

Our Reference: NP25.203
HF. MH

3 June 2026

Assessment Manager
Townsville City Council
PO Box 1268
TOWNSVILLE QLD 4810**Attention: Planning and Development**

Dear Sir/Madam,

Development Application for Material Change of Use – Multiple Dwelling (10 Units) and Extension to Existing Place of Worship located at 18 Hinchinbrook Drive, Thuringowa Central and formally identified as Lot 23 on T118666

On behalf of the Applicant, please accept this correspondence and the accompanying planning report as a properly made development application in accordance with the *Planning Act 2016*.

The application seeks a Development Permit for Material Change of Use – Multiple Dwelling (10 Units) and Extension to Existing Place of Worship located at 18 Hinchinbrook Drive, Thuringowa Central and formally identified as Lot 23 on T118666.

In accordance with Council's schedule of fees and charges, the applicable assessment fee is \$9,636, as per the below calculation. Payment will be issued on receipt of lodgement.

<i>Material change of use - impact assessable applications (anything other than dwelling house or dual occupancy)</i>	\$1,168
<i>Multiple Dwelling – first four units</i>	\$3,504
<i>For each additional unit over four, add \$292.00 (6 x \$292)</i>	\$1,752
<i>Place of Worship – first 100m²</i>	\$2,336
<i>For each 100m² of GFA or part thereof (2 x \$438)</i>	\$876
Total	\$9,636

Please do not hesitate to contact the undersigned should you have any queries in relation to this application.

Yours faithfully,

**Hannah Flynn**TOWN PLANNER
Northpoint Planning

Encl. Development Application

Development Application

Material Change of Use - Multiple Dwelling (10
Units) & Extension to Existing Place of Worship



Northpoint
Planning

18 Hinchinbrook Drive, Thuringowa
Central

Lot 23 on T118666

3 June 2026

Reference: NP25.203

Client: Kirwan Uniting Church C/- The Design House NQ

Project: 18 Hinchinbrook Drive, Thuringowa Central

Date: 3 June 2026

Project Reference: NP25.203

Contact: Hannah Flynn

Prepared by: Hannah Flynn – Northpoint Planning

Document Verification

Revision		Author	Reviewer
1	Draft	H. F	M.H
3	Final	H.F	M.H

Approval			
Author Signature		Approver Signature	
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Table of Contents

1.0	EXECUTIVE SUMMARY	5
2.0	SITE AND SURROUNDING ENVIRONMENT	6
2.1.	SUBJECT SITE AND SURROUNDS	6
3.0	PROPOSED DEVELOPMENT	8
3.1.	GENERAL OVERVIEW	8
3.2.	DESCRIPTION OF THE PROPOSED DEVELOPMENT	8
3.3.	PROPOSAL PLANS	9
3.4.	USE DEFINITION	10
3.5.	ACCESS AND PARKING	10
3.6.	INFRASTRUCTURE SERVICES	10
3.7.	STORMWATER DRAINAGE	11
3.8.	LANDSCAPING	11
3.9.	PRE-LODGE MENT DISCUSSIONS	11
4.0	LEGISLATIVE FRAMEWORK	12
4.1.	STATE PLANNING POLICY	12
4.2.	NORTH QUEENSLAND REGIONAL PLAN	12
4.3.	STATE DEVELOPMENT AND ASSESSMENT PROVISIONS	12
4.4.	LOCAL PLANNING INSTRUMENT	12
4.5.	ASSESSMENT BENCHMARKS	12
5.0	PLANNING ASSESSMENT	13
5.1.	STRATEGIC FRAMEWORK	13
5.2.	LOW DENSITY RESIDENTIAL CODE	13
5.3.	HEALTHY WATERS CODE	15
5.4.	LANDSCAPE CODE	15
5.5.	TRANSPORT IMPACT, ACCESS AND PARKING CODE	16
5.6.	WORKS CODE	16
5.7.	AIRPORT ENVIRON OVERLAY CODE	17
5.8.	FLOOD HAZARD OVERLAY CODE	17
6	OTHER RELEVANT MATTERS	19
7	CONCLUSION AND RECOMMENDATIONS	20



Appendices

Appendix 1:	DA Form 1, Title search and Landowner's consent
Appendix 2:	SmartMap and SARA mapping
Appendix 3:	Subject site and surrounds
Appendix 4:	Development plans
Appendix 5:	Low Density Residential Zone Code
Appendix 6:	Traffic Impact Assessment

Tables

Table 1:	Application Summary
Table 2:	Proposal Plans

Figures

Figure 1:	Site Location
Figure 2:	Proposed Site Layout
Figure 3:	Flood Hazard Map
Figure 4:	New Flood Hazard Map



1.0 Executive Summary

This development application is made pursuant to section 51 of the *Planning Act 2016* and seeks a Development Permit for a Material Change of Use for a Multiple dwelling and an extension to an existing Place of worship at 18 Hinchinbrook Drive, Thuringowa Central.

The subject site has an area of approximately 7,580m² and is currently developed with an existing place of worship. The proposal seeks to extend the existing church building and establish 10 residential units to the rear of the site.

Under the *City Plan 2014*, the site is located within the Low density residential zone. As the proposal involves a Multiple dwelling and an extension to a Place of Worship within this zone, the application is subject to impact assessment.

An assessment of the proposed development against the relevant provisions of the Planning Scheme has been undertaken and is detailed within this town planning report. The assessment demonstrates that the proposal is generally consistent with the intent and outcomes sought by the Planning Scheme and is compatible with the surrounding residential context.

Overall, the proposed development represents an appropriate use of the site that will support the ongoing operation of the existing place of worship while introducing a small-scale residential component that is commensurate with the scale and character of the locality. Accordingly, approval of the application is respectfully sought, subject to reasonable and relevant conditions.

Table 1: Application Summary

Application Summary	
Address	18 Hinchinbrook Drive, Thuringowa Central
Real Property Description	Lot 23 on T118666
Area of Lot	7,580m ²
Applicant	Kirwan Uniting Church C/- The Design House NQ
Purpose of Proposal	Extension to existing Place of Worship and Multiple Dwelling
Type of Application	Material Change of Use
Category of Assessment	Impact
SARA Mapping	N/A
Referral Agencies	Nil
Public Notification	Required
Zoning	Low density residential zone
Overlays	▪ Airport environs overlay ▪ Flood hazard overlay



2.0 Site and Surrounding Environment

2.1. Subject Site and Surrounds

The subject site is located at 18 Hinchinbrook Drive, Thuringowa Central, and has a total area of 7,580m². The land is formally described as Lot 23 on T118666. The site is situated within an established suburban area of Townsville, and forms part of the broader Thuringowa Central locality which functions as a key activity and service hub for the surrounding residential community.

The site comprises a large allotment that is predominantly cleared and developed for community use, with improvements associated with an existing church facility. The land is generally flat, consistent with the surrounding urban landscape, and is capable of accommodating built development and associated on-site infrastructure.

Vehicular access to the site is provided via Hinchinbrook Drive, a local road that connects to the surrounding residential street network and provides convenient access to major arterial routes including Thuringowa Drive and Dalrymple Road. These transport corridors provide strong connectivity to other parts of Townsville and the wider region.

The surrounding locality is characterised primarily by established residential neighbourhoods, interspersed with community facilities, educational establishments, and local services. The area also benefits from proximity to significant activity centres and amenities including the Willows Shopping Centre, Riverway recreational precinct, and various schools, sporting facilities and community services, which contribute to the well-served suburban character of Thuringowa Central.

The subject lot and surrounding locality are illustrated in Figure 1 below.

Figure 1: Site location



Source: Qld Globe



3.0 Proposed Development

3.1. General Overview

The proposed development involves the expansion of the existing Kirwan Uniting Church through the construction of a new community centre building associated with the existing Place of worship, together with the establishment of 10 residential units towards the rear of the site.

The development is intended to support the ongoing operation of the existing church while making efficient use of the balance of the site for small-scale residential accommodation. The proposed residential units are located behind the existing church facilities, with the site layout providing separation between the community and residential components of the development.

The proposal also includes additional on-site car parking, a new vehicle access to Hinchinbrook Drive, internal vehicle circulation, pedestrian connections, landscaping and waste servicing arrangements. These elements are addressed in further detail in the following sections of this report.

3.2. Development Description and Staging

The proposed development involves the expansion of the existing Kirwan Uniting Church through the construction of a new community centre building associated with the existing Place of worship, together with the establishment of ten residential units toward the rear of the site.

The overall site layout has been designed to provide a clear separation between community and residential activities, while ensuring efficient vehicle access, adequate on-site parking, and appropriate circulation throughout the site. Landscaping and open space areas will assist in softening the built form and maintaining the amenity of the surrounding residential neighbourhood. The proposal is considered to represent a logical and compatible expansion of the existing church use while introducing a small-scale residential component that is consistent with the character of the locality.

The proposed development is intended to be delivered in three stages, as illustrated on the Staging Plan included at **Appendix 4**.

3.2.1 Residential units

The proposal includes 10 residential units located toward the rear (northern part) of the site. The total residential component comprises ten units arranged in two building types, as outlined below:

- **2x Type C Residential Units** – Three units per block, each comprising two bedrooms, patio and a gross floor area of approximately 241.41m²; and
- **2x Type F Residential Unit** – Two duplex-style unit per block comprising two bedroom, patio with a gross floor area of approximately 167.396m².

Total of 10 Units

The residential units are located toward the rear of the site to maintain an appropriate separation from the church facilities. This layout provides physical separation between the community and residential components of the development, while allowing shared access, parking, pedestrian movement and landscaping to be coordinated across the site.



3.2.2 Place of worship extension

The proposal includes the construction of a new community centre building within the south-western part of the site. The building will function as a multi-purpose facility associated with the existing Place of worship and will support the ongoing operation of the Kirwan Uniting Church.

The building involves a gross floor area (GFA) of approximately 223m² and will include a public hall, kitchen facilities, toilet amenities and associated storage areas. The building is intended to support religious, social, educational and charitable activities associated with the church.

3.2.3 Staging

The proposed development is intended to be delivered in three stages:

- **Stage 1:** five residential units within the north-eastern part of the site.
- **Stage 2:** remaining five residential units within the north-western part of the site.
- **Stage 3:** new community centre building associated with the existing Place of worship.

The general layout of the proposed development is illustrated in Figure 2 below.

Figure 2: Proposed Site Layout



3.3. Proposal Plans and Supporting Documents

The proposed development is illustrated in the development plans listed below in Table 2 (refer Appendix 4).



Additionally, the proposed development is further detailed in the associated reports listed below and appended as referenced.

Table 2 – Proposal Plans

Plan title	Number	Issue	Date
Cover Page	DD 01	6	03.06.26
Site Plan	DD 02	6	03.06.26
Flood Plan	DD 03	6	03.06.26
Floor Plan – BLDG C Community Centre	DD 04	6	03.06.26
Elevations – BLDG C Community Centre	DD 05	6	03.06.26
Elevations – BLDG C Community Centre	DD 06	6	03.06.26
Staging Plan	DD 07	6	03.06.26
Landscape Plan	DD 08	6	03.06.26
Waste Management Plan	DD 09	6	03.06.26
Supplementary Documents			
Traffic Impact Assessment prepared by Jaiden Patel Traffic Consulting – 9 May 2026			

3.4. Use Definition

In accordance with schedule 1 of the planning scheme, the use is defined Place of Worship and Multiple Dwelling. A Place of Worship is defined as premises for: -

Place of worship means the use of premises for—

- 1. organised worship and other religious activities; or*
- 2. social, education or charitable activities, if the use is ancillary to the use in paragraph (a).*

Multiple Dwelling is defined as a premises for: -

Multiple dwelling means a residential use of premises involving 3 or more dwellings, whether attached or detached.

3.5. Access and Parking

Vehicular access to the proposed development will be provided via a new 6m wide driveway crossover to Hinchinbrook Drive.

This access connects to a new internal driveway that facilitates clear and legible vehicle movement through the site, bypassing the front parking area and providing direct access to the rear residential units. Four existing angle parks will be removed to accommodate the new access point and crossover. This design effectively separates traffic movements associated with the community use and residential component, reducing potential conflict points and improving overall site functionality.

Internal circulation within the site will be facilitated through new internal driveways and manoeuvring areas designed to provide efficient vehicle movement throughout the development.



A total of 30 additional on-site car parking spaces are proposed, which will complement the existing parking provided on the site and adequately service both the community facility and residential components of the development. Pedestrian connections are provided throughout the site, linking the residential units, community centre building, existing church facilities and the Hinchinbrook Drive frontage.

In accordance with Schedule 6.2 of the Planning Scheme, all on-site parking and manoeuvring areas have been clearly defined and appropriately designed to ensure safe and convenient access for vehicles. The internal road network has been configured to support safe vehicle circulation while maintaining convenient access to the various uses and facilities within the site.

A Traffic Impact Assessment has been prepared in support of the application and is included at **Appendix 6**. The assessment confirms that the proposed access, parking and servicing arrangements are appropriate for the scale and nature of the proposed development.

3.6. Infrastructure Services

The subject site maintains existing onsite water and wastewater provisions, with this to be maintained with the proposed development.

Existing connections to telecommunications and electrical networks will be maintained.

A designated refuse collection area is provided onsite to the west, with convenient access for waste servicing vehicles.

3.7. Stormwater Drainage

The proposed development has been suitably designed to maintain the existing drainage pattern of the subject site to the extent possible. Given the size of the subject lot, and the nature of the proposed development, it is considered that the existing drainage regime is appropriate and will not be impacted with the proposed development.

3.8. Landscaping

The proposed development does not require the removal or clearing of native vegetation. The development has been designed to minimise environmental disturbance and to maintain the existing landscape character. There are two large trees located to the west frontage of the site, the proposed development layout has been designed around the retainment of these trees.

Please refer to **Appendix 4** for further details.

3.9. Pre-lodgement Discussions

A pre-lodgement meeting was undertaken with Council and the applicant's representatives on 10 March 2026, with further discussions occurring following this meeting.

Council was generally supportive of the proposed development, subject to the application appropriately addressing relevant planning matters, including the relationship between the existing church use and proposed residential component, access and parking arrangements, servicing, stormwater and flood hazard considerations, and landscaping/interface treatment.

It is considered the matters raised through pre-lodgement discussions have been considered in the design of the development and are addressed within this application and supporting material.



4.0 Legislative Framework

4.1. State Planning Policy

In accordance with section 26 of the *Planning Regulation 2017*, assessment against the State Planning Policy (SPP) is required to the extent the provisions of the SPP are appropriately integrated within the planning scheme.

For the purposes of this development application, it is considered all relevant provisions of the State Planning Policy are appropriately integrated with the planning scheme and no additional standalone provisions are relevant for assessment.

4.2. North Queensland Regional Plan

The subject site is located within the urban area of Townsville as identified under the North Queensland Regional Plan (NQRP). A review of the proposed development against the relevant provisions of the NQRP indicates that matters applicable to the assessment of the proposal are appropriately addressed through the Townsville City Plan. As the proposal is located within the established urban footprint and is consistent with the intended urban development outcomes for the locality, the relevant matters of the NQRP are considered to be appropriately reflected in the Planning Scheme. Accordingly, no further detailed assessment against the NQRP is considered necessary.

4.3. State Development and Assessment Provisions

In accordance with schedule 10 of the *Planning Regulation 2017*, referral of the development application is not required.

4.4. Local Planning Instrument

In accordance with section 51 of the *Planning Act 2016*, the proposed development requires assessment against the local government planning scheme.

In accordance with Table 5.5.1 of the planning scheme, the proposed development requires impact assessment given the proposal involves multiple dwelling and an extension to a community use in a low density residential zone.

4.5. Assessment Benchmarks

Pursuant to Table 5.5.1 of the planning scheme the proposal requires impact assessment and is therefore assessable against the planning scheme in its entirety.

Accordingly, the proposed development is assessed against the following planning scheme benchmarks:

- Strategic framework
- Low Density residential code
- Healthy waters code
- Landscape code
- Transport impact, access and parking code
- Works code
- Airport environ overlay code
- Flood hazard overlay code

Assessment against the relevant benchmarks is provided within Section 5.



5.0 Planning Assessment

5.1. Strategic Framework

The strategic framework sets the strategic direction for Townsville and ensures development is appropriately located and managed.

The strategic framework provides for four themes that collectively represent the intent of the planning scheme:

- (i) *Shaping Townsville;*
- (ii) *Strong, connected community;*
- (iii) *Environmentally sustainable future; and*
- (iv) *Sustaining growth.*

It is considered the proposed development furthers the intent of the above four themes and their corresponding strategic outcomes.

The proposal represents an efficient use of an established urban site that is already developed for community purposes. The development will support the ongoing operation of the existing Kirwan Uniting Church through the construction of a new building associated with the existing Place of worship, while also introducing a small-scale residential component to an underutilised portion of the site.

The residential component will provide additional housing choice within an established suburban locality. The units are located toward the rear of the site and are designed to maintain a low-rise built form that is compatible with the surrounding residential character. The development therefore supports modest infill housing while maintaining the amenity and character of the locality.

The proposal also supports a strong and connected community by retaining and improving an existing community facility. The proposed building associated with the Place of worship will provide additional space for church-related, social and community activities that support the day-to-day needs of the local community.

The development has been designed to respond to the existing site context, including access, parking, servicing, landscaping and flood hazard considerations. The proposal does not require the clearing of native vegetation and incorporates landscaping and interface treatments to assist in maintaining residential amenity and streetscape character.

The subject site is located within an established urban area with access to existing infrastructure, road networks, public transport opportunities, open space and community services. The proposal therefore represents a logical form of development that supports the efficient use of urban land and infrastructure.

5.2. Low Density Residential Code

The purpose of the Low-density residential zone code is to provide for:

- (a) *a variety of low-density dwelling types, and*
- (b) *community uses, and small-scale services, facilities and infrastructure, to support local residents.*

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



- (a) built form is of a house compatible scale and consistent with the local streetscape character;*
- (b) reconfiguration facilitates a range of lot sizes to accommodate dwelling houses and dual occupancy dwellings, typically on lots 400m² or greater (unless otherwise intended in a precinct);*
- (c) development maintains a high level of residential amenity on the site and in the neighbourhood;*
- (d) residential development is protected from the impacts of any nearby industrial activities, transport corridors, infrastructure, installations and major facilities such as the port, airport and Department of Defence landholdings;*
- (e) the design of development promotes accessibility by walking, cycling and public transport;*
- (f) the design of development is responsive to the city's climate and promotes sustainable practices including energy efficiency and water conservation;*
- (g) low-rise multiple dwellings, residential care or retirement facilities may be acceptable within this zone where provided in locations that are within a convenient walkable distance to centres, public transport and community activities, and where of a scale that is consistent with the local character;*
- (h) non-residential uses only occur within the zone where they primarily support the day-to-day needs of the immediate residential community, do not unreasonably detract from the residential amenity of the area and are not better located in nearby centre zones;*
- (i) development minimises impacts on remaining areas of ecological significance within the zone; and*
- (j) the natural bushland setting and village character of the northern beaches and Magnetic Island townships are maintained. Tourism accommodation in these communities is of a house compatible scale.*

While the subject site is located within the Low density residential zone, where dwelling houses and dual occupancies are the predominant intended uses, the zone also provides for community uses and small-scale facilities that support residents and recognises that low-rise multiple dwellings may be acceptable in appropriate locations. The development comprises an extension to the existing church in the form of a building associated with the Place of worship, together with ten residential units located to the rear of the site. This approach maintains the established function of the site while introducing complementary uses that support the ongoing viability of the church and provide additional housing choice within the locality.

The proposed building associated with the Place of worship will support the continued operation of the existing church and facilitate church-related, social and community-based activities that serve the surrounding neighbourhood, while remaining limited in scale and intensity.

The proposed residential component has been designed to be consistent with the low-density suburban character of the locality. The ten residential units are single storey in height and of a domestic scale comparable to surrounding residential development. The development incorporates appropriate setbacks, site coverage and communal and private open space areas, ensuring that a high level of residential amenity is maintained for both future occupants and adjoining properties. As such, the development avoids visual dominance or overdevelopment and remains compatible with the surrounding residential context.

The residential units are located to the rear of the site, ensuring the established streetscape character along Hinchinbrook Drive remains largely unchanged and continues to be defined by the existing place of worship building. Parking associated with the community centre is positioned behind the



building setback and screened from the street, maintaining an attractive streetscape presentation and minimising visual impacts.

The residential component also represents an efficient use of an already cleared and underutilised portion of the site, providing modest additional housing without altering the prevailing low-density character of the area. Appropriate separation distances are maintained to adjoining properties, ensuring that the development does not result in unreasonable impacts in terms of overlooking, overshadowing, traffic or noise.

The site is also well located in proximity to community infrastructure and open space, including Dan Gleeson Memorial Gardens and nearby public transport services along Thuringowa Drive. This supports the introduction of a small number of additional residential units while maintaining convenient access to local services and recreational opportunities.

Accordingly, the proposal achieves the purpose and overall outcomes of the Low-Density Residential Zone by maintaining a low-rise built form, protecting residential amenity, and supporting community-based activities that serve the surrounding neighbourhood. While the combination of uses is not typically anticipated within the zone, the proposal is appropriately justified by the longstanding lawful use of the site as a place of worship and the modest scale and compatible design of the proposed development.

Detailed assessment against the low-density residential zone is provided within **Appendix 5**.

5.3. Healthy Waters Code

The purpose of the Healthy waters code is to *ensure development manages stormwater and wastewater as part of the integrated total water cycle and in ways that help protect the environmental values specified in the Environmental Protection (Water and Wetland Biodiversity) Policy 2019*.

The proposed development is consistent with the purpose and overall outcomes of the Healthy waters code. The proposal does not involve the diversion of a watercourse, works within a mapped waterway, or the disturbance of riparian vegetation. Existing overland flow paths across the site will be maintained, and the development will not obstruct or significantly alter the established drainage regime.

The proposal does not materially alter the hydrological characteristics of the site. Overland flow paths, drainage patterns and stormwater discharge points will remain generally consistent with the existing operational condition of the land. The development is largely located within previously disturbed and developed areas of the site and does not introduce substantial additional impervious surfaces that would significantly increase stormwater runoff.

Given the modest scale and nature of the proposal, and the absence of works within waterways or drainage corridors, the development is not expected to adversely affect upstream or downstream flows or surrounding properties. Accordingly, the proposal is considered to achieve the intent of the Healthy waters code.

5.4. Landscape Code

The purpose of the Landscape code is to *ensure landscaping in both the private and public domains is designed and constructed to a high standard, provides a strong contribution to the city image, is responsive to the local character, site and climatic conditions and remains fit for purpose over the long-term*.



The proposed development is located within existing cleared areas of the site, ensuring minimal disturbance to the natural environment. There are two large trees located to the western frontage of the site, the proposed development layout has been designed around the retention of these trees. A landscape plan has been prepared and available in **Appendix 4**.

On this basis, the proposed development is considered to satisfy the purpose and overall outcomes of the Landscaping code, achieving a balance between functional development, site amenity, and the preservation of the natural character of the locality.

5.5. Transport Impact, Access and Parking Code

The purpose of the Transport impact, access and parking code is to *ensure appropriate provision for transport and end-of-trip facilities, and to facilitate, as far as practicable, an environmentally sustainable transport network*.

The proposed development is considered to achieve the purpose and overall outcomes of the Transport Impact, Access and Parking Code by providing safe, functional and efficient access, circulation and parking arrangements that are commensurate with the scale and nature of the use.

Vehicular access to the site is currently established via two existing crossovers from Hinchinbrook Drive, which will be retained to service the existing (community) component of the development.

A new access is proposed to Hinchinbrook Drive to service the residential component. This access connects to a new internal driveway that facilitates clear and legible vehicle movement through the site, bypassing the front parking area and providing direct access to the rear residential units. To accommodate the proposed access and required clearances, four existing on-street angle parking spaces on Hinchinbrook Drive are required to be removed. This adjustment has been considered as part of the Traffic Impact Assessment and is not expected to result in adverse impacts on the surrounding parking environment. This design effectively separates traffic movements associated with the community use and residential component, reducing potential conflict points and improving overall site functionality.

The internal layout has been designed to ensure safe and efficient vehicle circulation, including adequate aisle widths, turning areas and manoeuvring space. All vehicles are able to enter and exit the site in a forward direction, minimising reversing movements onto the road network and enhancing user safety. The arrangement demonstrates a high standard of access design, consistent with best practice and the performance outcomes of the code.

Car parking provision, including visitor parking for the residential component, is accommodated entirely on site and is appropriately located and dimensioned in accordance with Schedule 6.10 of the planning scheme. Parking areas are designed to be convenient, accessible and integrated with the overall site layout, while avoiding adverse visual or amenity impacts on the streetscape and adjoining properties.

Given the modest scale and low-intensity nature of the development, traffic generation is expected to be minimal and will not materially impact the function, capacity or safety of the surrounding transport network, including Hinchinbrook Drive. The proposal maintains the safe and efficient operation of the road network and does not give rise to unacceptable impacts in terms of congestion, access, or on-street parking demand.

Accordingly, the development provides a well-considered access and parking arrangement that minimises conflict, supports safe vehicle movement, and integrates effectively with the surrounding transport network. The proposal therefore achieves the intent, performance outcomes and overall outcomes of the Transport Impact, Access and Parking Code.



A Traffic Impact Assessment was conducted and concluded that the proposed development can be supported from a traffic engineering perspective. Further detail is provided in the Traffic Impact Assessment in **Appendix 6**.

5.6. Works Code

The purpose of the Works code is to *ensure development is provided with a level of infrastructure which maintains or enhances community health, safety and amenity and which avoids or minimises impacts on the natural environment*.

The proposed development is consistent with the purpose of the Works code, given the proposal can be appropriately serviced and accessed and can be connected to existing telecommunications and electrical networks. The proposed development can be provided with necessary infrastructure services, including existing connection to private asset water reticulation network and provision of existing on-site wastewater treatment system.

Given the nature of the development, further assessment against the Works code is not considered necessary.

5.7 Airport Environ Overlay Code

The purpose of the Airport Environs Overlay Code *is to protect the operational airspace associated with the airport, RAAF Base and aviation facilities, ensuring the safety and efficiency of aviation operations and safeguarding future aviation infrastructure*.

The subject site is mapped within the operational airspace area above 90 metres above ground level and wildlife hazard buffer zones and public safety areas as a distance from airport runway of 8km. The proposed development is low-rise in scale and will not penetrate or otherwise interfere with the prescribed airspace. Accordingly, the development will not adversely impact aviation safety, operational efficiency, or the ongoing function of aviation infrastructure.

Given the scale, height and nature of the proposal, the development is not expected to give rise to any impacts relevant to the Airport environs overlay. As such, the proposal is considered to achieve the intent and overall outcomes of the Airport environs overlay code, and no further detailed assessment is warranted.

5.8 Flood Hazard Overlay Code

The purpose of the Flood hazard overlay code *is to manage development outcomes in flood hazard areas so that risk to life, property, community, economic activity and the environment during future flood events is minimised, and to ensure that development does not increase the potential for flood damage on-site or to other property*.

The subject site is mapped within the Flood Hazard Overlay and is identified as being subject to low to medium hazard and very low to medium flood risk under the new flood mapping. The proposed development is low-rise and small in scale and has been designed to respond appropriately to the mapped flood constraints. The development will not result in a material increase in flood risk or hazard on the site or to surrounding properties, nor will it adversely affect flood storage capacity or the conveyance of floodwaters.



Figure 3: Flood Hazard Map

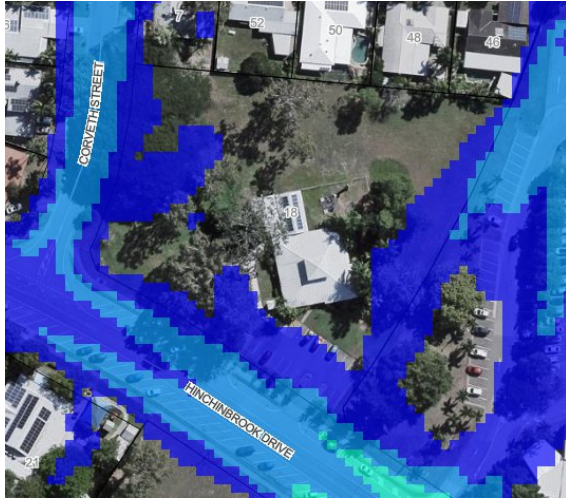
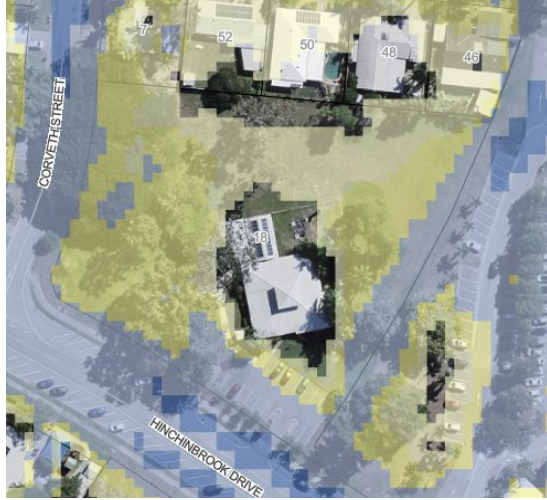


Figure 4: New Flood Hazard Map





6.0 Other Relevant Matters

In accordance with section 45(5)(b) of the Act, the following are other relevant matters considered applicable to assessment of this development application. In support of the proposed development the following matters are considered relevant: -

- The proposed development represents a logical and modest extension of the lawful existing place of worship on the site. The introduction of a community centre will support the ongoing operation of the church and provide additional opportunities for community-based activities, social interaction and local services that benefit the surrounding residential population.
- The development incorporates ten residential units to the rear of the site, providing a small increase in housing supply and contributing to housing diversity within the locality.
- The proposal has been designed to maintain a high level of residential amenity. Built form is single storey and of a domestic scale, with appropriate setbacks, separation distances, and provision of private and communal open space. The development does not result in unacceptable impacts in terms of overlooking, overshadowing, noise, or traffic.
- The siting of development ensures that the established streetscape character is maintained, with the existing place of worship continuing to define the primary frontage. Car parking and access arrangements are appropriately designed and located to minimise visual and operational impacts, while ensuring safe and efficient site access.
- The proposal represents an efficient use of an already developed and partially underutilised site, accommodating additional community infrastructure and housing without materially increasing site intensity or altering the prevailing suburban character.
- The development is consistent with the strategic intent of the Townsville City Plan by supporting local community infrastructure, maintaining residential amenity, and delivering a well-integrated and low-intensity land use outcome within an established urban area.
- The co-location of the residential units with the existing Place of worship represents a practical and compatible use of the site. The residential component is located toward the rear of the allotment and separated from the primary church-related activities, while still allowing coordinated access, parking, servicing and landscaping outcomes across the development
- The subject site is located within an established urban area with access to existing infrastructure, community facilities, open space and transport connections. The development therefore makes efficient use of land within the urban footprint and does not require expansion into undeveloped or less serviced areas.



7.0 Conclusion and Recommendations

This town planning report has been prepared by Northpoint Planning on behalf of Kirwan Uniting Church C/- The Design House NQ in association with a Development Application for a Material Change of Use – Multiple dwelling and extension to existing Place of worship located at 18 Hinchinbrook Drive, Thuringowa Central and formally described as Lot 23 on T118666.

The subject site is located within the Low density residential zone of the planning scheme. An assessment against the relevant benchmarks has been undertaken and is outlined in detail in this town planning report.

The proposal is consequently considered appropriate development in the context in which it is located and has been suitably demonstrated to comply with the relevant assessment benchmarks. It is therefore recommended Council approve the proposed development, subject to reasonable and relevant conditions.



Appendix 1

DA Form 1 – Development application details

Approved form (version 1.6 effective 2 August 2024) made under section 282 of the Planning Act 2016.

This form **must** be used to make a development application **involving code assessment or impact assessment**, except when applying for development involving only building work.

For a development application involving **building work only**, use *DA Form 2 – Building work details*.

For a development application involving **building work associated with any other type of assessable development (i.e. material change of use, operational work or reconfiguring a lot)**, use this form (*DA Form 1*) and parts 4 to 6 of *DA Form 2 – Building work details*.

Unless stated otherwise, all parts of this form **must** be completed in full and all required supporting information **must** accompany the development application.

One or more additional pages may be attached as a schedule to this development application if there is insufficient space on the form to include all the necessary information.

This form and any other form relevant to the development application must be used to make a development application relating to strategic port land and Brisbane core port land under the *Transport Infrastructure Act 1994*, and airport land under the *Airport Assets (Restructuring and Disposal) Act 2008*. For the purpose of assessing a development application relating to strategic port land and Brisbane core port land, any reference to a planning scheme is taken to mean a land use plan for the strategic port land, Brisbane port land use plan for Brisbane core port land, or a land use plan for airport land.

Note: All terms used in this form have the meaning given under the Planning Act 2016, the Planning Regulation 2017, or the Development Assessment Rules (DA Rules).

PART 1 – APPLICANT DETAILS

1) Applicant details	
Applicant name(s) (individual or company full name)	Kirwan Uniting Church C/- The Design House NQ
Contact name (only applicable for companies)	Hannah Flynn
Postal address (P.O. Box or street address)	PO Box 4
Suburb	Townsville
State	Queensland
Postcode	4810
Country	Australia
Contact number	(07) 4440 5282
Email address (non-mandatory)	hello@northpointplanning.com.au
Mobile number (non-mandatory)	
Fax number (non-mandatory)	
Applicant's reference number(s) (if applicable)	NP25.203
1.1) Home-based business	
☐ Personal details to remain private in accordance with section 264(6) of Planning Act 2016	
2) Owner's consent	
2.1) Is written consent of the owner required for this development application?	
☒ Yes – the written consent of the owner(s) is attached to this development application	
☐ No – proceed to 3)	

PART 2 – LOCATION DETAILS

3) Location of the premises (complete 3.1) or 3.2), and 3.3) as applicable)

Note: Provide details below and attach a site plan for any or all premises part of the development application. For further information, see [DA Forms Guide: Relevant plans](#).

3.1) Street address and lot on plan

- ☒ Street address **AND** lot on plan (all lots must be listed), **or**
☐ Street address **AND** lot on plan for an adjoining or adjacent property of the premises (appropriate for development in water but adjoining or adjacent to land e.g. jetty, pontoon. All lots must be listed).

a)	Unit No.	Street No.	Street Name and Type	Suburb
		18	Hinchinbrook Drive	Thuringowa Central
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
		23	T118666	Townsville
b)	Unit No.	Street No.	Street Name and Type	Suburb
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)

3.2) Coordinates of premises (appropriate for development in remote areas, over part of a lot or in water not adjoining or adjacent to land e.g. channel dredging in Moreton Bay)

Note: Place each set of coordinates in a separate row.

- ☐ Coordinates of premises by longitude and latitude

Longitude(s)	Latitude(s)	Datum	Local Government Area(s) (if applicable)
		☐ WGS84 ☐ GDA94 ☐ Other:	

- ☐ Coordinates of premises by easting and northing

Easting(s)	Northing(s)	Zone Ref.	Datum	Local Government Area(s) (if applicable)
		☐ 54 ☐ 55 ☐ 56	☐ WGS84 ☐ GDA94 ☐ Other:	

3.3) Additional premises

- ☐ Additional premises are relevant to this development application and the details of these premises have been attached in a schedule to this development application
☒ Not required

4) Identify any of the following that apply to the premises and provide any relevant details

- ☐ In or adjacent to a water body or watercourse or in or above an aquifer

Name of water body, watercourse or aquifer:

- ☐ On strategic port land under the *Transport Infrastructure Act 1994*

Lot on plan description of strategic port land:

Name of port authority for the lot:

- ☐ In a tidal area

Name of local government for the tidal area (if applicable):

Name of port authority for tidal area (if applicable)

☐ On airport land under the <i>Airport Assets (Restructuring and Disposal) Act 2008</i>
Name of airport:
☐ Listed on the Environmental Management Register (EMR) under the <i>Environmental Protection Act 1994</i>
EMR site identification:
☐ Listed on the Contaminated Land Register (CLR) under the <i>Environmental Protection Act 1994</i>
CLR site identification:

5) Are there any existing easements over the premises?

Note: Easement uses vary throughout Queensland and are to be identified correctly and accurately. For further information on easements and how they may affect the proposed development, see [DA Forms Guide](#).

- ☐ Yes – All easement locations, types and dimensions are included in plans submitted with this development application
- ☒ No

PART 3 – DEVELOPMENT DETAILS

Section 1 – Aspects of development

6.1) Provide details about the first development aspect

a) What is the type of development? *(tick only one box)*

- ☒ Material change of use ☐ Reconfiguring a lot ☐ Operational work ☐ Building work

b) What is the approval type? *(tick only one box)*

- ☒ Development permit ☐ Preliminary approval ☐ Preliminary approval that includes a variation approval

c) What is the level of assessment?

- ☐ Code assessment ☒ Impact assessment *(requires public notification)*

d) Provide a brief description of the proposal (e.g. 6 unit apartment building defined as multi-unit dwelling, reconfiguration of 1 lot into 3 lots):

Multiple Dwelling & Extension to Existing Place of Worship

e) Relevant plans

Note: *Relevant plans are required to be submitted for all aspects of this development application. For further information, see [DA Forms guide: Relevant plans](#).*

- ☒ Relevant plans of the proposed development are attached to the development application

6.2) Provide details about the second development aspect

a) What is the type of development? *(tick only one box)*

- ☐ Material change of use ☐ Reconfiguring a lot ☐ Operational work ☐ Building work

b) What is the approval type? *(tick only one box)*

- ☐ Development permit ☐ Preliminary approval ☐ Preliminary approval that includes a variation approval

c) What is the level of assessment?

- ☐ Code assessment ☐ Impact assessment *(requires public notification)*

d) Provide a brief description of the proposal (e.g. 6 unit apartment building defined as multi-unit dwelling, reconfiguration of 1 lot into 3 lots):

e) Relevant plans

Note: *Relevant plans are required to be submitted for all aspects of this development application. For further information, see [DA Forms Guide: Relevant plans](#).*

- ☐ Relevant plans of the proposed development are attached to the development application

6.3) Additional aspects of development

- ☐ Additional aspects of development are relevant to this development application and the details for these aspects that would be required under Part 3 Section 1 of this form have been attached to this development application
- ☒ Not required

6.4) Is the application for State facilitated development?

- ☐ Yes - Has a notice of declaration been given by the Minister?
- ☒ No

Section 2 – Further development details**7) Does the proposed development application involve any of the following?**

Material change of use	☒ Yes – complete division 1 if assessable against a local planning instrument
Reconfiguring a lot	☐ Yes – complete division 2
Operational work	☐ Yes – complete division 3
Building work	☐ Yes – complete <i>DA Form 2 – Building work details</i>

Division 1 – Material change of use

Note: This division is only required to be completed if any part of the development application involves a material change of use assessable against a local planning instrument.

8.1) Describe the proposed material change of use

Provide a general description of the proposed use	Provide the planning scheme definition (include each definition in a new row)	Number of dwelling units (if applicable)	Gross floor area (m ²) (if applicable)
Residential Units	Multiple Dwelling	10	
Community Centre	Extension to Existing Place of Worship		

8.2) Does the proposed use involve the use of existing buildings on the premises?

☒ Yes

☐ No

8.3) Does the proposed development relate to temporary accepted development under the Planning Regulation?

☐ Yes – provide details below or include details in a schedule to this development application

☒ No

Provide a general description of the temporary accepted development	Specify the stated period dates under the Planning Regulation

Division 2 – Reconfiguring a lot

Note: This division is only required to be completed if any part of the development application involves reconfiguring a lot.

9.1) What is the total number of existing lots making up the premises?

--

9.2) What is the nature of the lot reconfiguration? (tick all applicable boxes)

☐ Subdivision (complete 10)	☐ Dividing land into parts by agreement (complete 11)
☐ Boundary realignment (complete 12)	☐ Creating or changing an easement giving access to a lot from a constructed road (complete 13)

10) Subdivision				
10.1) For this development, how many lots are being created and what is the intended use of those lots:				
Intended use of lots created	Residential	Commercial	Industrial	Other, please specify:
Number of lots created				

10.2) Will the subdivision be staged?	
☐ Yes – provide additional details below ☐ No	
How many stages will the works include?	
What stage(s) will this development application apply to?	

11) Dividing land into parts by agreement – how many parts are being created and what is the intended use of the parts?				
Intended use of parts created	Residential	Commercial	Industrial	Other, please specify:
Number of parts created				

12) Boundary realignment			
12.1) What are the current and proposed areas for each lot comprising the premises?			
Current lot		Proposed lot	
Lot on plan description	Area (m ²)	Lot on plan description	Area (m ²)
12.2) What is the reason for the boundary realignment?			

13) What are the dimensions and nature of any existing easements being changed and/or any proposed easement? (attach schedule if there are more than two easements)				
Existing or proposed?	Width (m)	Length (m)	Purpose of the easement? (e.g. pedestrian access)	Identify the land/lot(s) benefitted by the easement

Division 3 – Operational work

Note: This division is only required to be completed if any part of the development application involves operational work.

14.1) What is the nature of the operational work?		
☐ Road work ☐ Drainage work ☐ Landscaping ☐ Other – please specify:	☐ Stormwater ☐ Earthworks ☐ Signage	☐ Water infrastructure ☐ Sewage infrastructure ☐ Clearing vegetation
14.2) Is the operational work necessary to facilitate the creation of new lots? (e.g. subdivision)		
☐ Yes – specify number of new lots:		
☐ No		

14.3) What is the monetary value of the proposed operational work? (include GST, materials and labour)

\$

PART 4 – ASSESSMENT MANAGER DETAILS

15) Identify the assessment manager(s) who will be assessing this development application

Townville City Council

16) Has the local government agreed to apply a superseded planning scheme for this development application?

- ☐ Yes – a copy of the decision notice is attached to this development application
- ☐ The local government is taken to have agreed to the superseded planning scheme request – relevant documents attached
- ☒ No

PART 5 – REFERRAL DETAILS

17) Does this development application include any aspects that have any referral requirements?

Note: A development application will require referral if prescribed by the Planning Regulation 2017.

- ☒ No, there are no referral requirements relevant to any development aspects identified in this development application – proceed to Part 6

Matters requiring referral to the **Chief Executive of the Planning Act 2016:**

- ☐ Clearing native vegetation
- ☐ Contaminated land (*unexploded ordnance*)
- ☐ Environmentally relevant activities (ERA) (*only if the ERA has not been devolved to a local government*)
- ☐ Fisheries – aquaculture
- ☐ Fisheries – declared fish habitat area
- ☐ Fisheries – marine plants
- ☐ Fisheries – waterway barrier works
- ☐ Hazardous chemical facilities
- ☐ Heritage places – Queensland heritage place (*on or near a Queensland heritage place*)
- ☐ Infrastructure-related referrals – designated premises
- ☐ Infrastructure-related referrals – state transport infrastructure
- ☐ Infrastructure-related referrals – State transport corridor and future State transport corridor
- ☐ Infrastructure-related referrals – State-controlled transport tunnels and future state-controlled transport tunnels
- ☐ Infrastructure-related referrals – near a state-controlled road intersection
- ☐ Koala habitat in SEQ region – interfering with koala habitat in koala habitat areas outside koala priority areas
- ☐ Koala habitat in SEQ region – key resource areas
- ☐ Ports – Brisbane core port land – near a State transport corridor or future State transport corridor
- ☐ Ports – Brisbane core port land – environmentally relevant activity (ERA)
- ☐ Ports – Brisbane core port land – tidal works or work in a coastal management district
- ☐ Ports – Brisbane core port land – hazardous chemical facility
- ☐ Ports – Brisbane core port land – taking or interfering with water
- ☐ Ports – Brisbane core port land – referable dams
- ☐ Ports – Brisbane core port land – fisheries
- ☐ Ports – Land within Port of Brisbane's port limits (*below high-water mark*)
- ☐ SEQ development area
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – tourist activity or sport and recreation activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – community activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – indoor recreation
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – urban activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – combined use
- ☐ SEQ northern inter-urban break – tourist activity or sport and recreation activity



Queensland
Government

- ☐ SEQ northern inter-urban break – community activity
- ☐ SEQ northern inter-urban break – indoor recreation
- ☐ SEQ northern inter-urban break – urban activity
- ☐ SEQ northern inter-urban break – combined use
- ☐ Tidal works or works in a coastal management district
- ☐ Reconfiguring a lot in a coastal management district or for a canal
- ☐ Erosion prone area in a coastal management district
- ☐ Urban design
- ☐ Water-related development – taking or interfering with water
- ☐ Water-related development – removing quarry material *(from a watercourse or lake)*
- ☐ Water-related development – referable dams
- ☐ Water-related development – levees *(category 3 levees only)*
- ☐ Wetland protection area

Matters requiring referral to the local government:

- ☐ Airport land
- ☐ Environmentally relevant activities (ERA) *(only if the ERA has been devolved to local government)*
- ☐ Heritage places – Local heritage places

Matters requiring referral to the Chief Executive of the distribution entity or transmission entity:

- ☐ Infrastructure-related referrals – Electricity infrastructure

Matters requiring referral to:

- The **Chief Executive of the holder of the licence**, if not an individual
- The **holder of the licence**, if the holder of the licence is an individual
- ☐ Infrastructure-related referrals – Oil and gas infrastructure

Matters requiring referral to the Brisbane City Council:

- ☐ Ports – Brisbane core port land

Matters requiring referral to the Minister responsible for administering the Transport Infrastructure Act 1994:

- ☐ Ports – Brisbane core port land *(where inconsistent with the Brisbane port LUP for transport reasons)*
- ☐ Ports – Strategic port land

Matters requiring referral to the relevant port operator, if applicant is not port operator:

- ☐ Ports – Land within Port of Brisbane's port limits *(below high-water mark)*

Matters requiring referral to the Chief Executive of the relevant port authority:

- ☐ Ports – Land within limits of another port *(below high-water mark)*

Matters requiring referral to the Gold Coast Waterways Authority:

- ☐ Tidal works or work in a coastal management district *(in Gold Coast waters)*

Matters requiring referral to the Queensland Fire and Emergency Service:

- ☐ Tidal works or work in a coastal management district *(involving a marina (more than six vessel berths))*

18) Has any referral agency provided a referral response for this development application?

- ☐ Yes – referral response(s) received and listed below are attached to this development application
- ☒ No

Referral requirement	Referral agency	Date of referral response

Identify and describe any changes made to the proposed development application that was the subject of the referral response and this development application, or include details in a schedule to this development application *(if applicable)*.

PART 6 – INFORMATION REQUEST

19) Information request under the DA Rules

☒ I agree to receive an information request if determined necessary for this development application

☐ I do not agree to accept an information request for this development application

Note: By not agreeing to accept an information request I, the applicant, acknowledge:

- that this development application will be assessed and decided based on the information provided when making this development application and the assessment manager and any referral agencies relevant to the development application are not obligated under the DA Rules to accept any additional information provided by the applicant for the development application unless agreed to by the relevant parties
- Part 3 under Chapter 1 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules or
- Part 2 under Chapter 2 of the DA Rules will still apply if the application is for state facilitated development

Further advice about information requests is contained in the [DA Forms Guide](#).

PART 7 – FURTHER DETAILS

20) Are there any associated development applications or current approvals? (e.g. a preliminary approval)

☐ Yes – provide details below or include details in a schedule to this development application

☒ No

List of approval/development application references	Reference number	Date	Assessment manager
☐ Approval			
☐ Development application			
☐ Approval			
☐ Development application			

21) Has the portable long service leave levy been paid? (only applicable to development applications involving building work or operational work)

☐ Yes – a copy of the receipted QLeave form is attached to this development application

☐ No – I, the applicant will provide evidence that the portable long service leave levy has been paid before the assessment manager decides the development application. I acknowledge that the assessment manager may give a development approval only if I provide evidence that the portable long service leave levy has been paid

☐ Not applicable (e.g. building and construction work is less than \$150,000 excluding GST)

Amount paid	Date paid (dd/mm/yy)	QLeave levy number (A, B or E)
\$		

22) Is this development application in response to a show cause notice or required as a result of an enforcement notice?

☐ Yes – show cause or enforcement notice is attached

☒ No

23) Further legislative requirements

Environmentally relevant activities

23.1) Is this development application also taken to be an application for an environmental authority for an **Environmentally Relevant Activity (ERA)** under section 115 of the *Environmental Protection Act 1994*?

- ☐ Yes – the required attachment (form ESR/2015/1791) for an application for an environmental authority accompanies this development application, and details are provided in the table below
- ☒ No

Note: Application for an environmental authority can be found by searching “ESR/2015/1791” as a search term at www.qld.gov.au. An ERA requires an environmental authority to operate. See www.business.qld.gov.au for further information.

Proposed ERA number:		Proposed ERA threshold:	
Proposed ERA name:			

- ☐ Multiple ERAs are applicable to this development application and the details have been attached in a schedule to this development application.

Hazardous chemical facilities

23.2) Is this development application for a **hazardous chemical facility**?

- ☐ Yes – *Form 536: Notification of a facility exceeding 10% of schedule 15 threshold* is attached to this development application
- ☒ No

Note: See www.business.qld.gov.au for further information about hazardous chemical notifications.

Clearing native vegetation

23.3) Does this development application involve **clearing native vegetation** that requires written confirmation that the chief executive of the *Vegetation Management Act 1999* is satisfied the clearing is for a relevant purpose under section 22A of the *Vegetation Management Act 1999*?

- ☐ Yes – this development application includes written confirmation from the chief executive of the *Vegetation Management Act 1999* (s22A determination)
- ☒ No

Note: 1. Where a development application for operational work or material change of use requires a s22A determination and this is not included, the development application is prohibited development.
2. See <https://www.qld.gov.au/environment/land/vegetation/applying> for further information on how to obtain a s22A determination.

Environmental offsets

23.4) Is this development application taken to be a prescribed activity that may have a significant residual impact on a **prescribed environmental matter** under the *Environmental Offsets Act 2014*?

- ☐ Yes – I acknowledge that an environmental offset must be provided for any prescribed activity assessed as having a significant residual impact on a prescribed environmental matter
- ☒ No

Note: The environmental offset section of the Queensland Government's website can be accessed at www.qld.gov.au for further information on environmental offsets.

Koala habitat in SEQ Region

23.5) Does this development application involve a material change of use, reconfiguring a lot or operational work which is assessable development under Schedule 10, Part 10 of the Planning Regulation 2017?

- ☐ Yes – the development application involves premises in the koala habitat area in the koala priority area
- ☐ Yes – the development application involves premises in the koala habitat area outside the koala priority area
- ☒ No

Note: If a koala habitat area determination has been obtained for this premises and is current over the land, it should be provided as part of this development application. See koala habitat area guidance materials at www.desi.qld.gov.au for further information.

Water resources

23.6) Does this development application involve **taking or interfering with underground water through an artesian or subartesian bore, taking or interfering with water in a watercourse, lake or spring, or taking overland flow water under the *Water Act 2000***?

- ☐ Yes – the relevant template is completed and attached to this development application and I acknowledge that a relevant authorisation or licence under the *Water Act 2000* may be required prior to commencing development
- ☒ No

Note: Contact the Department of Resources at www.resources.qld.gov.au for further information.

DA templates are available from planning.statedevelopment.qld.gov.au. If the development application involves:

- Taking or interfering with underground water through an artesian or subartesian bore: complete DA Form 1 Template 1
- Taking or interfering with water in a watercourse, lake or spring: complete DA Form 1 Template 2
- Taking overland flow water: complete DA Form 1 Template 3.

Waterway barrier works

23.7) Does this application involve **waterway barrier works**?

- ☐ Yes – the relevant template is completed and attached to this development application
- ☒ No

DA templates are available from planning.statedevelopment.qld.gov.au. For a development application involving waterway barrier works, complete DA Form 1 Template 4.

Marine activities

23.8) Does this development application involve **aquaculture, works within a declared fish habitat area or removal, disturbance or destruction of marine plants**?

- ☐ Yes – an associated resource allocation authority is attached to this development application, if required under the *Fisheries Act 1994*
- ☒ No

Note: See guidance materials at www.daf.qld.gov.au for further information.

Quarry materials from a watercourse or lake

23.9) Does this development application involve the **removal of quarry materials from a watercourse or lake under the *Water Act 2000***?

- ☐ Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development
- ☒ No

Note: Contact the Department of Resources at www.resources.qld.gov.au and www.business.qld.gov.au for further information.

Quarry materials from land under tidal waters

23.10) Does this development application involve the **removal of quarry materials from land under tidal water under the *Coastal Protection and Management Act 1995***?

- ☐ Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development
- ☒ No

Note: Contact the Department of Environment, Science and Innovation at www.desi.qld.gov.au for further information.

Referable dams

23.11) Does this development application involve a **referable dam** required to be failure impact assessed under section 343 of the *Water Supply (Safety and Reliability) Act 2008* (the *Water Supply Act*)?

- ☐ Yes – the 'Notice Accepting a Failure Impact Assessment' from the chief executive administering the *Water Supply Act* is attached to this development application
- ☒ No

Note: See guidance materials at www.resources.qld.gov.au for further information.

Tidal work or development within a coastal management district

23.12) Does this development application involve **tidal work or development in a coastal management district**?

- ☐ Yes – the following is included with this development application:
- ☐ Evidence the proposal meets the code for assessable development that is prescribed tidal work (*only required if application involves prescribed tidal work*)
 - ☐ A certificate of title

☒ No

Note: See guidance materials at www.desi.qld.gov.au for further information.

Queensland and local heritage places

23.13) Does this development application propose development on or adjoining a place entered in the **Queensland heritage register** or on a place entered in a local government's **Local Heritage Register**?

☐ Yes – details of the heritage place are provided in the table below

☒ No

Note: See guidance materials at www.desi.qld.gov.au for information requirements regarding development of Queensland heritage places.

For a heritage place that has cultural heritage significance as a local heritage place and a Queensland heritage place, provisions are in place under the Planning Act 2016 that limit a local categorising instrument from including an assessment benchmark about the effect or impact of, development on the stated cultural heritage significance of that place. See guidance materials at www.planning.statedevelopment.qld.gov.au for information regarding assessment of Queensland heritage places.

Name of the heritage place:		Place ID:	
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Decision under section 62 of the Transport Infrastructure Act 1994

23.14) Does this development application involve new or changed access to a state-controlled road?

- ☐ Yes – this application will be taken to be an application for a decision under section 62 of the *Transport Infrastructure Act 1994* (subject to the conditions in section 75 of the *Transport Infrastructure Act 1994* being satisfied)

☒ No

Walkable neighbourhoods assessment benchmarks under Schedule 12A of the Planning Regulation

23.15) Does this development application involve reconfiguring a lot into 2 or more lots in certain residential zones (except rural residential zones), where at least one road is created or extended?

- ☐ Yes – Schedule 12A is applicable to the development application and the assessment benchmarks contained in schedule 12A have been considered

☒ No

Note: See guidance materials at www.planning.statedevelopment.qld.gov.au for further information.

PART 8 – CHECKLIST AND APPLICANT DECLARATION

24) Development application checklist

I have identified the assessment manager in question 15 and all relevant referral requirement(s) in question 17	☒ Yes
Note: See the <i>Planning Regulation 2017</i> for referral requirements	
If building work is associated with the proposed development, Parts 4 to 6 of DA Form 2 – Building work details have been completed and attached to this development application	☐ Yes ☒ Not applicable
Supporting information addressing any applicable assessment benchmarks is with the development application	☒ Yes
Note: This is a mandatory requirement and includes any relevant templates under question 23, a planning report and any technical reports required by the relevant categorising instruments (e.g. local government planning schemes, State Planning Policy, State Development Assessment Provisions). For further information, see DA Forms Guide: Planning Report Template .	
Relevant plans of the development are attached to this development application	☒ Yes
Note: Relevant plans are required to be submitted for all aspects of this development application. For further information, see DA Forms Guide: Relevant plans .	
The portable long service leave levy for QLeave has been paid, or will be paid before a development permit is issued (see 21)	☐ Yes ☒ Not applicable

25) Applicant declaration

- ☒ By making this development application, I declare that all information in this development application is true and correct
- ☒ Where an email address is provided in Part 1 of this form, I consent to receive future electronic communications from the assessment manager and any referral agency for the development application where written information is required or permitted pursuant to sections 11 and 12 of the *Electronic Transactions Act 2001*

Note: It is unlawful to intentionally provide false or misleading information.

Privacy – Personal information collected in this form will be used by the assessment manager and/or chosen assessment manager, any relevant referral agency and/or building certifier (including any professional advisers which may be engaged by those entities) while processing, assessing and deciding the development application. All information relating to this development application may be available for inspection and purchase, and/or published on the assessment manager's and/or referral agency's website.

Personal information will not be disclosed for a purpose unrelated to the *Planning Act 2016*, Planning Regulation 2017 and the DA Rules except where:

- such disclosure is in accordance with the provisions about public access to documents contained in the *Planning Act 2016* and the Planning Regulation 2017, and the access rules made under the *Planning Act 2016* and Planning Regulation 2017; or
- required by other legislation (including the *Right to Information Act 2009*); or
- otherwise required by law.

This information may be stored in relevant databases. The information collected will be retained as required by the *Public Records Act 2002*.

PART 9 – FOR COMPLETION OF THE ASSESSMENT MANAGER – FOR OFFICE USE ONLY

Date received: Reference number(s):

Notification of engagement of alternative assessment manager

Prescribed assessment manager	
Name of chosen assessment manager	
Date chosen assessment manager engaged	
Contact number of chosen assessment manager	
Relevant licence number(s) of chosen assessment manager	

QLeave notification and payment

Note: For completion by assessment manager if applicable

Description of the work	
QLeave project number	
Amount paid (\$)	Date paid (dd/mm/yy)
Date receipted form sighted by assessment manager	
Name of officer who sighted the form	

Queensland Titles Registry Pty Ltd
ABN 23 648 568 101

Title Reference:	21456026	Search Date:	17/03/2026 15:39
Date Title Created:	20/12/1990	Request No:	55442953
Creating Dealing:			

ESTATE AND LAND

Estate in Fee Simple

LOT 23 CROWN PLAN T118666

Local Government: TOWNSVILLE

REGISTERED OWNER

THE UNITING CHURCH IN AUSTRALIA PROPERTY TRUST (Q)

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 21456026 (Lot 23 on CP T118666)

ADMINISTRATIVE ADVICES

NIL

UNREGISTERED DEALINGS

NIL

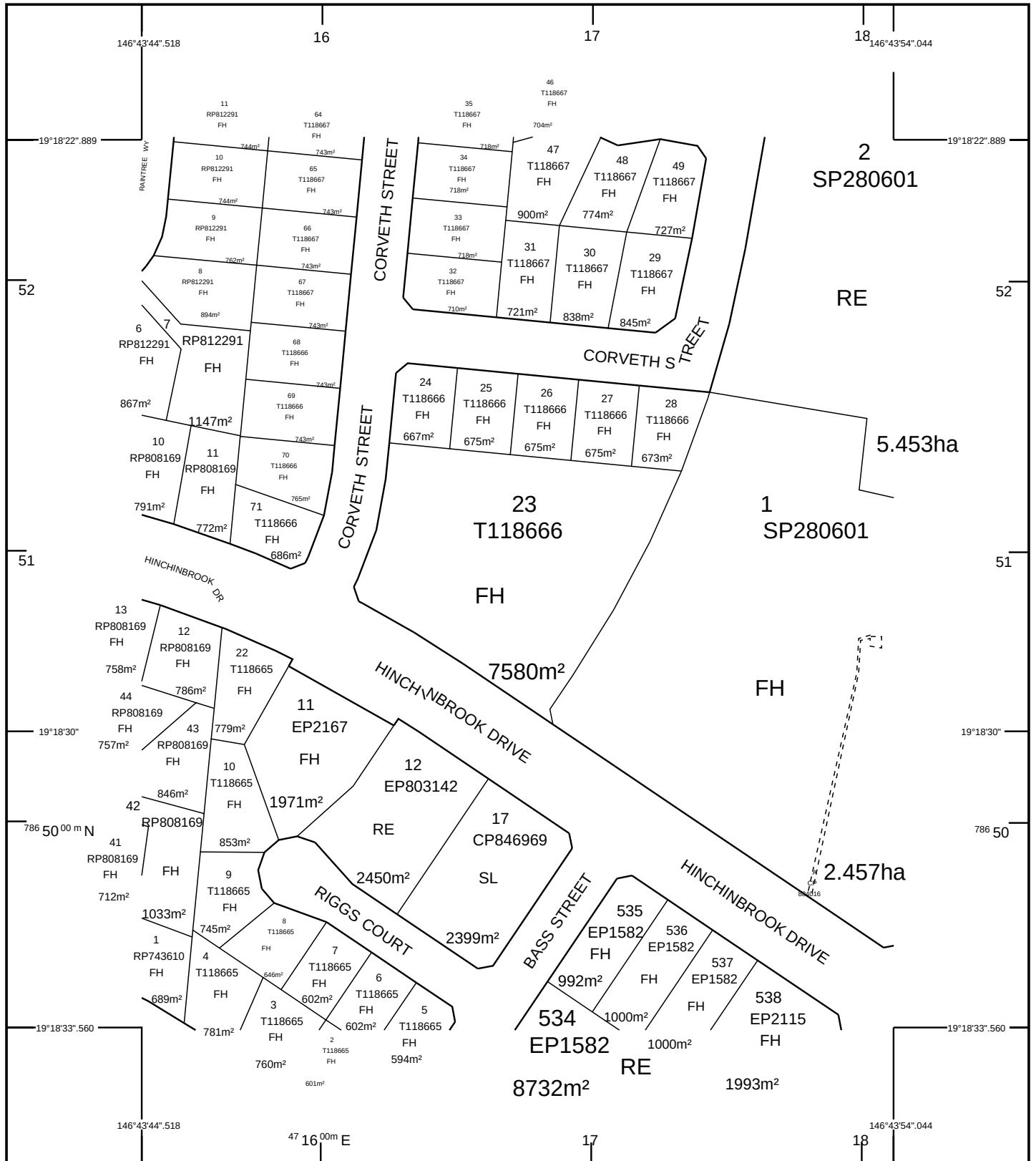
** End of Current Title Search **

Company owner’s consent to the making of a development application under the *Planning Act 2016*

THE UNITING CHURCH IN AUSTRALIA PROPERTY TRUST (Q.) - ABN 25 548 385 225	
as owner(s) of premises identified as:	
Lot 23 on T118666 and located at 18 Hinchinbrook Drive, Thuringowa Central	
consent to the making of a development application under the <i>Planning Act 2016</i> by Northpoint Planning on the premises described above.	
THEA MAREE MADIGAN <i>Name</i>	Signed by: <i>Thea Madigan</i> D6A98CB6A06B48D... <i>Signature</i>
SECRETARY OF THE UNITING CHURCH IN AUSTRALIA PROPERTY TRUST (Q.) <i>Position</i>	22/4/2026 <i>Date</i>
ADAM JOHN MCINTOSH <i>Name</i>	Signed by: <i>Adam McIntosh</i> 442E9004DAF14AD... <i>Signature</i>
MEMBER GENERAL SECRETARY OF THE UNITING CHURCH QLD SYNOD <i>Position</i>	22/4/2026 <i>Date</i>



Appendix 2



STANDARD MAP NUMBER
8259-31123

0 40 80 120 160 200 m
HORIZONTAL DATUM:GDA94 ZONE:55 SCALE 1 : 2000

MAP WINDOW POSITION &
NEAREST LOCATION

146°43'49".281
19°18'28".224
THURINGOWA CENTRAL
0.65 KM

SUBJECT PARCEL DESCRIPTION

DCDB	
Lot/Plan	23/T118666
Area/Volume	7580m ²
Tenure	FREEHOLD
Local Government	TOWNSVILLE CITY
Locality	THURINGOWA CENTRAL
Segment/Parcel	3538/40

CLIENT SERVICE STANDARDS

PRINTED 25/07/2025

DCDB 24/07/2025

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Based upon an extraction from the
Digital Cadastral Data Base



**Queensland
Government**

(c) The State of Queensland,
(Department of Resources) 2025.



State Assessment and Referral Agency - Matters of Interest Report

Matters of Interest for all selected Lot Plans

No Matters of Interest for the selected Lot Plan(s).

Matters of Interest by Lot Plan

Lot Plan: 23T118666 (Area: 7580 m²)

No Matters of Interest for this Lot Plan.



Appendix 3

Subject Site and Surrounds

18 Hinchinbrook Drive, Thuringowa Central | Lot 23 on T118666

19°18'24"S 146°43'43"E

19°18'24"S 146°43'55"E



19°18'33"S 146°43'43"E

19°18'33"S 146°43'55"E



Scale: 1:1128

Printed at: A3

Print date: 17/3/2026

Not suitable for accurate measurement.

Projection: Web Mercator EPSG 102100 (3857)

For more information, visit <https://qldglobe.information.qld.gov.au/help-info/Contact-us.html>

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**Queensland
Government**

Department of Natural Resources and Mines, Manufacturing, and Regional and Rural Development

Subject Site and Surrounds

18 Hinchinbrook Drive, Thuringowa Central I Lot 23 on T118666

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Appendix 4

PROPOSED HOUSING & COMMUNITY CENTRE

KIRWAN UNITING CHURCH

18 HINCHINBROOK DRIVE, THURINGOWA CENTRAL

GENERAL:

- IF IN DOUBT, JUST ASK.
- USE FIGURED DIMENSIONS, DO NOT SCALE FROM DRAWINGS.
- CONFIRM ALL RELEVANT DIMENSIONS, LEVELS AND DETAILS ON SITE PRIOR TO COMMENCEMENT OF ALL WORK. CONFIRM SETBACKS TO ALL ALIGNMENTS.
- THESE ARCHITECTURAL DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL ENGINEERING AND OTHER CONSULTANT'S DRAWINGS AND SPECIFICATIONS. ANY DISCREPANCIES SHALL BE REFERRED TO THE BUILDING DESIGNERFOR DISCUSSION BEFORE PROCEEDING WITH THE WORK.
- DESIGN AND CONSTRUCTION TO COMPLY WITH CURRENT STANDARD BUILDING BY-LAWS, BUILDING ACT, BUILDING AMENDMENT ACT, BUILDING AND OTHER LEGISLATION AMENDMENT ACT, QUUENSLAND DDEVELOPMENT CODE, BUILDING CONDE OF AUSTRALIA, CURRENT AUSTRALIAN STANDARDS, STATUTORY REQUIREMENTS, ORDINACES, LOCAL GOVERNMENT REQUIREMENTS, RELEVANT BUILDING AUTHORITIES AND ALL CONTRACT DOCUMENTATION.
- CARRY OUT ALL WORK IN A SAFE MANNER IN ACCORDANCE WITH APPLICABLE STATUTORY REGULATIONS, BY-LAWS OR RULES. COMPLY WITH RELEVANT STATE OCCUPATIONAL HEALTH AND SAFETY ACTS INCLUDING ASSOCIATED REGULATIONS AND CODES OF PRACTISE. CONTRACTOR IS RESPONSIBLE FOR OCCUPATIONAL HEALTH AND SAFETY OF SITE PERSONNEL AND GENERAL PUBLIC IN ACCRODANCE WITH LEGISLATIVE REQUIREMENTS, INDUSTRIAL AGREEMENTS AND ACCEPTED INDUSTRY PRACTISE.
- TIMBER CONSTRUCTION TO COMPLY WITH AS1720. DOMESTIC TIMBER CONSTRUCTION IN NON-CYCLONIC LOCATIONS SHALL BE IN ACCORDANCE WITH AS1684.
- ALL BRICKWORK AND BLOCKWORK SHALL BE IN ACCORDANCE WITH AS3700.
- ALL PROPRIETARY PRODUCTS AND SYSTEMS TO BE INSTALLED TO MANUFACTURER'S SPECIFICATION AND INSTRUCTIONS.
- GARAGE DOORS TO COMPLY WITH THE ABCB HOUSING PROVISION PART 2.2. - GARAGE DOORS AND OTHER LARGE ACCESS DOORS IN OPENINGS NOT MORE THAN 3M IN HEIGHT IN EXTERNAL WALLS OF BUILDINGS DETERMINED AS BEING LOCATED IN WIND REGION C OR D IN ACCORDANCE WITH FIGURE 2.2.3 : AS/NZS 4505.
- WHEN BUILDING IN A CORROSIVE ENVIROMENT, CORROSION PROTECTION IS TO COMPLY WITH SECTION 6.3.9 OF THE ABCB HOUSING PROVISIONS
- THESE DRAWINGS ARE THE COPYRIGHT OF THE DESIGN HOUSE NQ AND MAY NOT BE USED, RETAINED OR REPRODUCED WITHOUT WRITTEN AUTHORITY.
- THESE DRAWINGS ARE FOR THE PURPOSE OF GAINING A BUILDING APPROVAL ONLY.

CLASS 1 & 2 BUILDINGS OR ASSESSABLE AND SELF-ASSESSABLE RENOVATIONS

LIGHTING - ENERGY EFFICIENT LIGHTING - WHICH IS A GLOBE WITH A MINIMUM OUTPUT OF 30 LUMENS/WATT INSTALLED TO A MINIMUM OF 80% OF THE TOTAL FIXED INTERNAL LIGHTING. EXCLUDING LAMPS RADIATING HEAT IN BATHROOMS.

NEW AND REPLACEMENT AIR-CONDITIONING TO HAVE ENERGY EFFICIENCY RATING TO MINIMUM 2.9

IN AREAS SERVICED BY A WATER SERVICE PROVIDER:-

- * **SHOWER ROSES IN A AREA WITH A RETICULATED WATER SERVICE MUST BE MIN 3 STAR WELS RATED.**
- * **ALL TOILET CISTERNS MUST HAVE A DUAL FLUSH FUNCTION AND HAVE A MIN. OF 4 STAR WELS RATING WHICH MUST BE COMPATABLE WITH THE SIZE OF THE TOILET BOWL.**
- * **ALL TAPS SERVING LAUNDRY TUBS, KITCHEN SINKS AND BATHROOM BASINS MUST HAVE A 3 STARWELS RATING.**

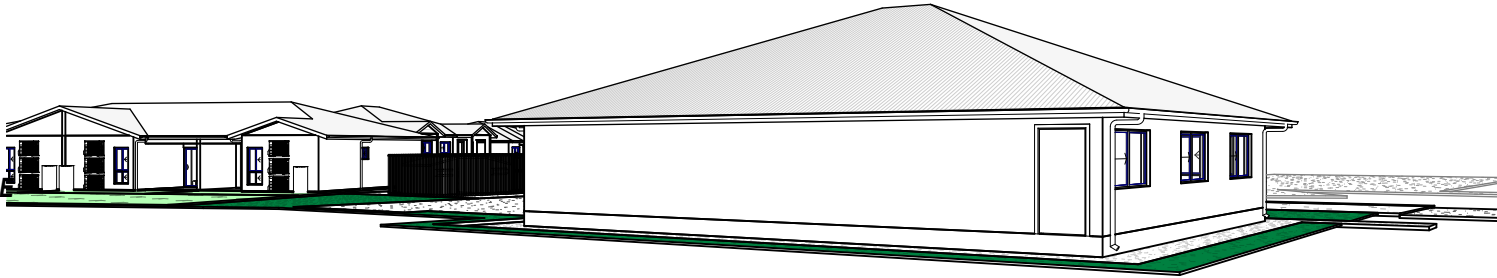
(WELS - 'WATER EFFICIENCY LABELLING AND STANDARDS')
(QDC - QUEENSLAND DEVEOPEMENT CODE)
(MP - MANDATORY PART)

SUSTAINABLE BUILDING REQUIREMENTS @ 1 MARCH 2009 - CLASS 1 BUILDINGS

NEW WORK - HOT WATER SYSTEMS MUST BE SUPPLIED BY A:-
- SOLAR HOT WATER SYSTEM, OR HEAT PUMP HOT WATER SYSTEM OR GAS HOT WATER SYSTEM.

TANKS IF REQUIRED BY LOCAL AUTHORITY:
- 5000LTR FOR DETACHED CLASS 1, 3000LTR FOR OTHER THAN CLASS 1 DETACHED AS PER QDC MP 4.2 WATER SAVINGS TARGETS:-
- TO RECIEVE A MINIMUM ROOF AREA AT LEAST 100SQM OR ONE HALF OF THE TOTAL ROOF AREA WHICHEVER IS THE LESSER.
- BE CONNECTED TO TOILET CISTERNS, WASHING MACHINE COLD WATER TAPS (OTHER THAN GREY WATER CONNS.) AND EXTERNAL USE TAPS, REFER QDC MP 4.2 FOR VARIATIONS. PLUMBER TO REFER TO QDC MP 4.2 FOR COMPLETE TANIREQUIREMENTS

SHEET LIST						
SHEET No.	SHEET NAME	Project Issue DATE	Poject Revision	Current Revision	Revision Date	Current Revision Description
01	COVER PAGE	03.06.26	6	6	03.06.26	REVISIONS
02	SITE PLAN	03.06.26	6	6	03.06.26	REVISIONS
03	FLOOD PLAN	03.06.26	6	6	03.06.26	REVISIONS
04	FLOOR PLAN - BLDG C COMMUNITY CENTRE	03.06.26	6	6	03.06.26	REVISIONS
05	ELEVATIONS - BLDG C COMMUNITY CENTRE	03.06.26	6	6	03.06.26	REVISIONS
06	ELEVATIONS - BLDG C COMMUNITY CENTRE	03.06.26	6	6	03.06.26	REVISIONS
07	STAGING PLAN	03.06.26	6	6	03.06.26	REVISIONS
08	LANDSCAPE PLAN	03.06.26	6	6	03.06.26	REVISIONS
09	WASTE MANAGEMENT PLAN	03.06.26	6	6	03.06.26	REVISIONS



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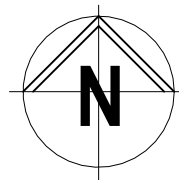
Project: PROPOSED HOUSING & COMMUNITY CENTRE
Client: KIRWAN UNITING CHURCH
Location: 18 HINCHINBROOK DRIVE, THURINGOWA CENTRAL

Title : COVER PAGE

Date: 03.06.26 Drawn: N.H
Scale: 1 : 1 Designed: N.H

Job No: 2025-255-C
Drawing No: DD 01 Rev. 6

WIND CATEGORY C2



CORVETH STREET

APPROXIMATE DRIPLINE
OF EXISTING RAINTREES

NEW 6m WIDE CROSSOVER
TO TCC STANDARD
DRAWINGS STD-030 AND
STD-032.

REAL PROPERTY DESCRIPTION

LOT 23 ON T118666
AREA OF LAND: APPROX. 7580m²
Q50 - ???
MIN. SLAB HEIGHT - 400
LOCAL GOVERNMENT: TOWNSVILLE CITY COUNCIL

1 SITE PLAN
1 : 750

HINCHINBROOK DRIVE

MAINTAIN EXISTING
DRIVEWAY
ENTRANCE

STREET PARKING
PARALLEL - 2
PARKS

EXISTING
DRIVEWAY
EXIT

SERVICES LOCATION UNAVAILABLE

ACOUSTIC, BUSHFIRE & COUNCIL ZONING
OVERLAYS TO BE CONFIRMED

DEVELOPMENT ASSESSMENT

TOTAL SITE AREA: 7580m² APPROX.

CAR PARKS:
PARKING PROVIDED (ON SITE) : 30
TOTAL : 30

SITE COVER:
GROUND FLOOR 1041.7m² : 13.7%

LANDSCAPING:
(TURF & GARDENS) 1090.7m² : 14.4%

HARDSTAND:
(INC. CARPARK, 1750m² : 23.1%
PATHWAYS & BIN AREA)

COMMUNITY AREA:
263.2m²

PRIVATE AREAS:
UNIT 1 46.2m²
UNIT 2 23.9m²
UNIT 3 77.2m²
UNIT 4 35.2m²
UNIT 5 35.8m²
UNIT 6 46.6m²
UNIT 7 25.8m²
UNIT 8 147.4m²
UNIT 9 36.9m²
UNIT 10 35.9m²

TOTAL: 510.9m²

PRELIMINARY

NOT FOR CONSTRUCTION
PLANS ARE SUBJECT TO CHANGE TO
COMPLY WITH RELEVANT COVENANT &
BUILDING CERTIFICATION APPROVALS

LEGEND
--- FENCE

BUILDING SCHEDULE

BUILDING	DESCRIPTION	BED	BATH	GROSS FLOOR AREA
C	3 UNIT BLOCK	2	1	241.41
D	COMMUNITY CENTRE	-	-	222.66
F	DUPLEX	2	1	167.96

SITE LEVELS, SITE FEATURES, PROPERTY
BOUNDARIES AND THE LIKE TO BE CONFIRMED BY
A SITE SURVEY

FILL REQUIRED TO ELEVATE
BUILDINGS ABOVE FLOOD LEVEL

REV	ISSUE	DATE	DESCRIPTION
6	03.06.26	REVISIONS	
5	26.05.26	L'SCAPE / WASTE PLANS	
4	06.05.26	TRAFFIC UPDATE	
3	26.03.26	TCC ADDITIONS	
2	17.11.25	2 BED / 3 BED	
1	28.10.25	PRELIMINARY ISSUE	

Title : SITE PLAN

Date: 03.06.26

Scale: 1 : 750

Drawn: DE

Designed: N.H

Job No:
2025-255-C

Drawing No: DD 02
Rev. 6

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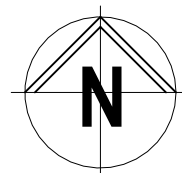
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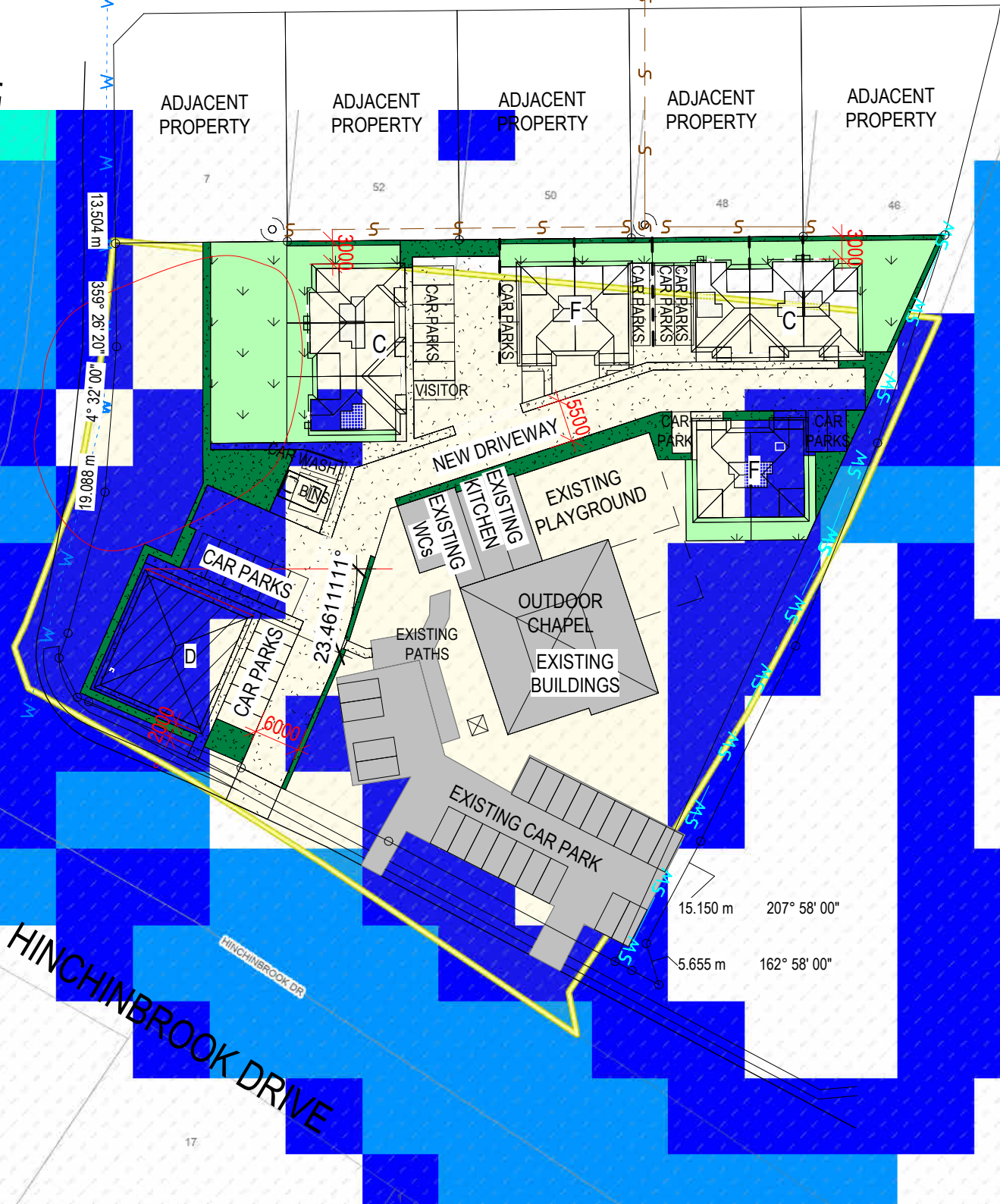
Project: PROPOSED HOUSING &
COMMUNITY CENTRE
Client: KIRWAN UNITING CHURCH
Location: 18 HINCHINBROOK DRIVE,
THURINGOWA CENTRAL

WIND CATEGORY C2



CORVETH STREET

HINCHINBROOK DRIVE



1 FLOOD MAPPING PLAN
1 : 750

6	03.06.26	REVISIONS
5	26.05.26	L'SCAPE / WASTE PLANS
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REV	ISSUE	DATE
		DESCRIPTION

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Project: PROPOSED HOUSING & COMMUNITY CENTRE
Client: KIRWAN UNITING CHURCH
Location: 18 HINCHINBROOK DRIVE, THURINGOWA CENTRAL

Title : FLOOD PLAN

Date: 03.06.26

Drawn: DE

Scale: 1 : 750

Designed: N.H

Job No:
2025-255-C

Drawing No: DD 03
Rev. 6

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FLOOR SCHEDULE - COMMUNITY CENTRE	
Description	Area
COMMUNITY CENTRE	222.94 m ²
	222.94 m ²

WINDOW AND SGD SCHEDULE			
Description	Height	Width	Qty.
2136 SGD	2100	3610	1
1224	1200	2400	9

1 FLOOR PLAN - COMMUNITY CENTRE
1 : 100

6	03.06.26	REVISIONS
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REV ISSUE	DATE	DESCRIPTION

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COMMUNITY CENTRE
Client: KIRWAN UNITING CHURCH
Location: 18 HINCHINBROOK DRIVE,
THURINGOWA CENTRAL

Title : FLOOR PLAN - BLDG C
COMMUNITY CENTRE

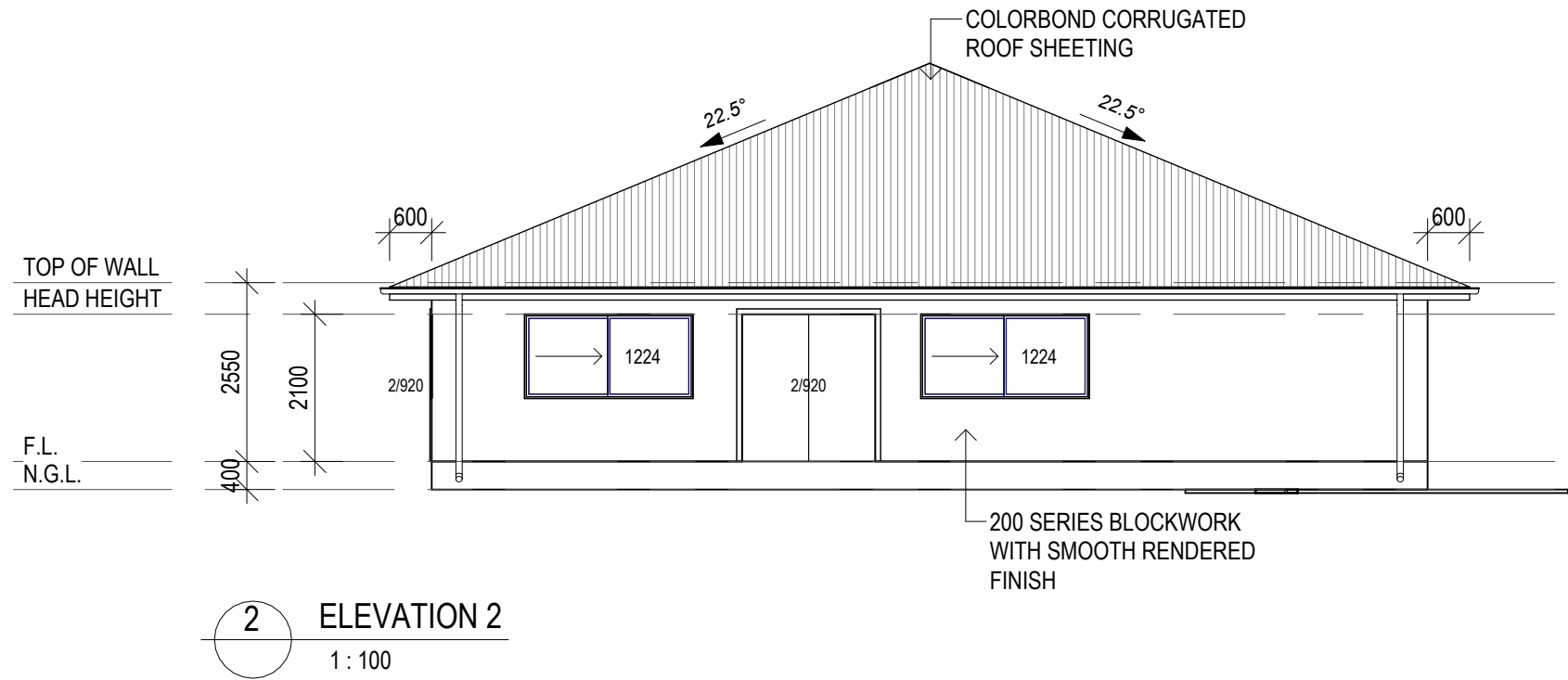
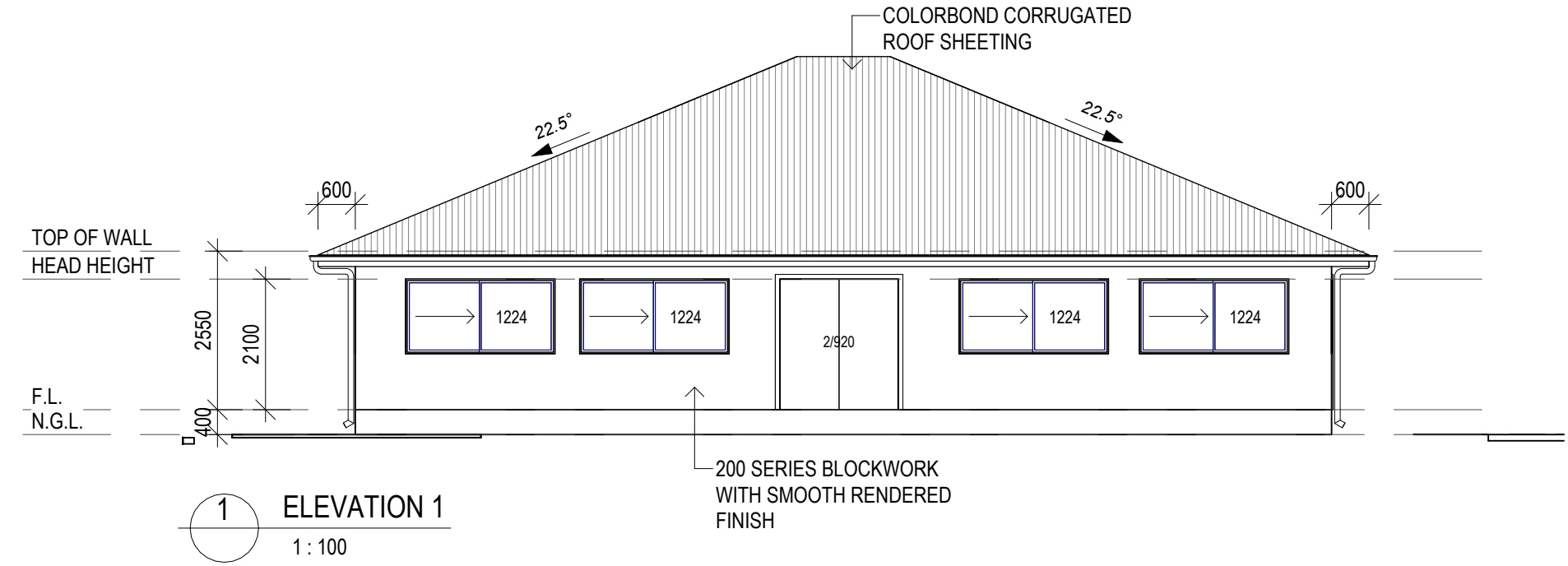
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2025-255-C

Drawing No:	Rev.
DD 04	6

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6	03.06.26	REVISIONS
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2	17.11.25	2 BED / 3 BED
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REV ISSUE	DATE	DESCRIPTION

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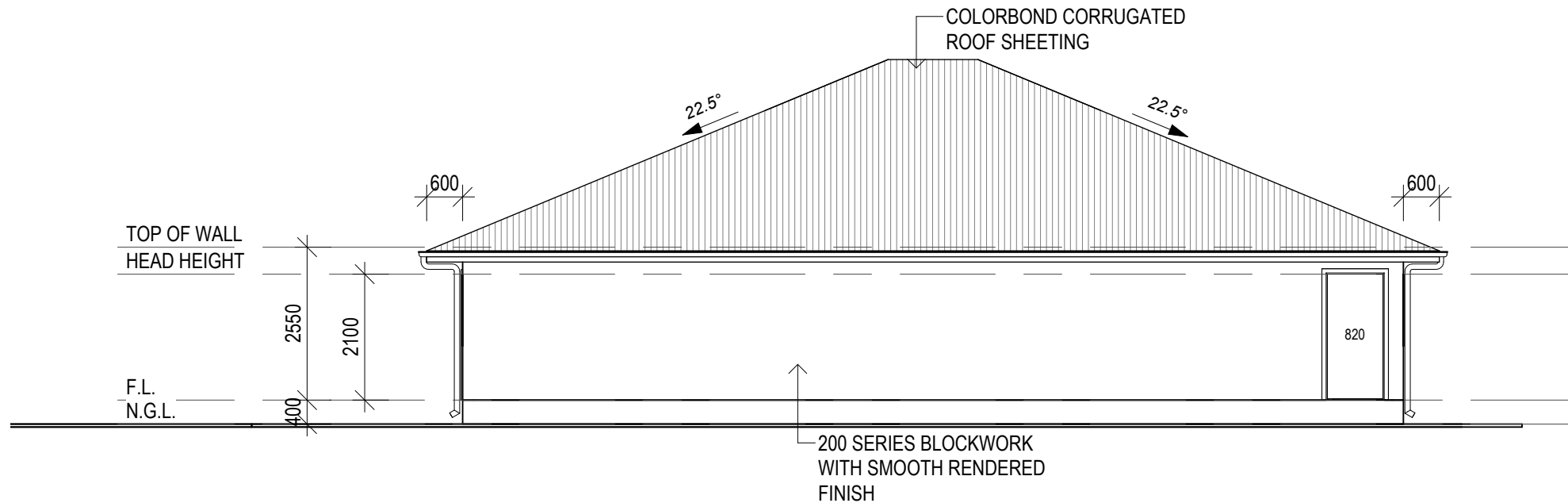
Project: PROPOSED HOUSING & COMMUNITY CENTRE
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Location: 18 HINCHINBROOK DRIVE, THURINGOWA CENTRAL

Title : ELEVATIONS - BLDG C
COMMUNITY CENTRE

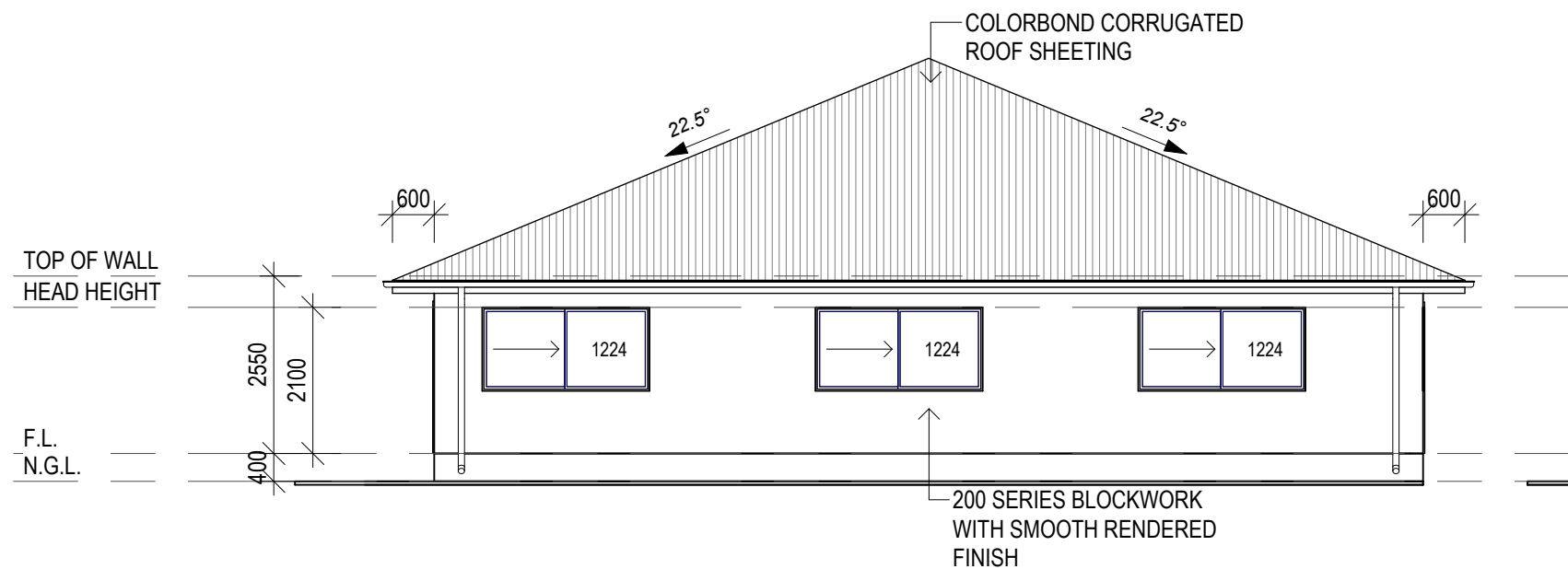
Date: 03.06.26 Drawn: DE
Scale: 1 : 100 Designed: N.H

Job No:
2025-255-C
Drawing No: DD 05 Rev.
6

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BUILDING CERTIFICATION APPROVALS



1 ELEVATION 3
1 : 100



4 ELEVATION 4
1 : 100

6	03.06.26	REVISIONS
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REV	ISSUE	DATE
DESCRIPTION		

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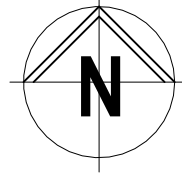
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COMMUNITY CENTRE

Date: 03.06.26 Drawn: DE

Scale: 1 : 100 Designed: N.H

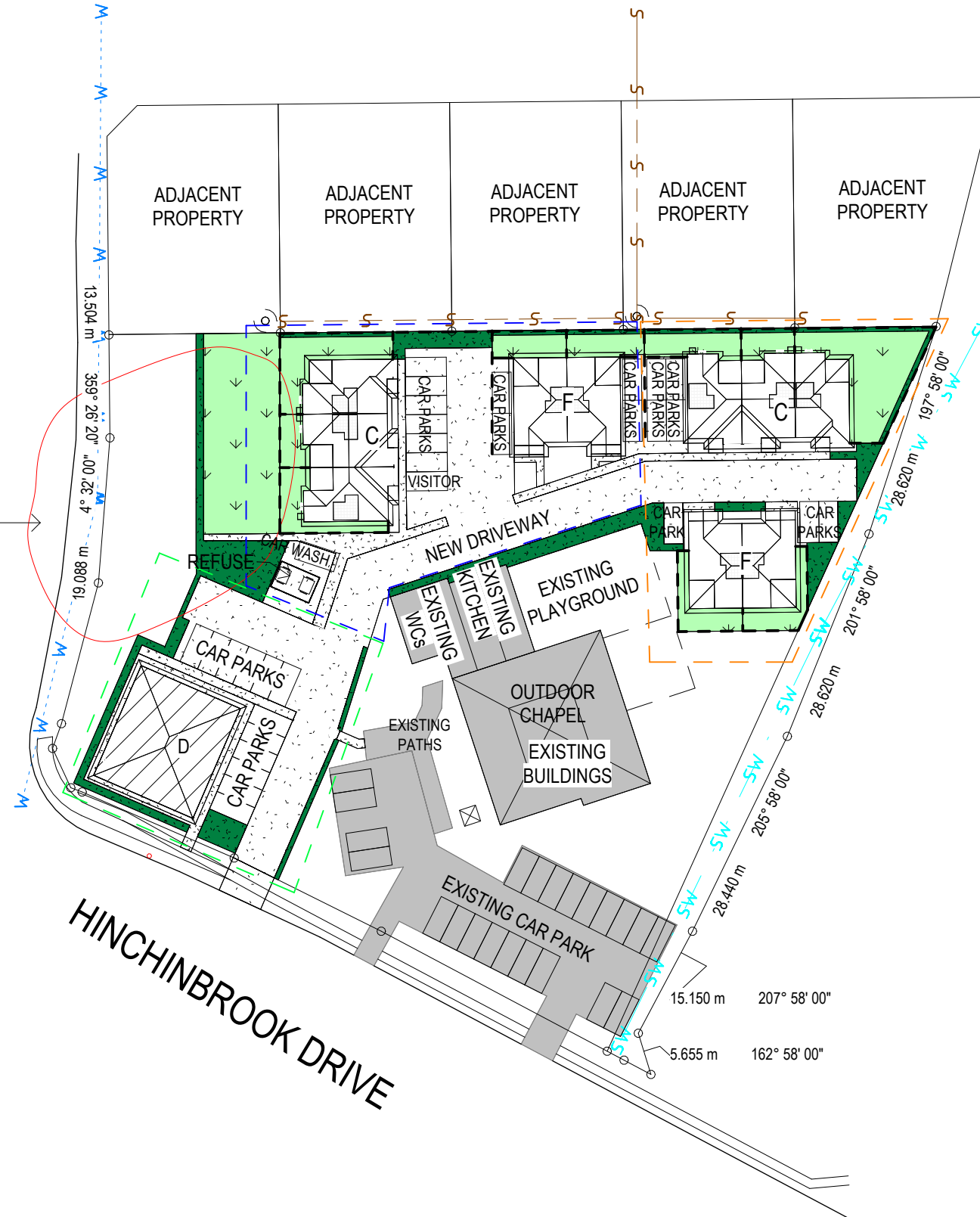
Job No:
2025-255-C

Drawing No: DD 06
Rev. 6



CORVETH STREET

APPROXIMATE DRIPLINE
OF EXISTING RAINTREES



LEGEND

- STAGE 1
- STAGE 2
- STAGE 3

1 STAGING PLAN
1 : 750

6	03.06.26	REVISIONS
5	26.05.26	L'SCAPE / WASTE PLANS
4	06.05.26	TRAFFIC UPDATE
3	26.03.26	TCC ADDITIONS
REV	ISSUE	DATE
		DESCRIPTION

The
Design
House

THE DESIGN HOUSE NQ
m: 0423 623 647
a: 19 Castlemaine Street, Kirwan, QLD 4817
e: nathan@thedesignhousenq.com.au
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Project: PROPOSED HOUSING & COMMUNITY CENTRE
Client: KIRWAN UNITING CHURCH
Location: 18 HINCHINBROOK DRIVE, THURINGOWA CENTRAL

Title : STAGING PLAN

Date: 03.06.26

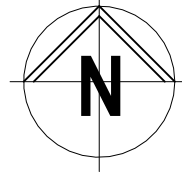
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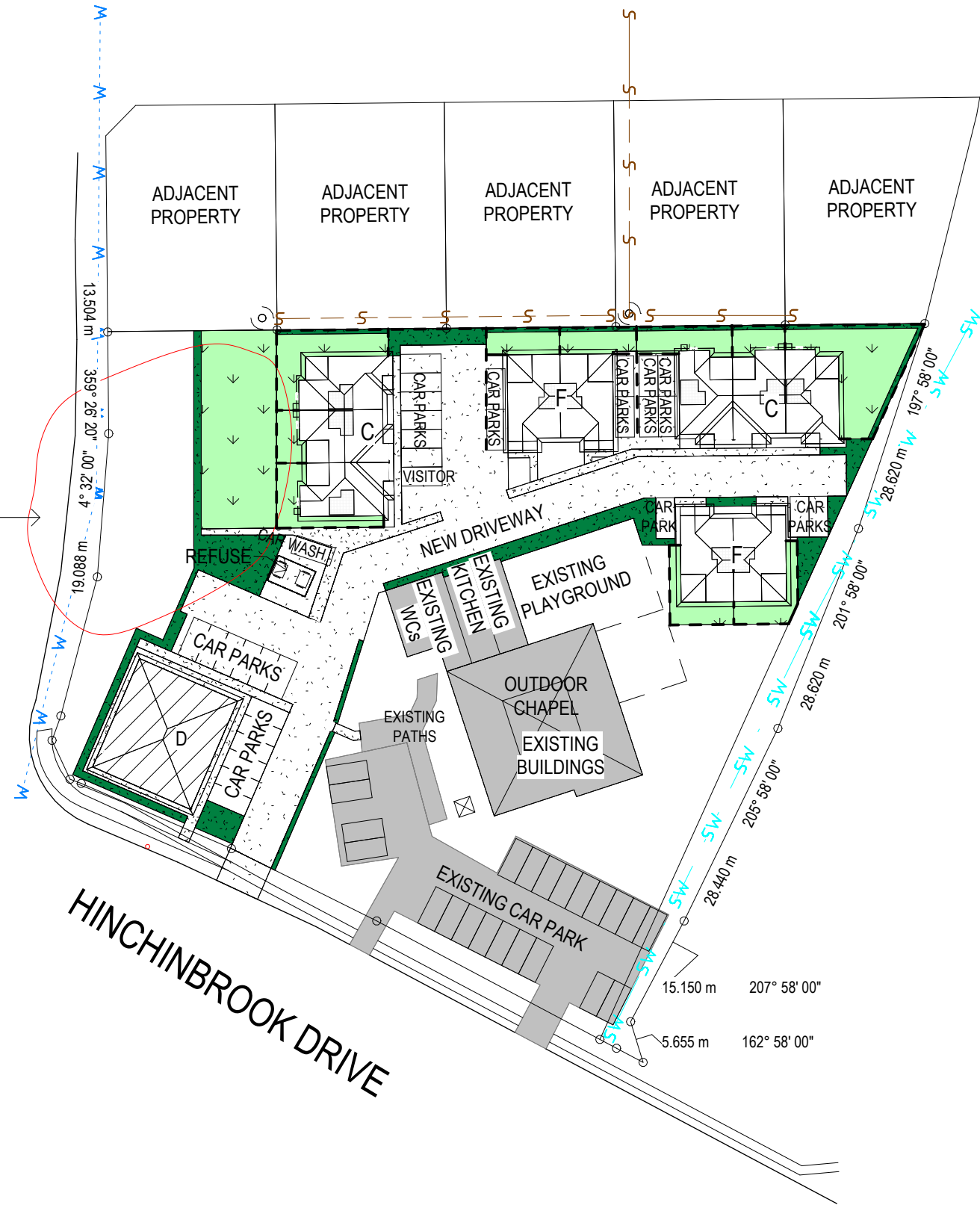
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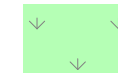


CORVETH STREET

APPROXIMATE DRIPLINE
OF EXISTING RAINTREES



LEGEND



TURF



GARDEN BEDS

1 LANDSCAPE PLAN
1 : 750

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Client: KIRWAN UNITING CHURCH
Location: 18 HINCHINBROOK DRIVE, THURINGOWA CENTRAL

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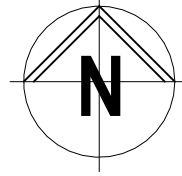
Job No:
2025-255-C

Date: 03.06.26 Drawn: DE

Drawing No: Rev.

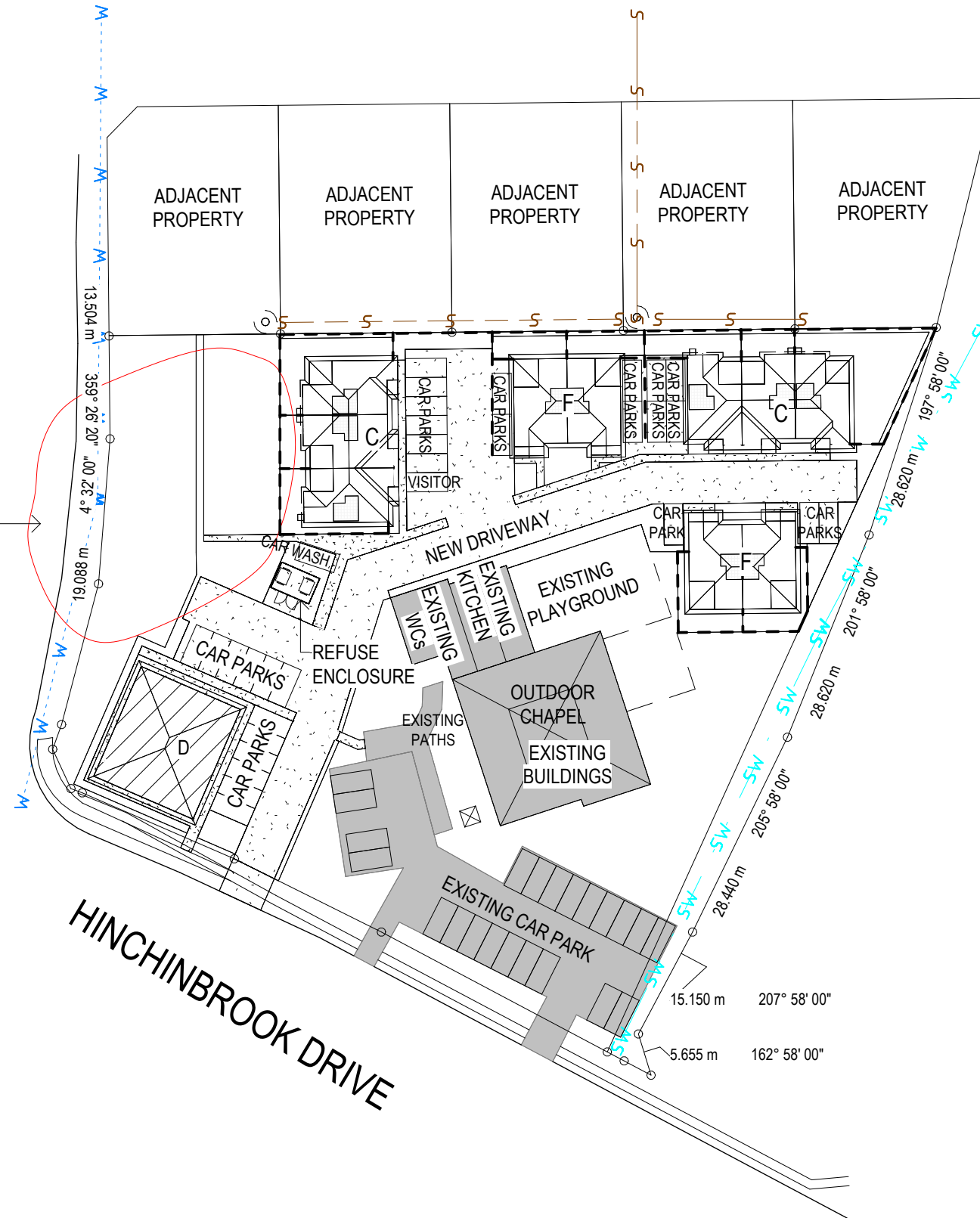
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CORVETH STREET

APPROXIMATE DRIPLINE
OF EXISTING RAINTREES



LEGEND

□ BULK REFUSE BIN

1 WASTE MANAGEMENT PLAN
1 : 750

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Client: KIRWAN UNITING CHURCH
Location: 18 HINCHINBROOK DRIVE, THURINGOWA CENTRAL

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5	26.05.26	L'SCAPE / WASTE PLANS
REV ISSUE	DATE	DESCRIPTION

Title : WASTE MANAGEMENT PLAN		Job No: 2025-255-C	
Date: 03.06.26	Drawn: DE	Drawing No: DD 09	Rev. 6
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Appendix 5

TRAFFIC IMPACT ASSESSMENT

18 HINCHINBROOK DRIVE THURINGOWA CENTRAL

MAY 9, 2026

JAIDEN PATEL TRAFFIC CONSULTING

Version History

Issue	Date	Description	Prepared By	Approved By
1.0	9 May 2026	Initial Issue	Jaiden Patel	Jaiden Patel RPEQ #33098

Contents

1	Introduction.....	1
1.1	Background.....	1
1.2	Development overview	1
1.3	Scope of work	2
2	Existing conditions	2
2.1	Road network.....	2
2.2	Crash history	3
3	Development traffic.....	4
3.1	Background traffic.....	4
3.2	Development traffic	4
3.2.1	Trip generation rate.....	4
3.2.2	Trip generation.....	5
3.2.3	Directional split	5
3.2.4	Traffic distribution.....	5
3.2.5	Peak development traffic.....	6
4	Access, parking and servicing	6
4.1	Access	6
4.1.1	Overview	6
4.1.2	Location	7
4.1.3	Sight distance.....	7
4.2	Parking.....	8
4.2.1	Car parking supply	8
4.2.2	Parking layout review.....	8
4.3	Servicing	9
5	Public and active transport.....	9
5.1	Public transport	9
5.2	Active transport.....	9
6	Mitigation measures.....	10
7	Conclusion	10
7.1	Summary of impacts	10
7.2	Compliance statement.....	10
7.3	Recommendations	10
8	Approval	10

Tables

Table 1: Road Network Information	2
Table 2: Crash Data Review – Hinchinbrook Drive	3
Table 3: Background Traffic Volumes.....	4
Table 4: Trip Generation Rates	4
Table 5: Trip Generation	5
Table 6: Directional Split.....	5
Table 7: Traffic Distribution	5
Table 8: Peak Hour Development Traffic by Direction.....	6
Table 9: Access Location Assessment	7
Table 10: Access Sight Distance Assessment.....	7
Table 11: Car Parking Supply	8
Table 12: Car Parking Layout Review.....	8

Figures

Figure 1: Subject Site Location	1
Figure 2: Crash Locations.....	3
Figure 3: Proposed Access Location	6

Attachments

- Attachment 1:** Development Plans
- Attachment 2:** On-Street Parking Adjustments
- Attachment 3:** Swept Path Diagrams
- Attachment 4:** Townsville Bus Routes

1 Introduction

1.1 Background

Jaiden Patel Traffic Consulting Pty Ltd has been engaged by Kirwan Uniting Church to prepare a traffic impact assessment for a 10-unit residential development at 18 Hinchinbrook Drive Thuringowa Central (subject site). The subject site is located in the City of Townsville local government area.

Figure 1 illustrates the location of the subject site with respect to the surrounding road network.



Figure 1: Subject Site Location

1.2 Development overview

The proposed development details are summarised below:

- The subject site is located at 18 Hinchinbrook Drive, Thuringowa Central (Lot 23 on T118666)
- The subject site has an area of approximately 7,580 m² and is currently developed with an existing place of worship and 21 existing on-site car parking spaces
- The subject site has frontage to Hinchinbrook Drive and Corveth Street, a major collector and local street respectively under Council's existing road hierarchy
- The proposed development seeks to extend the site with:
 - 10 residential units, comprising a mix of two (2) and three (3) bedrooms
 - One (1) new community centre measuring approximately 223 m² GFA
 - One (1) new driveway crossover on Hinchinbrook Drive
 - 30 additional car parking spaces for resident, community centre and visitor use, plus one (1) car wash bay which may also perform a visitor use function
 - Pedestrian connectivity
- Bulk refuse collection is proposed to occur on site
- No material change is proposed to the buildings or car parking for the existing place of worship

A copy of the proposed development plans is included in Attachment 1.

1.3 Scope of work

The scope of this traffic impact assessment included the following tasks:

- Existing conditions review of road hierarchy, function, speed environment and geometry of frontage roads
- Assessment of site layout, access, parking, and servicing against Council requirements, relevant standards and/or best practice
- Assessing traffic generation impacts on Hinchinbrook Drive by the proposed development
- Identification of any safety or operational mitigation measures required to support the development (if any)

2 Existing conditions

2.1 Road network

A review of the adjacent road network was undertaken with relevant information summarised in Table 1.

Table 1: Road Network Information

Road Name	Asset Owner	Hierarchy	Speed Limit	Frontage AADT	Geometry
Corveth Street	Council	Local	50 km/h	Data not available in TCC traffic model. AADT assumed very low.	Flat, straight, open view
Hinchinbrook Drive	Council	Major Collector	60 km/h	Westbound: 1,343 Eastbound: 2,174	Flat, gentle curves, open view

It is noted that Council's traffic model does not feature network information for Corveth Street. However, this road is a local street servicing a very small, closed catchment, for which AADT is assumed to be very low.

Hinchinbrook Drive features a combination of angle and parallel parking on either side in proximity to the subject site, and generally along its entire length between Kern Brothers Drive and Thuringowa Drive.

Thuringowa Drive, a State-controlled arterial road at which Hinchinbrook Drive terminates to the east, is reported by the Department of Transport and Main Roads to be fully funded for an upgrade, including conversion of the roundabout at Hinchinbrook Drive to traffic signals. Work is reported to start in mid-2026, increasing safety and capacity of the intersection.

In summary, Corveth Street and Hinchinbrook Drive are generally flat, have good forward visibility, and no notable constraints affecting safety or performance in proximity to the subject site, with safety and capacity improvements funded for delivery at Thuringowa Drive.

2.2 Crash history

A review of publicly available crash data for the most recent five (5) years was undertaken for Hinchinbrook Drive to identify any relevant crash trends for the proposed access and development.

While the area of influence for an access servicing 10 units and an associated community centre is limited, the review was conservatively extended to include the full length of Hinchinbrook Drive between Kern Brothers Drive and Thuringowa Drive.

Identified crashes are included in Table 2.

Table 2: Crash Data Review – Hinchinbrook Drive

ID	Year	Severity	Nature	DCA	Description	Commentary
1	2021	Hospitalisation	Hit Pedestrian	000	Pedn: Hit Other	Clear conditions, daylight, straight alignment
2	2022	Medical Treatment	Angle	202	Vehs Opposite Approach: Thru-Right	Clear conditions, daylight, straight alignment
3	2023	Hospitalisation	Head-on	201	Vehs Opposite Approach: Head On	Clear conditions, daylight, straight alignment

Figure 2 illustrates the location of each crash.

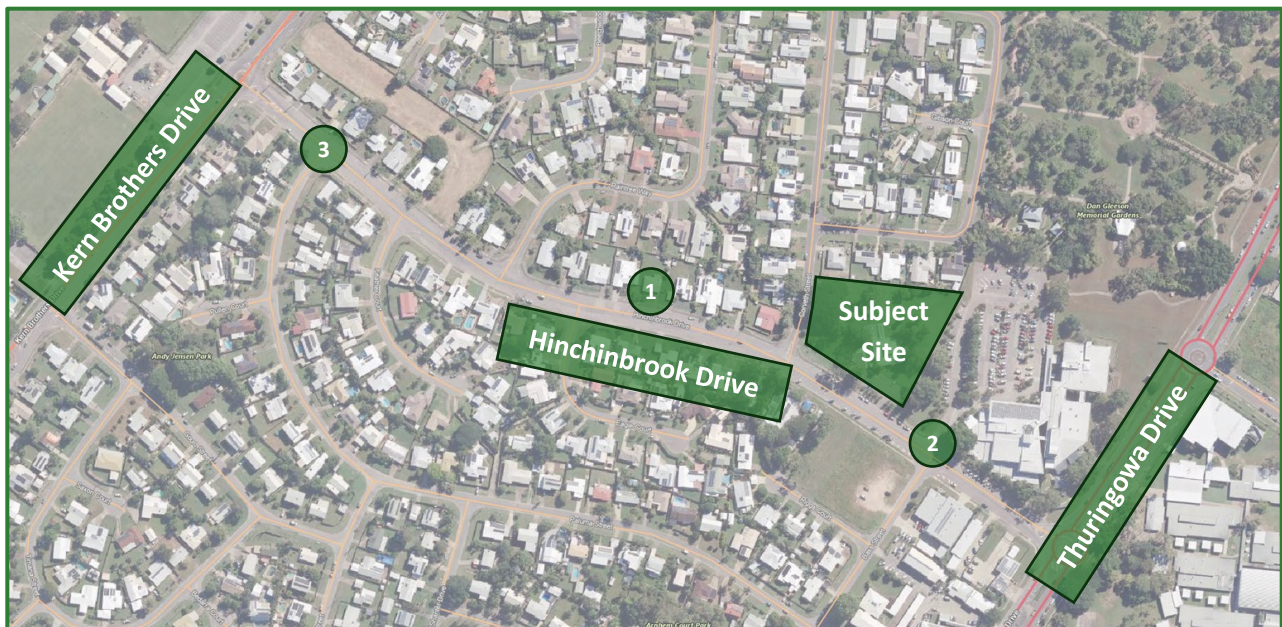


Figure 2: Crash Locations

In summary, recent crash history on Hinchinbrook Drive is limited, with no emerging trends or patterns relevant to access or turning movements. No crashes have been recorded at the proposed access location or in relation to the existing uses at the subject site.

3 Development traffic

3.1 Background traffic

Current background traffic data for Hinchinbrook Drive at the frontage of the subject site was sourced from the *TCC Traffic Calibration Model 2025* and is summarised in Table 3.

Table 3: Background Traffic Volumes

Road Name	ID	Direction	AADT	AM Peak	PM Peak	% HV
Hinchinbrook Drive	1363	Westbound	1343	199 vph	333 vph	1.8%
	8058	Eastbound	2174	465 vph	167 vph	1.75%

In summary, the traffic volumes and heavy vehicle usage on Hinchinbrook Drive are considered low for a major collector¹, averaging up to six (6) vehicles per minute in the westbound PM peak and eight (8) vehicles per minute in the eastbound AM peak. On this basis, Hinchinbrook Drive is operating well within its practical capacity and has sufficient ability to accommodate additional traffic without adverse operational impacts.

3.2 Development traffic

3.2.1 Trip generation rate

Trip generation for the proposed development has been estimated based on Council's TIA Guidelines (May 2024) for residential units.

The adopted daily and peak hour trip generation rates for the proposed residential units are summarised in Table 4.

Table 4: Trip Generation Rates

Land Use	AM Peak	PM Peak	Daily	Unit
Residential	0.8	0.8	10	trips / unit

For the community centre, traffic generation is very low to nil outside of planned events. A first-principles assessment has been undertaken to establish a peak trip generation rate for when events do occur, based on the following:

- Approximately 170 m² of the total GFA is assumed to function as event space, accommodating around 50 people
- A car occupancy rate of 2.2 passengers per vehicle
- Approximately 23 vehicle movements in the hour leading up to, and following, an event
- Events of this size are expected to be occasional, and when they do occur, they are unlikely to coincide with the peak hour on Hinchinbrook Drive, as smaller community events typically occur outside commuter peaks, most often on weekends

¹ Council's Planning Scheme notes in *SC6.4.5 Road Network Infrastructure* that a Major Collector (Urban) typically carries more than 3,000 vehicles per day in each direction.

In summary, the proposed community centre is expected to generate up to 23 vehicle movements each way for an occasional 50-person event. These movements are infrequent and low-impact, and are unlikely to coincide with network peak periods and are therefore not expected to influence peak hour operation.

3.2.2 Trip generation

Table 5 summarises the daily and peak hour development trip generation for the proposed residential development consistent with Council's TIA Guidelines.

Table 5: Trip Generation

Land Use	Units	AM Peak Trips	PM Peak Trips	Daily Trips
Residential	10	8	8	100

In summary, the proposed trip generation by the subject site is considered low in both the AM and PM peaks.

3.2.3 Directional split

The adopted directional split reflects the predominance of outbound movements in the AM period and inbound movements in the PM period, consistent with typical residential travel behaviour.

Table 6 summarises the adopted directional split of the development traffic based Council's TIA Guidelines.

Table 6: Directional Split

Land Use	AM Peak		PM Peak	
	In	Out	In	Out
Residential	25%	75%	65%	35%

3.2.4 Traffic distribution

Table 7 summarises the assumed traffic distribution for the subject site based on the navigational routes to local services such as schools, and the current traffic distribution in Table 3.

Table 7: Traffic Distribution

Direction	Proportion
East	80%
West	20%

3.2.5 Peak development traffic

Peak development traffic has been calculated in detail to demonstrate the limited number of turning movements associated with the proposed development.

Table 8 summarises the peak hour development traffic by direction.

Table 8: Peak Hour Development Traffic by Direction

AM Peak Trips					PM Peak Trips					Daily Trips
Left		Right		Total	Left		Right		Total	Total
In	Out	In	Out		In	Out	In	Out		
1	5	1	1	8	4	2	1	1	8	100

In summary, the proposed development of 10 residential units results in a very small number of peak hour turning movements, one (1) per seven (7) minutes, which are operationally negligible on Hinchinbrook Drive.

4 Access, parking and servicing

4.1 Access

4.1.1 Overview

Vehicular access for the development is proposed via a new 6 m wide driveway to the Council-controlled Hinchinbrook Drive, as illustrated in Figure 3.



Figure 3: Proposed Access Location

4.1.2 Location

The location of the proposed access has been assessed against Council's City Plan. Table 9 summarises the suitability and compliance.

Table 9: Access Location Assessment

Access	Requirement	Proposed	Compliance
1	As far as practical from intersections	As far as practical from intersections	Compliant
	To a road of a lower hierarchy where reasonable access can be provided	Higher-order road (major collector). Access via the lower-order road would double the number of turning movements, reducing safety, efficiency and amenity	Suitable
	At least 6 m from the tangent point, or where no tangent point exists	> 20 m from tangent point	Compliant
	Avoid being located opposite: terminating roads, within signalised or roundabout areas, opposite median openings or within bus stop areas	Not located at any undesirable locations	Compliant
	Right angle to kerb with path user visibility	Right angle to kerb with path user visibility	Compliant

The proposed access location affects existing angle parking. Four angle parking spaces will require removal to accommodate the 6 m wide access and the 3 m clear space on either side, in accordance with Council's City Plan. The affected spaces are shown in Attachment 2.

In summary, the proposed access location is generally compliant with Council's City Plan requirements and is suitable from a traffic engineering perspective, subject to the removal of four on-street angle parking spaces.

4.1.3 Sight distance

Table 10 summarises sight distances for the proposed access on Hinchinbrook Drive against AS 2890.1.

Table 10: Access Sight Distance Assessment

Road	Direction	Speed	2890.1 Requirement	Available	Compliance
Hinchinbrook Drive	East	60 km/h	83 m desirable	> 100 m	Compliant
	West			> 100 m	Compliant

In summary, available sight distance at the proposed access location exceed the desirable requirements of AS 2890.1.

4.2 Parking

4.2.1 Car parking supply

Table 11 summarises the assessment of the proposed car parking supply against the requirements of Council's City Plan.

Table 11: Car Parking Supply

Land Use	Yield	Parking Rate	Required	Proposed	Compliance
Multiple dwelling	10 units	Resident: 1.7 per dwelling	17 spaces	17 spaces	Compliant
		Visitor: 0.2 per dwelling	2 spaces Including car wash bay.	2 spaces Including car wash bay.	Compliant
Community centre	223 m ² GFA	Not specified		12 spaces + access to 21 existing church spaces	Suitable

A specific car parking rate is not provided for community centre use in the City Plan. However, for a typical event with approximately 50 attendees, around 23 car parking spaces would be required (see Section 3.2.1). As the community centre is operated by the Kirwan Uniting Church, attendees will have access to the existing off-street car parking supply adjacent to the proposed development. This arrangement provides sufficient capacity for event parking without reliance on on-street parking on Hinchinbrook Drive.

In summary, the proposed car parking supply for the residential component complies with Council's City Plan requirements, and the parking arrangements for the community centre are considered suitable, with no adverse impacts expected on the surrounding road or transport network.

4.2.2 Parking layout review

Table 12 summarises the assessment of the proposed car parking layout against the requirements of AS 2890.1.

Table 12: Car Parking Layout Review

Design Parameter	AS 2890.1 Requirement	Proposed Provision	Compliance
Parking bay width	2.4 – 2.5 m	2.5 m	Compliant
Parking bay length	5.4 m	5.4 m	Compliant
Clearance to obstructions	0.3 m	0.3 m	Compliant
Aisle width	5.8 m	6.0 m min.	Compliant
Blind aisle extension	1.0 m	1.0 m	Compliant
Vertical clearance	4.5 m	Unrestricted	Compliant

In summary, the proposed car parking layout is compliant with the requirements of AS 2890.1 and is acceptable from a traffic engineering perspective.

4.3 Servicing

The design vehicles adopted for assessment reflect the largest vehicles reasonably expected to access the site. For waste servicing this includes a 10 m Overhead Loader, and for residential servicing a standard 8.8 m Medium Rigid Vehicle (MRV) was adopted.

Swept path diagrams for the adopted design and check vehicles are provided in Attachment 3. The assessment confirms that both vehicles can safely enter and exit the site in the forward direction via the proposed access arrangement.

On this basis, the existing access geometry is considered suitable to accommodate the design vehicles associated with the proposed development from a traffic engineering perspective.

5 Public and active transport

5.1 Public transport

The subject site is located approximately 300 m (4 min walk) from bus stops on each side of Thuringowa Drive, opposite Kirwan State High School, regularly serviced by routes 200, 203 and 212.

A copy of the local bus route network is included in Attachment 4.

In summary, the subject site is adequately serviced by existing public transport infrastructure and services.

5.2 Active transport

Internally, the proposed development includes dedicated 1 m wide walking paths and crossings, providing continuous pedestrian access between the existing frontage footpath, the community centre, and all residential units. A path connection is also proposed between the community centre and the adjacent Kirwan Uniting Church, supporting the car-parking sharing arrangement described in Section 4.2.1. Importantly, no high or opaque fencing or walls are proposed near the site access that would impede visibility of path users on the verge.

The subject site benefits from an established local footpath network and is within walking distance of several key services, including Willows Shopping Centre (15 minutes), Kirwan State High School (4 minutes), Kirwan Health Campus (10 minutes), and The Willows State School (20 minutes or a short bike ride).

In summary, the proposed and existing active transport connections are considered appropriate for the development and support safe and convenient pedestrian and cyclist access.

6 Mitigation measures

From a traffic engineering perspective and based on the trip generation and qualitative traffic analysis, no upgrades to traffic and transport infrastructure are considered necessary, nor appropriate, as a result of the proposed development.

7 Conclusion

7.1 Summary of impacts

In summary, the proposed development results in negligible impact on the operation and safety of the surrounding road network and demonstrates the ability to accommodate safe and efficient on-site parking, servicing and manoeuvring. The only external adjustment required is the removal of four on-street angle parking spaces to facilitate the proposed access.

7.2 Compliance statement

This traffic impact assessment has been prepared in accordance with all relevant transport, traffic engineering and planning requirements applicable to the subject site and proposed development. The analysis, design inputs and recommendations are based on publicly available State and Local Government guidelines and relevant Australian Standards, with methodologies and assumptions consistent with current industry practice and the standards referenced in this report.

7.3 Recommendations

This Traffic Impact Assessment demonstrates that the proposed development can be supported from a traffic engineering perspective, subject to the removal of four (4) on-street angle parking spaces to accommodate the proposed access. No other access-related or transport infrastructure upgrades are required.

8 Approval

This report is RPEQ-certified by the undersigned, having performed all analysis and reporting.



BEng (Hons) (Civil), RPEQ #33098, MIEAust, MTPA
Principal Engineer

Jaiden Patel Traffic Consulting Pty Ltd

E: Jaiden.Patel@JPTraffic.Consulting

ATTACHMENT 1: DEVELOPMENT PLANS

PROPOSED HOUSING & COMMUNITY CENTRE

KIRWAN UNITING CHURCH

18 HINCHINBROOK DRIVE, THURINGOWA CENTRAL

SHEET LIST						
SHEET No.	SHEET NAME	Project Issue DATE	Poject Revision	Current Revision	Revision Date	Current Revision Description
01	COVER PAGE	06.05.26	4	4	06.05.26	TRAFFIC UPDATE
02	SITE PLAN	06.05.26	4	4	06.05.26	TRAFFIC UPDATE
03	FLOOD PLAN	06.05.26	4	4	06.05.26	TRAFFIC UPDATE
04	FLOOR PLAN - BLDG C COMMUNITY CENTRE	06.05.26	4	4	06.05.26	TRAFFIC UPDATE
05	ELEVATIONS - BLDG C COMMUNITY CENTRE	06.05.26	4	4	06.05.26	TRAFFIC UPDATE
06	ELEVATIONS - BLDG C COMMUNITY CENTRE	06.05.26	4	4	06.05.26	TRAFFIC UPDATE
07	STAGING PLAN	06.05.26	4	4	06.05.26	TRAFFIC UPDATE

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- * ALL TOILET CISTERNS MUST HAVE A DUAL FLUSH FUNCTION AND HAVE A MIN. OF 4 STAR WELS RATING WHICH MUST BE COMPATABLE WITH THE SIZE OF THE TOILET BOWL.
- * ALL TAPS SERVING LAUNDRY TUBS, KITCHEN SINKS AND BATHROOM BASINS MUST HAVE A 3 STARWELS RATING.

(WELS - 'WATER EFFICIENCY LABELLING AND STANDARDS')
(QDC - QUEENSLAND DEVEOPEMENT CODE)
(MP - MANDATORY PART)

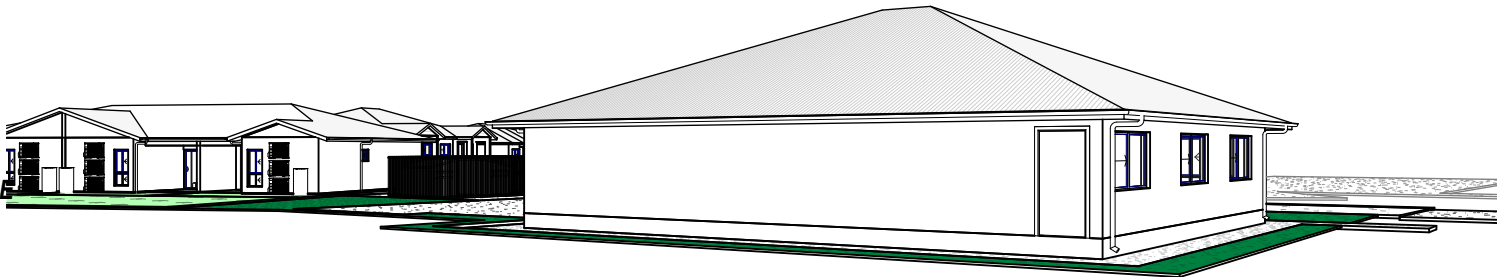
SUSTAINABLE BUILDING REQUIREMENTS @ 1 MARCH 2009 - CLASS 1 BUILDINGS

NEW WORK - HOT WATER SYSTEMS MUST BE SUPPLIED BY A:-

- SOLAR HOT WATER SYSTEM, OR HEAT PUMP HOT WATER SYSTEM OR GAS HOT WATER SYSTEM.

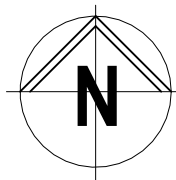
TANKS IF REQUIRED BY LOCAL AUTHORITY:

- 5000LTR FOR DETACHED CLASS 1, 3000LTR FOR OTHER THAN CLASS 1 DETACHED AS PER QDC MP 4.2 WATER SAVINGS TARGETS:-
- TO RECIEVE A MINIMUM ROOF AREA AT LEAST 100SQM OR ONE HALF OF THE TOTAL ROOF AREA WHICHEVER IS THE LESSER.
- BE CONNECTED TO TOILET CISTERNS, WASHING MACHINE COLD WATER TAPS (OTHER THAN GREY WATER CONNS.) AND EXTERNAL USE TAPS, REFER QDC MP 4.2 FOR VARIATIONS. PLUMBER TO REFER TO QDC MP 4.2 FOR COMPLETE TANIREQUIREMENTS



	THE DESIGN HOUSE NQ m: 0423 623 647 a: 19 Castlemaine Street, Kirwan, QLD 4817 e: nathan@thedesighousenq.com.au w: www.thedesighousenq.com.au	© COPYRIGHT QBCC LICENCE NO. 15046263 BUILDING DESIGN OPEN RISE	NOTE: 1. ALL LEVELS AND DIMENSIONS ARE TO BE CHECKED AND CONFIRMED PRIOR TO START OF ANY FABRICATION OR BUILDING WORK. 2. PLANS NOT TO BE SCALED, ALL FIGURED DIMENSIONS TO TAKE PRECEDENCE 3. COMPLY WITH LOCAL AUTHORITY, STANDARD BUILDING LAW & ALL RELEVANT AUSTRALIAN STANDARDS & LEGISLATION 4. THIS DRAWING IS ONLY INTENDED TO OBTAIN A LOCAL AUTHORITY BUILDING PERMIT	Project: PROPOSED HOUSING & COMMUNITY CENTRE	Title : COVER PAGE	Job No:	
				Client: KIRWAN UNITING CHURCH		2025-255-C	
				Location: 18 HINCHINBROOK DRIVE, THURINGOWA CENTRAL	Date: 06.05.26	Drawn: N.H	Drawing No:
				Scale: 1 : 1	Designed: N.H	DD 01	4

WIND CATEGORY C2



CORVETH STREET

APPROXIMATE DRIPLINE
OF EXISTING RAINTREES

NEW 6m WIDE CROSSOVER
TO TCC STANDARD
DRAWINGS STD-030 AND
STD-032.

REAL PROPERTY DESCRIPTION

LOT 23 ON T118666
AREA OF LAND: APPROX. 7580m²
Q50 - ???
MIN. SLAB HEIGHT - 400
LOCAL GOVERNMENT: TOWNSVILLE CITY COUNCIL

1 SITE PLAN
1 : 750

HINCHINBROOK DRIVE

MAINTAIN EXISTING
DRIVEWAY
ENTRANCE

STREET
PARKING
PARALLEL - 2
PARKS

EXISTING
DRIVEWAY
EXIT

SERVICES LOCATION UNAVAILABLE

ACOUSTIC, BUSHFIRE & COUNCIL ZONING
OVERLAYS TO BE CONFIRMED

DEVELOPMENT ASSESSMENT

TOTAL SITE AREA: 7580m² APPROX.

CAR PARKS:

PARKING PROVIDED (ON SITE) : 30
TOTAL : 30

SITE COVER:

GROUND FLOOR 1041.7m² : 13.7%

LANDSCAPING:

(TURF & GARDENS) 1090.7m² : 14.4%

HARDSTAND:

(INC. CARPARK, 1750m² : 23.1%
PATHWAYS & BIN AREA)

COMMUNITY AREA:

263.2m²

PRIVATE AREAS:

UNIT 1 46.2m²
UNIT 2 23.9m²
UNIT 3 77.2m²
UNIT 4 35.2m²
UNIT 5 35.8m²
UNIT 6 46.6m²
UNIT 7 25.8m²
UNIT 8 147.4m²
UNIT 9 36.9m²
UNIT 10 35.9m²

TOTAL: 510.9m²

PRELIMINARY

NOT FOR CONSTRUCTION
PLANS ARE SUBJECT TO CHANGE TO
COMPLY WITH RELEVANT COVENANT &
BUILDING CERTIFICATION APPROVALS

LEGEND

--- FENCE

BUILDING SCHEDULE

BUILDING	DESCRIPTION	BED	BATH	GROSS FLOOR AREA
C	3 UNIT BLOCK	2	1	241.41
D	COMMUNITY CENTRE	-	-	222.66
F	DUPLEX	2	1	167.96

SITE LEVELS, SITE FEATURES, PROPERTY
BOUNDARIES AND THE LIKE TO BE CONFIRMED BY
A SITE SURVEY

FILL REQUIRED TO ELEVATE
BUILDINGS ABOVE FLOOD LEVEL

REV	ISSUE	DATE	DESCRIPTION
4	06.05.26	TRAFFIC UPDATE	
3	26.03.26	TCC ADDITIONS	
2	17.11.25	2 BED / 3 BED	
1	28.10.25	PRELIMINARY ISSUE	

Title : SITE PLAN

Date: 06.05.26

Scale: 1 : 750

Drawn:

Designed: N.H

Job No:

2025-255-C

Drawing No:

DD 02

Rev.

4

The
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House

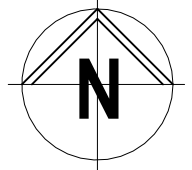
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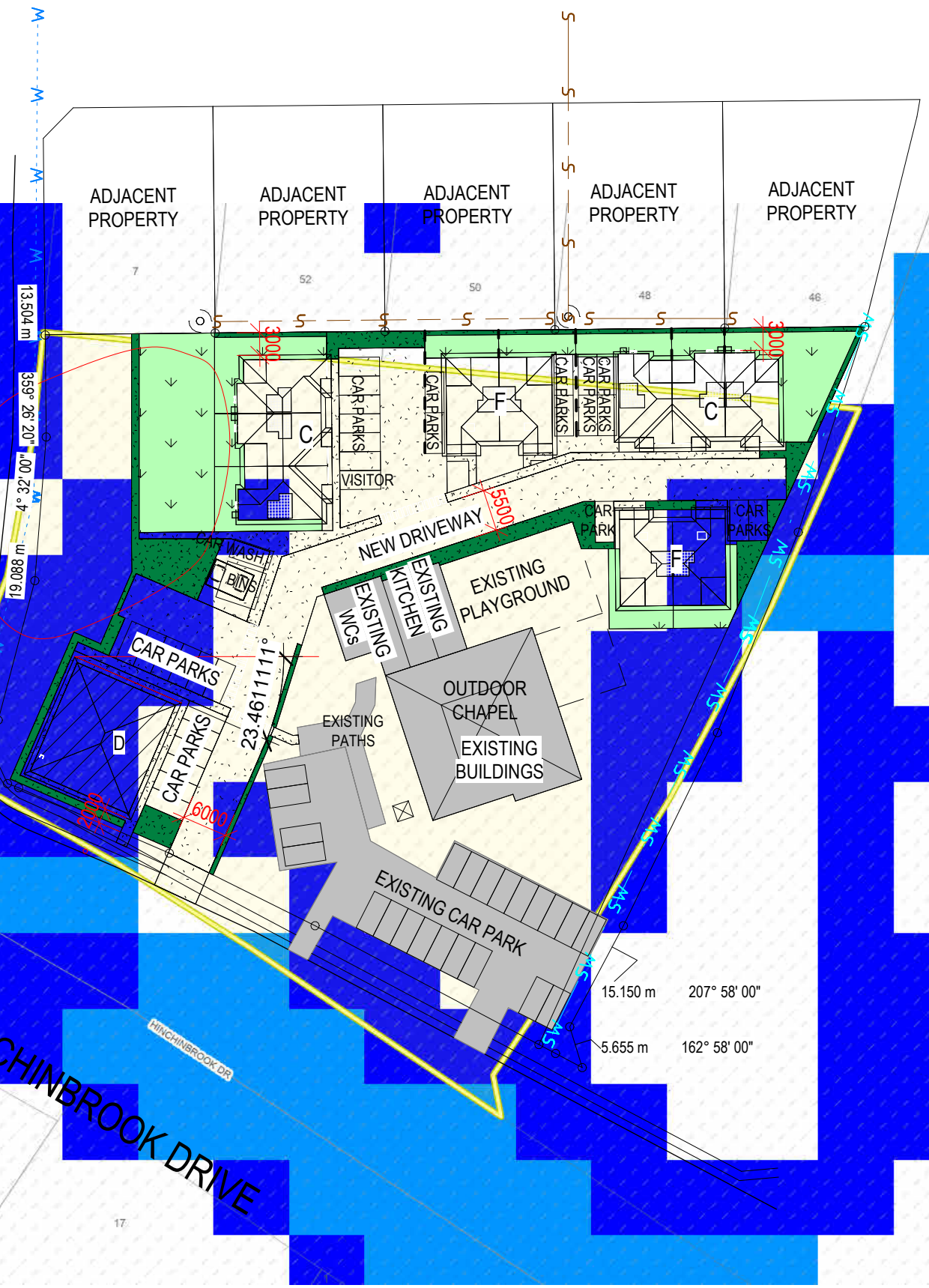
Project: PROPOSED HOUSING &
COMMUNITY CENTRE
Client: KIRWAN UNITING CHURCH
Location: 18 HINCHINBROOK DRIVE,
THURINGOWA CENTRAL

WIND CATEGORY C2



CORVETH STREET

HINCHINBROOK DRIVE



1 FLOOD MAPPING PLAN
1 : 750

4	06.05.26	TRAFFIC UPDATE
3	26.03.26	TCC ADDITIONS
REV	ISSUE	DATE
		DESCRIPTION

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Project: PROPOSED HOUSING & COMMUNITY CENTRE
Client: KIRWAN UNITING CHURCH
Location: 18 HINCHINBROOK DRIVE, THURINGOWA CENTRAL

Title : FLOOD PLAN

Date: 06.05.26
Scale: 1 : 750

Drawn:
Designed: N.H

Job No:
2025-255-C
Drawing No: DD 03
Rev. 4

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FLOOR SCHEDULE - COMMUNITY CENTRE	
Description	Area
COMMUNITY CENTRE	222.94 m²
	222.94 m²

WINDOW AND SGD SCHEDULE			
Description	Height	Width	Qty.
2136 SGD	2100	3610	1
1224	1200	2400	9

1 FLOOR PLAN - COMMUNITY CENTRE
1 : 100

4	06.05.26	TRAFFIC UPDATE	
3	26.03.26	TCC ADDITIONS	
2	17.11.25	2 BED / 3 BED	
1	28.10.25	PRELIMINARY ISSUE	
REV	ISSUE	DATE	DESCRIPTION

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Project: PROPOSED HOUSING &
COMMUNITY CENTRE
Client: KIRWAN UNITING CHURCH
Location: 18 HINCHINBROOK DRIVE,
THURINGOWA CENTRAL

Title : FLOOR PLAN - BLDG C
COMMUNITY CENTRE

Date: 06.05.26

Drawn:

Scale: 1 : 100

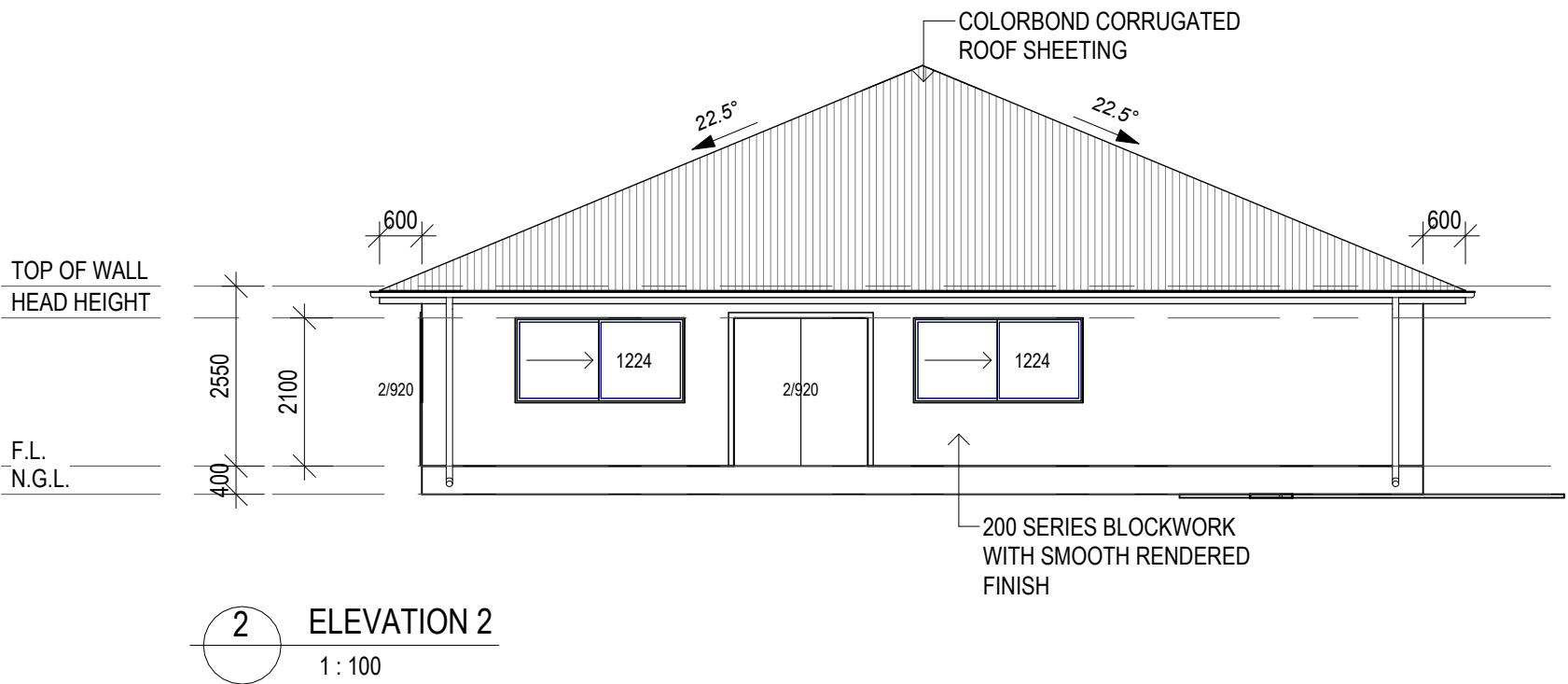
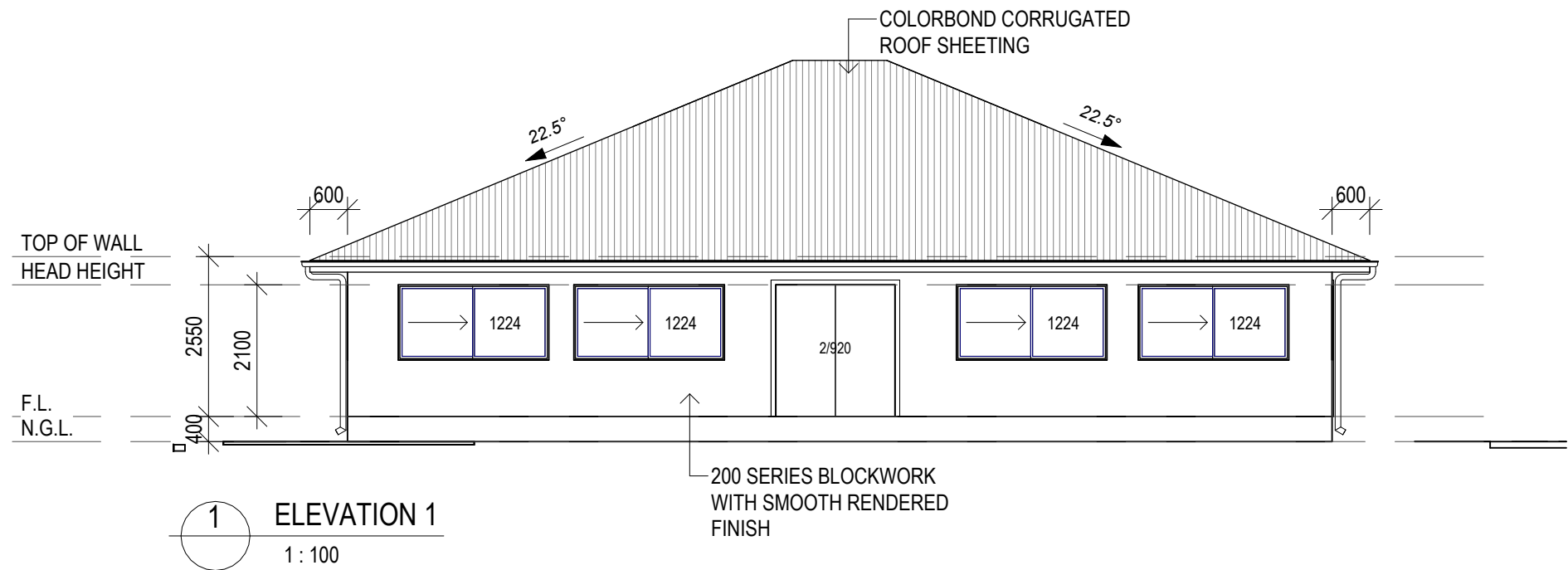
Designed: N.H

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2025-255-C

Drawing No: Rev.
DD 04 4

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4	06.05.26	TRAFFIC UPDATE
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1	28.10.25	PRELIMINARY ISSUE
REV ISSUE	DATE	DESCRIPTION

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Project: PROPOSED HOUSING & COMMUNITY CENTRE
Client: KIRWAN UNITING CHURCH
Location: 18 HINCHINBROOK DRIVE, THURINGOWA CENTRAL

Title : ELEVATIONS - BLDG C
COMMUNITY CENTRE

Date: 06.05.26

Drawn:

Scale: 1 : 100

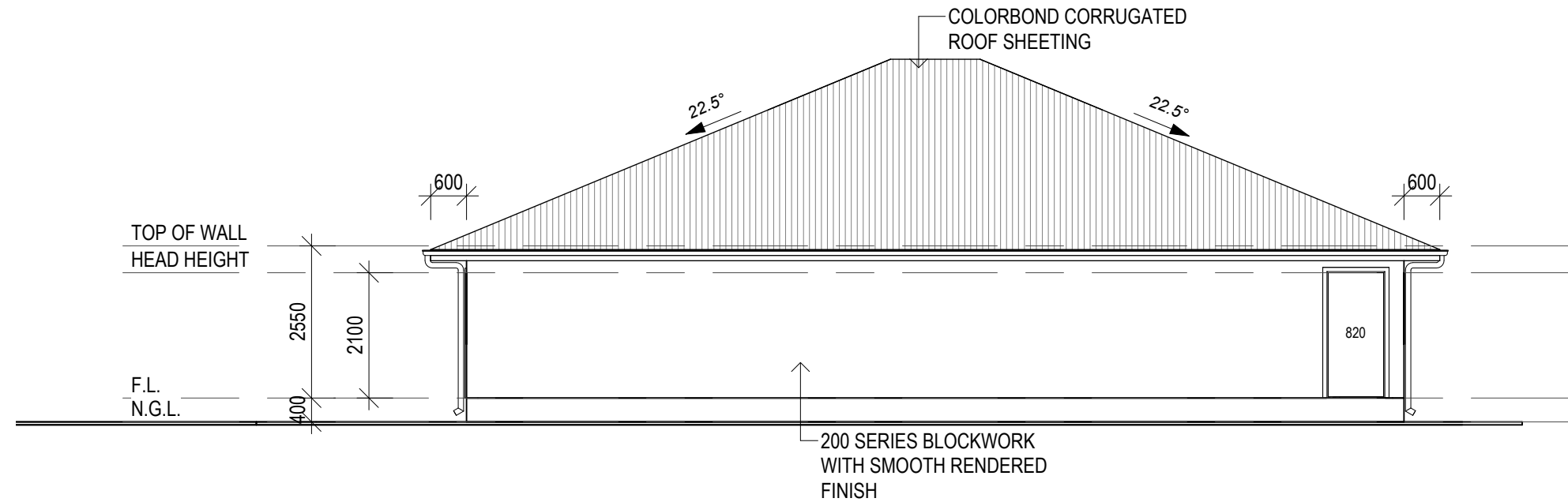
Designed: N.H

Job No:
2025-255-C

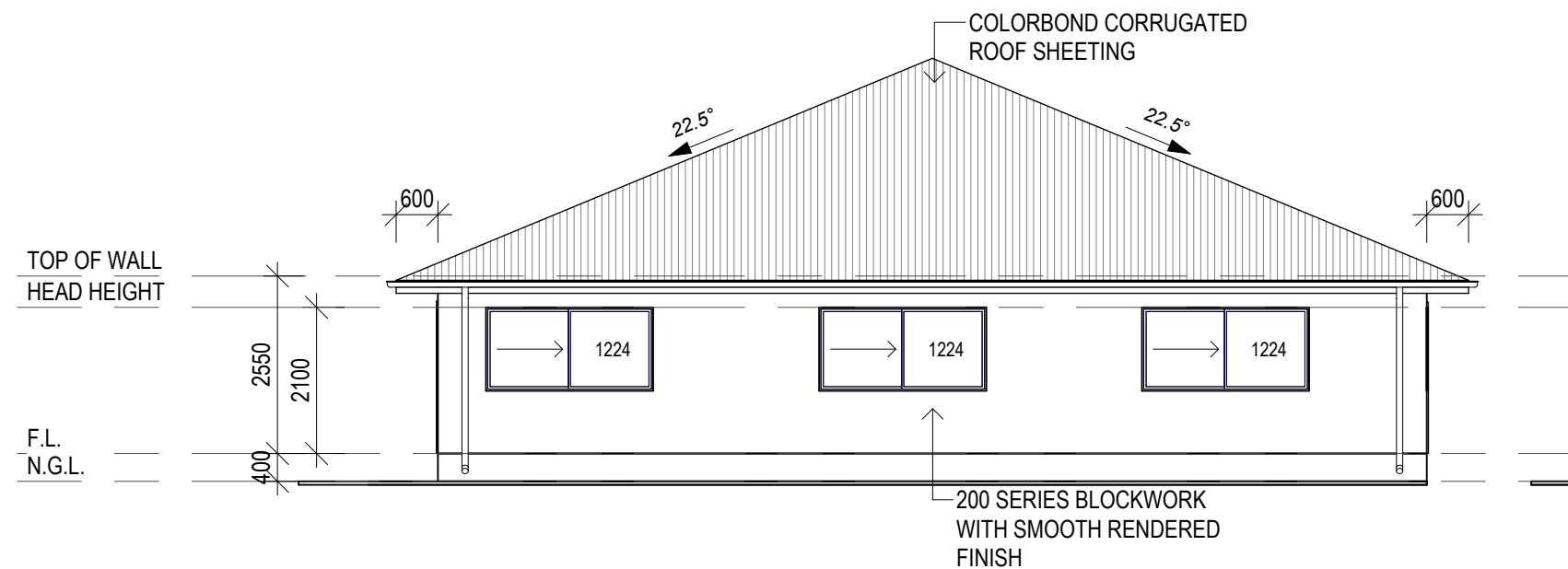
Drawing No: Rev.
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BUILDING CERTIFICATION APPROVALS



1 ELEVATION 3
1 : 100



4 ELEVATION 4
1 : 100

4	06.05.26	TRAFFIC UPDATE	
3	26.03.26	TCC ADDITIONS	
2	17.11.25	2 BED / 3 BED	
1	28.10.25	PRELIMINARY ISSUE	
REV	ISSUE	DATE	DESCRIPTION

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Project: PROPOSED HOUSING &
COMMUNITY CENTRE
Client: KIRWAN UNITING CHURCH
Location: 18 HINCHINBROOK DRIVE,
THURINGOWA CENTRAL

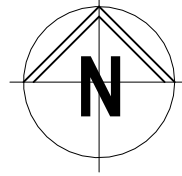
Title : ELEVATIONS - BLDG C
COMMUNITY CENTRE

Date: 06.05.26 Drawn:

Scale: 1 : 100 Designed: N.H

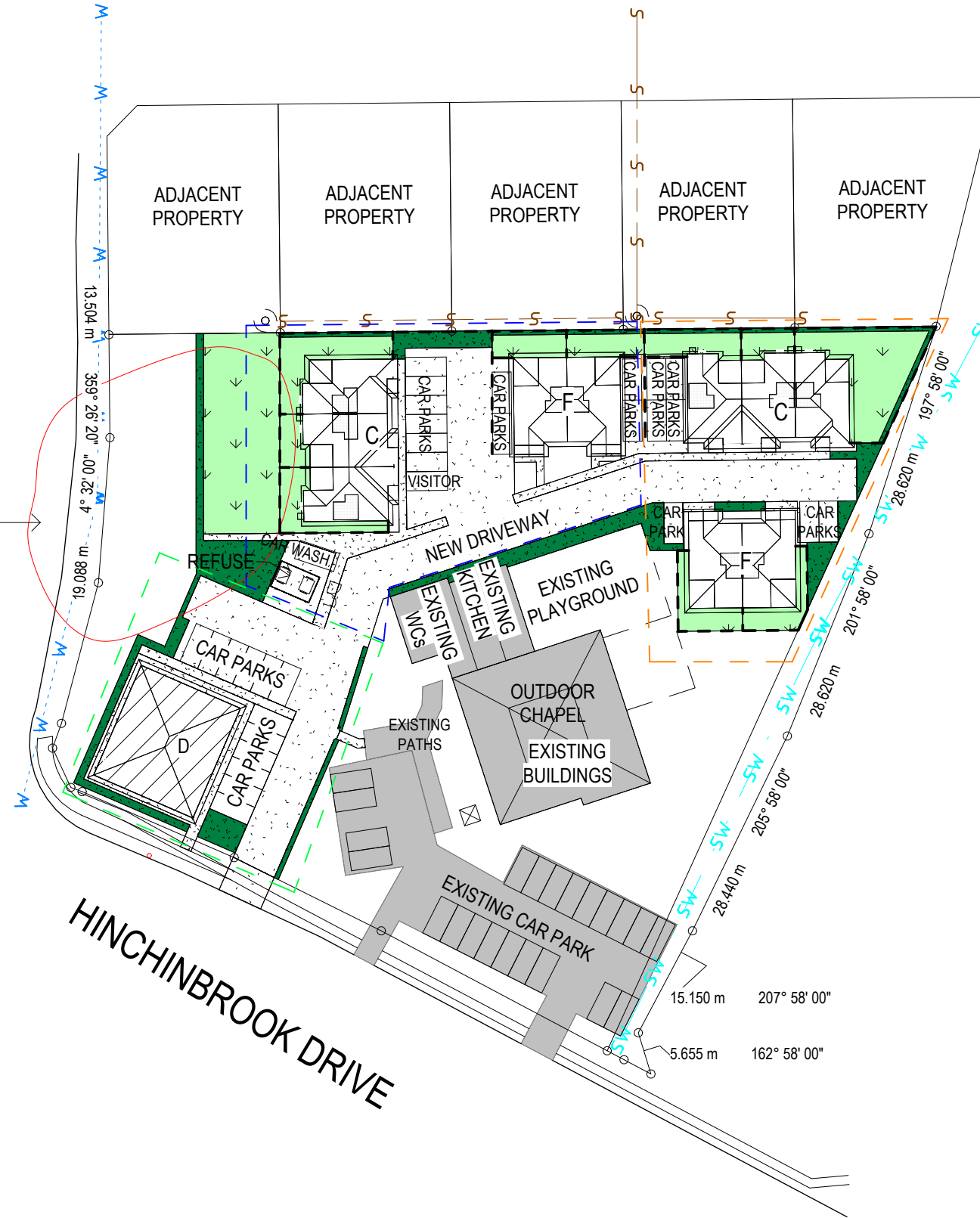
Job No:
2025-255-C

Drawing No: Rev.
DD 06 4



CORVETH STREET

APPROXIMATE DRIPLINE
OF EXISTING RAINTREES



LEGEND

- STAGE 1
- STAGE 2
- STAGE 3

1 STAGING PLAN
1 : 750

The
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Project: PROPOSED HOUSING & COMMUNITY CENTRE
Client: KIRWAN UNITING CHURCH
Location: 18 HINCHINBROOK DRIVE, THURINGOWA CENTRAL

4	06.05.26	TRAFFIC UPDATE
3	26.03.26	TCC ADDITIONS
REV	ISSUE	DATE
		DESCRIPTION

Title : STAGING PLAN

Date: 06.05.26

Drawn:

Scale: 1 : 750

Designed: N.H

Job No:
2025-255-C

Drawing No: DD 07
Rev. 4

ATTACHMENT 2: ON-STREET PARKING ADJUSTMENTS



CLIENT: KIRWAN UNITING CHURCH



JAIDEN PATEL
TRAFFIC CONSULTING
Document Set ID: 28453678
Version: 1.0
Revision: 04/06/2026
ATTENTION: CONSENT GIVEN

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e: Jaiden.Patel@JPTraffic.Consulting
w: JPTraffic.Consulting
a: 62 Speedwell Street CABOOLTURE QLD 4510

Rev.	AMENDMENT DESCRIPTION	DATE
A	INITIAL ISSUE	09/05/2026

18 HINCHINBROOK DRIVE
MARK-UP
CAR PARK REMOVAL

SCALE 1:100
1 0 1 2 3m

DRAWN JAIDEN PATEL | RPEQ 33098

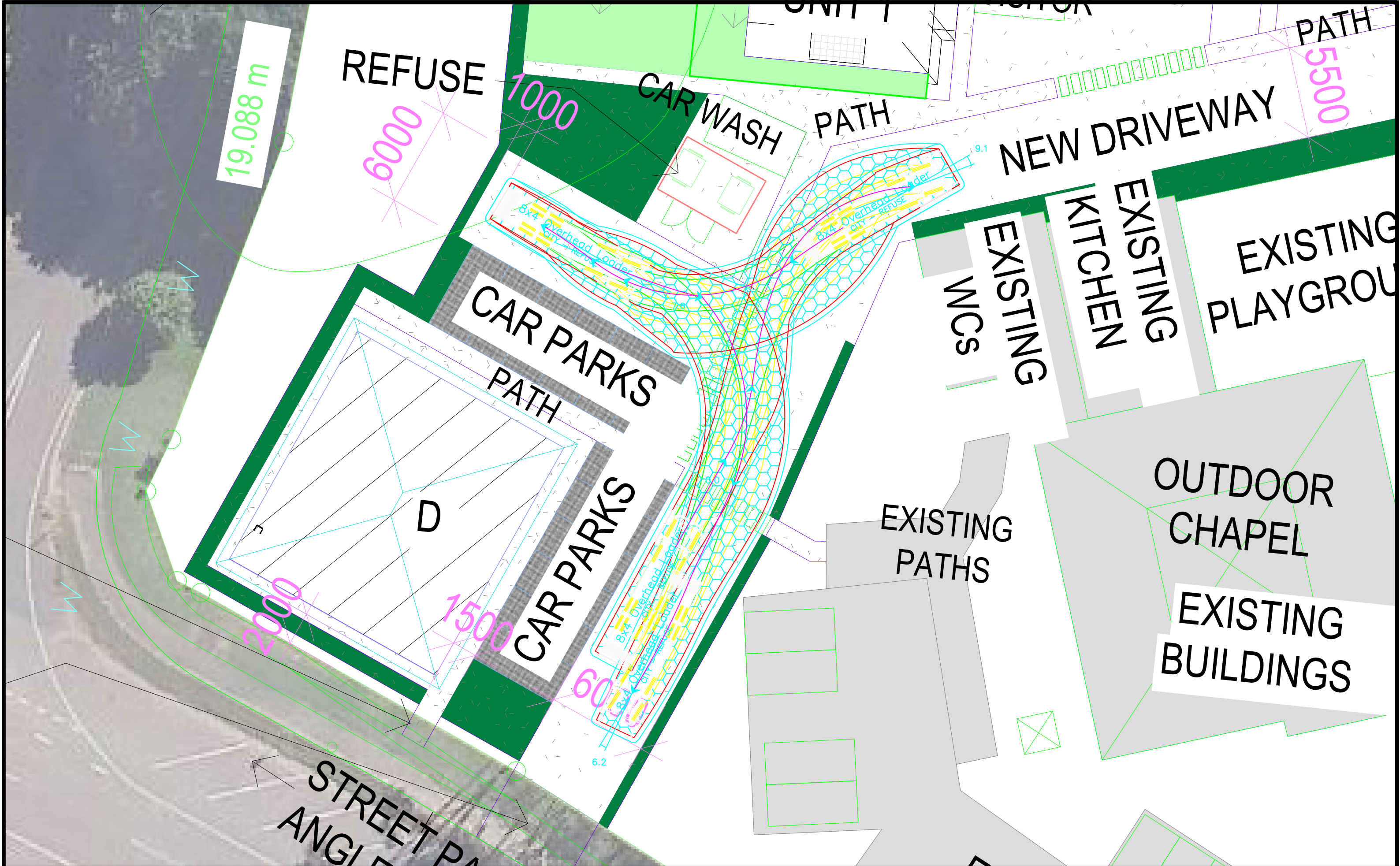
JOB-DRAWING No.
DWG 1

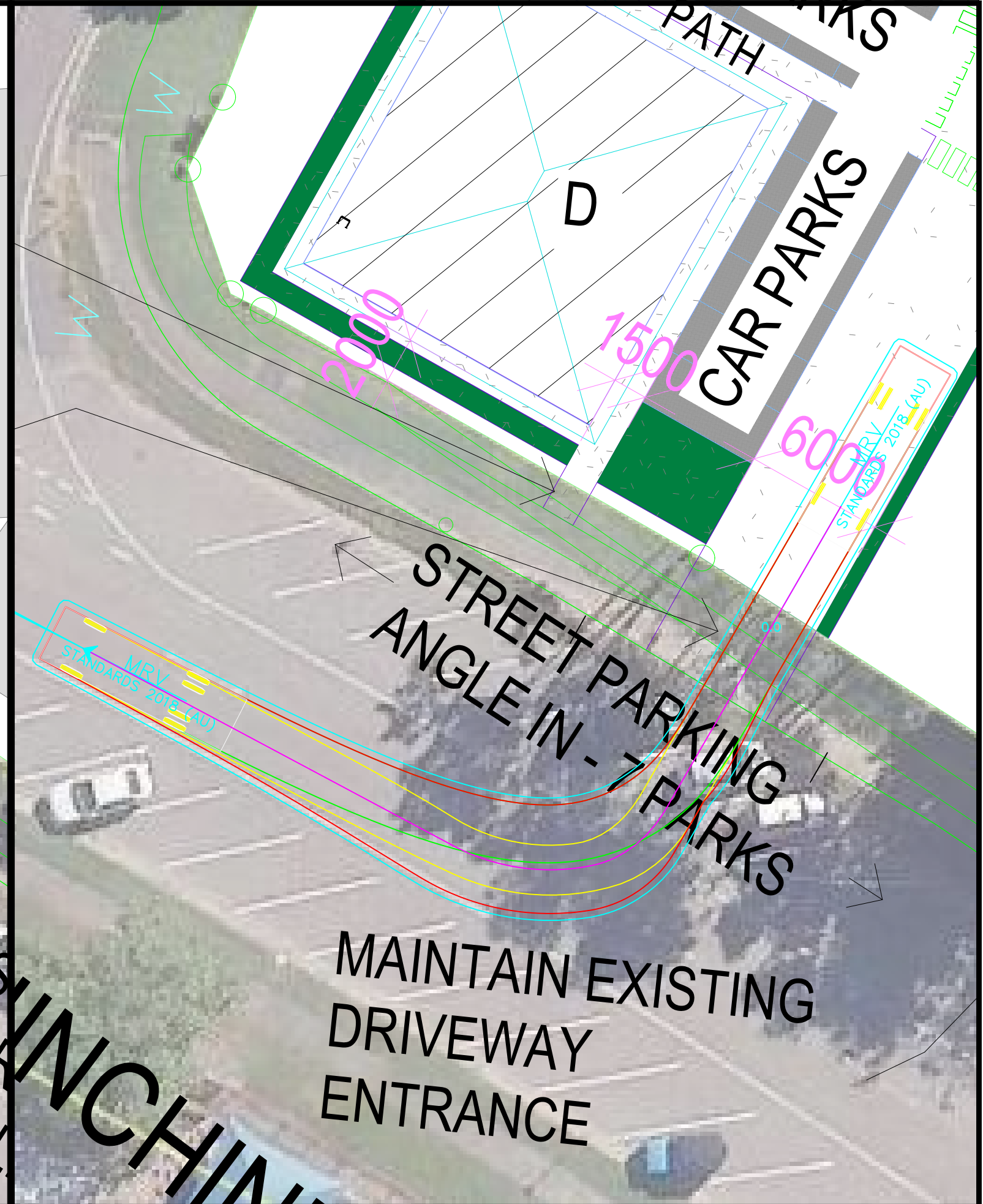
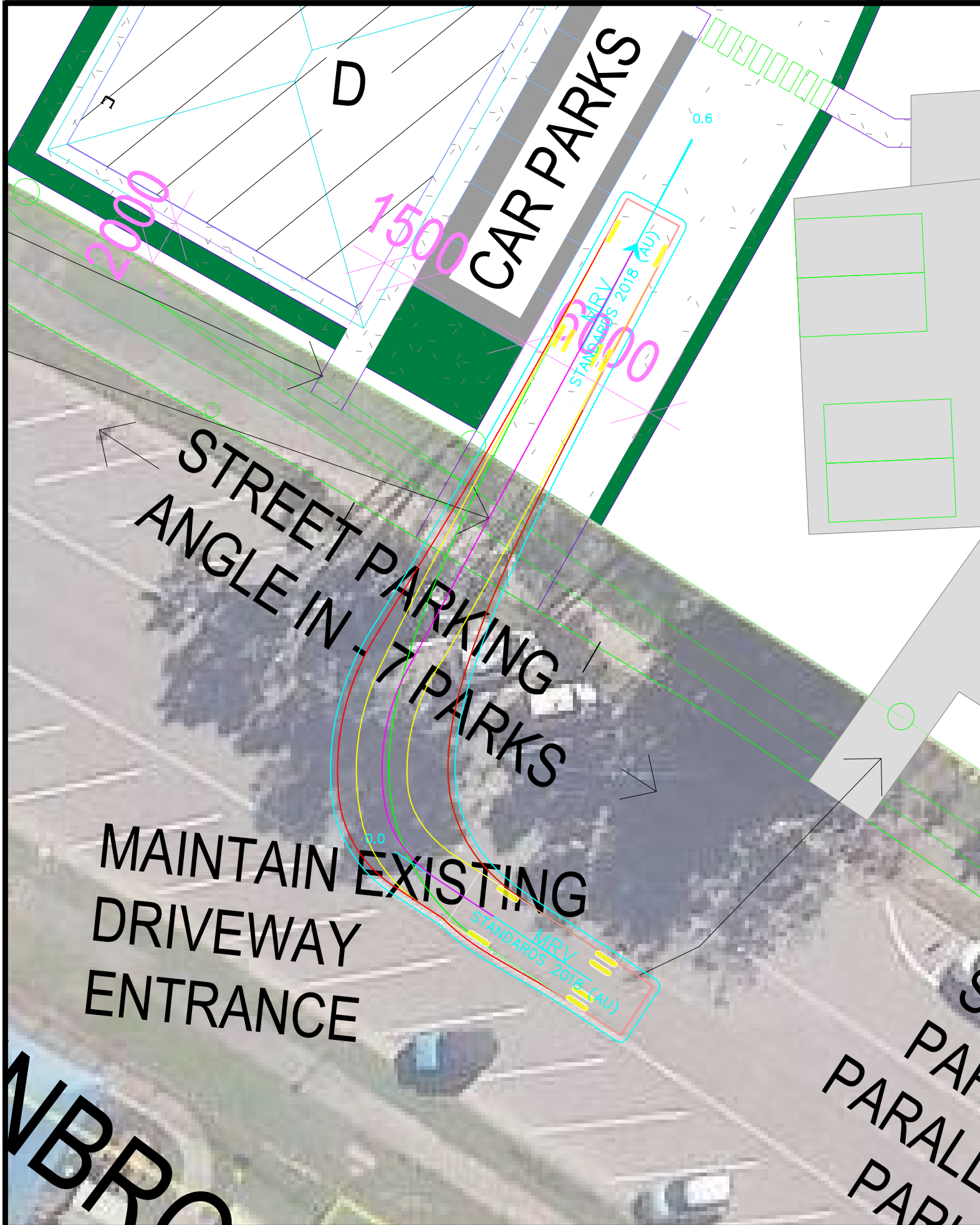
REVISION
A

ATTACHMENT 3: SWEEP PATH DIAGRAMS

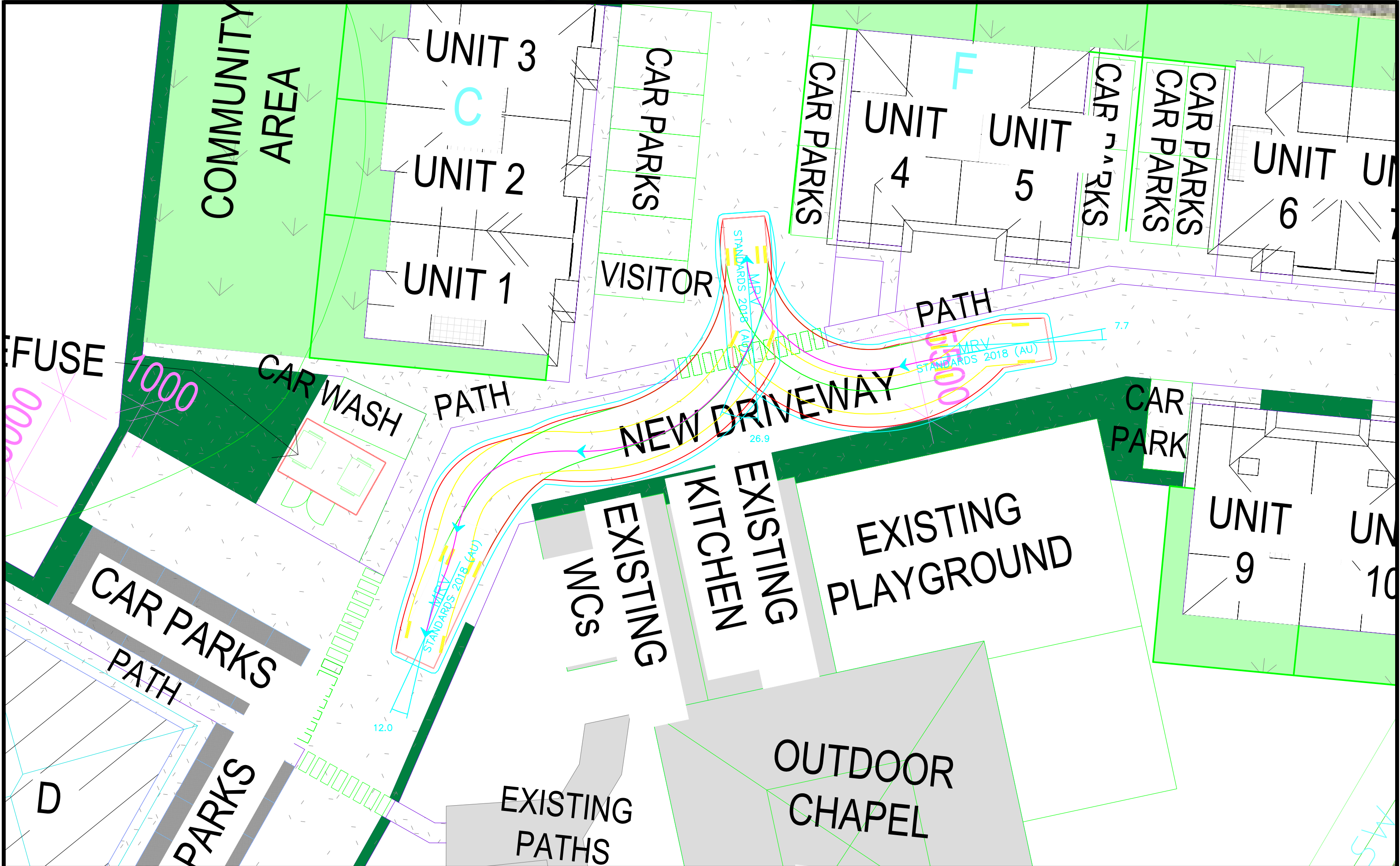


CLIENT:		KIRWAN UNITING CHURCH		<table><tr><th>Rev.</th><th>AMENDMENT DESCRIPTION</th><th>DATE</th></tr><tr><td>A</td><td>INITIAL ISSUE</td><td>09/05/2026</td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr></table>		Rev.	AMENDMENT DESCRIPTION	DATE	A	INITIAL ISSUE	09/05/2026																						18 HINCHINBROOK DRIVE SWEPT PATH DIAGRAM OVERHEAD LOADER ACCESS	
Rev.	AMENDMENT DESCRIPTION	DATE																																
A	INITIAL ISSUE	09/05/2026																																
 JAIDEN PATEL TRAFFIC CONSULTING Document Set ID: 28453678 Version: 1.0 Revision Date: 04/06/2026 All work is subject to written consent given		JAIDEN PATEL TRAFFIC CONSULTING PTY LTD		<table><tr><td>SCALE</td><td> 2 0 2 4 6m SCALE 1:200 </td><td>JOB-DRAWING No.</td><td>REVISION</td></tr><tr><td>DRAWN</td><td>JAIDEN PATEL RPEQ 33098</td><td>DWG 1</td><td>A</td></tr></table>		SCALE	2 0 2 4 6m SCALE 1:200	JOB-DRAWING No.	REVISION	DRAWN	JAIDEN PATEL RPEQ 33098	DWG 1	A																					
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p: 0419 718 005 e: Jaiden.Patel@JPTraffic.Consulting w: JPTraffic.Consulting a: 62 Speedwell Street CABOOLTURE QLD 4510																																		





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DRAWN	JAIDEN PATEL RPEQ 33098	DWG 3	A																													



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		A INITIAL ISSUE 09/05/2026		SCALE 2 0 2 4 6m SCALE 1:200	
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p: 0419 718 005 e: Jaiden.Patel@JPTraffic.Consulting w: JPTraffic.Consulting a: 62 Speedwell Street CABOOLTURE QLD 4510				DRAWN JAI DEN PATEL RPEQ 33098	
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ATTACHMENT 4: TOWNSVILLE BUS ROUTES

Townsville bus routes

Effective 2 December 2024



200	Breakwater ferry terminal to Kelso via Townsville City bus hub, Townsville SC and Willows	209	Townsville City bus hub to Hospital/University/Townsville SC via Wulguru
201	Breakwater ferry terminal to JCU via Townsville City bus hub, Townsville SC and Hospital	210	Willows to Hospital and University via Carlisle Gardens
202	Townsville City bus hub to Townsville Hospital, James Cook University (JCU)	211	Willows Shopping Centre to Bohle Plains (Kalynda Chase)
203	Townsville City bus hub to Kirwan via Mater Hospital, Townsville SC and Willows	212	Willows Shopping Centre to Shaw via Mt Louisa
204	Townsville City bus hub to Townsville SC via Mt Louisa	215	Townsville City bus hub to Townsville SC via Garbutt and Domain
205	Townsville City bus hub to Townsville SC via Garbutt	232	Townsville SC to Burdell
206	Townsville City bus hub to Pallarenda via Breakwater ferry terminal and Rows Bay	233	Townsville SC to Bushland Beach via Deeragun and Jensen
207	Townsville City bus hub to Stuart via Fairfield Waters Dr	250	Magnetic Island ferry terminal to Picnic Bay and Horseshoe Bay
208	Townsville City bus hub to Willows via Railway Estate and Hospital/JCU		

Townsville SC = Townsville Shopping Centre at Aitkenvale

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Queensland
Government



Appendix 6



Townsville City Plan – Low Density Residential Zone Code

Purpose

The purpose of the Low density residential zone code is to provide for a variety of low density dwelling types, and community uses, and small-scale services, facilities and infrastructure, to support local residents.

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

- (a) built form is of a house compatible scale and consistent with the local streetscape character;*
- (b) reconfiguration facilitates a range of lot sizes to accommodate dwelling houses and dual occupancy dwellings, typically on lots 400m² or greater (unless otherwise intended in a precinct);*
- (c) development maintains a high level of residential amenity on the site and in the neighbourhood;*
- (d) residential development is protected from the impacts of any nearby industrial activities, transport corridors, infrastructure, installations and major facilities such as the port, airport and Department of Defence landholdings;*
- (e) the design of development promotes accessibility by walking, cycling and public transport;*
- (f) the design of development is responsive to the city's climate and promotes sustainable practices including energy efficiency and water conservation;*
- (g) low-rise multiple dwellings, residential care or retirement facilities may be acceptable within this zone where provided in locations that are within a convenient walkable distance to centres, public transport and community activities, and where of a scale that is consistent with the local character;*
- (h) non-residential uses only occur within the zone where they primarily support the day-to-day needs of the immediate residential community, do not unreasonably detract from the residential amenity of the area and are not better located in nearby centre zones;*
- (i) development minimises impacts on remaining areas of ecological significance within the zone; and*
- (j) the natural bushland setting and village character of the northern beaches and Magnetic Island townships are maintained. Tourism accommodation in these communities is of a house compatible scale.*



Performance Outcome/Acceptable Outcomes	Response
For accepted development subject to requirements and assessable development	
Home Based Business	
PO1 The use does not adversely impact on the amenity of the surrounding residential land uses and local character.	AO1.1 The home-based business: (a) is carried out in an existing building or structure; (b) does not use more than 60m² of the gross floor area of the building or structure; (c) involves at least one or more residents of the dwelling house; (d) involves not more than one non-resident employee; (e) where bed and breakfast accommodation, does not exceed three bedrooms; (f) does not generate more than 1 heavy vehicle trip per week; Editor's note—a heavy vehicle is a vehicle with more than 4.5 tonnes gross vehicle mass. (g) does not generate more than 28 vehicle trips per day by other vehicles, where one trip includes arriving at the site and a second trip is departing the site. These trips are additional to normal domestic trips associated with the dwelling; (h) contains visitor parking within the site; (i) does not involve hiring out of materials, goods, appliances or vehicles; and (j) does not involve the repair or maintenance of vehicles, other than minor maintenance of vehicles used in conjunction of the home-based business on the site. Not applicable



Performance Outcome/Acceptable Outcomes		Response
	Editor's note—home based business operators should also refer to signage requirements under Table 5.8.2 - Operational work being placing an advertising device on a premises and Section 9.3.1-Advertising devices code. AO1.2 Functional aspects of the use such as service areas, material storage or use activities are not visible from the street. AO1.3 Other than where a bed and breakfast or home based childcare, the business use does not operate outside the hours of 8am to 5pm Monday to Friday, 8am to 2pm Saturday and does not operate on Sunday. AO1.4 Noise levels do not exceed acoustic quality objectives under the <u>Environmental Protection (Noise) Policy 2019</u>.	Not applicable
PO2 Commercial vehicle parking: (a) has a direct nexus with a home based business carried out on the site; and (b) does not adversely affect the amenity of neighbouring properties.	AO2.1 Not more than one commercial vehicle is parked on the site. AO2.2 While on-site, vehicles: (a) are not left idling for more than 5 minutes at any one time; and (b) do not have a refrigeration unit running. AO2.3 Any commercial vehicle does not exceed 4.5 tonnes gross vehicle mass and is housed behind the building line.	
Sales Office		
PO3 The use does not adversely impact on the amenity of the surrounding land uses and local character.	AO3 Development of the sales office is in place for no more than two years.	Not applicable
Secondary Dwelling		
PO4 Secondary dwellings are: (a) are subordinate, small-scaled dwellings; (b) contribute to a safe and pleasant living environment; and	AO4 The secondary dwelling: (a) has a GFA, exclusive of a single carport or garage, of not more than 90m²; and	Not applicable



Performance Outcome/Acceptable Outcomes		Response
(c) does not cause adverse impacts on adjoining properties.	(b) is located not more than 20m from the primary house.	
Stables Precinct		
PO5 Only dwelling houses or caretaker's accommodation are established in the precinct.	AO5 The development does not involve a dual occupancy, rooming accommodation, multiple dwelling, retirement facility, residential care facility, short-term accommodation or tourist park.	Not applicable
PO6 Reconfiguration does not result in additional lots being created.	AO6 Lot size is no less than 1,000m ² .	Not applicable
PO7 The site is of a size to accommodate stables and associated service areas and allows for setback of stables from adjacent houses.	AO7 Where stables are proposed, the site has a minimum area of 1,000m ² .	Not applicable
PO8 Stables are established where provision is made for a manager living on-site.	AO8 Stables are established on the same site as a dwelling house or caretaker's accommodation.	Not applicable
PO9 Residential uses in the precinct do not intensify.	AO9.1 Not more than one dwelling house or caretaker's accommodation unit is established on each lot.	Not applicable
	AO9.2 The caretaker's accommodation unit has a gross floor area of no more than 70m ² .	
Amenity		
PO10 Development minimises impacts on surrounding land and provides for an appropriate level of amenity within the site, having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) visual impact; (e) odour and emissions; (f) lighting; (g) access to sunlight; (h) privacy; and (i) outlook.	No acceptable outcome is nominated.	Complies The proposal complies as it has been designed to minimise impacts on surrounding properties and maintain an appropriate level of residential amenity. The extension to the existing place of worship, including a community building and 10 multiple dwelling units, represents a compatible and modest intensification of an established use within the Low density residential zone. Potential impacts are mitigated through appropriate building scale, setbacks, and site layout, which reduce bulk, maintain privacy, and limit overlooking.



Performance Outcome/Acceptable Outcomes		Response
		Landscaping and boundary treatments further soften the development and provide effective screening. A landscape plan is available in Appendix 4 for further details. Traffic generation and on-site access are consistent with the scale of the development and are not expected to adversely affect the surrounding road network. The operation of the community use is also consistent with community expectations and will not result in unreasonable disturbance. Further detail is provided in the Traffic Impact Assessment in Appendix 6.
PO11 Landscaping is provided to enhance the appearance of the development, screen unsightly components, create an attractive on-site environment and provide shading.	No acceptable outcome is nominated.	Complies The proposal complies as landscaping has been incorporated to enhance the appearance of the development, create an attractive on-site environment. Planting along site boundaries and around parking areas also provides screening of ancillary structures and visually softens the built form, contributing to the streetscape and overall amenity.
PO12 Development for the purposes of a sensitive land use within 500m of land included in the High impact industry zone or Special purpose zone, or within 250m of land in the Medium impact industry zone: (a) achieves indoor noise levels consistent with the objectives set out in the <u>Environmental Protection (Noise) Policy 2019</u>; (b) achieves air quality levels consistent with the objectives set out in the <u>Environmental Protection (Air) Policy 2019</u> and the relevant national standard; and (c) does not experience offensive odours.	No acceptable outcome is nominated.	Not applicable



Performance Outcome/Acceptable Outcomes		Response
Crime Prevention through Environmental Design		
PO13 Development facilitates the security of people and property having regard to: (a) opportunities for casual surveillance and sight lines; (b) exterior building design that promotes safety; (c) adequate lighting; (d) appropriate signage and wayfinding; (e) minimisation of entrapment locations; and (f) building entrances, loading and storage areas that are well lit and lockable after hours. Editor's note—Applicants should have regard to <u>Crime Prevention through Environmental Design Guidelines for Queensland</u>.	No acceptable outcome is nominated.	Complies The proposal complies as it incorporates principles of crime prevention through environmental design to promote the safety and security of people and property. The development provides clear sightlines and passive surveillance through the orientation of buildings, windows, and active areas toward streets, accessways, and communal spaces. Entrances to both the community centre and residential units are clearly defined and visible, supporting legibility and user safety. Appropriate lighting is provided to all pedestrian pathways, parking areas, and building entries to ensure safe movement and discourage anti-social behaviour. The site layout avoids concealed or isolated areas, and landscaping is designed to maintain visibility while contributing to amenity. Access to the site and buildings is well defined, with a clear distinction between public, communal, and private spaces, reducing opportunities for unauthorised access.
General		
PO14 Development minimises impacts on remaining areas of ecological significance within the zone.	No acceptable outcome is nominated.	Not applicable
PO15 On elevated or steeply sloping sites: (a) development is sympathetic to the natural landform through the use of terraced or split level building forms; (b) the understoreys of buildings are screened to maintain the quality of	No acceptable outcome is nominated.	Not applicable



Performance Outcome/Acceptable Outcomes		Response
views from public vantage points below; and (c) buildings avoid highly reflective finishes.		
Parking and Servicing		
PO16 Parking facilities are located to be concealed from public view to ensure an attractive streetscape.	AO16 Vehicle parking structures are located: (a) behind the building setback; or (b) behind the building; or (c) at basement level. Figure 6.4 – Concealment of parking structure illustrates.	Complies Car parking provision, including visitor parking for the residential component, is accommodated entirely on site and is appropriately located and dimensioned in accordance with Schedule 6.10 of the planning scheme. Parking areas are designed to be convenient, accessible and integrated with the overall site layout, while avoiding adverse visual or amenity impacts on the streetscape and adjoining properties. Further details are provided in the Traffic Impact Assessment in Appendix 6 .
PO17 Waste disposal and servicing areas are screened from public view and do not have adverse amenity impacts on adjoining properties.	No acceptable outcome is nominated.	Complies A designated refuse collection area is provided onsite, with convenient access for waste servicing vehicles. The proposal complies with relevant waste management requirements, as all waste disposal and servicing areas are appropriately located and designed to be fully screened from public view. Enclosures and screening treatments ensure that bins and service areas are visually contained while maintaining safe and convenient access for collection.
For Assessable development – where a non-residential or tourist accommodation use		
PO18 Non-residential uses are established only where: (a) compatible with local character and amenity; (b) limited in scale and supporting the day-to-day needs of the local community; and (c) not impacting on the role and function of the city's	No acceptable outcome is nominated. Editor's note —Applicants should have regard to <u>Economic impact assessment planning scheme policy no. SC6.5</u> for guidance on how to demonstrate compliance with this performance outcome.	Complies The zone recognises that small-scale community uses may occur where they support the day-to-day needs of the local community and are compatible with the surrounding residential character. In this regard, the proposed community hall will support the continued operation of the existing place of worship and facilitate community-based



Performance Outcome/Acceptable Outcomes		Response
network of centres or more appropriately located in another zone.		activities that serve the surrounding neighbourhood, while remaining low intensity in nature.
PO19 Tourist accommodation occurs only within the townships of Paluma, Balgal Beach, Toomulla, Toolakea and Saunders Beach and the Magnetic Island townships, and is compatible with the village character of these communities.	No acceptable outcome is nominated.	Not applicable
PO20 Development is of a house compatible scale.	AO20.1 The use does not involve any building work or only minor building work. OR AO20.2 Where a new building is proposed: (a) buildings and other structures do not exceed 8.5m or 2 storeys, whichever is the lesser; (b) the building does not exceed 250m² in gross floor area; (c) site cover does not exceed 60%; and (d) the maximum length of any wall is 12m.	Complies
For assessable development – where a multiple dwelling, residential care facility or retirement facility development		
PO21 Multiple dwelling, residential care facility or retirement facility development occur only in locations where: (a) they can be designed to be compatible with local character and low-density scale of development; (b) having convenient walkable access to the city's network of centres; (c) having convenient walkable access to public transport; and (d) having convenient walkable access to recreational facilities.	AO21 The premises: (a) is located within 400m of a centre zone or public transport stop on a major road; (b) has a minimum site area of 1,000m² and 20m frontage where for a multiple dwelling; (c) has a minimum site area of 3,000m² and 20m frontage where for a residential care facility or retirement facility; and (d) is located within 400m of a park.	Complies The proposed residential component complies. The ten single-storey units are designed to be compatible with the local low-density character, domestic in scale, and maintain appropriate setbacks and open space. The site is within convenient walking distance of local centres, public transport, and recreational facilities, ensuring residents have safe, practical, and accessible connections to services and community amenities.



Performance Outcome/Acceptable Outcomes		Response
PO22 Buildings are low-rise and of a house compatible scale.	AO22 Building design achieves: (a) a site cover that does not exceed 65% of site area; (b) a building height that does not exceed 2 storeys and 8.5m if it is within 10m of a site boundary, and 3 storeys if it is 10m or more from a site boundary; and (c) the maximum length of any wall is 12m.	Complies The proposal complies with PO22. The development does not exceed 65% site cover and is limited to single-storey buildings, ensuring consistency with the low-density residential scale and avoiding visual dominance.
PO23 Building setbacks and landscaping: (a) create an attractive, consistent and cohesive streetscape; (b) maintain appropriate levels of light and solar penetration, air circulation, privacy and amenity for existing and future buildings; and (c) do not prejudice the development or amenity of adjoining sites.	AO23.1 Buildings are set back from street frontages: (a) within 20% of the average front setback of adjoining buildings; or (b) where there are no adjoining buildings, 3m. Figure 6.5 – Appropriate front setbacks. AO23.2 A landscape area with a minimum dimension of 1m is provided along the full frontage of any road frontage (excluding crossover and pedestrian access only). Figure 6.6 – Appropriate front and rear setbacks. AO23.3 The side boundary setback is a minimum of: (a) 1.5m for a wall up to 4.5m high; (b) 2m for a wall up to 7.5m high; and (c) 2.5m for any part of a wall over 7.5m high. Editor's note—Development should also comply with the requirements of AO21 (b), such that any part of the building that is 3 storeys is 10m or more from a site boundary. AO23.4 The rear boundary setback is a minimum of 6m. Figure 6.6 - Appropriate front and rear setbacks illustrates.	Complies The proposal complies with PO23. All buildings meet the required setbacks, and landscaping is provided to enhance the appearance of the development, screen ancillary structures, and maintain the amenity of adjoining properties.
PO24 Built to boundary walls do not impact on the amenity or privacy of adjoining premises.	AO24 Built to boundary walls:	Not applicable



Performance Outcome/Acceptable Outcomes		Response
	(a) are for non-habitable rooms or spaces only; (b) are not located within the front or rear setback; (c) are not located within 1.5m of a habitable room or house on an adjoining lot; (d) have a maximum height of 3m; and (e) have a maximum length of 9m.	
PO25 Buildings are designed to achieve good solar access by: (a) minimising the extent of shadows on usable private open space or public spaces; and (b) providing adequate sunlight to habitable rooms.	No acceptable outcome is nominated.	Complies The proposed development is designed to achieve good solar access and minimise the extent of shadows on usable private and communal open space on the site.
PO26 Design elements contribute to an interesting and attractive streetscape and building through: (a) the provision of projections and recesses in the façade which reflect changes in internal functions of buildings, including circulation; (b) variations in material and building form; (c) modulation in the façade, horizontally or vertically; (d) articulation of building entrances and openings; (e) corner treatments to address both street frontages; (f) elements which assist in wayfinding and legibility; and (g) elements which relate to the context including surrounding buildings, parks, streets and open spaces. Figure 6.7 – Building design elements provides indicative guidance.	No acceptable outcome is nominated.	Complies The proposed building design reflects that of the surrounding area and character.
PO27 Roof form assists in reducing the	No acceptable outcome is nominated.	Complies



Performance Outcome/Acceptable Outcomes		Response
appearance of building bulk by: (a) articulating individual dwellings; and (b) incorporating variety in design through use of roof pitch, height, gables and skillions. Figure 6.7 – Building design elements provides indicative guidance.		
PO28 Development promotes the safety of residents and visitors, particularly through casual surveillance of the street and public spaces.	AO28.1 Buildings are designed to have balconies, windows and building openings overlooking streets and other public spaces. Figure 6.8 – Design for casual surveillance illustrates. AO28.2 Fences or walls along a street frontage have a maximum height of 1.2m where solid, or 1.8m where that portion of the fence above 1.2m high is at least 50% transparent.	Complies
PO29 Development provides private open space that is: (a) well-proportioned, appealing, functional and easily accessible, and promotes outdoor living as an extension of the dwelling; (b) provides a high level of privacy for residents and neighbours; and (c) has sufficient size and shape to meet the needs of a diversity of potential residents.	AO29.1 For a ground floor dwelling (where a multiple dwelling), ground floor private open space is provided with: (a) a minimum area of 35m²; (b) a minimum dimension of 3m; and (c) clear of any utilities such as gas, water tanks or air-conditioning units. AO29.2 For a dwelling above ground storey, private open space is provided as a balcony with: (a) a minimum area of 9m² for a 1 bedroom unit or 16m² for a 2 or more bedroom unit; (b) a minimum dimension of 3m; and (c) clear of any utilities such as air conditioning units or drying space. AO29.3 Where clothes drying areas are provided on private balconies they are screened from public view and do not take up more than 10% of the balcony area.	



Performance Outcome/Acceptable Outcomes		Response
	AO29.4 Private open space is located or screened so it does not directly overlook main living areas or private open space of adjoining dwellings. Where screening is used, it is at least 50% translucent.	
PO30 Sufficient communal open space is provided to create flexible spaces suitable for a range of activities.	No acceptable outcome is nominated.	Complies There is sufficient communal space provided on site.
PO31 Communal open space provides facilities including seating, landscaping and shade. Treatments such as green roofs, green walls or community gardens contribute to the attractiveness of these spaces.	No acceptable outcome is nominated.	Complies A landscape plan is available in Appendix 4 for further details.
PO32 Air conditioning units are insulated so that adjoining properties are not affected by the noise source and are not significantly visible from the street.	No acceptable outcome is nominated.	Complies
Ross River Road Corridor		
PO33 No new non-residential development is established within the precinct.	No acceptable outcome is nominated.	Not applicable
PO34 Expansion of existing non-residential development is minor in nature and does not significantly increase the intensity of non-residential activity.	AO34 New gross floor area is only added through internal building work to an existing building.	Not applicable
Marlow Street Precinct		
PO35 Reconfiguration creates large residential lots which support the protection of environmental values.	AO35 Lots are not smaller than 750m ² and the minimum average lot size across the whole of the precinct is not less than 1,700m ² .	Not applicable
PO36 Residential development occurs primarily in the form of dwelling houses on large lots with a limited site cover.	No acceptable outcome is nominated.	Not applicable
PO37 Built form and infrastructure is subordinate to vegetation and the natural landform.	No acceptable outcome is nominated.	Not applicable