From: "Anne Zareh" <Anne.Zareh@braziermotti.com.au>
Sent: Tue, 9 Sep 2025 13:58:46 +1000
To: "Development Assessment" <developmentassessment@townsville.qld.gov.au>
Subject: Lodgment of Development Application (Impact)
Attachments: 44002-001-01 - Development Application (Impact).pdf, 44002-001-01 - Cover Letter DA lodgement.pdf

Our reference: 44002-001-01

Good afternoon Development Assessment,

Please find attached a development application for a Material Change of Use (Transport Deport) at 186A Mount Low Parkway, Mount Low.

This application is a response to Council's Show Cause Notice SC25/0016.

The attached cover letter contains information with respect to the payable application fee.

Please let me know if you have any queries.

With thanks
Anne

Anne Zareh
Senior Town Planner

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Townsville Q 4810

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SURVEYING
TOWN PLANNING
PROJECT MANAGEMENT
MAPPING & GIS

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DEVELOPMENT APPLICATION SEEKING A DEVELOPMENT PERMIT FOR:

Material Change of Use (Transport Depot)

on behalf of
RICHARD G FERGUSON

at
186A MOUNT LOW PARKWAY, MOUNT LOW

on
LOT 11 ON SP136003

Brazier Motti have prepared this report for the sole purposes of Richard Grant Ferguson for the specific purpose of a Development Application seeking a Development Permit for Material Change of Use (Impact Assessment) at 186A Mount Low Parkway, Mount Low.

In preparing this report we have assumed that all information and documents provided to us by others, such as the client, other consultants acting on the client's behalf or government agencies, to be complete, accurate and current.

Signed on behalf of Brazier Motti Pty Ltd

ANNE ZAREH
Senior Town Planner
Brazier Motti Pty Ltd

CONTENTS

APPENDICES

1.0 INTRODUCTION

This town planning report has been prepared on behalf of the Applicant, Richard G Ferguson, in support of a Development Application seeking a Development Permit for Material Change of Use to formalise an existing transport depot at 186A Mount Low Parkway, Mount Low.

The development application is made in accordance with section 51 of the *Planning Act 2016* and contains the mandatory supporting information specified in the applicable development application form (version 1.6), included in ***Appendix A.***

The subject site is located within the Townsville City Council local government area and the applicable planning scheme for use by the Assessment Manager is the Townsville City Plan 2014 (Version 2024/01) ("the Planning Scheme").

In accordance with the Planning Scheme, the application is subject to impact assessment and therefore public notification is required.

To assist in Council's determination of this development application, this planning report covers the following matters:

Section 2:- A site description including the site characteristics and its immediate surrounds.

Section 3:- A detailed description of the development proposal.

Section 4:- A review of the relevant legislation provisions.

Section 5:- A review of the planning framework.

Section 6:- An assessment of the proposal against the Townsville City Plan, 2014.

Section 7:- Conclusion and recommendation.

1.1 BACKGROUND

This application is being made in response to a Show Cause Notice issued by Townsville City Council on 12 February 2025 following receipt of a compliant regarding the usage of the property (Council ref: SC25/0016). A copy of SC25/0016 is included in ***Appendix E.*** This application is made in response to the Show Cause Notice to allow lawful use of part of the site as a Transport Depot.

2.0 THE SITE

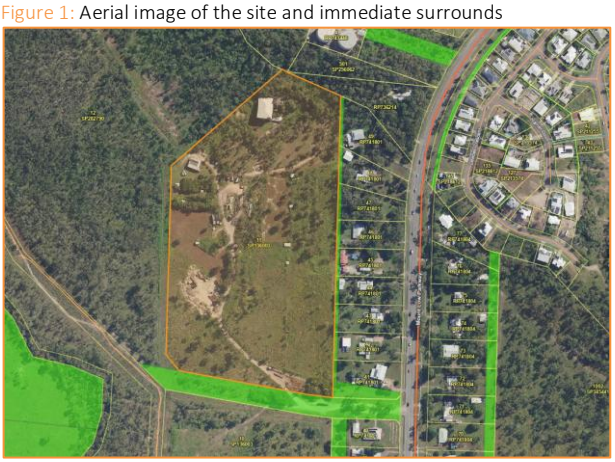
The site is located at 186A Mount Low Parkway, Mount Low and is described as Lot 11 on SP136003.

The certificate of title confirming ownership of the site by Richard Grant Ferguson is included ***Appendix B.***

Figure 1 below shows an aerial image of the site and its immediate surrounds. It is a regular shaped lot with an area of 10ha. The site is not burdened by any easements however access is provided via Easement W on SP136003 in the adjoining Lot 12 on SP282790. The Smart Map and survey plan are included in ***Appendix B*** which confirm the site area, tenure and surrounding cadastre.

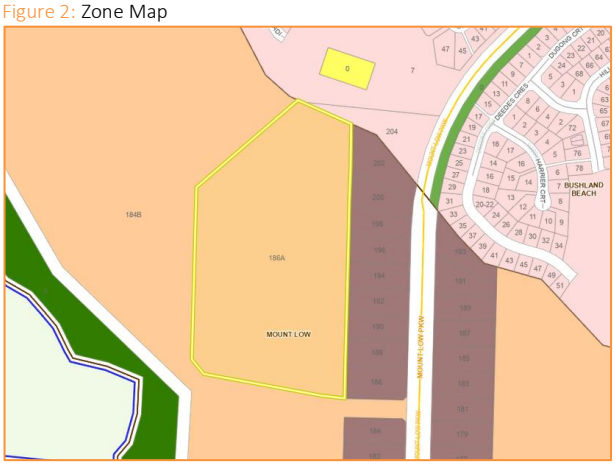
The land is wholly contained within emerging community zone for the purposes of the Planning Scheme. *Figure 2* shows an extract of the Planning Scheme zone map. The site is bound by rural residential lots on the east, and the adjacent vacant Lot 12 on SP282790 to the north, west and south. Low density residential development is located further north and east and rural land is located further west.

Figure 1: Aerial image of the site and immediate surrounds



Source: Queensland Globe, 2025

Figure 2: Zone Map



Source: Townsville City Plan, 2014

The site is currently improved by a single detached dwelling located on the northern end of the site and an office located on the western boundary. Access to the house and the office is by a constructed gravel driveway and turnaround areas. Multiple areas for storage of large vehicles, machinery and material are situated on either site of the driveway. The balance of the site is vacant containing vegetation including mainly grassed areas and sparse trees.

A water meter is located in the south east corner of the site that connects to a 100 AC water reticulation main in the Mount Low Parkway. The dwelling house and office are serviced by an onsite sewerage treatment and disposal system.

A 11KV High voltage power line is located along the western boundary, within the site including 2 power poles. This provides power to the office on site.

3.0 THE PROPOSAL

This report details an application seeking a Development Permit for Material Change of Use formalise an existing transport depot the subject site described above.

3.1 DEFINITION OF PROPOSED USE

In accordance with Schedule 1.1 of the Planning Scheme, the proposed development is defined as follows:

Trasport Depot:

> *Premises used for the storage, for commercial or public purposes, of more than one motor vehicle. The use includes premises for the storage of taxis, buses, trucks, heavy machinery and uses of a like nature. The term may include the ancillary servicing, repair and cleaning of vehicles stored on the premises.*

3.2 PROPOSED DEVELOPMENT

The transport depot has operated at this located since February 2007 without burden to the surrounding area. It is predominantly used as a base to store vehicles, machinery and equipment during the wet season and over the Christmas break. Generally, all vehicles, machinery and equipment are off site with multiple projects being carried out at any one time. Details on the activities carried out on site are provided below.

Staff & Operational Hours

The proposed development will operate from 6:30am- 2:30pm from Monday to Thursday, 6:30am-12:00pm on Fridays. It does not operate on the weekend.

The use requires three (3) permanent office-based employees. All other staff are generally permanently based off site. It is assumed that staff will arrive and depart within the half an hour before and after operational hours.

Water and Sewer

The development is connected to Council's reticulated water supply system located in Mount Low Parkway. The conduit is situated in Easement W on SP136003 in the adjoining Lot 12 on SP282790 and the water meter is in the south east corner of the site. No changes to the water connection are required to formalise the existing development.

The site is not connected to Council's reticulated sewer network and is serviced by an on-site wastewater treatment and disposal system that is appropriate for the level of demand generated by the use on site. No changes to this infrastructure are required to formalise the existing development.

Stormwater

Based on the Townsville City Council recent contours mapping, the site naturally falls from north to south and all overland flow from the site drains towards the access easement in Lot 12 on SP282790 then falls to the legal point of discharge in Mount Low Parkway where is it collected into Council's open drainage system. There will be no changes to the current stormwater regime.

Access and Carparking

Access to the site is provided via Easement W on SP136003 in the adjoining Lot 12 on SP282790, directly off Mount Low Parkway. It is approximately 30m wide and contains a constructed but unsealed gravel driveway.

Seven (7) unsealed car parking spaces are provided to the north of the site office for staff and other passenger vehicles.

Traffic Generation

The transport depot will generate three (3) light vehicles movements to and from the site daily, generated by the three (3) full time employees. Two (2) trucks will access the development approximately three (3) to four (4) times per month. All other vehicles associated with the use are kept off site on work sites when not in active use which do not contribute to the vehicle movements to, from and within the subject site.

A Traffic Impact Assessment was prepared by Langtree Consulting Engineers to assess the impact of the traffic generated by the proposed development on the existing road network including at key intersection and access. It outlines:

- Background information for the project and proposed development;
- Existing traffic conditions, proposed development traffic generation and post-development traffic conditions;
- Intersection analysis;
- Assessment of the development impacts including safety at the site accesses; and
- Any recommendations and mitigation measures, if required.

A copy of the TIA is included in ***Appendix D.***

Waste Management

A designated refuse storage area is provided next to the site office. The only waste generated on site is from the administration activities and disposed of when required.

All other waste generated by the use is off site on job sites and is managed and disposed of per the work site requirements.

Built form and operational work

No additional Gross Floor Area (GFA) is proposed as part of this application, and no operational work is expected to be required to facilitate the ongoing use of the site as a transport depot.

Landscaping

All existing vegetation is to be retained however, given the nature and location of the development, no additional landscaping will be provided as part of the development.

4.0 RELEVANT LEGISLATION

4.1 COMMONWEALTH LEGISLATION

The application is not subject to assessment against Commonwealth legislation. It is not anticipated that development of this land will trigger assessment against the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC), as it is not anticipated that the development will significantly impact upon a matter of national environmental significance.

4.2 THE PLANNING ACT 2016

The *Planning Act 2016* provides the framework for coordinating local, regional and state planning. Given the nature of the development, the application requires assessment against this legislation.

4.3 STATE ASSESSMENT AND REFERRALS

The Development Assessment Rules incorporates a referral process, established through the *Planning Regulation 2017*, enabling relevant State agencies to have input in the assessment process.

Consideration of the proposed development against Schedule 10 of the *Planning Regulation 2017* determined that the proposal does not trigger referral to external agencies.

4.4 STATE PLANNING POLICY

In accordance with section 2.1 – State Planning Policy, of the Planning Scheme, the Minister has identified that all aspects of the State Planning Policy (SPP) (2014) have been integrated into the Planning Scheme. It is understood that Townsville City Council is currently in the process of implementing a major amendment to the City Plan which incorporates all aspects of the 2017 SPP.

For the purposes of this development application, it is considered that separate assessment of the proposal against the provisions of the SPP is not required, and all relevant matters will be dealt with under the provisions of the Planning Scheme.

4.5 ASSESSMENT MANAGER AND PLANNING SCHEME

Townsville City Council is nominated as the Assessment Manager for the application. The applicable planning scheme is the Townsville City Plan, 2014 (Version 2024/01).

4.6 PUBLIC NOTIFICATION

The proposed development on the subject site **does** require public notification under the provisions of the *Planning Act 2016.* Public notification will be undertaken for a period of 15 business days.

5.0 THE PLANNING FRAMEWORK

The Planning Scheme seeks to achieve outcomes through the identification of a number of overall outcomes, performance outcomes and acceptable outcomes.

The Planning Scheme is performance based meaning that the acceptable solutions are to be read as offering one way of achieving compliance with a code but do not prohibit alternate solutions where the performance outcomes can be shown to be met.

Land identified within the Planning Scheme is categorised by a number of zones and precincts to guide development across the region. The Planning Scheme further identifies a range of overlays that may impact the land, these are governed by overlay codes.

5.1 LAND DESIGNATION

In accordance with the Planning Scheme, the site is included within the emerging community zone and is identified as affected by the following overlays:

- Airport Environs Overlay Map OM-01.1 - Operational airspace - Airspace more than 90m above ground level;
- Airport Environs Overlay Map OM-01.2 - Wildlife hazard buffer zones and Public safety areas - Distance from airport runway - 13km;
- Bushfire hazard Overlay Map OM-02 - High bushfire hazard area;
- Development Constraints Overlay Map OM-06.1 to OM-06.2 - Flood hazard – Low – high hazard area;
- Development Constraints Overlay Map OM-07.1 - Landslide hazard – Very Low, Low and potential debris flow; and
- Environment Natural Assets Overlay Map OM-08 - Environmental importance – High.

In accordance with Section 5.3.2 (5) of the Planning Scheme, where development is proposed on premises partly affected by an overlay, the category of development for assessment for the overlay only relates to the part of the premises affected by the overlay. On that basis, assessment against the natural assets overlay code is not required for this development.

5.2 LEVEL OF ASSESSMENT, ASSESSMENT BENCHMARKS AND APPLICABLE CODES

Table 5.5.22 of the Planning Scheme identifies material change of use for a transport depot as assessable development and is subject to impact assessment at this location.

The assessment table identifies that an application requires assessment against the Planning Scheme. Hence, the Strategic Framework and the following codes:

- Emerging community zone code;
- Healthy waters code;
- Landscape code;
- Transport impact, access, and parking code;
- Works code;
- Airport environs overlay code;
- Bushfire hazard overlay code;
- Flood hazard overlay code; and
- Landslide hazard overlay code.

6.0 TOWNSVILLE CITY PLAN 2014

A complete assessment of the proposed development against the Planning Scheme is discussed below.

6.1 STRATEGIC FRAMEWORK

The strategic framework, described in Part 3 of the City Plan provides sensible measures that are of assistance in determining the suitability of development to meet the needs of the community. It establishes four themes that represent the policy intent of the Scheme. The themes are:

(a) Shaping Townsville;
(b) Strong Connected Community;
(c) Environmentally Sustainable future; and
(d) Sustainable Economic Growth.

The themes, on balance, seek to create opportunities for a diversity of lifestyle options in settings that are efficiently and affordably serviced, and that are respectful of environmental values. The proposed development achieves this balance.

Significantly, the Framework establishes objectives to support sustainable economic growth, including small scale and low impact industrial development that can be co-located in areas where it does not adversely impact on the surrounding amenity. It ensures that land is used efficiently, and business opportunities are supported (S 3.6.2.1(9)). The proposal supports these objectives.

The proposed development further achieves the strategic intent by retaining a natural 100m separation to the adjoining rural residential land to protect the amenity of the surrounding area (S 3.6.2.1 (12)).

The proposed development is located at a convenient and accessible location within an undeveloped area where there is a long-term community understanding and acceptance of a non-residential use. It maximises utility of established infrastructure (Council water and onsite sewerage treatment) improving efficiencies (S 3.3.6 (1)).

The development has maintained a natural landscape over the majority of the site so not to detract from connection with nature (S 3.4.3.1(1)). Furthermore, the development does not materially increase the extent or the severity of bushfire or flood hazards, and the safety of people is maintained and risk of damage to property is minimised (S 3.3.5 (2)).

The following planning grounds have been identified to support the application, despite the conflict with the Scheme:-

- The development does not extend beyond the nominated urban footprint;
- The use is not visible from public view along a major thoroughfare;
- Sensitive receptors in proximity of the site are not impacted given the low scale use;
- The development plays a significant role in providing machinery/equipment to construction sites;
- The development does not impact the existing road network as confirmed in the Traffic Impact Assessment included in ***Appendix D***;
- The nature of the land use is well known and understood by the community; and
- Any hazard and amenity aspects can be secured by reasonable and relevant conditions.

Overall, the proposed development appropriately responds to the themes nominated by the Strategic Framework and enables a suitable land use on the subject site. The proposal further satisfies the lower order components of the planning scheme, i.e. zone codes, development codes, overlay codes and planning scheme policies. The assessment below demonstrates how the proposal satisfies the most applicable lower order components of the Planning Scheme.

6.2 ZONE CODE PROVISIONS

6.2.1 Emerging Community Zone Code

The proposed development is nominated for assessment against the emerging community zone code.

The purpose of this code is to:

(a) *identify land that is suitable for urban purposes and conserve land that may be suitable for urban development in the future;*
(b) *manage the timely conversion of non-urban land to urban purposes; and*
(c) *prevent or discourage development that is likely to compromise appropriate longer term land use.*

Response

The purpose of this development application is to formalise the use of an existing transport depot that has operated on site since early 2007 without any complaints. A transport depot is not what the Planning Scheme would expect in the Emerging community zone however, given the 18-year tenure of the business and the scale in which it operates, it will not adversely impact the amenity of character of the surrounding area.

The development will operate from 6:30am- 2:30pm from Monday to Thursday, 6:30am-12:00pm on Fridays and will not operate on the weekend. It requires three (3) permanent office-based employees, two (2) of which are residents of the dwelling on site. All other staff are generally permanently based off site. The common movements to and from the site is when staff arrive and depart within the half an hour before and after operational hours.

Vehicle generation is minimal, and the proposed development has been found to be adequate and not have a significant adverse impact on the operational performance or safety of the surrounding road network. For further information, refer to the TIA prepared by Langtree Consulting Engineers included in ***Appendix D.***

The proposed development is identified as small-scale industrial use, and the existing amenity will not be adversely impacted upon. It is a use that can be co-located with the existing long-standing use on the site that is well known to the community.

A natural buffer, approximately 125m wide is provided between the use and the rural residential zone to the west. It comprises vegetation that is to be retained for the life of the development. The proposed development will not unreasonably detract from the existing amenity of the area and the existing mitigation measures will be maintained so that adjoining properties to the west are protected from any potential impacts. The existing building is fit for purpose.

The proposal will support the community while protecting the residential amenity. Design outcomes can be secured by the imposition of reasonable and relevant conditions.

6.3 DEVELOPMENT CODES

6.3.1 Healthy Waters Code

The proposed development is nominated for assessment against the healthy waters code.

The purpose of this 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) Policy 2009.*

Response

The proposed development involves the use of an existing building and infrastructure on site, both of which are considered appropriate to service the development. Stormwater will continue to be directed to a legal point of discharge. The development will not detrimentally impact upon environmental values or the character of the locality and will facilitate an efficient use of the site's area.

Furthermore, the proposed development does not include any constructed lakes, artificial waterways or ship source pollutants that would require assessment.

Given the above, the proposal is considered to comply with the purpose and overall outcomes of the healthy waters code.

6.3.2 Landscape Code

The proposed development is nominated for assessment against the landscape code.

The purpose of this 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.*

Response

The site and in particular the operations are not visible from public view to warrant extensive landscaping to improve streetscape along Mount Low Parkway. All existing vegetation on site is to be retained however, given the nature and location of the development, no additional landscaping will be provided as part of the development.

6.3.3 Transport Impact, Access and Parking Code

The proposed development is nominated for assessment against the transport impact, access and parking code.

The purpose of this 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.*

Response

A Traffic Impact Assessment was prepared by Langtree Consulting Engineers to assess the impact of the traffic generated by the proposed development on the existing road network including at key intersection and access. It outlines:

- Background information for the project and proposed development;
- Existing traffic conditions, proposed development traffic generation and post-development traffic conditions;
- Intersection analysis;
- Assessment of the development impacts including safety at the site accesses; and
- Any recommendations and mitigation measures, if required.

The assessment concluded that with the implementation of appropriate mitigation measures, the development is not expected to impact the road network. the proposed development has been found to be adequate and not have a significant adverse impact on the operational performance or safety of the surrounding road network. No mitigation measures have been identified as part of the assessment.

A copy of the TIA is included in ***Appendix D.***

Access

Access to the site is provided via Easement W on SP136003 in the adjoining Lot 12 on SP282790, directly off Mount Low Parkway. It is approximately 30m wide and contains a constructed but unsealed gravel driveway. This access arrangement was considered in the TIA prepared by Langtree Consulting Engineers. It confirmed the following:

- A turn warrant assessment has been conducted for the key road intersection. The existing treatment was found to be adequate.
- A sight distance check has been conducted for the access intersection and has found that there are no issues with regards to sight distances;
- A swept path assessment for the access has been conducted and has found that a semitrailer has adequate space and clearance to avoid a B99 vehicle when accessing or departing the site.

A copy of the TIA is included in ***Appendix D.***

Parking

In accordance with SC6.10 Parking rates planning scheme policy, the particular rates for parking to provide the relevant acceptable outcome under the Transport impact, access and parking code for a Transport Depot is as follows:

- *Sufficient spaces to accommodate the amount and type of vehicle traffic likely to be generated by the particular use.*

Seven (7) unsealed car parking spaces are provided to the north of the site office for staff and other passenger vehicles. Multiple areas for storage of large vehicles, machinery and material are situated on either site of the driveway. This arrangement is considered sufficient for the purposes of this particular transport depot given most large vehicles, heavy machinery and equipment is not stored on site full time and will be in and out of rotation on various job sites.

There is ample space on site to store the fleet during the wet season and over the Christmas break. This has been sufficient since inception of the use in 2007.

Given the above, the proposed development is considered consistent with the purpose and overall outcomes of the code.

6.3.4 Works Code

The proposed development is nominated for assessment against the works code.

The purpose of this 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.*

Response

The development is considered generally consistent with the purpose and overall outcomes of the works code as the subject site is connected to Council's reticulated water and is serviced by an adequate onsite sewerage treatment and disposal system. The development is afforded adequate access arrangements from Mount Low Parkway.

Electricity (ergon) and telecommunication (telstra and nbn) services are located within the road corridor. The site is connected to these services and these connections will be maintained for the life of the development.

Given the above, the proposed development complies with the performance outcomes and acceptable outcomes of the works code.

6.4 OVERLAY CODES

6.4.1 Airport Environs Overlay Code

The proposed development is nominated for assessment against the airport environs overly code.

The purpose of this code is to *ensure the safe and efficient operations of the airport, RAAF base and aviation facilities are protected.*

Response

The subject site is identified in operational airspace more than 90m above ground level and located 13km from the airport runway. The existing structures does not exceed one storey in height and does not propose any non-compliances against the code. Furthermore, the land use would not generate gaseous plums, smoke, dust or ash.

The development is considered consistent with the overall outcomes, performance outcomes and acceptable outcomes of the code.

6.4.2 Bushfire Hazard Overlay Code

The proposed development is nominated for assessment against the bushfire hazard overly code.

The purpose of this code is to *ensure that development does not:*

(a) increase the extent or the severity of bushfire hazard; or

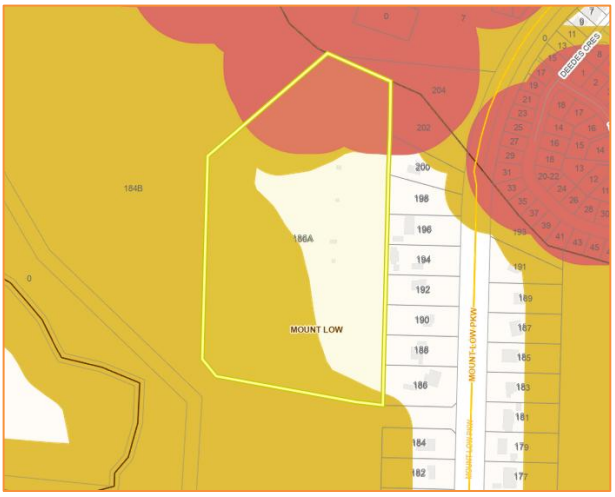
(b) increase the risk to life, property, community and the environment.

Response

The subject site is designated in the medium and high hazard bushfire area in the Townsville City Plan, 2014, refer *Figure 3*. The medium hazard predominately located around the western and northern perimeter of the site. The high hazard is identified at the northern end of the site, where the topography is significantly higher and where vegetation is dense.

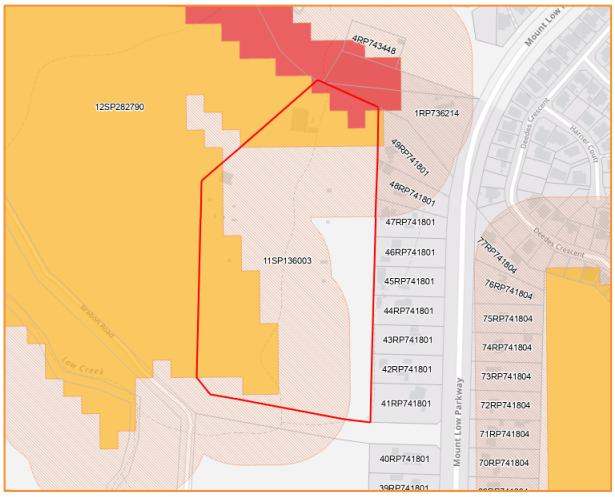
The SPP confirms the above, as indicated by the assessment benchmark mapping in *Figure 4*.

Figure 3: Extract of the Development Constraints Overlay Map – Bushfire Hazard



Source: Townsville City Plan, 2014

Figure 4: Extract of the Natural Hazards Risk and Resilience map



Source: SPP Assessment Benchmark Mapping, 2025

Given the locality and the nature of the proposal, it is not expected that the development will increases risks associated with bushfire hazard. Despite this, the proposal mitigates any potential risk and manages the impact of potential bushfire hazard to people and property to an acceptable level, particularly noting that:

- The subject site has adequate access from Mount Low Parkway to accommodate firefighting vehicles for firefighting purposes;
- The subject site is connected to Council's reticulated water network. Water infrastructure is located within the road corridor and does not require any upgrades as a result of the development;
- The proposed development does not create any additional bushfire prone areas; and
- No hazardous materials are stored on site.

6.4.3 Flood Hazard Overlay Code

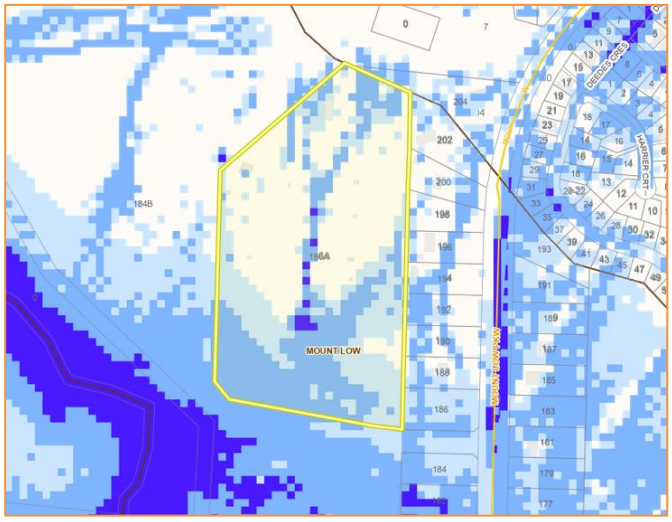
The proposed development is nominated for assessment against the flood hazard overly code.

The purpose of this 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.*

Response

The subject site is designated in the low-medium flood hazard areas, with medium hazard concentrated in the southern portion of the site, refer *Figure 5.*

Figure 5: Extract of the Development Constraints Overlay Map - Flood hazard



Source: Townsville City Plan, 2014

The existing use areas is be located outside of the medium hazard areas and no changes to this arrangement is proposed as part of the application. No changes to the impermeable nature of the site are required to formalise the transport deport, therefore it is not expected to change flooding characteristics on or off site.

7.0 CONCLUSION

This proposal details a development application to Townsville City Council seeking a Development Permit for Material Change of Use to formalise an existing transport depot at 186A Mount Low Parkway, Mount Low.

An assessment against the relevant planning instruments confirms the proposal can be supported in this circumstance, given:

- the proposed development does not comprise any additional GFA and the built form does not detract from the character of the surrounding locality;
- the transport depot has operated on site since early 2007 without a complaint;
- the use of the premises has been for non-residential purposes and there is long-term community understanding and acceptance of a non-residential use at this location;
- the development benefits the local community providing a service and generating economic activity;
- access, car parking and manoeuvring areas can reasonably be accommodated;
- the proposed development ensures cost-effective provision and operation of existing infrastructure networks; and
- the proposal does not increase the exposure of risk to people and property to natural hazards (bushfire and flood).
- the use is highly significant to Townsville's construction industry.

Given the above facts and circumstances the proposal can be favourably considered and we recommend that Council approve the development subject to reasonable and relevant conditions.

APPENDIX A

Development Application Form 1 & Owner's Consent

brazier motti

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*)	Richard G Ferguson
Contact name *(only applicable for companies)*	Anne Zareh
Postal address *(P.O. Box or street address)*	595 Flinders Street c/- Brazier Motti Pty Ltd
Suburb	Townsville City
State	QLD
Postcode	4810
Country	Australia
Contact number	4772 1144
Email address *(non-mandatory)*	anne.zareh@braziermotti.com.au
Mobile number *(non-mandatory)*	
Fax number *(non-mandatory)*	
Applicant's reference number(s) *(if applicable)*	44002-001-01

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)

Queensland Government

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
		186A	Mount Low Parkway	Mount Low
	Postcode	Lot No.	Plan Type and Number *(e.g. RP, SP)*	Local Government Area(s)
	4818	11	SP136003	Townsville City Council
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 *Airport Assets (Restructuring and Disposal) Act 2008*

Name of airport:

☐ Listed on the Environmental Management Register (EMR) under the *Environmental Protection Act 1994*	
EMR site identification:	
☐ Listed on the Contaminated Land Register (CLR) under the *Environmental Protection Act 1994*	
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)*:

Transport Depot (existing)

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 *DA Form 2 – Building work details*

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)*
Trasport depot	*Premises used for the storage, for commercial or public purposes, of more than one motor vehicle. The use includes premises for the storage of taxis, buses, trucks, heavy machinery and uses of a like nature. The term may include the ancillary servicing, repair and cleaning of vehicles stored on the premises.*		

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	☐ Stormwater	☐ Water infrastructure
☐ Drainage work	☐ Earthworks	☐ Sewage infrastructure
☐ Landscaping	☐ Signage	☐ Clearing vegetation
☐ Other – please specify:		

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
Townsville 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
☐ 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 2under 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 Form1 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.qldgov.au for information regarding assessment of Queensland heritage places.

Name of the heritage place:		Place ID:	

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 ***Note**: See the Planning Regulation 2017 for referral requirements*	☒ Yes
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 ***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.*	☒ Yes
Relevant plans of the development are attached to this development application ***Note**: Relevant plans are required to be submitted for all aspects of this development application. For further information, see DA Forms Guide: Relevant plans.*	☒ Yes
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			

Owners consent to the making of a development application under the *Planning Act 2016*

I,

RICHARD GRANT FERGUSON

as owner of the premises identified as follows:

186A Mount Low Parkway, Mount Low

Lot 11 on SP136003

consent to the making of a development application under the *Planning Act 2016* by:

Brazier Motti Pty Ltd

on the premises described above for:

Development Application for Material Change of Use (Transport Depot)

..... Signature of (Sole) Director	..... Signature of Director/Secretary
25-08-25 ..... Date	..... Date

595 Flinders Street, Townsville Q 4810 **P** 07 4772 1144 **E** townsville@braziermotti.com.au **W** www.braziermotti.com.au

APPENDIX B

Current Title Search, Smart Map and Survey Plan

brazier motti

Current Title Search

Queensland Titles Registry Pty Ltd
ABN 23 648 568 101

Title Reference:	**50427530**	**Search Date:**	28/07/2025 11:07
Date Title Created:	11/02/2003	**Request No:**	52748404
Previous Title:	21289084		

ESTATE AND LAND

Estate in Fee Simple

LOT 11 SURVEY PLAN 136003
Local Government: TOWNSVILLE

REGISTERED OWNER

Dealing No: 718510328 10/01/2018

RICHARD GRANT FERGUSON

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 10531114 (POR 49)
2. EASEMENT No 705997983 01/10/2002 at 16:31
benefiting the land over
EASEMENT W ON SP136003
3. MORTGAGE No 718596473 23/02/2018 at 11:16
NATIONAL AUSTRALIA BANK LIMITED A.C.N. 004 044 937

ADMINISTRATIVE ADVICES

Dealing	Type	Lodgement Date	Status
719218178	OWNER BUILDR QUEENSLAND BUILDING AND CONSTRUCTION COMMISSION ACT 1991	18/01/2019 13:38	CURRENT

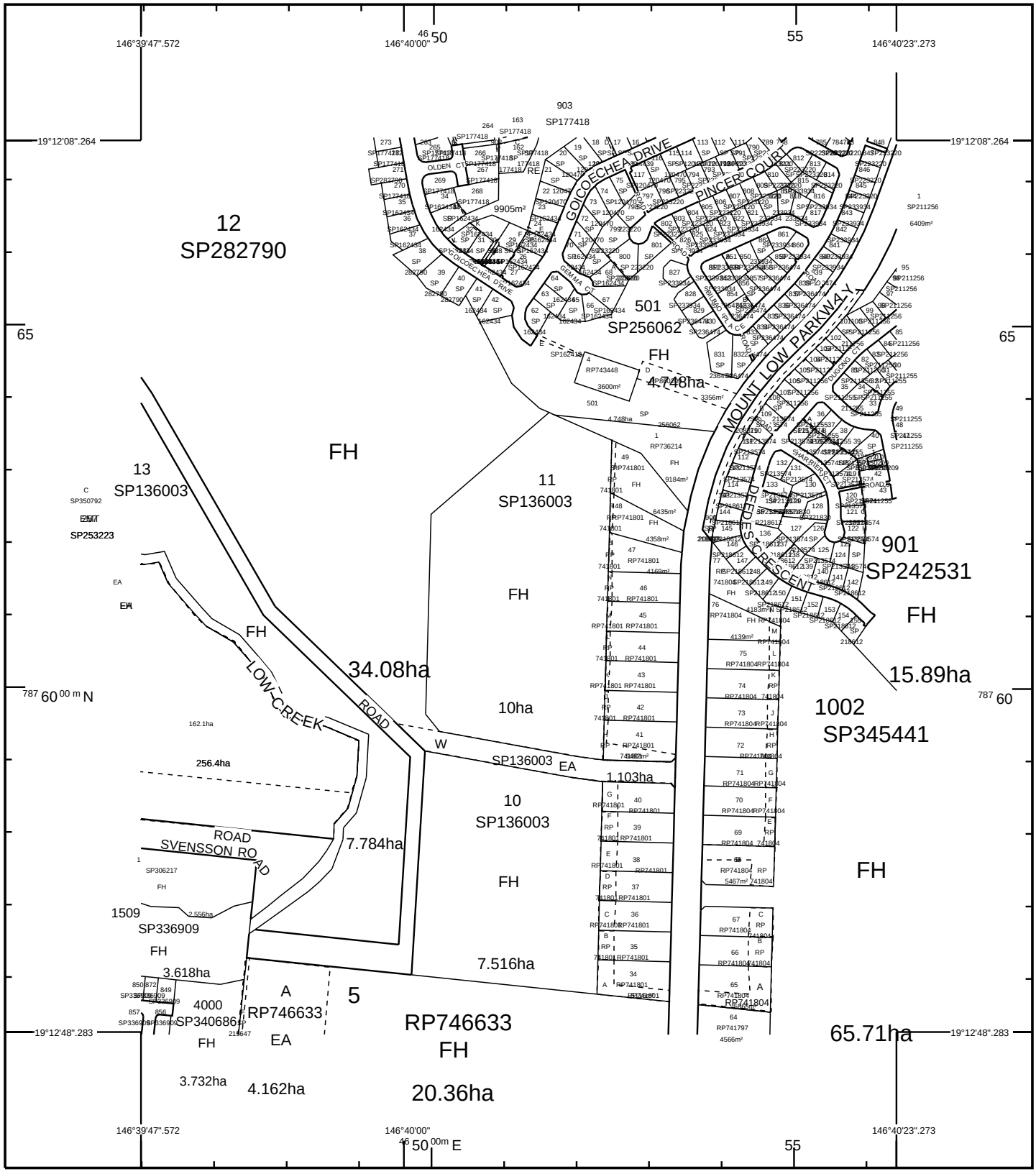
UNREGISTERED DEALINGS

NIL

Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **

Requested by: D-ENQ DYE & DURHAM (S)



STANDARD MAP NUMBER
8259-42313

0 150 300 450 600 750 m

HORIZONTAL DATUM:GDA94 ZONE:55 SCALE 1 : 7500

SmartMap

An External Product of
SmartMap Information Services

Based upon an extraction from the
Digital Cadastral Data Base

MAP WINDOW POSITION &
NEAREST LOCATION

146°40'05".423
19°12'28".274
BUSHLAND BEACH
1.58 KM

SUBJECT PARCEL DESCRIPTION

DCDB

Lot/Plan	11/SP136003
Area/Volume	10ha
Tenure	FREEHOLD
Local Government	TOWNSVILLE CITY
Locality	MOUNT LOW
Segment/Parcel	62886/23

CLIENT SERVICE STANDARDS

PRINTED 25/08/2025

DCDB 24/08/2025

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Queensland Government

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

SURVEY PLAN

Sheet 1 of 1

PERMANENT MARKS

PM	BEARING	DISTANCE	NUMBER	REMARKS
3-PM	262°42'20"	1·012	105027	
5-OPM	175°27'55"	5·0	85604	RP741801
7-PM	274°42'50"	104·23	131729	

TRAVERSES

LINE	BEARING	DISTANCE
3–6	175°27'55"	30·0
10–11	8°35'	30·084

REFERENCE MARKS

STN	TO	BEARING	DISTANCE	REMARKS
1	OIP	305°34'10"	1·621	RP723634
2	OIP	89°49'30"	1·39	RP733122
3	OIP gone	265°27'55"	1·0	RP741801
3	Pin	172°21'50"	21·388	
4	OIP	At station		RP741801
5	OIP	At station		RP741801
6	OIP	265°27'55"	1·0	RP741801
7	OIP	269°50'	1·0	RP741801
8	Pin	258°38'10"	13·997	
8	ORT gone	179°21'	4·023	K103158
9	Pin	288°45'	37·608	
9	ORT gone	94°21'	10·416	K103158
9a	ORT gone	318°21'	4·225	K103158
11	Pin	188°35'	1·11	
12	Pin	111°22'10"	79·54	
13	Pin	217°35'	0·99	

318
K124794
89°49'30" Orig 95·371 ck Orig
89°49'30" Orig 22·822 Orig
1 RP743442
1 RP743448
10 9 USL31925
Emt. B RP743442 89°49'30" Orig
588·51 Orig
331°13' Orig 77·651 Orig
6 RP746541
3 RP736214
164°23'40" Orig 165·823 Orig
120°06'30" Orig 128·844 Orig
146°21'15" Orig 134·839 Orig
5 RP743448
1 RP736214
11
DIAGRAM C
Not to scale
12 OIP OP lying out 107°56'15 1 14·586 2 8·244 OIP OP lying out
5 RP743448
RP736214 1
Orig 125°34'10" Orig 51·837
107°56' Orig 86·083 Orig
15 1 2
RP736214 1
see Diag.C
43°12' 215·187
14
Emt.S 49
Emt.R 48
Emt.P 47
Emt.N 46
Emt.M 45
Emt.L 44
Emt.K 43
Emt.J 42
Emt.H 41
175°27'55" Orig
441·18 Orig
RP741801 MOUNT LOW PARKWAY
11
10·00ha
355°27'55" 275·966
ORT gone No O Mk 9a
307°51' 234·026 (288·073)
127°51' Orig 281·635 Orig
12a 13 314°52'50" 30·377 274°19'40" 192·446 27°19'50" 36·689 12 11 3
Emt. W
OP ORT gone 94°22'30" 203·58 10 6
see Diag.A
Emt.G 40
Emt.F 39
Emt.E 38
Emt.D 37
Emt.C 36
Emt.B 35
Emt.A 34
9°19'50" 43·553
357°21' 269·51
175°27'55"
293·33
OP OIP
13
7.784ha bal
ROAD
Orig 20·12
199·153 ck Orig
269°48'50" Orig
40·425 255·41
8 7
OP ORT gone 269°51' OP OIP
10
7.516ha
(309·935)
4
Emt.A
RP746633
5
RP746633
Peg placed at stations
10, 11, 12, 12a, 13 & 14.
Iron Pin placed at station 15.
Original information compiled from
RP741801, RP743442, EP1241 & K103158
in the Department of Natural Resources.
LOW ROAD
441·363 Orig
442·57 Orig
318°51' Orig
138°51' Orig
20.12m wide
323°51' Orig 339·974 Orig
143°51' Orig 341·986 Orig
K124637
Creek
256
K124639
12
34.31ha
ORT gone No O Mk 9a
307°51' 234·026 (288·073)
127°51' Orig 281·635 Orig
12a 13 314°52'50" 30·377 274°19'40" 192·446 27°19'50" 36·689 12 11 3
Emt. W
OP ORT gone 94°22'30" 203·58 10 6
see Diag.A
9°19'50" 43·553
357°21' 269·51
175°27'55"
293·33
OP OIP
13
7.784ha bal
ROAD
Orig 20·12
199·153 ck Orig
269°48'50" Orig
40·425 255·41
8 7
OP ORT gone 269°51' OP OIP
10
7.516ha
(309·935)
4
Emt.A
RP746633
5
RP746633
DIAGRAM B
Not to scale
41 RP741801
40°28' 8·485
Peg pld No O Mk
Cen GIFP Peg pld No O Mk 0·18W,0·05N
Emt.H RP741801
85°27'55"
12 Emt. W
265°27'55"
6·0 30·0 6·0
4 OIP
5 OIP
175°27'55"
6·0
No O Mk Peg pld
Cen RFP 0·16S,0·16W OP
310°28' 8·485
40 RP741801
MOUNT LOW PARKWAY
DIAGRAM A
Not to scale
12 11 10
27°19'50" 36·689
274°19'40" 192·446
58·432
54·047
307°51'
203·58
274°22'30"
271°19'50" 43·553
OP gone Cen GIFP 0·14E,0·11N
Nail pld in conc No O Mk
Cen GIFP 0·18S,0·05E
OP OP
Emt.H RP741801
40°28' 8·485
85°27'55" 94·0
1.103ha
94·0
265°27'55"
175°27'55"
(42·0)
310°28' 8·485
41 RP741801
40 RP741801
Emt.G RP741801
see Diag.B
MOUNT LOW PARKWAY RP741801
ROAD
Emt.A RP746633
0 250 m 500 m 750 m
0 50mm 100mm 150mm
State copyright reserved.

I, Colin Francis Richards hereby certify that this plan is accurate at the date of recertification
(Licensed Surveyor) 12/09/02

I, Colin Francis RICHARDS hereby certify that I have surveyed the land comprised in this plan personally, that the plan is accurate, that the said survey was performed in accordance with the Surveyors Act 1977 and the Surveyors Regulation 1992 and that the said survey was completed on 20-4-2001

Licensed Surveyor

Date 11/05/2001

Plan of Lots 10–13
& proposed Easement W in Lot 12
cancelling Lot 50 on RP741801

PARISH: BOHLE COUNTY: Elphinstone
Meridian: RP741801 F/N's: NO

Scale: 1:5000
Format: STANDARD

SP136003

Plan Status:

SP232

705997972

$479.85
01/10/2002 16:27

TE 400 NT

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

Registered

5. Lodged by

Rankine & Hamke 706

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

1. Certificate of Registered Owners or Lessees.

I/We HERBERT SAMUEL THANEN AND LYNOEL ISABEL OWENS

(Names in full)

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

* as Leesees of this land agree to this plan.

H Thanen - L Owens

Signature of *Registered Owners *Lessees

* Rule out whichever is inapplicable

2. Local Government Certificate.

* THURINGOWA CITY COUNCIL

hereby approves this plan in accordance with the: The Integrated Planning Act 1997

%

Dated this Twenty-fourth day of July 2002

MAYOR

THE CHIEF EXECUTIVE OFFICER

THURINGOWA CITY COUNCIL CORPORATE SEAL

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

3. Plans with Community Management Statement :

CMS Number :

Name :

4. References :

Dept File :

Local Govt :

Surveyor : 8029

6.

Existing			Created		
Title Reference	Lot	Plan	Lots	Emts	Road
21289084	50	RP741801	10–13	W	–

MORTGAGE ALLOCATION

MORTGAGE	LOTS FULLY ENCUMBERED
704059760	10–13

Por 49	10–13
Orig	Lots

7. Portion Allocation :

8. Map Reference :
8259-42313

9. Locality :
Mount Low

10. Local Government :
Thuringowa City Council

11. Passed & Endorsed :

By :

Date :

Signed :

Designation :

12. Building Format Plans only.

I certify that :

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

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

Licensed Surveyor/Director * Date

*delete words not required

13. Lodgement Fees :

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

14. Insert Plan Number **SP136003**

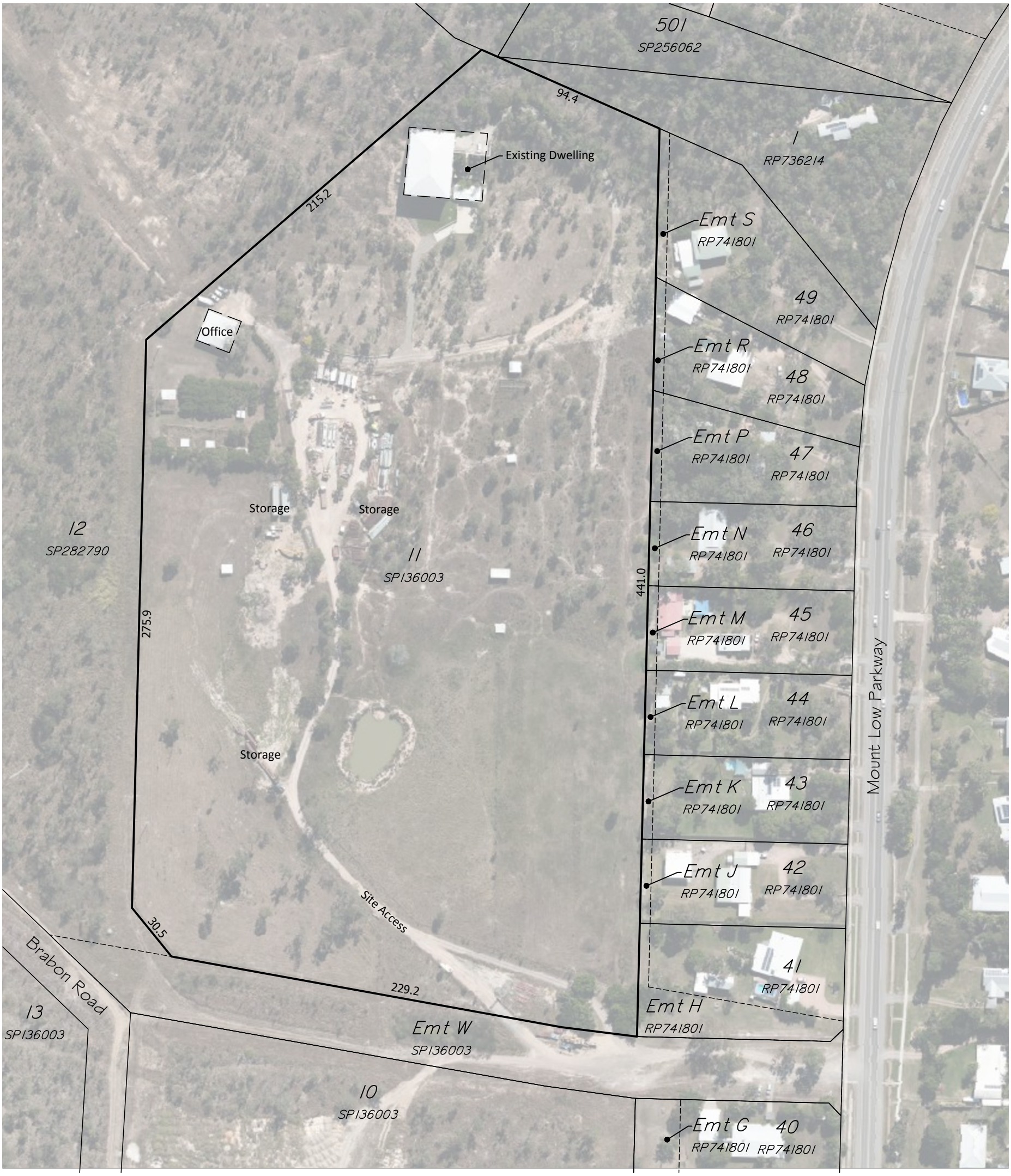
APPENDIX C

Site Plan prepared by Brazier Motti

brazier motti

SITE PLAN
Lot 11 on SP136003

0 20 40m



Date: 25th August, 2025	
Scale: 1:2000	A3
Drawn: MJM	
Job No: 44002/001-01	
Plan No: 44002/001 A	

brazier mom

braziermotti.com.au

SURVEYING
TOWNPLANNING
PROJECTMANAGEMENT
MAPPING&GIS

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

APPENDIX D

Traffic Impact Assessment prepared by Langtree Consulting Engineers

LANGTREE
CONSULTING ENGINEERS

186A Mount Low Parkway

TRAFFIC IMPACT ASSESSMENT

Richard Grant Ferguson

LANGTREE CONSULTING

Project No.: 1424

Reference No.: R-RM0024

Date: 01/08/2025

Controlled Copy No.: 1

Revisions: A

Revision Record:

Rev	Review Date	Description	Prepared	Checked	Approved
A	01/08/2025	Issued for Client Comment	Rea Maglaya	Natalie Pham	Brett Langtree

TABLE OF CONTENTS

APPENDICES

1.0 INTRODUCTION

Langtree Consulting has been engaged by Richard Grant Ferguson to prepare this Traffic Impact Assessment (TIA) to support the Material Changes of Use (MCU) application for Lot 11 on SP136003 (186A Mount Low Parkway, Mount Low). The MCU application is in response to a show cause notice (SC25/0016) issued by Townsville City Council (TCC) dated 25 February 2025.

This TIA report outlines the following:

- Background information for the project and proposed development;
- Existing traffic conditions, proposed development traffic generation and post-development traffic conditions;
- Intersection analysis;
- Assessment of the development impacts including safety at the site accesses; and
- Any recommendations and mitigation measures, if required.

2.0 BACKGROUND

A show cause noticed has been issued by TCC as a result of a complaint made with regarding the usage of the property. TCC has performed a desktop investigation which has found that the premise use is currently defined closer to Transport Depot than the approved use and that the use is unlawful. In response to the show cause noticed the applicant is applying for a MCU to address the issue.

3.0 SITE

The subject site is located at 186A Mount Low Parkway, Mount Low on the land described as Lot 11 on SP136003 (hereon in described as the subject site). The subject site is 10ha in area and is bound by rural residential lots on the east, and adjacent Lot 12 on SP282790 to the north, west and south. Refer to **Figure 1** and **Figure 2** for the subject site locality.

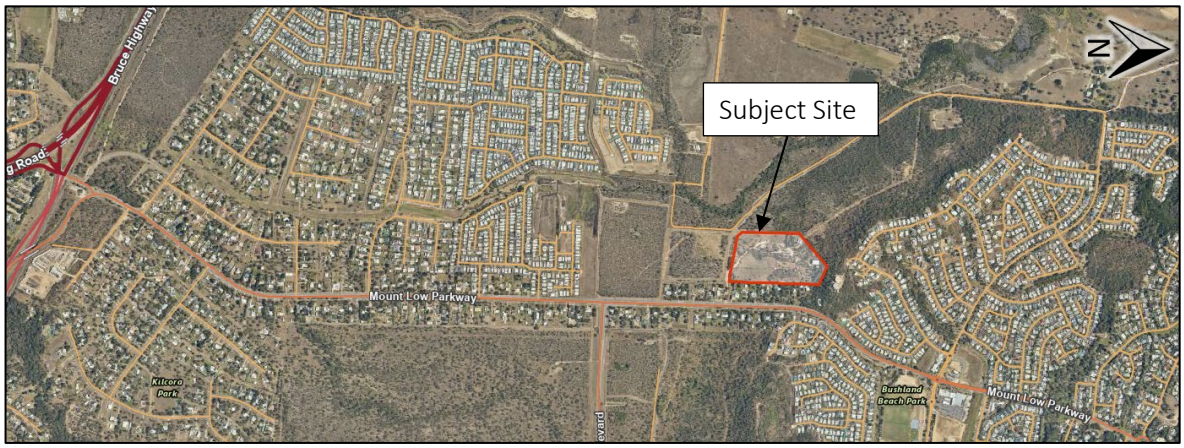


Figure 1. *Site Locality (Source: Queensland Globe)*

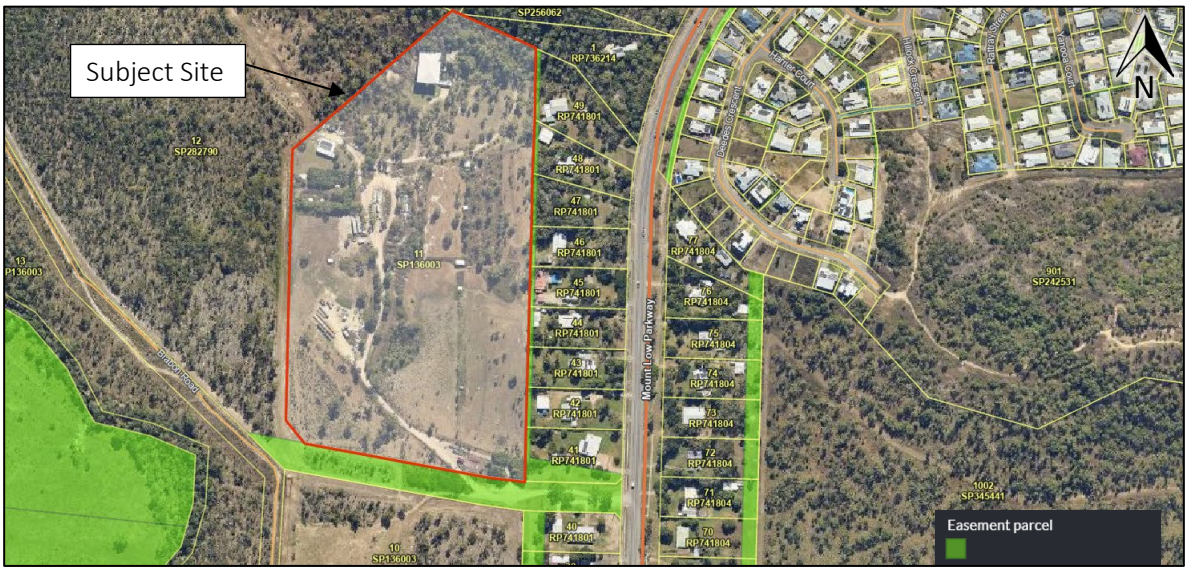


Figure 2. *Subject Site (Source: Queensland Globe)*

4.0 EXISTING ENVIRONMENTS

4.1 LAND USE AND SURROUND AREA

In accordance with Townsville City Council (TCC) TownsvilleMAPS City Plan, the subject site is currently zoned as Emerging Community Zone (refer to **Figure 3**).

Figure 3. *Site Zoning (Source: TCC TownsvilleMaps City Plan)*

4.2 SITE ACCESS

Access to the subject site is gained via an easement (Easement W/SP136003) over Lot 12 on SP282790. The easement is located along the southern boundary of the subject site and provides formal legal access to both Lot 10 on SP136003 and the subject site (Lot 10 on SP136003). Refer to Figure 4 and Figure 5 for existing access.

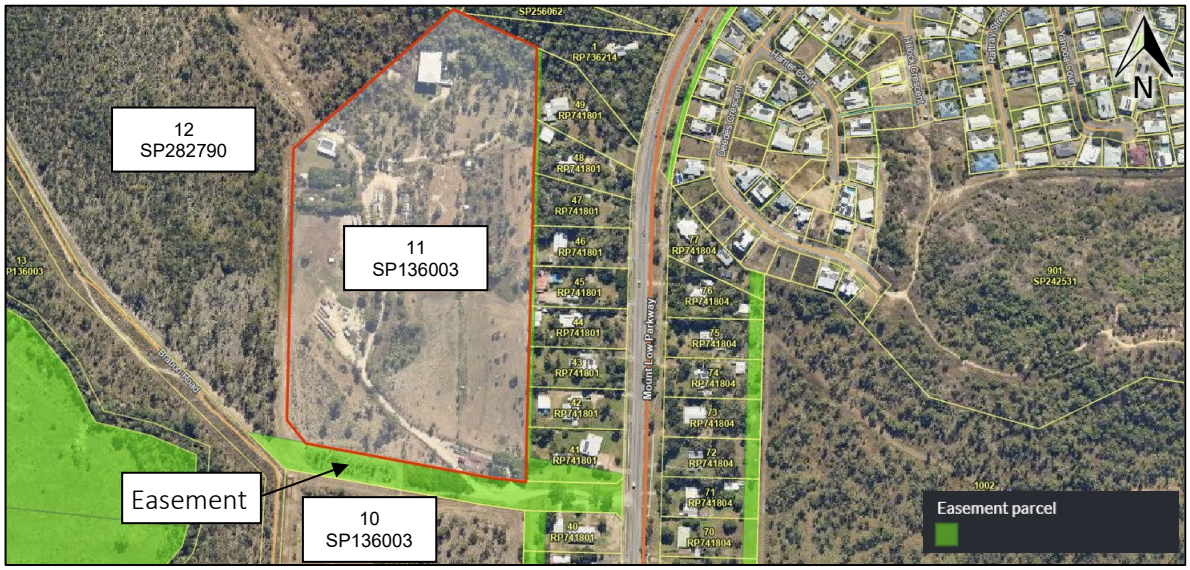


Figure 4. *Site Access (Source: Queensland Globe)*

***Figure 5**. Key Intersection (Source: Google Street View)*

4.3 SURROUNDING ROAD NETWORK

The key surrounding roads in the proximity of the subject site has been identified and summarised in Table 1. For the purposes of this assessment, the easement (W/SP136003) over Lot 12 on SP282790 will hereafter be referred to as the "Access."

***Table 1.** Key Roads*

Road Name	Jurisdiction	Local Council	Hierarchy	Speed limit
Mount Low Parkway	TCC	TCC	Arterial Road	70km/h
Access	Private	TCC	Access	-

4.4 KEY INTERSECTIONS / ACCESSES

The key intersection/s for assessment has been summarised below in Table 2 and are shown in Figure 6.

***Table 2.** Key Intersection / Access*

ID	Roads	Control
Access Intersection	Mount Low Parkway/ Access	Unsignalised

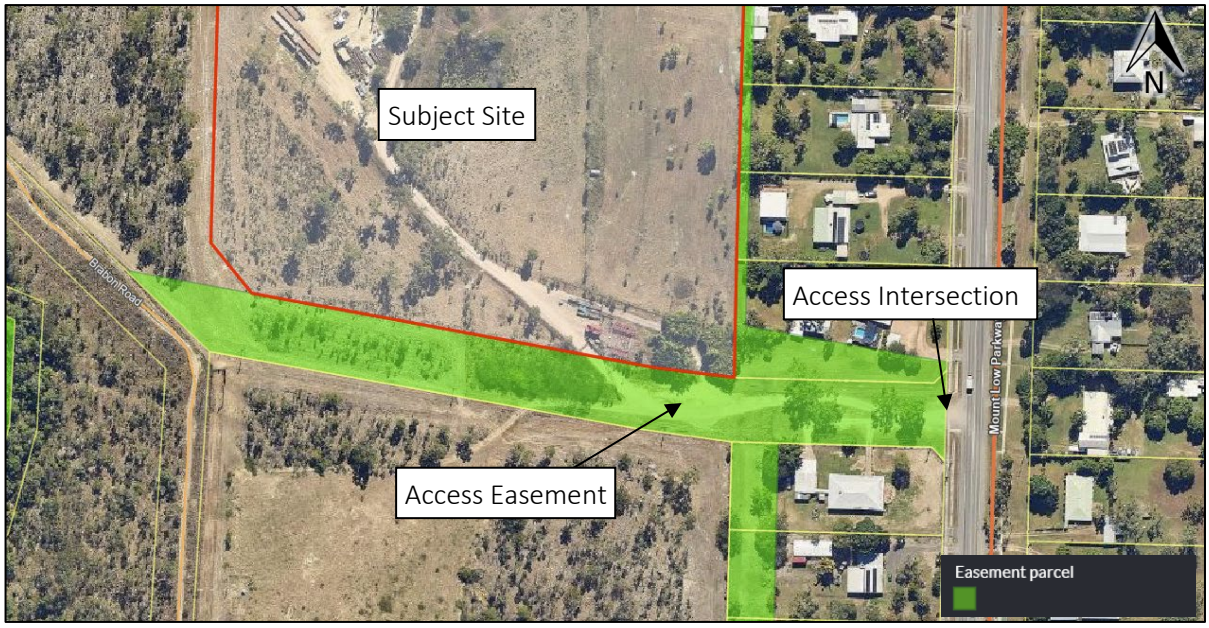


Figure 6. *Key Intersection (Source: Queensland Globe)*

4.5 CRASH HISTORY

Queensland Globe was used to investigate the crash history in the vicinity of the key roads and access/intersection. All reported road crash locations within the last 20 years and within 250m of the subject site have been reviewed. All crashes appear to be isolated incidents. No safety deficiencies have been identified from the crash reports. Refer to **Figure 7** for the crash sites and to **Table 3** for the crash data summary.

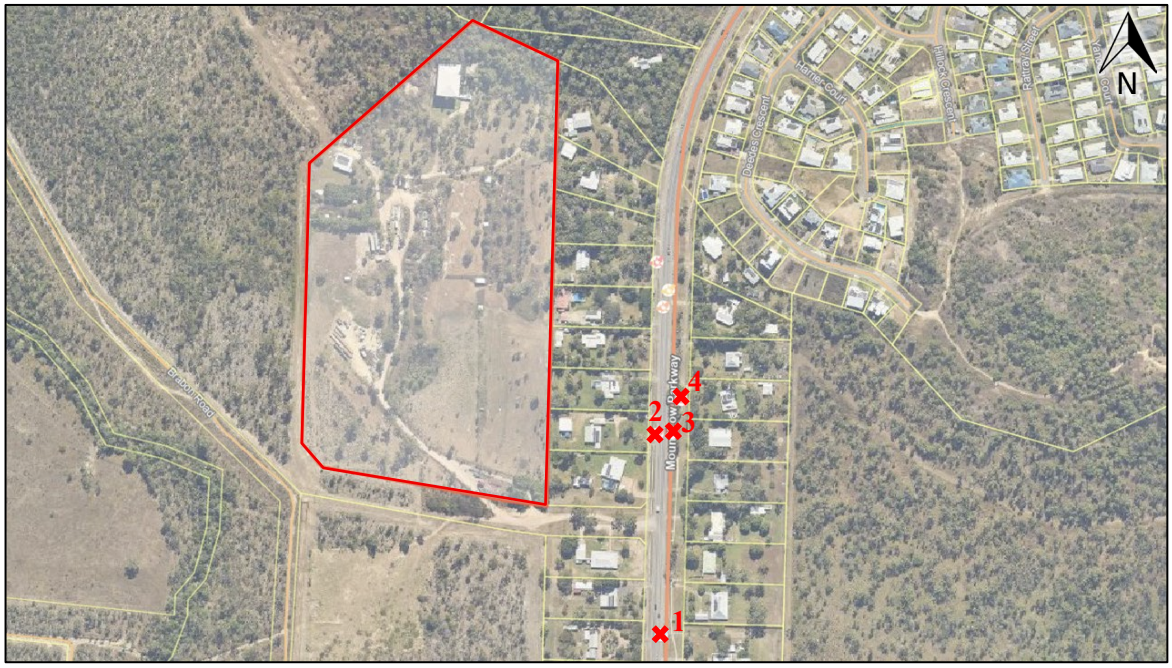


Figure 7. *Crash Report Locality (Source. Queensland Globe)*

Table 3: *Crash Data Summary*

Location	Year	Severity	Crash Type (DCA Code)	Crash Nature	Crash Description
1	2009	Property Damage Only	Multi-Vehicle (301)	Rear-End	Daylight, Clear, sealed-dry, straight, level, Vehicles Same Direction: Rear-End
2	2018	Hospitalisation	Multi-Vehicle (302)	Rear-End	Daylight, raining, sealed-wet, straight, grade, Vehicles Same Direction: Left rear
3	2012	Fatal	Single Vehicle (400)	Hit Object	Darkness-not lighted, clear, sealed-dry, straight, Veh's Maneuvering: Other
4	2015	Hospitalisation	Single Vehicle (702)	Overturned	Darkness-not lighted, clear, sealed-dry, straight, level, Off Path-Straight: right Off Cway

5.0 BACKGROUND TRAFFIC

5.1 MOUNT LOW PARKWAY

Background data for Mount Low Parkway has been obtained from the TCC 2025 Traffic Calibration Model. Traffic data obtained from TCC Traffic Model has been summarised in Table 4.

Table 4. *TCC Traffic Model at Mount Low Parkway*

Year/ Projected Year	Travel Direction	Model ID	AADT (vpd)	AM PH (vph)	PM PH (vph)	%HV	Traffic Growth
2025	North Bound	90304	7,409	422	992	3.10%	
	South Bound	69715	7,715	766	489	2.55%	
2026	North Bound	2392	6118	308	613	5.10%	-17.43%
	South Bound	2161	7027	512	306	5.05%	-8.91%
2031	North Bound	2392	6073	307	635	5.42%	-0.74%
	South Bound	2161	6970	509	315	5.27%	-0.81%
2036	North Bound	2392	6674	332	678	2.33%	9.90%
	South Bound	2161	7561	557	337	5.22%	8.48%

5.1.1 Traffic Growth

As shown in Table 4, the TCC model has negative growth on Mount Low Parkway. To be conservative, a 1% traffic growth has been adopted between 2026 and 2031. Traffic growth rate as per the table has been adopted for the period between 2031 to 2036.

5.1.2 Peak Hour Distribution

The base year for assessment has been taken to be 2025 and the 10 year horizon is 2035. The peak hour distribution for the base and horizon year at 1% traffic growth is shown in

Table 5. The projected heavy vehicle percentage for 2035 is adopted from the 2025 TCC model, due to observed variation in heavy vehicle percentages across projected years.

***Table 5**. Peak Hour Distribution*

Year	Travel Direction	AADT, vpd	AM PH, vph (8:00-9:00)	PM PH, vph (4:00-5:00)	%HV
Base year 2025	North Bound	7,409	422	992	3.10%
	South Bound	7,715	766	489	2.55%
Horizon year 2035	North Bound	8,150	464	1091	3.10%
	South Bound	8,487	843	538	2.55%

5.2 ACCESS

As per advice provided by Brazier Motti, the access easement provides access rights to Lots 10 SP136003 and the subject site (Lot 11 on SP136003). Based on concreted shed access and vehicle tracks in the easement, it is noted that Lot 40 on RP741801 (184 Mount Low Parkway) is unlawfully utilising the access.

For the purpose of this assessment the following assumptions have been made:

- Traffic generated from Lot 40 on RP741801 has been considered and included as part of the access traffic;
- Background traffic from the subject site's is assumed to be from the residential dwelling.
- Lot 12on SP282790 and Lot 10 on SP136003 are undeveloped do not currently generate traffic, however, it has been assumed that the lot has approval for a rural residential dwelling. As shown in Figure 8 Lot 12 and Lot 10 is part of the proposed development with the approved residential RAF funding. It is assumed that the proposed residential development at these Lots will utilise the proposed Northshore Boulevard Extension.

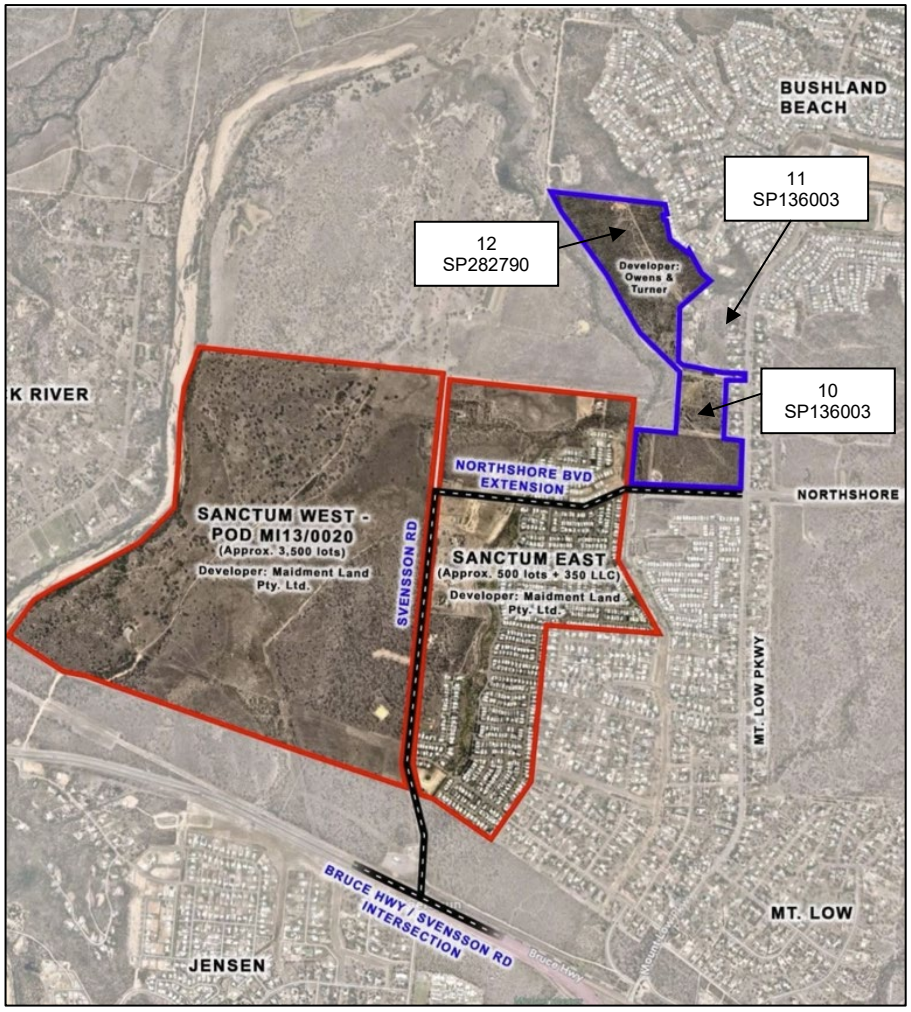


Figure 8. *Development on Lot 12 and Lot 11.*

RTA provides peak rates for a dwelling of 9.0 per dwelling for the daily vehicle trips and 0.85 vehicle trips per dwelling. Refer to Table 6 for the background traffic along the access easement.

Table 6. *Access Traffic Generation*

Land Use	No of Dwelling	RTA peak hour vehicle trips rate	Peak Hour Trips
Lot 11 on SP136003 (Subject Site)	1	0.85	0.85
Lot 40 RP741801 (Existing Corner Dwelling)	1	0.85	0.85
Total			1.7 = 2

It is assumed that 100% of the vehicle during the AM peak hour trips are turning right to south Mount Low Parkway and in the PM peak hour, 100% of the vehicle are turning left to the Access from south Mount Low Parkway.

5.3 BACKGROUND TRIP DISTRIBUTION

The background traffic trip distribution for the access easement for the base year (2025) and horizon year (2035) are shown **Figure 9** and **Figure 10.**

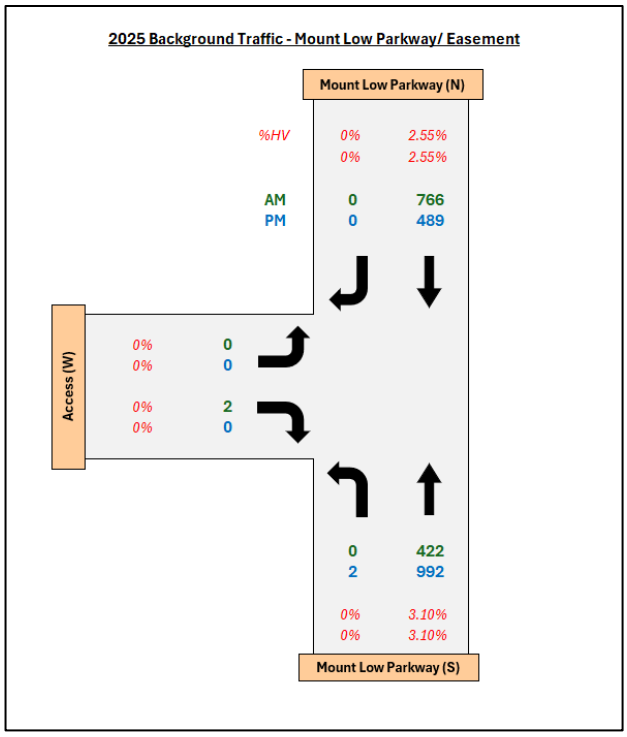


Figure 9. *2025 Background Traffic AM and PM Peak Hour Traffic Distribution- Mount Low Parkway/Access.*

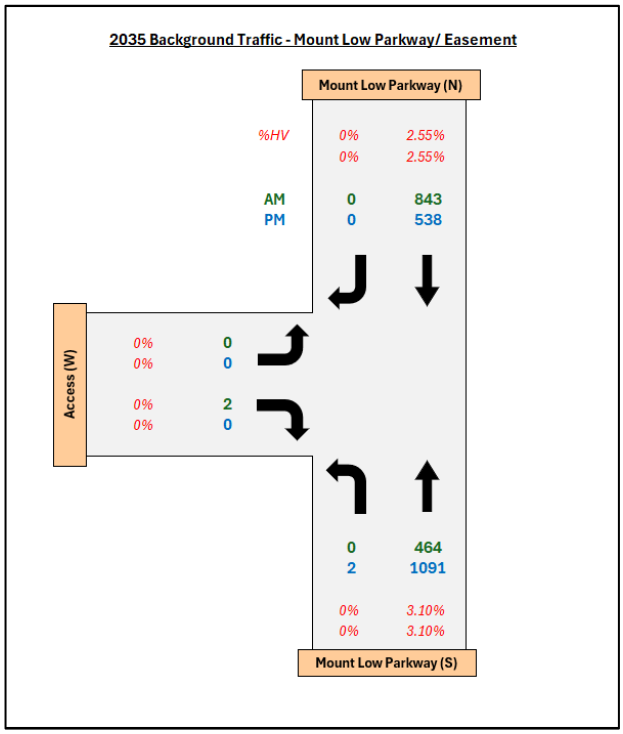


Figure 10*. 2035 Background Traffic AM and PM Peak Hour Traffic Distribution- Easement/ Site Access.*

6.0 PROPOSED DEVELOPMENT

It is acknowledged that the subject site has been operating in the capacity of a transport depot. As such, the MCU application proposes to formalise the current use as a transport depot.

6.1 HOURS OF OPERATION

The proposed operational hours are to be from 6:30am- 2:30pm from Monday to Thursday, 6:30am-12:00pm on Fridays and is closed during weekends. It is assumed that staff will arrive and depart within the half an hour before and after operational hours.

6.2 EMPLOYEES

The development proposed to have three (3) permanent office-based employees. All other staff are generally permanently based at work sites.

6.3 STORED VEHICLES AND MACHINES

Based on information provided by the client, most of the heavy equipment are kept on work sites throughout the year and return during the Christmas holiday break or periods of extended wet weather. Some crane and excavator attachments are however stored on-site when not in active use.

6.4 VEHICLE MOVEMENT

As part of the transport depot operations, three (3) light vehicles (generated by the (3) permanent staff members) access the site daily. Additionally, two (2) trucks access the subject site approximately three (3) to four (4) times per month. All other vehicles are kept on work sites when not in active use, thus does not contribute to the vehicle movement in the site.

7.0 DEVELOPMENT TRAFFIC

7.1 DEVELOPMENT TRAFFIC GENERATION

As mentioned in Section 6.4 the subject site has a regular vehicle movement from three (3) light vehicles and two (2) trucks access the subject site approximately three (3) to four (4) times per month. For a worst-case scenario it is assumed that the three (3) light vehicle trips and four (4) heavy vehicle trips (generated by two (2) heavy vehicles entering and departing) occur during the peak hours.

In addition to the above, the following development traffic distribution assumptions have been made as part of the assessment of the proposed development traffic:

- In the AM peak hour, it is assumed that all staff members are entering the site whilst the heavy vehicle enters and depart during the same peak hour.
- In the PM peak hour, it is assumed that all staff members depart the site whilst the heavy vehicle enters and depart the site with the same peak hour.

Please note that although the operational hours of the transport depot are not within the AM and PM peak hour, for a worst-case scenario, the development traffic at peak hour is considered in this assessment.

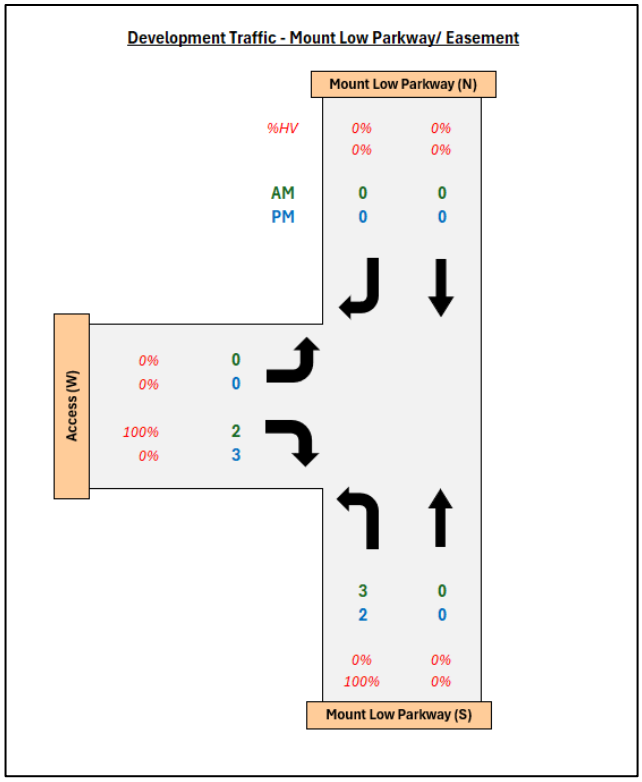


***Figure 11**. Development Traffic- Mount Low Parkway/ Access*

8.0 POST DEVELOPMENT TRAFFIC

The 2025 and 2035 AM and PM traffic distribution post-development is summarised in Figure 12 and Figure 13.

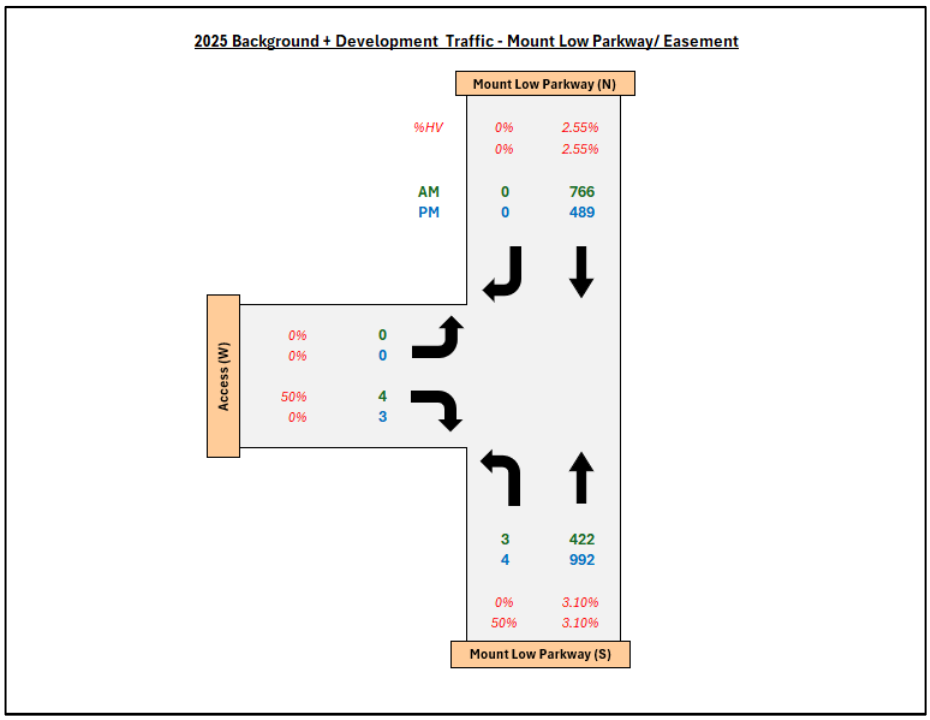


***Figure 12**.2025 Background + Development Traffic AM and PM Peak Hour Traffic Distribution- Mount Low Parkway/Access.*

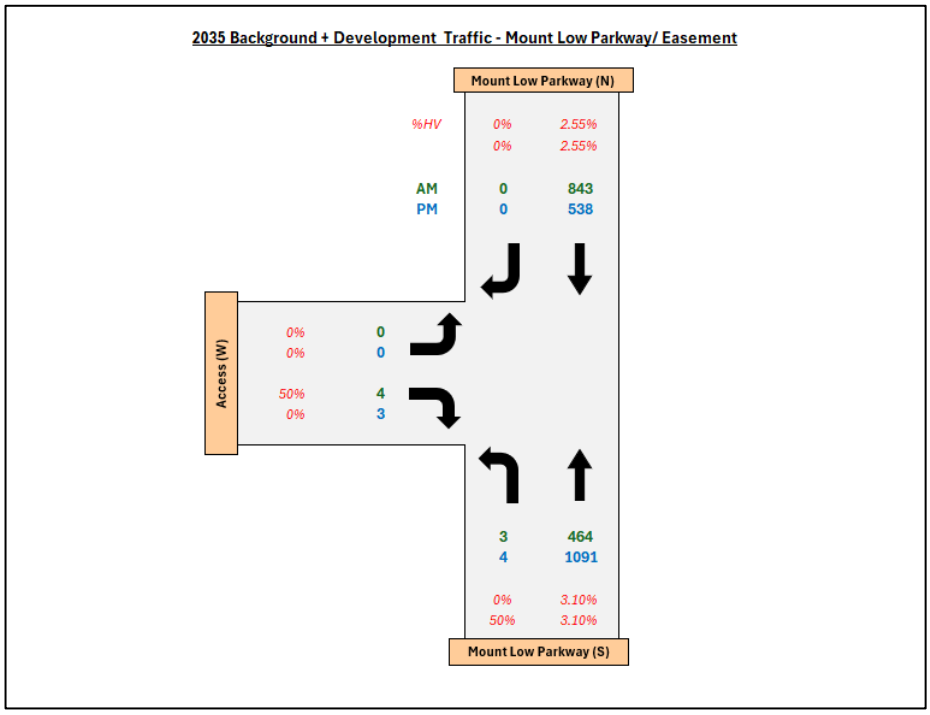


***Figure 13**.2035 Background + Development Traffic AM and PM Peak Hour Traffic Distribution- Mount Low Parkway/Access.*

9.0 TRAFFIC IMPACT ASSESSMENT

9.1 SIDRA INTERSECTION ANALYSIS

It is proposed to measure the operational performance of the access "intersections" using SIDRA 9.1 software package. SIDRA is a computer package used to describe the capability and operational performance of an intersection in terms of the parameters as defined below:

- Degree of Saturation (DoS) – is the ratio of demand flow (or number of vehicles) to the physical capacity of the intersection or approach and is usually represented by a value that lies between zero and one. A DoS in excess of 1.0 indicates that the intersection will operate above capacity and that long delays and congestion will occur;
- Average Delay – is usually defined as the difference in time between interrupted and uninterrupted travel times through an intersection;
- Queue Length – is the 95th percentile back of queue length. This is the length to the back of the queue for a particular approach which 95% of all observed queue lengths fall below; and
- Level of Service (LOS) – an index of the operational performance of traffic-on-traffic lane, approach, intersection, route or network, based on measures such as delay, degree of saturation, density, speed, congestion coefficient, speed efficiency or travel time index during a given flow period. This provides a quantitative stratification of a performance measure or measures that represent the quality of service, measured on an A to F scale, with LOS A representing the best operating conditions from the traveller's perspective and LOS F the worst.

9.1.1 Intersection Performance Assessment Criteria

The two key performance measurements adopted to assess the intersection operational conditions were Degree of Saturation (DoS) and Level of Service (LOS).

In general, the intersection capacity DoS, where it is considered that the operation of the intersection is constrained, are:

- 0.80 (80%) for un-signalised intersections;
- 0.85 (85%) for roundabouts; and
- 0.90 (90%) for signalised intersections.

The typical LOS, its characteristics and rating are defined in Table 7.

Table 7. *Summary of traffic movements*

LOS	Description	Rating
A	Free, unrestrictive flow	Very good
B	Mostly free flow, few disruptions	Very good
C	Stable flow	Good
D	Mostly stable flow, some delays	Acceptable
E	Congested	Bad
F	Forced flow	Bad

9.2 SIDRA INTERSECTION ANALYSIS

The SIDRA movement results for 2025 and 2035 AM and PM at key intersection and site access is summarised in **Table 8, Table 9, Table 10** and **Table 11** below. Refer to **Appendix A** for the SIDRA summary results.

Table 8. *2025 AM Pre and Post Development SIDRA Summary*

Intersection	Approach	Movement	2025 AM Background			2025 AM Background + Development		
			DoS	Delay (s)	LOS	DoS	Delay (s)	LOS
Mount Low Parkway/ Access	Mount Low Parkway (S)	Left Turn	0.231	5.60	A	0.232	5.60	A
		Through	0.231	0.00	A	0.232	0.00	A
		Approach	0.231	0.10	NA	0.232	0.10	NA
	Mount Low Parkway (N)	Through	0.417	0.00	A	0.417	0.00	A
		Right Turn	0.417	5.60	A	0.417	5.60	A
		Approach	0.417	0.00	NA	0.417	0.00	NA
	Access (W)	Left Turn	0.009	6.50	A	0.039	6.50	A
		Right Turn	0.009	16.10	C	0.039	33.10	D
		Approach	0.009	12.90	B	0.039	27.80	D
		Overall	0.417	0.10	NA	0.417	0.10	NA

Table 9. *2025 PM Pre and Post Development SIDRA Summary*

Intersection	Approach	Movement	2025 PM Background			2025 PM Background + Development		
			DoS	Delay (s)	LOS	DoS	Delay (s)	LOS
Mount Low Parkway/ Access	Mount Low Parkway (S)	Left Turn	0.542	5.60	A	0.544	6.20	A
		Through	0.542	0.10	A	0.544	0.20	A
		Approach	0.542	0.20	NA	0.544	0.20	NA
	Mount Low Parkway (N)	Through	0.268	0.00	A	0.268	0.00	A
		Right Turn	0.268	8.50	A	0.268	8.60	A
		Approach	0.268	0.00	NA	0.268	0.00	NA
	Access (W)	Left Turn	0.011	12.70	B	0.027	12.80	B
		Right Turn	0.011	28.60	D	0.027	29.00	D
		Approach	0.011	20.60	C	0.027	25.00	C
		Overall	0.542	0.10	NA	0.544	0.20	NA

As shown in Table 8 and Table 9, traffic conditions along Mount Low Parkway have maintained a high level of service (LOS A and LOS B) for both background and post-development scenarios, including the left-turn movement from the Access at AM and PM peak hour.

However, the right-turn movement from the Access onto southbound Mount Low Parkway experiences a decrease in performance, with LOS dropping from C to D. Additionally, the overall approach at the Access degrades from LOS B to LOS D. This decline in performance is primarily attributed to the high volume of southbound traffic along Mount Low Parkway during the AM peak period, which results in increased delays for vehicles attempting the right-turn movement. During the PM peak hour, the right and approach movement to/from the access have maintained its level of service at LOS D and LOS C respectively. It should be noted that, in the worst-case scenario, it is assumed that development-related traffic coincides with the network peak hour.

Table 10. *2035 AM Pre and Post Development SIDRA Summary*

Intersection	Approach	Movement	2025 AM Background			2025 AM Background + Dev		
			DoS	Delay (s)	LOS	DoS	Delay (s)	LOS
Mount Low Parkway/ Access	Mount Low Parkway (S)	Left Turn	0.253	5.60	A	0.255	5.60	A
		Through	0.253	0.00	A	0.255	0.00	A
		Approach	0.253	0.10	NA	0.255	0.10	NA
	Mount Low Parkway (N)	Through	0.459	0.00	A	0.459	0.00	A
		Right Turn	0.459	5.60	A	0.459	5.60	A
		Approach	0.459	0.00	NA	0.459	0.00	NA
	Access (W)	Left Turn	0.011	6.70	A	0.056	6.70	A
		Right Turn	0.011	19.70	C	0.056	46.00	E
		Approach	0.011	15.40	C	0.056	38.10	E
		Overall	0.459	0.10	NA	0.459	0.20	NA

Table 11.*2035 PM Pre and Post Development SIDRA Summary*

Intersection	Approach	Movement	2025 AM Background			2025 AM Background + Dev		
			DoS	Delay (s)	LOS	DoS	Delay (s)	LOS
Mount Low Parkway/ Access	Mount Low Parkway (S)	Left Turn	0.596	5.70	A	0.598	6.20	A
		Through	0.596	0.20	A	0.598	0.20	A
		Approach	0.596	0.20	NA	0.598	0.20	NA
	Mount Low Parkway (N)	Through	0.296	0.00	A	0.296	0.00	A
		Right Turn	0.296	10.20	A	0.296	10.20	B
		Approach	0.296	0.10	NA	0.296	0.10	NA
	Access (W)	Left Turn	0.016	15.40	C	0.041	15.60	C
		Right Turn	0.016	41.20	E	0.041	41.80	E
		Approach	0.016	28.30	D	0.041	35.30	E
		Overall	0.596	0.20	NA	0.598	0.20	NA

Similar to 2025 base year, traffic conditions in the horizon year along Mount Low Parkway have maintained a high level of service (LOS A) for both background and post-development scenarios, at AM and PM peak hour. However, the right-turn and approach movement for the Access experiences a decrease in performance, with LOS dropping from LOS C to LOS E during the AM peak hour. During the PM peak hour, the left and right turn movement from the access have maintained its level of service at LOS C and Los E respectively, while the approach movement decreases from LOS D to Los E.

In summary, movements along Mount Low Parkway have maintained its level of service at LOS A for both the base and horizon year at pre and post development scenario. It is noted that although the development peak traffic does not within the AM and PM peak hour, the development traffic was considered to be occurring during the network peak hour as a worst-case scenario. Given the low traffic volumes and being an access road, a lower level of service on the access road is considered acceptable.

9.3 TURN WARRANT ASSESSMENT

9.3.1 Mount Low Parkway/Access

A turn warrant check was conducted on the intersection to determine the required turn treatment at the access. The turn warrant check has been completed in accordance with Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings.

Table 12 shows the Mount Low Parkway/Access warrant check.

Table 12. *Mount Low Parkway/ Access warrant Check*

Scenario	Right Turn In		Left Turn In		Warrants
	QR	QM	QL	QM	
2025 AM	0	1191	3	422	BAR/BAL
2025 PM	0	1485	4	992	BAR/BAL
2035 AM	0	1310	3	464	BAR/BAL
2035 PM	0	1633	4	1091	BAR/BAL

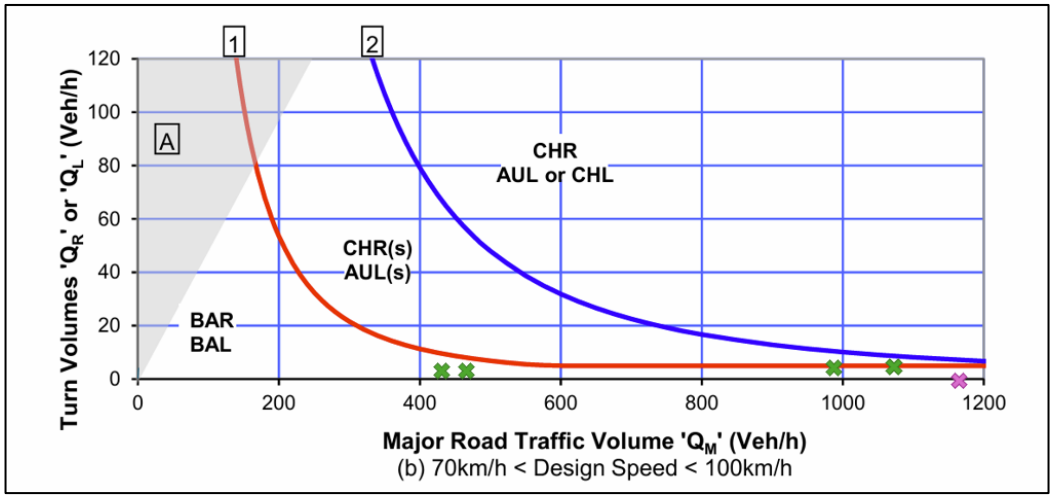


Figure 14. *Warrant Check Turn Treatment*

As shown in Figure 14, a BAR/ BAL is warranted for the turn treatments at Mount Low Parkway- Access Intersection (refer to Figure 15). Currently, a BAR/BAL turn treatment for urban road is implemented in the intersection (shown in Figure 16), therefore no turn warrant upgrade is necessary for the intersection. Due to high AM and PM peak hour volume along Mount Low Parkway, the 2025 PM, 2035 AM and PM major road traffic volume (Q_m) for right turn in movements was unable to be plotted on the figure.

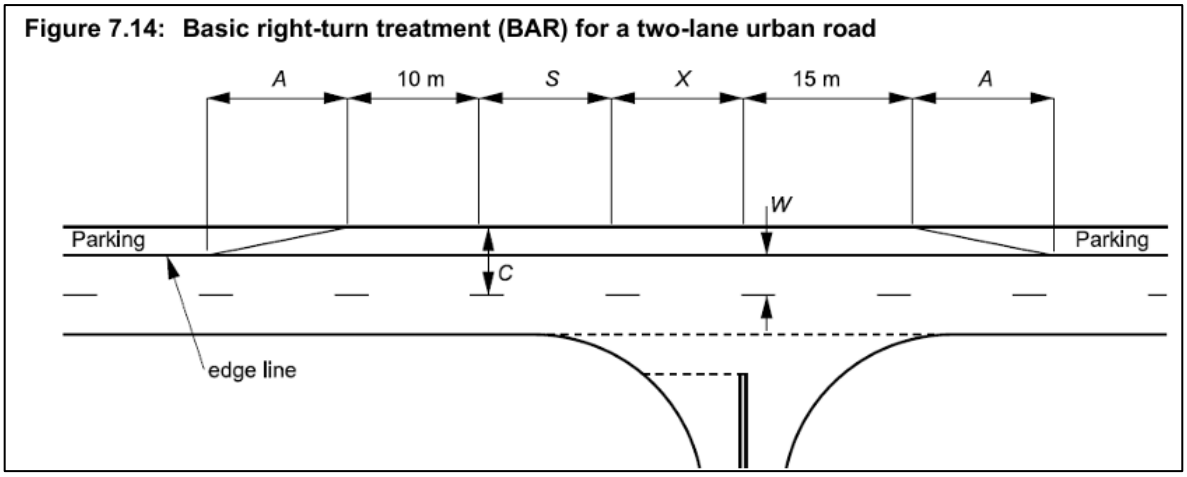


Figure 15. *Basic Right turn treatment (BAR) for a two-lane urban road.*

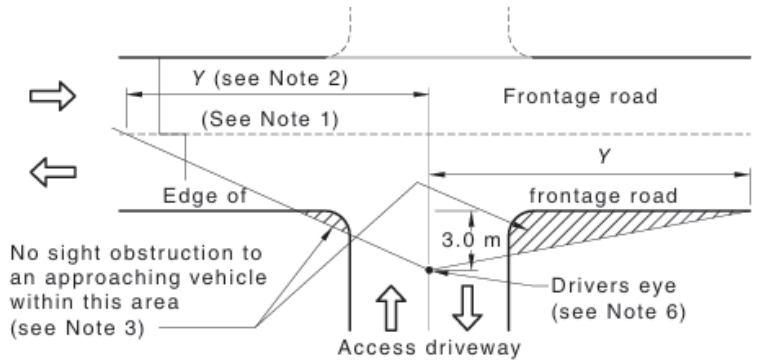
Figure 16. *Current Turn Treatment.*

10.0 SIGHT DISTANCES

10.1 SAFE INTERSECTION SIGHT DISTANCE (SISD)

10.1.1 Mount Low Parkway/ Access

A SISD check was conducted for Mount Low Parkway/ Access Intersection in accordance with AS2890.2 Parking Facilities Part 2, Off Street commercial vehicle facilities Figure 3.3 (shown as **Figure 17**) below.



Frontage road speed (see Note 4) km/h	Distance (*Y*) along frontage road (see Note 5) m	
	5 s gap	8 s gap
40	55	89
50	69	111
60	83	133
70	97	156
80	111	178
90	125	200
100	139	222
110	153	244

Figure 17. *AS2890.2 Figure 3.3 Sight distance requirements at access driveway exits.*

For the key intersection, the access fronting speed is 70km/hr. Considering an 8s gap, the required minimum safe intersection sight distance in the access is 156m. Refer to **Figure 18** , **Figure 19**, **Figure 20**, **Figure 21** for the available safe intersection sight distance.

As shown in the figures below, the access has available safe intersection sight distance.

Figure 18. *Available SISD-South of Intersection*

Figure 19. *Sight Line from access looking south*

Figure 20. *Available SISD-North of Intersection*

Figure 21*.North of Intersection Sight Line from Vehicles exiting the Access*

11.0 SWEPT PATHS

Swept paths for a semi-trailer and a B99 vehicle have been assessed and are shown in figures below.

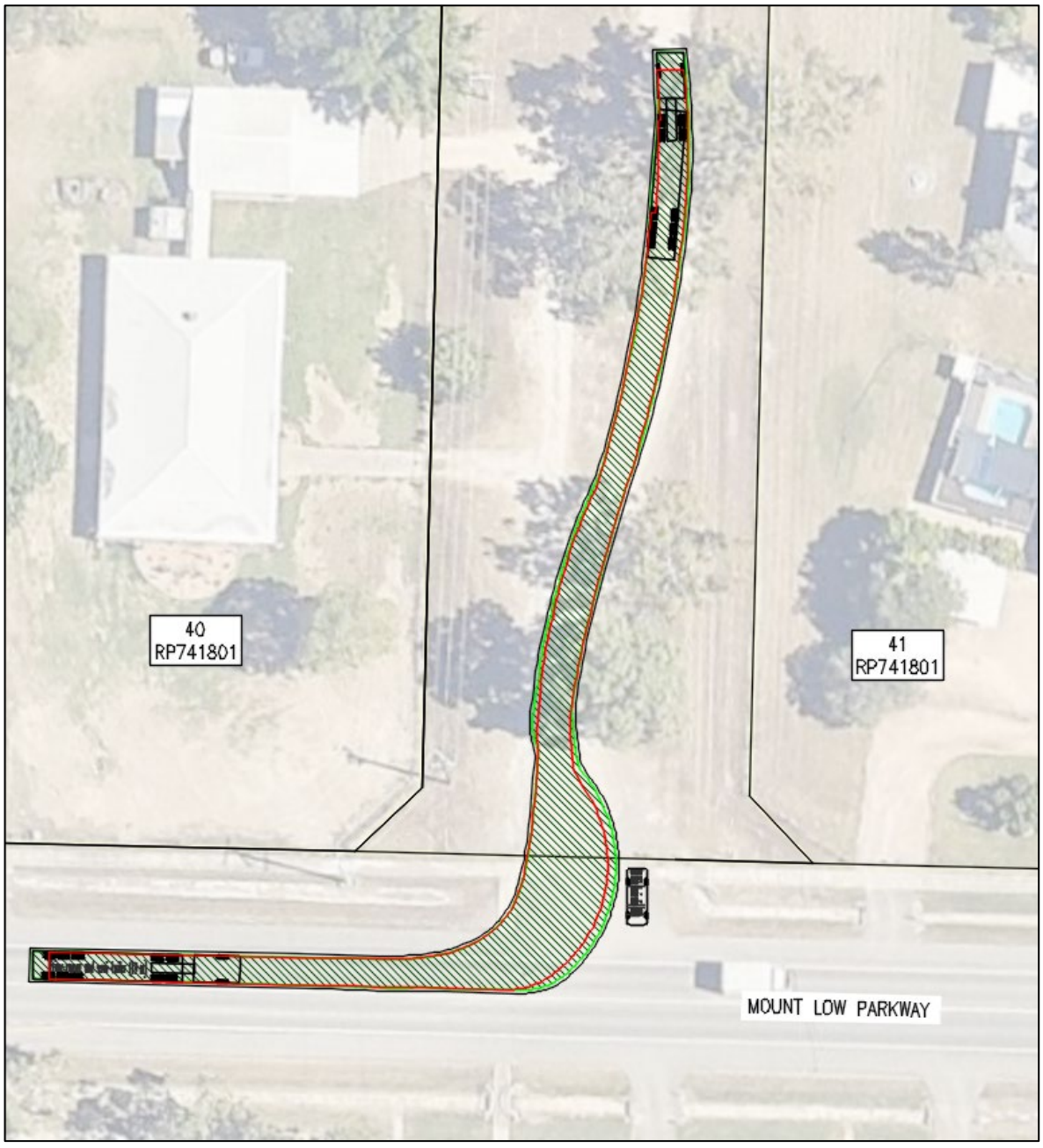


Figure 22. *Semi-Trailer left turning into the Access/ B99 vehicle left turning out to South Mount Low Parkway.*

Error! Reference source not found. demonstrates a semi-trailer entering whilst a B99 vehicle is waiting to depart. It shall be noted that given the nature of the site, it is unlikely that a light vehicle shall be departing the access whilst a heavy vehicle is entering, however, there is sufficient space should this occur.

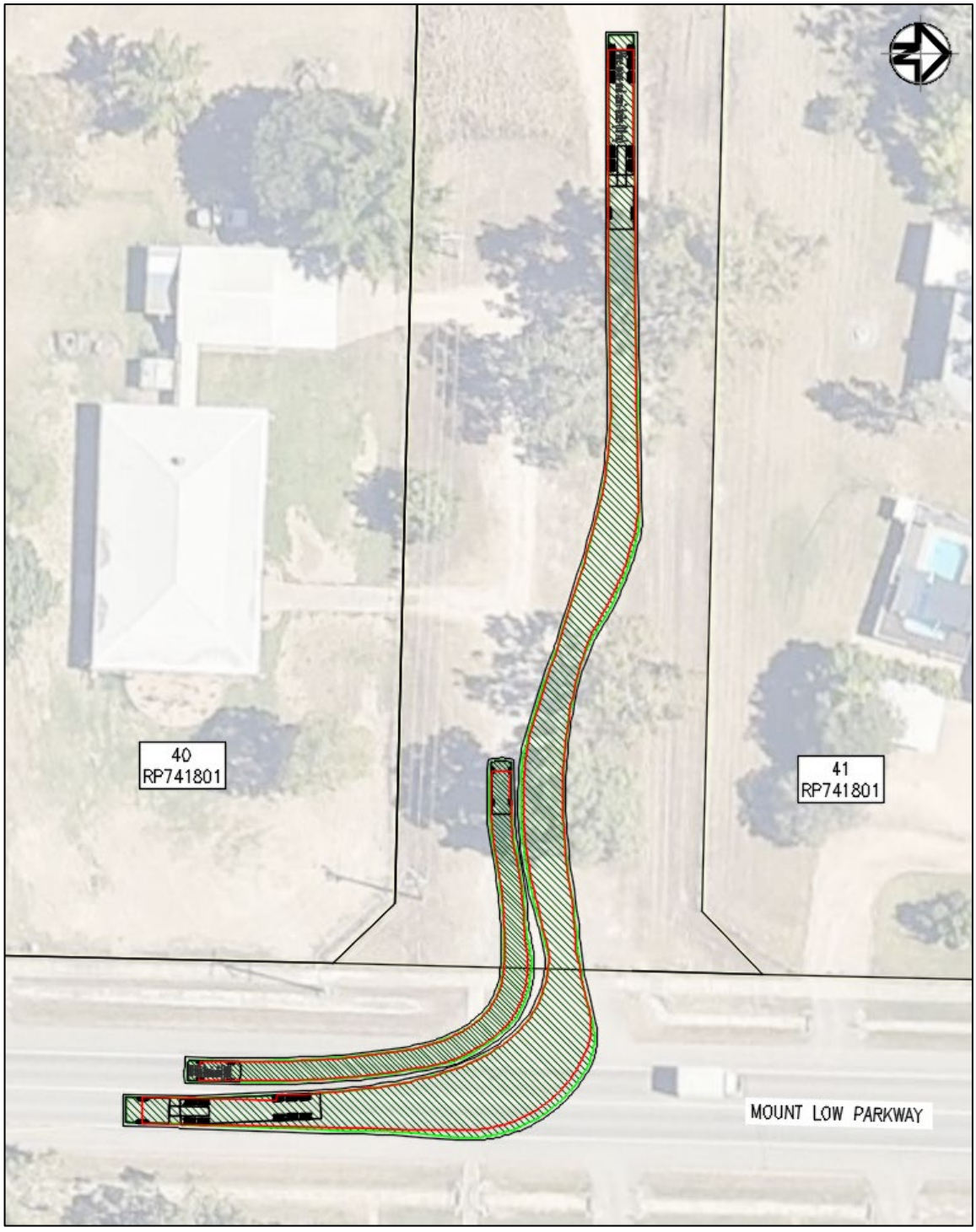


Figure 23. *B99 vehicle left turning into the Access/ Semi Trailer left turning out to South Mount Low Parkway.*

Error! Reference source not found. demonstrates the swept path of a semi-trailer exiting the access whilst a B99 is entering. From the figure, there is sufficient have adequate space for a heavy vehicle to enter as a light vehicle is exiting.

12.0 SAFETY ASSESSMENT

In accordance with the TMR Guide to Impact Assessment (GTIA), Table 9.3.3(a) and Table 9.3.3(b), (shown as Table 13 and Table 14 below) the Road environment safety rating matrix (level of risk) for Key Intersection (Mount Low Parkway / Access) is Medium and the type of assessment required is a road safety assessment

Table 13. *Road environment safety rating matrix (level of risk). (Source: TMR GTIA, 2048, Table 9.3.3(a))*

Traffic volume (AADT)	Speed (km/h)		
	Up to 50 km/h	60 km/h to 70 km/h	80 km/h+
≤ 8000	Low	Medium	Medium
> 8000	Medium	Medium	High

Table 14. *Type of road safety assessment based on road environment safety rating (Source: TMR GTIA, 2018, Table 9.3.3(b))*

Development type	Road environment safety rating		
	Low	Medium	High
Major Development	road safety assessment	road safety audit	road safety audit
Planning Act Development	road safety assessment	road safety assessment	road safety audit

12.1 ROAD SAFETYASSESSMENT

A road safety risk assessment has been performed in accordance with the Safety Risk Score Matrix in accordance with Table 15 below.

Table 15. *Safety risk score matrix (Source: TMR GTIA, 2018, Table 9.3.2(a))*

		Potential consequence				
		Property only (1)	Minor injury (2)	Medical treatment (3)	Hospitalisation (4)	Fatality (5)
Potential likelihood	Almost certain (5)	M	M	H	H	H
	Likely (4)	M	M	M	H	H
	Moderate (3)	L	M	M	M	H
	Unlikely (2)	L	L	M	M	M
	Rare (1)	L	L	L	M	M

L: Low risk
M: Medium risk
H: High risk

Safety risks identified for the development have been summarised in Table 16.

***Table 16**. Safety risk assessment*

	Without Development			With Development				With Development and mitigation		
Risk Item	**Likelihood**	**Consequence**	**Risk Score**	**Likelihood**	**Consequence**	**Risk Score**	**Mitigation Measure**	**Likelihood**	**Consequence**	**Risk Score**
Vehicles from Lot 40 RP741801 accessing the access easement, colliding with vehicles entering and departing the access due to Y-junction arrangement implemented by the lot	3	4	M	3	4	M	Access from Lot 40 on RP741801 does not have lawful access to the easement.			
Risk of Mount Low traffic rear ended with development traffic	4	2	M	4	2	M	Turn warrant assessment has been performed, and BAR/BAL arrangement has been deemed appropriate. The access is located on a long straight section of road with no sight distance issues.			

13.0 SUMMARY

This report has assessed the impact of the traffic generated by the proposed development on the existing road network including at key intersection and access. Consideration has been given to operational performance and road safety. The report has found the following:

- The crash history findings did not indicate any safety issues for the current access for the last 20 years;
- The development's operational hours are not within the AM and PM peak hour, for a worst-case scenario, the development traffic is considered in the peak hour for this assessment.
- A worst-case SIDRA analysis has been conducted for key intersection. The proposed development has been found to not have a significant impact on the existing road network as the LOS along Mount Low Parkway remains unchanged at LOS A in the pre and post development scenarios. The access right turn, and approach movement have decreased its performance in the 2025 post development scenario from LOS C to LOS D and LOS B to LOS D respectively. Only the approach movement in the 2035 post development scenario have decreased its performance form LOS D to LOS E. It shall be noted that, for the purpose of this assessment, the development of traffic was assumed to occur during the road network's peak hour, despite the development's operational hours falling outside of this period.
- A turn warrant assessment has been conducted for the key road intersection. The existing treatment was found to be adequate.
- A sight distance check has been conducted for the access intersection and has found that there are no issues with regards to sight distances;
- A swept path assessment for the access has been conducted and has found that a semi-trailer has adequate space and clearance to avoid a B99 vehicle when accessing or departing the site.

In conclusion, the proposed development has been found to be adequate and not have a significant adverse impact on the operational performance or safety of the surrounding road network. No mitigation measures have been identified as part of the assessment.

14.0 CERTIFICATION

Registered Professional Engineer Queensland

for

Project Title:	186A Mount Low Parkway, Mount Low 4818

As a professional engineer registered by the Board of Professional Engineers of Queensland pursuant to the *Professional Engineers Act 2002* as competent in my areas of nominated expertise, I understand and recognise:

- the significant role of engineering as a profession, and that
- the community has a legitimate expectation that my certification affixed to this engineering work can be trusted, and that
- I am responsible for ensuring its preparation has satisfied all necessary standards, conduct and contemporary practice.

As the responsible RPEQ, I certify:

i. I am satisfied that all submitted components comprising this traffic impact assessment, listed in the following table, have been completed in accordance with the *Guide to Traffic Impact Assessment* published by the Queensland Department of Transport and Main Roads and using sound engineering principles, and

ii. where specialised areas of work have not been under my direct supervision, I have reviewed the outcomes of the work and consider the work and its outcomes as suitable for the purposes of this traffic impact assessment, and that

iii. the outcomes of this traffic impact assessment are a true reflection of results of assessment, and that

iv. I believe the strategies recommended for mitigating impacts by this traffic impact assessment, embrace contemporary practice initiatives and will deliver the desired outcomes.

Name:	Brett Langtree		
RPEQ competencies:	Civil Engineering	**RPEQ No:**	11932
Signature:		**Date:**	01 August 2025
Postal address:	14 Ingham Road, West End QLD 4810		
Email:	brett@langtreeconsulting.com.au		

APPENDIX A

SIDRA RESULTS SUMMARY

MOVEMENT SUMMARY

Site: 101 [2025 AM Background (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: Base Year
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Mount Low Parkway															
1	L2	All MCs	1	0.0	1	0.0	0.231	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	25.1
2	T1	All MCs	444	3.1	444	3.1	0.231	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			445	3.1	445	3.1	0.231	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
North: Mount Low Parkway															
8	T1	All MCs	806	2.6	806	2.6	0.417	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
9	R2	All MCs	1	0.0	1	0.0	0.417	5.6	LOS A	0.0	0.1	0.00	0.00	0.00	37.3
Approach			807	2.5	807	2.5	0.417	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
West: Access															
10	L2	All MCs	1	0.0	1	0.0	0.009	6.5	LOS A	0.0	0.2	0.68	0.74	0.68	41.4
12	R2	All MCs	2	0.0	2	0.0	0.009	16.1	LOS C	0.0	0.2	0.68	0.74	0.68	35.6
Approach			3	0.0	3	0.0	0.009	12.9	LOS B	0.0	0.2	0.68	0.74	0.68	37.8
All Vehicles			1256	2.7	1256	2.7	0.417	0.1	NA	0.0	0.2	0.00	0.00	0.00	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Organisation: LANGTREE CONSULTING | Licence: NETWORK / 1PC | Processed: Monday, 14 July 2025 10:31:52 AM
Project: C:\Users\Langtree Consulting\Documents\SIDRA Analysis Projects\186A Mount Low\186A Mount Low.sip9

MOVEMENT SUMMARY

Site: 101 [2025 PM Background (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: Base Year
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Mount Low Parkway															
1	L2	All MCs	2	0.0	2	0.0	0.542	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	25.0
2	T1	All MCs	1044	3.1	1044	3.1	0.542	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.5
Approach			1046	3.1	1046	3.1	0.542	0.2	NA	0.0	0.0	0.00	0.00	0.00	59.4
North: Mount Low Parkway															
8	T1	All MCs	515	2.6	515	2.6	0.268	0.0	LOS A	0.0	0.3	0.01	0.01	0.01	59.9
9	R2	All MCs	1	0.0	1	0.0	0.268	8.5	LOS A	0.0	0.3	0.01	0.01	0.01	37.3
Approach			516	2.5	516	2.5	0.268	0.0	NA	0.0	0.3	0.01	0.01	0.01	59.9
West: Access															
10	L2	All MCs	1	0.0	1	0.0	0.011	12.7	LOS B	0.0	0.2	0.86	0.93	0.86	35.8
12	R2	All MCs	1	0.0	1	0.0	0.011	28.6	LOS D	0.0	0.2	0.86	0.93	0.86	29.7
Approach			2	0.0	2	0.0	0.011	20.6	LOS C	0.0	0.2	0.86	0.93	0.86	33.1
All Vehicles			1564	2.9	1564	2.9	0.542	0.1	NA	0.0	0.3	0.00	0.00	0.00	59.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [2035 AM Background (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: Base Year
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Mount Low Parkway															
1	L2	All MCs	1	0.0	1	0.0	0.253	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	25.1
2	T1	All MCs	488	3.1	488	3.1	0.253	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			489	3.1	489	3.1	0.253	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
North: Mount Low Parkway															
8	T1	All MCs	887	2.6	887	2.6	0.459	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
9	R2	All MCs	1	0.0	1	0.0	0.459	5.6	LOS A	0.0	0.1	0.00	0.00	0.00	37.3
Approach			888	2.5	888	2.5	0.459	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
West: Access															
10	L2	All MCs	1	0.0	1	0.0	0.011	6.7	LOS A	0.0	0.2	0.74	0.79	0.74	39.4
12	R2	All MCs	2	0.0	2	0.0	0.011	19.7	LOS C	0.0	0.2	0.74	0.79	0.74	33.4
Approach			3	0.0	3	0.0	0.011	15.4	LOS C	0.0	0.2	0.74	0.79	0.74	35.8
All Vehicles			1381	2.7	1381	2.7	0.459	0.1	NA	0.0	0.2	0.00	0.00	0.00	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [2035 PM Background (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: Base Year
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Mount Low Parkway															
1	L2	All MCs	2	0.0	2	0.0	0.596	5.7	LOS A	0.0	0.0	0.00	0.00	0.00	24.9
2	T1	All MCs	1148	3.1	1148	3.1	0.596	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	59.4
Approach			1151	3.1	1151	3.1	0.596	0.2	NA	0.0	0.0	0.00	0.00	0.00	59.3
North: Mount Low Parkway															
8	T1	All MCs	566	2.6	566	2.6	0.296	0.0	LOS A	0.1	0.4	0.01	0.01	0.01	59.9
9	R2	All MCs	1	0.0	1	0.0	0.296	10.2	LOS B	0.1	0.4	0.01	0.01	0.01	37.2
Approach			567	2.5	567	2.5	0.296	0.1	NA	0.1	0.4	0.01	0.01	0.01	59.9
West: Access															
10	L2	All MCs	1	0.0	1	0.0	0.016	15.4	LOS C	0.0	0.3	0.90	0.96	0.90	31.7
12	R2	All MCs	1	0.0	1	0.0	0.016	41.2	LOS E	0.0	0.3	0.90	0.96	0.90	25.5
Approach			2	0.0	2	0.0	0.016	28.3	LOS D	0.0	0.3	0.90	0.96	0.90	28.9
All Vehicles			1720	2.9	1720	2.9	0.596	0.2	NA	0.1	0.4	0.00	0.00	0.00	59.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
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Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [2025 AM Background + Devt (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: Base Year
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Mount Low Parkway															
1	L2	All MCs	3	0.0	3	0.0	0.232	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	25.1
2	T1	All MCs	444	3.1	444	3.1	0.232	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			447	3.1	447	3.1	0.232	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.5
North: Mount Low Parkway															
8	T1	All MCs	806	2.6	806	2.6	0.417	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
9	R2	All MCs	1	0.0	1	0.0	0.417	5.6	LOS A	0.0	0.1	0.00	0.00	0.00	37.3
Approach			807	2.5	807	2.5	0.417	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
West: Access															
10	L2	All MCs	1	0.0	1	0.0	0.039	6.5	LOS A	0.1	0.8	0.83	0.93	0.83	31.9
12	R2	All MCs	4	50.0	4	50.0	0.039	33.1	LOS D	0.1	0.8	0.83	0.93	0.83	24.4
Approach			5	40.0	5	40.0	0.039	27.8	LOS D	0.1	0.8	0.83	0.93	0.83	26.0
All Vehicles			1260	2.9	1260	2.9	0.417	0.1	NA	0.1	0.8	0.00	0.01	0.00	59.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
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Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [2025 PM Background + Devt (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: Base Year
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Mount Low Parkway															
1	L2	All MCs	4	50.0	4	50.0	0.544	6.2	LOS A	0.0	0.0	0.00	0.00	0.00	24.4
2	T1	All MCs	1044	3.1	1044	3.1	0.544	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	59.5
Approach			1048	3.3	1048	3.3	0.544	0.2	NA	0.0	0.0	0.00	0.00	0.00	59.3
North: Mount Low Parkway															
8	T1	All MCs	515	2.6	515	2.6	0.268	0.0	LOS A	0.0	0.3	0.01	0.01	0.01	59.9
9	R2	All MCs	1	0.0	1	0.0	0.268	8.6	LOS A	0.0	0.3	0.01	0.01	0.01	37.3
Approach			516	2.5	516	2.5	0.268	0.0	NA	0.0	0.3	0.01	0.01	0.01	59.9
West: Access															
10	L2	All MCs	1	0.0	1	0.0	0.027	12.8	LOS B	0.1	0.5	0.88	0.95	0.88	33.3
12	R2	All MCs	3	0.0	3	0.0	0.027	29.0	LOS D	0.1	0.5	0.88	0.95	0.88	27.1
Approach			4	0.0	4	0.0	0.027	25.0	LOS C	0.1	0.5	0.88	0.95	0.88	28.9
All Vehicles			1568	3.0	1568	3.0	0.544	0.2	NA	0.1	0.5	0.00	0.01	0.00	59.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
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NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Organisation: LANGTREE CONSULTING | Licence: NETWORK / 1PC | Processed: Monday, 14 July 2025 10:31:54 AM
Project: C:\Users\Langtree Consulting\Documents\SIDRA Analysis Projects\186A Mount Low\186A Mount Low.sip9

MOVEMENT SUMMARY

Site: 101 [2035 AM Background + Devt (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: Base Year
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Mount Low Parkway															
1	L2	All MCs	3	0.0	3	0.0	0.255	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	25.1
2	T1	All MCs	488	3.1	488	3.1	0.255	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			492	3.1	492	3.1	0.255	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.6
North: Mount Low Parkway															
8	T1	All MCs	887	2.6	887	2.6	0.459	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
9	R2	All MCs	1	0.0	1	0.0	0.459	5.6	LOS A	0.0	0.1	0.00	0.00	0.00	37.3
Approach			888	2.5	888	2.5	0.459	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
West: Access															
10	L2	All MCs	1	0.0	1	0.0	0.056	6.7	LOS A	0.1	1.1	0.87	0.95	0.87	27.5
12	R2	All MCs	4	50.0	4	50.0	0.056	46.0	LOS E	0.1	1.1	0.87	0.95	0.87	20.6
Approach			5	40.0	5	40.0	0.056	38.1	LOS E	0.1	1.1	0.87	0.95	0.87	22.1
All Vehicles			1385	2.9	1385	2.9	0.459	0.2	NA	0.1	1.1	0.00	0.01	0.00	59.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
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Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Organisation: LANGTREE CONSULTING | Licence: NETWORK / 1PC | Processed: Monday, 14 July 2025 10:31:54 AM
Project: C:\Users\Langtree Consulting\Documents\SIDRA Analysis Projects\186A Mount Low\186A Mount Low.sip9

MOVEMENT SUMMARY

Site: 101 [2035 PM Background + Devt (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: Base Year
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Mount Low Parkway															
1	L2	All MCs	4	50.0	4	50.0	0.598	6.2	LOS A	0.0	0.0	0.00	0.00	0.00	24.4
2	T1	All MCs	1148	3.1	1148	3.1	0.598	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	59.4
Approach			1153	3.3	1153	3.3	0.598	0.2	NA	0.0	0.0	0.00	0.00	0.00	59.2
North: Mount Low Parkway															
8	T1	All MCs	566	2.6	566	2.6	0.296	0.0	LOS A	0.1	0.4	0.01	0.01	0.01	59.9
9	R2	All MCs	1	0.0	1	0.0	0.296	10.2	LOS B	0.1	0.4	0.01	0.01	0.01	37.2
Approach			567	2.5	567	2.5	0.296	0.1	NA	0.1	0.4	0.01	0.01	0.01	59.9
West: Access															
10	L2	All MCs	1	0.0	1	0.0	0.041	15.6	LOS C	0.1	0.7	0.92	0.97	0.92	28.6
12	R2	All MCs	3	0.0	3	0.0	0.041	41.8	LOS E	0.1	0.7	0.92	0.97	0.92	22.6
Approach			4	0.0	4	0.0	0.041	35.3	LOS E	0.1	0.7	0.92	0.97	0.92	24.3
All Vehicles			1724	3.0	1724	3.0	0.598	0.2	NA	0.1	0.7	0.00	0.01	0.00	59.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
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Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

APPENDIX E

A copy of SC25/0016

brazier motti

COPY

City of Townsville

PO BOX 1268, Townsville
Queensland 4810

13 48 10

enquiries@townsville.qld.gov.au
townsville.qld.gov.au

ABN: 44 741 992 072

12 February 2025

Richard Grant Ferguson
186A Mount Low Parkway
MOUNT LOW QLD 4818

Dear Richard Ferguson,

Show Cause Notice

Show Cause Notice.: SC25/0016

Offence: Section 165 of the *Planning Act 2016* - A person must not use premises unless the use a lawful use.

Site: 186A Mount Low Parkway MOUNT LOW QLD 4818
Real property description: Lot 11 SP 136003
Property No.: 535375

This letter is a show cause notice issued in accordance with Section 167 of the *Planning Act 2016*. You are invited to show cause why an enforcement notice should not be given to you pursuant to Section 168 of the *Planning Act 2016*.

Why council believes that an enforcement notice should be given to you:

Council is considering giving an enforcement notice to you as an Authorised Officer reasonably believes that you have committed a development offence under Section 165.

Facts and circumstances upon which council has formed the view that an enforcement notice should be given:

1. The subject site is described as Lot 11 SP 136003 - 186A Mount Low Parkway MOUNT LOW QLD 4818 and is located in an Emerging Community Zone of the Townsville City Plan.
2. Council received a complaint about the usage of the property.
3. As a result of that complaint, Authorised Officer of Townsville City Council conducted a desktop investigation. The investigation established that you may be using the premises at 186A Mount Low Parkway MOUNT LOW QLD 4818 as a Transport Depot ("the use") - see attached aerial images 1 - 3 inclusive.
4. The Townsville City Plan defines a Transport Depot as premises used for storage, for commercial or public purposes, of more than one motor vehicle. The use includes premises for the storage of taxis, buses, trucks, heavy machinery and uses of a like nature. The term may include the ancillary servicing, repair, cleaning of vehicles stored on the premises.
5. The usage of the premises as a Transport Depot is Assessable development requiring assessment against the current Townsville City plan (2022/02).

6. Council believes that this use is not a lawful use (please see the definition of 'lawful use' in Schedule 2 of the *Planning Act 2016*).
7. A search of Council records has determined that no development approval has been issued for this use.
8. The failure of the landowner to ensure the use complied with the Emerging Community Zone code constitutes an offence against Section 165 of the *Planning Act 2016, "A person must not use premises unless the use (a) is a lawful use; or (b) for designated premises - complies with any requirements about the use of the premises in the designation."*.

What the enforcement notice will direct you to do:

Council proposes to give an enforcement notice to you that will require you to:

i) Immediately cease the use of a Transport Depot at 186A Mount Low Parkway MOUNT LOW and make and promptly progress an application for a material change of use.

Representations about this notice:

You are invited to show cause as to why an enforcement notice should not be given to you by way of representations. These representations must be in writing, and addressed to:

Team Manager Regulation
Environmental Health and Regulation
Townsville City Council
PO Box 1268
TOWNSVILLE QLD 4810

Representations may be emailed to enquiries@townsville.qld.gov.au

Period for making a representation:

Representations must be made within 20 business days from the date of giving this notice, being 21 March 2025. The representations must be received by the council no later than close of business on that date.

In the event that you fail to show sufficient cause by the specified date, Council may issue you with an enforcement notice.

Yours sincerely

Martin Reid
Development Compliance Officer
Environmental Health and Regulation

Aerial Image 1 - Depicting heavy vehicles and associated trailers on site.

Aerial image 2 - Depicting machinery, pipework and other materials.

Aerial image 3 - Depicting large quantities of work vehicles and/or employee's vehicles.

8 September 2025

Our Ref: 44002-001-01

Assessment Manager
Townsville City Council
PO Box 1268
TOWNSVILLE CITY QLD 4810

Via email: developmentassessment@townsville.qld.gov.au

Attention: Development Assessment

Dear Sir/ Madam,

DEVELOPMENT APPLCIATION
Development Permit for Material Change of Use (Transport Depot)
186A Mount Low Parkway, Mount Low

We act on behalf of the Applicant, Richard G Ferguson, in relation to the abovementioned application.

Please find enclosed a Development Application seeking a Development Permit for Material Change of Use to formalise an existing Transport Depot at 186A Mount Low Parkway, Mount Low on land more formally described as Lot 11 on SP136003.

In accordance with Townsville City Council's schedule of fees and charges 2025/2026, the development application fee is **$6,132.00.** This comprises:

Material Change of Use		
Transport Depot	Equal to or greater than 1,000m^2, and less than 2,500m^2 of TUA	$4,964.00
Where an application triggers Impact Assessment		$1,168.00
Total		
		$6,132.00

This fee will be paid directly to Council by the Applicant upon receipt of Council's application reference number and tax invoice.

Thank you in advance and please do not hesitate in contacting the undersigned should you require further information.

Yours faithfully,

Anne Zareh+
Senior Town Planner
Brazier Motti Pty Ltd

Encl. Development Application