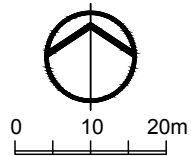


PROPOSED
RECONFIGURATION

Lots 1 - 4 and Easements
Cancelling Lots 16 – 22 on SP105728 and Lot 23 on SP105729



Legend

-  Proposed Easement
-  Proposed 3m Wide Sewer Easement

This plan is conceptual and for discussion purposes only. All areas, dimensions and land uses are preliminary, subject to investigation, survey, engineering, and Local Authority and Agency approvals.

PLANS AND DOCUMENTS
referred to in the
SDA APPROVAL



SDA approval: AP2024/013

Date: 28th January, 2026	
Scale: 1:1000	A3
Drawn: MJM	
Job No: 27594/062-01	
Plan No:	27594/086 J

brazier motti

braziermotti.com.au

SURVEYING
TOWNPLANNING
PROJECTMANAGEMENT
MAPPING&GIS





SITE BASED STORMWATER MANAGEMENT PLAN

TOPRISE SUBDIVISION, WAREHOUSE DEVELOPMENT
AT 96 EDITH STREET, CLUDEN

FOR

Toprise Australia Pty Ltd c/- Col Harkness

JOB No:

WPD0002

Doc Ref:

WPD0002-SBSMP Rev B

PLANS AND DOCUMENTS
referred to in the
SDA APPROVAL



SDA approval: AP2024/013

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DOCUMENT CONTROL

Rev	Author	Reviewed	Approved	Date	Issued To:	Purpose
A	Brendan Blair	Andrew Wallace	Andrew Wallace (RPEQ 6743)	18/07/2025	Col Harkness	Support Development Applications
B	Brendan Blair	Andrew Wallace	Andrew Wallace (RPEQ 6743)	28/11/2025	Col Harkness	Respond to RFI & Support Development Applications

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APPENDICIES

APPENDIX A

Proposed Reconfiguration Plan, Plan 27594/086 dated 19/11/2024, prepared by Brazier Motti

APPENDIX B

Warehouse Development Concept Plan, Project Number T25 drawings dated 30/10/2024, prepared by insideout architects

APPENDIX C

Redline Concept Mark-ups prepared by NCE

1.0 **INTRODUCTION**

1.1 **Background**

Northern Consulting Engineers (NCE) have been commissioned to prepare a Site Based Stormwater Management Plan (SBSMP) for a proposed development at 96 Edith Street, Cluden. The works proposed are on land described as Lots 15 to 23 on SP105729.

The following report has been produced to support a development application for Reconfiguring of Allotment (RAL) and Material Change of Use (MCU). The purpose of this report is to demonstrate how the proposed development can be achieved by addressing:

- Identification of the lawful point of discharge (LPOD);
- Existing and proposed overland flow paths;
- Identify a conceptual stormwater system to direct run-off to the LPOD;
- Assessment of post-development site discharge and demonstrate that the proposed development will not result in any adverse impact on Council's infrastructure; and
- Assessment of water quality treatment in accordance with the State Planning Policy (SPP), including preparation of a MUSIC model.

The information provided in this report is based on the following layout plan and documents which are provided as appendices to this report;

- Proposed Reconfiguration Plan, Plan 27594/086 dated 19/11/2024, prepared by Brazier Motti (**Appendix A**),
- Warehouse Development Concept Plan, Project Number T25 drawings dated 30/10/2024, prepared by insideout architects (**Appendix B**),
- Redline concept mark-ups prepared by NCE (**Appendix C**).

1.2 **Existing Conditions**

The proposed site is currently undeveloped with adjacent lots containing commercial and industrial land uses.

The site is generally vegetated with grass over the entire lot and a spare number of trees mainly at the Edith Street frontage of the lots. Grass on site is generally maintained with aerial imagery showing irregular mowing over time. The site generally falls in the north / north-west direction at an average slope of approximately 1.5%. The site drains eventually into the Jurekey Street table drain with a cut off drain along the western boundary of the site also draining to the north into Jurekey Street. The TCC Townsville Maps online Community Mapping indicates that no subsurface drainage is installed in the vicinity of the site. However, NCE note that the adjacent cut off drain has a box culvert upstream which appears to be draining runoff from the Road Tek site to the south-east of Edith Street to the north.

Figure 1-1 shows the location of the site in context to the surrounding properties, easement parcels and road reserves from the Queensland Globe online mapping tool.

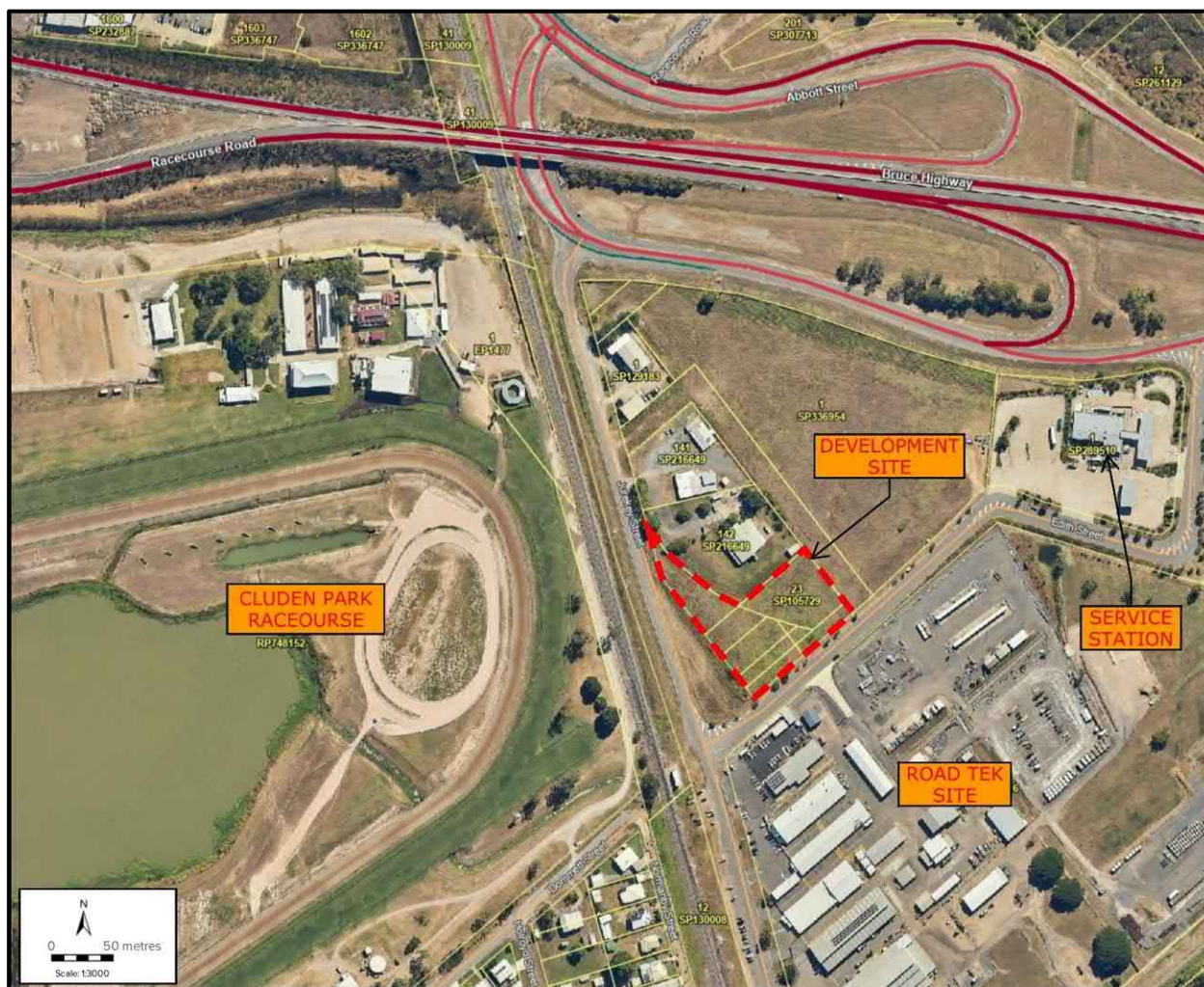


Figure 1-1 Locality (Queensland Globe)

1.3 Proposed Development

The proposed development consists of multiple warehouse lots which involves the development of the warehouse building, office, hardstand and carparking areas. The lots are expected to involve the cancelling of the eight (8) existing lots to generate four (4) new lots of approximately 1,500m². Additionally, the new lots and the existing lot 15 are expected to undergo a Material Change of Use to update the use to industrial warehouse uses, sealed internal roads and visitor carparking spaces. The new proposed allotments are expected to be accessed from Edith Street whilst lot 15 is expected to be accessed from Jurekey Street. Additional landscaping is expected to be completed along the frontage of each lot. The proposed reconfiguration is shown in **Figure 1-2**, with the full image provided in **Appendix A**. The concept development plan of the new lots and lot 15 are shown in **Figure 1-3** and **Figure 1-4** respectively, with the original drawing provided in **Appendix B**.

Whilst the site is located within the Townsville State Development area and subject to assessment by the Coordinator General, the development has been carried out in accordance with the provisions of the TCC planning scheme.

It is noted that the proposed RaL does not trigger the stormwater quality requirements of the SPP, however due to the development involving a combined MCU application, the SPP provisions are required to be addressed.



Figure 1-2 Proposed reconfiguration of allotments

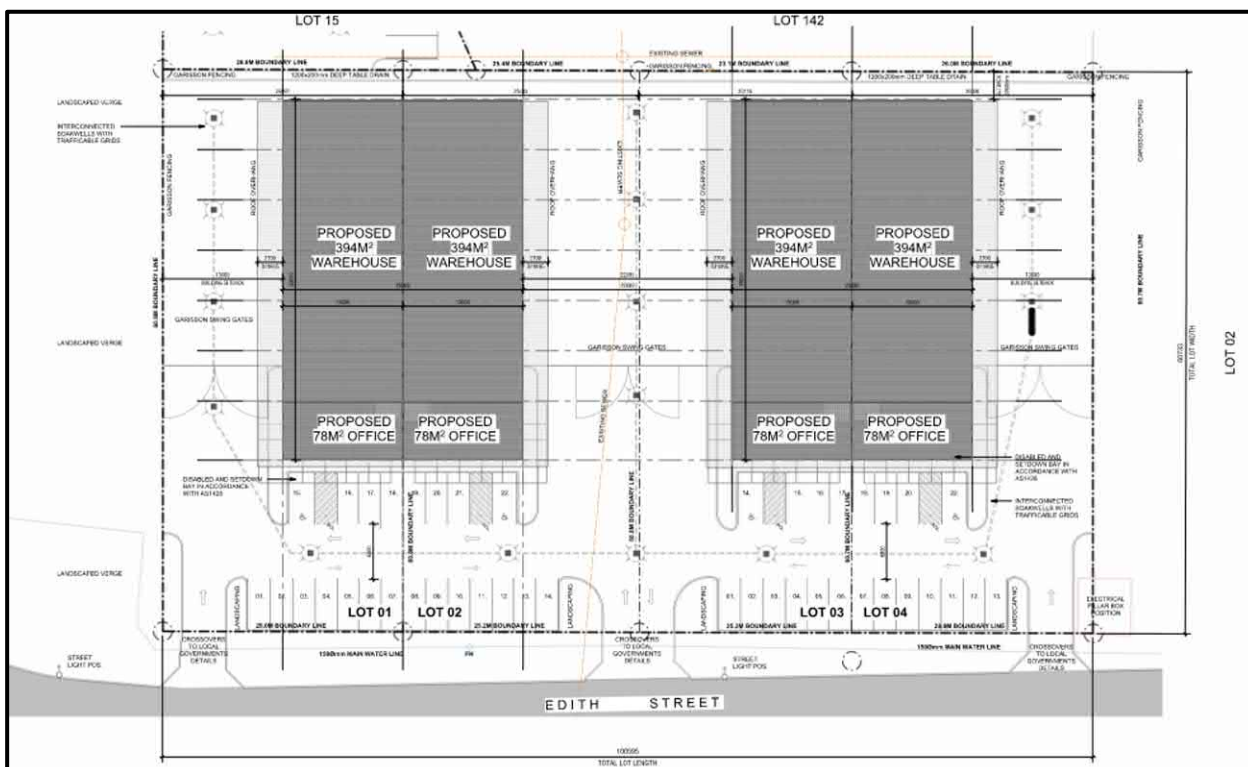


Figure 1-3 Proposed concept development RAL lots

The proposed development is expected to change the impervious area where an increase in run-off is anticipated. Mitigation measures will be considered with peak developed flows to be no worse than the allowable pre-developed peak flow discharge.

2.0 STORMWATER MANAGAMENT

- Road reserves of Jurekey Street (table drain and cutoff drain).

2.1 Quantity

4

development is expected to increase imperviousness to 90%. The 90% post-development value is based on the zoning as part of the Townsville SDA development scheme and the future zoning expected from the MCU.

Overall, the proposed development will increase the site coverage and therefore runoff and will require a stormwater mitigation assessment to demonstrate non-worsening. The Innovyze ICM 1d modelling software has been utilised for the run-off calculations of the pre-development and post-development scenarios for the minor (0.2EY) and the major (1% AEP) events.

2.1.1 ICM Modelling

An assessment of the increase in run-off due to the change in impervious area has been undertaken utilising the ICM software package. ICM incorporates RAFTS methodology in which the impervious and pervious areas of the catchment are defined separately. The site was assessed for both 1% AEP and 0.2EY events with BOM rainfall intensities applied to ARR 2016 rainfall ensembles for all storm durations up to the 4.5-hrs. Rainfall losses have been input as "DefConLoss" areas based on existing approved losses for the Townsville region, namely 1mm initial (IL) and 0mm/hr continuous (CL) and, 25mm IL and 2.5mm/hr CL for impervious and pervious areas respectively. ICM requires a single value to adopt for all events and these figures are based on past reports and former modelling carried out and validated by NCE. Manning's Value "n" is assumed as 0.04 for impervious or post developed areas (accounting for buildings, kerbs and footpaths and other obstructions to flow) and 0.06 for pervious or undeveloped areas (accounting for relatively well-kept grassed lots).

The baseline catchment indicates a critical duration of 45-minutes and temporal pattern 8 for both the 1% AEP and 0.2EY events. Given the significant change in imperviousness a critical duration assessment has also been conducted on the post-development scenario to ensure no change in critical duration. This assessment found the critical duration to be 10-minutes and temporal pattern 2 for the 1% AEP event and 15-minutes and temporal pattern 9 for the 0.2EY event.

Simulations were run for existing (base), developed (unmitigated) and developed mitigated scenarios for both minor and major events. The peak flows are shown on **Table 2-1**. To determine the minimum storage requirements the flow hydrograph results have been extracted for the developed scenarios without mitigation. The area under the flow hydrograph but above the peak pre-development flow rate is the minimum volume required for mitigation. The results of the volume assessment are summarised in **Table 2-2**. **Figure 2-1** and **Figure 2-2** show the volume required for mitigation for the 1% AEP and 0.2EY events respectively.

Table 2-1 ICM Peak Flows

Event	Pre-Development Flow (m ³ /s)	Post-Development Flow (m ³ /s)	Difference (m ³ /s)	Difference (%)
Minor (0.2 EY)	0.182	0.319	0.137	75%
Major (1% AEP)	0.327	0.534	0.207	63%

Table 2-2 Calculated Storage Volumes

Event	Storage Volume (m ³)
Minor (0.2 EY)	54
Major (1% AEP)	71

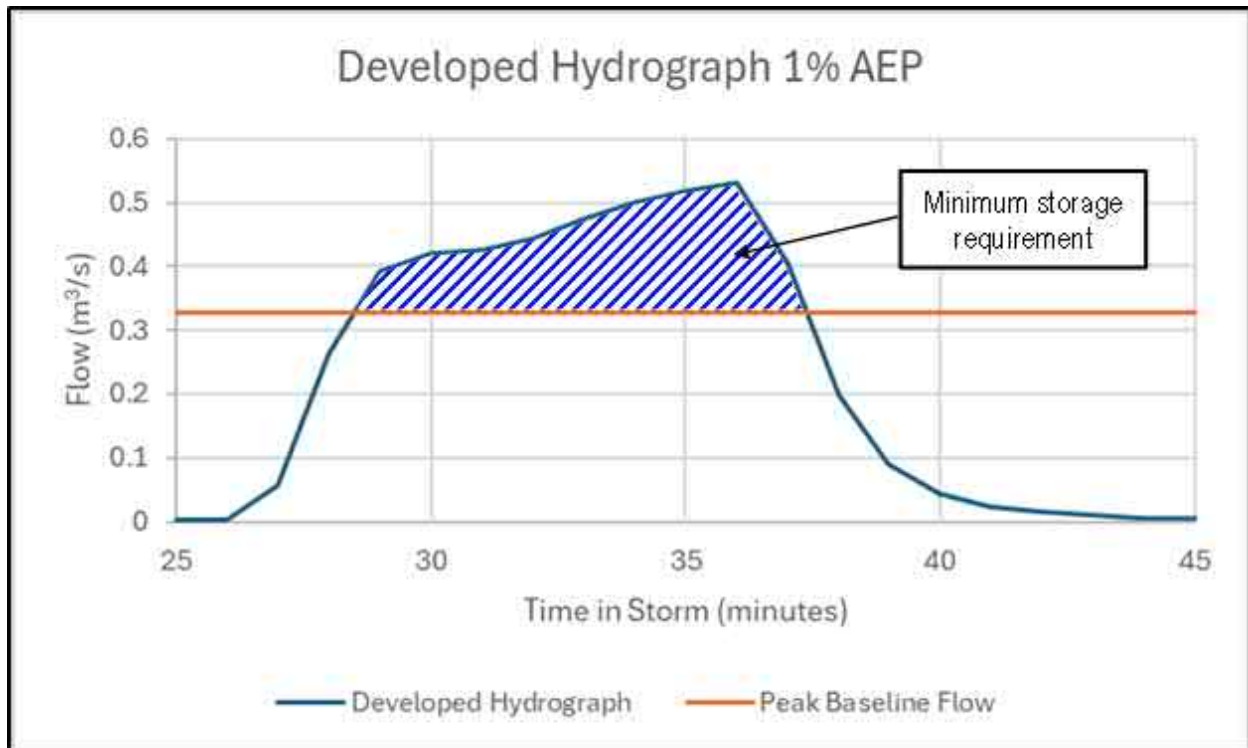


Figure 2-1 1% AEP flow hydrograph and required storage volume calculation

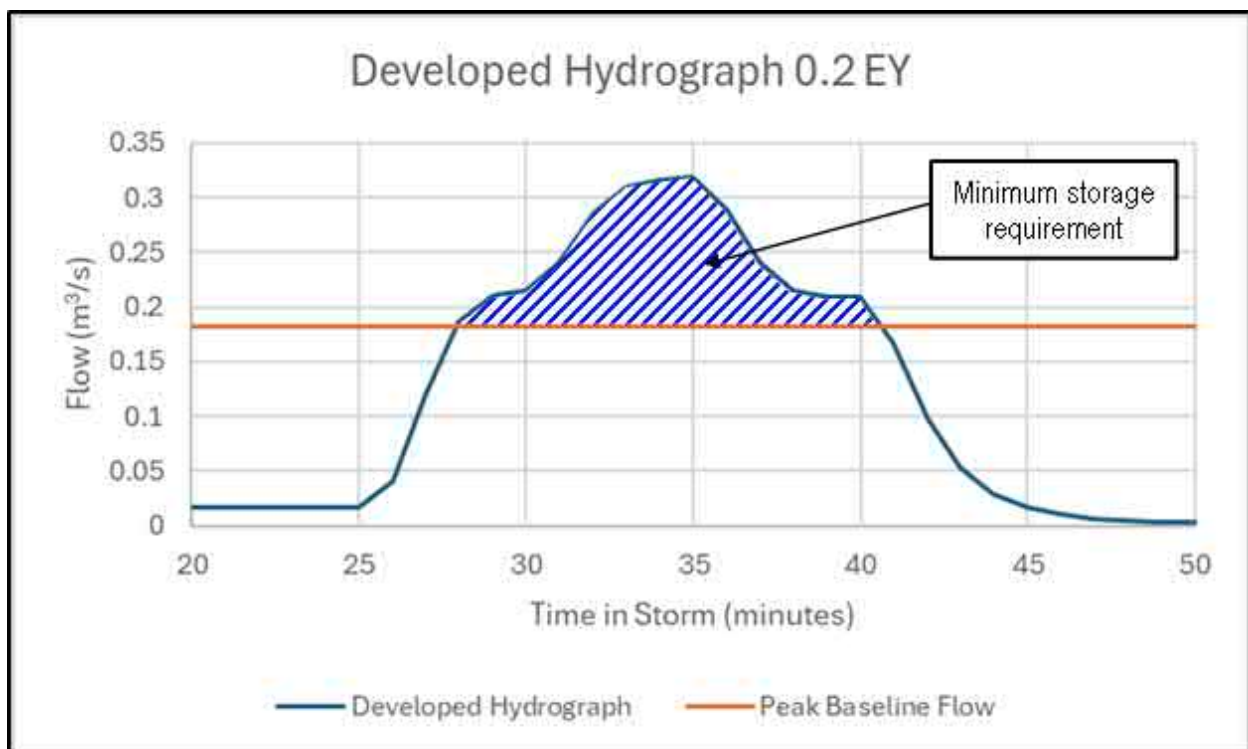


Figure 2-2 0.2EY flow hydrograph and required storage volume calculation

It is proposed that flows can be mitigated via overland storage within carparks and through drains with weirs or underground storage systems although cover is limited due to the lack of existing underground infrastructure. To model the potential mitigation measures and ensure there are no impacts on the adjacent railway corridor, NCE have developed a fine scale 2D mini-model of the local catchment noting that it is considered a high level of assessment for this application. The site is mostly outside of Townsville City Council's Flood Hazard overlay, medium hazard area which would not otherwise trigger a flood impact assessment, however this higher level of assessment has the benefit of demonstrating non-worsening to the

rail corridor as well as demonstrate non-worsening off site. The mini-model utilises the TUFLOW two-dimensional modelling software with rain-on-grid hydrology to directly determine the impacts of both regrading the site and increasing the imperviousness.

2.1.2 2D Hydraulic Modelling

The hydraulic model has been set up with the Townsville City Council 2016 LiDAR as the base DEM utilising a 1m grid and sub-grid-sampling. The model has been developed to align with the TCC Ross River (2021) model and utilises the adopted land use within this modelling. Alterations have been made to show the drainage and access driveway to the adjacent lot owned by the client. This easement may be used to help drain flows from the site. The adjacent development can be seen in **Figure 2-3**.

Intensity Frequency Durations (IFD's) in accordance for with ARR2019 were adopted to develop the rainfall timeseries for the ROG methodology. The ten (10) temporal patterns for each duration of the 1% and 20% AEP event were simulated through the hydraulic model from which an assessment on the water surface levels (WSL) was undertaken to determine the critical duration based on the median pattern.

The development has been modelled by altering the current land use (undeveloped land) to match the commercial/industrial land use. Additionally, the DEM has been altered to represent the development, the following DEM alterations have been applied:

- Grade lots 1 through 4 from front to back away from Edith Street to match existing grades and minimise fill,
- Provide 1.2m wide drain along the back of the lots to direct water east into the adjacent drain in Jurekey Street,
- Grade lot 15 from back to front towards Jurekey Street at a minimum grade,
- Provide internal kerbing with breakouts/minor pipe outlets to generate ponding through the development and provide runoff storage,
- Approximate shed locations have been stamped in to ensure no ponding is allowed through the buildings,
- NCE have been informed that the land to the east is also owned by the client and thus a drainage path will be provided on this land to connect to existing easements as shown in **Figure 2-3**. This drainage path will help to reduce the amount of flow to the Jurekey Street road reserve and towards the railway line as well as reduce fill on the eastern portion of the proposed lots. It is noted that a small existing catchment already grades in this direction and this drainage will help to maintain the existing point of discharge for this portion of the catchment.



Figure 2-3 Adjacent development owned by Toprise

The resulting development impacts are shown in **Figure 2-4** and **Figure 2-5** for the 1% AEP and 20% AEP respectively. Afflux is defined as the relative change in a flooding characteristic, namely water surface level (WSL) or velocity, between the baseline and developed scenario. This is determined by subtracting the baseline peak results from the developed peak results, where a positive value represents an increase in the flood characteristic and a negative value is a decrease.

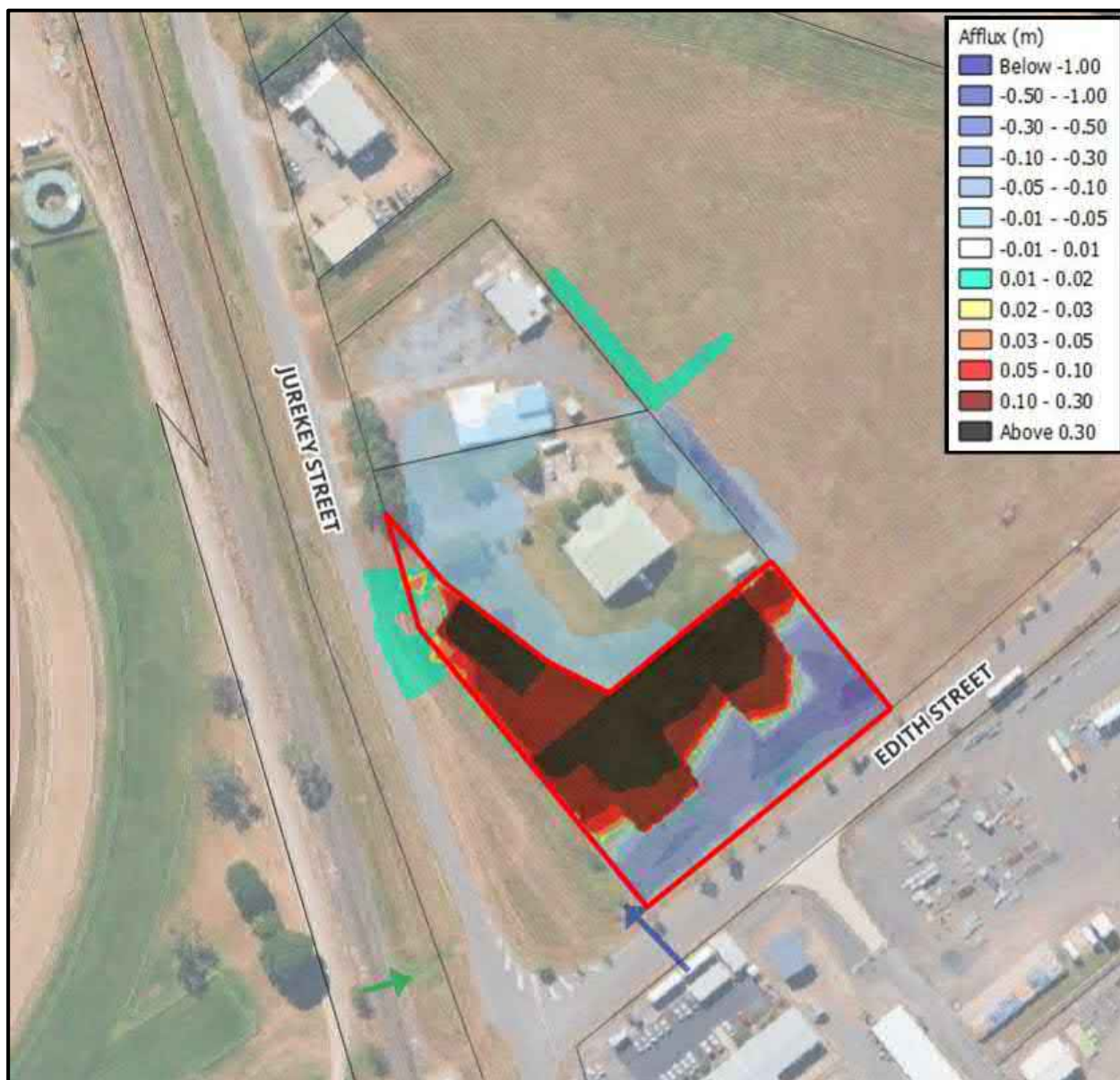


Figure 2-4 1% AEP WSL Afflux

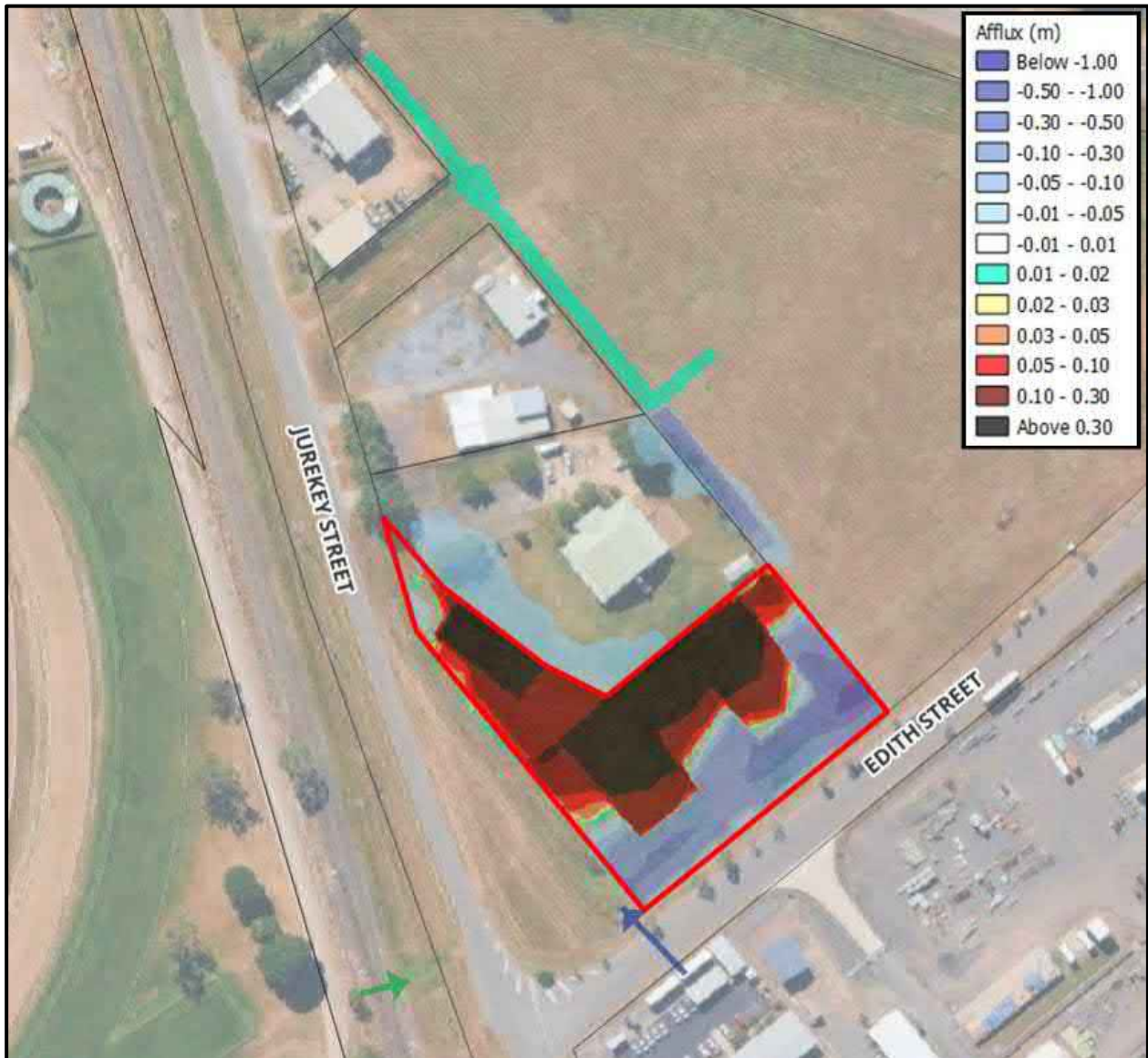


Figure 2-5 20% AEP WSL Afflux

The above afflux mapping shows no impacts on the adjacent railway line to the west, no afflux over the adjacent roadways and no afflux on adjacent lots. Some highly localised, minor afflux is noted in the 1% AEP event through the Jurekey Street road reserve however, this is extremely minor and does not impact on the roadway trafficability or change the hazard level. Some afflux is generated through the easements on the adjacent lots owned by Toprise to the north-east in both events.

Afflux mapping generally indicates no actionable or adverse impacts generated by the development runoff in particular with relation to the adjacent railway corridor.

2.1.3 Mitigation Measures

It is noted that the adjacent drain is at a depth of 1.2m to 0.4m at the southern and northern boundaries of the lot respectively which allows for some underground drainage with the potential for additional cover due to site filling and regrading. As seen on the given tables, a minimum storage requirement of approx. 71m³ across all lots was identified as being required to ensure the peak developed flow is not greater than the pre-developed flows. Storage can be undertaken within drains, underground basins, overland ponding and/or rainwater tanks. The redline markup attached shows a concept markup of the potential overland storage through drains with weirs. The 2D model demonstrates sufficient storage can be incorporated into the drains,

shallow ponding on carparks and other areas on site. NCE note that due to the existing flooding in Jurekey Street more impacts are generated by retaining structures on the northern lot 15 due to existing flow paths across the lot. Therefore, walls and flow barriers are not incorporated into this northern portion to avoid impacts off site. Underground drainage using grated drains may be used to capture flows and outlet to the LPOD without significant overland ponding which will result in minimal impacts generated by the development.

It is also intended that the built form end user, may be responsible for installing the storage and we recommend the above mitigation timing be nominated to be installed prior to the commencement of the use. In this instance, the storage volume is to be proportional to each lot area.

2.2 Quality

As noted above, the RaL application would not trigger a requirement to address the provisions of the SPP (and in fact is a reduction in the number of existing lots). However, it is understood that the development application also involves an MCU and therefore triggers the stormwater quality requirements. In the event that the application did not include an MCU, the following section would not apply.

All stormwater treatment trains have been modelled with the aid of MUSIC version 6.4.0. The catchments have been modelled in accordance with the following:

- "MUSIC Modelling Guidelines November 2018 – Consultation Draft", Water by Design (2018);
- Townsville City Council (TCC) Townsville City Plan Stormwater Quality Planning Scheme Policy SC6.4.10;
- Townsville Aero, 6 Minute Time Step From 03/03/1953 To 31/03/2010;
- Water by Design MUSIC Modelling Guidelines Source Nodes (Split) utilising modified percent impervious area & pollutant concentration;
- No drainage routing between nodes;

2.2.1 Stormwater Quality Objectives

The design intent for the system is to meet the current TCC Planning Scheme water quality targets, namely:

- 80% TSS Reduction
- 65% TP Reduction
- 40% TN Reduction
- 90% Gross Pollutants Reduction

2.2.2 MUSIC Modelling

Pollutant loads for the development have been modelled primarily using "split" land use and references the MUSIC Modelling Guidelines November 2018 for the pollutant parameters for "Industrial" surface types. **Table 2-3** depicts the source nodes adopted in the assessment including the impervious percentages. The pollutant generation parameters adopted are shown in **Figure 2-6** and **Figure 2-7** depicting the rainfall-run-off parameters.

Below is the modelling concept adopted:

- The modelling has been assessed for the post development treatment effectiveness to meet the TCC Planning Scheme water quality targets given the lots are currently undeveloped.

APPENDIX C

Redline Concept Mark-ups prepared by NCE

Falls and all drainage infrastructure is subject to detailed design during operational works

Indicative of weir walls with low flow pipes or v-cut flow constrictions to generate storage through drain and carpark. Equivalent low flow opening = DN225 pipe for internal weirs and 2/DN225 for final weirs to drain outlets.

1.2m wide drain at 0.3m deep and 1 in 4 batters to back of lot for drainage and storage. Potential to be grassed to add to treatment

Indicative of 150mm kerbing to retain runoff and generate onsite stormwater

Warehouse roofs are proposed to be piped through downpipes onto the ground or directly into the drain to the

Indicative of underground drainage via grated trench drains if required for additional drainage

Blue arrows are indicative of overland grades

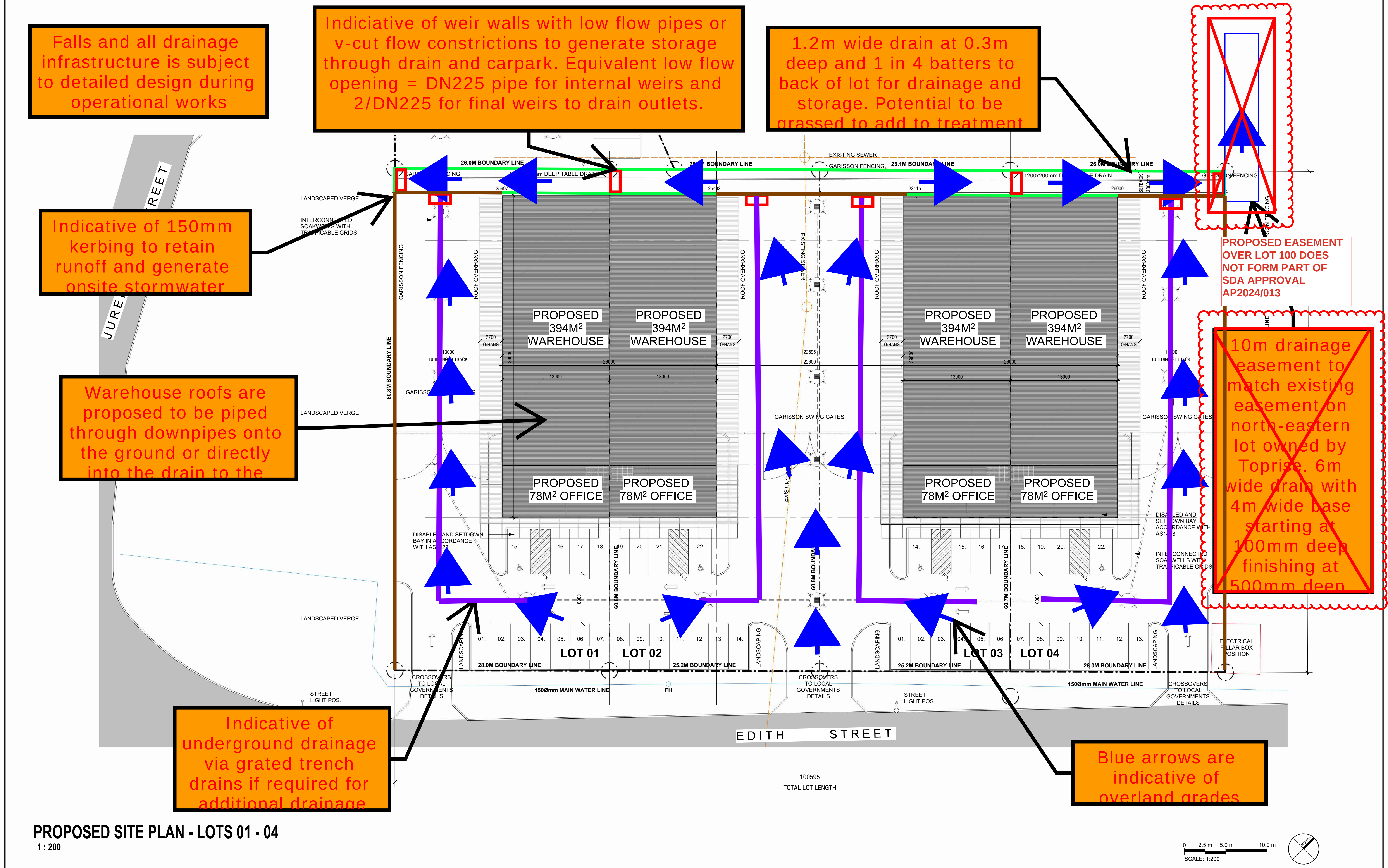
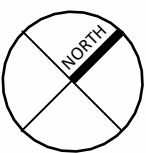
PROPOSED EASEMENT OVER LOT 100 DOES NOT FORM PART OF SDA APPROVAL AP2024/013

10m drainage easement to match existing easement on north-eastern lot owned by Toprise. 6m wide drain with 4m wide base starting at 100mm deep finishing at 1500mm deep

PROPOSED SITE PLAN - LOTS 01 - 04

1 : 200

0 2.5 m 5.0 m 10.0 m
SCALE: 1:200



Falls and all drainage infrastructure is subject to detailed design during operational works

Indicative of grated trench drains to cut off flows at front of lot and potentially provide treatment.

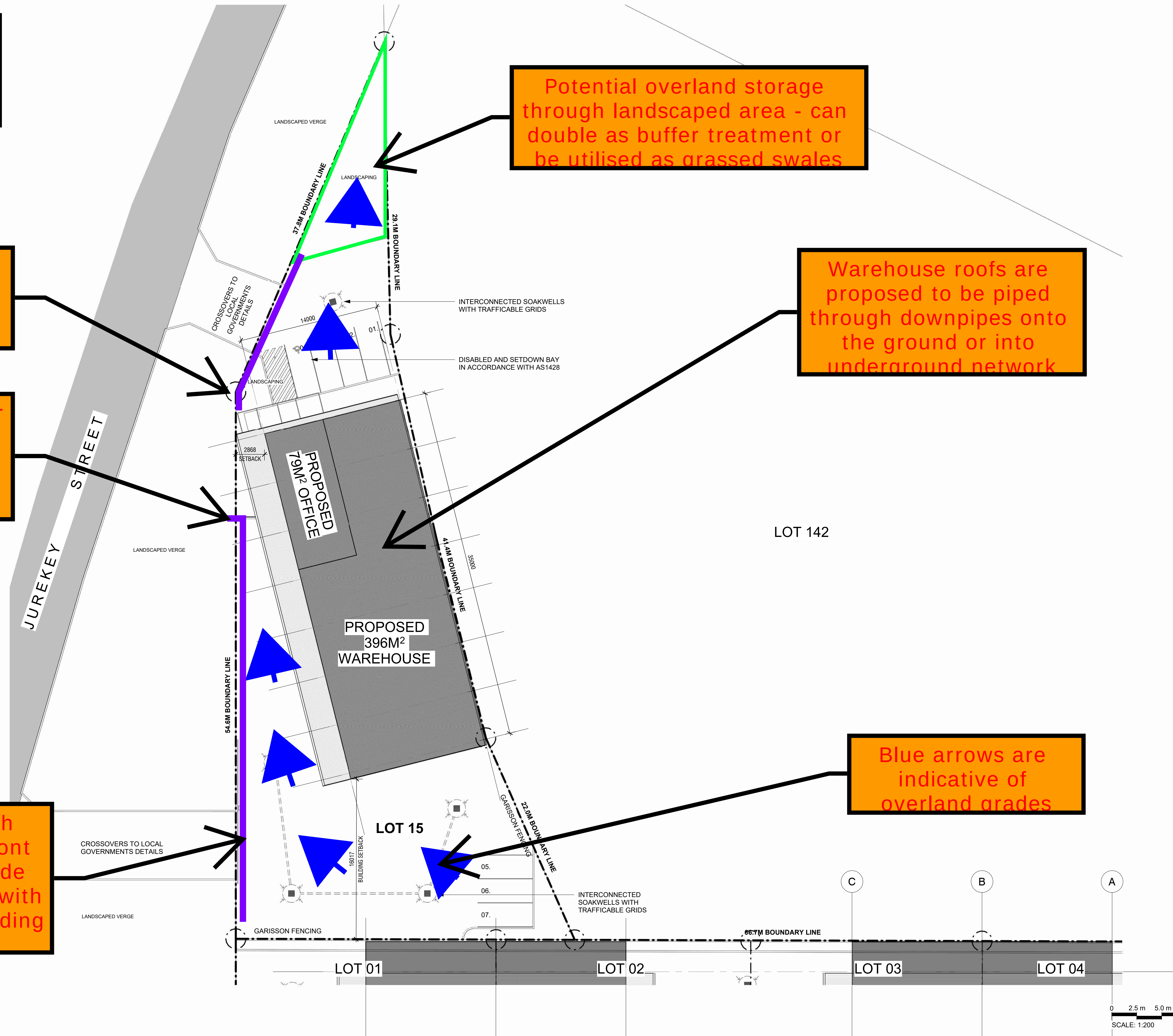
Flows to Jurekey Street or connect to northern overland storage controlled by stormwater quality design.

Indicative of grated trench drains to cut off flows at front of lot and potentially provide treatment can be replaced with pit and pipe network depending on level of fill

Potential overland storage through landscaped area - can double as buffer treatment or be utilised as grassed swales

Warehouse roofs are proposed to be piped through downpipes onto the ground or into underground network

Blue arrows are indicative of overland grades



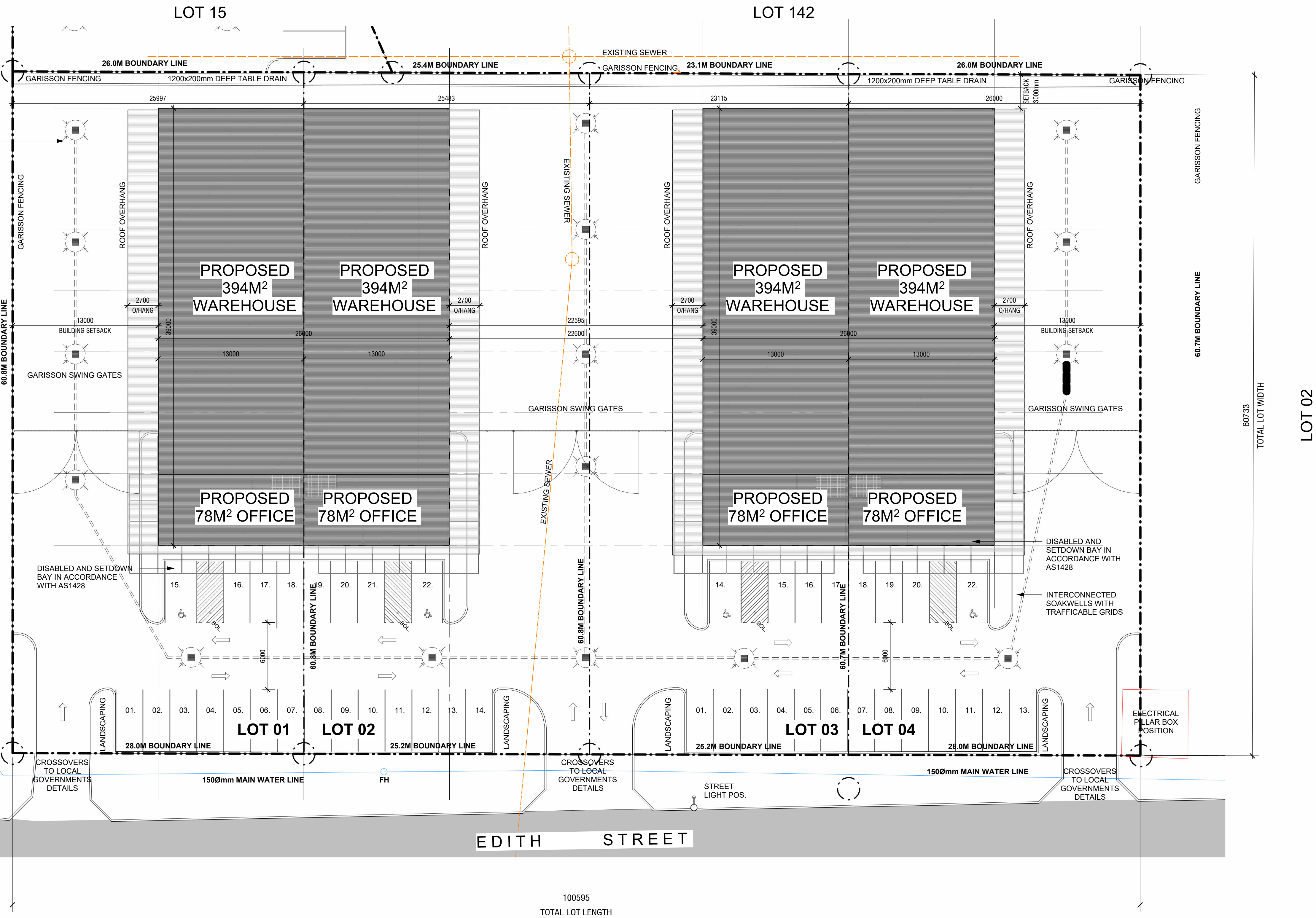
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Queensland
Government

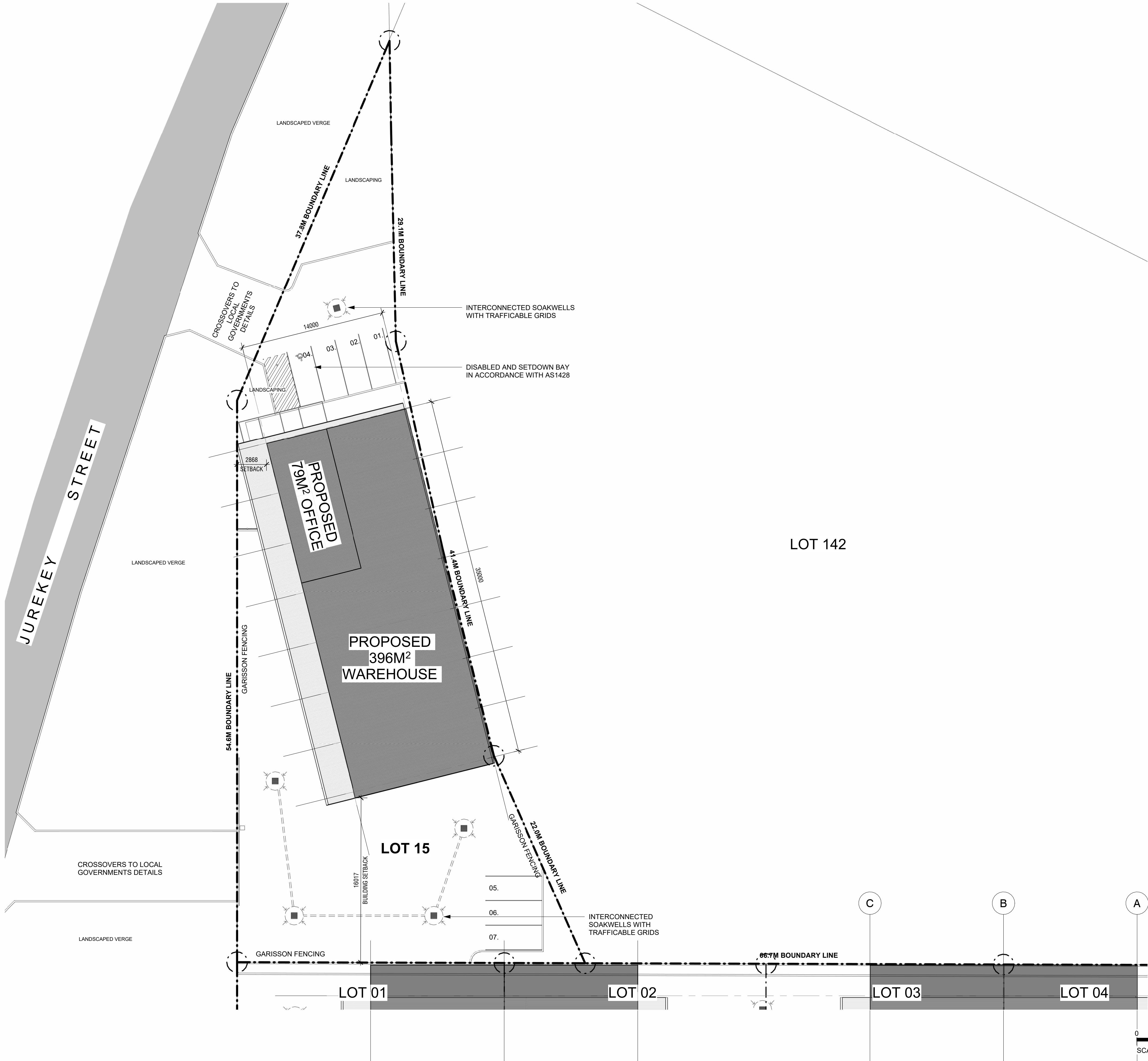
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PROPOSED SITE PLAN - LOTS 01 - 04

1 : 200



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					TOPRISE AUSTRALIA PTY LTD		CONCEPT DESIGN		PROPOSED SITE PLAN - LOTS 01 - 04	
					PROJECT NAME:				PROJECT NUMBER:	
					TOWNSVILLE NEW WAREHOUSE AND OFFICES				T25	
							CHECKED BY:		TD	DATE:
		DRAWN BY:		IOA	SCALE:	1 : 200				
				SHEET NUMBER:		A100				

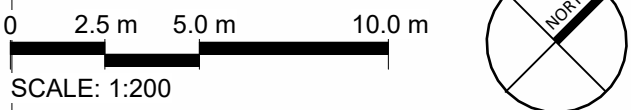


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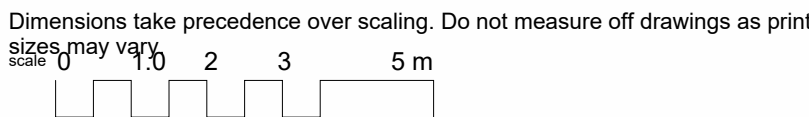
PROPOSED SITE PLAN - LOT 15

1 : 200



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NO.	DESCRIPTION	DATE
A	ISSUED FOR DA	28.10.2024
B	LOT SIZES UPDATED	26.02.2025
C	BUILDING SIZES AND PARKING LAYOUTS UPDATED	26.03.2025

CLIENT NAME:
TOPRISE AUSTRALIA PTY LTD

PROJECT NAME:
TOWNSVILLE NEW WAREHOUSE AND OFFICES

PROJECT STATUS
CONCEPT DESIGN

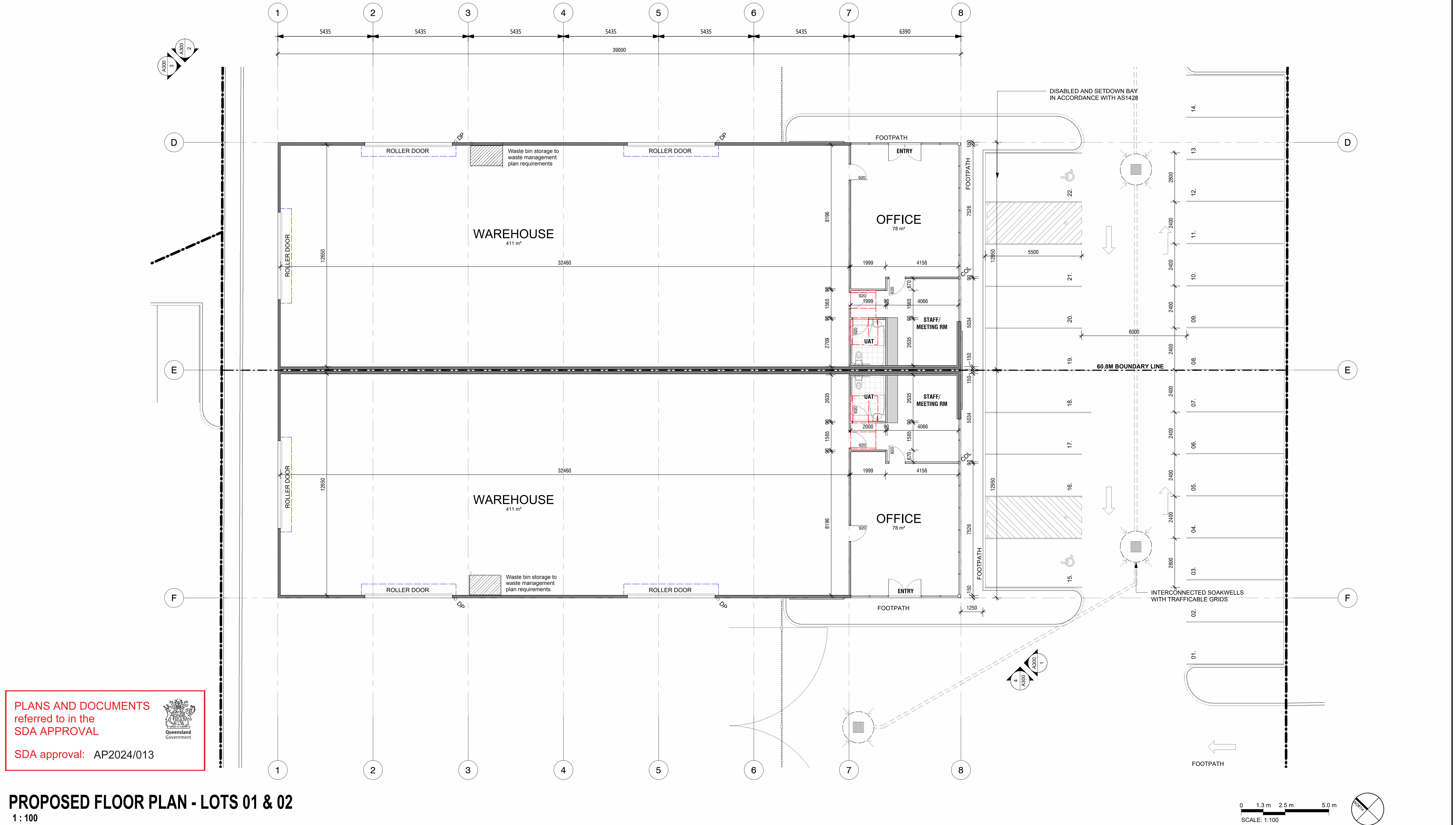
SHEET NAME:
PROPOSED SITE PLAN - LOT 15

PROJECT NUMBER: T25

CHECKED BY: TD DATE: 30/10/2024

DRAWN BY: IOA SCALE: 1 : 200

SHEET NUMBER: A101



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PROPOSED FLOOR PLAN - LOTS 01 & 02

1 : 100

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NO.	DESCRIPTION	DATE
A	ISSUED FOR DA	28.10.2024
B	LOT SIZES UPDATED	26.02.2025
C	BUILDING SIZES AND PARKING LAYOUTS UPDATED	26.03.2025
D	3m SETBACK WITH TABLE DRAIN ADDED	26.05.2025
E	WASTE BIN STORAGE ADDED	29.08.2025

CLIENT NAME:
TOPRISE AUSTRALIA PTY LTD

PROJECT NAME:
TOWNSVILLE NEW WAREHOUSE AND OFFICES

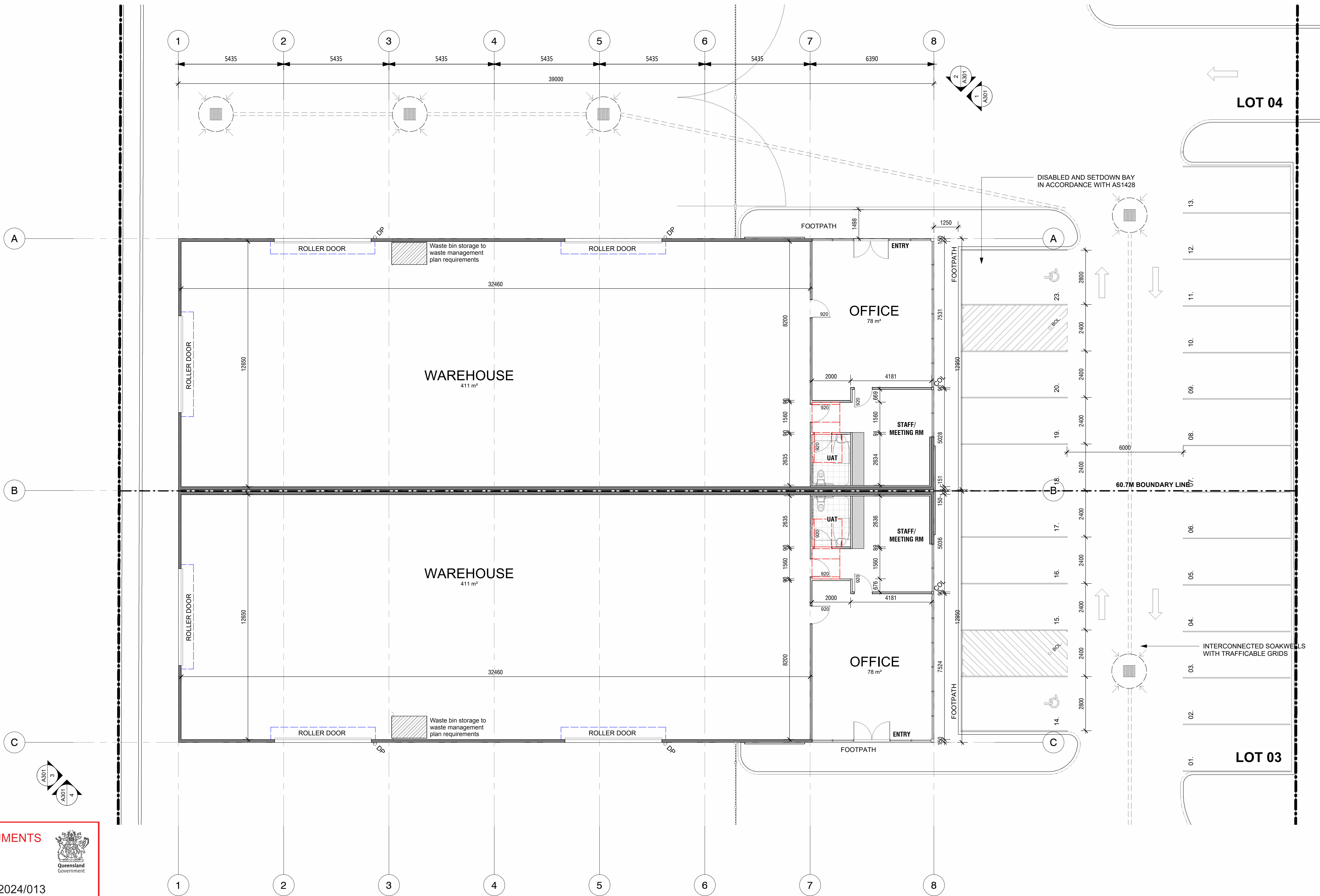
PROJECT STATUS
CONCEPT DESIGN

SHEET NAME:
PROPOSED FLOOR PLAN - LOT 01 & 02

PROJECT NUMBER: **T25**

CHECKED BY:	TD	DATE:	30/10/2024
DRAWN BY:	IOA	SCALE:	1 : 100

SHEET NUMBER: **A200**



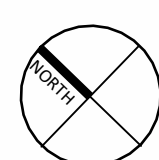
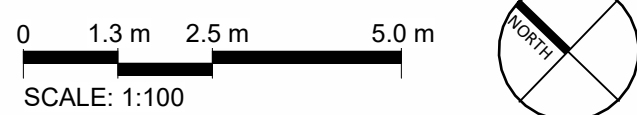
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PROPOSED FLOOR PLAN - LOTS 03 & 04

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NO.	DESCRIPTION	DATE
A	ISSUED FOR DA	28.10.2024
B	LOT SIZES UPDATED	26.02.2025
C	BUILDING SIZES AND PARKING LAYOUTS UPDATED	26.03.2025
D	3m SETBACK WITH TABLE DRAIN ADDED	26.05.2025
E	WASTE BIN STORAGE ADDED	29.08.2025

CLIENT NAME:
TOPRISE AUSTRALIA PTY LTD

PROJECT NAME:
TOWNSVILLE NEW WAREHOUSE AND OFFICES

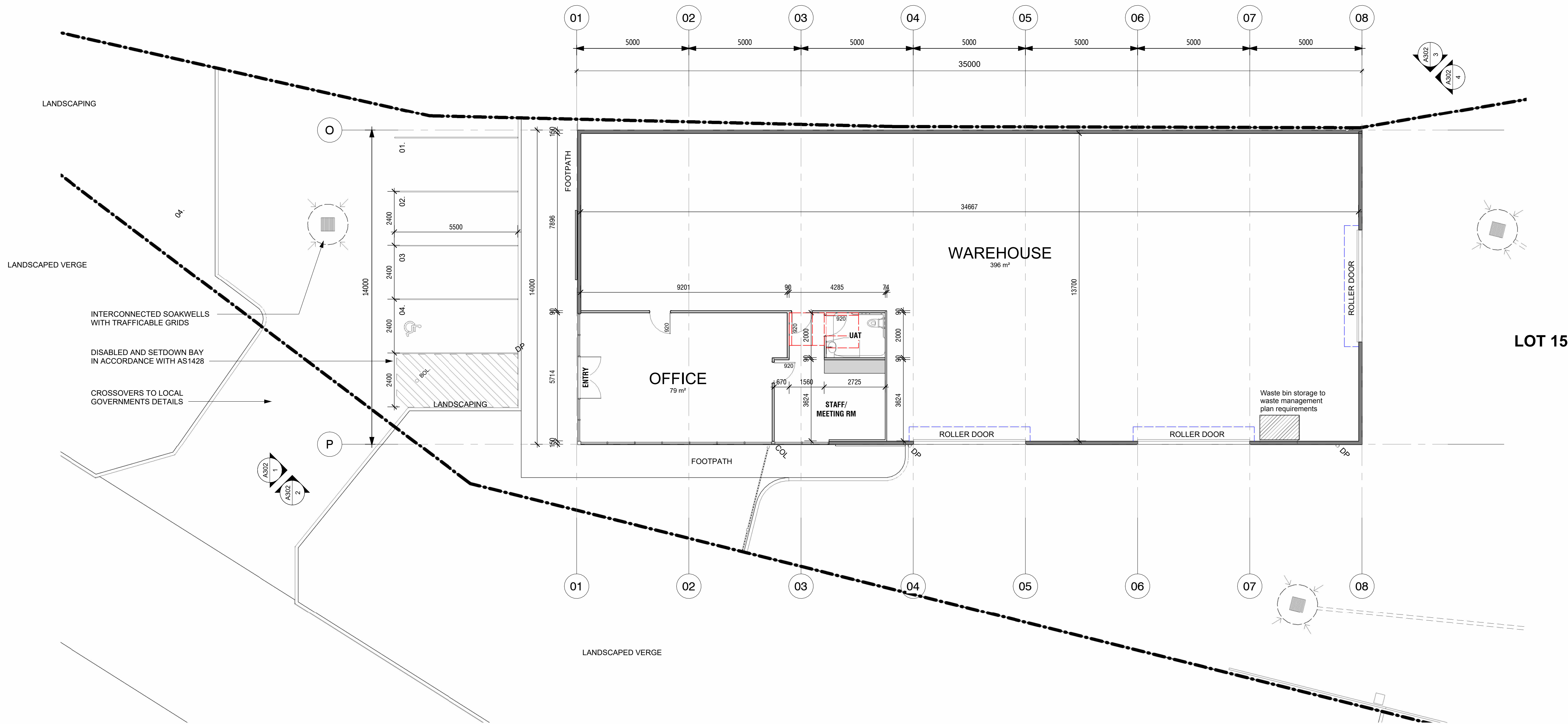
PROJECT STATUS
CONCEPT DESIGN

SHEET NAME:
PROPOSED FLOOR PLAN - LOTS 03 & 04

PROJECT NUMBER: **T25**

CHECKED BY:	TD	DATE:	30/10/2024
DRAWN BY:	IOA	SCALE:	1 : 100

SHEET NUMBER: **A201**



PLANS AND DOCUMENTS
referred to in the
SDA APPROVAL

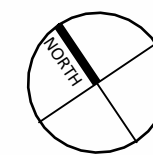


SDA approval: AP2024/013

PROPOSED FLOOR PLAN - LOT 15

1 : 100

0 1.3 m 2.5 m 5.0 m
SCALE: 1:100



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NO.

A
B
C

DESCRIPTION

ISSUED FOR DA
LOT SIZES UPDATED
WASTE BIN STORAGE ADDED

DATE

28.10.2024
26.02.2025
29.08.2025

CLIENT NAME:

TOPRISE AUSTRALIA PTY LTD

PROJECT NAME:

TOWNSVILLE NEW WAREHOUSE AND OFFICES

PROJECT STATUS

CONCEPT DESIGN

SHEET NAME:

PROPOSED FLOOR PLAN - LOT 15

PROJECT NUMBER:

T25

CHECKED BY:

TD

DATE:

30/10/2024

DRAWN BY:

IOA

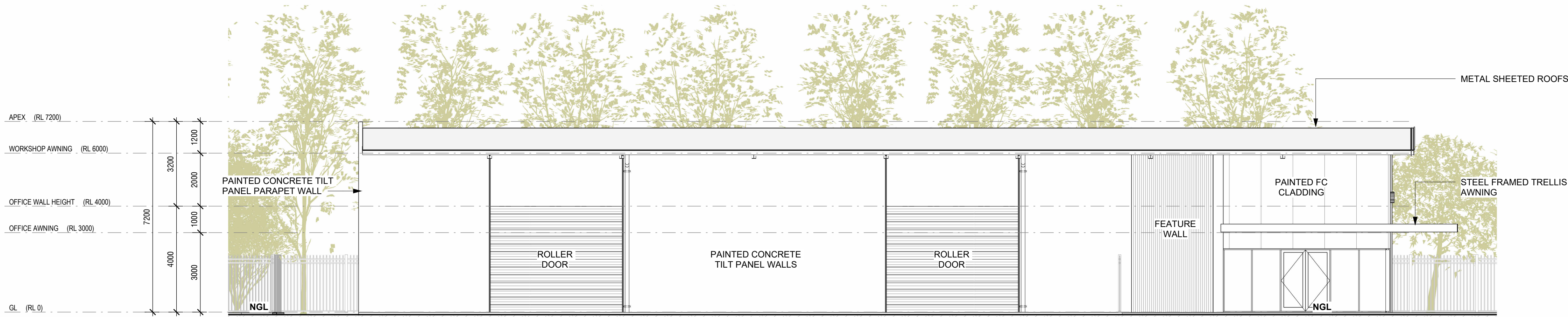
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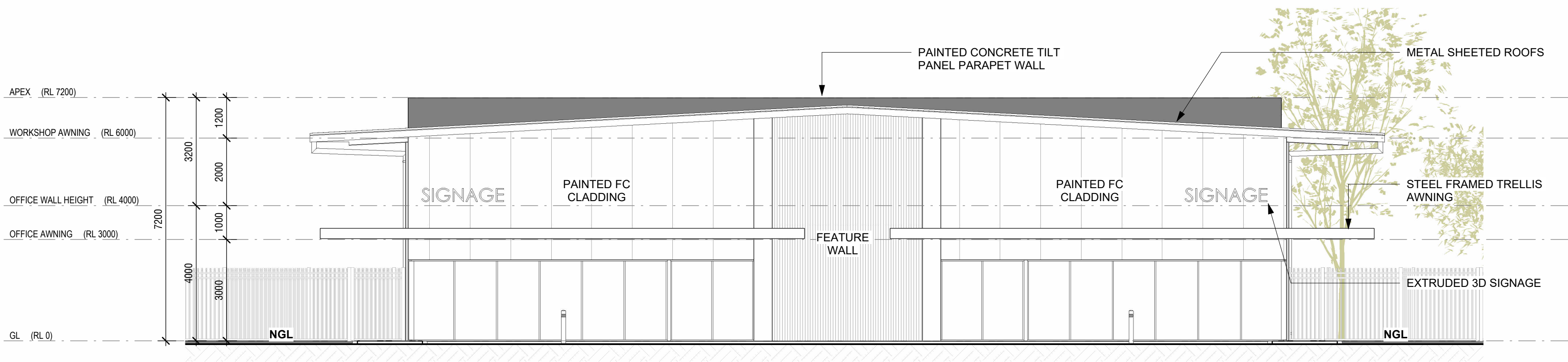
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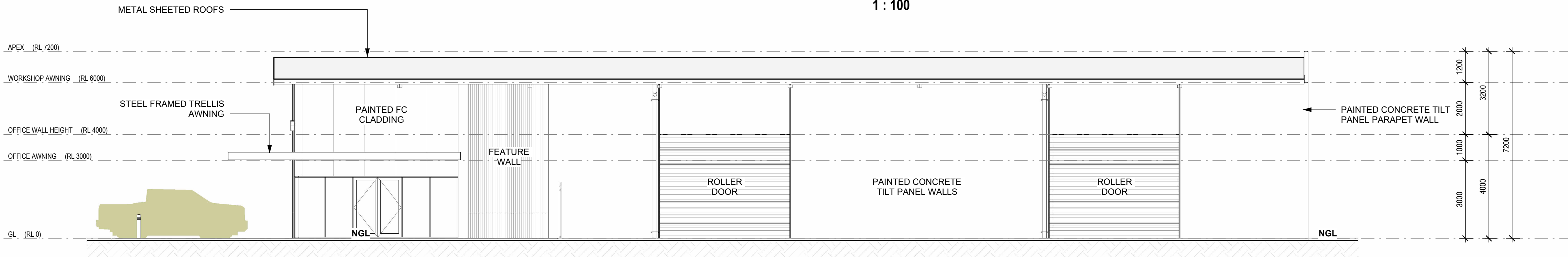
Dimensions take precedence over scaling. Do not measure off drawings as print
sizes may vary
1 2 3 5 m



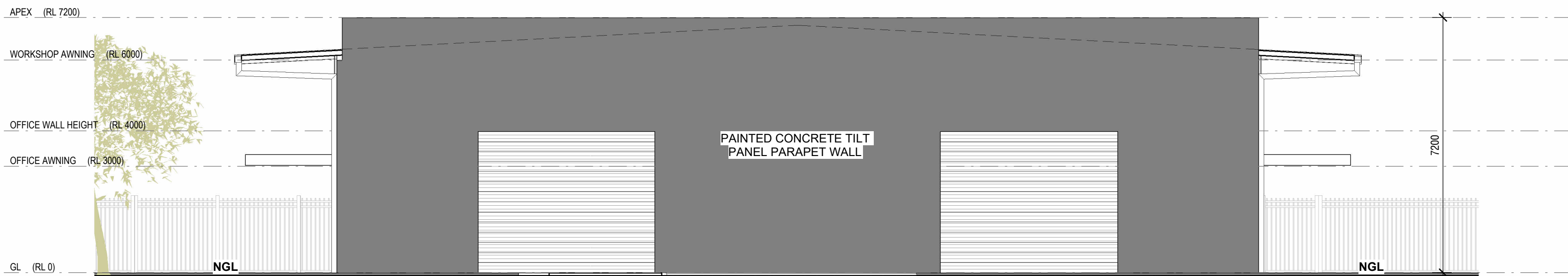
LOT 01 SIDE ELEVATION
1 : 100



LOT 01 & 02 FRONT ELEVATION
1 : 100



LOT 02 SIDE ELEVATION
1 : 100



LOT 01 & 02 REAR ELEVATION
1 : 100

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1 2 3 5 m

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NO.

A
C
D

ISSUED FOR DA
BUILDING SIZES AND PARKING LAYOUTS UPDATED
3m SETBACK WITH TABLE DRAIN ADDED

DATE

28.10.2024
26.03.2025
26.05.2025

CLIENT NAME:

TOPRISE AUSTRALIA PTY LTD

PROJECT NAME:

TOWNSVILLE NEW WAREHOUSE AND OFFICES

PROJECT STATUS

CONCEPT DESIGN

SHEET NAME:

LOT 01 & 02 ELEVATIONS

PROJECT NUMBER:

T25

CHECKED BY:

TD

DATE:

30/10/2024

DRAWN BY:

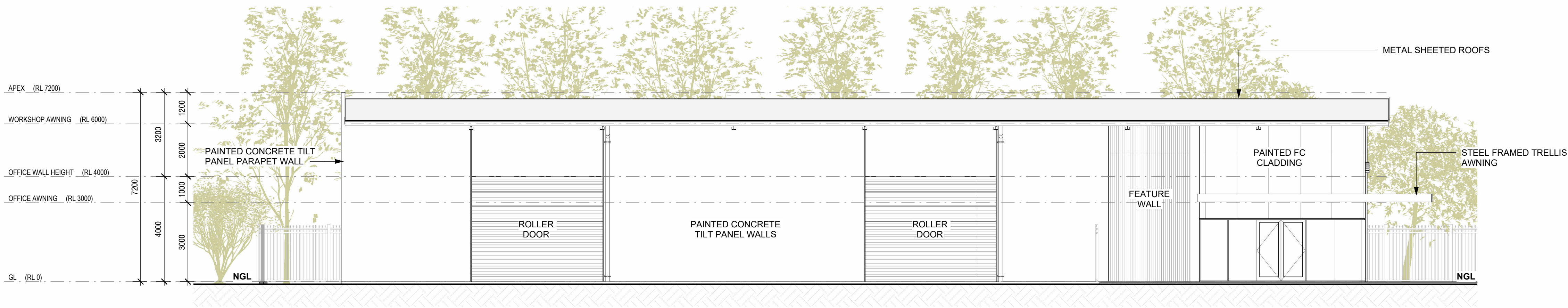
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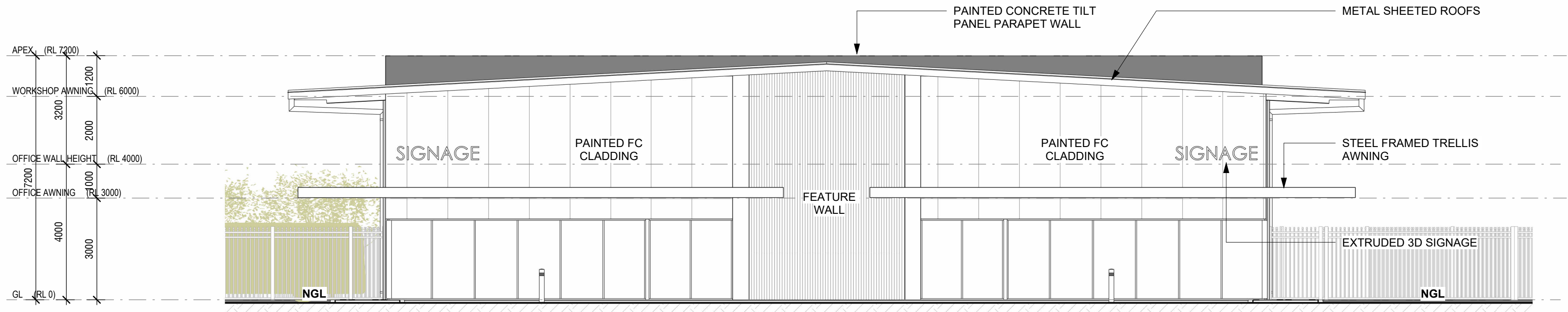
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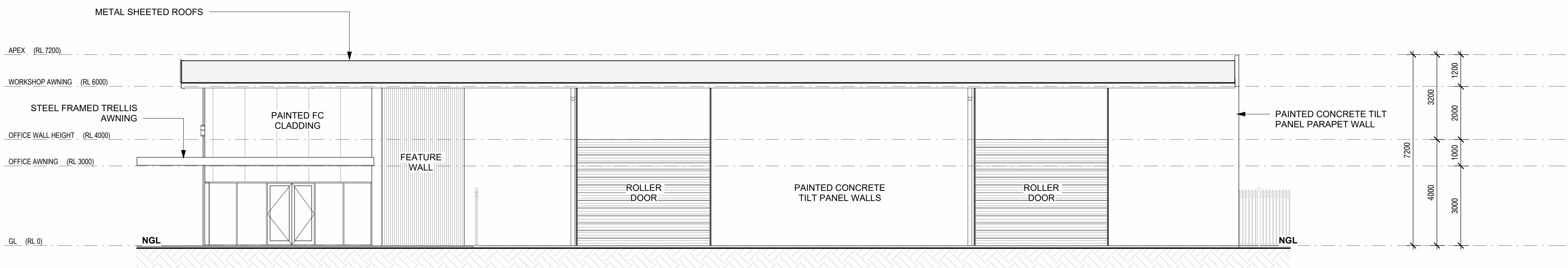
A300



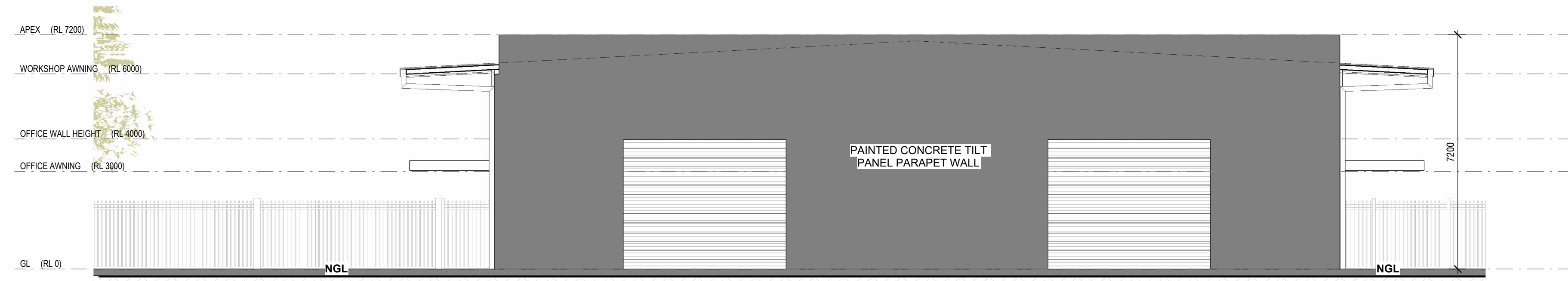
LOT 03 SIDE ELEVATION
1 : 100



LOT 03 & 04 FRONT ELEVATION
1 : 100



LOT 04 SIDE ELEVATION
1 : 100



LOT 03 & 04 REAR ELEVATION
1 : 100

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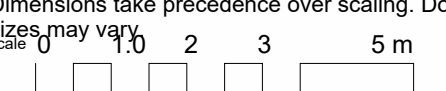

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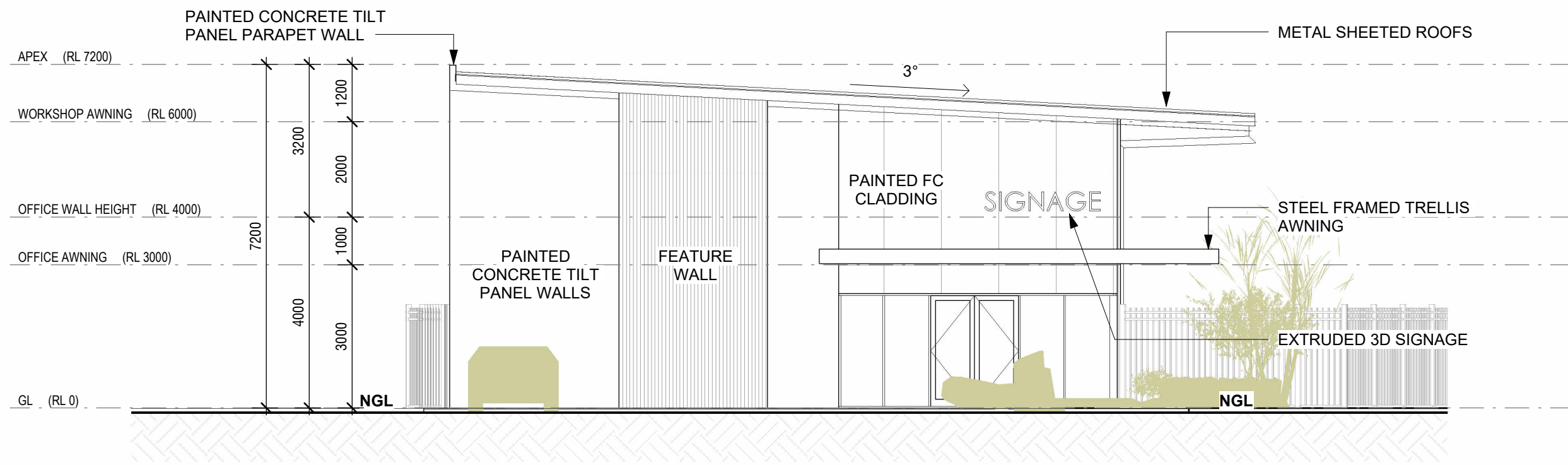
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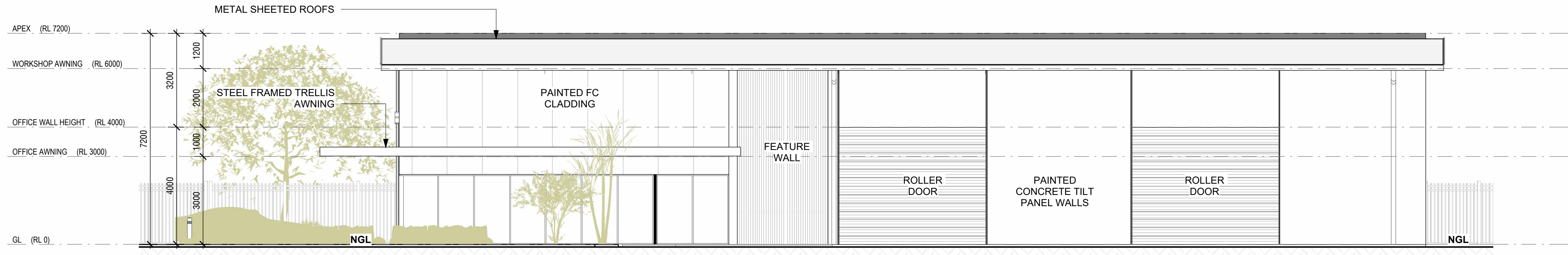
CLIENT NAME: TOPRISE AUSTRALIA PTY LTD
PROJECT NAME: TOWNSVILLE NEW WAREHOUSE AND OFFICES

PROJECT STATUS CONCEPT DESIGN

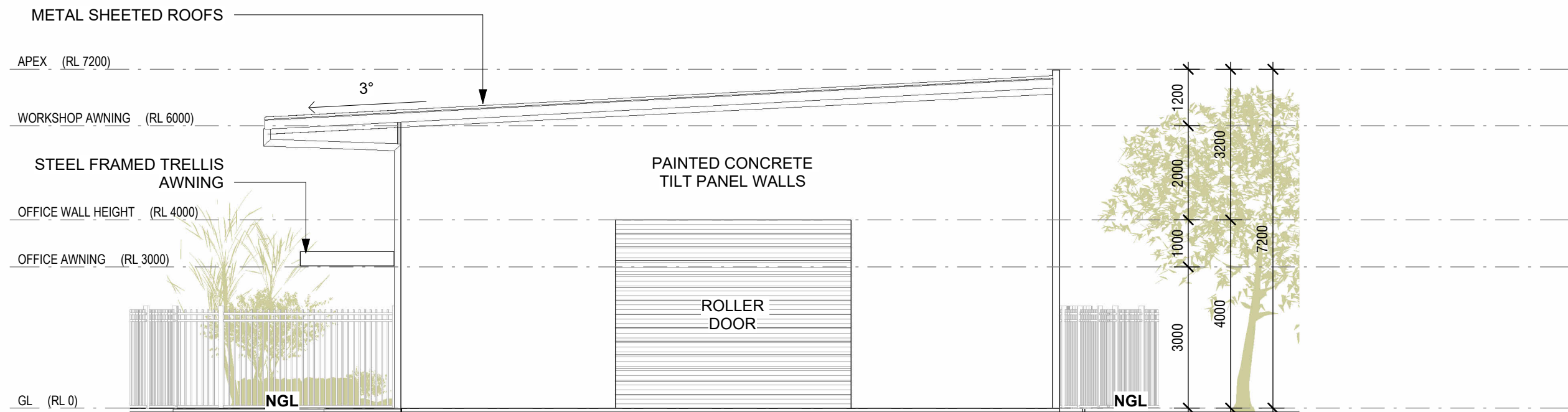
SHEET NAME: LOT 03 & 04 ELEVATIONS			
PROJECT NUMBER:			T25
CHECKED BY:	TD	DATE:	30/10/2024
DRAWN BY:	IOA	SCALE:	1 : 100
SHEET NUMBER:			A301



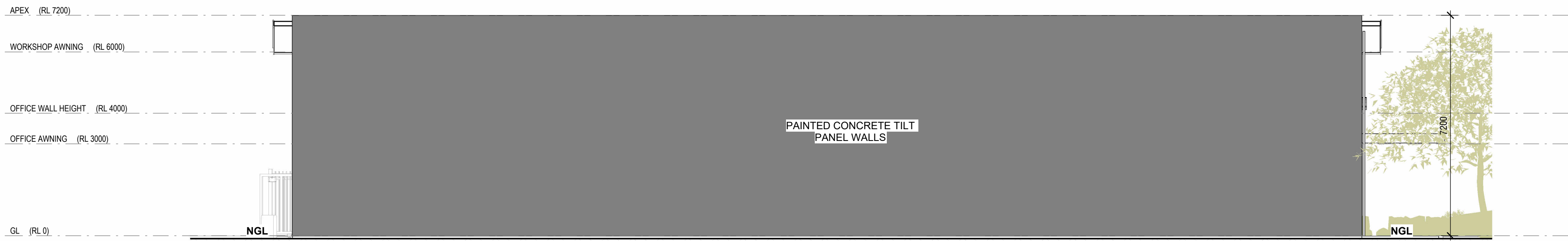
LOT 15 FRONT ELEVATION
1 : 100



LOT 15 SIDE ELEVATION A
1 : 100



LOT 15 SIDE ELEVATION B
1 : 100



LOT 15 REAR ELEVATION
1 : 100

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PROJECT STATUS

CONCEPT DESIGN

SHEET NAME:

LOT 15 ELEVATIONS

PROJECT NUMBER:

T25

CHECKED BY:

TD

DATE:

30/10/2024

DRAWN BY:

IOA

SCALE:

1 : 100

SHEET NUMBER:

A302