,000.00
Improvements (added value)		$600,000.00
Total before value		$2,087,000.00
Adopt		**$2,100,000.00**
After Resumption Valuation		
Land	13.20ha @ $30,000/ha	$396,150.00
Improvements (added value)		$300,000.00
Total before value		$696,150.00
Adopt		**$700,000.00**
Before resumption value		$2,100,000.00
After resumption value		$700,000.00
Compensation (ex disturbance)		**$1,400,000.00**

Claim

7. The Claimants claim compensation, calculated as follows:

(a)	Value of the land	$1,400,000.00
(b)	Disturbance	$1,159,000.00 to $1,299,000.00
(c)	**Total**	**$2,559,000.00 to $2,699,000.00**

8. The amount of disturbance referred to at paragraph 7(b) above is calculated as follows:

(a)	Dust, Nuisance, Noise	$50,000.00
(b)	Impacts of pollution from fuel particle omissions	$100,000.00
(c)	Interruption to Farming Operations	$50,000.00
(d)	Irrigation Infrastructure Costs	$100,000.00 to $150,000.00
(e)	Noise Amelioration and Barriers	$400,000.00
(f)	Visual Pollution	$50,000.00
(g)	Additional Costs of Access and Egress to Structural Improvements	$40,000.00
(h)	Extra costs of Harvesting and Cartage of Cane	$40,000.00
(i)	Loss of Cane Crop - $15,000.00 per annum in perpetuity (applying a cap rate of 7%)	$214,000.00
(j)	Legal costs (inc GST)	$27,500.00
(k)	Valuation costs (inc GST)	$27,500.00
(l)	Impacts of Project Construction	$60,000.00 to $150,000.00
(m)	**Total**	**$1,159,000.00 to $1,299,000.00**

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Amounts Subject to Variation

9. The amounts claimed may vary as further facts become known to the Claimants. Variations include but are not limited to the amounts contained in paragraph 8. The project is effectively a "work in progress" and therefore final impacts are unable to be assessed until further information is forthcoming from DTMR. Unfortunately to date the Claimants have been denied the information necessary in order for the Claimants to ascertain the ultimate impacts of the project.

10. The amount inserted for construction impacts is an estimate and has been inserted based on advice received from DTMR.

Attachments

11. Copies of the following documents are attached:-

    a) Title search;

    b) Letter from Kelly Legal to DTMR attaching correspondence between the parties up to 13 February 2017;

    (Note: the Notice of Intention to Resume appears at pages 29 to 34)

    (Note: the Gazettal Notice appears at pages 135 to 158)

    c) Daily Mercury Article dated 6 January 2017 (page 283);

    d) Letter from [redacted] to Kelly Legal dated 8 February 2017 (pages 284 to 285);

    e) Email from DTMR to Kelly Legal dated 16 February 2017 at 12:16 pm;

    f) Letter from [redacted] to Kelly Legal dated 1 March 2017 (page 287);

    g) Letter from DTMR to the Claimants dated 15 May 2017;

    h) Letter from DTMR to Kelly Legal dated 22 May 2017;

    i) Further letter from DTMR to Kelly Legal dated 22 May 2017 and attachments;

    j) Letter from Kelly Legal to DTMR dated 8 June 2017;

    k) Letter from DTMR to Claimants dated 9 June 2017; and

    l) Letter from Kelly Legal to DTMR dated 16 June 2017.

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From:	Glenroy S Dillon
To:	maxine butler
Subject:	Copy of valuation
Date:	Friday, 27 October 2017 12:42:04 PM
Attachments:	img-X27123227-0001.pdf img-X27123424-0001.pdf

Hi Max,

I have attached a valuation provided prior to the completion of the hydraulic study. It was decided to wait until the study was available and then get the valuer to send another valuation report.

Kind regards,

Glen Dillon
Principal Property Officer | Strategic Property Management / Property Acquisitions & Disposals
Portfolio Investment & Programming | Department of Transport and Main Roads

Floor 2 | Carseldine - GOP Building D | 532 Beams Road | Carseldine Qld 4034
GPO Box 1412 | Brisbane Qld 4001
P: (07) 30666958 | F: (07) 30668228
M:
E: glenroy.s.dillon@tmr.qld.gov.au
W: www.tmr.qld.gov.au

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16

Mark P Jones

From: [redacted]@htw.com.au>
Sent: Tuesday, 18 April 2017 10:02 AM
To: Mark P Jones
Subject: Fwd: Compensation Report - 34 Calrossie Rd, Te Kowai
Attachments: MKY065814_Report.pdf; MKY065814 Invoice.pdf

Hi Mark

Please see below in Glen's absence.

Kind Regards

[redacted]
Valuation Coordinator

T (07) 4957 7348
E [redacted]htw.com.au

25 River Street, Mackay, QLD, 4740
PO Box 865, Mackay, QLD, 4740

HERRON TODD WHITE | www.htw.com.au

---------- Forwarded message ----------
From: [redacted]s@htw.com.au>
Date: 18 April 2017 at 09:21
Subject: Compensation Report - 34 Calrossie Rd, Te Kowai
To: Glenroy S Dillon <Glenroy.S.Dillon@tmr.qld.gov.au>

Hi Glen

Hope you had a nice Easter break.

Please find attached Compensation Report and Tax Invoice for 34 Calrossie Rd, Te Kowai.

Kind Regards

[redacted]
Valuation Coordinator

T (07) 4957 7348
E [redacted]@htw.com.au

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Assessment of Compensation

Rural Lifestyle Property

HERRON TODD WHITE



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34 Calrossie Road, Te Kowai Qld 4740

As at 12 August 2016
Prepared for Department of Transport and Main Roads
Our Ref MKY065814

Mackay

Herron Todd White (Central QLD) Pty Ltd
ABN 57 608 235 507

25 River Street
PO Box 865
Mackay Qld 4740

Telephone (07) 4957 7348
Wfa.centralqld@htw.com.au
htw.com.au

EXECUTIVE SUMMARY

Property Details

Address	**34 Calrossie Road, Te Kowai Qld 4740.**
Instructing Party	Mr Glen Dillon of Department of Transport and Main Roads.
Prepared For	Department of Transport and Main Roads.
Basis of Assessment	The interest being valued is the unencumbered estate in fee simple in vacant possession.
Purpose of Valuation	Our assessment of compensation has been prepared for the resumption of land by Department of Transport and Main Roads for the purpose of the Mackay Ring Road.
Date of Inspection	3 March 2017.
Date of Assessment	12 August 2016.
Dispossessed Owner	
Real Property Description	Lot 11 on Survey Plan 239854.
Encumbrances	Nil.
Town Planning	The property is zoned 'Rural' under the Mackay City Planning Scheme. The property had a zoning of 'Rural' at the date of assessment under the Proposed Mackay Region Planning Scheme Version 9 (2014).
Property Summary	Situated approximately 7.9 km south west of the Mackay Post Office. This is a near level, 14.87 hectare, irregular shaped corner parcel comprising 13.43 hectares of irrigated caneland. It has frontages to Calrossie Road in the east, Stotts Road in the south and the Peak Downs Highway in the north. Structural improvements include a modern, colonial style, lowset, 3 bedroom / 2 bathroom, brick home which was built in 2009 and several sheds.
Valuation Consideration	The resumption comprises a 1.665 hectare area including a 7.65 metre strip inside the eastern end of the Peak Downs Highway frontage and a section extending off the Peak Downs Highway to the south and then curving to the east to connect with the existing formation of Calrossie Road. The resumption area is required for an entry ramp from the Peak Downs Highway to the Ring Road for north bound traffic. It will create a severance of 1.867 ha inside the north eastern corner. Valuation considerations include severance and injurious affection related primarily to rural residential amenity.

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EXECUTIVE SUMMARY

Compensation (Excl. GST)	**$390,000 (Three Hundred and Ninety Thousand Dollars)**

[redacted]
FAPI / Certified Practising Valuer/Director
API No: 66044, QVRB No: 2004

Important:	All data provided in this summary is wholly reliant on and must be read in conjunction with the information provided in the attached report. It is a synopsis only designed to provide a brief overview and must not be acted on in isolation.

Assumptions, Conditions and Limitations

Critical Assumptions	• This compensation assessment is provided subject to the assumptions, disclaimers, limitations and qualifications detailed within this report. Reliance on this report and extension of our liability is conditional upon the reader's acknowledgement and understanding of these statements.

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1 INTRODUCTION

1.1 Instructions

We have been instructed by Mr Glen Dillon on behalf of Department of Transport and Main Roads, to assess the compensation payable for the resumption of land from the property located at 34 Calrossie Road. The resumed land is required for the construction of the Mackay Ring Road (Stage 1) which is described below.

"The Mackay Ring Road will be delivered in 2 stages. Stage 1 of this project will be constructed from Stockroute Road to Bald Hill. Stage 2 will further improve connectivity by providing direct access from the Bruce Highway north of Mackay, via a corridor south of the rail line to Harbour Road and the Mackay Port.

Key features of Stage 1—Highway Bypass of Mackay

- Construction of a 2-lane rural highway with a length of approximately 11.3km.
- 80km/h and 100km/h speed limit with no traffic signals (avoiding 10 existing signalised intersections).
- Connections at Stockroute Road, the Peak Downs Highway and the Bruce Highway north.
- New river crossing over the Pioneer River and the Fursden Creek floodplain with 100 years flood immunity.
- Heavy vehicle and through traffic bypass of Mackay.
- Dual lane roundabouts (approximately 100m diameter) at each end."

Queensland Government – Department of Transport and Main Roads

1.2 Basis of Assessment

Acquisition of Land Act 1967 (Amended 2009)

The compensation for the land that has been resumed has been assessed in accordance with Section 20 of the Acquisition of Land Act.

(1) Section 20 provides that compensation is to be assessed as follows:

(a) In assessing the compensation to be paid, regard shall in every case be had not only to the value of land taken but also to the damage, if any, caused by any of the following:

(i) the severing of the land taken from other land of the claimant

(ii) the exercise of any statutory powers by the constructing authority otherwise injuriously affecting the claimant's other land mentioned in subparagraph (i); and

(b) to the claimant's costs attributable to disturbance.

(2) Compensation shall be assessed according to the value of the estate or interest of the claimant in the land taken on the date when it was taken.

(2A) However, in assessing the compensation, a contract, licence, agreement or other arrangement (a relevant instrument) entered into in relation to the land after the notice of intention to resume was served on the claimant must not be taken into consideration if the relevant instrument was entered into for the sole or dominant purpose of enabling the claimant or another person to obtain compensation for an interest in the land created under the instrument.

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1.2 Basis of Assessment Cont'd

(3) In assessing the compensation to be paid, there shall be taken into consideration by way of set-off or abatement, any enhancement of the value of the interest of the claimant in any land adjoining the land taken or severed therefrom by the carrying out of the works or purpose for which the land is taken.

(4) But in no case shall subsection (3) operate so as to require any payment to be made by the claimant in consideration of which enhancement of value.

(5) In this section, costs attributable to disturbance, in relation to the taking of land, means all or any of the following:

(a) Legal costs and valuation or other professional fees reasonably incurred by the claimant in relation to the preparation and filing of the claimant's claim for compensation

(b) The following costs relating to the purchase of land by a claimant to replace the land taken:

(i) stamp duty reasonably incurred or that might reasonably be incurred by the claimant, but not more than the amount of stamp duty that would be incurred for the purchase of land of equivalent value to the land taken;

(ii) financial costs reasonably incurred or that might reasonably be incurred by the claimant of that might reasonably be incurred by the claimant in relation to the discharge of a mortgage and the execution of a new mortgage, but not more than the amount that would be incurred if the new mortgage secured the repayment of the balance owing in relation to the discharged mortgage;

(iii) legal costs reasonably incurred by the claimant;

(c) Removal and storage costs reasonably incurred by the claimant in relocating from the land taken

(d) Costs reasonably incurred by the claimant to connect to any services or utilities on relocating from the land taken

(e) other financial costs that are reasonably incurred or that might reasonably be incurred by the claimant, relating to the use of the land taken, as a direct and natural consequence of the taking of the land

(f) an amount reasonably attributed to the loss of profits resulting from interruption to the claimant's business that is a direct and natural consequence of the taking of the land

(g) Other economic losses and costs reasonably incurred by the claimant that are a direct and natural consequence of the taking of the land.

1.3 Definitions

This valuation has been undertaken in accordance with the following definitions:

Market Value

"the estimated amount for which an asset or liability should exchange on the valuation date between a willing buyer and a willing seller in an arm's length transaction, after proper marketing and where the parties had each acted knowledgeably, prudently and without compulsion".

Highest and Best Use

"the use of an asset that maximises its potential and that is physically possible, legally permissible and financially feasible".

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1.4 Date of Inspection

3 March 2017.

1.5 Date of Assessment

12 August 2016.

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2 TITLE AND STATUTORY DETAILS

2.1 Title Details

Search Date	12 August 2016
Title Reference	50840211
Real Property Description	Lot 11 on Survey Plan 239854
Registered Proprietor	
Encumbrances	There are no easements, encumbrances or restrictions documented on the title search.
Unregistered Dealings	Nil
Administrative Advices	Notice of Intention to Resume dated 15 September 2015.

A copy of our recently searched Title is annexed to this report.

This valuation is subject to there being no encumbrances, which may have an adverse effect on our valuation. Should any such easement, encumbrance or restriction become apparent, we reserve the right to review our valuation.

2.2 Statutory Land Value

$53,000 effective from 30 June 2016 for local authority rating and land tax purposes.

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3 TOWN PLANNING AND APPROVALS

3.1 Town Planning Summary

Local Authority	Mackay Regional Council
Planning Scheme	Mackay City Planning Scheme
Zoning	Rural
Overlays	Bushfire Management; Image Corridors; Good Quality Agricultural Land; Airport Obstacle Limitation Surface; Airport Development Distances
Development Codes	High Impact Areas

3.2 Proposed Mackay Region Planning Scheme

The Proposed Mackay Region Planning Scheme, Version 9 ('Proposed Planning Scheme 2014') was publicly advertised in December 2014 and included the subject land in the Rural Zone. This proposed version was the most recent at the date of assessment.

3.3 Approvals

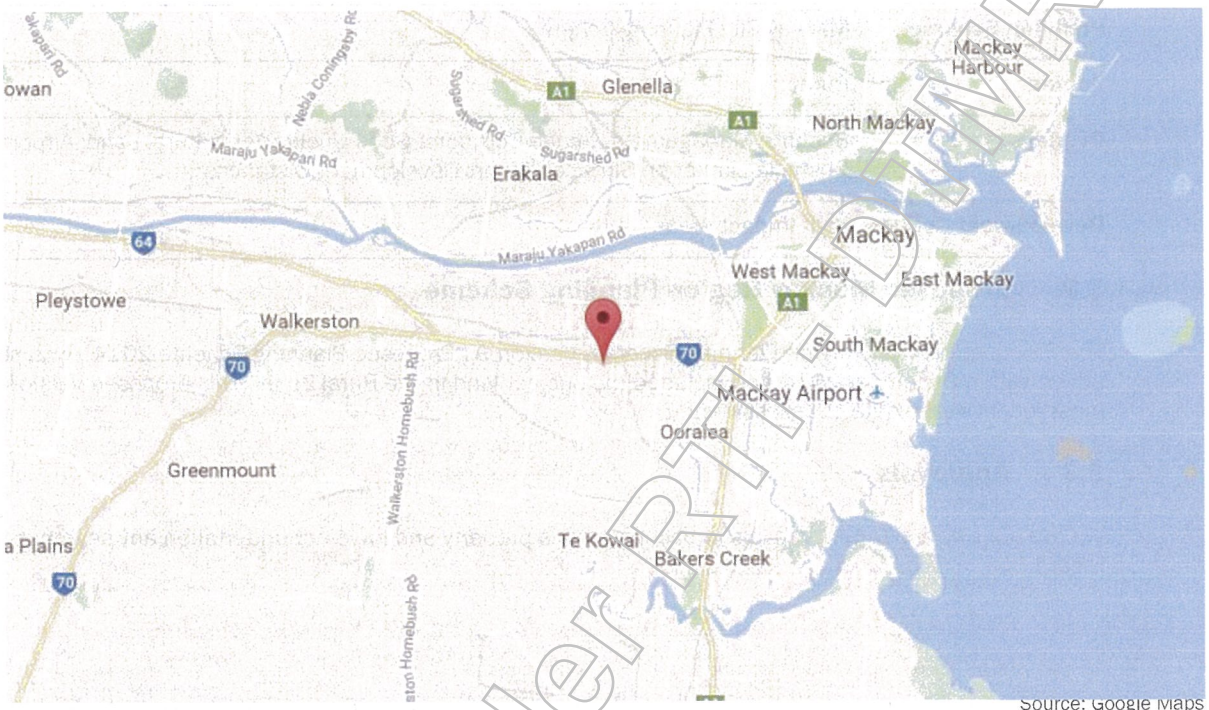
We are not aware of any approvals impacting on this property and have not undertaken any searches in this regard.

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4 THE LAND

4.1 Location Details

The general location of the subject property is indicated on the maps below.



Source: Google Maps



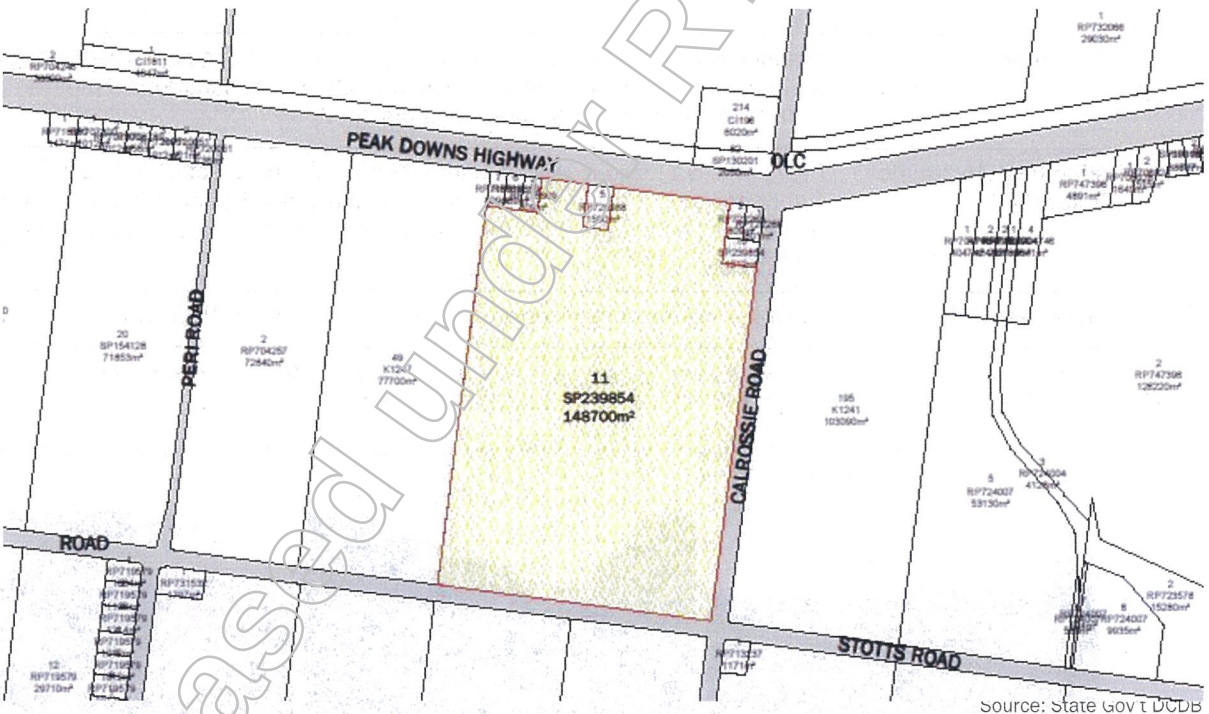
Source: Qld Globe/Google Earth

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4.1 Location Details Cont'd

Locality	Te Kowai is sugar cane growing locality approximately 7 kilometres to the south west of the Mackay Central Business District. Development comprises predominantly established sugar cane farms interspersed with average quality rural residential properties of varying age. Local shops are located in the nearby suburb of Coralea and schools are located in the nearby suburb of West Mackay. The property is situated on the eastern side of the Te Kowai locality.
Situation	The property is situated on the western side of Calrossie Road, being the third lot south of its intersection with Peak Downs Highway. The property is situated approximately 7.9 kilometres by road to the south-west of the Mackay Post Office.
Surrounding Development	Surrounding development comprises cane farms, residential dwellings and Mackay Sugar Limited Racecourse Mill. The existing development is a use that is consistent with the surrounding development.

4.2 Land Description



Source: State Govt DCDB

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4.2 Land Description Cont'd

Area	Before Resumption	14.870 hectares
	Area Resumed	1.665 hectares
	After Resumption	13.205 hectares
Frontage & Depth	Its eastern frontage to Calrossie Road is approximately 414.2 metres. Its northern frontage to the Peak Downs Highway is 191 metres in 2 chords. Its southern frontage to Stotts Road is 321.5 metres.	
Property Description	The subject property comprises the remainder of a formerly larger cane farming aggregation. It is a slightly irregular shaped corner lot which is situated north west of the intersection of Calrossie Road and Stotts Road. It comprises near level cane land which is broken by drainage lines which run through the centre in an easterly direction to a small tail water dam. Soil is broadly classified as alluvial duplex.	
	An approximate classification is as follows:-	

Classification	Area (ha)
Irrigated Cane Land	13.43
Balance - Headlands, Drains & Curtilage	1.44
Total	14.87

Irrigation	Irrigation water is supplied from 2 bores which are both equipped with electrical submersible pumps and supply 6 inch, Class 9, PVC underground mains. Irrigation is undertaken with travelling spray irrigators.
Flooding/ Hydraulic Impacts	The land is not located within a known flood area and is not identified within the Local Authority's flood maps. A formal flood search has not, however, been undertaken and should this be an issue, then this report should be referred back to the valuer for comments.
Services	The following major services are connected: telephone, electricity.

We have physically identified the boundaries upon inspection and there do not appear to be any encroachments. However, we are not surveyors and no warranty can be given without the benefit of an identification survey.

To the best of the valuer's knowledge, the subject property is not affected by landslip, pest infestation or resumption matters, however, no searches have been undertaken in this regard.



Typical Irrigated Caneland



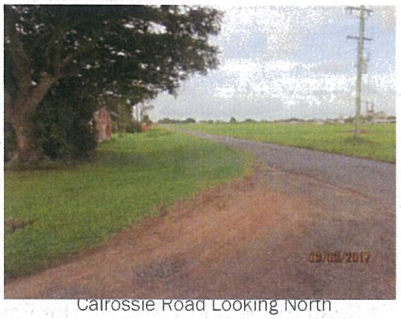
Central Drainage Line



Tail water Dam

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4.3 Road System/Access/Exposure



Calrossie Road Looking North



Calrossie Road Looking East

Road System

Before Resumption

The property has road frontages to Calrossie Road and Peak Downs Highway and Stotts Road.

Calrossie Road is a bitumen sealed country road, Peak Downs Highway is a bitumen sealed two lane highway and Stotts Road is a gravel formed country road with grass table drains.

After Resumption

The resumption of land from the subject property has been undertaken to facilitate the Mackay Ring Road.

After completion of construction the Mackay Ring Road will run parallel and immediately to the east of the existing Calrossie Road formation. According to plans provided to us, the section of the Mackay Ring Road which will pass by the subject property will be a 4 lane bitumen sealed roadway. It will be constructed upon an embankment which extend from an overpass of Stotts Road in the south and will continue to an overpass of the Bruce Highway and the Finch Hatton Branch Railway. The designated speed limit will be 100km per hour.

An entry ramp will be constructed from the Peak Downs Highway through the north eastern corner of the property to the Ring Road for north bound traffic.

Calrossie Road will remain open but will be realigned with a curve to the west around the foot of the entry ramp embankment below its entry point to the ring road. An overpass will be constructed along the entry ramp above Calrossie Road.

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4.3 Road System/Access/Exposure Cont'd

Access

Before Resumption

Direct access to the structural improvements is available from Calrossie Road.

In terms of travelling from the subject property, left or right turns can be made to enter the Peak Downs Highway from Calrossie Road. This intersection is not signalised and traffic is often heavy along the highway. Delays can be experienced while waiting for a break in the traffic.

An alternative route from the subject property to Mackay City is available along Stotts Road to the east and Cowleys Road to the north to enter the Peak Downs Highway immediately east of the signalised intersection of Horse and Jockey Road.

After Resumption

Direct access to the structural improvements from Calrossie Road will remain available. Calrossie Road will be upgraded with a turning lane off the Peak Downs Highway and the realigned section will be marked with 2 lanes.

In terms of travelling from the subject property, only a left turn will be available to enter the Peak Downs Highway however a 'U' turn lane will be available along the Peak Downs Highway. A 'U' turn will be permitted through the signalised intersection of the Peak Downs Highway and the entry ramp. This intersection is located approximately 180 metres west of Calrossie Road intersection.

The alternative route to Mackay City along Stotts will remain unchanged.

4.4 Site Contamination

The property has been used for cane farming including the storage of fuel and chemical. Our valuation assumes that there is no contamination or environmental issues impacting on the marketability or value of the property. It should be noted that environmental matters are beyond the scope of our expertise and that this valuation has been prepared without the benefit of soil tests or environmental studies. We recommend that any party relying on this valuation satisfy themselves in relation to any environmental risks or contamination issues. Should any such issues become apparent, we reserve the right to review our valuation.

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4.5 Improvements


Dwelling - Rear


Dwelling - Kitchen


Dwelling - Bathroom


Old Shed


Machinery Shed


Machinery Shed Workshop

Structural improvements are detailed as follows:-

Dwelling

Built in 2009. Living Area – 212 square metres; Double Lock Up Garage - 51 square metres; Verandah – 118 square metres.

Construction:- Lowset, timber frame on steel pier and brick pier foundations. External walls are brick veneer. Aluminium framed sliding glass windows. Plasterboard linings and 2.6 metre high plasterboard ceilings. Colorbond custom orb roof.

Floor Layout:- Bedroom 1: polished timber floor, built in cupboards, ceiling fan; Bedroom 2: polished timber floor, built in cupboards, ceiling fan; Bedroom 3: polished timber floor, ceiling fan, split system air conditioner, walk in robe; Bathroom: ceramic tiles, claw foot bath, hand basin, built in timber floor cupboard, wall mirror; Ensuite: ceramic tiles, handbasin, built in timber floor cupboard, shower recess, toilet; Toilet: ceramic tiles; Kitchen: single stainless steel sink, 4 burner gas range, wall oven, floor and wall cupboards, range hood, pantry, tiled splashback, timber bench tops, polished timber floor; Entry: polished timber floor; Sewing Room: polished timber floor, built in cupboards, ceiling fan; Laundry: single stainless steel tub, floor and wall cupboards, ceramic tiles; Lounge Room: polished timber, split system air conditioner, pot belly stove; Dining Room: polished timber floor, split system air conditioner, feature cabinet; Study: polished timber, built-in cupboard, ceiling fan; Double Lock Up Garage: 2 powered roller doors.

Condition:- General condition is very good.

Ancillary Improvements:- rotary clothes hoist, septic system, 2 x 5,500 gallon poly rainwater tanks equipped with pressure pump, well equipped with 25 foot x 8 foot Southern Cross windmill and 800 gallon corrugated galvanised iron tank on high stand, generator inside generator shed and landscaping including several very well established mango trees.

Old Shed

Total area 153 square metres including 32 square metres with raised timber floor and the balance 121 square metres with earth floor. Round timber columns to a height of 2.2 metres. Corrugated galvanised iron roof. Partially enclosed with corrugated galvanised iron. General condition is poor.

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4.5 Improvements Cont'd

New Shed

Total area 54 square metres. Concrete floor, prefabricated steel frame construction, 2 roller doors, fluorescent lighting , ceiling fan.

Machinery Shed

Total area 217 square metres. Earth floor, steel UB columns to a height of 3.3 metres, steel web trusses, zincalume trimdek roof and partially enclosed with zincalume trimdek sheeting. Includes an attached 20 square metre carport with earth floor. Ancillary improvements include a 3 metre x 3 metre lawn locker / chemical shed.

Machinery Shed / Workshop

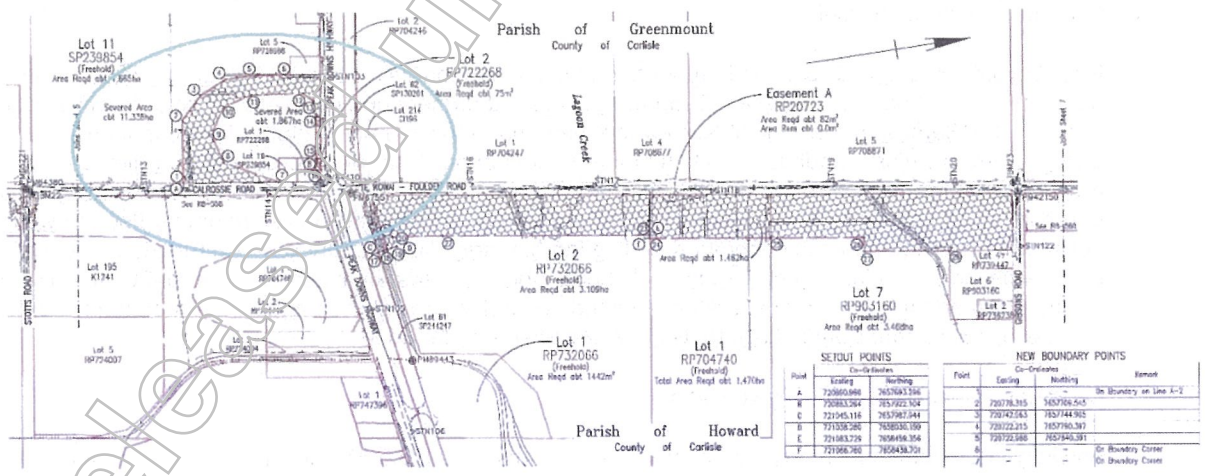
Total area of 202 square metres comprising main section of 129 square metres over 3 bays (2 with concrete floor and 1 with earth floor) harvester bay of 45 square metres and attached skillion of 28 square metres. Construction is steel web portal frame with hardwood purlins and girts and corrugated galvanised iron roof and walls. Power connected.

4.6 Resumed Area

On 12 August 2016, the Department of Transport and Main Roads resumed land from the property, totalling approximately 1.665 hectares. The acquired land includes a 7.65 metre strip inside the eastern end of the Peak Downs Highway frontage and a section extending off the Peak Downs Highway to the south and then curving to the east to connect with Calrossie Road. The resumption area is required for an entry ramp from the Peak Downs Highway to the Ring Road for north bound traffic. It will create a severance of 1.867 ha inside the north eastern corner.

The land comprises irrigated caneland.

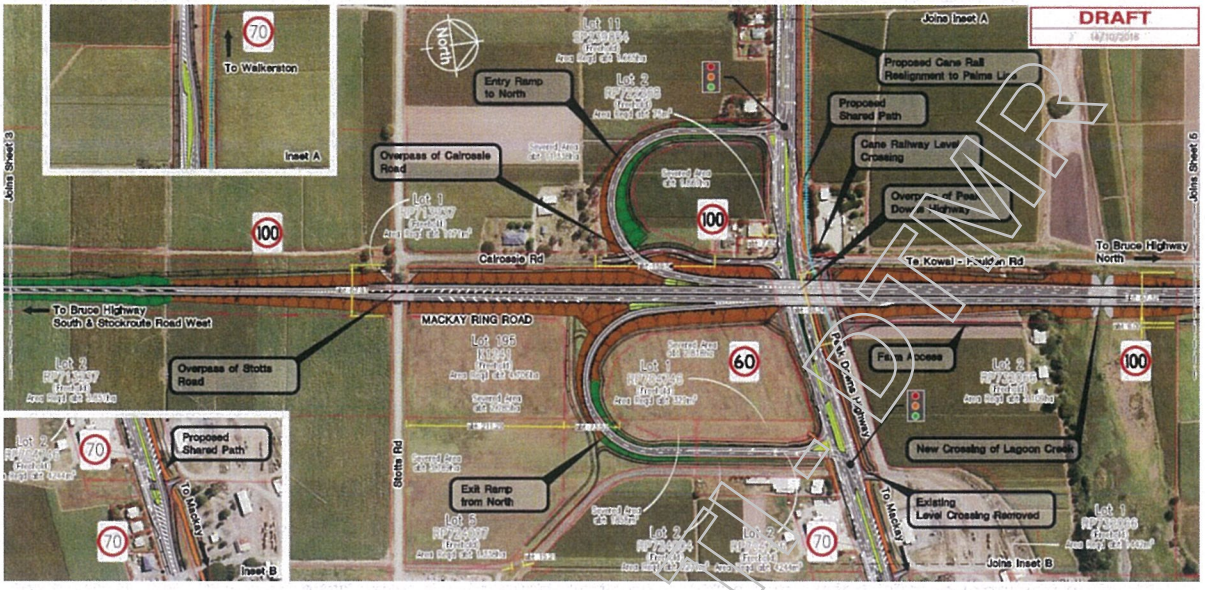
The resumed area is shown within Lot 11 on SP239854 on the plans below:



Resumption Pan R8-559 (28/07/2015)

Released under RTI - DTMR

4.6 Resumed Area Cont'd



General Arrangement Sheet (14/10/2016)

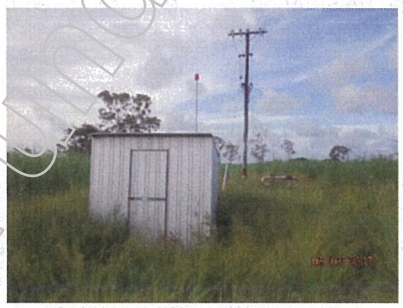
Note: The above plans have North pointing to the right which has a variance in orientation to the maps shown earlier in this report of approximately 90 degrees.

A full copy of the Resumption Plan has been annexed to this report.

Improvements affected by the resumption include an equipped irrigation bore (shown below).



Bore



Switchboard Shed and Power Pole



Electrical Switchboard

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5 EFFECT OF RESUMPTION

5.1 Introduction

In assessing the compensation payable we have considered the effects of the resumption under the following headings:

- Loss of land and improvements
- Severance
- Injurious affection
- Enhancement
- Disturbance.

5.2 Loss of Land and Improvements

A 1.6650 hectare parcel of land has been resumed from inside the north-eastern boundary.

The pertinent details, before and after resumption, have been summarised below:

Description	Before Resumption	After Resumption	Diminution
Land Area	14.870 ha	13.205 ha	1.665 ha

The resumption includes a 7.65 metre strip inside the eastern end of the Peak Downs Highway frontage and a section extending off the Peak Downs Highway to the south and then curving to the east to connect with the existing formation of Calrossie Road.

Improvements affected by the resumption include an equipped bore which we assume will be reinstated by the Department of Transport and Main Roads.

5.3 Severance

Severance can be defined as the depreciation in value of the retained portion of land, caused by the loss of the portion of the property which was resumed.

The resumption creates a severance of 1.867 hectares inside the north eastern corner which will become impractical to farm due to its shape and relatively small land area.

5.4 Injurious Affection

Injurious affection can be defined as the depreciation in value of the retained land, caused by the actual or intended use of the proposed scheme.

We are of the opinion that a claim for injurious affection arises in this case for the following reasons :-

- **Noise** - The Ring Road will be constructed approximately 31 metres to the east of the dwelling. The Entry Ramp will be constructed approximately 92 metres to the north of the dwelling.
- **Visual Amenity** - The western embankment of the Ring Road will have a height of approximately 9.0 metres and will dominate views from the full length eastern verandah and the kitchen window of the subject dwelling. The southern embankment of the Entry Ramp will have a maximum height of approximately 8.5 metres before its overpass of Calrossie Road and will dominate views from an open outdoor entertainment area section of the verandah.
- **Vibration** – Heavy vehicles travelling along the Ring Road and / or the Entry Ramp could cause the dwelling to vibrate.

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5.4 Injurious Affection Cont'd

- **Loss of Natural Ventilation** – Prevailing breezes from the east and north will be blocked by the aforementioned embankments.
- **Pollution** – The dwelling relies on rainwater captured off its roof. There is a risk that particulate pollution from vehicles using the Ring road may accumulate on the roof and enter the rain water storages.
- **Lighting** – Both the Ring Road and the Entry Ramp will be fully lit.
- **Drainage** – At the date of issuance, the Department of Transport and Main Roads were awaiting a final drainage report in relation to the Mackay Ring Road. Our valuation assumes that the property will not be significantly impacted by drainage problems after construction of the Ring Road. The main issue is drainage through the tail water dam and then onward under Calrossie Road and the Ring Road to the east. Should the final drainage report indicate significant drainage problems over the subject property, the we reserve the right to review our valuation amend if necessary.
- **Misshapen Farming Area** – The southern ends of Block 1-1, 2-1 and 2-2 will become small, irregularly shaped and difficult to manage.

5.5 Enhancement

Enhancement is described as any betterment flowing from the scheme that may be offset against the claims of the dispossessed owner.

We are of the opinion that a claim for enhancement does not arise in this case.

5.6 Disturbance

Disturbance can be defined to include all consequential losses suffered by the dispossessed owner as a natural reasonable consequence of the resumption.

In this process, an owner is entitled to be reimbursed for personal loss over and beyond the loss in respect of the land taken. In addition, reasonable consultant fees (legal, town planning and valuation etc.) associated with the preparation of a claim should be paid by the resuming authority.

Reasonable disturbance items would be admissible as part of the compensation claim and would be in addition to our compensation assessment.

We are advised that the Department of Transport and Main Roads will sink and equip a replacement irrigation bore complete with power connection and pipework. Further we are advised that the Department of Transport and Main Roads will construct replacement headlands to allow continued cane farming operations. We understand that the costs will be covered by the Department of Transport and Main Roads. These costs form no part of our assessment. Should these assumptions be incorrect, we reserve the right to review our assessment and amend if necessary.

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6 ASSESSMENT OF COMPENSATION

6.1 Highest and Best Use

The subject property comprises 13.43 hectares of measured cane land which is leased to an adjacent farmer. This is a relatively small farm area and is not considered to be a viable living area.

We consider the highest and best use of the site is a rural lifestyle property.

6.2 Compensation Methodology

The most appropriate method in assessing the compensation payable for a resumption matter is the 'before and after' method of valuation. This method involves assessing the value of the property both before and after the resumption.

The difference in value is equal to the compensation payable which includes the value of land lost and any severance or injurious affection resulting to the balance land. Enhancement is also taken into consideration if applicable.

We have primarily relied upon the direct comparison method to establish the market value of the subject property.

Market data has been obtained from a range of sources, or as reported by real estate agents. As well as using such documented and generally reliable evidence or market transactions, it was also necessary to rely on hearsay evidence. Except as noted herein, a reasonable attempt has been made to verify all such information.

6.3 Sales Evidence

Improved Rural Lifestyle Properties

1. Address	Sale Date	Sale Price	Area (ha)	Improvements Value	Land Value (Ex-Structures) Site Value
138 Coxs Road, Balnagowan	07/03/16	$1,200,000	16.44	$600,000	$600,000

Land Description:	Situated approximately 23 km west of the Mackay Post Office. This is a prestige rural residential property located at Balnagowan. The land is an irregular shaped parcel of land which commences at road level and gently slopes to creek flats in the southern section. The land then rises moderately to steeply to a high elevated ridge where the improvements are located. This building site has panoramic country, distant city and ocean views available for 270 degrees. The land then falls and undulates moderately to the rear boundary. The land has been fully cleared to improved pastures. Access to the property is easy and direct, with internal access to the improvements via an 800 metre internal bitumen sealed driveway. Land Area 16.44 ha.
Improvements:	The land is improved with a circa 2002, low set, 4 bedroom, 2 bathroom, detached modern dwelling on a pier foundations with sandstone block walls and metal roof. Areas: living - 275 sqm; outdoor - 182 sqm. Ancillary improvements include a concrete driveway, bitumen driveway, boundary and internal fencing of rural construction, concrete paths, established landscaping, inground pool with paved surrounds and spa, featuring infinity edge, aluminium pool fencing, open sided shed/canopy of 47 sqm with concrete floor, metal frame, metal roof; storage shed of 126 sqm with concrete floor, metal cladding, metal frame, metal roof, roller door, electricity connected, clothes line, dam/s, equipped bore, rain water tanks and stables.
Comments:	The property has good external condition, good internal condition and excellent presentation, with modern PC items of good quality. Apportionment: Land (Site Value) - $600,000; Structural Improvements: $600,000.
Comparison:	Larger site in more remote but popular rural residential locality. Vastly superior views. More extensive structural improvements. Overall it demonstrates that a higher value is applicable to the subject property before resumption.

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6.3 Sales Evidence Cont'd

2. Address	Sale Date	Sale Price	Area (ha)	Improvements Value	Land Value (Ex-Structures) Site Value
34 Sextons Rd Te Kowai QLD 4740	27/05/16	$960,000	14.31	$360,000	$600,000

Land Description: Situated approximately 8.5km south west of the Mackay Post Office. This is an elongated and irregular shaped lot situated at the end of Sextons Road which is a roadway off the Peak Downs Highway. It has a western frontage of 104 metres to Hills Road which is also a bitumen sealed road off the Peak Downs Highway. It comprises mostly near level contour and falls to a lower terrace inside the north eastern boundary. Mostly alluvial duplex soils. An approximate classification is :- 8.4 ha caneland with the balance comprising headlands, curtilage and cleared / grassed areas. No irrigation. Zoned 'Rural'.

Improvements: The land is improved with a circa 2005 onground 3 bedroom, 2 bathroom detached modern dwelling with rendered masonry walls, colorbond roof and 2 car built-in garage. Areas: living - 182 sqm; outdoor - 34 sqm; car - 39 sqm. The house has local views. Ancillary improvements include a gravel driveway, bitumen driveway, concrete paths, established landscaping and rain water tanks. storage shed of 72 sqm with concrete floor, metal cladding, metal frame, metal roof, 1 x roller door, 1 bay open; shed of 143 sqm with gravel floor, metal cladding, metal frame, metal roof, roller door. internally has some lining and partitioning into 2 large offices, with separate toilet and shower facilities with attached open sided skillion of 26 sqm with concrete floor, metal frame, metal roof. The property has good external condition, good internal condition and good presentation.

Comments: The property had been used as a truck depot and reportedly held the necessary approval for such use. It had extensive bitumen sealed parking areas. The caneland was leased to the Bureau of Sugar Experiment Stations at a monthly rental of $2,500. This lease can be terminated with 12 months notice. The property was sold at auction bare of crop, plant and equipment. Apportionment: Land (Site Value) - $600,000; Structural Improvements: $360,000.

Comparison: This is a similar land area with superior views. It has less extensive structural improvements. Overall it demonstrates that a higher value is applicable to the subject property before resumption.

3. Address	Sale Date	Sale Price	Area (ha)	Improvements Value	Land Value (Ex-Structures) Site Value
961 Homebush Road Homebush QLD 4740	17/03/16	$870,000	20.05	$480,000	$390,000

Land Description: Situated approximately 22.5km south west of the Mackay Post Office. This is a rectangular shaped, near level, corner lot with a northern frontage of 340 metres to the Homebush Road which is bitumen sealed road and a western frontage of 375 metres to Zarbs Access Road. Comprises mostly duplex alluvial soils. An approximate classification is :- cane land 16.0 ha; balance headlands, drainage lines and curtilage 4.05 ha. No irrigation supply. Zoned 'Rural'.

Improvements: Structural improvements include :- Main Dwelling - 1975, low set, brick and tile, 3 bedrooms, 2 bathrooms, new kitchen, 355 sq. m. under main roof (including double garage), 50 sq. m. rear verandah / pergola and 50 sq. m attached double carport; Cottage - 1960, low set, fibro and corrugated galvanised iron, 2 bedroom, 1 bathroom, 110 sq. m under main roof, 72 sq. m. prefabricated steel attached carport; Shed - concrete slab, steel frame, colorbond roof and walls, 3 bays, high clearance, 324 sq. m.: Donga Office - 18 sq. m. with detached ablution 9 sq. m.

Comments: Purchased by the adjoining owner who had originally sold the land. It was purchased under a pre-existing 'first right of refusal' agreement. The vendor had operated a transport business. This was a distressed sale. The buyer held a 5 year lease over the cane land with an unexpired lease term of approximately 3 years. The rental was based on share of the harvest proceeds. The lessee was able to irrigate the cane land from an irrigation source on an adjoining property. Apportionment:- Land (Site Value) - $390,000, Structures - $480,000.

Comparison: This is a larger land area with inferior location and marginally inferior structural improvements. Overall it demonstrates that a higher value is applicable to the subject property before resumption and that a lower value is applicable to the subject property after resumption.

4. Address	Sale Date	Sale Price	Area (ha)	Improvements Value	Land Value (Ex-Structures) Site Value
237 Griffiths Rd, Balnagowan	07/07/16	$735,000	8.08	$350,000	$385,000

Land Description: Situated approximately 24.2 km west of the Mackay Post Office. This is an undulating, irregular shaped, heavily timbered, inside lot.

Improvements: This is an onground, circa 2005, modern style, rendered masonry, 4 bedroom, 2 bathroom, dwelling, with colorbond roof. Areas: living - 218 sqm. No significant views. Ancillary improvements include gravel driveway; established landscaping; fibreglass inground pool; 84 sqm storage shed with metal cladding, metal roof, roller door x 3.

Comments: The property has good external condition.

Comparison: Smaller land area with less extensive structural improvements. Overall it demonstrates that a lower value is applicable to the subject property after resumption.

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6.3 Sales Evidence Cont'd

5. Address	Sale Date	Sale Price	Area (ha)	Improvements Value	Land Value (Ex-Structures) Site Value
713 Mackay-Eungella Road Pleystowe QLD 4741	22/06/15	$632,000	22.10	$172,000	$460,000

Land Description: Situated approximately 18.5 km west of the Mackay Post Office and 5.4 km north west of the Walkerston Post Office. This is a slightly irregular shaped elongated parcel with a 307 metre northern frontage to the Mackay Eungella Road which is a bitumen sealed dual road way and a 1,955 metre western frontage to the Pleystowe School Road which is a narrow bitumen sealed road. The land is near level and comprises alluvial duplex soils. An approximate classification is :- 21.5 ha cane land with the balance comprising headlands and curtilage. Irrigation is supplied from an equipped bore with 64ML allocation. Zoned 'Rural'.

Improvements: Structural improvements comprise: Dwelling - approximately 166 sqm under main roof, 1950, high set, fibro and colorbond, 4 bedroom, 2 bathroom, concreted and partially enclosed under, generally in fair condition; Machinery Shed: 316 sqm (earth floor 105 sqm and concrete floor 311 sqm), steel and timber frame, corrugated galvanised iron roof and walls with additional enclosed skillion of 72 sqm with earth floor.

Ancillary improvements include a gravel driveway, basic landscaping, machinery shed with earth floor, concrete floor, metal cladding, timber frame, metal frame, metal roof, equipped bore and rain water tank. The property has fair external condition, fair internal condition and fair presentation, with dated PC items of average quality. Land Area 22.09 ha. At time of inspection, the subject was planted to sugar cane. It is considered the highest and best use of the subject is as a rural lifestyle/residential property. It is not considered to be a living area for rural production. The sale includes a water allocation of 64 megalitres and licence number 81270L.

Comments: The cane land was subject to a share farming agreement. No crop, plant and equipment included in the sale. Apportionment:- Land (Site Value) - $460,000; Structures: $172,000.

Comparison: This is a larger land area in a more remote but popular rural residential locality with inferior / less extensive structural improvements. Overall it demonstrates that a higher value is applicable to the subject property before resumption and that a slightly higher value is applicable to the subject property after resumption.

Vacant Sites

6. Address	Sale Date	Sale Price	Area (ha)	Improvements Value	Land Value (Ex-Structures) Site Value
Lot 2 Peak Downs Highway Te Kowai QLD 4740	29/11/16	$650,000	12.82	$0	$650,000

Land Description: Situated approximately 7.2 kilometres south west of the Mackay Post Office. This is an irregular shaped, near level inside parcel comprising duplex alluvial soils. It is zoned 'Rural'. The property has a narrow frontage of approximately 11 metres to the Peak Downs Highway. The southern boundary is formed by a cane tramway. Approximately 10.85 hectares has been established to cane land with the balance land comprising headlands and a heavy machinery parking area. The property is not irrigated. Surrounding land uses comprise cane farms, service station, vacant lots, residential dwellings and sugar mill.

Improvements: We understand that a shed which is situated in the north west corner was constructed by and is used by an adjoining owner.

Comments: Purchased by the adjoining service station owners for expansion. Analysis shows $50,702 / ha excluding structures.

Comparison: This sale occurred after the date of resumption. This site has a similar land area. It has inferior access. It was purchased by adjoining owners for expansion of a service station. As a rural home site, the sale price is considered to be high and unsupported by the weight of evidence.

7. Address	Sale Date	Sale Price	Area (ha)	Improvements Value	Land Value (Ex-Structures) Site Value
149 Barcoo Road Nindaroo QLD 4740	09/05/15	$520,000	29.73	$0	$520,000

Land Description: Situated approximately 16.4 km north west of the Mackay Post Office in an attractive rural residential locality. This is an irregular shaped parcel with a western frontage of 445 metres to Barcoo Road which is a gravel formed road. The property is situated at the eastern end of Lynette Drive which is a bitumen sealed no through road. It rises from former cane land in the east at RL19 through cleared and pastured slopes to high timbered slopes in the south east to a height of RL 88. Approximately 5 ha of remnant timber is situated inside the south eastern boundary. Water is supplied from an equipped bore. The property is fenced. It is zoned 'Rural'.

Improvements: There are no structural improvements. The upper slopes which are accessed from Lynette Drive and offer north westerly views.

Comparison: This is a larger property situated further from Mackay City. It has superior views. Overall this sale demonstrates that a slightly higher value is attributable to the land before resumption.

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6.3 Sales Evidence Cont'd

8. Address	Sale Date	Sale Price	Area (ha)	Improvements Value	Land Value (Ex-Structures) Site Value
L2 Sugarshed Rd Erakala QLD 4740	23/06/15	$325,000	16.22	$0	$325,000

Land Description: Situated approximately 7 km north west of the Mackay Post Office. This is a near level, irregular shaped parcel with frontage of 417 metres to Sugarshed Road which is a bitumen sealed roadway. It is bounded by the North Coast Railway in the east and a section of the Mackay Sugar Limited Railway in the west. A cane railway siding known as 'Dumbleton 3' is situated in between Sugarshed Road and the subject property and access is provided through this siding by an access easement. It comprises low lying, near level cane land with self mulching, black, cracking soils. It is encumbered by 2 high voltage power line easements which run through the property in an east west direction and occupy a combined width of 71 metres. The property is zoned 'Rural". No irrigation

Improvements: There are no structural improvements.

Comments: Purchased by an adjoining owner. The sale did not include crop, plant and equipment.

Comparison: The rural residential amenity of this site is adversely impacted by adjacent rail and road infrastructure in addition to high voltage power lines which traverse it. It provides broad guidance to the value of the subject land in summation after the resumption. The site has inferior access to the subject property.

6.4 Valuation Considerations

This is a rural lifestyle property which features an attractive, modern, colonial style home which was built in 2009 and enjoys a reasonable level of rural residential amenity before resumption despite its proximity to the Peak Downs Highway and Racecourse Mill. It is overcapitalised in terms of machinery sheds when the 'highest and best use' of the property is recognised.

The caneland is leased to an adjacent grower and this fairly common for the asset class.

The resumption will have a significant impact on the value of the property.

6.5 Compensation Calculations

After due consideration, we have assessed the compensation as follows:

Valuation Before			
Land - Site Value ($38,662/ha)	14.870	ha	575,000
Structural Improvements			465,000
Total			1,040,000
ADOPT			**1,040,000**
Valuation After			
Land - Site Value (Severed by Ring Road Entry Ramp) ($24,621/ha)	13.205	ha	325,000
Structural Improvements			325,000
Total			**650,000**
Loss of Land, Injurious Affection and Severance			**390,000**

6.6 Conclusion

Total compensation is assessed as follows:

Loss of Land and Injurious Affection	$390,000
Disturbance (Refer Section 5.6)	Nil
Total	**$390,000**

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7 COMPENSATION

Subject to the assumptions and qualifications contained within the body of this report, we have assessed the compensation payable for the resumption of land from the subject property (exclusive of GST) at:-

$390,000

(Three Hundred and Ninety Thousand Dollars)

[redacted]
FAPI / Certified Practising Valuer/Director
API No: 66044, QVRB No: 2004

This valuation is for the use only of Department of Transport and Main Roads for compensation purposes only. No responsibility is extended to any third party who may use or rely on the whole or any part of the content of this valuation. No responsibility will be accepted for photocopied signatures.

This report has not been prepared for mortgage security lending purposes. We will not accept any responsibility or liability for reliance upon this valuation for such purposes.

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8 QUALIFICATIONS AND DISCLAIMERS

Please note that all specific disclaimers are indicated in italics within the relevant sections of the report.

Accuracy of Information	We advise that any objective information, data or calculations set out in the Valuation will be accurate so far as is reasonably expected from a qualified and experienced valuer, reflecting due skill, care and diligence. However, we have not independently verified third party information, adopted it as our own, or accepted its reliability. If any of the information provided by others and referred to in the valuation report is incorrect, it may have an impact on the valuation. The valuation is provided on the proviso that the reliant party accepts this risk.
Conflict of Interest	Neither the valuer, nor to the best of their knowledge, any member of this firm, has any conflict of interest, or direct, indirect or financial interest in relation to this property that is not disclosed herein.
Disturbance Items	Any fencing, driveways or services will be reinstated by the Resuming Authority as required. Reasonable disturbance items in accordance with the Acquisition of Land Act will be paid by the Resuming Authority as part of the compensation.
Excludes Fixtures and Fittings	The valuation assessment does not include lessee fixtures and fittings.
Excluded Searches	To the best of the valuer's knowledge, the subject property is not affected by Heritage, flooding, landslip, pest infestation, however, no searches have been undertaken in this regard. Should any person relying on the contents of this report be aware or become aware of an issue that may affect value and/or liquidity then the searches should be referred to the valuer for comment. To the best of the valuer's knowledge, the land is not affected by unstable, hazardous, or toxic soil material, however, no searches have been undertaken in this regard. This assessment assumes that there are no problems, however, should any such issues arise, then this matter should be referred to the valuer for further comment.
Goods and Services Tax (GST)	This valuation assessment is exclusive of GST and has been completed on the basis that should GST be payable on the sale of this property, it would be recovered from the purchaser resulting in the vendor not being financially disadvantaged. All sale prices quoted in this report are net of GST unless otherwise stated.
Limited Liability	Liability limited by a scheme approved under professional standards legislation. This scheme does not apply in Tasmania.
Market Movement	This valuation is current as at the date of valuation only. The value assessed herein may change significantly and unexpectedly over a relatively short period (including as a result of general market movements or factors specific to the particular property). We do not accept liability for losses arising from such subsequent changes in value. Without limiting the generality of the above comment, we do not assume any responsibility or accept any liability where this valuation is relied upon after the expiration of 90 days from the date of the valuation, or such earlier date if you become aware of any factors that have any effect on the valuation. However, it should be recognised that the 90 day reliance period does not guarantee the value for that period; it always remains a valuation at the date of valuation only.
No Compliance Certificate	No Compliance Certificate/Certificate of Classification has been obtained, and this valuation is subject to the building(s) complying in all material respects with any restrictive covenants affecting the site and have been built, occupied and are being operated, in all material respects, in full compliance with all requirements of law, including all zoning, land-use classifications, building, planning, fire and health by-laws (including asbestos and legionnaires disease), rules, regulations, orders and codes of all authorities, and that there are no outstanding requisitions.
No Pecuniary Interest	The valuer has no pecuniary interest in the subject property either past, present or prospective at the date of preparing this report and the opinion expressed is free of any bias in this regard.
Not to be reproduced without permission	Neither the whole nor any part of this valuation or any reference thereto may be included in any published documents, circular or statement, nor published in part or full in any way, without written approval of the form and context in which it may appear.
Other Taxation Implications	Herron Todd White are not taxation experts and we provide our valuation assessment and any associated sales, rental or feasibility analysis, independent of any consideration of income tax, capital gains tax or any other property related tax implications that may be associated directly or indirectly with the subject property.
Structural Survey	This valuation report does not purport to be a site or structural survey of the land or improvements thereon, and any advice provided is not given in the capacity as an expert.

Released under RTI - DNR

QUEENSLAND GOVERNMENT

Department of Transport and Main Roads

Our ref 495/07241; 07837 - 7863
Your ref
Enquiries Glen Dillon

6 September 2016

Herron Todd White (Mackay)
PO Box 529
Townsville Qld 4810

Sent by email: [redacted]@htw.com.au

Attention: [redacted]

Dear Sir

Mackay Region
Mackay Ring Road

This department has requirements for projected works from the properties as shown shaded on departmental plans R8-552, R8-554(B), R8-555 – R8-557, R8-559 – R8-563 and R8-565. It is understood that these plans have been forwarded to you previously.

Also attached is a copy of the schedule setting out details of the resumptions, as well as copies of relevant title searches and survey plans for these properties. The subject land was taken by Taking of Land Notice (No. 3003) 2016 which gazetted on 12 August 2016. (A copy of this Taking of Land Notice is attached).

To assist this department with negotiations please provide reports and detailed assessments on the land described in the schedule. Please identify major inclusions such as bores, generators and pumps (make, capacity, serial number).

Please note our office requires that you forward your reports and invoice via email to the address noted in the footer of this letter. Please DO NOT send any documentation via post.

These assessments should reach this office at your earliest convenience.

If your assessment is that compensation is nominal, do not quote a figure, and advise the department that compensation is nominal.

Department of Transport and Main Roads
Property Acquisitions and Disposals
GPO Box 1412,
Brisbane Qld 4001
ABN 39 407 690 291

Telephone 07 3066 6958
Facsimile 07 3066 8228
Website www.tmr.qld.gov.au
Email glenroy.s.dillon@tmr.qld.gov.au

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Please contact the Property Officer in charge of this case prior to arranging inspections of the properties. A list of property owners and relevant contact details is also attached for your information.

This engagement is based on the terms and conditions of the Pre-qualified Professional Panel Arrangement PB012.

The following documents constitute the entire contract between the customer and supplier. Any verbal agreements or other negotiations are specifically excluded unless reflected in the documentation:

- Short Form Conditions of Contract For the Provision of Goods and/or Services, which can be located at:-
  http://www.hpw.qld.gov.au/SiteCollectionDocuments/ShortFormConditionsContract004.pdf
- Your quote dated 1 September 2016
- This letter of engagement

If you wish to clarify any valuation or property issues please contact Glen Dillon on 07 3066 6958.

Yours sincerely

Donna Brunello
Director (Property Acquisitions and Disposals)

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12/08/2016 View File

View File Return To Top

INTERNAL CURRENT TITLE SEARCH
DEPT OF NATURAL RESOURCES AND MINES, QUEENSLAND

Search Date: 12/08/2016 09:42 Title Reference: 50840211
Date Created: 04/03/2011

Previous Title: 21051038

REGISTERED OWNER

Dealing No: 713738058 02/03/2011

[redacted] JOINT TENANTS

ESTATE AND LAND

Estate in Fee Simple

LOT 11 SURVEY PLAN 239854
Local Government: MACKAY

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 20172120 (POR 50)
(POR 51)

ADMINISTRATIVE ADVICES

Dealing	Type	Lodgement Date	Status	Location
716751709	NOTC INT RES ACQUISITION OF LAND ACT 1967	15/09/2015 08:50	CUR	EC GEN -00

UNREGISTERED DEALINGS - NIL

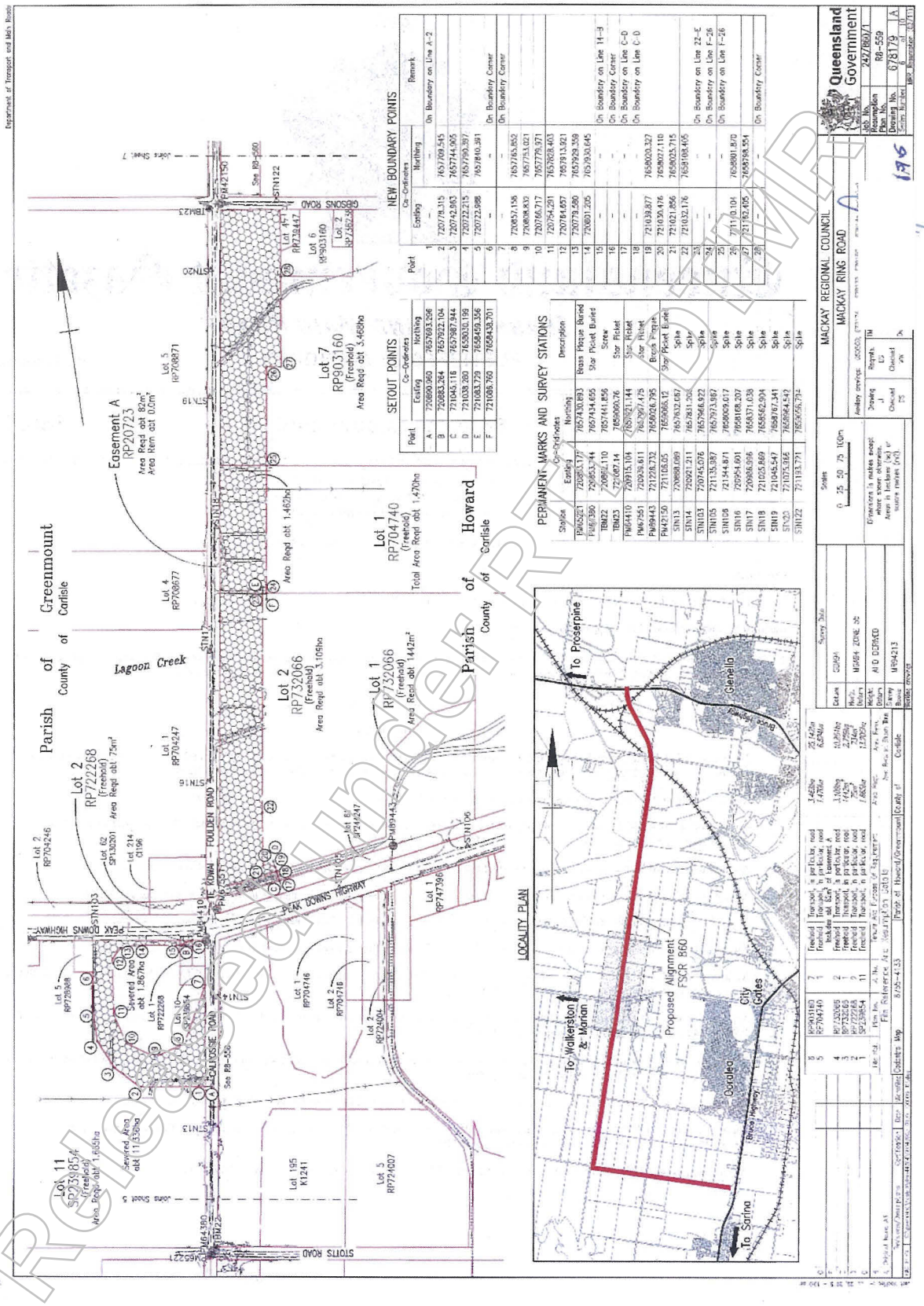
CERTIFICATE OF TITLE ISSUED - No

** End of Current Title Search **

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https://titles.business.qld.gov.au/atsweb/WEBFUNC/ATS_MSC/KEEPCACHE?MSC_WINDOW_ID=CURRENT_REPORT&TITLE_REF_NO=50840211 1/1

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Parish of Greenmount
County of Carlisle
Parish of Howard
County of Carlisle
Lagoon Creek
PEAK DOWNS HIGHWAY
TE KOWAI - FOULDEN ROAD
LOUISSIE TOWN
STOTTS ROAD
GIBSONS ROAD
Lot 2 RP722268
Lot 1 RP704247
Lot 2 RP732066
Lot 1 RP732066
Lot 1 RP704740
Lot 7 RP903160
Easement A RP20723
Lot 11 SP238854
Lot 195 K1241
Lot 5 RP724007
Lot 1 RP704716
Lot 2 RP724004
Lot 1 RP747396
Lot 2 RP704246
Lot 5 RP708871
Lot 4 RP708877
Lot 4 RP708447
Lot 6 RP903160
Lot 2 RP742190
Lot 2 RP742190
Lot 1 RP742190
Lot 2 RP742190
Lot 1 RP742190
Lot 2 RP742190
Lot 1

[611]

Queensland Government Gazette

TRANSPORT AND MAIN ROADS

PUBLISHED BY AUTHORITY ISSN 0155-9370

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Acquisition of Land Act 1967
Transport Infrastructure Act 1994
Transport Planning and Coordination Act 1994

TAKING OF LAND NOTICE (No. 3003) 2016

Short title

1. This notice may be cited as the *Taking of Land Notice (No. 3003) 2016*

Land to be taken [s.9(6) of the *Acquisition of Land Act 1967*]

2. The land described in the Schedule is taken for the purpose of transport, in particular, road purposes, and vests in the Chief Executive, Department of Transport and Main Roads, as constructing authority for the State of Queensland, for an estate in fee simple.

SCHEDULE

Land Taken

An area of 3.796 hectares (including 1321 square metres being the whole of Easement B on SP190925 and 59 square metres being the whole of Easement C on RP722533) being the whole of Lot 109 on SP190925 contained in Title Reference: 50676650.

An area of about 2.214 hectares being part of Lot 2 on RP714250 contained in Title Reference: 20486045.

An area of about 4.564 hectares (including about 17 square metres being part of Easement B on RP894737) being part of Lot 7 on RP894737 contained in Title Reference: 50125576.

An area of about 3648 square metres being part of Lot 296 on Crown Plan K1244 contained in Title Reference: 20316037.

An area of about 1193 square metres being part of Lot 297 on Crown Plan K1244 contained in Title Reference: 20316037.

An area of about 2412 square metres being part of Lot 286 on Crown Plan K1244 contained in Title Reference: 21050025.

An area of about 3618 square metres being part of Lot 287 on Crown Plan K1244 contained in Title Reference: 21050025.

An area of about 2410 square metres (including about 640 square metres being part of Easement F on SP213246) being part of Lot 284 on Crown Plan K1244 contained in Title Reference: 20142101.

An area of about 2410 square metres (including about 652 square metres being part of Easement E on SP213246) being part of Lot 285 on Crown Plan K1244 contained in Title Reference: 20142101.

An area of about 2914 square metres (including about 609 square metres being part of Easement H on SP213246) being part of Lot 87 on Crown Plan K103255 contained in Title Reference: 20285085.

An area of about 3.825 hectares being part of Lot 278 on Crown Plan K1244 contained in Title Reference: 20142101.

An area of about 4.497 hectares (including about 695 square metres being the whole of Easement G on SP213246) being part of Lot 283 on Crown Plan K1244 contained in Title Reference: 20142101.

An area of about 2.412 hectares being part of Lot 22 on SP271091 contained in Title Reference: 50971544.

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An area of about 3.154 hectares (including about 251 square metres being part of Easement A on SP101552) being part of Lot 23 on SP271091 contained in Title Reference: 50971545.

An area of about 1503 square metres being part of Lot 555 on Crown Plan K124168 contained in Title Reference: 21145063.

An area of about 1.977 hectares being part of Lot 91 on Crown Plan K1247 contained in Title Reference: 20878224.

An area of about 3.946 hectares being part of Lot 249 on Crown Plan K1244 contained in Title Reference: 21077207.

An area of about 3.851 hectares being part of Lot 2 on RP713237 contained in Title Reference: 20494087.

An area of 1171 square metres being the whole of Lot 1 on RP713237 contained in Title Reference: 20494086.

An area of about 1.665 hectares being part of Lot 11 on SP239854 contained in Title Reference: 50840211.

An area of about 3.109 hectares being part of Lot 2 on RP732066 contained in Title Reference: 21087189.

An area of about 3.468 hectares being part of Lot 7 on RP903160 contained in Title Reference: 50134871.

An area of about 1.47 hectares (including 82 square metres being the whole of Easement A on RP20723) being part of Lot 1 on RP704740 contained in Title Reference: 21215119.

An area of about 4.615 hectares (including about 3383 square metres being part of Easement B on SP210129 and about 2372 square metres being part of Easement A on RP726924) being part of Lot 1 on RP736042 contained in Title Reference: 21299112.

An area of about 1442 square metres being part of Lot 1 on RP732066 contained in Title Reference: 21565208.

An area of 1134 square metres being the whole of Lot 4 on SP197309 contained in Title Reference: 50667311.

An area of about 2.425 hectares being part of Lot 183 on SP266889 contained in Title Reference: 50996624.

An area of about 2.307 hectares being part of Lot 188 on Crown Plan K1241 contained in Title Reference: 20544083.

An area of about 2.487 hectares being part of Lot 2 on RP720394 contained in Title Reference: 20739032.

An area of about 2.729 hectares being part of Lot 16 on RP855618 contained in Title Reference: 21571216.

An area of about 1.729 hectares being part of Lot 15 on RP855619 contained in Title Reference: 50008707.

An area of about 3072 square metres (including about 300 square metres being part of Easement F on SP241171) being part of Lot 1 on RP702672 contained in Title Reference: 20195120.

An area of about 4.624 hectares being part of Lot 3 on RP702672 contained in Title Reference: 20195121.

An area of about 1.479 hectares (including about 600 square metres being part of Easement G on SP241172, about 1030 square metres being part of Easement B on SP210128 and about 457 square metres being part of Easement A on RP726915) being part of Lot 2 on RP713682 contained in Title Reference: 21313192.

An area of about 6.351 hectares being part of Lot 13 on SP254859 contained in Title Reference: 50891375.

An area of about 4.358 hectares being part of Lot 12 on SP254859 contained in Title Reference: 50891374.

An area of about 3.264 hectares (including about 2879 square metres being part of Easement C on RP722533) being part of Lot 11 on SP254859 contained in Title Reference: 50891373.

An area of about 635 square metres being part of Lot 103 on SP190925 contained in Title Reference: 50676653.

An area of 3641 square metres being the whole of Lot 102 on SP190925 contained in Title Reference: 50676652.

An area of about 1.849 hectares (including about 242 square metres being part of Easement B on RP722534) being part of Lot 1 on RP736046 contained in Title Reference: 21429136.

An area of about 861 square metres being part of Lot 5 on RP728844 contained in Title Reference: 21449001.

As shown approximately on Plans R8-552, R8-554(B), R8-555, R8-556, R8-557, R8-559, R8-560, R8-561, R8-562 and R8-563 held in the office of the Chief Executive, Department of Transport and Main Roads, Brisbane.

Mackay Region
Mackay Ring Road
495/6828; 7241 and 7837 to 7862

ENDNOTES

1. Made by the Governor in Council on 11 August 2016.
2. Published in the Gazette on 12 August 2016.
3. Not required to be laid before the Legislative Assembly.
4. The administering agency is the Department of Transport and Main Roads.

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Acquisition of Land Act 1967
Transport Infrastructure Act 1994
Transport Planning and Coordination Act 1994

AMENDING TAKING OF LAND NOTICE (No. 3011) 2016

Short title

1. This notice may be cited as the *Amending Taking of Land Notice (No. 3011) 2016.*

Amendment of Land to be taken [s. 11(1) and s. 11(3) of the *Acquisition of Land Act 1967*]

2. Schedule to the Taking of Land Notice (No. 2832) 2015 dated 7 May 2015 and published in the Gazette of 15 May 2015, at page 61, relating to the taking of land by the Chief Executive, Department of Transport and Main Roads, as constructing authority for the State of Queensland, is amended as described in the Schedule.

SCHEDULE

Amend Schedule to the Taking of Land Notice (No. 2832) 2015 dated 7 May 2015 and published in the Gazette of 15 May 2015, at page 61, relating to the taking of land by the Chief Executive, Department of Transport and Main Roads, as constructing authority for the State of Queensland as follows -

Omit - "*County of Carlisle, Parish of St Helens* - an area of about 8518 square metres being part of Lot 3 on RP746251 contained in Title Reference: 21394102.

County of Carlisle, Parish of St Helens - an area of about 5310 square metres being part of Lot 3 on RP722884 contained in Title Reference: 20775250.

As shown approximately on Plan R8-549 held in the office of the Chief Executive, Department of Transport and Main Roads, Brisbane.

Mackay Region
Bruce Highway (Mackay – Proserpine)
Overtaking lane south of Careys Creek
495/7442; 7443 and 7444"

Insert - "An area of 8559 square metres being Lot 1 on SP279394 (being a plan to be registered in Queensland Land Registry, Department of Natural Resources and Mines), being part of the land contained in Title Reference: 21394102.

An area of 5344 square metres being Lot 6 on SP279394 (being a plan to be registered in Queensland Land Registry, Department of Natural Resources and Mines), being part of the land contained in Title Reference: 20775250.

Mackay Region
Bruce Highway (Mackay – Proserpine)
Overtaking lane south of Careys Creek
495/7442; 7443 and 7444"

ENDNOTES

1. Made by Acting Director (Property Acquisitions and Disposals) on 2 August 2016, pursuant to delegation for Minister for Main Roads, Road Safety and Ports and Minister for Energy, Biofuels and Water Supply under section 36B of the *Acquisition of Land Act 1967.*
2. Published in the Gazette on 12 August 2016.
3. Not required to be laid before the Legislative Assembly.
4. The administering agency is the Department of Transport and Main Roads.

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BRISBANE
12 August 2016

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From: MackayCommunications
To: maxine butler
Subject: FW: Mackay Ring Road and your clients
Date: Monday, 30 October 2017 4:55:22 PM
Attachments:

Maxine,

This is the email sent to Kelly Legal re and acoustic report.

Kind regards

Erin Mulherin
Senior Program Support Officer (Communication & Community Engagement) | Mackay / Whitsunday District
Program Delivery And Operations | Department of Transport and Main Roads

Floor 2 | Mackay Government Office Building | 44 Nelson Street | Mackay Qld 4740
PO Box 62 | Mackay Qld 4740
P: (07) 49518581 | F: (07) 49518500
E: erin.v.mulherin@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: MackayCommunications
Sent: Monday, 12 June 2017 4:17 PM
To: @kellylegal.com.au
Cc: MackayCommunications <MackayCommunications@tmr.qld.gov.au>
Subject: Mackay Ring Road and your clients

Dear

Please find attached correspondence sent to your clients today via mail.

Kind regards

Erin Mulherin
Senior Program Support Officer (Communication & Community Engagement) | Mackay / Whitsunday District
Program Delivery And Operations | Department of Transport and Main Roads

Floor 2 | Mackay Government Office Building | 44 Nelson Street | Mackay Qld 4740
PO Box 62 | Mackay Qld 4740
P: (07) 49518555 | F: (07) 49518500
E: mackay.office@tmr.qld.gov.au
W: www.tmr.qld.gov.au

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Queensland
Government

Our ref 450/00604
Your ref
Enquiries Erin Mulherin

Department of
Transport and Main Roads

9 June 2017

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Dear

Lot 11 SP239854

Further to previous correspondence regarding eligibility for Exceptional Circumstances Treatment (ECT) to address noise as a result of the Mackay Ring Road, I can now advise that AECOM has completed all assessments and provided their report. Thank you to property owners for their assistance in organising these assessments.

The AECOM report confirms that your dwelling qualifies for ECT.

A copy of the AECOM noise assessment and ECT reports is enclosed with this letter for your information. For privacy reasons, only mapping and floor plan information relevant to your property has been included in the copy provided to you.

To progress implementation of treatment and to ensure compliance with TMR's *Transport Noise Management Code of Practice* the following steps are required to be undertaken:

- TMR requires your consent in writing to proceed. If you provide your consent, please complete, sign and return the attached consent form.
- Upon receipt of your written consent, TMR will engage a mechanical ventilation consultant and air-conditioning contractor to inspect the dwelling and confirm the scope of works. The contractor will be requested to provide a written quote.
- TMR will then send an Agreement Document to you, which will include the scope of works and a schematic design. This document will require your signature to indicate your satisfaction with the proposal and your consent to proceed with treatment.
- Upon receipt of your written consent and prior to installation, the contractor will undertake an existing condition survey of the building both inside and out.
- Upon completion of the works, you will be asked to sign a copy of an Acknowledgement of Installation Form and will be provided with any manufacturer's warranty details and/or architectural treatment of the building envelope installed.

Infrastructure Management and Delivery
Program Delivery and Operations
Floor 2 Mackay Government Office Building 44 Nelson Street
Mackay QLD 4740
PO Box 62 Mackay QLD 4740

Telephone +61 7 4951 8555
Facsimile +61 7 4951 8500
Website www.tmr.qld.gov.au
Email mackay.office@tmr.qld.gov.a
ABN 39 407 690 291

If your dwelling has an existing air-condition/mechanical ventilation system that meets current appropriate suitability and functionality requirements (for example, State and Commonwealth legislation, sized correctly, energy efficiency, installed correctly and at least 60% of its warranty remaining), and your preference is to keep the existing system rather than replacement with a new one, a current equipment rebate applies. If you wish to explore this option further, please contact the Project team.

If you have any questions about this matter or any other aspects of the Mackay Ring Road Project, I encourage you to contact the Mackay Ring Road Project Communications Officer, Erin Mulherin. Erin can be contacted on (07) 4951 8555 or mackay.office@tmr.qld.gov.au and would be pleased to assist.

Yours sincerely

Patrick Aprile
District Director (Mackay/Whitsunday)

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9 June 2017

34 Calrossie Rd
Te Kowai QLD 4740

CONSENT TO PROCEED WITH EXCEPTIONAL CIRCUMSTANCES TREATMENT

Lot 11 SP239854

I/We_____ provide consent to the Department of Transport and Main Roads to proceed to implement Exceptional Circumstances Treatment as per correspondence dated 9 June 2017, the AECOM noise assessment and ECT report and the *Transport Noise Management Code of Practice*.

Signature: _____

Name: _____

Date: _____

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Department of Transport and Main Roads
Program Delivery and Operations
Mackay/Whitsunday District
Floor 2 Mackay Government Office Building
44 Nelson Street Mackay
PO Box 62 Mackay QLD 4740

Enquiries Mackay Ring Road Project Team
Phone (07) 4951 8555
Email mackay.office@tmr.qld.gov.au

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AECOM

Mackay Ring Road Stage 1
Department of Transport and Main Roads
20-Apr-2017 DRAFT
Doc No. 60342905-REP-00058

Mackay Ring Road Stage 1 Noise Assessment

Exceptional Circumstances Treatment Report



DRAFT

Mackay Ring Road Stage 1 Noise Assessment

Exceptional Circumstances Treatment Report

Client: Department of Transport and Main Roads

ABN: 39 407 690 291

Prepared by

AECOM Australia Pty Ltd
Level 1, 162 Victoria Street, PO Box 11176, Mackay QLD 4740, Australia
T +61 7 4965 9800 F +61 7 4957 6097 www.aecom.com
ABN 20 093 846 925

20-Apr-2017

Job No.: 60342905

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Quality Information

Document Mackay Ring Road Stage 1 Noise Assessment

Ref 60342905

Date 20-Apr-2017

Prepared by

Reviewed by

Revision History

Rev	Revision Date	Details	Authorised	
			Name/Position	Signature
0	20-Apr-2017	Draft - For Client's Comments		

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D R A F T

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Executive Summary

AECOM Australia Pty Ltd (AECOM) was commissioned by the Department of Transport and Main Roads (TMR) to conduct a detailed assessment of future road traffic noise impact from the proposed Mackay Ring Road Stage 1 (MRRS1) to nearby noise sensitive receptors. This assessment is contained in the AECOM report *Mackay Ring Road Stage 1 noise Assessment – Road Traffic Noise Impact Assessment*, reference 60342905-ACRP-0002-01, dated 26 May 2016 (hereafter refers to as the AECOM Traffic Noise Report).

TMR has subsequently requested that an assessment be conducted to determine the applicable level of Exceptional Circumstances Treatments (ECT) at 19 selected dwellings along the study site. This assessment comprises a visual inspection of these 19 dwellings and updates to the road traffic noise model utilised in the AECOM Traffic Noise Report. The findings of the ECT assessment are detailed in this report, and are considered an addendum to the AECOM Traffic Noise Report.

This assessment was carried out in accordance with the requirements of the Department of Transport and Main Roads (TMR) document *Transport Noise Management Code of Practice Volume 1 – Road Traffic Noise* (CoP 2013).

The AECOM Traffic Noise Report indicates that noise barriers are not an economical or efficient solution given the scattered location of dwellings along MRRS1. In this instance, noise treatments have focused on the provision of Exceptional Circumstances Treatments (ECTs) to affected buildings. Three different levels of ECT apply, based on the requirements of CoP 2013, summarised in Table 1 below.

Table 1 Criteria for ECT (from CoP 2013 Section 3.3)

ECT Level	Predicted Level (rounded)	Treatments
-	Do not exceed criterion level	• No treatment required
1	Exceed criterion level by less than 3 dB(A)	• Mechanical ventilation • Windows can remain closed or partly closed to reduce noise entering habitable rooms
2	Exceed criterion level by 3 dB(A) to 9 dB(A)	• Air-conditioning and mechanical ventilation. • Windows can remain closed to reduce noise entering habitable rooms
3	Exceed criterion level by 10 dB(A) or greater	• Air-conditioning, mechanical ventilation and any necessary architectural upgrade treatments • Windows can remain closed to reduce noise entering habitable rooms • To ensure internal noise level is at least 10 dB(A) below the external noise criterion level.

Based on the findings of the visual inspection, and updates to the SoundPLAN noise model, the ECT levels are summarised in Table 2 below.

Table 2 Summary of ECT Level per Receptor

Recep-tor	Street Address	Number of Habitable Rooms assessable under CoP 2013	Number of Rooms and Recommended ECT level			
			-	ECT Level 1	ECT Level 2	ECT Level 3
9	34 Calrossie Road, Te Kowai	8	2	-	6	-

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Recep-tor	Street Address	Number of Habitable Rooms assessable under CoP 2013	Number of Rooms and Recommended ECT level			
			-	ECT Level 1	ECT Level 2	ECT Level 3
[redacted]						
Total		122	35	27	60	0

The final number of rooms where ECT is to be provided, and the final treatment level, is dependent on community consultation, and comment from the mechanical ventilation/air-conditioning contractors.

It is noted that some habitable rooms requiring ECT Level 2 (and hence air-conditioning) comprised roller/tilt garage doors, which may not seal airtight when closed (i.e. at receptors 24 and 26). The mechanical ventilation/air-conditioning contractor is to determine whether air-conditioning is practicable at these rooms.

It is further noted that all dwellings in this assessment, except receptor 7, did not comprise mechanical ventilation. Whilst receptor 7 did comprise a ducted air-conditioning system in all habitable rooms, AECOM cannot confirm whether this system draws in fresh/outside air. The mechanical ventilation/air-conditioning contractor is to determine whether this ducted system comprises fresh air intake and therefore meets the mechanical ventilation requirement in CoP 2013.

A detailed summary of the ECT level for each habitable room at each receptor is provided in Appendix B. The indicative locations of habitable rooms at each dwelling are provided in Appendix C.

Preliminary Only - Not for Construction

DRAFT

1.0 Introduction

1.1 Project Brief

AECOM Australia Pty Ltd (AECOM) was commissioned by the Department of Transport and Main Roads (TMR) to conduct a detailed assessment of future road traffic noise impact from the proposed Mackay Ring Road Stage 1 (MRRS1) to nearby noise sensitive receptors. This assessment is contained in the AECOM report *Mackay Ring Road Stage 1 noise Assessment – Road Traffic Noise Impact Assessment,* reference 60342905-ACRP-0002-01, dated 26 May 2016 (hereafter refers to as the AECOM Traffic Noise Report).

TMR has subsequently requested that an assessment be conducted to determine the applicable level of Exceptional Circumstances Treatments (ECT) at 19 selected dwellings along the study site. This assessment comprises a visual inspection of these 19 dwellings and updates to the road traffic model utilised in the AECOM Traffic Noise Report. The findings of the ECT are comprised in this report, and are considered an addendum to the AECOM Traffic Noise Report.

This assessment was carried out in accordance with the requirements of the Department of Transport and Main Roads (TMR) document *Transport Noise Management Code of Practice Volume 1 – Road Traffic Noise* (CoP 2013).

This report is to be read in conjunction with the AECOM Traffic Noise Report.

A glossary of acoustic terminology used in this report is provided in Appendix A.

1.2 Scope and Limitations

The scope of this assessment comprises:

- Visual inspection of the 19 selected dwellings to determine the location of habitable rooms within the building and existing ventilation systems.
- Update the noise model used in the AECOM Traffic Noise Report to reflect the specific location of these habitable rooms within each dwelling.
- Predict the 2029 (10 years after the road is opened in 2019) road traffic noise levels at these habitable rooms.
- Determine habitable rooms where ECTs apply, and the applicable level of treatment.

The limitations of this assessment comprise:

- Only selected dwellings (discussed in Section 2.2) have been included in the current assessment.
- The advice contained herein is specifically related to acoustical issues. AECOM recommends additional advice be sought regarding non-acoustical issues associated with this project.

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2.0 Methodology and Assessment Receptors

2.1 Approach

The implementation of ECT is detailed in CoP 2013, and broadly comprises the following:

- Carry out a visual inspection at selected dwellings to determine:
  - The dwelling layout (floor plan) and orientation relative to the MRRS1. This was sketched up by AECOM staff whilst on site.
  - The location of habitable rooms located along the building facade.
  - The presence of air conditioning units, ceiling fans and mechanical ventilation (if any) in each habitable area.
  - The building façade construction.
- Update the road traffic computer noise model utilised in the AECOM Traffic Noise Report to reflect the specific location of these habitable rooms within each dwelling.
- Assess the 2029 traffic noise level predictions against the nominated noise criteria.
- Determine the highest ECT treatment level per habitable room.

It is noteworthy that the road traffic noise model noise model used for the AECOM Traffic Noise Reports was modified as follows:

- Dwellings in the model were refined based on the floor plan obtained through the visual inspection.
- Point receptors were placed at the external facade(s) of habitable rooms to predict the external noise impacts.
- Receptors 11 ad 39 have been removed from the noise model, following TMR's advice on 14 November 2016 that these buildings have been resumed for the project and are to be demolished during or following the construction of the project.

2.2 Assessment Receptors

Following TMR's direction on 14 November 2016, twenty one (21) dwellings were initially selected for the current ECT assessment. However, as agreed with TMR, two dwellings (receptors 15 and 28) were subsequently removed from assessment as AECOM and TMR were unable to contact the dwelling owners regarding the current assessment. As such, nineteen (19) dwellings have been ultimately assessed.

These receptors are comprised in Table 3 below. The receptor numbers have been retained from the AECOM Traffic Noise Report for consistency. The dates of the visual inspection have also been provided.

Table 3 Summary of Assessment Receptors

Receptor	Street Address	Inspection Date	Comments
9	34 Calrossie Road, Te Kowai	24 February 2017	

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Receptor	Street Address	Inspection Date	Comments

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DRAFT

3.0 Application of ECT

3.1 Criteria and ECT Level

Two assessment scenarios/noise criteria are discussed in the AECOM Traffic Noise Report, summarised in Table 4 below.

Table 4 Summary of Assessment Scenarios and Criteria

Scenario	Applicable Noise Criterion
2029 horizon, impact from MRRS1 component only.	60/63* dB(A) $L_{A10\ (18h)}$ 1.0 m in front of the building façade
2029 horizon, impact from all State-controlled roads	68 dB(A) $L_{A10\ (18h)}$ 1.0 m in front of the building façade

* Refer to AECOM Traffic Noise Report for the nominated "New Road" criterion applicable at each dwelling.

The AECOM Traffic Noise Report indicates that noise barriers are not an economical or efficient solution given the scattered location of dwellings along MRRS1. In this instance, noise treatments have focused on the provision of ECT to affected buildings. Three different levels of ECT apply, based on the requirements of CoP 2013, summarised in Table 5 below.

Table 5 Criteria for ECT (from CoP2013 Section 3.3)

ECT Level	Predicted Level (rounded)	Treatments
-	Do not exceed criterion level	• No treatment required
1	Exceed criterion level by less than 3 dB(A)	• Mechanical ventilation • Windows can remain closed or partly closed to reduce noise entering habitable rooms
2	Exceed criterion level by 3 dB(A) to 9 dB(A)	• Air-conditioning and mechanical ventilation. • Windows can remain closed to reduce noise entering habitable rooms
3	Exceed criterion level by 10 dB(A) or greater	• Air-conditioning, mechanical ventilation and any necessary architectural upgrade treatments • Windows can remain closed to reduce noise entering habitable rooms • To ensure internal noise level is at least 10 dB(A) below the external noise criterion level.

The current assessment has considered the respective ECT Level for both assessment scenarios. Conservatively, only the highest ECT Level has been reported.

3.2 Applicability of ECT

According to Section 6.4.1 of CoP 2013:

"The following issues shall be noted when considering ECTs:

- *ECTs will only be considered for access-controlled roads, where noise barriers would be a possible Noise attenuation treatment option but unsuitable because barriers:*
  - *are not cost-effective (e.g. barriers for isolated dwellings)*
  - *cause unacceptable impact upon visual amenity (e.g. required barriers too high and unsuitable for the streetscape / built environment)*

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- *affect security (e.g. for educational facilities where Crime Prevention Through Environmental Design principles needs to be considered).*

CoP 2013 defines non-access controlled roads as "*roads where direct access has been effectively restricted by various means e.g. access can only be achieved at an intersection or interchange.*"

- *If a row of dwellings is being considered for ECT, the relevant criterion level may not actually be exceeded for some of the dwellings in the row. For consistency, consideration should be given to providing at least mechanical ventilation to those dwellings.*

The following ECT treatment options can be considered:

- *closing windows*
- *installing a mechanical ventilation system / air-conditioning system for ventilation/comfort requirements*
- *architectural treatment of the building envelope.*

In providing mechanical ventilations, a mechanical ventilator shall have the following characteristics:

- *takes in outside air in accordance with the Building Code of Australia*
- *removes engine emissions*
- *low internal noise*
- *adjustable airflow*
- *absorbs airborne noise*
- *quietly provides a healthy supply of clean, fresh air.*

The Department will not contribute to the running / maintenance costs of the treatment. These will be the responsibility of the dwelling occupier or the institution concerned."

Based on the above, split-system air conditioning units, ceiling fans and traditional wall mounted extraction fans are not considered mechanical ventilation.

It is further noted that all dwellings in this assessment, except receptor 7, did not comprise mechanical ventilation. Whilst receptor 7 did comprise a ducted air-conditioning system in all habitable rooms, AECOM cannot confirm whether this system draws in fresh/outside air. The mechanical ventilation/air-conditioning contractor is to determine whether this ducted system comprises fresh air intake and therefore meets the mechanical ventilation requirement in CoP 2013.

3.3 Limitations of ECT

According to Section 6.4.2 of CoP 2013:

ECTs do not apply to the following situations:

- *non-access controlled road*
- *dwellings that are not permanent noise sensitive buildings (e.g. caravan park, cabin or demountable)*
- *heritage listed buildings or light weight character buildings.*

TMR clarified on 7 March 2017 that light weight character buildings include "*timber-tin houses and those having single envelope facades with fibrous cements, glass, or metal sheets*". It is noted that all 19 dwellings were observed to comprise masonry or double-leaf facades at habitable rooms (e.g. weatherboard exterior with plasterboard/timber interior). As such, no dwellings have been excluded from assessment on this basis.

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For the current assessment, AECOM clarifies that rooms without acoustically-solid external façades are excluded from assessment. An acoustically-solid façade does not have significant gaps; therefore air (and noise) does not pass through easily. Treatment to rooms without acoustically-solid facades do not meet the intent of ECT (refer to Section 3.1), as closing windows does not reduce the noise entering these rooms; as such these rooms have been excluded from assessment. These rooms are listed below:

- Receptor 8. The ground level (comprising one room) does not have acoustically-solid external walls. Some walls and doors on this level comprised timber planks spaced approximately one plank-width apart from each other (i.e. approximately 50% open area). Accordingly, the ground level of this building does not qualify for ECT.
- Receptor 32: The Pet Room (comprising an aviary) does not have an acoustically-solid external façade (wall comprises a security screen without a solid glass backing). Accordingly, this room does not qualify for ECT.

It was also noted that that Receptor 22 is a commercial /retail use building (Turfgrass Mackay). CoP 2013 states that *"ECT is applicable to residential, educational, community and health buildings"*. Accordingly, ECT does not apply to this building. The ECT level has nonetheless been provided, as requested by TMR.

3.4 Habitable Rooms

CoP 2013 defines habitable rooms as follows:

> *As defined in the National Construction Code, for example, can be applied to a bedroom, living room, dining room, lounge room, music room, home theatre room, kitchen, sewing room, plat room, family room, sun room and study.*

The National Construction Code defines a habitable room as follows:

> *A room used for Normal domestic activities and includes a bedroom, living room, lounge room, music room, television room, kitchen, dining room, sewing room, study, playroom, family room, home theatre, and sunroom, but excludes a bathroom, laundry, water closet, pantry, walk-in wardrobe, corridor, hallway, lobby, photographic darkroom, clothes drying room, and other spaces of a specialised nature occupied neither frequently nor for extended periods.*

For the current assessment, master bedrooms and their attached ensuites are considered collectively as one habitable room.

Concerning habitable rooms, AECOM clarified with TMR on 7 March 2017 that:

> *Habitable rooms should be based on how the rooms are used at the time of the project.*

Accordingly, determination of whether a room is habitable or not was based on the use of the room determined during the visual inspection.

AECOM further clarifies that habitable rooms without an external façade (i.e. not located along the building envelope), are excluded from assessment; as these rooms are separated from the building external façade by other rooms or hallways. These 10 rooms are listed below:

- Receptor 7: Home theatre
- Receptor 10: Memorabilia Room 1 and 2
- Receptor 23: Bedroom 2
- Receptor 29: Office, Bedroom 3 and Bedroom 4
- Receptor 30: Office
- Receptor 33: Bedroom 4
- Receptor 38: Office.

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4.0 ECT Level Requirement

Based on the findings of the visual inspection, and updates to the road traffic noise model, the ECT levels are summarised in Table 6 below:

Table 6 Summary of ECT Level per Receptor

Recep-tor	Number of Habitable Rooms*	Number of Habitable Rooms Assessable under CoP 2013	Number of Rooms and Recommended ECT Level			
			-	ECT Level 1	ECT Level 2	ECT Level 3
7	7	6	1	-	5	-
8	4	4	-	4	-	-
9	8	8	2	-	6	-
10	7	5	4	1	-	-
12	5	5	1	4	-	-
13	11	11	-	2	9	-
22	3	3	-	-	3	-
23	6	5	1	3	1	-
24	7	7	-	-	7	-
25	7	7	7	-	-	-
26	9	9	-	-	9	-
27	6	6	-	-	6	-
29	9	6	2	4	-	-
30	9	8	8	-	-	-
31	6	6	1	4	1	-
32	8	8	3	1	4	-
33	9	8	1	1	6	-
34	3	3	-	-	3	-
38	8	7	4	3	-	-
Total	**132**	**122**	**35**	**27**	**60**	**0**

* Refer to Section 3.4 concerning habitable rooms excluded from assessment.

It is noted that no ECT is predicted to be required at Receptor 25 and 30. In addition, no habitable rooms requiring ECT Level 3 is predicted to be required across all 19 dwellings.

The final number of rooms where ECT is to be provided, and the final treatment level, is dependent on community consultation and comment from the mechanical ventilation/air-conditioning contractors. It is noted that some habitable rooms requiring ECT Level 2 (and hence air-conditioning) comprise roller/tilt garage doors, which may not seal airtight when closed (i.e. at receptors 24 and 26). The mechanical ventilation/air-conditioning contractor is to determine whether air-conditioning is practicable at these rooms.

A detailed summary of the ECT level for each habitable room at each receptor is provided in Appendix B. The indicative locations of habitable rooms at each dwelling are provided in Appendix C. The predicted 2029 road noise levels at the external façade of habitable rooms are provided in Appendix D.

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5.0 Conclusion

AECOM Australia Pty Ltd has carried out an assessment of the 2029 road traffic noise levels from the proposed Mackay Ring Road Stage 1 project at 19 selected dwellings. This assessment was based on the findings of the detailed design noise assessment carried out by AECOM in 2016, and refined based on a visual inspection of these dwellings conducted in February and March 2017.

The recommended Exceptional Circumstance Treatment level at applicable habitable rooms within these 19 dwellings are summarised in this report.

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Appendix A

Glossary

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Appendix A Glossary

Ambient Sound	The totally encompassing sound in a given situation at a given time, usually composed of sound from all sources near and far.
Audible Range	The limits of frequency which are audible or heard as sound. The normal ear in young adults detects sound having frequencies in the region 20 Hz to 20 kHz, although it is possible for some people to detect frequencies outside these limits.
Decibel [dB]	The level of noise is measured objectively using a Sound Level Meter. The following are examples of the decibel readings of every day sounds; 30 dB(A) A quiet library or in a quiet location in the country 45 dB(A) Typical office space. Ambience in the city at night 60 dB(A) City centre at lunch time 70 dB(A) The sound of a car passing on the street 80 dB(A) Loud music played at home 90 dB(A) The sound of a truck passing on the street 100 dB(A) The sound of a rock band 120 dB(A) Deafening
dB(A)	A-weighted decibels The ear is not as effective in hearing low frequency sounds as it is hearing high frequency sounds. That is, low frequency sounds of the same dB level are not heard as loud as high frequency sounds. The sound level meter replicates the human response of the ear by using an electronic filter which is called the "A" filter. A sound level measured with this filter switched on is denoted as dB(A). Practically all noise is measured using the A filter. The sound pressure level in dB(A) gives a close indication of the subjective loudness of the noise.
Habitable Room	The definition of habitable rooms is taken from the TMR document *Transport Noise Management Code of Practice Volume 1 – Road Traffic Noise* dated November 2013 as follows: *As defined in the National Construction Code, for example, can be applied to a bedroom, living room, dining room, lounge room, music room, home theatre room, kitchen, sewing room, plat room, family room, sun room and study.*
L_{Amax}	The maximum sound pressure level measured over a given period.
L_{A10}	The sound pressure level that is exceeded for 10% of the time period for which the given sound is measured. $L_{A10\,(1h)}$ is therefore the sound pressure level that is exceeded for 10% of the one hour period for which the given sound is measured. This indicator is typically used to represent noise exposure from road traffic noise.
$L_{A10\,(18h)}$	The $L_{A10\,(18h)}$ level is the arithmetic average of 18 hourly L_{10} levels over consecutive hours between 6am and 12 midnight. This indicator is typically used to represent noise exposure from road traffic noise.
L_{Aeq}	The "equivalent noise level" is the summation of noise events and integrated over a selected period of time.

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Noise Sensitive Place / Receptor	The definition of "noise sensitive" is taken from the TMR document *Transport Noise Management Code of Practice Volume 1 – Road Traffic Noise* dated November 2013, and can be applied to: • A dwelling (detached and attached) including house, townhouse, unit, reformatory institution, caravan park, or retirement village • A library, childcare centre, kindergarten, school, school[playgrounds, college, university, museum, art gallery or other educational institution • A community building including a place of public worship • A hospital, respite care facility, nursing home, aged care facility, surgery or other medical centre. • A hotel, motel or other premises which provides accommodation for the public. • A protected area, or an area identified under a conservation plan as a critical habitat or an area of major interest under the Nature Conservation Act 1992. • A public park or gardens that is open to the public (whether or not on payment of a fee) for use other than for sport or organised entertainment (passive recreation only)

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Appendix B

ECT Assessment Results

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Appendix B ECT Assessment Results

Receptor	Address	Floor/External Façade Construction	Habitable Room	Window Type	Air-conditioning Type	Ceiling Fan Present?	ECT Level	Comments
9	34 Calrossie Road, Te Kowai	Ground / Timber	Master Bedroom	Sliding	Split	Yes	2	
			Bedroom 1	Sliding	-	Yes	2	
			Bedroom 2	Sliding	-	Yes	2	
			Sewing	Sliding	-	Yes	2	
			Dining	Sliding	Split	-	2	
			Kitchen	Sliding	-	Yes	2	

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Receptor	Address	Floor/External Façade Construction	Habitable Room	Window Type	Air-conditioning Type	Ceiling Fan Present?	ECT Level	Comments
			Lounge	Sliding	Split	-	-	
			Office	Sliding	-	Yes	-	

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Receptor	Address	Floor/External Façade Construction	Habitable Room	Window Type	Air-conditioning Type	Ceiling Fan Present?	ECT Level	Comments

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Receptor	Address	Floor/External Façade Construction	Habitable Room	Window Type	Air-conditioning Type	Ceiling Fan Present?	ECT Level	Comments

Not to be used for Construction
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Receptor	Address	Floor/External Façade Construction	Habitable Room	Window Type	Air-conditioning Type	Ceiling Fan Present?	ECT Level	Comments

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Receptor	Address	Floor/External Façade Construction	Habitable Room	Window Type	Air-conditioning Type	Ceiling Fan Present?	ECT Level	Comments

Public Consultation Draft

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Receptor	Address	Floor/External Façade Construction	Habitable Room	Window Type	Air-conditioning Type	Ceiling Fan Present?	ECT Level	Comments

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Appendix C

Indicative Floor Plans

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Receptor	Address	Floor/External Façade Construction	Habitable Room	Window Type	Air-conditioning Type	Ceiling Fan Present?	ECT Level	Comments
9	34 Calrossie Road, Te Kowai	Ground / Timber	Master Bedroom	Sliding	Split	Yes	2	
			Bedroom 1	Sliding	-	Yes	2	
			Bedroom 2	Sliding	-	Yes	2	
			Sewing	Sliding	-	Yes	2	
			Dining	Sliding	Split	-	2	
			Kitchen	Sliding	-	Yes	2	
			Lounge	Sliding	Split	-	-	
			Office	Sliding	-	Yes	-	



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Appendix D

Predicted 2029 Road Traffic Noise Levels

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Appendix D Predicted 2029 Road Traffic Noise Levels

Receptor	Room Name	Storey	Facade Direction	Scenario 1 - Assessment of MRRS1 Component Noise only				Scenario 2 -Assessment of All State-controlled Roads				Recommended ECT Level (higheer of ECT Level "A" and ECT Level "B")
				$L_{A10\ (18h)}$ Criterion dB(A)	Predicted 2029 $L_{A10\ (18h)}$ Noise Level dB(A)	Exceedence of criterion dB(A)	ECT Level "A"	$L_{A10\ (18h)}$ Criterion dB(A)	Predicted 2029 $L_{A10\ (18h)}$ Noise Level dB(A)	Exceedence of criterion dB(A)	ECT Level "B"	
7	Bedroom 1	Ground	W	60	65	5	2	68	65	0	0	2
7	Bedroom 2	Ground	N	60	60	0	0	68	60	0	0	0
7	Bedroom 2	Ground	W	60	64	4	2	68	64	0	0	2
7	Bedroom 3	Ground	N	60	57	0	0	68	57	0	0	0
7	Dining	Ground	E	60	65	5	2	68	65	0	0	2
7	Lounge	Ground	E	60	65	5	2	68	65	0	0	2
7	Lounge	Ground	N	60	56	0	0	68	57	0	0	0
7	Master Bedroom	Ground	S	60	68	8	2	68	68	0	0	2
7	Master Bedroom	Ground	E	60	66	6	2	68	66	0	0	2
7	Office	Ground	S	60	68	8	2	68	68	0	0	2
8	Bedroom 1	Upper	E	60	61	1	1	68	61	0	0	1
8	Bedroom 2	Upper	E	60	61	1	1	68	61	0	0	1
8	Kitchen	Upper	E	60	61	1	1	68	61	0	0	1
8	Kitchen	Upper	S	60	56	0	0	68	57	0	0	0
8	Lounge	Upper	N	60	61	1	1	68	62	0	0	1
8	Lounge	Upper	W	60	59	0	0	68	59	0	0	0
8	Office	Upper	N	60	62	2	1	68	62	0	0	1
8	Office	Upper	E	60	62	2	1	68	62	0	0	1
9	Bedroom 1	Ground	E	60	66	6	2	68	66	0	0	2

For EIS/EMR
For Report prepared

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Receptor	Room Name	Storey	Facade Direction	Scenario 1 - Assessment of MRRS1 Component Noise only				Scenario 2 -Assessment of All State-controlled Roads				Recom-mended ECT Level (higheer of ECT Level "A" and ECT Level "B")
				$L_{A10\ (18h)}$ Criterion dB(A)	Predicted 2029 $L_{A10\ (18h)}$ Noise Level dB(A)	Exceed-ence of criterion dB(A)	ECT Level "A"	$L_{A10\ (18h)}$ Criterion dB(A)	Predicted 2029 $L_{A10\ (18h)}$ Noise Level dB(A)	Exceed-ence of criterion dB(A)	ECT Level "B"	
9	Bedroom 1	Ground	S	60	65	5	2	68	65	0	0	2
9	Bedroom 2	Ground	E	60	66	6	2	68	66	0	0	2
9	Dining	Ground	E	60	66	6	2	68	66	0	0	2
9	Kitchen	Ground	E	60	66	6	2	68	66	0	0	2
9	Kitchen	Ground	N	60	64	4	2	68	65	0	0	2
9	Lounge	Ground	W	60	58	0	0	68	59	0	0	0
9	Master Bedroom	Ground	S	60	64	4	2	68	64	0	0	2
9	Master Bedroom	Ground	W	60	61	1	1	68	61	0	0	1
9	Office	Ground	W	60	58	0	0	68	59	0	0	0
9	Sewing	Ground	E	60	66	6	2	68	66	0	0	2
10	Bedroom 1	Ground	S	63	62	0	0	68	63	0	0	0
10	Bedroom 1	Ground	W	63	59	0	0	68	64	0	0	0
10	Bedroom 2	Ground	W	63	59	0	0	68	64	0	0	0
10	Dining	Ground	E	63	64	1	1	68	65	0	0	1
10	Dining	Ground	N	63	63	0	0	68	64	0	0	0
10	Dining	Ground	S	63	63	0	0	68	63	0	0	0
10	Kitchen	Ground	E	63	63	0	0	68	65	0	0	0
10	Master Bedroom	Ground	S	63	62	0	0	68	63	0	0	0
12	Bedroom 1	Ground	S	63	62	0	0	68	66	0	0	0
12	Bedroom 1	Ground	W	63	59	0	0	68	68	0	0	0

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For Department Review

Receptor	Room Name	Storey	Facade Direction	Scenario 1 - Assessment of MRRS1 Component Noise only				Scenario 2 -Assessment of All State-controlled Roads				Recommended ECT Level (higheer of ECT Level "A" and ECT Level "B")
				$L_{A10\ (18h)}$ Criterion dB(A)	Predicted 2029 $L_{A10\ (18h)}$ Noise Level dB(A)	Exceedence of criterion dB(A)	ECT Level "A"	$L_{A10\ (18h)}$ Criterion dB(A)	Predicted 2029 $L_{A10\ (18h)}$ Noise Level dB(A)	Exceedence of criterion dB(A)	ECT Level "B"	
12	Bedroom 2	Ground	N	63	60	0	0	68	69	1	1	1
12	Bedroom 2	Ground	W	63	60	0	0	68	69	1	1	1
12	Kitchen	Ground	W	63	59	0	0	68	69	1	1	1
12	Lounge	Ground	E	63	64	1	1	68	67	0	0	1
12	Master Bedroom	Ground	E	63	64	1	1	68	67	0	0	1
12	Master Bedroom	Ground	E	63	63	0	0	68	66	0	0	0
12	Master Bedroom	Ground	S	63	63	0	0	68	64	0	0	0
13	Bedroom 1	Upper	E	63	66	3	2	68	71	3	2	2
13	Bedroom 1	Upper	S	63	65	2	1	68	67	0	0	1
13	Bedroom 2	Upper	E	63	66	3	2	68	72	4	2	2
13	Bedroom 2	Upper	N	63	61	0	0	68	74	6	2	2
13	Bedroom 3	Upper	W	63	55	0	0	68	72	4	2	2
13	Bedroom 4	Upper	W	63	53	0	0	68	70	2	1	1
13	Kitchen	Upper	S	63	62	0	0	68	66	0	0	0
13	Kitchen	Upper	W	63	54	0	0	68	70	2	1	1
13	Living Room 1	Upper	N	63	62	0	0	68	74	6	2	2
13	Living Room 2	Upper	N	63	61	0	0	68	74	6	2	2
13	Office	Upper	E	63	66	3	2	68	73	5	2	2
13	Office	Upper	N	63	64	1	1	68	74	6	2	2
13	Living Room 4	Ground	E	63	65	2	1	68	71	3	2	2

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Receptor	Room Name	Storey	Facade Direction	Scenario 1 - Assessment of MRRS1 Component Noise only				Scenario 2 -Assessment of All State-controlled Roads				Recommended ECT Level (higheer of ECT Level "A" and ECT Level "B")
				$L_{A10\ (18h)}$ Criterion dB(A)	Predicted 2029 $L_{A10\ (18h)}$ Noise Level dB(A)	Exceedence of criterion dB(A)	ECT Level "A"	$L_{A10\ (18h)}$ Criterion dB(A)	Predicted 2029 $L_{A10\ (18h)}$ Noise Level dB(A)	Exceedence of criterion dB(A)	ECT Level "B"	
13	Living Room 3	Ground	N	63	61	0	0	68	73	5	2	2
13	Bedroom 5	Ground	E	63	65	2	1	68	72	4	2	2
13	Bedroom 5	Ground	N	63	63	0	0	68	73	5	2	2
22	Entrance/Reception	Ground	E	63	64	1	1	68	70	2	1	1
22	Entrance/Reception	Ground	S	63	63	0	0	68	72	4	2	2
22	Office/Kitchen	Ground	N	63	62	0	0	68	64	0	0	0
22	Office/Kitchen	Ground	S	63	62	0	0	68	71	3	2	2
22	Office 1	Ground	S	63	62	0	0	68	72	4	2	2
23	Bedroom 1	Ground	N	63	64	1	1	68	65	0	0	1
23	Dining	Ground	W	63	58	0	0	68	64	0	0	0
23	Kitchen	Ground	N	63	64	1	1	68	65	0	0	1
23	Lounge	Ground	E	63	66	3	2	68	67	0	0	2
23	Lounge	Ground	N	63	65	2	1	68	65	0	0	1
23	Office	Ground	N	63	64	1	1	68	65	0	0	1
24	Bedroom 1	Upper	N	60	66	6	2	68	66	0	0	2
24	Bedroom 1	Upper	W	60	67	7	2	68	67	0	0	2
24	Bedroom 2	Upper	S	60	65	5	2	68	65	0	0	2
24	Dining	Upper	E	60	62	2	1	68	63	0	0	1
24	Dining	Upper	N	60	65	5	2	68	65	0	0	2
24	Lounge	Upper	S	60	64	4	2	68	65	0	0	2

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Receptor	Room Name	Storey	Facade Direction	Scenario 1 - Assessment of MRRS1 Component Noise only				Scenario 2 -Assessment of All State-controlled Roads				Recommended ECT Level (higheer of ECT Level "A" and ECT Level "B")
				$L_{A10\ (18h)}$ Criterion dB(A)	Predicted 2029 $L_{A10\ (18h)}$ Noise Level dB(A)	Exceedence of criterion dB(A)	ECT Level "A"	$L_{A10\ (18h)}$ Criterion dB(A)	Predicted 2029 $L_{A10\ (18h)}$ Noise Level dB(A)	Exceedence of criterion dB(A)	ECT Level "B"	
24	Lounge	Upper	E	60	62	2	1	68	63	0	0	1
24	Master Bedroom	Upper	S	60	66	6	2	68	66	0	0	2
24	Master Bedroom	Upper	W	60	67	7	2	68	67	0	0	2
24	Playroom	Upper	S	60	65	5	2	68	66	0	0	2
24	Combined Garage/Recreation	Ground	N	60	65	5	2	68	65	0	0	2
24	Combined Garage/Recreation	Ground	E	60	59	0	0	68	60	0	0	0
24	Combined Garage/Recreation	Ground	W	60	66	6	2	68	66	0	0	2
24	Combined Garage/Recreation	Ground	S	60	64	4	2	68	65	0	0	2
25	Bedroom 1	Ground	E	60	56	0	0	68	57	0	0	0
25	Bedroom 2	Ground	E	60	58	0	0	68	58	0	0	0
25	Bedroom 2	Ground	S	60	57	0	0	68	58	0	0	0
25	Living	Ground	S	60	59	0	0	68	59	0	0	0
25	Living	Ground	W	60	60	0	0	68	61	0	0	0
25	Kitchen	Ground	N	60	60	0	0	68	60	0	0	0
25	Kitchen	Ground	W	60	60	0	0	68	61	0	0	0
25	Lounge	Ground	W	60	60	0	0	68	60	0	0	0
25	Master Bedroom	Ground	E	60	57	0	0	68	58	0	0	0
25	Master Bedroom	Ground	N	60	60	0	0	68	60	0	0	0

Preliminary Report

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Receptor	Room Name	Storey	Facade Direction	Scenario 1 - Assessment of MRRS1 Component Noise only				Scenario 2 -Assessment of All State-controlled Roads				Recommended ECT Level (higheer of ECT Level "A" and ECT Level "B")
				$L_{A10\ (18h)}$ Criterion dB(A)	Predicted 2029 $L_{A10\ (18h)}$ Noise Level dB(A)	Exceedence of criterion dB(A)	ECT Level "A"	$L_{A10\ (18h)}$ Criterion dB(A)	Predicted 2029 $L_{A10\ (18h)}$ Noise Level dB(A)	Exceedence of criterion dB(A)	ECT Level "B"	
25	Sitting Room	Ground	N	60	60	0	0	68	60	0	0	0
25	Sitting Room	Ground	W	60	60	0	0	68	60	0	0	0
26	Bedroom 1	Upper	N	60	64	4	2	68	64	0	0	2
26	Bedroom 2	Upper	N	60	64	4	2	68	64	0	0	2
26	Bedroom 3	Upper	E	60	62	2	1	68	62	0	0	1
26	Bedroom 3	Upper	S	60	64	4	2	68	64	0	0	2
26	Dining	Upper	S	60	64	4	2	68	65	0	0	2
26	Dining	Upper	W	60	66	6	2	68	66	0	0	2
26	Lounge	Upper	N	60	65	5	2	68	65	0	0	2
26	Lounge	Upper	W	60	66	6	2	68	66	0	0	2
26	Master Bedroom	Upper	E	60	62	2	1	68	62	0	0	1
26	Master Bedroom	Upper	N	60	64	4	2	68	64	0	0	2
26	Bedroom 4	Ground	N	60	63	3	2	68	63	0	0	2
26	Meeting Room	Ground	N	60	63	3	2	68	63	0	0	2
26	Meeting Room	Ground	E	60	59	0	0	68	59	0	0	0
26	Meeting Room	Ground	S	60	62	2	1	68	63	0	0	1
26	Office	Ground	S	60	63	3	2	68	63	0	0	2
26	Office	Ground	W	60	65	5	2	68	65	0	0	2
26	Office	Ground	N	60	64	4	2	68	64	0	0	2
27	Bedroom 1	Upper	N	60	65	5	2	68	65	0	0	2

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Exhibition Report

Receptor	Room Name	Storey	Facade Direction	Scenario 1 - Assessment of MRRS1 Component Noise only				Scenario 2 -Assessment of All State-controlled Roads				Recommended ECT Level (higheer of ECT Level "A" and ECT Level "B")
				$L_{A10\ (18h)}$ Criterion dB(A)	Predicted 2029 $L_{A10\ (18h)}$ Noise Level dB(A)	Exceedence of criterion dB(A)	ECT Level "A"	$L_{A10\ (18h)}$ Criterion dB(A)	Predicted 2029 $L_{A10\ (18h)}$ Noise Level dB(A)	Exceedence of criterion dB(A)	ECT Level "B"	
27	Bedroom 2	Upper	S	60	67	7	2	68	67	0	0	2
27	Bedroom 2	Upper	W	60	69	9	2	68	69	1	1	2
27	Kitchen/Dining	Upper	S	60	66	6	2	68	66	0	0	2
27	Kitchen/Dining	Upper	W	60	69	9	2	68	69	1	1	2
27	Living	Upper	E	60	63	3	2	68	63	0	0	2
27	Living	Upper	N	60	66	6	2	68	66	0	0	2
27	Lounge	Upper	N	60	67	7	2	68	67	0	0	2
27	Lounge	Upper	W	60	69	9	2	68	69	1	1	2
27	Ground Level Room	Ground	N	60	64	4	2	68	64	0	0	2
27	Ground Level Room	Ground	E	60	60	0	0	68	60	0	0	0
27	Ground Level Room	Ground	W	60	68	8	2	68	68	0	0	2
27	Ground Level Room	Ground	S	60	66	6	2	68	66	0	0	2
29	29 (60) 185 Te Kowai Foulden Road B1 E	Ground	E	60	61	1	1	68	61	0	0	1
29	Bedroom 1	Ground	N	60	61	1	1	68	61	0	0	1
29	Bedroom 2	Ground	E	60	62	2	1	68	62	0	0	1
29	Bedroom 2	Ground	N	60	61	1	1	68	61	0	0	1
29	Kitchen	Ground	S	60	58	0	0	68	59	0	0	0
29	Kitchen	Ground	W	60	55	0	0	68	56	0	0	0
29	Living Room	Ground	W	60	53	0	0	68	54	0	0	0
29	Lounge	Ground	E	60	62	2	1	68	62	0	0	1

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Released under RTI - DTMR

Receptor	Room Name	Storey	Facade Direction	Scenario 1 - Assessment of MRRS1 Component Noise only				Scenario 2 -Assessment of All State-controlled Roads				Recommended ECT Level (higheer of ECT Level "A" and ECT Level "B")
				$L_{A10\ (18h)}$ Criterion dB(A)	Predicted 2029 $L_{A10\ (18h)}$ Noise Level dB(A)	Exceedence of criterion dB(A)	ECT Level "A"	$L_{A10\ (18h)}$ Criterion dB(A)	Predicted 2029 $L_{A10\ (18h)}$ Noise Level dB(A)	Exceedence of criterion dB(A)	ECT Level "B"	
29	Sitting Room	Ground	E	60	62	2	1	68	62	0	0	1
29	Sitting Room	Ground	S	60	60	0	0	68	60	0	0	0
29	Sitting Room	Ground	N	60	61	1	1	68	61	0	0	1
30	Bedroom 1	Ground	NE	63	63	0	0	68	65	0	0	0
30	Bedroom 1	Ground	SE	63	63	0	0	68	67	0	0	0
30	Bedroom 2	Ground	S	63	62	0	0	68	67	0	0	0
30	Bedroom 2	Ground	W	63	59	0	0	68	66	0	0	0
30	Bedroom 3	Ground	NW	63	53	0	0	68	59	0	0	0
30	Bedroom 3	Ground	W	63	57	0	0	68	64	0	0	0
30	Living Room 1	Ground	NE	63	62	0	0	68	64	0	0	0
30	Living Room 2	Ground	NE	63	59	0	0	68	60	0	0	0
30	Living Room 2	Ground	NW	63	59	0	0	68	60	0	0	0
30	Living Room 2	Ground	W	63	54	0	0	68	61	0	0	0
30	Master Bedroom	Ground	W	63	58	0	0	68	65	0	0	0
30	Sitting Room	Ground	SE	63	62	0	0	68	67	0	0	0
30	Sitting Room	Ground	S	63	61	0	0	68	66	0	0	0
31	Bedroom 1	Ground	E	63	66	3	2	68	66	0	0	2
31	Bedroom 1	Ground	S	63	65	2	1	68	66	0	0	1
31	Bedroom 2	Ground	E	63	65	2	1	68	66	0	0	1
31	Bedroom 2	Ground	N	63	63	0	0	68	64	0	0	0

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MRR Upgrade Project

Receptor	Room Name	Storey	Facade Direction	Scenario 1 - Assessment of MRRS1 Component Noise only				Scenario 2 -Assessment of All State-controlled Roads				Recommended ECT Level (higheer of ECT Level "A" and ECT Level "B")
				$L_{A10\ (18h)}$ Criterion dB(A)	Predicted 2029 $L_{A10\ (18h)}$ Noise Level dB(A)	Exceedence of criterion dB(A)	ECT Level "A"	$L_{A10\ (18h)}$ Criterion dB(A)	Predicted 2029 $L_{A10\ (18h)}$ Noise Level dB(A)	Exceedence of criterion dB(A)	ECT Level "B"	
31	Bedroom 2	Ground	W	63	58	0	0	68	59	0	0	0
31	Dining	Ground	S	63	64	1	1	68	65	0	0	1
31	Garage/Office	Ground	W	63	60	0	0	68	62	0	0	0
31	Garage/Office	Ground	S	63	64	1	1	68	65	0	0	1
31	Kitchen	Ground	N	63	60	0	0	68	61	0	0	0
31	31 (63) 176 MYR Lounge S	Ground	S	63	64	1	1	68	65	0	0	1
32	Bedroom 1	Ground	S	63	66	3	2	68	66	0	0	2
32	Bedroom 1	Ground	W	63	68	5	2	68	68	0	0	2
32	Bedroom 2	Ground	W	63	68	5	2	68	68	0	0	2
32	Bedroom 3	Ground	E	63	60	0	0	68	60	0	0	0
32	Bedroom 4	Ground	E	63	61	0	0	68	61	0	0	0
32	Bedroom 4	Ground	N	63	61	0	0	68	61	0	0	0
32	Dining	Ground	W	63	67	4	2	68	68	0	0	2
32	Recreation	Ground	N	63	68	5	2	68	68	0	0	2
32	Recreation	Ground	S	63	67	4	2	68	67	0	0	2
32	Recreation	Ground	W	63	69	6	2	68	69	1	1	2
32	Kitchen	Ground	E	63	60	0	0	68	60	0	0	0
32	Lounge	Ground	E	63	60	0	0	68	60	0	0	0
32	Lounge	Ground	W	63	66	3	2	68	67	0	0	2
32	Master Bedroom	Ground	E	63	61	0	0	68	61	0	0	0

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Receptor	Room Name	Storey	Facade Direction	Scenario 1 - Assessment of MRRS1 Component Noise only				Scenario 2 -Assessment of All State-controlled Roads				Recommended ECT Level (higheer of ECT Level "A" and ECT Level "B")
				$L_{A10\ (18h)}$ Criterion dB(A)	Predicted 2029 $L_{A10\ (18h)}$ Noise Level dB(A)	Exceedence of criterion dB(A)	ECT Level "A"	$L_{A10\ (18h)}$ Criterion dB(A)	Predicted 2029 $L_{A10\ (18h)}$ Noise Level dB(A)	Exceedence of criterion dB(A)	ECT Level "B"	
32	Master Bedroom	Ground	S	63	64	1	1	68	65	0	0	1
33	Bedroom 2	Upper	E	63	70	7	2	68	70	2	1	2
33	Bedroom 2	Upper	N	63	68	5	2	68	68	0	0	2
33	Bedroom 2	Upper	W	63	65	2	1	68	65	0	0	1
33	Bedroom 3	Upper	E	63	70	7	2	68	71	3	2	2
33	Bedroom 3	Upper	S	63	69	6	2	68	70	2	1	2
33	Bedroom 3	Upper	W	63	65	2	1	68	65	0	0	1
33	Bedroom 1	Ground	E	63	71	8	2	68	71	3	2	2
33	Lounge	Ground	E	63	71	8	2	68	71	3	2	2
33	Lounge	Ground	N	63	69	6	2	68	70	2	1	2
33	Kitchen	Ground	W	63	59	0	0	68	60	0	0	0
33	Living	Ground	S	63	68	5	2	68	69	1	1	2
33	Sitting	Ground	E	63	71	8	2	68	72	4	2	2
33	Sitting	Ground	S	63	69	6	2	68	70	2	1	2
33	Open Room	Ground	E	63	65	2	1	68	65	0	0	1
33	Open Room	Ground	N	63	54	0	0	68	54	0	0	0
33	Open Room	Ground	S	63	64	1	1	68	65	0	0	1
33	Open Room	Ground	W	63	63	0	0	68	63	0	0	0
34	Bedroom 1	Ground	E	63	68	5	2	68	68	0	0	2
34	Bedroom 1	Ground	N	63	66	3	2	68	67	0	0	2

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Receptor	Room Name	Storey	Facade Direction	Scenario 1 - Assessment of MRRS1 Component Noise only				Scenario 2 -Assessment of All State-controlled Roads				Recommended ECT Level (higheer of ECT Level "A" and ECT Level "B")
				$L_{A10\ (18h)}$ Criterion dB(A)	Predicted 2029 $L_{A10\ (18h)}$ Noise Level dB(A)	Exceedence of criterion dB(A)	ECT Level "A"	$L_{A10\ (18h)}$ Criterion dB(A)	Predicted 2029 $L_{A10\ (18h)}$ Noise Level dB(A)	Exceedence of criterion dB(A)	ECT Level "B"	
34	Bedroom 2	Ground	E	63	68	5	2	68	68	0	0	2
34	Dining	Ground	W	63	58	0	0	68	58	0	0	0
34	Kitchen	Ground	W	63	58	0	0	68	59	0	0	0
34	Lounge	Ground	E	63	67	4	2	68	68	0	0	2
38	Bedroom 1	Ground	E	63	64	1	1	68	65	0	0	1
38	Bedroom 2	Ground	E	63	64	1	1	68	65	0	0	1
38	Bedroom 3	Ground	E	63	64	1	1	68	65	0	0	1
38	Bedroom 3	Ground	S	63	64	1	1	68	64	0	0	1
38	Bedroom 3	Ground	W	63	53	0	0	68	62	0	0	0
38	Kitchen	Ground	N	63	55	0	0	68	65	0	0	0
38	Living	Ground	N	63	55	0	0	68	65	0	0	0
38	Living	Ground	W	63	51	0	0	68	64	0	0	0
38	Lounge	Ground	E	63	63	0	0	68	65	0	0	0
38	Master Bedroom	Ground	E	63	63	0	0	68	65	0	0	0
38	Master Bedroom	Ground	N	63	61	0	0	68	65	0	0	0

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Glenroy S Dillon

From: [redacted]@htw.com.au>
Sent: Thursday, 10 August 2017 12:48 PM
To: Glenroy S Dillon
Subject: Assessment of Compensation - 34 Calrossie Road, Te Kowai -
Attachments: MKY065814_Report.pdf

Categories: DMS

Glen,

Please find our report in relation to the above matter attached below.

Thanks for your instructions in this matter.

[redacted] | FAPI - Certified Practising Valuer
Director

T 07 4957 7348 | M [redacted]
E [redacted]@htw.com.au

25 River Street, Mackay, QLD, 4740
PO Box 865, Mackay, QLD, 4740

HERRON TODD WHITE | www.htw.com.au



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Assessment of Compensation

Rural Lifestyle Property



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34 Calrossie Road, Te Kowai Qld 4740

As at 12 August 2016
Prepared for Department of Transport and Main Roads
Our Ref MKY065814

Mackay

Herron Todd White (Central QLD) Pty Ltd
ABN 57 608 235 507

25 River Street
PO Box 865
Mackay Qld 4740

Telephone (07) 4957 7348
Wfa.centralqld@htw.com.au
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EXECUTIVE SUMMARY

Property Details

Address	34 Calrossie Road, Te Kowai Qld 4740.
Instructing Party	Mr Glen Dillon of Department of Transport and Main Roads.
Prepared For	Department of Transport and Main Roads.
Basis of Assessment	The interest being valued is the unencumbered estate in fee simple in vacant possession.
Purpose of Valuation	Our assessment of compensation has been prepared for the resumption of land by Department of Transport and Main Roads for the purpose of the Mackay Ring Road.
Date of Inspection	3 March 2017.
Date of Assessment	12 August 2016.
Dispossessed Owner	
Real Property Description	Lot 11 on Survey Plan 239854.
Encumbrances	Nil.
Town Planning	The property is zoned 'Rural' under the Mackay City Planning Scheme. The property had a zoning of 'Rural' at the date of assessment under the Proposed Mackay Region Planning Scheme Version 9 (2014).
Property Summary	Situated approximately 7.9 km south west of the Mackay Post Office. This is a near level, 14.87 hectare, irregular shaped corner parcel comprising 13.43 hectares of irrigated caneland. It has frontages to Calrossie Road in the east, Stotts Road in the south and the Peak Downs Highway in the north. Structural improvements include a modern, colonial style, lowset, 3 bedroom / 2 bathroom, brick home which was built in 2009 and several sheds.
Valuation Consideration	The resumption comprises a 1.665 hectare area including a 7.65 metre strip inside the eastern end of the Peak Downs Highway frontage and a section extending off the Peak Downs Highway to the south and then curving to the east to connect with the existing formation of Calrossie Road. The resumption area is required for an entry ramp from the Peak Downs Highway to the Ring Road for north bound traffic. It will create a severance of 1.867 ha inside the north eastern corner. Valuation considerations include severance and injurious affection related primarily to rural residential amenity.

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TMR

EXECUTIVE SUMMARY

Compensation (Excl. GST)	**$390,000 (Three Hundred and Ninety Thousand Dollars)**

Gregory Williams
FAPI / Certified Practising Valuer/Director
API No: 66044, QVRB No: 2004

Important:	All data provided in this summary is wholly reliant on and must be read in conjunction with the information provided in the attached report. It is a synopsis only designed to provide a brief overview and must not be acted on in isolation.

Assumptions, Conditions and Limitations

Critical Assumptions	• This compensation assessment is provided subject to the assumptions, disclaimers, limitations and qualifications detailed within this report. Reliance on this report and extension of our liability is conditional upon the reader's acknowledgement and understanding of these statements.

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1 INTRODUCTION

1.1 Instructions

We have been instructed by Mr Glen Dillon on behalf of Department of Transport and Main Roads, to assess the compensation payable for the resumption of land from the property located at 34 Calrossie Road. The resumed land is required for the construction of the Mackay Ring Road (Stage 1) which is described below.

"The Mackay Ring Road will be delivered in 2 stages. Stage 1 of this project will be constructed from Stockroute Road to Bald Hill. Stage 2 will further improve connectivity by providing direct access from the Bruce Highway north of Mackay, via a corridor south of the rail line to Harbour Road and the Mackay Port.

Key features of Stage 1—Highway Bypass of Mackay

- Construction of a 2-lane rural highway with a length of approximately 11.3km.
- 80km/h and 100km/h speed limit with no traffic signals (avoiding 10 existing signalised intersections).
- Connections at Stockroute Road, the Peak Downs Highway and the Bruce Highway north.
- New river crossing over the Pioneer River and the Fursden Creek floodplain with 100 years flood immunity.
- Heavy vehicle and through traffic bypass of Mackay.
- Dual lane roundabouts (approximately 100m diameter) at each end."

Queensland Government – Department of Transport and Main Roads

1.2 Basis of Assessment

Acquisition of Land Act 1967 (Amended 2009)

The compensation for the land that has been resumed has been assessed in accordance with Section 20 of the Acquisition of Land Act.

(1) Section 20 provides that compensation is to be assessed as follows:

(a) In assessing the compensation to be paid, regard shall in every case be had not only to the value of land taken but also to the damage, if any, caused by any of the following:

(i) the severing of the land taken from other land of the claimant

(ii) the exercise of any statutory powers by the constructing authority otherwise injuriously affecting the claimant's other land mentioned in subparagraph (i); and

(b) to the claimant's costs attributable to disturbance.

(2) Compensation shall be assessed according to the value of the estate or interest of the claimant in the land taken on the date when it was taken.

(2A) However, in assessing the compensation, a contract, licence, agreement or other arrangement (a relevant instrument) entered into in relation to the land after the notice of intention to resume was served on the claimant must not be taken into consideration if the relevant instrument was entered into for the sole or dominant purpose of enabling the claimant or another person to obtain compensation for an interest in the land created under the instrument.

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1.2 Basis of Assessment Cont'd

(3) In assessing the compensation to be paid, there shall be taken into consideration by way of set-off or abatement, any enhancement of the value of the interest of the claimant in any land adjoining the land taken or severed therefrom by the carrying out of the works or purpose for which the land is taken.

(4) But in no case shall subsection (3) operate so as to require any payment to be made by the claimant in consideration of which enhancement of value.

(5) In this section, costs attributable to disturbance, in relation to the taking of land, means all or any of the following:

(a) Legal costs and valuation or other professional fees reasonably incurred by the claimant in relation to the preparation and filing of the claimant's claim for compensation

(b) The following costs relating to the purchase of land by a claimant to replace the land taken:

(i) stamp duty reasonably incurred or that might reasonably be incurred by the claimant, but not more than the amount of stamp duty that would be incurred for the purchase of land of equivalent value to the land taken;

(ii) financial costs reasonably incurred or that might reasonably be incurred by the claimant of that might reasonably be incurred by the claimant in relation to the discharge of a mortgage and the execution of a new mortgage, but not more than the amount that would be incurred if the new mortgage secured the repayment of the balance owing in relation to the discharged mortgage;

(iii) legal costs reasonably incurred by the claimant;

(c) Removal and storage costs reasonably incurred by the claimant in relocating from the land taken

(d) Costs reasonably incurred by the claimant to connect to any services or utilities on relocating from the land taken

(e) other financial costs that are reasonably incurred or that might reasonably be incurred by the claimant, relating to the use of the land taken, as a direct and natural consequence of the taking of the land

(f) an amount reasonably attributed to the loss of profits resulting from interruption to the claimant's business that is a direct and natural consequence of the taking of the land

(g) Other economic losses and costs reasonably incurred by the claimant that are a direct and natural consequence of the taking of the land.

1.3 Definitions

This valuation has been undertaken in accordance with the following definitions:

Market Value

"the estimated amount for which an asset or liability should exchange on the valuation date between a willing buyer and a willing seller in an arm's length transaction, after proper marketing and where the parties had each acted knowledgeably, prudently and without compulsion".

Highest and Best Use

"the use of an asset that maximises its potential and that is physically possible, legally permissible and financially feasible".

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1.4 Date of Inspection

3 March 2017.

1.5 Date of Assessment

12 August 2016.

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2 TITLE AND STATUTORY DETAILS

2.1 Title Details

Search Date	12 August 2016
Title Reference	50840211
Real Property Description	Lot 11 on Survey Plan 239854
Registered Proprietor	
Encumbrances	There are no easements, encumbrances or restrictions documented on the title search.
Unregistered Dealings	Nil
Administrative Advices	Notice of Intention to Resume dated 15 September 2015.

A copy of our recently searched Title is annexed to this report.

This valuation is subject to there being no encumbrances, which may have an adverse effect on our valuation. Should any such easement, encumbrance or restriction become apparent, we reserve the right to review our valuation.

2.2 Statutory Land Value

$53,000 effective from 30 June 2016 for local authority rating and land tax purposes.

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3 TOWN PLANNING AND APPROVALS

3.1 Town Planning Summary

Local Authority	Mackay Regional Council
Planning Scheme	Mackay City Planning Scheme
Zoning	Rural
Overlays	Bushfire Management; Image Corridors; Good Quality Agricultural Land; Airport Obstacle Limitation Surface; Airport Development Distances
Development Codes	High Impact Areas

3.2 Proposed Mackay Region Planning Scheme

The Proposed Mackay Region Planning Scheme, Version 9 ('Proposed Planning Scheme 2014') was publicly advertised in December 2014 and included the subject land in the Rural Zone. This proposed version was the most recent at the date of assessment.

3.3 Approvals

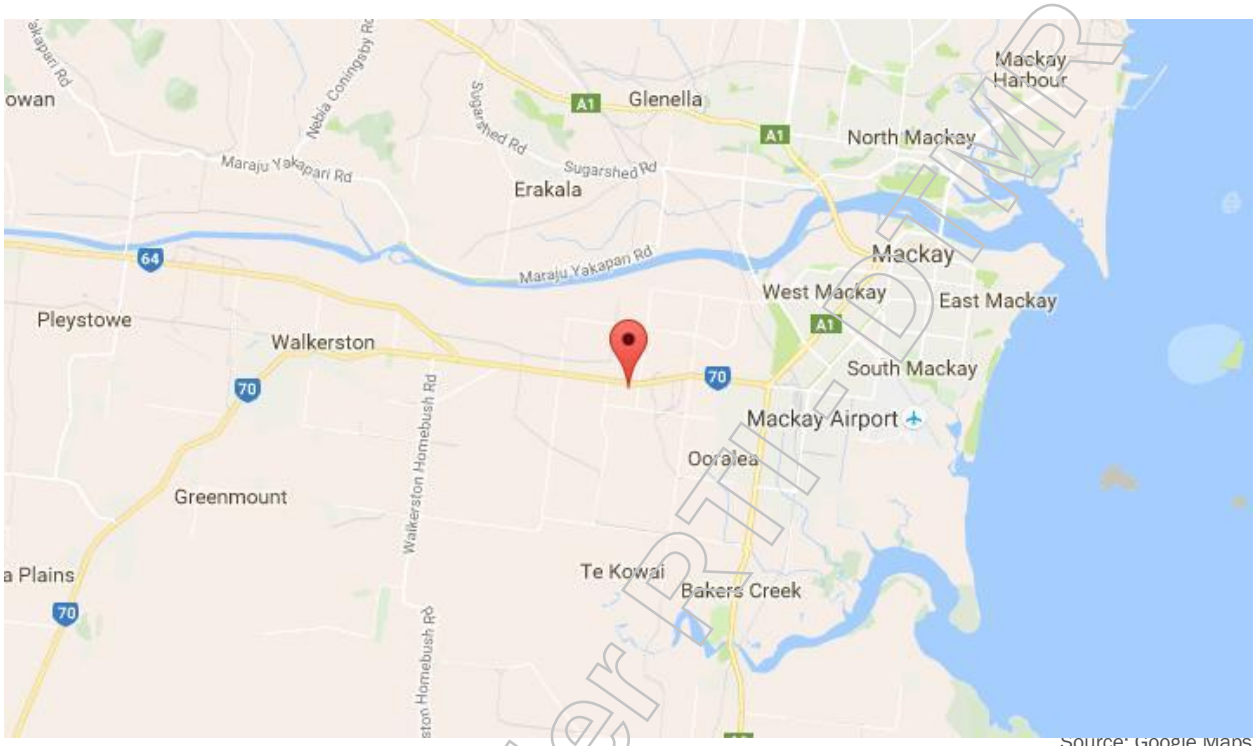
We are not aware of any approvals impacting on this property and have not undertaken any searches in this regard.

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4 THE LAND

4.1 Location Details

The general location of the subject property is indicated on the maps below.



Source: Google Maps



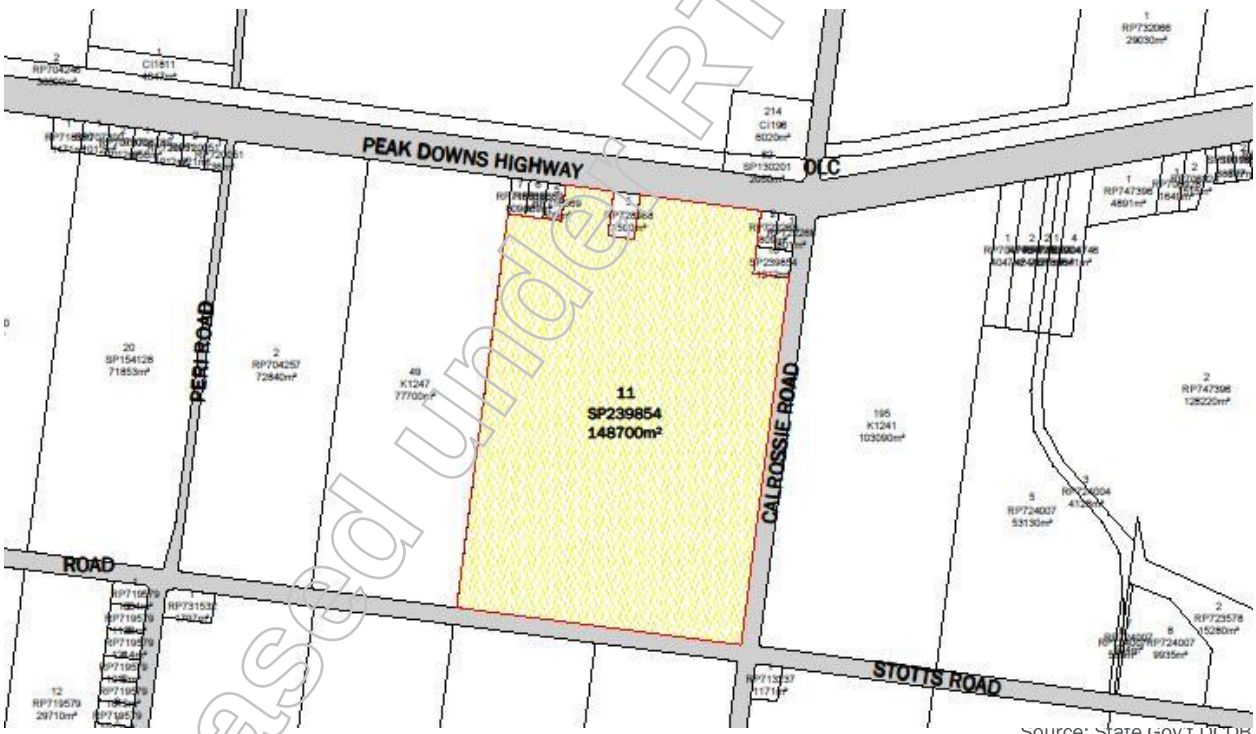
Source: Qld Globe/Google Earth

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4.1 Location Details Cont'd

Locality	Te Kowai is sugar cane growing locality approximately 7 kilometres to the south west of the Mackay Central Business District. Development comprises predominantly established sugar cane farms interspersed with average quality rural residential properties of varying age. Local shops are located in the nearby suburb of Ooralea and schools are located in the nearby suburb of West Mackay. The property is situated on the eastern side of the Te Kowai locality.
Situation	The property is situated on the western side of Calrossie Road, being the third lot south of its intersection with Peak Downs Highway. The property is situated approximately 7.9 kilometres by road to the south-west of the Mackay Post Office.
Surrounding Development	Surrounding development comprises cane farms, residential dwellings and Mackay Sugar Limited Racecourse Mill. The existing development is a use that is consistent with the surrounding development.

4.2 Land Description



Source: State Govt DCDB

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4.2 Land Description Cont'd

Area	Before Resumption	14.870 hectares
	Area Resumed	1.665 hectares
	After Resumption	13.205 hectares
Frontage & Depth	Its eastern frontage to Calrossie Road is approximately 414.2 metres. Its northern frontage to the Peak Downs Highway is 191 metres in 2 chords. Its southern frontage to Stotts Road is 321.5 metres.	
Property Description	The subject property comprises the remainder of a formerly larger cane farming aggregation. It is a slightly irregular shaped corner lot which is situated north west of the intersection of Calrossie Road and Stotts Road. It comprises near level cane land which is broken by drainage lines which run through the centre in an easterly direction to a small tail water dam. Soil is broadly classified as alluvial duplex. An approximate classification is as follows:-	

Classification	Area (ha)
Irrigated Cane Land	13.43
Balance - Headlands, Drains & Curtilage	1.44
Total	**14.87**

Irrigation	Irrigation water is supplied from 2 bores which are both equipped with electrical submersible pumps and supply 6 inch, Class 9, PVC underground mains. Irrigation is undertaken with travelling spray irrigators.
Flooding/ Hydraulic Impacts	The land is not located within a known flood area and is not identified within the Local Authority's flood maps. A formal flood search has not, however, been undertaken and should this be an issue, then this report should be referred back to the valuer for comments.
Services	The following major services are connected: telephone, electricity.

We have physically identified the boundaries upon inspection and there do not appear to be any encroachments. However, we are not surveyors and no warranty can be given without the benefit of an identification survey.

To the best of the valuer's knowledge, the subject property is not affected by landslip, pest infestation or resumption matters, however, no searches have been undertaken in this regard.



Typical Irrigated Caneland



Central Drainage Line



Tail water Dam

Released under RTI - DNRM

4.3 Road System/Access/Exposure



Calrossie Road Looking North



Calrossie Road Looking East

Road System

Before Resumption

The property has road frontages to Calrossie Road and Peak Downs Highway and Stotts Road.

Calrossie Road is a bitumen sealed country road, Peak Downs Highway is a bitumen sealed two lane highway and Stotts Road is a gravel formed country road with grass table drains.

After Resumption

The resumption of land from the subject property has been undertaken to facilitate the Mackay Ring Road.

After completion of construction the Mackay Ring Road will run parallel and immediately to the east of the existing Calrossie Road formation. According to plans provided to us, the section of the Mackay Ring Road which will pass by the subject property will be a 4 lane bitumen sealed roadway. It will be constructed upon an embankment which extend from an overpass of Stotts Road in the south and will continue to an overpass of the Bruce Highway and the Finch Hatton Branch Railway. The designated speed limit will be 100km per hour.

An entry ramp will be constructed from the Peak Downs Highway through the north eastern corner of the property to the Ring Road for north bound traffic.

Calrossie Road will remain open but will be realigned with a curve to the west around the foot of the entry ramp embankment below its entry point to the ring road. An overpass will be constructed along the entry ramp above Calrossie Road.

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4.3 Road System/Access/Exposure Cont'd

Access

Before Resumption

Direct access to the structural improvements is available from Calrossie Road.

In terms of travelling from the subject property, left or right turns can be made to enter the Peak Downs Highway from Calrossie Road. This intersection is not signalised and traffic is often heavy along the highway. Delays can be experienced while waiting for a break in the traffic.

An alternative route from the subject property to Mackay City is available along Stotts Road to the east and Cowleys Road to the north to enter the Peak Downs Highway immediately east of the signalised intersection of Horse and Jockey Road.

After Resumption

Direct access to the structural improvements from Calrossie Road will remain available. Calrossie Road will be upgraded with a turning lane off the Peak Downs Highway and the realigned section will be marked with 2 lanes.

In terms of travelling from the subject property, only a left turn will be available to enter the Peak Downs Highway however a 'U' turn lane will be available along the Peak Downs Highway. A 'U' turn will be permitted through the signalised intersection of the Peak Downs Highway and the entry ramp. This intersection is located approximately 180 metres west of Calrossie Road intersection.

The alternative route to Mackay City along Stotts will remain unchanged.

4.4 Site Contamination

The property has been used for cane farming including the storage of fuel and chemical. Our valuation assumes that there is no contamination or environmental issues impacting on the marketability or value of the property. It should be noted that environmental matters are beyond the scope of our expertise and that this valuation has been prepared without the benefit of soil tests or environmental studies. We recommend that any party relying on this valuation satisfy themselves in relation to any environmental risks or contamination issues. Should any such issues become apparent, we reserve the right to review our valuation.

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4.5 Improvements


Dwelling - Rear


Dwelling - Kitchen


Dwelling - Bathroom


Old Shed


Machinery Shed


Machinery Shed Workshop

Structural improvements are detailed as follows:-

Dwelling

Built in 2009. Living Area – 212 square metres; Double Lock Up Garage - 51 square metres; Verandah – 118 square metres.

Construction:- Lowset, timber frame on steel pier and brick pier foundations. External walls are brick veneer. Aluminium framed sliding glass windows. Plasterboard linings and 2.6 metre high plasterboard ceilings. Colorbond custom orb roof.

Floor Layout:- Bedroom 1: polished timber floor, built in cupboards, ceiling fan; Bedroom 2: polished timber floor, built in cupboards, ceiling fan; Bedroom 3: polished timber floor, ceiling fan, split system air conditioner, walk in robe; Bathroom: ceramic tiles, claw foot bath, hand basin, built in timber floor cupboard, wall mirror; Ensuite: ceramic tiles, handbasin, built in timber floor cupboard, shower recess, toilet; Toilet: ceramic tiles; Kitchen: single stainless steel sink, 4 burner gas range, wall oven, floor and wall cupboards, range hood, pantry, tiled splashback, timber bench tops, polished timber floor; Entry: polished timber floor; Sewing Room: polished timber floor, built in cupboards, ceiling fan; Laundry: single stainless steel tub, floor and wall cupboards, ceramic tiles; Lounge Room: polished timber, split system air conditioner, pot belly stove; Dining Room: polished timber floor, split system air conditioner, feature cabinet; Study: polished timber, built-in cupboard, ceiling fan; Double Lock Up Garage: 2 powered roller doors.

Condition:- General condition is very good.

Ancillary Improvements:- rotary clothes hoist, septic system, 2 x 5,500 gallon poly rainwater tanks equipped with pressure pump, well equipped with 25 foot x 8 foot Southern Cross windmill and 800 gallon corrugated galvanised iron tank on high stand, generator inside generator shed and landscaping including several very well established mango trees.

Old Shed

Total area 153 square metres including 32 square metres with raised timber floor and the balance 121 square metres with earth floor. Round timber columns to a height of 2.2 metres. Corrugated galvanised iron roof. Partially enclosed with corrugated galvanised iron. General condition is poor.

Released under RTI - DTMR

4.5 Improvements Cont'd

New Shed

Total area 54 square metres. Concrete floor, prefabricated steel frame construction, 2 roller doors, fluorescent lighting , ceiling fan.

Machinery Shed

Total area 217 square metres. Earth floor, steel UB columns to a height of 3.3 metres, steel web trusses, zincalume trimdek roof and partially enclosed with zincalume trimdek sheeting. Includes an attached 20 square metre carport with earth floor. Ancillary improvements include a 3 metre x 3 metre lawn locker / chemical shed.

Machinery Shed / Workshop

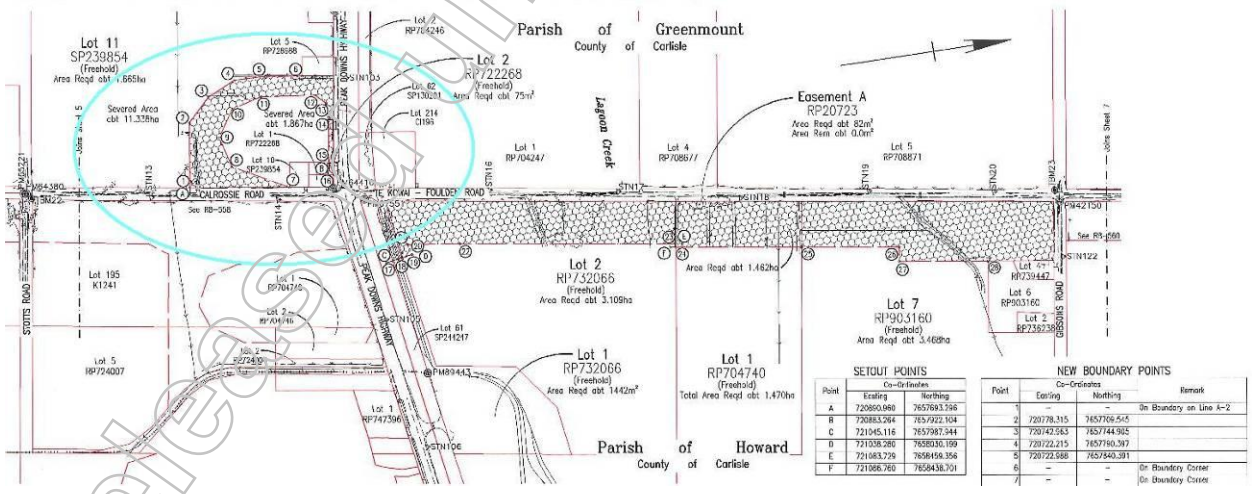
Total area of 202 square metres comprising main section of 129 square metres over 3 bays (2 with concrete floor and 1 with earth floor) harvester bay of 45 square metres and attached skillion of 28 square metres. Construction is steel web portal frame with hardwood purlins and girts and corrugated galvanised iron roof and walls. Power connected.

4.6 Resumed Area

On 12 August 2016, the Department of Transport and Main Roads resumed land from the property, totalling approximately 1.665 hectares. The acquired land includes a 7.65 metre strip inside the eastern end of the Peak Downs Highway frontage and a section extending off the Peak Downs Highway to the south and then curving to the east to connect with Calrossie Road. The resumption area is required for an entry ramp from the Peak Downs Highway to the Ring Road for north bound traffic. It will create a severance of 1.867 ha inside the north eastern corner.

The land comprises irrigated caneland.

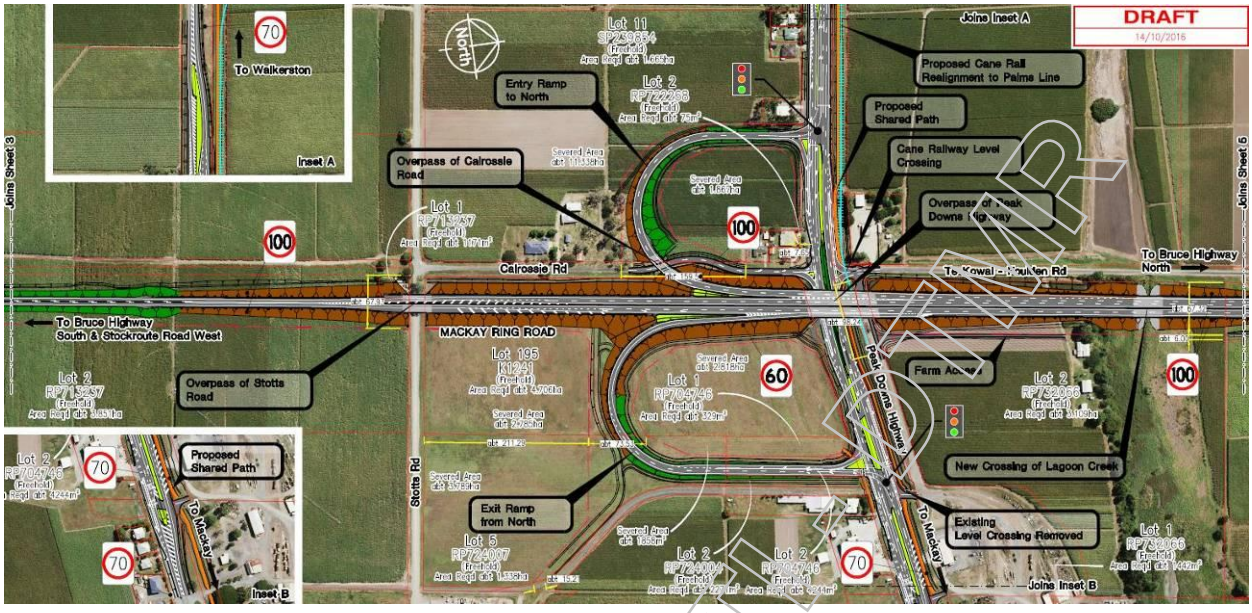
The resumed area is shown within Lot 11 on SP239854 on the plans below:



Resumption Pan R8-559 (28/07/2015)

Released under RTI - DTMR

4.6 Resumed Area Cont'd



General Arrangement Sheet (14/10/2016)

Note: The above plans have North pointing to the right which has a variance in orientation to the maps shown earlier in this report of approximately 90 degrees.

A full copy of the Resumption Plan has been annexed to this report.

Improvements affected by the resumption include an equipped irrigation bore (shown below).



Bore



Switchboard Shed and Power Pole



Electrical Switchboard

Released under RTI/IPA

5 EFFECT OF RESUMPTION

5.1 Introduction

In assessing the compensation payable we have considered the effects of the resumption under the following headings:

- Loss of land and improvements
- Severance
- Injurious affection
- Enhancement
- Disturbance.

5.2 Loss of Land and Improvements

A 1.6650 hectare parcel of land has been resumed from inside the north-eastern boundary.

The pertinent details, before and after resumption, have been summarised below:

Description	Before Resumption	After Resumption	Diminution
Land Area	14.870 ha	13.205 ha	1.665 ha

The resumption includes a 7.65 metre strip inside the eastern end of the Peak Downs Highway frontage and a section extending off the Peak Downs Highway to the south and then curving to the east to connect with the existing formation of Calrossie Road.

Improvements affected by the resumption include an equipped bore which we assume will be reinstated by the Department of Transport and Main Roads.

5.3 Severance

Severance can be defined as the depreciation in value of the retained portion of land, caused by the loss of the portion of the property which was resumed.

The resumption creates a severance of 1.867 hectares inside the north eastern corner which will become impractical to farm due to its shape and relatively small land area.

5.4 Injurious Affection

Injurious affection can be defined as the depreciation in value of the retained land, caused by the actual or intended use of the proposed scheme.

We are of the opinion that a claim for injurious affection arises in this case for the following reasons :-

- Noise - The Ring Road will be constructed approximately 31 metres to the east of the dwelling. The Entry Ramp will be constructed approximately 92 metres to the north of the dwelling.
- Visual Amenity - The western embankment of the Ring Road will have a height of approximately 9.0 metres and will dominate views from the full length eastern verandah and the kitchen window of the subject dwelling. The southern embankment of the Entry Ramp will have a maximum height of approximately 8.5 metres before its overpass of Calrossie Road and will dominate views from an open outdoor entertainment area section of the verandah.
- Vibration – Heavy vehicles travelling along the Ring Road and / or the Entry Ramp could cause the dwelling to vibrate.

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5.4 Injurious Affection Cont'd

- **Loss of Natural Ventilation** – Prevailing breezes from the east and north will be blocked by the aforementioned embankments.
- **Pollution** – The dwelling relies on rainwater captured off its roof. There is a risk that particulate pollution from vehicles using the Ring road may accumulate on the roof and enter the rain water storages.
- **Lighting** – Both the Ring Road and the Entry Ramp will be fully lit.
- **Misshapen Farming Area** – The southern ends of Block 1-1, 2-1 and 2-2 will become small, irregularly shaped and difficult to manage.

5.5 Enhancement

Enhancement is described as any betterment flowing from the scheme that may be offset against the claims of the dispossessed owner.

We are of the opinion that a claim for enhancement does not arise in this case.

5.6 Disturbance

Disturbance can be defined to include all consequential losses suffered by the dispossessed owner as a natural reasonable consequence of the resumption.

In this process, an owner is entitled to be reimbursed for personal loss over and beyond the loss in respect of the land taken. In addition, reasonable consultant fees (legal, town planning and valuation etc.) associated with the preparation of a claim should be paid by the resuming authority.

Reasonable disturbance items would be admissible as part of the compensation claim and would be in addition to our compensation assessment.

We are advised that the Department of Transport and Main Roads will sink and equip a replacement irrigation bore complete with power connection and pipework. Further we are advised that the Department of Transport and Main Roads will construct replacement headlands to allow continued cane farming operations. We understand that the costs will be covered by the Department of Transport and Main Roads. These costs form no part of our assessment. Should these assumptions be incorrect, we reserve the right to review our assessment and amend if necessary.

Released Under RTI - DTMR

6 ASSESSMENT OF COMPENSATION

6.1 Highest and Best Use

The subject property comprises 13.43 hectares of measured cane land which is leased to an adjacent farmer. This is a relatively small farm area and is not considered to be a viable living area.

We consider the highest and best use of the site is a rural lifestyle property.

6.2 Compensation Methodology

The most appropriate method in assessing the compensation payable for a resumption matter is the 'before and after' method of valuation. This method involves assessing the value of the property both before and after the resumption.

The difference in value is equal to the compensation payable which includes the value of land lost and any severance or injurious affection resulting to the balance land. Enhancement is also taken into consideration if applicable.

We have primarily relied upon the direct comparison method to establish the market value of the subject property.

Market data has been obtained from a range of sources, or as reported by real estate agents. As well as using such documented and generally reliable evidence or market transactions, it was also necessary to rely on hearsay evidence. Except as noted herein, a reasonable attempt has been made to verify all such information.

6.3 Sales Evidence

Improved Rural Lifestyle Properties

1. Address	Sale Date	Sale Price	Area (ha)	Improvements Value	Land Value (Ex-Structures)
					Site Value
138 Coxs Road, Balnagowan	07/03/16	$1,200,000	16.44	$600,000	$600,000

Land Description: Situated approximately 23 km west of the Mackay Post Office. This is a prestige rural residential property located at Balnagowan. The land is an irregular shaped parcel of land which commences at road level and gently slopes to creek flats in the southern section. The land then rises moderately to steeply to a high elevated ridge where the improvements are located. This building site has panoramic country, distant city and ocean views available for 270 degrees. The land then falls and undulates moderately to the rear boundary. The land has been fully cleared to improved pastures. Access to the property is easy and direct, with internal access to the improvements via an 800 metre internal bitumen sealed driveway. Land Area 16.44 ha.

Improvements: The land is improved with a circa 2002, low set, 4 bedroom, 2 bathroom, detached modern dwelling on a pier foundations with sandstone block walls and metal roof. Areas: living - 275 sqm; outdoor - 182 sqm. Ancillary improvements include a concrete driveway, bitumen driveway, boundary and internal fencing of rural construction, concrete paths, established landscaping, inground pool with paved surrounds and spa, featuring infinity edge, aluminium pool fencing, open sided shed/canopy of 47 sqm with concrete floor, metal frame, metal roof; storage shed of 126 sqm with concrete floor, metal cladding, metal frame, metal roof, roller door, electricity connected, clothes line, dam/s, equipped bore, rain water tanks and stables.

Comments: The property has good external condition, good internal condition and excellent presentation, with modern PC items of good quality. Apportionment: Land (Site Value) - $600,000; Structural Improvements: $600,000.

Comparison: Larger site in more remote but popular rural residential locality. Vastly superior views. More extensive structural improvements. Overall it demonstrates that a higher value is applicable to the subject property before resumption.

Released Under RTI - DTMR

6.3 Sales Evidence Cont'd

2. Address	Sale Date	Sale Price	Area (ha)	Improvements Value	Land Value (Ex-Structures) Site Value
34 Sextons Rd Te Kowai QLD 4740	27/05/16	$960,000	14.31	$360,000	$600,000

Land Description: Situated approximately 8.5km south west of the Mackay Post Office. This is an elongated and irregular shaped lot situated at the end of Sextons Road which is a roadway off the Peak Downs Highway. It has a western frontage of 104 metres to Hills Road which is also a bitumen sealed road off the Peak Downs Highway. It comprises mostly near level contour and falls to a lower terrace inside the north eastern boundary. Mostly alluvial duplex soils. An approximate classification is :- 8.4 ha caneland with the balance comprising headlands, curtilage and cleared / grassed areas. No irrigation. Zoned 'Rural'.

Improvements: The land is improved with a circa 2005 onground 3 bedroom, 2 bathroom detached modern dwelling with rendered masonry walls, colorbond roof and 2 car built-in garage. Areas: living - 182 sqm; outdoor - 34 sqm; car - 39 sqm. The house has local views. Ancillary improvements include a gravel driveway, bitumen driveway, concrete paths, established landscaping and rain water tanks. storage shed of 72 sqm with concrete floor, metal cladding, metal frame, metal roof, 1 x roller door, 1 bay open; shed of 143 sqm with gravel floor, metal cladding, metal frame, metal roof, roller door. internally has some lining and partitioning into 2 large offices, with separate toilet and shower facilities with attached open sided skillion of 26 sqm with concrete floor, metal frame, metal roof. The property has good external condition, good internal condition and good presentation.

Comments: The property had been used as a truck depot and reportedly held the necessary approval for such use. It had extensive bitumen sealed parking areas. The caneland was leased to the Bureau of Sugar Experiment Stations at a monthly rental of $2,500. This lease can be terminated with 12 months notice. The property was sold at auction bare of crop, plant and equipment. Apportionment: Land (Site Value) - $600,000; Structural Improvements: $360,000.

Comparison: This is a similar land area with superior views. It has less extensive structural improvements. Overall it demonstrates that a higher value is applicable to the subject property before resumption.

3. Address	Sale Date	Sale Price	Area (ha)	Improvements Value	Land Value (Ex-Structures) Site Value
961 Homebush Road Homebush QLD 4740	17/03/16	$870,000	20.05	$480,000	$390,000

Land Description: Situated approximately 22.5km south west of the Mackay Post Office. This is a rectangular shaped, near level, corner lot with a northern frontage of 340 metres to the Homebush Road which is bitumen sealed road and a western frontage of 375 metres to Zarbs Access Road. Comprises mostly duplex alluvial soils. An approximate classification is :- cane land 16.0 ha; balance headlands, drainage lines and curtilage 4.05 ha. No irrigation supply. Zoned 'Rural'.

Improvements: Structural improvements include :- Main Dwelling - 1975, low set, brick and tile, 3 bedrooms, 2 bathrooms, new kitchen, 355 sq. m. under main roof (including double garage), 50 sq. m. rear verandah / pergola and 50 sq. m attached double carport; Cottage - 1960, low set, fibro and corrugated galvanised iron, 2 bedroom, 1 bathroom, 110 sq. m under main roof, 72 sq. m. prefabricated steel attached carport; Shed - concrete slab, steel frame, colorbond roof and walls, 3 bays, high clearance, 324 sq. m.: Donga Office - 18 sq. m. with detached ablution 9 sq. m.

Comments: Purchased by the adjoining owner who had originally sold the land. It was purchased under a pre-existing 'first right of refusal' agreement. The vendor had operated a transport business. This was a distressed sale. The buyer held a 5 year lease over the cane land with an unexpired lease term of approximately 3 years. The rental was based on share of the harvest proceeds. The lessee was able to irrigate the cane land from an irrigation source on an adjoining property. Apportionment:- Land (Site Value) - $390,000, Structures - $480,000.

Comparison: This is a larger land area with inferior location and marginally inferior structural improvements. Overall it demonstrates that a higher value is applicable to the subject property before resumption and that a lower value is applicable to the subject property after resumption.

4. Address	Sale Date	Sale Price	Area (ha)	Improvements Value	Land Value (Ex-Structures) Site Value
237 Griffths Rd, Balnagowan	07/07/16	$735,000	8.08	$350,000	$385,000

Land Description: Situated approximately 24.2 km west of the Mackay Post Office. This is an undulating, irregular shaped, heavily timbered, inside lot.

Improvements: This is an onground, circa 2005, modern style, rendered masonry, 4 bedroom, 2 bathroom, dwelling, with colorbond roof. Areas: living - 218 sqm. No significant views. Ancillary improvements include gravel driveway; established landscaping; fibreglass inground pool; 84 sqm storage shed with metal cladding, metal roof, roller door x 3.

Comments: The property has good external condition.

Comparison: Smaller land area with less extensive structural improvements. Overall it demonstrates that a lower value is applicable to the subject property after resumption.

Released under RTI-DMR

6.3 Sales Evidence Cont'd

5. Address	Sale Date	Sale Price	Area (ha)	Improvements Value	Land Value (Ex-Structures) Site Value
713 Mackay-Eungella Road Pleystowe QLD 4741	22/06/15	$632,000	22.10	$172,000	$460,000

Land Description: Situated approximately 18.5 km west of the Mackay Post Office and 5.4 km north west of the Walkerston Post Office. This is a slightly irregular shaped elongated parcel with a 307 metre northern frontage to the Mackay Eungella Road which is a bitumen sealed dual road way and a 1,955 metre western frontage to the Pleystowe School Road which is a narrow bitumen sealed road. The land is near level and comprises alluvial duplex soils. An approximate classification is :- 21.5 ha cane land with the balance comprising headlands and curtilage. Irrigation is supplied from an equipped bore with 64ML allocation. Zoned 'Rural'.

Improvements: Structural improvements comprise: Dwelling - approximately 166 sqm under main roof, 1950, high set, fibro and colorbond, 4 bedroom, 2 bathroom, concreted and partially enclosed under, generally in fair condition; Machinery Shed: 316 sqm (earth floor 105 sqm and concrete floor 311 sqm), steel and timber frame, corrugated galvanised iron roof and walls with additional enclosed skillion of 72 sqm with earth floor.

Ancillary improvements include a gravel driveway, basic landscaping, machinery shed with earth floor, concrete floor, metal cladding, timber frame, metal frame, metal roof, equipped bore and rain water tank. The property has fair external condition, fair internal condition and fair presentation, with dated PC items of average quality. Land Area 22.09 ha. At time of inspection, the subject was planted to sugar cane. It is considered the highest and best use of the subject is as a rural lifestyle/residential property. It is not considered to be a living area for rural production. The sale includes a water allocation of 64 megalitres and licence number 81270L.

Comments: The cane land was subject to a share farming agreement. No crop, plant and equipment included in the sale. Apportionment:- Land (Site Value) - $460,000; Structures: $172,000.

Comparison: This is a larger land area in a more remote but popular rural residential locality with inferior / less extensive structural improvements. Overall it demonstrates that a higher value is applicable to the subject property before resumption and that a slightly higher value is applicable to the subject property after resumption.

Vacant Sites

6. Address	Sale Date	Sale Price	Area (ha)	Improvements Value	Land Value (Ex-Structures) Site Value
Lot 2 Peak Downs Highway Te Kowai QLD 4740	29/11/16	$650,000	12.82	$0	$650,000

Land Description: Situated approximately 7.2 kilometres south west of the Mackay Post Office. This is an irregular shaped, near level inside parcel comprising duplex alluvial soils. It is zoned 'Rural'. The property has a narrow frontage of approximately 11 metres to the Peak Downs Highway. The southern boundary is formed by a cane tramway. Approximately 10.85 hectares has been established to cane land with the balance land comprising headlands and a heavy machinery parking area. The property is not irrigated. Surrounding land uses comprise cane farms, service station, vacant lots, residential dwellings and sugar mill.

Improvements: We understand that a shed which is situated in the north west corner was constructed by and is used by an adjoining owner.

Comments: Purchased by the adjoining service station owners for expansion. Analysis shows $50,702 / ha excluding structures.

Comparison: This sale occurred after the date of resumption. This site has a similar land area. It has inferior access. It was purchased by adjoining owners for expansion of a service station. As a rural home site, the sale price is considered to be high and unsupported by the weight of evidence.

7. Address	Sale Date	Sale Price	Area (ha)	Improvements Value	Land Value (Ex-Structures) Site Value
149 Barcoo Road Nindaroo QLD 4740	09/05/15	$520,000	29.73	$0	$520,000

Land Description: Situated approximately 16.4 km north west of the Mackay Post Office in an attractive rural residential locality. This is an irregular shaped parcel with a western frontage of 445 metres to Barcoo Road which is a gravel formed road. The property is situated at the eastern end of Lynette Drive which is a bitumen sealed no through road. It rises from former cane land in the east at RL19 through cleared and pastured slopes to high timbered slopes in the south east to a height of RL 88. Approximately 5 ha of remnant timber is situated inside the south eastern boundary. Water is supplied from an equipped bore. The property is fenced. It is zoned 'Rural'.

Improvements: There are no structural improvements. The upper slopes which are accessed from Lynette Drive and offer north westerly views.

Comparison: This is a larger property situated further from Mackay City. It has superior views. Overall this sale demonstrates that a slightly higher value is attributable to the land before resumption.

Released under FOI Act

6.3 Sales Evidence Cont'd

8. Address	Sale Date	Sale Price	Area (ha)	Improvements Value	Land Value (Ex-Structures) Site Value
L2 Sugarshed Rd Erakala QLD 4740	23/06/15	$325,000	16.22	$0	$325,000

Land Description: Situated approximately 7 km north west of the Mackay Post Office. This is a near level, irregular shaped parcel with frontage of 417 metres to Sugarshed Road which is a bitumen sealed roadway. It is bounded by the North Coast Railway in the east and a section of the Mackay Sugar Limited Railway in the west. A cane railway siding known as 'Dumbleton 3' is situated in between Sugarshed Road and the subject property and access is provided through this siding by an access easement. It comprises low lying, near level cane land with self mulching, black, cracking soils. It is encumbered by 2 high voltage power line easements which run through the property in an east west direction and occupy a combined width of 71 metres. The property is zoned 'Rural". No irrigation

Improvements: There are no structural improvements.

Comments: Purchased by an adjoining owner. The sale did not include crop, plant and equipment.

Comparison: The rural residential amenity of this site is adversely impacted by adjacent rail and road infrastructure in addition to high voltage power lines which traverse it. It provides broad guidance to the value of the subject land in summation after the resumption. The site has inferior access to the subject property.

6.4 Valuation Considerations

This is a rural lifestyle property which features an attractive, modern, colonial style home which was built in 2009 and enjoys a reasonable level of rural residential amenity before resumption despite its proximity to the Peak Downs Highway and Racecourse Mill. It is overcapitalised in terms of machinery sheds when the 'highest and best use' of the property is recognised.

The caneland is leased to an adjacent grower and this fairly common for the asset class.

The resumption will have a significant impact on the value of the property.

6.5 Compensation Calculations

After due consideration, we have assessed the compensation as follows:

Valuation Before			
Land - Site Value	14.870	ha	575,000
Structural Improvements			465,000
Total			1,040,000
ADOPT			**1,040,000**
Valuation After			
Land - Site Value (Severed by Ring Road Entry Ramp)	13.205	ha	325,000
Structural Improvements			325,000
Total			**650,000**
Loss of Land, Injurious Affection and Severance			**390,000**

6.6 Conclusion

Total compensation is assessed as follows:

Loss of Land and Injurious Affection	$390,000
Disturbance (Refer Section 5.6)	Nil
Total	**$390,000**

Released under RTI - DTMR

7 COMPENSATION

Subject to the assumptions and qualifications contained within the body of this report, we have assessed the compensation payable for the resumption of land from the subject property (exclusive of GST) at:-

$390,000

(Three Hundred and Ninety Thousand Dollars)

FAPI / Certified Practising Valuer/Director
API No: 66044, QVRB No: 2004

This valuation is for the use only of Department of Transport and Main Roads for compensation purposes only. No responsibility is extended to any third party who may use or rely on the whole or any part of the content of this valuation. No responsibility will be accepted for photocopied signatures.

This report has not been prepared for mortgage security lending purposes. We will not accept any responsibility or liability for reliance upon this valuation for such purposes.

Released under RTI - DTMR

8 QUALIFICATIONS AND DISCLAIMERS

Please note that all specific disclaimers are indicated in italics within the relevant sections of the report.

Accuracy of Information	We advise that any objective information, data or calculations set out in the Valuation will be accurate so far as is reasonably expected from a qualified and experienced valuer, reflecting due skill, care and diligence. However, we have not independently verified third party information, adopted it as our own, or accepted its reliability. If any of the information provided by others and referred to in the valuation report is incorrect, it may have an impact on the valuation. The valuation is provided on the proviso that the reliant party accepts this risk.
Conflict of Interest	Neither the valuer, nor to the best of their knowledge, any member of this firm, has any conflict of interest, or direct, indirect or financial interest in relation to this property that is not disclosed herein.
Disturbance Items	Any fencing, driveways or services will be reinstated by the Resuming Authority as required. Reasonable disturbance items in accordance with the Acquisition of Land Act will be paid by the Resuming Authority as part of the compensation.
Excludes Fixtures and Fittings	The valuation assessment does not include lessee fixtures and fittings.
Excluded Searches	To the best of the valuer's knowledge, the subject property is not affected by Heritage, flooding, landslip, pest infestation, however, no searches have been undertaken in this regard. Should any person relying on the contents of this report be aware or become aware of an issue that may affect value and/or liquidity then the searches should be referred to the valuer for comment. To the best of the valuer's knowledge, the land is not affected by unstable, hazardous, or toxic soil material, however, no searches have been undertaken in this regard. This assessment assumes that there are no problems, however, should any such issues arise, then this matter should be referred to the valuer for further comment.
Goods and Services Tax (GST)	This valuation assessment is exclusive of GST and has been completed on the basis that should GST be payable on the sale of this property, it would be recovered from the purchaser resulting in the vendor not being financially disadvantaged. All sale prices quoted in this report are net of GST unless otherwise stated.
Limited Liability	Liability limited by a scheme approved under professional standards legislation. This scheme does not apply in Tasmania.
Market Movement	This valuation is current as at the date of valuation only. The value assessed herein may change significantly and unexpectedly over a relatively short period (including as a result of general market movements or factors specific to the particular property). We do not accept liability for losses arising from such subsequent changes in value. Without limiting the generality of the above comment, we do not assume any responsibility or accept any liability where this valuation is relied upon after the expiration of 90 days from the date of the valuation, or such earlier date if you become aware of any factors that have any effect on the valuation. However, it should be recognised that the 90 day reliance period does not guarantee the value for that period; it always remains a valuation at the date of valuation only.
No Compliance Certificate.	No Compliance Certificate/Certificate of Classification has been obtained, and this valuation is subject to the building(s) complying in all material respects with any restrictive covenants affecting the site and have been built, occupied and are being operated, in all material respects, in full compliance with all requirements of law, including all zoning, land-use classifications, building, planning, fire and health by-laws (including asbestos and legionnaires disease), rules, regulations, orders and codes of all authorities, and that there are no outstanding requisitions.
No Pecuniary Interest	The valuer has no pecuniary interest in the subject property either past, present or prospective at the date of preparing this report and the opinion expressed is free of any bias in this regard.
Not to be reproduced without permission	Neither the whole nor any part of this valuation or any reference thereto may be included in any published documents, circular or statement, nor published in part or full in any way, without written approval of the form and context in which it may appear.
Other Taxation Implications	Herron Todd White are not taxation experts and we provide our valuation assessment and any associated sales, rental or feasibility analysis, independent of any consideration of income tax, capital gains tax or any other property related tax implications that may be associated directly or indirectly with the subject property.
Structural Survey	This valuation report does not purport to be a site or structural survey of the land or improvements thereon, and any advice provided is not given in the capacity as an expert.

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QUEENSLAND GOVERNMENT

Department of
Transport and Main Roads

Our ref 495/07241; 07837 - 7863
Your ref
Enquiries Glen Dillon

6 September 2016

Herron Todd White (Mackay)
PO Box 529
Townsville Qld 4810

Sent by email: g[redacted]@htw.com.au

Attention: [redacted]

Dear Sir

Mackay Region
Mackay Ring Road

This department has requirements for projected works from the properties as shown shaded on departmental plans R8-552, R8-554(B), R8-555 – R8-557, R8-559 – R8-563 and R8-565. It is understood that these plans have been forwarded to you previously.

Also attached is a copy of the schedule setting out details of the resumptions, as well as copies of relevant title searches and survey plans for these properties. The subject land was taken by Taking of Land Notice (No. 3003) 2016 which gazetted on 12 August 2016. (A copy of this Taking of Land Notice is attached).

To assist this department with negotiations please provide reports and detailed assessments on the land described in the schedule. Please identify major inclusions such as bores, generators and pumps (make, capacity, serial number).

Please note our office requires that you forward your reports and invoice via email to the address noted in the footer of this letter. Please DO NOT send any documentation via post.

These assessments should reach this office at your earliest convenience.

If your assessment is that compensation is nominal, do not quote a figure, and advise the department that compensation is nominal.

Department of Transport and Main Roads
Property Acquisitions and Disposals
GPO Box 1412,
Brisbane Qld 4001
ABN 39 407 690 291

Telephone 07 3066 6958
Facsimile 07 3066 8228
Website www.tmr.qld.gov.au
Email glenroy.s.dillon@tmr.qld.gov.au

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Please contact the Property Officer in charge of this case prior to arranging inspections of the properties. A list of property owners and relevant contact details is also attached for your information.

This engagement is based on the terms and conditions of the Pre-qualified Professional Panel Arrangement PB012.

The following documents constitute the entire contract between the customer and supplier. Any verbal agreements or other negotiations are specifically excluded unless reflected in the documentation:

- Short Form Conditions of Contract For the Provision of Goods and/or Services, which can be located at:-
  http://www.hpw.qld.gov.au/SiteCollectionDocuments/ShortFormConditionsContract004.pdf
- Your quote dated 1 September 2016
- This letter of engagement

If you wish to clarify any valuation or property issues please contact Glen Dillon on 07 3066 6958.

Yours sincerely

[redacted]
Director (Property Acquisitions and Disposals)

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INTERNAL CURRENT TITLE SEARCH
DEPT OF NATURAL RESOURCES AND MINES, QUEENSLAND

Search Date: 12/08/2016 09:42 Title Reference: 50840211
Date Created: 04/03/2011

Previous Title: 21051038

REGISTERED OWNER

Dealing No: 713738058 02/03/2011

JOINT TENANTS

ESTATE AND LAND

Estate in Fee Simple

LOT 11 SURVEY PLAN 239854
Local Government: MACKAY

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 20172120 (POR 50)
(POR 51)

ADMINISTRATIVE ADVICES

Dealing	Type	Lodgement Date	Status	Location
716751709	NOTC INT RES ACQUISITION OF LAND ACT 1967	15/09/2015 08:50	CUR	EC-GEN -00

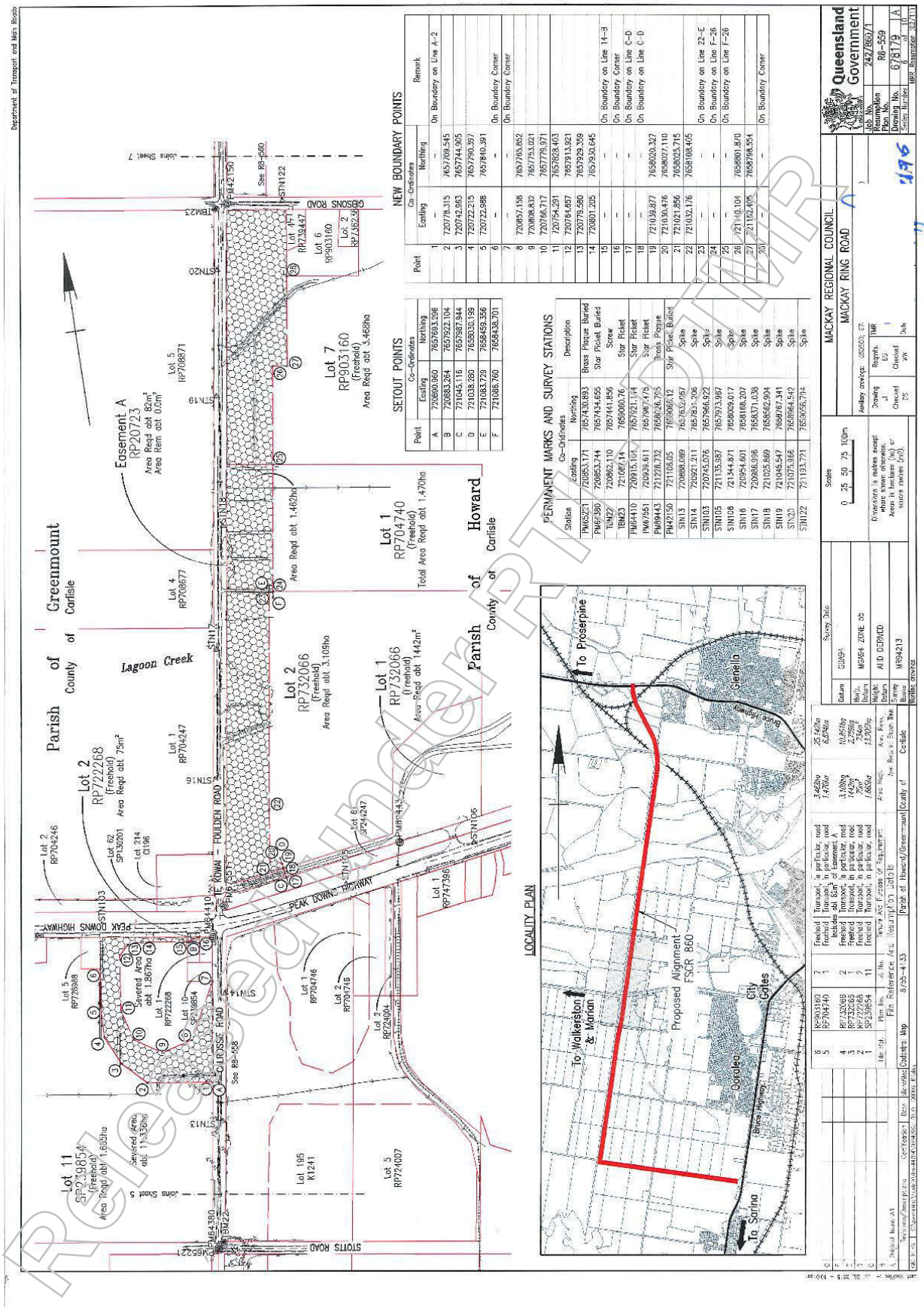
UNREGISTERED DEALINGS - NIL

CERTIFICATE OF TITLE ISSUED - No

** End of Current Title Search **

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[611]

Queensland Government Gazette

TRANSPORT AND MAIN ROADS

PUBLISHED BY AUTHORITY ISSN 0155-9370

VOL. 372] FRIDAY 12 AUGUST 2016 [NO. 82

Acquisition of Land Act 1967
Transport Infrastructure Act 1994
Transport Planning and Coordination Act 1994

TAKING OF LAND NOTICE (No. 3003) 2016

Short title

1. This notice may be cited as the *Taking of Land Notice (No. 3003) 2016*

Land to be taken [s.9(6) of the *Acquisition of Land Act 1967*]

2. The land described in the Schedule is taken for the purpose of transport, in particular, road purposes, and vests in the Chief Executive, Department of Transport and Main Roads, as constructing authority for the State of Queensland, for an estate in fee simple.

SCHEDULE

Land Taken

An area of 3.796 hectares (including 1321 square metres being the whole of Easement B on SP190925 and 59 square metres being the whole of Easement C on RP722533) being the whole of Lot 100 on SP190925 contained in Title Reference: 50676650.

An area of about 2.214 hectares being part of Lot 2 on RP714250 contained in Title Reference: 20486045.

An area of about 4.564 hectares (including about 17 square metres being part of Easement B on RP894737) being part of Lot 7 on RP894737 contained in Title Reference: 50125576.

An area of about 3648 square metres being part of Lot 296 on Crown Plan K1244 contained in Title Reference: 20316037.

An area of about 1193 square metres being part of Lot 297 on Crown Plan K1244 contained in Title Reference: 20316037.

An area of about 2412 square metres being part of Lot 286 on Crown Plan K1244 contained in Title Reference: 21050025.

An area of about 3618 square metres being part of Lot 287 on Crown Plan K1244 contained in Title Reference: 21050025.

An area of about 2410 square metres (including about 640 square metres being part of Easement F on SP213246) being part of Lot 284 on Crown Plan K1244 contained in Title Reference: 20142101.

An area of about 2410 square metres (including about 652 square metres being part of Easement E on SP213246) being part of Lot 285 on Crown Plan K1244 contained in Title Reference: 20142101.

An area of about 2914 square metres (including about 609 square metres being part of Easement H on SP213246) being part of Lot 87 on Crown Plan K103255 contained in Title Reference: 20285085.

An area of about 3.825 hectares being part of Lot 278 on Crown Plan K1244 contained in Title Reference: 20142101.

An area of about 4.497 hectares (including about 695 square metres being the whole of Easement G on SP213246) being part of Lot 283 on Crown Plan K1244 contained in Title Reference: 20142101.

An area of about 2.412 hectares being part of Lot 22 on SP271091 contained in Title Reference: 50971544.

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An area of about 3.154 hectares (including about 251 square metres being part of Easement A on SP101552) being part of Lot 23 on SP271091 contained in Title Reference: 50971545.

An area of about 1503 square metres being part of Lot 555 on Crown Plan K124168 contained in Title Reference: 21145063.

An area of about 1.977 hectares being part of Lot 91 on Crown Plan K1247 contained in Title Reference: 20878224.

An area of about 3.946 hectares being part of Lot 249 on Crown Plan K1244 contained in Title Reference: 21077207.

An area of about 3.851 hectares being part of Lot 2 on RP713237 contained in Title Reference: 20494087.

An area of 1171 square metres being the whole of Lot 1 on RP713237 contained in Title Reference: 20494086.

An area of about 1.665 hectares being part of Lot 11 on SP239854 contained in Title Reference: 50840211.

An area of about 3.109 hectares being part of Lot 2 on RP732066 contained in Title Reference: 21087189.

An area of about 3.468 hectares being part of Lot 7 on RP903160 contained in Title Reference: 50134871.

An area of about 1.47 hectares (including 82 square metres being the whole of Easement A on RP20723) being part of Lot 1 on RP704740 contained in Title Reference: 21215119.

An area of about 4.615 hectares (including about 3383 square metres being part of Easement B on SP210129 and about 2372 square metres being part of Easement A on RP726924) being part of Lot 1 on RP736042 contained in Title Reference: 21299112.

An area of about 1442 square metres being part of Lot 1 on RP732066 contained in Title Reference: 21565208.

An area of 1134 square metres being the whole of Lot 4 on SP197309 contained in Title Reference: 50667311.

An area of about 2.425 hectares being part of Lot 183 on SP266889 contained in Title Reference: 50996624.

An area of about 2.307 hectares being part of Lot 188 on Crown Plan K1241 contained in Title Reference: 20544083.

An area of about 2.487 hectares being part of Lot 2 on RP720394 contained in Title Reference: 20739032.

An area of about 2.729 hectares being part of Lot 16 on RP855618 contained in Title Reference: 21571216.

An area of about 1.729 hectares being part of Lot 15 on RP855619 contained in Title Reference: 50008707.

An area of about 3072 square metres (including about 300 square metres being part of Easement F on SP241171) being part of Lot 1 on RP702672 contained in Title Reference: 20195120.

An area of about 4.624 hectares being part of Lot 3 on RP702672 contained in Title Reference: 20195121.

An area of about 1.479 hectares (including about 600 square metres being part of Easement G on SP241172, about 1030 square metres being part of Easement B on SP210128 and about 457 square metres being part of Easement A on RP726915) being part of Lot 2 on RP713682 contained in Title Reference: 21313192.

An area of about 6.351 hectares being part of Lot 13 on SP254859 contained in Title Reference: 50891375.

An area of about 4.358 hectares being part of Lot 12 on SP254859 contained in Title Reference: 50891374.

An area of about 3.264 hectares (including about 2879 square metres being part of Easement C on RP722533) being part of Lot 11 on SP254859 contained in Title Reference: 50891373.

An area of about 635 square metres being part of Lot 103 on SP190925 contained in Title Reference: 50676653.

An area of 3641 square metres being the whole of Lot 102 on SP190925 contained in Title Reference: 50676652.

An area of about 1.849 hectares (including about 242 square metres being part of Easement B on RP722534) being part of Lot 1 on RP736046 contained in Title Reference: 21429136.

An area of about 861 square metres being part of Lot 5 on RP728844 contained in Title Reference: 21449001.

As shown approximately on Plans R8-552, R8-554(B), R8-555, R8-556, R8-557, R8-559, R8-560, R8-561, R8-562 and R8-563 held in the office of the Chief Executive, Department of Transport and Main Roads, Brisbane.

Mackay Region
Mackay Ring Road
495/6828; 7241 and 7837 to 7862

ENDNOTES

1. Made by the Governor in Council on 11 August 2016.
2. Published in the Gazette on 12 August 2016.
3. Not required to be laid before the Legislative Assembly.
4. The administering agency is the Department of Transport and Main Roads.

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Acquisition of Land Act 1967
Transport Infrastructure Act 1994
Transport Planning and Coordination Act 1994

AMENDING TAKING OF LAND NOTICE (No. 3011) 2016

Short title

1. This notice may be cited as the *Amending Taking of Land Notice (No. 3011) 2016.*

Amendment of Land to be taken [s. 11(1) and s. 11(3) of the *Acquisition of Land Act 1967*]

2. Schedule to the Taking of Land Notice (No. 2832) 2015 dated 7 May 2015 and published in the Gazette of 15 May 2015, at page 61, relating to the taking of land by the Chief Executive, Department of Transport and Main Roads, as constructing authority for the State of Queensland, is amended as described in the Schedule.

SCHEDULE

Amend Schedule to the Taking of Land Notice (No. 2832) 2015 dated 7 May 2015 and published in the Gazette of 15 May 2015, at page 61, relating to the taking of land by the Chief Executive, Department of Transport and Main Roads, as constructing authority for the State of Queensland as follows -

Omit - "*County of Carlisle, Parish of St Helens* - an area of about 8518 square metres being part of Lot 3 on RP746251 contained in Title Reference: 21394102.

County of Carlisle, Parish of St Helens - an area of about 5310 square metres being part of Lot 3 on RP722884 contained in Title Reference: 20775250.

As shown approximately on Plan R8-549 held in the office of the Chief Executive, Department of Transport and Main Roads, Brisbane.

Mackay Region
Bruce Highway (Mackay – Proserpine)
Overtaking lane south of Careys Creek
495/7442; 7443 and 7444"

Insert - "An area of 8559 square metres being Lot 1 on SP279394 (being a plan to be registered in Queensland Land Registry, Department of Natural Resources and Mines), being part of the land contained in Title Reference: 21394102.

An area of 5344 square metres being Lot 6 on SP279394 (being a plan to be registered in Queensland Land Registry, Department of Natural Resources and Mines), being part of the land contained in Title Reference: 20775250.

Mackay Region
Bruce Highway (Mackay – Proserpine)
Overtaking lane south of Careys Creek
495/7442; 7443 and 7444"

ENDNOTES

1. Made by Acting Director (Property Acquisitions and Disposals) on 2 August 2016, pursuant to delegation for Minister for Main Roads, Road Safety and Ports and Minister for Energy, Biofuels and Water Supply under section 36B of the *Acquisition of Land Act 1967.*
2. Published in the Gazette on 12 August 2016.
3. Not required to be laid before the Legislative Assembly.
4. The administering agency is the Department of Transport and Main Roads.

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BRISBANE
12 August 2016

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From: Erin V Mulherin
To: maxine butler
Cc: MackayCommunications
Subject: RTI and Ajana Park
Date: Monday, 30 October 2017 4:42:36 PM

Hi Maxine,

As discussed the hydraulics and acoustic reports were provided to Kelly Legal as per the below list:

Hydraulics Assessment:

not relevant

sent via email on 7/7/17 at 4.20 pm via owncloud link

Acoustic Report:

not relevant

sent via hard copy mail to on 12/6/17 and electronically to Kelly Legal on 12/6/17 at 4.17 pm

not relevant

I will forward the copies of the Acoustic Report and Hydraulic Assessements in separate emails.

Kind regards

Erin Mulherin
Senior Program Support Officer (Communication & Community Engagement) | Mackay / Whitsunday District
Program Delivery And Operations | Department of Transport and Main Roads

Floor 2 | Mackay Government Office Building | 44 Nelson Street | Mackay Qld 4740
PO Box 62 | Mackay Qld 4740
P: (07) 49518581 | F: (07) 49518500
E: erin.v.mulherin@tmr.qld.gov.au
W: www.tmr.qld.gov.au

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AECOM

Department of Transport and Main Roads
21-Jul-2017

Mackay Ring Road Hydraulics

South of Pioneer River Assessment



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Mackay Ring Road Hydraulics

South of Pioneer River Assessment

Client: Department of Transport and Main Roads

ABN: 39 407 690 291

Prepared by

AECOM Australia Pty Ltd
Level 1, 162 Victoria Street, PO Box 11176, Mackay QLD 4740, Australia
T +61 7 4965 9800 F +61 7 4957 6097 www.aecom.com
ABN 20 093 846 925

21-Jul-2017

Job No.: 60342905

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Quality Information

Document Mackay Ring Road Hydraulics

Ref 60342905

Date 21-Jul-2017

Prepared by

Reviewed by

Revision History

Rev	Revision Date	Details	Authorised	
			Name/Position	Signature
1	4-Mar-2016	Draft for Client Review		-
A	31-Aug-2016	Amended Issue		-
B	11-Jul-2017	Client Issue		-
C	21-Jul-2017	Amended Issue		

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1.0 Introduction

1.1 Project Description

The Mackay Ring Road Project (MRRP) is a limited access rural highway that bypasses the Mackay urban and central business areas. It is approximately 11.4 kilometres in length, commencing on the southern side of Mackay at the intersection of Stockroute Road and the Bruce Highway at Ch.0 (MC100) and terminating north of Mackay where it reconnects with the Bruce Highway, approximately 450 metres west of Bald Hill Road at Ch.11440 (MC100).

The MRRP will provide access to the Peak Downs Highway and Stockroute Road with a northbound on-ramp and southbound off-ramp at the Peak Downs Highway and a roundabout at the Stockroute Road intersection. There is an adjoining project, the Walkerston Bypass, which is currently awaiting funding approval which will connect onto the Stockroute Road roundabout and head west to the Peak Downs Highway.

The Mackay Ring Road will comprise new bridges over the Pioneer River, Lagoon Creek and two bridges over the Fursden Creek floodplain. Nine overpasses are proposed over existing local roads, highway and rail networks and a cutting is located at the northern end of the alignment, where the MRRP connects with the Bruce Highway (refer Figure 1).

The Department of Transport and Main Roads has completed a planning study and Business Case for the Mackay Ring Road. The aim of the Ring Road is to:

- Improve freight efficiency in the Mackay area.
- Improve road safety.
- Protect and maintain the integrity of the National road network.
- Improve road access between industrial areas and the Mackay Port; and
- Improve road access between homes and jobs.

AECOM Australia Pty Ltd (AECOM) was engaged by the Department of Transport and Main Roads (TMR) to carry out the detailed design of the MRRP.

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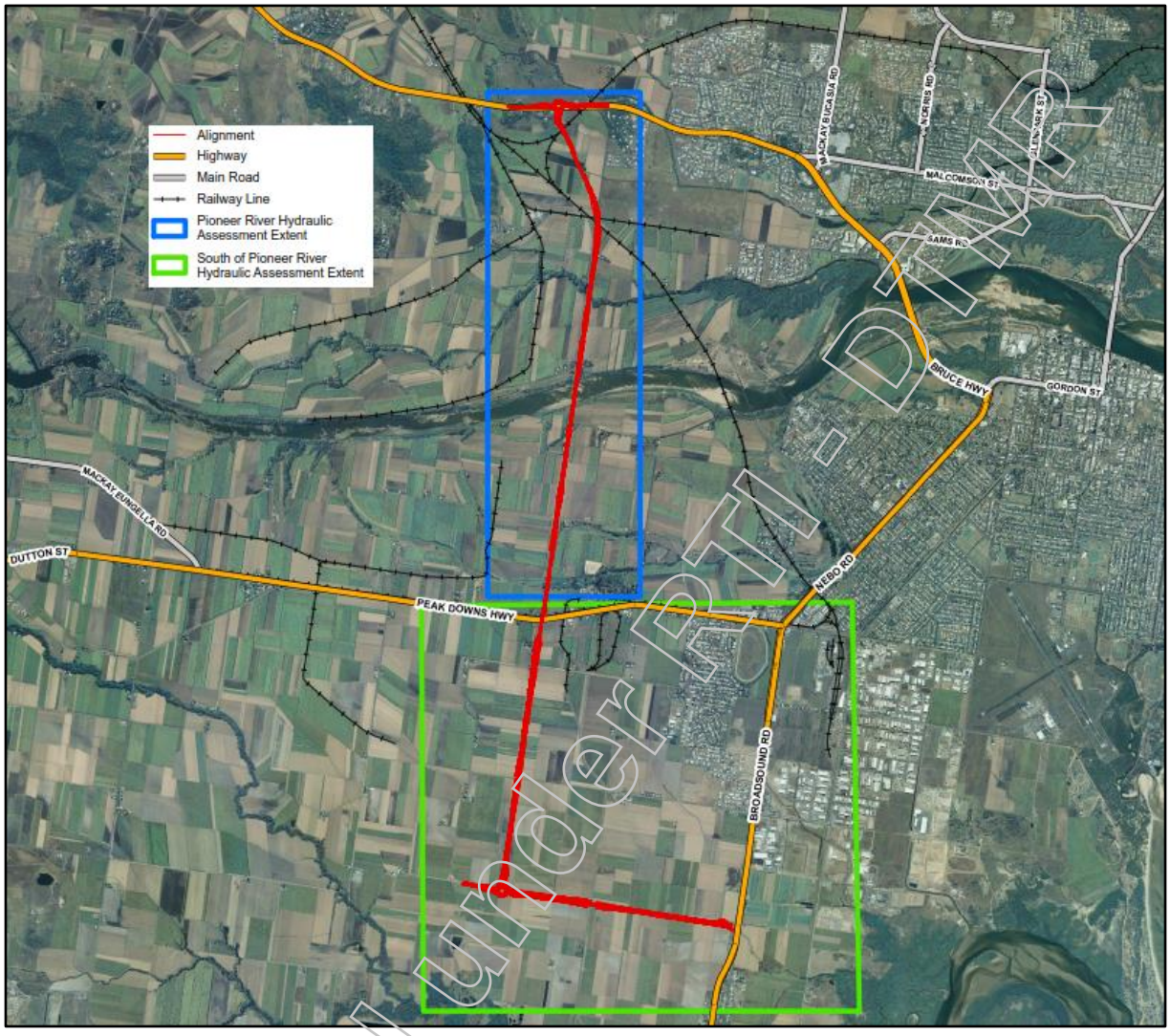


Figure 1 Mackay Ring Road Overview Map

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1.2 Report Overview

The Mackay Ring Road project traverses three major catchments as follows:

- The Bakers One catchment over which the proposed alignment traverses from the Bruce Highway at Bakers Creek to the Peak Downs Highway.
- The Pioneer River catchment over which the proposed alignment traverses from the Peak Downs Road to Sugarshed Road. This section of the ring road also includes lagoon creek and Fursden Creek.
- The Janes creek catchment over which the proposed alignment traverses from Sugarshed Road to the Bruce Highway (north connection).

The MRRP has now moved to the next design phase and this hydraulic assessment has been undertaken to inform the detailed design of Stage 1, including assessment of potential flood level impacts.

This report discusses the portion of the proposed ring road alignment that traverses the Bakers One catchment.

Also shown in this report are the outcomes of the hydraulic assessment and is structured as follows:

- Section 2 provides background.
- Sections 3 discuss the catchment characteristics.
- Section 4 discusses the previous studies.
- Section 7 discusses the surface water strategy.
- Section 8 lists the discussion of results.

The proposed Ring Road alignment is shown in Figure 1 including the extent of the assessment detailed in this report titled *Mackay Ring Road Hydraulics - South of Pioneer River*.

The hydraulic assessment for the remaining section of Stage 1 of the Ring Road is is detailed in a separate report titled *Mackay Ring Road - Pioneer River Hydraulic Assessment*.

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2.0 Background

The Bakers One catchment covers an area of approximately 1,513ha, as shown in Figure 2. The catchment is drained by a series of open farm drains through cane paddocks and along roadways. The topography of the study area is flat with average slopes of approximately 1 on 600 to the southeast. The main discharge location is Ferris Gully which discharges east across the Bruce Highway and Connors Road to an outfall into Bakers Creek.

Existing agricultural development including railways operated by Mackay Sugar and Queensland Rail (QR) as well as road infrastructure owned by Council and the Queensland Department of Transport and Main Roads (TMR) has significantly modified flow paths and flood behaviour across the floodplain. As a result, flood inundation represents a significant potential constraint to development of the catchment.

Mackay Regional Council (Council) has prepared a draft structure plan for the Ooralea Development Area (ODA). This area, which is outside the Priority Infrastructure Area (PIA) has been used to inform ultimate development within the Bakers one catchment. Development of the ODA involves significant infrastructure investment and is not planned for more than 10 years.

As part of the MRRP, the following scenarios have been modelled:

- Existing conditions based on development at 2015 (Existing Scenario); and
- Potential ultimate development conditions for the ODA (Ultimate Development Scenario), including the proposed MRRP.

This report presents the results of the hydrologic and hydraulic modelling studies undertaken to assess flood behaviour in the Bakers One study area for the above scenarios. A suite of flood management infrastructure has been proposed to enable urban development of the ODA within the Bakers One catchment and ensure no worsening of flooding on areas outside of the ODA. In addition, this report provides an assessment of stormwater management infrastructure required to meet appropriate water quality objectives for stormwater discharges from proposed development on the ODA site

This section outlines the indicative details of the cross drainage structures proposed along the Mackay Ring Road. The configurations of the cross drainage structures were determined using the flood models, described in Section 2.2, to minimise the impact on neighbouring properties and to provide 1% AEP immunity along the Ring Road and Port Access Link to the west of Valley Street.

The location of the cross drainage structures along the Ring Road are shown in Figure 3.1. The existing 100 year ARI flood depths for the Pioneer River, Fursden Creek, Gooseponds/Vines Creek, McCreadys Creek and the Bakers One catchment (fully developed Ooralea) derived using the flood models are also shown.

Following the completion of the flood modelling, the consultation process has identified minor modifications to the drainage infrastructure that will be taken forward into the design development phase. The proposed modifications have not been investigated but have been annotated to the tables below. A preliminary assessment would suggest that the proposed modifications will not significantly impact on the flood model results.

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Figure 2 Study Area

Source - BAKERS ONE CATCHMENT STORMWATER TRUNK DRAINAGE STUDY (WRM 2015)

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3.0 Catchment Characteristics

Currently approximately 6% of the study area is made up of residential and industrial land use zones. The area is generally very flat with an average grade of about 1 in 600 to the south east. The external boundary of the study area is not clearly defined and there may well be cross boundary flows during periods of high rainfall events. A grid system of access roads and cane rail lines intersects the catchment. Shallow open drains run in a south-easterly direction through the catchment, crossing the road and light rail networks through small culverts or by floodways on roads.

General nuisance flooding from low order events can occur throughout the catchment. At times of heavy rain, parts of the study area are subject to flooding for long periods. This flooding has been caused partly by the changes to the natural drainage pattern resulting from the construction of roads and cane railways and partly by the alterations made by farmers to the locations and levels of the drains through their properties.

The existing major outlets for the catchment are across the Bruce Highway by way of two drainage paths, viz:

- The drainage path across the Bruce Highway to the immediate north of the Stockroute Road intersection. This is known locally as Ferris's Gully.
- The drainage path across the Bruce Highway north of the Dundula Primary School. This is known locally as School Gully.

These drainage paths merge upstream of the crossing of the Queensland Rail line approximately 400 metres east of the Bruce Highway. The catchment then drains across Connors Road by means of 13/2700x1500 SLB culverts to enter the lower reaches of Bakers Creek.

A secondary high level outlet exists along Cowleys Road south from Stockroute Road.

The existing drainage infrastructure within the study area at Connors Road, Bruce Highway, Schmidtkes Road and other local road and cane railway transport systems imposes hydraulic constraints on the operation of the existing drainage system.

The majority of the study area to the west of Cowleys Road and south of Schmidtkes Road is currently zoned rural in the Mackay City Planning Scheme (May 2006). Mackay Sugar's cane rail marshalling area is located in the north of the study area adjacent to the Peak Downs Highway and is zoned high impact industry.

North of Schmidtkes Road the area includes zonings of residential, urban expansion, special purposes and some rural expansion. The Mackay campus of Central Queensland University is zoned special purposes.

The original land use within the study area was cane farming. Currently some 6% of the catchment is zoned residential; special purposes or urban expansion. However the land is strategically located for development for both residential and industrial purposes. The increased stormwater runoff resulting from this urbanisation needs to be conveyed through the existing or alternative new trunk drainage systems to its final point of discharge at Bakers Creek.

3.1 Known Problem Areas

General nuisance flooding for low order events can occur throughout the catchment. However the major problem areas are listed below:

1. Cowleys Road – from Boundary Road to south of Stockroute Road
2. Schmidtkes Road - from Cowleys Road extending approximately 900m east
3. Stockroute Road and Bruce Highway intersection
4. Connors Road – Ferris Gully crossing north of Cooks Lane
5. Main Street Bakers Creek – adjacent to Dundula School
6. Bradco Avenue and Monash Way areas of Ooralea.

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3.2 Existing Infrastructure

3.2.1 Road Infrastructure

A number of important road infrastructure links exist within the study area. These are listed in Table 1.

Table 1 Existing Road Infrastructure

Street	Section	Road Classification Φ	Existing Cross Drainage Immunity (1 in AEP)	Required Cross Drainage Immunity (1 in AEP)
Connors Road	Cooks Lane to 500m north	Sub-Arterial	20-50	β
Bruce Highway	Farrellys Lane to Temples Lane	National Highway	20-50	50 - 100
Cowleys Road	Full length	Sub-Arterial/Access	1-2	β
Peri Road	Full length	Access	1	β
Hansens Road	Peak Downs Hwy to 1000m south	Sub-Arterial	1	β
Calrossie Road	Full length	Major Collector	1	β
Peak Downs Highway	Alexandra Rd to Calrossie Road	Highway – Traffic Distributor		50
Stotts Road	Full length	Access		β
Boundary Road	Cowleys Road to Bath Ave	Sub-Arterial	2	β
Schmidtkes Road	Cowleys Road to Canecutters Dr	Sub-Arterial	1	β
Stockroute Road	Bruce Highway to Peri Road	Sub-Arterial	1	β
Temples Lane	Cowleys Road west	Access	2	β

Φ Road classification taken from Mackay City Council's Infrastructure Map A (24 March 2006)

β Mackay Regional Council adopt a case by case risk based approach for determining immunity levels for culverts in rural areas.

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3.3 Cane Rail Infrastructure

Mackay Sugar has major cane rail infrastructure within the study area. Racecourse Mill's rail marshalling yard and cane tipper operations are located in the northern sectors of the study area adjacent to Peak Downs Highway. The mill's main line extends south from the marshalling yards along Cowleys Road to cross Bakers Creek approximately 3 kilometres upstream on the highway bridge.

A major connection to Mackay Sugar's other factories is on the northern side of Stockroute Road between Cowleys Road and Peri Road. The rail alignment is then generally westerly through cane farms.

The cross drainage immunity level of the cane railways is similar to that of the adjacent Stockroute and Cowleys Roads. In general the rail levels are equal to or higher than the adjacent road crown level. The cane railway network crosses the study area in both north-south and east-west directions and places additional limits on possible trunk drainage alignment options.

3.4 Open Drainage System

Open earth drains define the existing drainage paths within the study area as follows:

Table 2 Existing Open Drain Infrastructure

Location	Description	Easement Width
Hansens Road to Peri Road	Open earth drain through cane farms – no easement	None
Peri Road to Cane Railway	Open earth drain through cane farms – no easement	None
Cane Railway to Cowleys Road	Open earth drain through cane farms	None
Cowleys Road to Schmidtkes Road	Open earth drain through cane farms	None
Schmidtkes Road to Stockroute Road	10m wide temporary drain is being constructed within a 70m corridor.	10m
Monash Way to Schmidtkes Road	Open earth drain	10m
Stockroute Road to Connors Road	Open earth drain	20m and 30m
Connors Road to Bakers Creek	Open earth drain	120m approx
Cane railway to Stockroute Road	Open earth drain adjacent to cane railway and Cowleys Road	Nil – majority length in road reserve.
Stockroute Road to Temples Lane	Open earth drain & concrete lined drain	Nil – in road reserve
Cane Railway to Bakers Creek	Open earth drain	None
Cowleys Road to Bruce Highway	Open earth drain	Nil
Bruce Highway to QR Line	Open earth drain – partially concrete lined	10m

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3.5 Culvert Structures

The existing culvert structures within the study area are listed in Table 3

Table 3 Existing Trunk Drainage Structures

Location	Description
Hansens Road	5/1200x450 RCBC
Peri Road	9/1200x450 RCBC
Cane Railway	7/1200x900 RCBC
Cowleys Road	Concrete causeway
Schmidtkes Road	4/2400x1500 RCBC
Bruce Highway	4/2750x2150 RCC 2/2750x1840 RCBC
North Coast Rail Line	3/9m span bridge
Connors Road	13/2700x1500 SLBC
Cane Railway	5/1200x600 RCBC
Stockroute Road	3/1200x900 RCBC
Cowleys Road Cane railway	2/2050x950 RCC 3/1200x1200 RCBC
Temples Lane Cane Railway	2/2100x2050 RCC 2/3300x1500 RCBC
Bruce Highway	4/2150x1520 RCC
Main Street	2/3000x1500 RCBC

3.6 Trunk Drainage System Constraints

The built infrastructure within the study area imposes hydraulic constraints on the operation of the trunk drainage system as follows.

3.6.1 Connors Road Culverts

The constructed culverts under Connors Road comprise 13/2700x1500 SLBC and have been designed to convey the 50 year ARI rural flow of 115 m3/s (KBR 2003) from a catchment of approximately 735 hectares. This 735 hectare catchment represents approximately 50% of the rural catchment that discharges to Bakers Creek across Connors Road adopted in this study. The designed capacity of the Connors Road culverts at 115 m3/s is approximately 70% of the 100 year ARI rural flow from the 1488 hectare catchment. A maximum of about 10% of the catchment flows are directed south along Cowleys Road towards Bakers Creek.

3.6.2 Bruce Highway Culverts

The existing culverts under the Bruce Highway at the Stockroute Road intersection provide approximately 20 to 50 year ARI immunity. The culverts operate under outlet control conditions. Flows in excess of the culvert capacity will flow south across Stockroute Road and, if the flows are significant, across the Bruce Highway.

The existing culverts under the Bruce Highway near Dundula School provide approximately 50 year ARI immunity. In a 50 year ARI event the culvert headwaters inundate about 20 hectares of upstream cane farm. The existing culverts under Main Street, Bakers Creek have approximately 70% of the waterway of the upstream Bruce Highway culverts. While the 100 year ARI water surface levels for the School Gully culverts may not inundate the highway (assuming that upstream storage is available), Main Street and the adjacent school areas may be inundated to a depth of approximately 0.4 metres.

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3.6.3 Schmidtkes Road Culvert

The Council has recently upgraded the culverts under Schmidtkes Road to provide for 4/2400x1500 RCB Culverts at a new invert level of 6.17 mAHD. To date, only temporary drainage works have been undertaken downstream of these culverts.

The new culverts are an interim measure to provide temporary relief to the residential areas upstream of Schmidtkes Road. It is noted that the designed capacity of these culverts will not be achieved until downstream drainage works have been completed.

3.6.4 Other Local Roads and Cane Railways

The existing open drains and culverts under the intersecting roads and cane railways within the study area provide for a lower order flow capacity of approximately 1 year ARI immunity. Significant ponding along the open drains within cane farms and ponding upstream of roads and cane railways is a feature of low to middle order floods. Higher order flows inundate large lengths of existing roads and cane railways and cane farms. To improve road access and to reduce water surface levels, additional drain and culvert capacity is required throughout the catchment.

3.6.5 Mackay Water Recycling Project Rising Main

The 914mm nominal diameter sewer rising main traverses the study area along Schmidtkes Road, Cowleys Road and Temples Lane to the Bakers Creek sewage treatment plant. The rising main has been lowered at Schmidtkes Road and Cowleys Road – Temples Lane intersection to make allowance for existing culverts. The vertical alignment of the rising main has reduced the range of culvert size/number options for the proposed trunk drainage.

4.0 Previous Studies

There have been a number of studies over the Ooralea area which are of relevance to the flood behaviour of the Bakers One catchment:

- Ullman & Nolan (1971) Master Drainage Plan; North of Bakers Creek.
- Ullman & Nolan (1980) Stormwater Drainage Plan; North of Bakers Creek.
- Mackay City Council (undated) master drainage plan; Bakers one.
- KBR (2003) Hydraulic Modelling of Ferris Gully catchment.
- Cardno Ullman & Nolan (2009) *Bakers One catchment; Stormwater Trunk Infrastructure Study.*
- WRM (2013) *Mackay Ring Road Business Case Scenario.*
- WRM (2015) *Bakers One Catchment; Stormwater Trunk Drainage Study.*

The two WRM reports are 2-dimensional analyses that simulate the existing case and ultimate case and propose an ultimate case stormwater trunk infrastructure strategy for the catchment.

4.1 Discussion of Later WRM Reports

The 2013 WRM business case report models the ring road alignment with the existing and ultimate development scenarios for Bakers One catchment. This study proposed a number of longitudinal channels parallel to the ring road alignment and four major cross culverts/bridges that aligned (for both invert levels and location) with the Bakers One proposed channels.

The 2015 WRM study is understood to be “close to adoption by Council” and contains the proposed ring road (possibly business case alignment and bridge location/geometry) in the ultimate scenario.

Deliberations of the MRRP team have concluded that the open channel network proposed in the WRM study may be an optimal source of embankment material. If this scenario is adopted there is an additional benefit in that the MRRP drainage strategy will neatly align with Council ultimate development drainage strategy.

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The WRM business case report included two models:

- Base Case scenario that modelled the existing conditions circa 2015.
- Ultimate development scenario to model the fully developed sections of the study area and the proposed drainage infrastructure (proposed MRRP culverts, proposed local road culverts, proposed cane rail realignment and proposed open drains).

Discussions between TMR and Council have determined that the construction of the MRRP is anticipated to commence in 2017, which will precede the likely construction of the Bakers One trunk infrastructure by a number of years. This mismatch of construction timeframes is discussed further in Section 6.0.

The WRM Business Case Report model extents are shown in Figure 2. The model does not include any catchment to the north of the Peak Downs Highway that report to Te Kowai Foulden Road. A portion of discharge from these catchments flows south across the Peak Downs Highway through 4/450 RCP which are located near the intersection of Calrossie Road and the highway.

4.2 MRRP Models

Mackay Regional Council has approved TMR to use the 2015 version of the WRM Bakers one XP-RAFTS and Tuflow models for the purposes of undertaking hydraulic assessment of the southern portion of the MRRP.

The XP-RAFTS and Tuflow models are both assumed to be correct and “fit for purpose” for the MRRP project. The additions/changes that have been made to the models are discussed in the following sections.

4.3 XP-RAFTS

The following catchments have been added to the Bakers One XP-RAFTS model:

- Catchment to the north of Peak Downs Highway and west of Te Kowai Foulden Road that reports to the intersection of these two roads. A portion of the discharges flows south across the Peak Downs Highway and the remainder surcharges north to an eventual discharge into Lagoon Creek.
- Catchments west along the Peak Downs Highway road reserve that reports to the intersection of Peak Downs Highway and Te Kowai Foulden Road. These catchments direct flows to the south into Bakers One and also surcharge north into Lagoon Creek.
- Catchment to the north of Peak Downs Highway and east of Te Kowai Foulden Road that reports to the intersection of these two roads. This catchment encompasses part of a cane farm and part of Mackay Sugar’s Racecourse factory. This catchment discharges across discharges west across Te Kowai Foulden Road and then north to an eventual discharge into Lagoon Creek.
- Catchments east along the Peak Downs Highway road reserve that reports to the intersection of Peak Downs Highway, Te Kowai Foulden Road and Calrossie Road. These catchments direct flows to the south into Bakers One and north into Lagoon Creek.

The additional catchments are shown on Sketches 5015 to 5018 in Appendix A.

The flow footprints generated by the additional catchments in the vicinity of the Peak downs Highway are shown as pink (what was dry now wet) on Sketches 8005, 8011, and 8018.

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5.0 Hydraulic Modelling

The following infrastructure has been added to the Bakers One Tuflow base case model:

- MRRP footprint.
- Business case proposed culverts.
- Proposed culverts and open channels for the additional catchments north of Peak Downs Highway.
- Proposed culverts and open channels to suit Peak Downs Highway off/on ramp alignment.

For the interim hydraulic assessment for the section from the Bruce Highway to Peak Downs Highway, the WRM two dimensional model (ultimate case) prepared for Mackay Regional Council has been adopted to assess flow patterns (depths, flows, velocities) and to assess the hydraulic behaviour of proposed culverts and channels that are generally longitudinal to the proposed MRRP alignment.

As noted in the Bakers One study (WRM, 2013) there are four main cross drainage structures proposed along the MRRP from Stockroute Road to the Peak Downs Highway. These are listed in Table 4 below.

Table 4 1% AEP Culvert structures - WRM 2013 report

Location	Catchment area (ha) (WRM)	WRM 2013 Ultimate scenario structure	Location approx. MRRP chainage	Fill depth over culvert (m)
C1	22	10/1200x450 RCBC	3000	1.5
Cane rail over pass	195	Open channel top width 10.4m; depth 0.75m	3940	N/A
C2	297	2/1800x1500 RCBC 4/1800x1200 RCBC	4450	1.3/1.6
C3	30	2/1200x900 RCBC	5400	8.5

5.1 Design Parameters

The following criteria have been adopted for the design of local catchment (excluding riverine flows) drainage infrastructure relating to the proposed ring road:

- Immunity of stormwater infrastructure crossing the ring road or state controlled roads – 1% AEP.
- Immunity of stormwater infrastructure crossing the local authority roads – 18% AEP.

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6.0 Timing of Construction of Bakers One Trunk System

Advice from Mackay Regional Council is that the construction of the Bakers One trunk drainage system may not occur until the year 2025 or later. Construction of the trunk system from 2025 has two significant impacts on the project:

- Removes the opportunity to source significant volumes of fill for the project from relatively close at hand.
- Impacts on the preferred drainage scenario as detailed in the WRM report.

The loss of opportunity of fill for the project is not the subject of this report.

The drainage scenario listed in Table 4 assumes that the trunk drainage system is operational. In general the proposed trunk drainage systems in the WRM report are approximately 1.0m deep where the proposed channels cross the ring road alignment.

As the proposed channels will not be constructed at the time of the ring road (indicative construction time frame 2017-2019) the business case scenario culverts have been modified to suit the existing available discharge locations and levels cognisant of the MRRP formation and elevation. The proposed amendments are listed in Table 5.

Table 5 1% AEP Culvert structures – Business case report and adopted structures

Location WRM report	Location/MRRP chainage	WRM 2013 Ultimate scenario structure	Adopted drainage structures	Fill depth over culvert (m)
C1	2785	10/1200x450 RCBC	8/1200x900 RCBC	1.5
Cane rail over pass	3940	Open channel top width 10.4m; depth 0.75m	Open channel top width 10.4m; depth 0.75m (not in AECOM MRRP scope)	N/A
C2	4450	2/1800x1500 RCBC 4/1800x1200 RCBC	6/2400x2400 RCBC 2/1200x900 RCBC (ch 4554) 2/1200x900 RCBC (ch 4730)	0.6 0.6 1.2
C3	5400	2/1200x900 RCBC	4/900 RCP	8.0

6.1 Discussion of Adopted Structures

The culvert at chainage 2785 has been optimised to better suit the MRRP geometry near the Stockroute Road roundabout, the catchment reporting to the ring road from the west and the ability to construct a discharge channel to the east along the old cane rail formation to Cowleys Road. A channel parallel to the ring road will need to be constructed to ensure natural sag at approximately 3120 can be drained.

The channel parallel to the realigned cane rail line is not part of this scope of works for this project.

The adopted culverts to replace the business case scenario at chainage 4450 are as follows:

- 6/2400x2400 RCBC at chainage 4450. The culverts will be constructed to final (Bakers One trunk drainage) elevation and backfilled to the existing natural surface with sand. The depth of the infill is approximately 1.0m. The remaining conveyance area above the sand fill plus the provision of two sets of 2/1200x900 RCBC will suit the 1% AEP event in the current circumstances (circa 2016).
- 2/1200x900 RCBC at chainage 4554. This culvert is complementary to the adopted culvert at chainage 4450 and is alignment to suit existing low flow paths.
- 2/1200x900 RCBC at chainage 4730. This culvert is complementary to the adopted culvert at chainage 4450 and is alignment to suit existing low flow paths.

The adopted 4/900 RCP culverts at chainage 5400 are better suited to a high fill location than the proposed box culverts.

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7.0 Surface Water Strategy

The estimated catchment area to the west of the proposed ring road is 544 hectares. The current flow path (circa 2015) for the 544 hectare catchment is generally to the east across the proposed alignment of the ring road.

The commission for the Mackay Ring Road requires that the existing stormwater case (circa 2015) be addressed. This is achieved by strategically placed culverts and longitudinal table drains to direct and/or discharge the required design event across or parallel to the ring road.

7.1 Stockroute Road Section

The strategy for this section is for longitudinal drains as follows:

Bruce Highway to Cowleys Road – wide table drain on the southern side to cater for the existing southern catchment to grade east to the existing culverts under Stockroute Road near the Bruce Highway. On the northern side a graded table drain between the proposed road and the existing formation heading east.

Cowleys Road to new roundabout - wide table drain on the southern side to cater for the catchments further to the west and the new roundabout to grade east to the proposed channel under the Cowleys Road overpass.

This section is part of the Bakers One Tuflow model.

7.2 Stockroute Road Roundabout north to Peak Downs Highway

There are a number of existing watercourses crossing the ring road alignment. As discussed previously the bankfull capacity of these watercourses are low order flows. The adopted strategy for the current scenario is to provide a culvert set at the main watercourse crossings known as locations C1 and C2 and place additional structures (for a total conveyance of 1% AEP) at regular intervals.

The full set of structures will be placed at chainage 4450 as this is a natural bowl. The fourth watercourse is parallel to the proposed cane rail line. It is anticipated that for the existing case the embankment of the cane railway will act as a levee directing flows to the east under the overpass. All structures are placed with one exception at or just below existing natural surface levels at the respective location.

Minimal longitudinal open drains to promote the low flows to the nearest structure are required. The high order events will tend to pond against the embankment and discharge over time to the nearest drainage structure.

This section is part of the Bakers One Tuflow model.

Provision for internal drainage at the roundabout at Stockroute Road and adjacent median drainage has been made which will discharge into adjacent channels.

7.3 Peak Downs Highway

The Bakers One Tuflow model was extended to cater for the catchments north of the Peak Downs Highway and to the east and west of Te Kowai Foulden Road (Refer Sketch 5015 Appendix B). Modelling of the existing condition shows the Peak Downs Highway within the study area is not impacted by a 1% AEP event. The adopted strategy for this area is as follows:

- Catchments on the southern side of the highway to the east of the ring road will drain via open channel and kerb and channel west to the on ramp and then discharge south into the Bakers One upper catchment. The catchment area is approximately half the road reserve and extends east to near Cowleys Road. The capacity of the existing drainage structures is approximately an 18% AEP event. Excess flows will discharge south over the kerb.
- Catchments on the southern side of the highway to the west of the ring road will drain via open channel east to the off ramp and then discharge south into the Bakers One upper catchment. The catchment area is approximately half the road reserve and extends west for approximately 300m. Excess flows will discharge south through adjacent properties without impacting on the highway.

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- Catchments on the northern side of the highway and to the east of the ring road (primarily within Racecourse Mill) will be drained via open channel west towards Te Kowai Foulden Road. A portion of the flow will discharge south across the highway and into the Bakers One catchment and the remainder will flow west and then north along Te Kowai Foulden Road to discharge into the Lagoons. Drainage structures will be placed at accesses (Racecourse Mill) that cross the channel on the northern side of the highway.
- Catchments on the northern side of the highway and to the west of the ring road (primarily cane lands) will be drained via open channel east to and across Te Kowai Foulden Road and then directed north along Te Kowai Foulden Road to discharge into the Lagoons.

Median drainage along the Peak Downs Highway will discharge south into the Bakers One catchment.

7.4 Peak Downs Highway to Pioneer River

There are two small catchments to the north of the lagoons bridge. The ring road strategy is to place culverts opposite the existing road culverts to cater for the 1% AEP event. Outside of these local catchments especially to the north over Gibsons Road the landform falls to the north and northeast. There are no culverts under the existing local road from Gibsons Road to Lansdowne Road. The strategy is to ensure that there is longitudinal drainage (table drains) to provide positive drainage in the direction of the landform. Culverts may be required under local access roads that are to be constructed as part of the ring road project.

7.5 Pioneer River to Fursden Creek

This section is part of the Pioneer River 2D model.

7.6 Fursden Creek to Sugarshed Road

The strategy is to not have any cross culverts in this section and direct flows to the north (Sugarshed Road) and to the south (Fursden Creek) as the landform dictates. The potential for scour in the table drains/ embankment toe at the existing and new Fursden Creek bridges is to be checked. It is intended not to alter the existing drainage patterns at the intersection of Yakapari Road and Sugarshed Road. A new culvert is proposed under Sugarshed Road to the north of the new intersection with Bald Hill Road to cater for any low order flows that may be redirected by the overpass/fill embankments. Culverts may be required under local access roads that are to be constructed as part of the ring road project

7.7 Sugarshed Road to Rail overpass

This section is part of a separate 2D model.

7.8 Rail Overpass to Bruce Highway

This section is in cut. The adopted strategy is to direct the catchments reporting to the highway to the west of the roundabout across the highway through existing or replaced and upgrades structures. The excess will drain east then south towards the rail overpass. Two drainage structures will discharge the western flows across the ring road and via a new channel, to direct the flows to the northeast parallel to the port rail line to cross the highway to the west of the existing rail overpass. The proposed channel will require a berm to prevent flows from discharging down the rail cutting.

Provision for internal drainage at the roundabout at the Bruce Highway and adjacent median drainage has been made which will discharge into existing adjacent watercourses.

7.9 Additional Road Runoff

The construction of the MRRP will result in an impervious road surface where there were previously cane fields. This impervious surface has the potential to increase runoff locally from the road surface. To handle this localised increase in runoff, table drains will be constructed at relevant locations adjacent to the road alignment to collect this runoff from the road surface, with sufficient capacity to direct this flow to the nearest drainage path.

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8.0 Discussion of Results

8.1 Impacts on farm infrastructure and houses

TMR have undertaken an engineering survey of existing houses and sheds and their floor levels in the areas of interest that pertain to the MRRP hydraulic model influence area. The location and relevant elevations in relation to the 18% AEP and 1% AEP base case scenario and the 18% AEP and 1% AEP event for the MRRP are shown in Appendix C.

Table 8 lists locations at houses and shed and other farm infrastructure that are predicted to have an increase in flood levels of greater than 0.01m. Table 9 discusses the proposed mitigation options for each case where the difference in modelled Peak Water Surface Elevation (PWSE) is greater than 0.01m. There are no houses that have an increase in over floor flooding levels. However there are three sheds at 34 Calrossie Road where the over floor flooding is predicted to increase by 0.02m.

It is to be noted that the over floor flooding in the developed case model is approximately 0.45m below that recorded in the 2008 flood event. The sheds are located to the immediate south of the on ramp from the Peak Downs Highway. No mitigation options are proposed for the three sheds.

An existing irrigation pump is recommended to be raised above the 1% AEP PWSE for the developed case.

8.2 Developed Case Impacts

Figure 8005 shows the difference in PWSE between the base case and the developed case for the 1% AEP event. The base case is from the original Council model base case and excludes the additional catchments added as discussed in in Section 4.3 above. The differences are discussed in the sections below

8.2.1 North of Peak Downs Highway

The area in red reflects the additional catchment flows not included in the base case.

8.2.2 Within the on/off ramps

The catchments for the areas within the on and off ramps have been subdivided from the base case catchments to assess the internal flows.

8.2.3 Peak Downs Highway

The flows south form the Peak Downs Highway to the east of the service station represent the overflow from the existing kerb and channel conveyance for the 1% AEP flows. The proposed MRRP project is not predicted to change this flow regime.

8.2.4 South of Stotts Road

Figure 8005 shows an increase in storage approximately greater than 0.3m approximately 900m south of Stotts Road against the proposed MRRP embankment. It is understood that when the ultimate development of the Bakers One trunk drainage system occurs the increase in PWSE upstream of the MRRP embankment will decrease. The storage area is within existing cane fields.

8.2.5 North of Stockroute Road

Figure 8005 shows an increase of storage approximately greater than 0.3m approximately 200m north of Stockroute Road against the proposed MRRP embankment. . The location of the culverts proposed in the business case have been moved south at the request of the landowner. The business case culverts were previously located in the natural sag along the MRRP alignment. The MRRP design includes a table drain from the natural sag south to the proposed culvert location. The storage area is within existing cane fields.

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8.2.6 Bruce Highway

Figure 8005 shows that in the developed case the Bruce Highway is inundated to the north of the Stockroute Road roundabout. The inundation commences approximates 50 metres north of the existing roundabout and extents for approximately 150m with and indicative depth of 25-50mm. Investigation of this potential flooding to the Bruce Highway suggests that there may be two key causes as follows:

1. The proposed ring road embankment prevents high order flows that in the current case (before construction) would normally discharge across the existing Stockroute Road and enter the School Gully drain. With the overland flow path being blocked by the proposed ring road formation, the post construction flows are directed east to the existing culverts under the Bruce Highway – Stockroute Road roundabout thus slightly increasing the peak flows to this area.
2. The existing culverts (6/2700x2400 RCBC) across the Bruce Highway at the Stockroute Road roundabout in the existing condition are hydraulically tailwater controlled, as the downstream conveyance is restricted relative to the potential conveyance of the existing culverts. The relative waterway areas are as follows:
    - Waterway area of existing culverts – 39m2.
    - Bankfull area of existing channel downstream of the Bruce Highway – 21m2.
    - Bankfull area of the ultimate channel downstream of the Bruce Highway – 51m2.

It is to be noted that the flooding of the Bruce Highway does not occur in the Ultimate case model as demonstrated in the WRM 2015 report. Mackay Regional Council are currently (August 2016) undertaking the detailed design of Ferris and School gullies from the Bruce Highway east to the rail line. When constructed the new drain profiles will increase the waterway area downstream of the Bruce Highway by approximately 50%.

There are two options to alleviate the flooding of the Bruce Highway:

1. Provide additional cross drainage structures under Stockroute Road to direct flows to the south of the ring road. This option may not be practicable or appropriate as it is understood the developer is in the process of securing a development application agreement with Mackay Regional Council over this property that is based on there being no flows across Stockroute Road directed to the south.
2. Coordinate the construction of the new Ferris and School gully channel profiles downstream of the Bruce Highway with Mackay Regional Council so that the channels are fully operational at the time of commencement of the earthworks for Stockroute Road section of the ring road project.

8.3 Indicative time of Inundation of Cane Areas

The average annual time of submergence was estimated for 8 locations along the MRRP alignment from Stockroute Road to the Peak Downs Highway. The locations are shown in Figure 3.The impact of the time of inundation for the cane farms in the Bakers One catchment has been assessed. Table 7 shows the increase in inundation times at four locations as shown in Figure 3. The time of submergence for the 20% and 1% AEP events have been tabulated with submergence assumed when the depth exceeds 0.15m. The results indicate a minor increase in inundation times with times of inundation increased by up to 2 hours in the 20% AEP event and up to 6 hours in the 1% AEP event.

The average annual times of submergence (AATOS) for the selected locations are listed in Table 6.

The estimate of annual average time of submergence is based on a synthetic design storm hydrograph at a particular location, combining with other flows and discharging across the study area in a direction and velocity dictated by the topography. The AATOS does not include the duration a cane field may be waterlogged due to localised depressions and/or blocked pipes and channels.

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Table 6 Average Annual Time of Submergence (AATOS)

Location	Short name	Existing conditions AATOS (hrs)	Developed conditions AATOS (hrs)
Schmidtkes West of MRRP developed	SW	0.6	0.2

The full AATOS assessment is listed in Appendix D.

Table 7 Cane Inundation Times

	Time of Submergence > 0.15m (hours			
	20% AEP		1% AEP	
	Existing	Developed	Existing	Developed
Schmidtkes West of MRRP developed	0	0	10	8

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Figure 3 AATOS locations



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Table 8 Impacts greater than 0.01m

Location	Floor Level (mAHD)	18% AEP Base case PWSE (mAHD)	1% AEP Base case PWSE (mAHD	Base case – surveyed (m)	18% AEP develop PWSE (mAHD)	1% AEP develop PWSE (mAHD)	Develop Surveyed (m)	Is Developed Case Worse	Difference Base – Developed (m)	Lidar Ground Elevation (mAHD)
34 CALROSSIE RD, FLOOD LEVEL IN SHED 2008	12.96		12.59	-0.37	12.61	12.61	-0.35	YES	0.02	12.45
34 CALROSSIE RD, GARAGE	13.01									12.79
34 CALROSSIE RD, LOW SET ON STUMPS	13.67									12.76
34 CALROSSIE RD, SHED	12.40		12.58	0.18	12.60	12.60	0.20	YES	0.02	12.51
34 CALROSSIE RD, SHED	12.57		12.57		12.59	12.59	0.02	YES	0.02	12.38
34 CALROSSIE RD, SHED	12.39	12.32	12.57	0.18	12.59	12.59	0.20	YES	0.02	12.30

Table 9 Proposed Mitigation options for areas where the PWSE is greater than 0.01m

Location	Floor Level (mAHD)	Difference Base Developed (m)	Lidar Ground Elevation (mAHD)	Comments	Proposed Mitigation
34 CALROSSIE RD, FLOOD LEVEL IN SHED 2008	12.96	0.02	12.45	This is a flood level from 2008.	None required
34 CALROSSIE RD, GARAGE	13.01		12.79	No over floor flooding in developed case	None required
34 CALROSSIE RD, LOW SET ON STUMPS	13.67		12.76	No over floor flooding in developed case	None required
34 CALROSSIE RD, SHED	12.40	0.02	12.51	Increase of 20mm in over floor flooding. 0.45m below 2008 event..	None
34 CALROSSIE RD, SHED	12.57	0.02	12.38	No over floor flooding in developed case	None required
34 CALROSSIE RD, SHED	12.39	0.02	12.30	No over floor flooding in developed case	None required

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8.4 Flood Mapping

Flood mapping for a range of events is shown in Appendix E, including:

- Sketches 8003 and 8004 show the base case and developed case (Mackay Ring Road) peak water surface elevations for the 1% AEP event.
- Sketches 8001 and 8002 show the base case and developed case (Mackay Ring Road) peak water surface depths for the 1% AEP event.
- Sketch 8005 shows the differences between the base case and the developed case for the 1% AEP event.
- Sketches 8014 and 8015 show the base case and developed case (Mackay Ring Road) peak water surface elevations for the 0.2% AEP event.
- Sketches 8012 and 8013 show the base case and developed case (Mackay Ring Road) peak water surface depths for the 0.2% AEP event.
- Sketch 8015 shows the differences between the base case and the developed case for the 0.2% AEP event.
- Sketches 8016 and 8017 show the base case and developed case (Mackay Ring Road) peak water surface depths for the 1EY AEP event.
- Sketch 8018 shows the differences between the base case and the developed case for the 1EY AEP event.
- Sketches 8019 and 8020 show the base case and developed case (Mackay Ring Road) peak water surface depths for the 40% AEP event.
- Sketch 8021 shows the differences between the base case and the developed case for the 40% AEP event.

Discussion of the overtopping of the Bruce Highway to the north of the Stockroute roundabout is discussed in Section 8.2.6

Sketches 5011 to 5013 in Appendix B show the as surveyed floor elevations and adjacent 1% AEP base case and developed case peak water surface elevations. Where the 1% AEP PWSE is shown as “Q100 – 0.00, this indicates that the location is not impacted in the 1% AEP event.

9.0 Other Matters

9.1 Pipe Class

An assessment of pipe class has been made and is listed in **Appendix A**.

9.2 Outlet Protection

An assessment of culvert discharge velocities and required outlet protection (if any) is listed in **Appendix A**.

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Appendix A

Catchments

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NOT FOR CONSTRUCTION

AECOM

PEAK DOWNS HIGHWAY

PEAK DOWNS HIGHWAY

IE KOWAI — FOULDEN ROAD

STOTTS ROAD

CALROSSIE ROAD

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60342905
ISSUE 1

LEGEND

- PROPOSED CULVERTS
- EXISTING CULVERTS
- PROPOSED FLOW
- CATCHMENT

NOT TO BE USED FOR CONSTRUCTION

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QUEENSLAND DEPARTMENT OF TRANSPORT AND MAIN ROADS
MACKAY RING ROAD PROJECT
PROPOSED DRAINAGE
SK-60342905-05015

NOT FOR CONSTRUCTION

AECOM

TE KOWAI – FOULDEN ROAD

PEAK DOWNS HIGHWAY

PEAK DOWNS HIGHWAY

CALROSSIE ROAD

Released under DTMR

Released under DTMR

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60342905
ISSUE 1

LEGEND

- PROPOSED CULVERTS
- EXISTING CULVERTS
- PROPOSED FLOW
- CATCHMENT

NOT TO BE USED FOR CONSTRUCTION

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QUEENSLAND DEPARTMENT OF TRANSPORT AND MAIN ROADS
MACKAY RING ROAD PROJECT
PROPOSED DRAINAGE
SK-60342905-05016

NOT FOR CONSTRUCTION

AECOM

OVERFLOW

TE KOWAI - FOULDEN ROAD

PEAK DOWNS HIGHWAY

PEAK DOWNS HIGHWAY

CALROSSIE ROAD

STOTTS ROAD

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60342905
ISSUE 1

LEGEND

- EXISING FLOW
- CATCHMENT
- EXISTING CULVERTS

NOT TO BE USED FOR CONSTRUCTION

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MACKAY RING ROAD PROJECT
EXISTING DRAINAGE
SK-60342905-05017

NOT FOR CONSTRUCTION

AECOM

OVERFLOW

TE KOWAI – FOULDEN ROAD

PEAK DOWNS HIGHWAY

PEAK DOWNS HIGHWAY

CALROSSIE ROAD

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60342905
ISSUE 1

LEGEND

- EXISING FLOW
- CATCHMENT
- EXISTING CULVERTS

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QUEENSLAND DEPARTMENT OF TRANSPORT AND MAIN ROADS
MACKAY RING ROAD PROJECT
EXISTING DRAINAGE
SK-60342905-05018

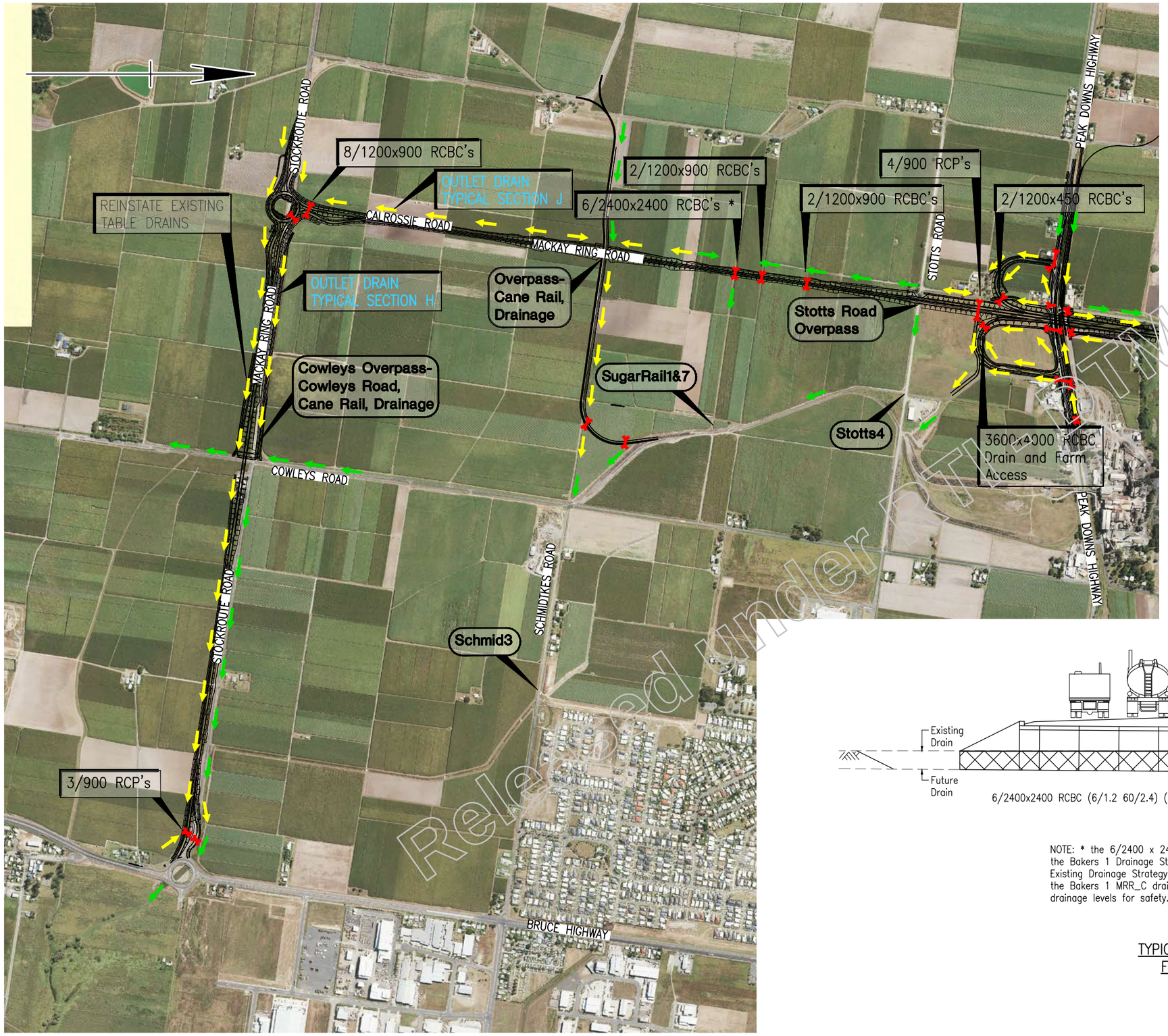
Appendix B

Proposed Drainage Structures

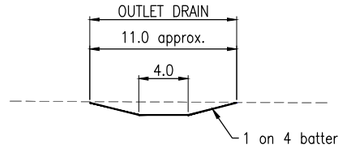
Released under RTI - DTMR

NOT FOR CONSTRUCTION

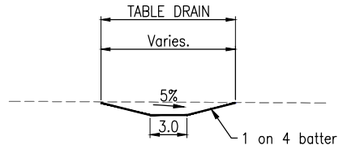
AECOM



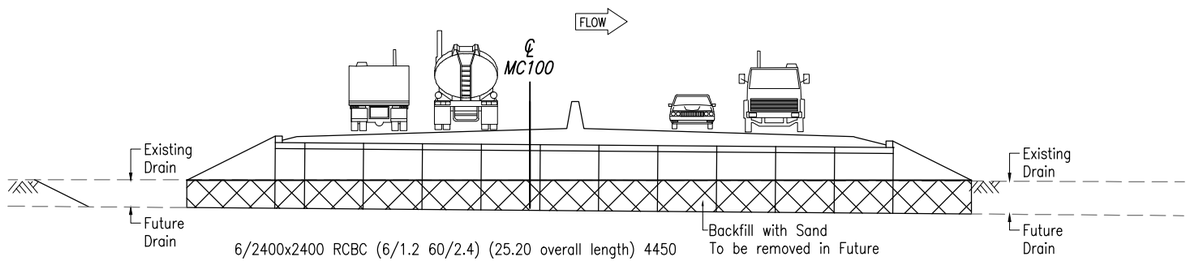
LOCATION	EXIST CULVERT
Schmid3	4x2.4(W)x1.5(H)
SugarRail1&7	7x1.2(W)x0.9(H)
Stotts4	0.9(W)x0.3(H)



TYPICAL SECTION H
OUTLET DRAIN



TYPICAL SECTION J
TABLE DRAIN



NOTE: * the 6/2400 x 2400 RCBC culvert in the Robke Farm is sized to suit the Bakers 1 Drainage Strategy and also to provide similar conveyance for the Existing Drainage Strategy. The culvert will be constructed to inverts that suit the Bakers 1 MRR_C drain and infilled with sand to the existing surface drainage levels for safety.

TYPICAL DRAINAGE SECTION
FUTURE ALLOWANCE

DRAINAGE TO SUIT THE EXISTING DRAINS

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60342905
ISSUE 4

LEGEND
- NEW CULVERTS
- EXISTING DRAINS TO REMAIN
- PROPOSED DRAINS

NOT TO BE USED FOR CONSTRUCTION

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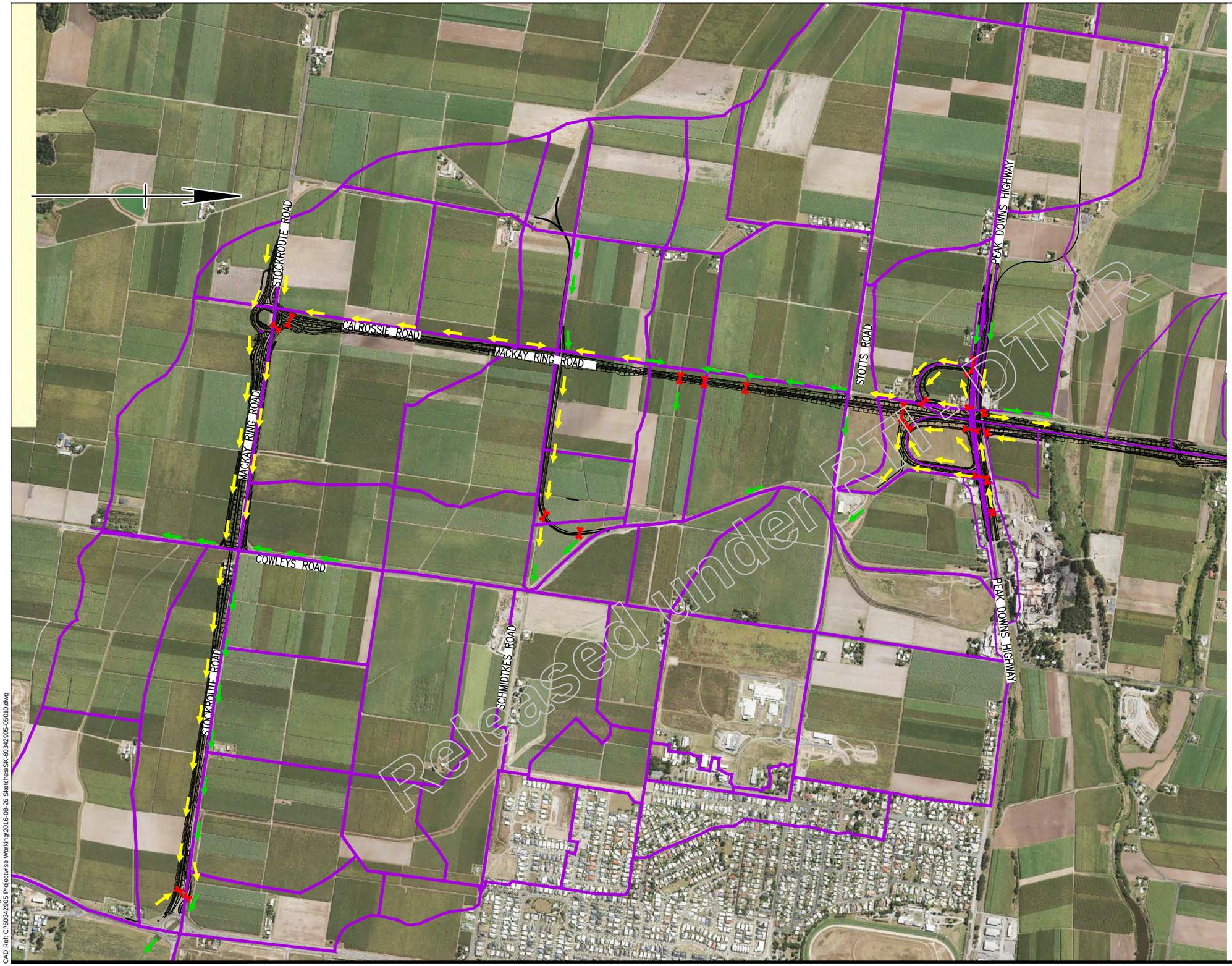
0 1 2 3 4m

0 80 160 240 320m

QUEENSLAND DEPARTMENT OF TRANSPORT AND MAIN ROADS
MACKAY RING ROAD PROJECT
ADOPTED DRAINAGE STRATEGY - RING ROAD DRAINAGE
SK-60342905-05009

NOT FOR CONSTRUCTION

AECOM



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60342905
ISSUE 1

LEGEND

- NEW CULVERTS
- EXISTING DRAINS TO REMAIN
- PROPOSED DRAINS
- BAKERS ONE RAFTS

NOT TO BE USED FOR CONSTRUCTION

DRAWING IN PROGRESS

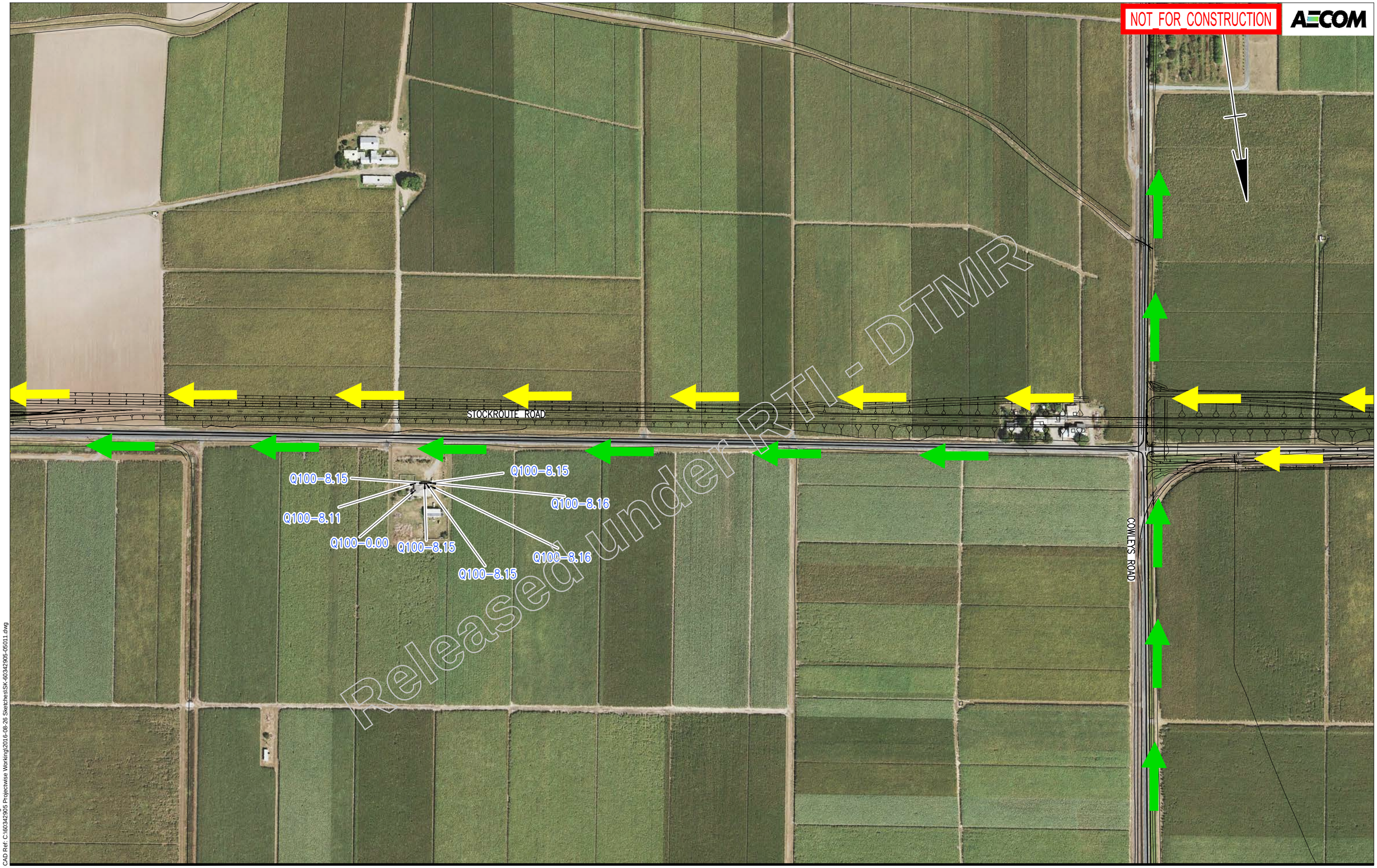
DATE: 10/05/2016
REVISION: 1

NTS

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MACKAY RING ROAD PROJECT
ADOPTED DRAINAGE STRATEGY - RING ROAD DRAINAGE
SK-60342905-05010

NOT FOR CONSTRUCTION

AECOM



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60342905
ISSUE 1

LEGEND

NEW CULVERTS
EXISTING DRAINS TO REMAIN
PROPOSED DRAINS

FL – FLOOR LEVEL
Q100 – 1° AEP PWSE

NOT TO BE USED FOR CONSTRUCTION

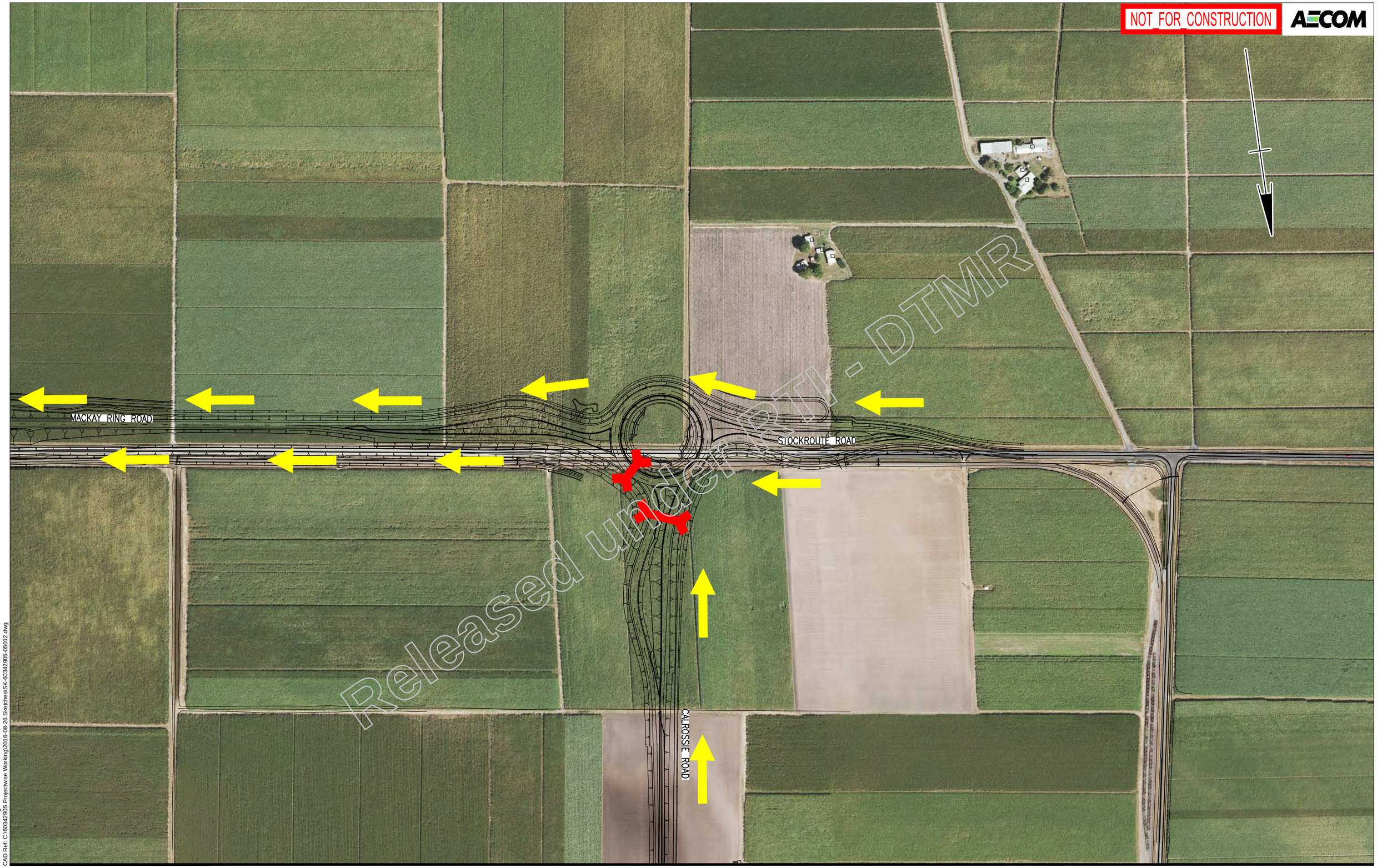
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MACKAY RING ROAD PROJECT
ADOPTED DRAINAGE STRATEGY - RING ROAD DRAINAGE
SK-60342905-05011

NOT FOR CONSTRUCTION

AECOM



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60342905
ISSUE 1

LEGEND

NEW CULVERTS
EXISTING DRAINS TO REMAIN
PROPOSED DRAINS

FL – FLOOR LEVEL
Q100 – 1' AEP PWSE

NOT TO BE USED FOR CONSTRUCTION

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MACKAY RING ROAD PROJECT
ADOPTED DRAINAGE STRATEGY - RING ROAD DRAINAGE
SK-60342905-05012

NOT FOR CONSTRUCTION

AECOM

13.33
Q100–0.00

Q100–0.00
13.86

13.35
Q100–0.00

Q100–0.00
13.30

Q100–0.00
12.60

Q100–0.00
13.31

13.21
Q100–0.00

12.62
Q100–0.00

12.95
Q100–0.00

FL 15.19
Q100–13.01

Q100–12.99
FL 12.95

FL 12.86
Q100–12.92

Q100–0.00
FL 13.50

Q100–0.00
FL 12.99

FL 12.34
Q100–12.61

FL 12.94

FL 13.17
Q100–12.70

FL 12.28
Q100–12.69

FL 12.81
Q100–0.00

Q100–0.00
FL 13.08

Q100–0.00
FL 13.85

Q100–0.00
FL 12.72

Q100–12.68
FL 12.51

Q100–12.64
FL 12.76

Q100–0.00
Q100–0.00
Q100–0.00
Q100–0.00

MACKAY RING ROAD

Q100–11.12
Q100–11.12
Q100–11.12
Q100–11.12

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60342905
ISSUE 1

LEGEND

NEW CULVERTS
EXISTING DRAINS TO REMAIN
PROPOSED DRAINS

FL – FLOOR LEVEL
Q100 – 1% AEP PWSE

NOT TO BE USED FOR CONSTRUCTION

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	REVISION: 1

NTS

QUEENSLAND DEPARTMENT OF TRANSPORT AND MAIN ROADS
MACKAY RING ROAD PROJECT
ADOPTED DRAINAGE STRATEGY - RING ROAD DRAINAGE
SK-60342905-05013

NOT FOR CONSTRUCTION

AECOM

FL13.46 Q100–13.56
FL13.51 Q100–13.68
FL13.65 Q100–0.00
FL13.59 Q100–13.71
Q100–13.74 FL13.75
FL13.98 Q100–13.76
FL14.10
FL13.83
Q100–13.75 FL14.48
Q100–13.65 FL13.55
Q100–13.53 FL13.45
FL13.44 Q100–13.52
FL13.53 Q100–13.59
FL16.02 Q100–13.60
FL13.64 Q100–13.54
FL15.88 Q100–13.69
Q100–0.00 FL16.58
Q100–13.80 FL16.05
FL13.92 Q100–13.80
Q100–0.00 FL13.67
FL13.78 Q100–13.73
Q100–13.68 FL15.81

Q100–14.42 FL 14.51
FL 14.54
FL 15.55
Q100–14.46 FL 15.46
Q100–14.45 FL 14.54
FL 16.79
Q100–14.57
FL 15.48
FL 14.60
FL 14.55 Q100–14.42
Q100–14.54
FL 14.81
FL 14.75
FL 14.67
FL 15.35
FL 14.78
FL 15.54
FL 16.75
FL 14.69
FL 14.70
FL 14.67
FL 15.25

PEAK DOWNS HIGHWAY

Q100–0.00 FL 14.36
Q100–0.00 FL 14.40
Q100–0.00 FL 10.25

FL 12.78
FL 13.59
FL 12.89
FL 13.68
FL 12.98
FL 13.01
FL 13.31
Q100–12.59
FL 12.73
Q100–12.59
Q100–12.59
FL 12.96
FL 12.40 Q100–12.60
FL 12.51 Q100–12.60
Q100–0.00 FL 13.01
Q100–0.00 FL 13.67
FL 12.57 Q100–12.59
FL 13.60
FL 13.66
FL 12.94
FL 13.07
Q100–12.60 FL 13.33
Q100–13.06 FL 13.20
FL 13.94
FL 13.18
FL 13.82

STOTTS ROAD

MACKAY RING ROAD

Q100–12.59
Q100–12.59
Q100–12.59
Q100–12.59
FL 12.39 Q100–12.59

Q100–0.00
Q100–0.00
Q100–0.00
Q100–0.00
Q100–0.00
Q100–0.00
Q100–0.00

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60342905
ISSUE 1

LEGEND
NEW CULVERTS
EXISTING DRAINS TO REMAIN
PROPOSED DRAINS

FL – FLOOR LEVEL
Q100 – 1' AEP PWSE

NOT TO BE USED FOR CONSTRUCTION

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QUEENSLAND DEPARTMENT OF TRANSPORT AND MAIN ROADS
MACKAY RING ROAD PROJECT
ADOPTED DRAINAGE STRATEGY - RING ROAD DRAINAGE
SK-60342905-05014

Appendix C

Floor Level Assessment

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Floor Level Assessment

Easting	Northing	Location	Floor Level (mAHD)	18% AEP basecase PWSE (mAHD)	1% AEP basecase PWSE (mAHD)	Basecase – surveyed (m)	18% AEP develop PWSE (mAHD)	1% AEP develop PWSE (mAHD)	Develop – surveyed (m)	Is Developed Case Worse	Difference Base – Developed (m)	Lidar Ground Elevation (mAHD)
720796.68000	7657640.85000	**34 CALROSSIE RD, FLOOD LEVEL IN SHED**	12.96		12.59	-0.37	12.61	12.61	-0.35	YES	0.02	12.45
720846.43000	7657596.54000	34 CALROSSIE RD, GARAGE	13.01									12.79
720850.88000	7657596.54000	34 CALROSSIE RD, LOW SET ON STUMPS	13.67									12.76
720823.64000	7657632.95000	**34 CALROSSIE RD, SHED**	12.40		12.58	0.18	12.60	12.60	0.20	YES	0.02	12.51
720845.78000	7657632.34000	**34 CALROSSIE RD, SHED**	12.57		12.57		12.59	12.59	0.02	YES	0.02	12.38
720805.53000	7657645.68000	34 CALROSSIE RD, SHED	12.51	12.34	12.59	0.08	12.60	12.60	0.09	YES	0.01	12.32
720859.52000	7657644.85000	**34 CALROSSIE RD, SHED**	12.39	12.32	12.57	0.18	12.59	12.59	0.20	YES	0.02	12.30

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Floor Level Assessment

Easting	Northing	Location	Floor Level (mAHD)	18% AEP basecase PWSE (mAHD)	1% AEP basecase PWSE (mAHD)	Basecase – surveyed (m)	18% AEP develop PWSE (mAHD)	1% AEP develop PWSE (mAHD)	Develop – surveyed (m)	Is Developed Case Worse	Difference Base – Developed (m)	Lidar Ground Elevation (mAHD)

Legend

BRICK VENEER HOUSE	Location where the developed case PWSE has increased by more than 0.010 metres
34 CALROSSIE RD, SHED	Location where the developed cae over floor PWSE has increased by more than 0.010 metres

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Appendix D

AATOS - Cane

Released under RTI - DTMR

Developed (post MRRP)

Existing (prior to MRRP)

Released under RTI - DTMR

Schmidtke West of MRRP developed

Existing NS 12.34 m AHD
Easting 720704
Northing 7657668

ARI	TOS t(y)	Ft (x)	fT (x)	t_{avg}	deltap	TOS^A	
1							
2	0.00	0.50	0.0000	0.00	0.0000	0.00	
5	0.00	0.80	0.0000	0.00	0.0000	0.00	
10	0.00	0.90	0.0000	0.00	0.0000	0.00	
50	0.00	0.98	0.0000	0.00	0.0000	0.00	
100	8.00	0.99	0.0013	4.00	0.0100	0.04	
500	12.00	1.00	0.0015	6.00	0.0180	0.11	
					AATOS	0.15	hrs
						8.9	mins

Schmidtke West of MRRP existing

Existing NS 12.34 m AHD
Easting 720704
Northing 7657668

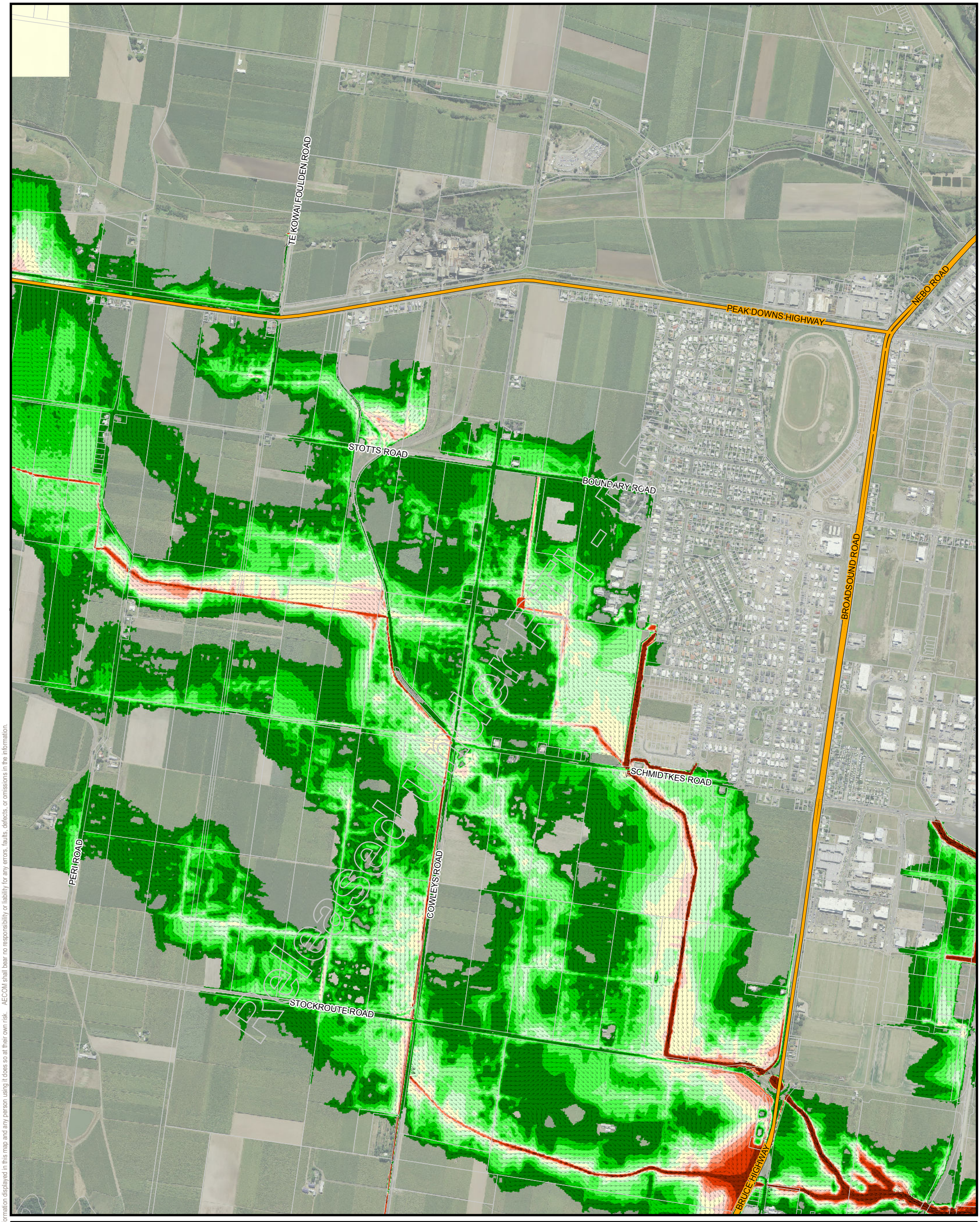
ARI	TOS t(y)	Ft (x)	fT (x)	t_{avg}	deltap	TOS^A	
1							
2	0.00	0.50	0.0000	0.00	0.0000	0.00	
5	0.00	0.80	0.0000	0.00	0.0000	0.00	
10	0.00	0.90	0.0000	0.00	0.0000	0.00	
50	6.00	0.98	0.0133	3.00	0.0800	0.24	
100	10.00	0.99	0.0025	8.00	0.0100	0.08	
500	20.00	1.00	0.0013	13.00	0.0180	0.23	
					AATOS	0.55	hrs
						33.2	mins

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Appendix E

Flood Mapping

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N

GDA 1994 MGA Zone 55

0 150 300 600

metres

1:15,000 (when printed at A3)

LEGEND

Peak Water Depth (m)			Peak Velocity (m/s)	
< 0.2	0.6 - 0.7		0.00 - 0.50	Highways
0.2 - 0.3	0.7 - 0.8		0.50 - 1.00	Cadastre
0.3 - 0.4	0.8 - 0.9		1 - 2	
0.4 - 0.5	0.9 - 1.0		2 - 3	
0.5 - 0.6	1.0 - 1.25		3 - 4	
	> 1.25		> 4	

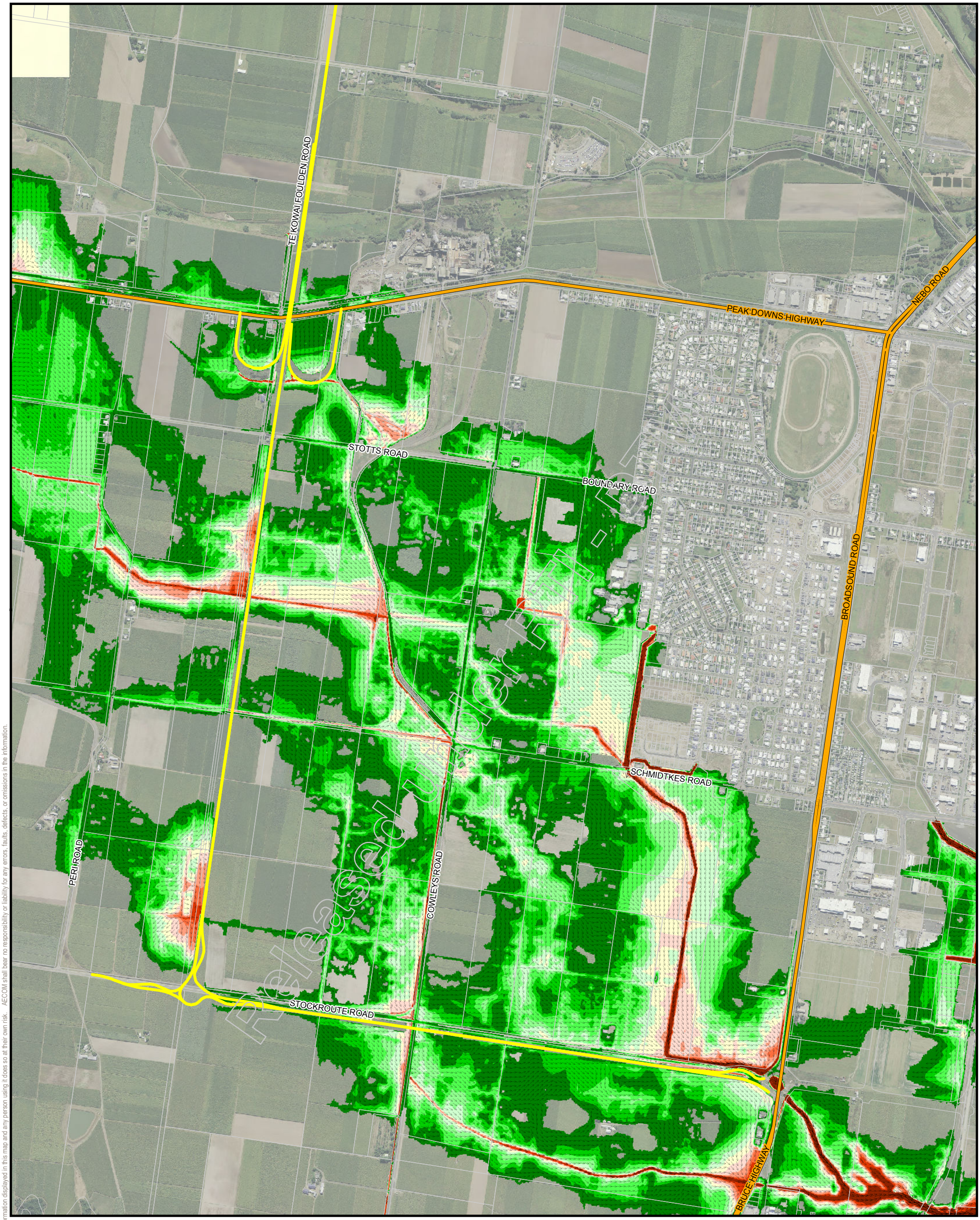
Data sources:

Base Data: Imagery (c) 2015 TMR
Transport Network, DCDB - QLD Gov 2015

MACKAY RING ROAD STAGE 1
DETAILED DESIGN
Peak Depth and Velocity
Bakers One, Existing Case
1% AEP Event, 24 Hour Storm

SK-60342905-08001

CREATED BY: briggh	LAST MODIFIED: 30/10/2015	VERSION: 1



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N

GDA 1994 MGA Zone 55

0 150 300 600

metres

1:15,000 (when printed at A3)

LEGEND

Peak Water Depth (m)		Peak Velocity (m/s)	
< 0.2	0.6 - 0.7	0.00 - 0.50	3 - 4
0.2 - 0.3	0.7 - 0.8	0.50 - 1.00	> 4
0.3 - 0.4	0.8 - 0.9	1 - 2	
0.4 - 0.5	0.9 - 1.0	2 - 3	
0.5 - 0.6	1.0 - 1.25		
	> 1.25		

Proposed Alignment
Highways
Cadastre

Data sources:

Base Data: Imagery (c) 2015 TMR
Transport Network, DCDB - QLD Gov 2015

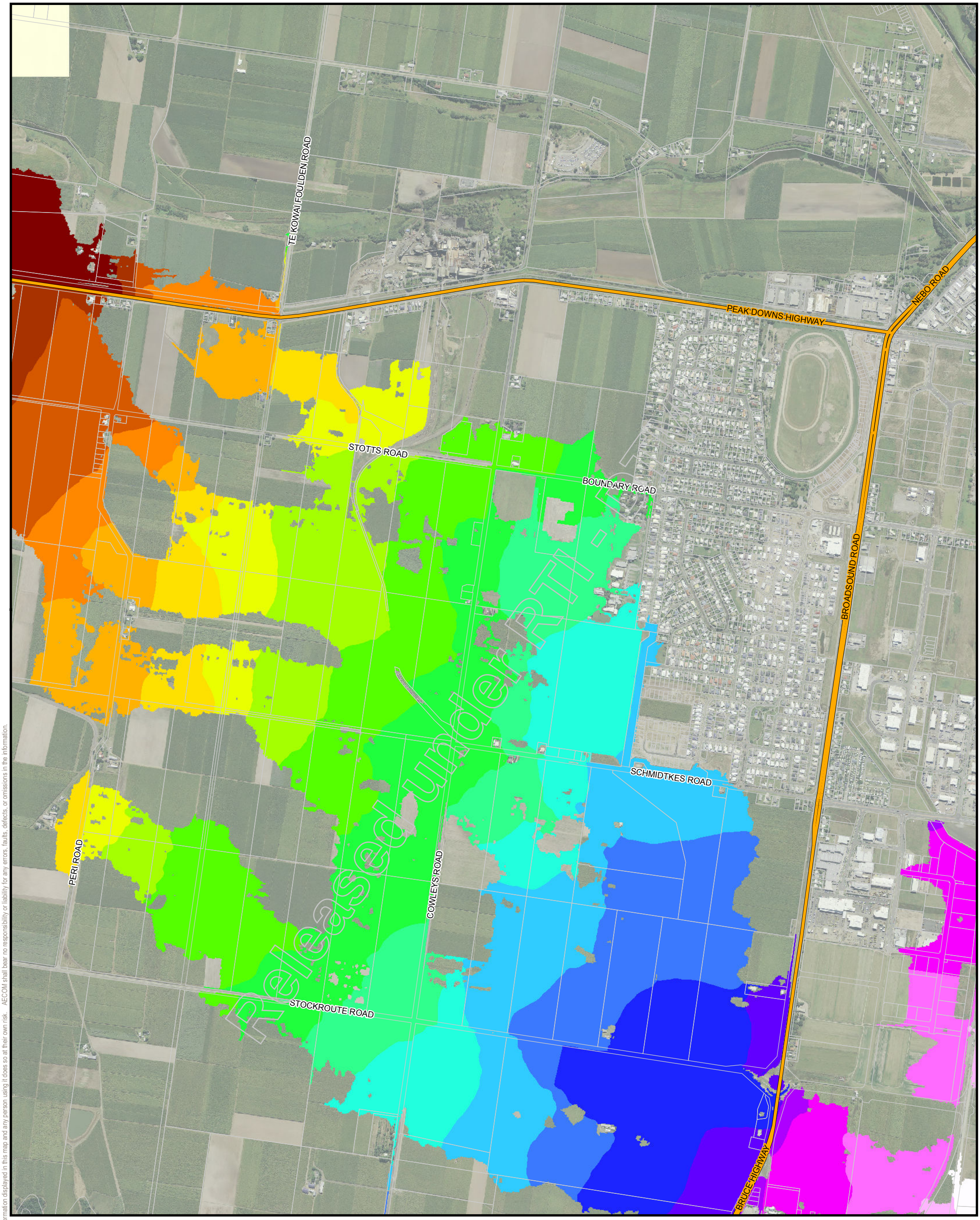
MACKAY RING ROAD STAGE 1 DETAILED DESIGN
Peak Depth and Velocity
Bakers One, Developed Case
1% AEP Event, 24 Hour Storm

SK-60342905-08002

CREATED BY: briggh	LAST MODIFIED: 18/02/2016	VERSION: 2

Filename: J:\60342905\4. Tech Work Area\4.99 GIS\02_MXDs\G_SK-60342905-08002_Depth_Velocity_Bakers_One_Developed_24hr1%_1_0.mxd

A3 size



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GDA 1994 MGA Zone 55

0 150 300 600

metres

1:15,000 (when printed at A3)

LEGEND

PWSE (mAHD)

< 5.0	8.0 - 8.5	12.0 - 12.5
5.0 - 5.5	8.5 - 9.0	12.5 - 13.0
5.5 - 6.0	9.0 - 9.5	13.0 - 13.5
6.0 - 6.5	9.5 - 10.0	13.5 - 14.0
6.5 - 7.0	10.0 - 10.5	14.0 - 14.5
7.0 - 7.5	10.5 - 11.0	> 14.5
7.5 - 8.0	11.0 - 11.5	Highways
	11.5 - 12.0	Cadastre

Data sources:

Base Data: Imagery (c) 2015 TMR
Transport Network, DCDB - QLD Gov 2015

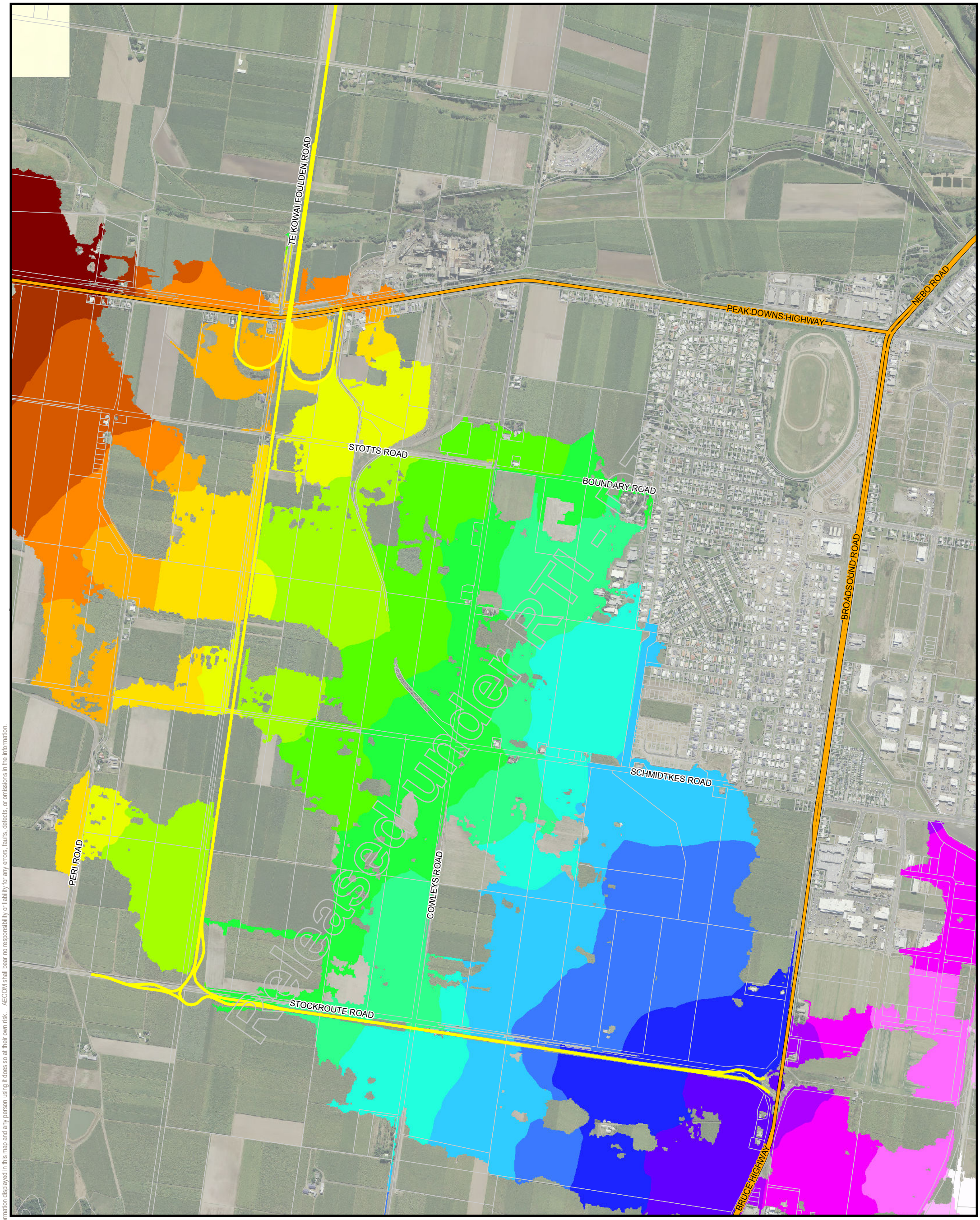
MACKAY RING ROAD STAGE 1
DETAILED DESIGN
Peak Water Surface Elevation
Bakers One, Existing Case
1% AEP Event, 24 Hour Storm

SK-60342905-08003

CREATED BY: briggh	LAST MODIFIED: 30/10/2015	VERSION: 1

Filename: J:\60342905\4. Tech Work Area\4.99 GIS\02_MXDs\G_SK-60342905-08003_PWSE_Bakers_One_Existing_20151030_1_A3.mxd

A3 size



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N

GDA 1994 MGA Zone 55

0 150 300 600

metres

1:15,000 (when printed at A3)

LEGEND

PWSE (mAHD)			
< 5.0	8.5 - 9.0	13.0 - 13.5	
5.0 - 5.5	9.0 - 9.5	13.5 - 14.0	
5.5 - 6.0	9.5 - 10.0	14.0 - 14.5	
6.0 - 6.5	10.0 - 10.5	> 14.5	
6.5 - 7.0	10.5 - 11.0	Proposed Alignment	
7.0 - 7.5	11.0 - 11.5	Highways	
7.5 - 8.0	11.5 - 12.0	Cadastre	
8.0 - 8.5	12.0 - 12.5		
	12.5 - 13.0		

Data sources:

Base Data: Imagery (c) 2015 TMR
Transport Network, DCDB - QLD Gov 2015

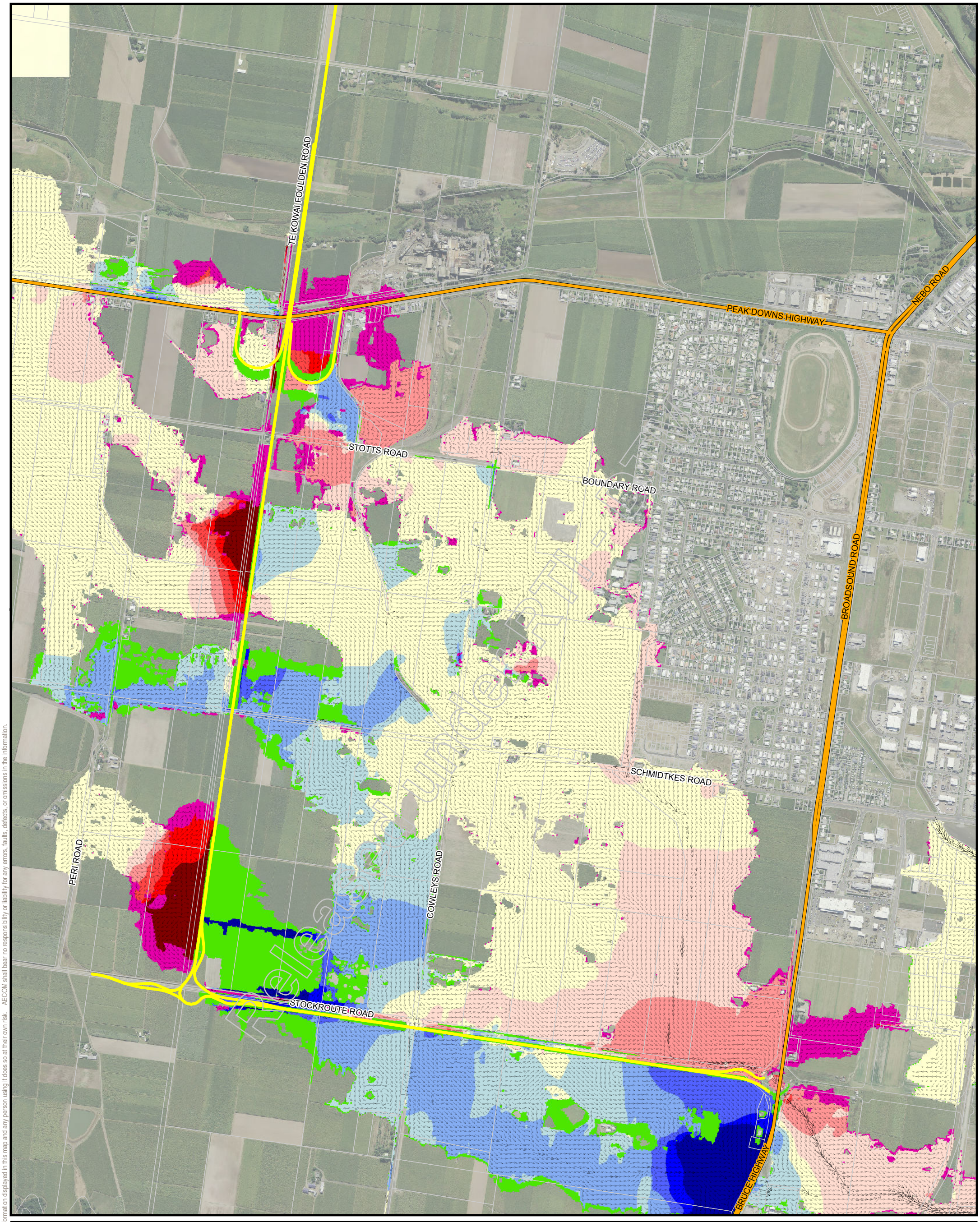
MACKAY RING ROAD STAGE 1
DETAILED DESIGN
Peak Water Surface Elevation
Bakers One, Developed Case
1% AEP Event, 24 Hour Storm

SK-60342905-08004

CREATED BY: briggh	LAST MODIFIED: 18/02/2016	VERSION: 2

Filename: J:\60342905\4. Tech Work Area\4.99 GIS\02_MXDs\G_SK-60342905-08004_PWSE_Bakers_One_Developed_2016

A3 size



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GDA 1994 MGA Zone 55

0 150 300 600

metres

1:15,000 (when printed at A3)

LEGEND

Peak Velocity (m/s)
- 0.00 - 0.50
- 0.50 - 1.00
- 1 - 2
- 2 - 3
- 3 - 4
- > 4

Difference in PWSE (m)
- < -0.3
- -0.3 to -0.225
- -0.225 to -0.15
- -0.15 to -0.075
- -0.075 to -0.02
- -0.02 to 0.02
- 0.02 to 0.075
- 0.075 to 0.15
- 0.15 to 0.225
- 0.225 to 0.3
- > 0.3
- Was Dry Now Wet
- Was Wet Now Dry

- Proposed Alignment
- Highways
- Cadastre

Data sources:

Base Data: Imagery (c) 2015 TMR
Transport Network, DCDB - QLD Gov 2015

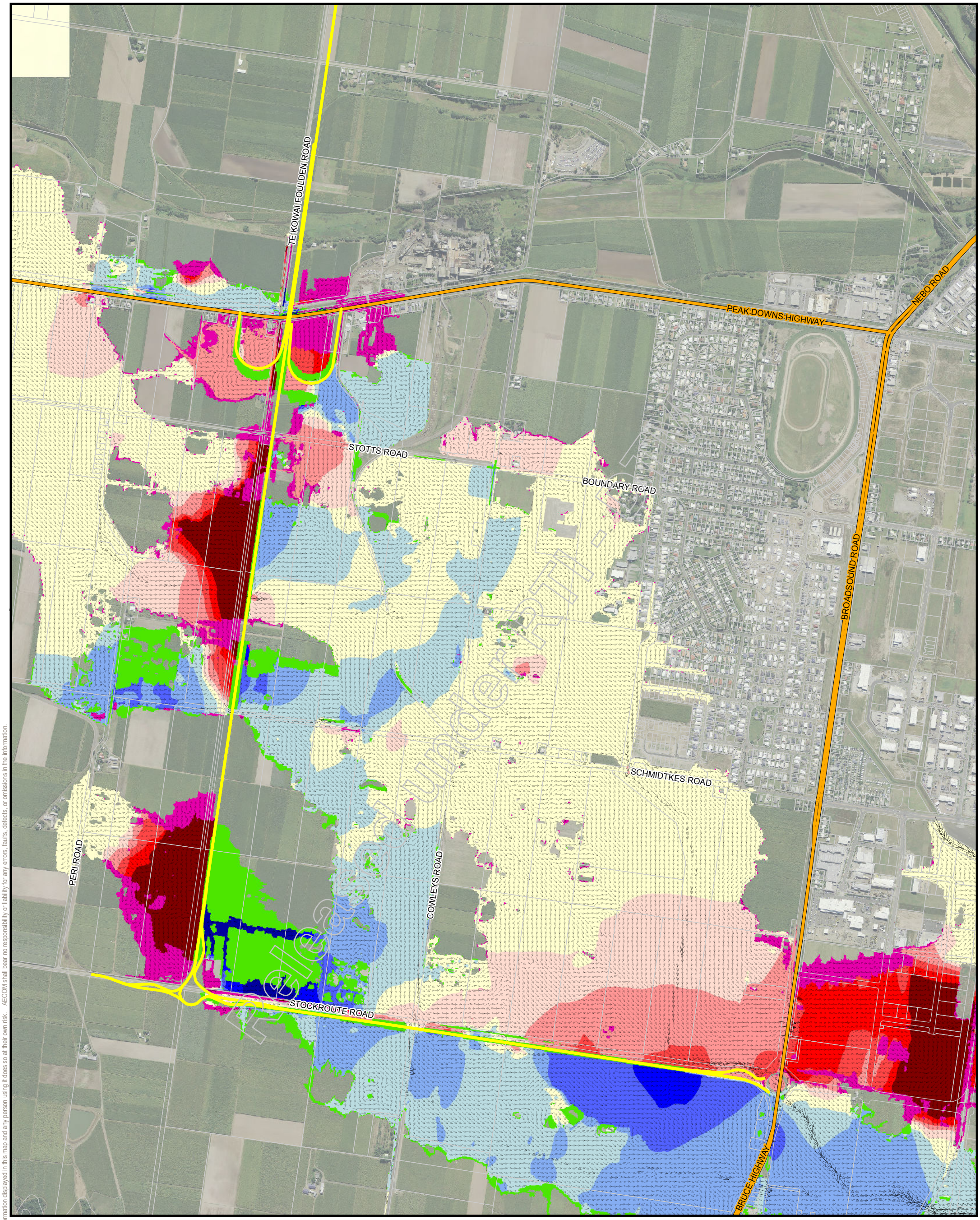
MACKAY RING ROAD STAGE 1 DETAILED DESIGN
Difference in PWSE
Bakers One, Developed vs Existing
1% AEP Event, 24 Hour Storm

SK-60342905-08005

CREATED BY: briggh	LAST MODIFIED: 18/02/2016	VERSION: 2

Filename: J:\60342905\4. Tech Work Area\4.99 GIS\02_MXDs\G_SK-60342905-08005_Difference_PWSE_Bakers_One_2015

A3 size



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GDA 1994 MGA Zone 55

0 150 300 600

metres

1:15,000 (when printed at A3)

LEGEND

Peak Velocity (m/s)
- 0.00 - 0.50
- 0.50 - 1.00
- 1 - 2
- 2 - 3
- 3 - 4
- > 4

Difference in PWSE (m)
- < -0.3
- -0.3 to -0.225
- -0.225 to -0.15
- -0.15 to -0.075
- -0.075 to -0.02
- -0.02 to 0.02
- 0.02 to 0.075
- 0.075 to 0.15
- 0.15 to 0.225
- 0.225 to 0.3
- > 0.3
- Was Dry Now Wet
- Was Wet Now Dry

- Proposed Alignment
- Highways
- Cadastre

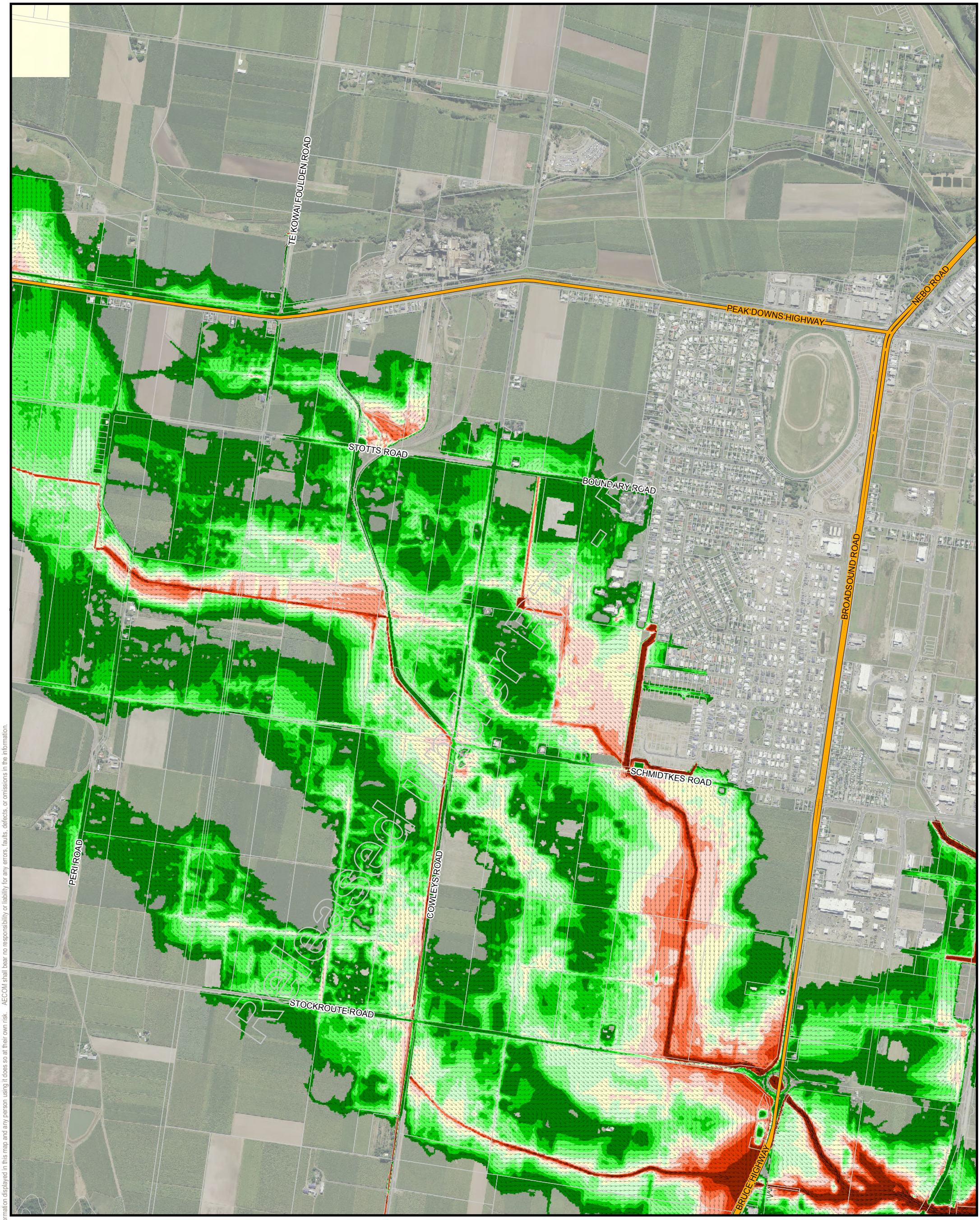
Data sources:

Base Data: Imagery (c) 2015 TMR
Transport Network, DCDB - QLD Gov 2015

MACKAY RING ROAD STAGE 1 DETAILED DESIGN
Difference in PWSE
Bakers One, Developed vs Existing
0.2% AEP Event, 24 Hour Storm

SK-60342905-08011

CREATED BY: briggh	LAST MODIFIED: 2/03/2016	VERSION: 1



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GDA 1994 MGA Zone 55

0 150 300 600

metres

1:15,000 (when printed at A3)

LEGEND

Peak Water Depth (m)		Peak Velocity (m/s)	
< 0.2	0.6 - 0.7	0.00 - 0.50	3 - 4
0.2 - 0.3	0.7 - 0.8	0.50 - 1.00	> 4
0.3 - 0.4	0.8 - 0.9	1 - 2	Highways
0.4 - 0.5	0.9 - 1.0	2 - 3	Cadastre
0.5 - 0.6	1.0 - 1.25		
	> 1.25		

Data sources:

Base Data: Imagery (c) 2015 TMR
Transport Network, DCDB - QLD Gov 2015

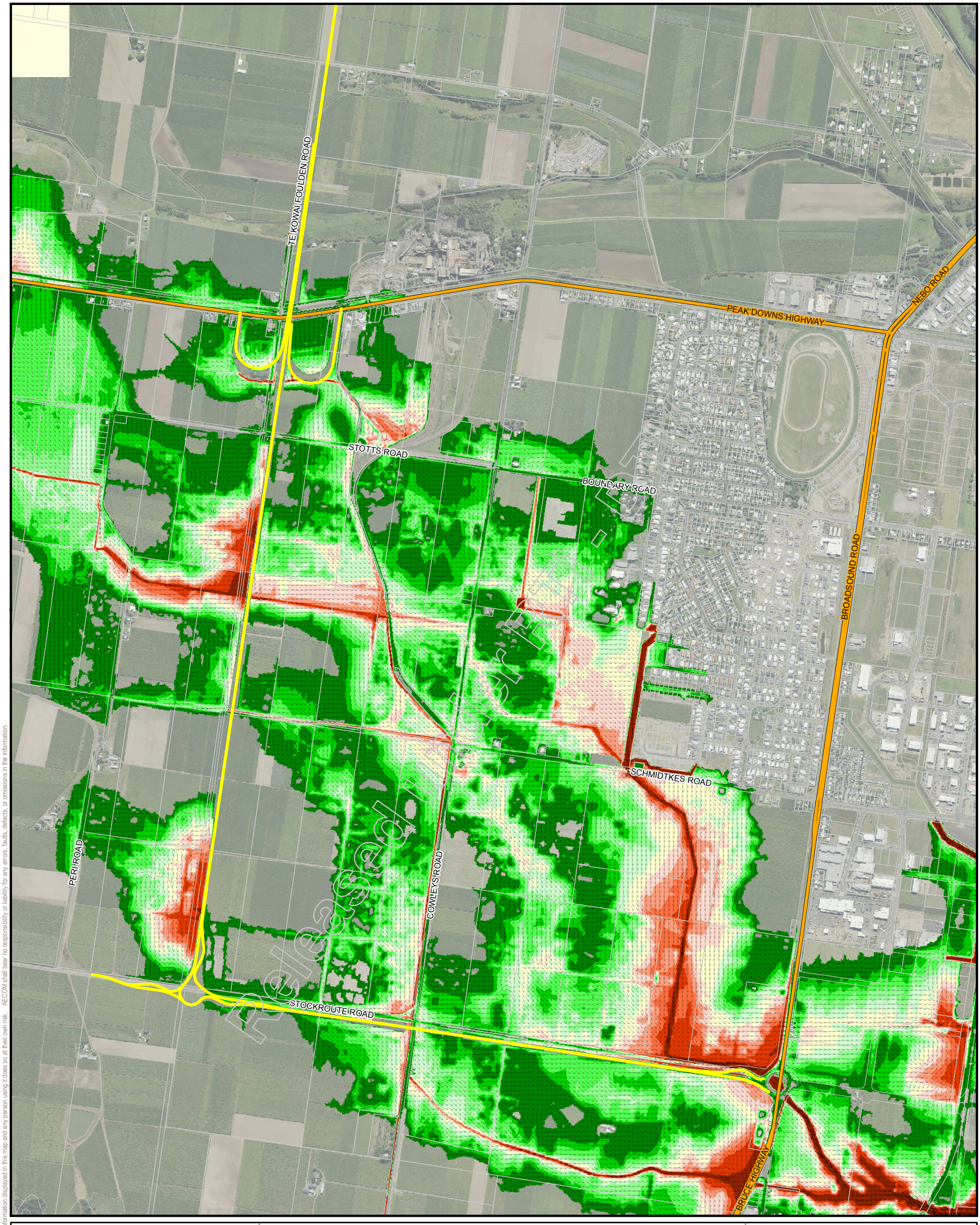
MACKAY RING ROAD STAGE 1 DETAILED DESIGN

Peak Depth and Velocity
Bakers One, Existing Case
0.2% AEP Event, 24 Hour Storm

SK-60342905-08012

CREATED BY: briggh	LAST MODIFIED: 2/03/2016	VERSION: 1

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GDA 1994 MGA Zone 55

0 150 300 600

metres

1:15,000 (when printed at A3)

LEGEND

Peak Water Depth (m)			Peak Velocity (m/s)		
< 0.2	0.6 - 0.7		0.00 - 0.50	3 - 4	Proposed Alignment
0.2 - 0.3	0.7 - 0.8		0.50 - 1.00		Highways
0.3 - 0.4	0.8 - 0.9		1 - 2	> 4	Cadastre
0.4 - 0.5	0.9 - 1.0		2 - 3		
0.5 - 0.6	1.0 - 1.25				
	> 1.25				

Data sources:

Base Data: Imagery (c) 2015 TMR
Transport Network, DCDB - QLD Gov 2015

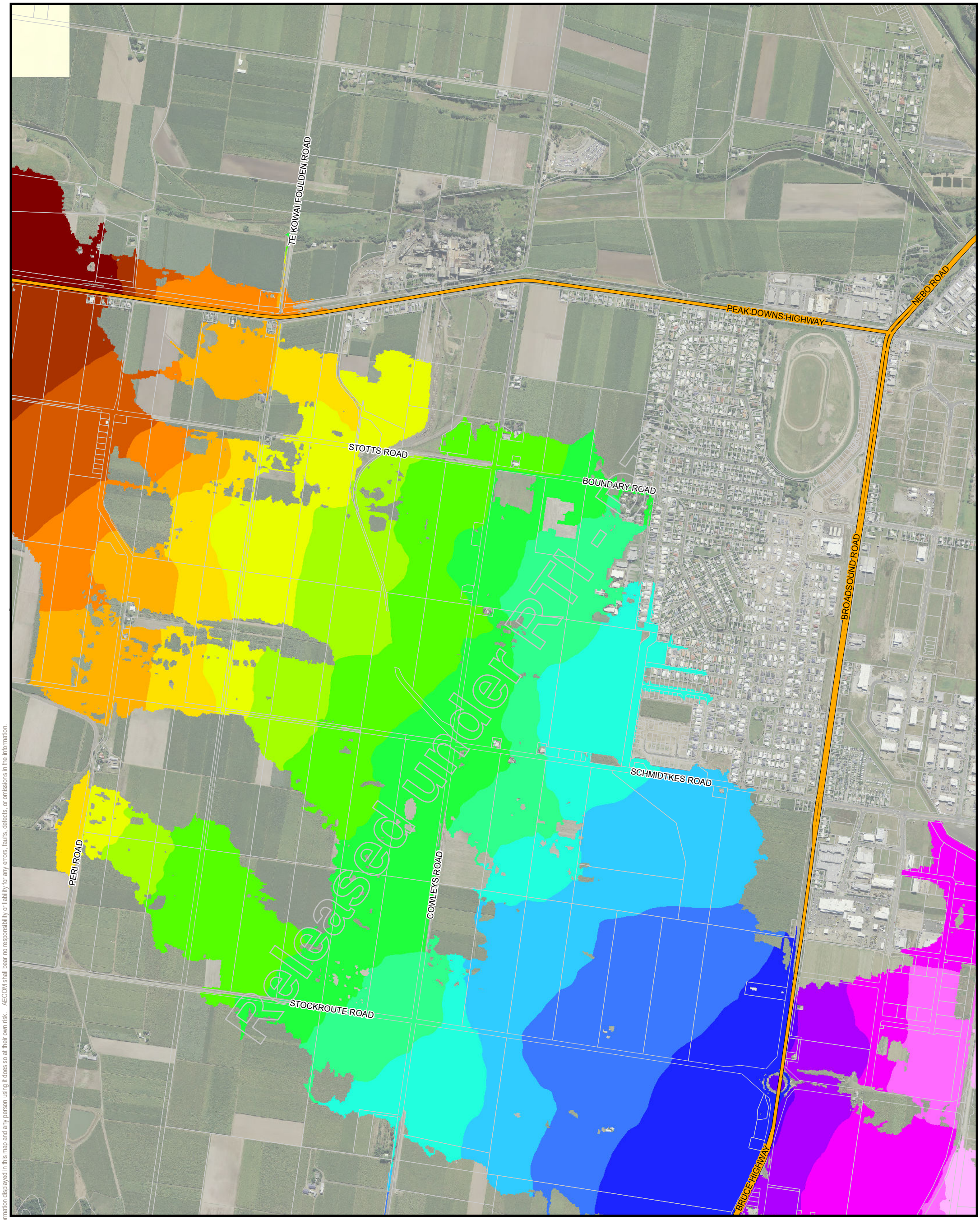
MACKAY RING ROAD STAGE 1
DETAILED DESIGN
Peak Depth and Velocity
Bakers One, Developed Case
0.2% AEP Event, 24 Hour Storm

SK-60342905-08013

CREATED BY: briggh	LAST MODIFIED: 2/03/2016	VERSION: 1

Filename: J:\60342905\4. Tech Work Area\4.99 GIS\02_MXDs\G_SK-60342905-08013_Depth_Velocity_Bakers_One_Developed_Case_24_Hour_0.2_AEP.mxd

A3 size



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GDA 1994 MGA Zone 55

0 150 300 600

metres

1:15,000 (when printed at A3)

LEGEND

PWSE (mAHD)			
< 5.0	8.0 - 8.5	11.5 - 12.0	Highways
5.0 - 5.5	8.5 - 9.0	12.0 - 12.5	Cadastre
5.5 - 6.0	9.0 - 9.5	12.5 - 13.0	
6.0 - 6.5	9.5 - 10.0	13.0 - 13.5	
6.5 - 7.0	10.0 - 10.5	13.5 - 14.0	
7.0 - 7.5	10.5 - 11.0	14.0 - 14.5	
7.5 - 8.0	11.0 - 11.5	> 14.5	

Data sources:

Base Data: Imagery (c) 2015 TMR
Transport Network, DCDB - QLD Gov 2015

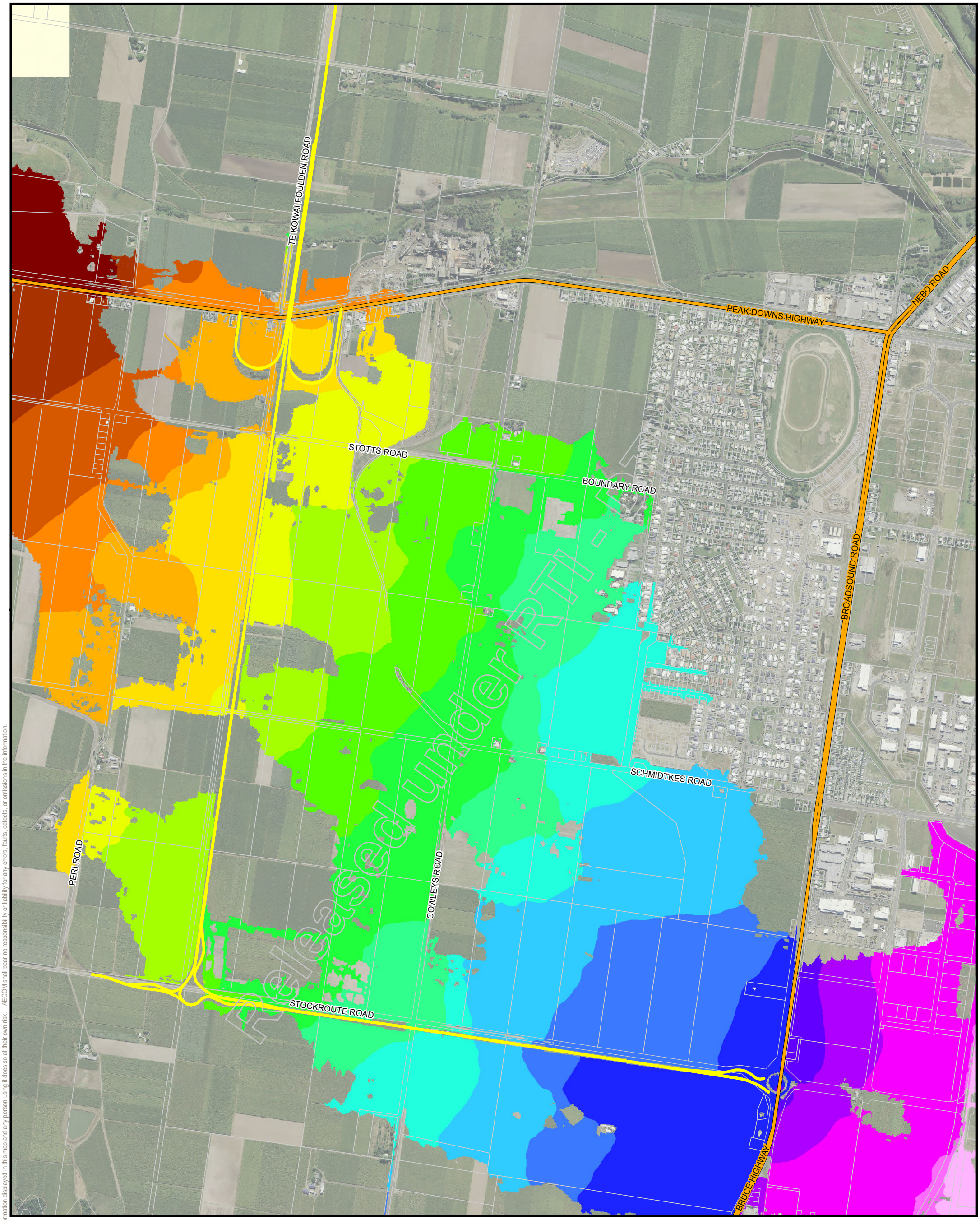
MACKAY RING ROAD STAGE 1 DETAILED DESIGN
Peak Water Surface Elevation
Bakers One, Existing Case
0.2% AEP Event, 24 Hour Storm

SK-60342905-08014

CREATED BY: briggh	LAST MODIFIED: 2/03/2016	VERSION: 1

Filename: J:\60342905\4. Tech Work Area\4.99 GIS\02_MXDs\G_SK-60342905-08014_PWSE_Bakers_One_Existing_Q500_20160302_1_A3.mxd

A3 size



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GDA 1994 MGA Zone 55

0 150 300 600

metres

1:15,000 (when printed at A3)

LEGEND

PWSE (mAHD)		
< 5.0	8.5 - 9.0	13.0 - 13.5
5.0 - 5.5	9.0 - 9.5	13.5 - 14.0
5.5 - 6.0	9.5 - 10.0	14.0 - 14.5
6.0 - 6.5	10.0 - 10.5	> 14.5
6.5 - 7.0	10.5 - 11.0	Proposed Alignment
7.0 - 7.5	11.0 - 11.5	Highways
7.5 - 8.0	11.5 - 12.0	Cadastre
8.0 - 8.5	12.0 - 12.5	
	12.5 - 13.0	

Data sources:

Base Data: Imagery (c) 2015 TMR
Transport Network, DCDB - QLD Gov 2015

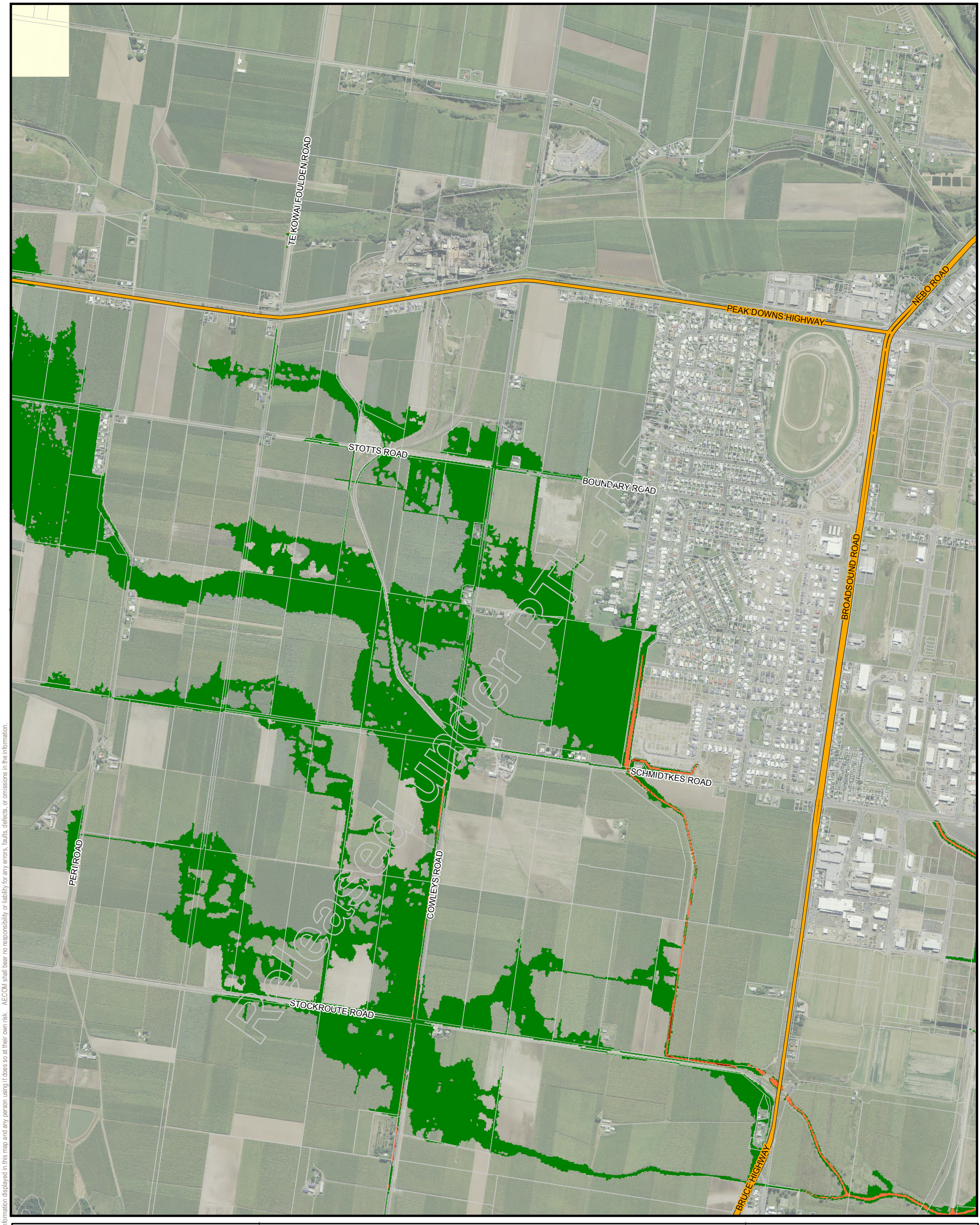
MACKAY RING ROAD STAGE 1 DETAILED DESIGN
Peak Water Surface Elevation
Bakers One, Developed Case
0.2% AEP Event, 24 Hour Storm

SK-60342905-08015

CREATED BY: briggh	LAST MODIFIED: 2/03/2016	VERSION: 1

Filename: J:\60342905\4. Tech Work Area\4.99 GIS\02_MXDs\G_SK-60342905-08015_PWSE_Bakers_One_Developed_Q500_20160302_1_A3Land.mxd

A3 size



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GDA 1994 MGA Zone 55

0 150 300 600

metres

1:15,000 (when printed at A3)

LEGEND

Peak Water Depth (m)			
< 0.2	0.5 - 0.6	0.8 - 0.9	Highways
0.2 - 0.3	0.6 - 0.7	0.9 - 1.0	Cadastre
0.3 - 0.4	0.7 - 0.8	1.0 - 1.25	
0.4 - 0.5		> 1.25	

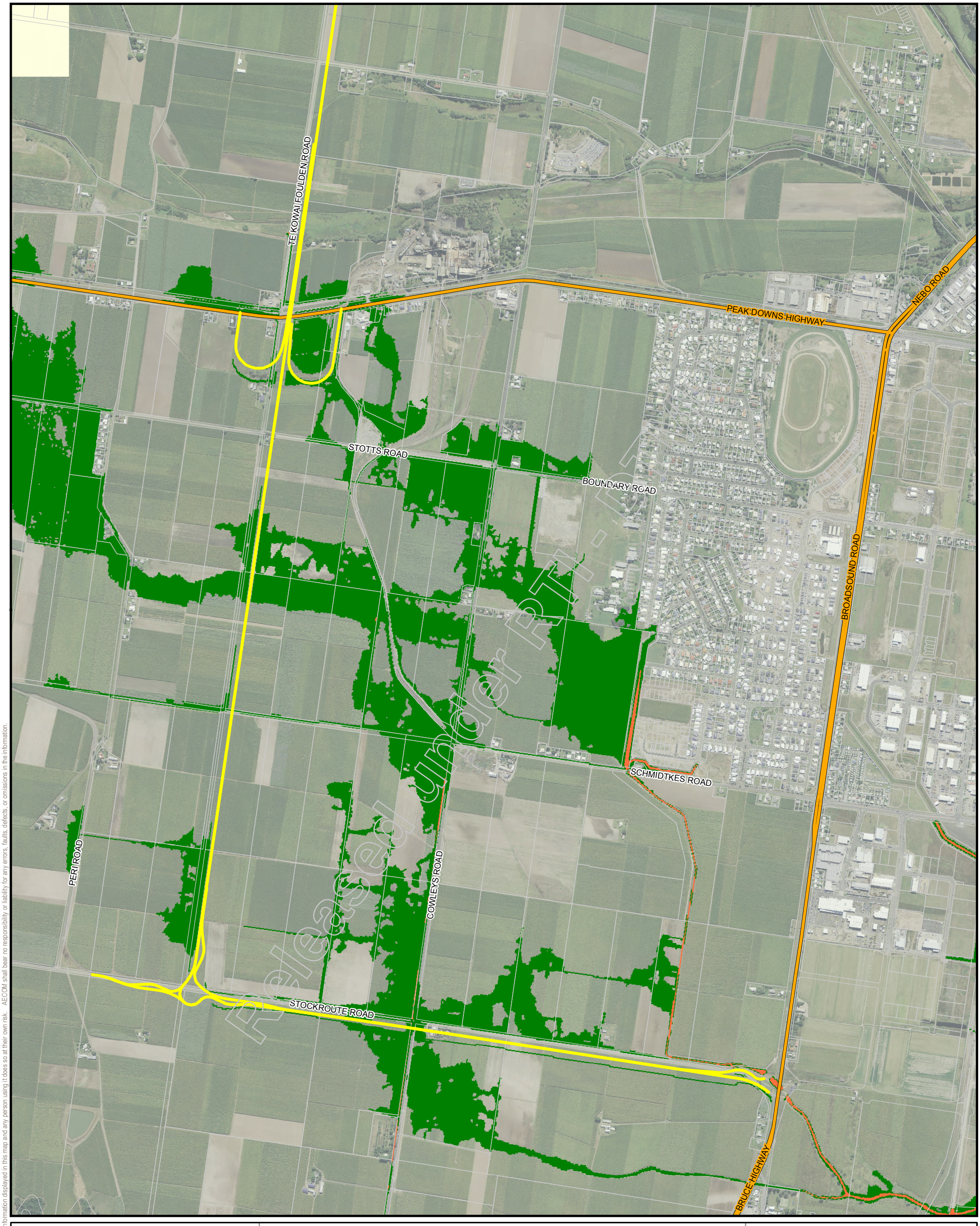
Data sources:

Base Data: Imagery (c) 2015 TMR
Transport Network, DCDB - QLD Gov 2015

MACKAY RING ROAD STAGE 1 DETAILED DESIGN
Peak Depth and Velocity
Bakers One, Existing Case
1EY AEP Event, 24 Hour Storm

SK-60342905-08016

CREATED BY: briggh	LAST MODIFIED: 8/04/2016	VERSION: 1



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GDA 1994 MGA Zone 55

0 150 300 600

metres

1:15,000 (when printed at A3)

LEGEND

Peak Water Depth (m)			
< 0.2	0.6 - 0.7	Highways	
0.2 - 0.3	0.7 - 0.8	Cadastre	
0.3 - 0.4	0.8 - 0.9		
0.4 - 0.5	0.9 - 1.0		
0.5 - 0.6	1.0 - 1.25		
	> 1.25		

Data sources:

Base Data: Imagery (c) 2015 TMR
Transport Network, DCDB - QLD Gov 2015

MACKAY RING ROAD STAGE 1
DETAILED DESIGN
Peak Depth and Velocity
Bakers One, Developed Case
1EY AEP Event, 24 Hour Storm

SK-60342905-08017

CREATED BY: briggh	LAST MODIFIED: 8/04/2016	VERSION: 1

Filename: J:\60342905\4. Tech Work Area\4.99 GIS\02_MXDs\G_60342905_WR_Dev_Case_WRM_1EY_20160408_V1_A3.mxd

A3 size

TE KOWAI FOULDEN ROAD
PEAK DOWNS HIGHWAY
NEBO ROAD
STOTTS ROAD
BOUNDARY ROAD
BROADSOUND ROAD
SCHMIDTKES ROAD
PERI ROAD
COWLEYS ROAD
STOCKROUTE ROAD
BRUCE HIGHWAY

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GDA 1994 MGA Zone 55

0 150 300 600

metres

1:15,000 (when printed at A3)

LEGEND

Difference in PWSE (m)
- < -0.3
- -0.3 to -0.225
- -0.225 to -0.15
- -0.15 to -0.075
- -0.075 to -0.02
- -0.02 to 0.02
- 0.02 to 0.075
- 0.075 to 0.15
- 0.15 to 0.225
- 0.225 to 0.3
- > 0.3
- Was Dry now Wet
- Was Wet Now Dry

- Proposed Alignment
- Highways
- Cadastre

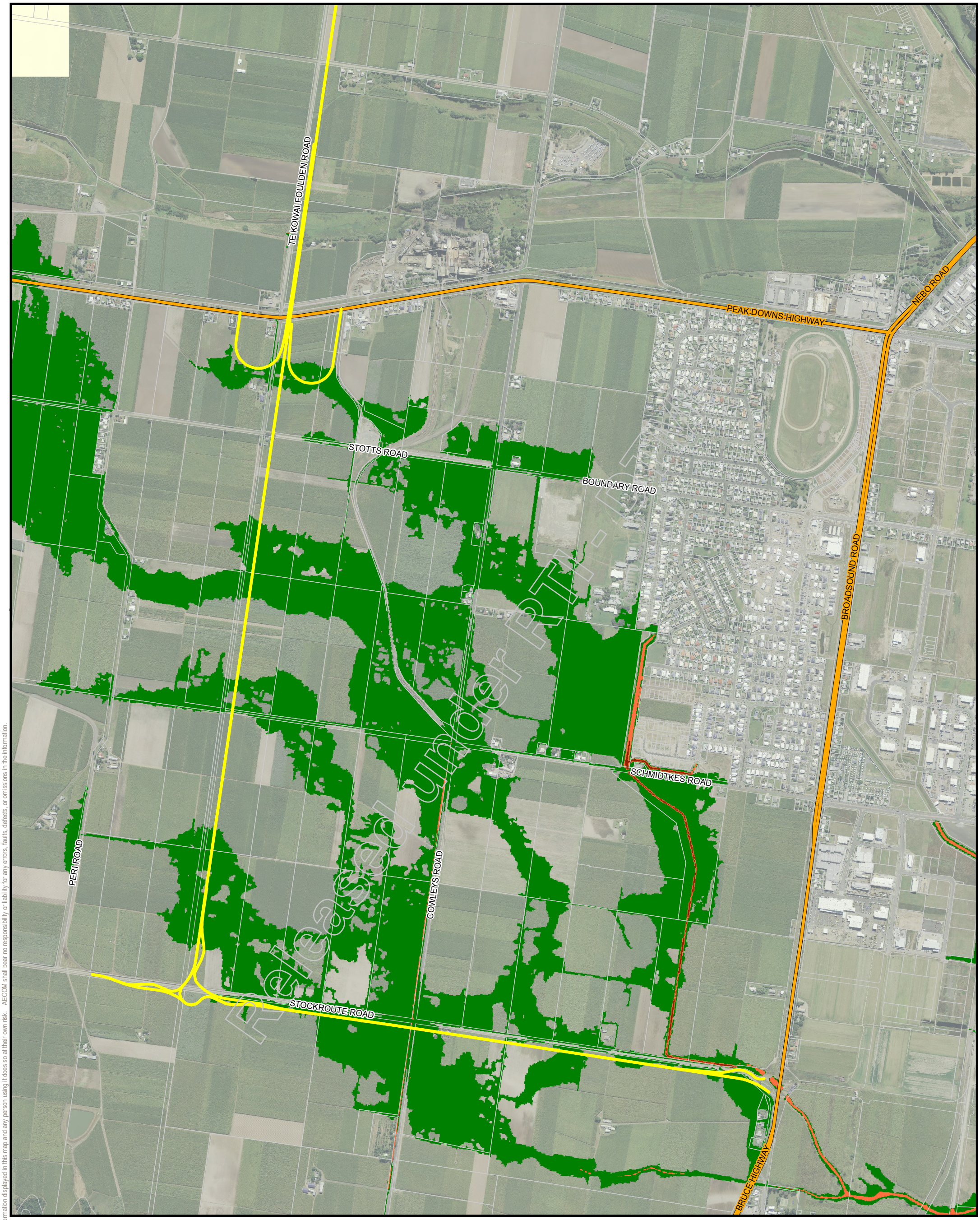
Data sources:

Base Data: Imagery (c) 2015 TMR
Transport Network, DCDB - QLD Gov 2015

MACKAY RING ROAD STAGE 1 DETAILED DESIGN
Difference in PWSE
Bakers One, Developed vs Existing 1EY AEP Event, 24 Hour Storm

SK-60342905-08018

CREATED BY: briggh	LAST MODIFIED: 8/04/2016	VERSION: 1



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GDA 1994 MGA Zone 55

0 150 300 600

metres

1:15,000 (when printed at A3)

LEGEND

Peak Water Depth (m)
- < 0.2
- 0.2 - 0.3
- 0.3 - 0.4
- 0.4 - 0.5
- 0.5 - 0.6
- 0.6 - 0.7
- 0.7 - 0.8
- 0.8 - 0.9
- 0.9 - 1.0
- 1.0 - 1.25
- > 1.25

- Highways
- Cadastre

Data sources:

Base Data: Imagery (c) 2015 TMR
Transport Network, DCDB - QLD Gov 2015

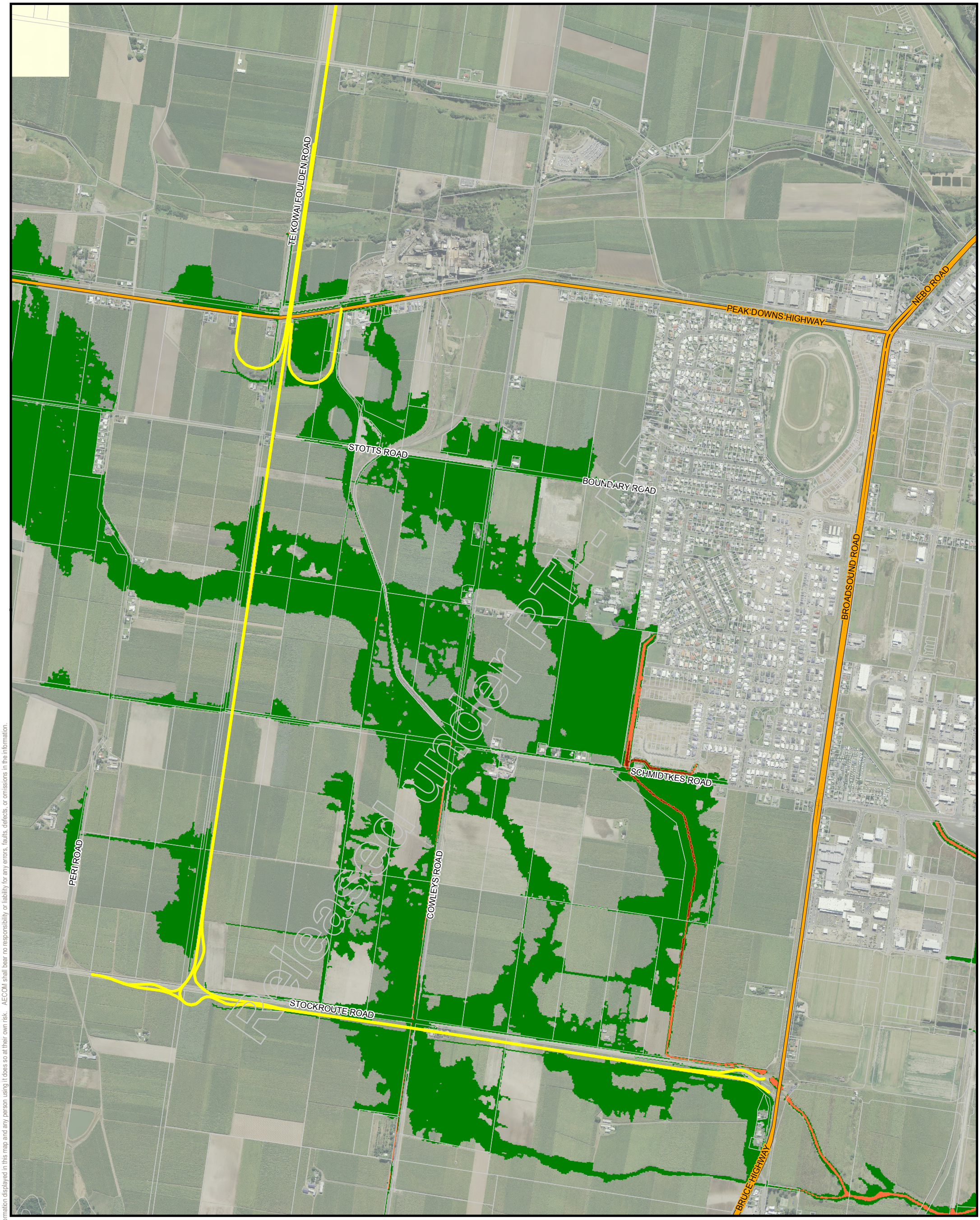
MACKAY RING ROAD STAGE 1 DETAILED DESIGN
Peak Depth and Velocity
Bakers One, Existing Case
40% AEP Event, 24 Hour Storm

SK-60342905-08019

CREATED BY: briggh | LAST MODIFIED: 8/04/2016 | VERSION: 1

Filename: J:\60342905\4. Tech Work Area\4.99 GIS\02_MXDs\G_60342905_WR_Existing_Case_WRM_40%_20160408_V1_REVA3.

A3 size



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GDA 1994 MGA Zone 55

0 150 300 600

metres

1:15,000 (when printed at A3)

LEGEND

Peak Water Depth (m)			Highways
< 0.2	0.6 - 0.7		Cadastre
0.2 - 0.3	0.7 - 0.8		
0.3 - 0.4	0.8 - 0.9		
0.4 - 0.5	0.9 - 1.0		
0.5 - 0.6	1.0 - 1.25		
	> 1.25		

Data sources:

Base Data: Imagery (c) 2015 TMR
Transport Network, DCDB - QLD Gov 2015

MACKAY RING ROAD STAGE 1 DETAILED DESIGN
Peak Depth and Velocity
Bakers One, Developed Case
40% AEP Event, 24 Hour Storm

SK-60342905-08020

CREATED BY: briggh | LAST MODIFIED: 8/04/2016 | VERSION: 1

Filename: J:\60342905\4. Tech Work Area\4.99 GIS\02_MXDs\G_60342905_WR_Dev_Case_WRM_40%_20160408_V1_A3.mxd

A3 size

TE KOWAI FOULDEN ROAD
PEAK DOWNS HIGHWAY
NEBO ROAD
STOTTS ROAD
BOUNDARY ROAD
BROADSOUND ROAD
SCHMIDTKES ROAD
PERI ROAD
COWLEYS ROAD
STOCKROUTE ROAD
BRUCE HIGHWAY

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GDA 1994 MGA Zone 55

0 150 300 600

metres

1:15,000 (when printed at A3)

LEGEND

Difference in PWSE (m)

- < -0.3
- -0.3 to -0.225
- -0.225 to -0.15
- -0.15 to -0.075
- -0.075 to -0.02
- -0.02 to 0.02
- 0.02 to 0.075
- 0.075 to 0.15
- 0.15 to 0.225
- 0.225 to 0.3
- > 0.3
- Was Dry now Wet
- Was Wet Now Dry

- Proposed Alignment
- Highways
- Cadastre

Data sources:

Base Data: Imagery (c) 2015 TMR
Transport Network, DCDB - QLD Gov 2015

MACKAY RING ROAD STAGE 1 DETAILED DESIGN
Difference in PWSE
Bakers One, Developed vs Existing
40% AEP Event, 24 Hour Storm

SK-60342905-08021

CREATED BY: briggh	LAST MODIFIED: 8/04/2016	VERSION: 1

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Appendix F

Culvert Summary

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MACKAY RING ROAD PROJECT CULVERTS

Culvert No.	Chainage	Culvert	Comment	Natural Surface Elevation (mAHD)	Nominal Invert Elevation (mAHD)	Depth Below Ground (m)	Lowest Profile Elevation (mAHD)	Highest Profile Elevation (mAHD)	Maximum Depth Of Cover Over Culvert (m)	Minimum Depth Of Cover Over Culvert (m)	Class Of Culvert	Outlet Treatment	Dimensions
						MC100							
1A	50	Exist. 250 RCP	To Remain										
1B	120	Exist. 3/900 RCP	To Remain										
1C	137	3/900 RCP	**Design**	6.75	5.65	1.1	7.51	7.86	1.2385	0.89	3	D_{50} 200	L= 3D
1D	720	Exist. 450 RCP RHS	Take up & Stack										
1E	1010	Exist. 375 RCP RHS	Take up & Stack										
1F	1190	Exist. 375 RCP RHS	Take up & Stack										
2A	1430	Exist. 375 RCP	Take up & Stack										
2B	1490	Exist. 300 RCP	Take up & Stack										
2C	1550	Exist. 450x300 RCBC RHS	To Remain										
2D	1640	Exist. 3/1200x900 RCBC RHS	Take up & Stack										
2E	1710	Exist. 2/1200x450 RCBC RHS	Reuse under Private Entrance										
2F	1990	Exist. 2/1200x450 RCBC RHS	Take up & Stack										
2G	2210	Exist.2/1200x450 RCBC RHS	Take up & Stack										
2H	2460	Exist.1200x450 RCBC RHS	Take up & Stack										
2J	2480	2/1200x450 LHS	**Design under access**										
3A	2785	8/1200x900 RCBC	**Design**	11	9.65	1.35	12.2	12.9	2.185	1.49		D_{50} 200	L= 3D
4A	4450	6/2400x2400 RCBC	**Design**	10.8	9.5	1.3	12.7	12.9	0.795	0.59		D_{50} 200	L= 3D
4B	4554	2/1200x900 RCBC	**Design**	11.06	11.08	-0.02	12.8	13	0.855	0.66		D_{50} 200	L= 3D
4C	4730	2/1200x900 RCBC	**Design**	11	10.81	0.19	13.14	13.32	1.445	1.27		D_{50} 200	L= 3D
5A	5400	4/900 RCP	**Design**	11.8	11.31	0.49	20.27	20.63	8.3485	7.99	8	D_{50} 200	L= 3D
6A	6379.3	4/900 RCP	**Design**	10.28	10.1	0.18	16.72	17.23	6.1585	5.65	6	D_{50} 200	L= 3D
6B	7000	450 RCP	**Design (NOT MODELLED)**										
6C	7025	Exist. 300 RCP LHS	Take up & Stack										
6D	7245	Exist. 375 RCP LHS	Take up & Stack										
6E	7440	Exist. 225 FRCP LHS	Take up & Stack										
8A	10165	Exist. 375 RCP	Take up & Stack										
9A	10227	12/600 RCP	**Design**	10.38	10.02	0.36	17.18	17.87	7.2005	6.51	8	D_{50} 200	L= 3D
9B	10383	12/600 RCP	**Design**	10.3	10.27	0.03	13.18	13.85	2.9305	2.26	4	D_{50} 200	L= 3D
9C	10597	12/600 RCP	**Design**	10.2	10.1	0.1	11.58	11.75	1.0005	0.83	3	D_{50} 200	L= 3D
9D	10695	10/1500x600 RCBC	**Design**	10.15	9.45	0.7	11.58	11.76	1.535	1.36		D_{50} 200	L= 3D
9E	11227	1/750 RCP	**Design**	26.8	22.3	4.5	23.9	24	0.89	0.79	3	D_{50} 200	L= 3D
9F	11377	2/750 RCP	**Design**	28.8	23	5.8	24.72	25.1	1.29	0.91	3	D_{50} 200	L= 3D
						MC000							
10A	150	600 RCP	**Design**	23.2	22	1.2	25.7	26.1	3.4505	3.05	3	D_{50} 200	L= 3D
10B	205	Exist. 375 RCP	Take up & Stack										
						MC001							
11A	170	3/600 RCP	**Design**	10.9	9.7	1.2	11.9	12.2	1.8505	1.55	3	D_{50} 200	L= 3D
						MC010							
12A	5895	Exist. 300 RCP	To Remain										
12B	5905	Exist. 300 RCP	To Remain										
12C	5944	2/900 RCP	**Design**	23.15	19.35	3.8	22.93	23.19	2.8685	2.61	4	D_{50} 200	L= 3D
12D	5955	Exist. 2/600 RCP	Plug & concrete backfill										
12E	6090	Exist.375 RCP LHS	Take up & Stack										
12F	6090	Exist. 450x230RCBC LHS	Take up & Stack										
12G	6090	Exist. 450 RCP	Take up & Stack										
12H	6310	Exist. 450 RCP	To Remain										
13A	6400	1200x600 RCBC	**Design**	32	30.1	1.9	31.6	31.9	1.035	0.73		D_{50} 200	L= 3D
13B	6415	Exist. 600 RCP	Plug & concrete backfill										
13C	6415	450 RCP RHS under access	**Design**										
						MC020							
14A	6043	600 RCP	**Design**	20.3	19.3	1	23.5	23.85	3.9005	3.55	6	D_{50} 200	L= 3D
15A	6322	600 RCP	**Design**	26.3	24.1	2.2	28.6	29	4.2505	3.85	6	D_{50} 200	L= 3D
						MC120							
16A	10	Exist. 250 RCP RHS	To Remain										
16B	35	Exist. 250 RCP RHS	To Remove										
16C	84.6	3/900 RCP	**Design**	5.3	5.44	-0.14	7.76	7.83	1.4185	1.35	2	D_{50} 200	L= 3D
						MC130							
17A	2373.5	600 RCP	**Design**	10.17	9.45	0.72	11.25	11.57	1.4705	1.15	3	D_{50} 200	L= 3D
18A	2685	600 RCP	**Design**	10.68	9.8	0.88	11.83	12.28	1.8305	1.38	2	D_{50} 200	L= 3D
						MC140							
19A	11229	1/750 RCP	**Design**	28	21.6	6.4	23.56	23.8	1.39	1.15	2	D_{50} 200	L= 3D
						MC170							
21A	83085	Exist. 1 & 2/1200x450 RCBC LHS	Take up & Stack										
21B	83245	Exist. 300 Steel Pipe	Take up & Stack										
21C	83267	1200x600 RCBC	**Design**	11.17	10.63	0.54	12	12.47	1.075	0.61		D_{50} 200	L= 3D
21D	83295	Exist. 1 & 2/1200x450 RCBC LHS	Take up & Stack										
						MC310							
22A-1	22	600x450 RCBC	**Design**										
22A	22	600x450 RCBC	**Design**	12.6	12.23	0.37	12.87	13.16	0.765	0.475		D_{50} 200	L= 3D
						MC320							
23A	245	3600x4000 RCBC	**Design**	11.7	11.25	0.45	16.6	17.18	1.65	1.07		D_{50} 200	L= 3D
23B	657.4	375 RCP	**Design**	12.58	12.12	0.46	12.8	13.08	0.55	0.27	8	D_{50} 200	L= 3D
						MC410							
24A	84675	Exist. 375 RCP RHS	To Remain										
24B	84830	Exist. 375 RCP RHS	To Remain										

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MACKAY RING ROAD PROJECT CULVERTS

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24C	84855	Exist. 375 RCP RHS	To Remain										
24D	84878	Exist. 375 RCP RHS	To Remain										
24E	84965	Exist. 300 RCP	To Remove										
24F	85052	Exist. 375 RCP	Take up & Stack										
25A	85120	Exist. 2/375 RCP RHS	To Remain										
25B	85138	Exist. 4/450 RCP	Take up & Stack										
25C	85150	2/1200x450 RCBC	**Design**	13.25	12.17	1.08	13.35	13.6	0.815	0.57		D_{50} 200	L= 3D
25D	85250	2/1200x450 RCBC	**Design**	13.2	12.24	0.96	13.3	13.7	0.845	0.45		D_{50} 200	L= 3D
25E	85370	Exist. 375 RCP	Take up & Stack										
25F	85444	2/1200x450 RCBC	**Design**	13.3	12.26	1.04	13.3	13.56	0.685	0.43		D_{50} 200	L= 3D
25F-A	85444	1/1200x450 RCBC	**Design**										
25G	85455	Exist. 900x450 RCBC RHS	Take up & Stack										
25H	85465	Exist. 2/300 RCP LHS	Take up & Stack										
25I	85485	Exist. 900x230 RCBC RHS	To Remain										
25J	85555	Exist. 900x230 RCBC RHS	To Remain										
				MC420									
26A	85055	1200x450 RCBC LHS	**Under shared pathway**										
26B	85078	375 RCP LHS	**Under shared pathway**										
27A	85125	375 RCP LHS	**Under shared pathway**										
27B	85165	Exist. 900x450 RCBC RHS	To be Removed										
27C	85462	Exist. 900x450 RCBC LHS	To be Removed										
27D	85470	2/1200x450 RCBC LHS	**Under Mill Entrance**	12.85	12.5	0.35	13.2	13.38	0.265	0.09		D_{50} 200	L= 3D
27E	85480	Exist. 900x300 RCBC LHS	To be Removed										
27F	85491	Exist. 900x450 RCBC LHS	To be Removed										
27G	85550	Exist. 2/1200x600 RCBC LHS	To be Removed										
27H	85600	2/1200x450 RCBC LHS	**Under Mill Exit**	13.2	12.64	0.56						D_{50} 200	L= 3D
27I	85625	1200x450 RCBC LHS	**Under shared pathway**										
				MC4030									
28A	24	1/375 RCP	**Design**	13.2	12.24	0.96	13.1	13.24	0.59	0.45	6	D_{50} 200	L= 3D
28B	40	ist. 375 RCP & 1200x300 RCBC R	To Remain										
28C	75	ist. 375 RCP & 1200x300 RCBC R	To Remain										
28D	190	1200x450 RCBC	**Design**	12.18	11.73	0.45	12.4	12.67	0.325	0.06		D_{50} 200	L= 3D
28E	209	2/1200x450 RCBC	**Design**	11.9	11.63	0.27	12.4	12.67	0.425	0.16		D_{50} 200	L= 3D
28F	240	Exist. 2/375 RCP & 450 RCP RHS	To Remain										
				MC4050									
28G	45	Exist. 1200x450 RCBC	Take up & Stack										
28H	37	2/1200x450 RCBC	**Design**	13.2	11.88	1.32	12.9	13.19	0.695	0.41		D_{50} 200	L= 3D
28I	45	Exist. 2/525 RCP	Take up & Stack										
28J	58	Exist. 1200x900 RCBC LHS	To Remain										
				MC5040									
29A	11	Exist. 150 PVC	To Remain										
29B	212	4/750 RCP	**Design**	10.2	9.95	0.25	11.8	11.98	1.22	1.04	3	D_{50} 200	L= 3D
29C	352	900x450 RCBC	**Design**	11.2	10.49	0.71	11.5	11.6	0.91	0.81		D_{50} 200	L= 3D
29D	371	4/750 RCP RHS	**Design**										
29E	371	4/750 RCP RHS	To Remain										
				MC5060									
30A	2815	Exist.2/600 RCP	To Remain										
30B	3210	Exist. 3/1200x450 RCBC	To Remain										
30C	3235	Exist. 2/900x450 RCBC	To Remain										
				MC5140									
31A	100	5/1200x450 RCBC	**Design**	10.22	9.92	0.3	10.85	11.04	0.505	0.32		D_{50} 200	L= 3D
31B	145	7/1200x450 RCBC	**Design**	10.16	9.96	0.2	10.9	11.04	0.465	0.33		D_{50} 200	L= 3D
31C	172	Exist. 375 RCP RHS	Take up & Stack										
31D	250	Exist. 375 RCP RHS	Take up & Stack										
31E	250	375 RCP RHS	**Design**	10.22	9.85	0.37						D_{50} 200	L= 3D
31F	260	Exist. 375 RCP	Take up & Stack										
31G	262	7/1200x450 RCBC	**Design**	10.4	9.85	0.55	10.55	10.69	0.225	0.09		D_{50} 200	L= 3D
31H	275	600 RCP LHS	**Design under access**										
31I	285	Exist. 600 RCP	Take up & Stack	10.33	9.64	0.69	10.36	10.41	0.1205	0.07		D_{50} 200	L= 3D
			Bus Stop and Uturn/ Shared Footp										
WS2A		1200 x 450 INVERTED RCBC	Footpath Design										
WS2B		1200 x 450 INVERTED RCBC	Footpath Design										
WS2C		600 x 450 INVERTED RCBC	Footpath Design										
WS2D		600 x 450 INVERTED RCBC	Footpath Design										
WS2E		600 x 450 INVERTED RCBC	Footpath Design										
WS2F		600 x 450 INVERTED RCBC	Footpath Design										
WS2G		600 x 450 INVERTED RCBC	Footpath Design										
WS2H		600 x 450 INVERTED RCBC	Footpath Design										
WS2I		600 x 450 INVERTED RCBC	Footpath Design										
WS2J		600 x 450 INVERTED RCBC	Footpath Design										
WS2K		600 x 450 INVERTED RCBC	Footpath Design										

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