BNC Ref. DA022-26
Council Ref. MCU26/0072
SARA Ref. 2608-54051 SRA

Date >> 26 October 2026

ASSESSMENT MANAGER
TOWNSVILLE CITY COUNCIL
PO BOX 1268
TOWNSVILLE QLD 4810
Via: Email

RE: APPLICANT RESPONSE TO INFORMATION REQUESTS – DEVELOPMENT APPLICATION FOR A MATERIAL CHANGE OF USE (OFFICE – EXTENSION TO OFFICE) AT 719 ROSS RIVER ROAD, KIRWAN QLD 4817

BNC Planning acting on behalf of the applicant, Orange Health Care, submits this response to: (1) the information request issued by Townsville City Council (Council) as assessment manager (dated 25 August 2026, MCU26/0072), in accordance with section 13 of the Development Assessment Rules; and (2) the information request issued by the State Assessment and Referral Agency (SARA) as referral agency (dated 3 September 2026, SARA Ref. 2608-54051 SRA). The application seeks a development permit for a Material Change of Use (Office – Extension to Office) at 719 Ross River Road, Kirwan QLD 4817, being Lot 2 on T118596.

In response to Council's Information Request, the site layout and building design have been substantially revised, relocating the new office building to directly address the Ross River Road and Thuringowa Drive frontages, reconfiguring on-site car parking to the rear of the building, and providing amended landscaping, access and servicing arrangements. In response to SARA's Information Request, a Site-Based Stormwater Management Plan and an amended car parking and pedestrian sight-line layout, both prepared by Northern Consulting Engineers, are attached to this response.

ASSESSMENT MANAGER – TOWNSVILLE CITY COUNCIL – INFORMATION REQUEST

Request Item 1 – Site layout and building design

1. The applicant is requested to revise the site layout and building design including the following amendments, to demonstrate compliance with Performance Outcomes PO10, PO31 and PO32 of the Medium density residential zone code of the Townsville City Plan:

- Built form to address the street by being relocated to the front of the property.
- Awning over the footpath.
- Remove or reduce the large built to boundary parapet wall along the boundary shared with a residential neighbour.
- Parking is to be provided behind the built form.
- All vehicles must be able to enter and exit the site in a forward motion.
- Landscaping buffers to boundaries.

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Document Set ID: 29007425
Version: 1, Version Date: 29/10/2026

- Shade trees in parking areas.
- Street trees on the verge (where not impacted by an awning).
- Refuse bin storage location.

Applicant's response

The site layout and building design have been comprehensively revised in response to this item. The amended plans (Site Layout Plan, Proposed Ground and First Floor Layout Plans, Roof Sheeting Layout Plan and Elevations, prepared by Nth Qld Construction Consulting Pty Ltd, Project No. 26-8351-OHC, Revision D) are attached and respond to each of Council's requested amendments as follows.

The new office building is relocated to the south-western corner of the site, directly addressing the Ross River Road and Thuringowa Drive corner frontage in place of its previous position towards the rear of the site. The Front Elevation confirms an active, highly glazed building frontage to both streets, with articulated entries and signage.

A full awning over the public footpath is not proposed, and is not considered a reasonable or practical requirement of this development. A footpath awning achieves its intended streetscape and pedestrian amenity benefit where it forms part of a continuous, linked awning network along an activity centre or commercial frontage. The site is a stand-alone commercial allotment; the land immediately adjoining the site to the east is zoned Medium Density Residential and will not be developed with a commercial frontage capable of connecting into a footpath awning, now or in the future. An isolated awning over this site's frontage alone would therefore provide no network benefit to pedestrians. A structure of this nature extending over the road reserve would also require separate approval from the relevant road authority, noting Ross River Road is a state-controlled road, and carries an ongoing construction, structural certification and maintenance liability that is disproportionate to the limited, localised benefit it would provide in these circumstances. The amended building design instead contributes to the streetscape and pedestrian amenity of both frontages through its active, highly glazed presentation, articulated entries and signage, and landscaped setback, which appropriately addresses the intent of Performance Outcome PO31 without a footpath awning being required.

The relocation of the building to the site's road frontages removes the large built-to-boundary parapet wall previously proposed along the boundary shared with the adjoining residential allotment to the north. A reduced parapet wall, together with 600mm wide x 600mm high screening, is now proposed only where the building adjoins that boundary, directly responding to Council's request to remove or reduce this built form element.

On-site car parking is relocated to the rear and side of the new building, generally screened from both street frontages by the building itself and by the landscaped frontage setback. The amended layout provides for all vehicles to enter and exit the site in a forward direction. Swept path diagrams confirming forward entry and exit for each parking space will be provided to Council's satisfaction as part of the engineering drawings for the Operational Works / plumbing and drainage approval stage.

Landscaping buffers are provided to the site's boundaries, including a landscaped setback and street tree planting along the Thuringowa Drive frontage, and shade tree planting within the car parking area, as shown on the Site Layout Plan.

A specific refuse bin storage location is not nominated on the amended plans at this stage. The applicant requests that this matter be addressed by way of a standard condition of approval, requiring refuse bin storage to be provided on a hardstand area with access to a hose cock for wash-down, and screened from public view, to Council's satisfaction prior to the commencement of use. This is an appropriate and standard mechanism for resolving a matter of this nature, consistent with Council's usual practice for development of this scale.

Performance Outcome PO10 requires parking facilities to be concealed from public view to ensure an attractive streetscape, with Acceptable Outcome AO10 achieved where vehicle parking structures are located behind the building setback, behind the building, or at basement level. The revised Site Layout Plan

Document Set ID: 29007425
Version: 1, Version Date: 29/10/2026

locates car parking behind and beside the new building, screened from both street frontages. The revised layout achieves AO10 and complies with PO10.

Performance Outcome PO31 requires development to contribute, through street improvements, to the boulevard treatment of Thuringowa Drive, Riverway Drive and Ross River Road, with no acceptable outcome nominated. The revised building directly addresses both the Ross River Road and Thuringowa Drive frontages with an active, highly glazed façade, landscaped setbacks and street tree planting, in place of a built form previously oriented away from the street. This is a materially stronger contribution to the boulevard treatment of both frontages than the design assessed at lodgement. The proposal complies with PO31.

Performance Outcome PO32 requires building height and scale to be consistent with the character desired for the Thuringowa East precinct, with Acceptable Outcome AO32.1 achieved where building height does not exceed 5 storeys within the area shown on Figure 6.30 – Thuringowa East precinct concept plan, and 3 storeys otherwise; AO32.2 applies only to buildings of more than 3 storeys. The proposed building remains two storeys, unchanged by the revised site layout, and achieves AO32.1; AO32.2 does not apply. The amended design maintains the primary orientation of the building to the street, together with building setbacks and on-site circulation at ground level, consistent with the intent of PO32. The proposal complies with PO32.

In relation to Council's advice regarding the sewer connection point, the applicant acknowledges that the proposed new office building is located over the existing sewer connection point, and that the property connection point and associated plumbing will require relocation. This is a design and construction detail to be resolved as part of the plumbing and drainage approval, and is appropriately secured by a condition of approval. It does not affect the planning merits of the application.

STATE ASSESSMENT AND REFERRAL AGENCY (SARA) – INFORMATION REQUEST

Request Item 1 – Stormwater and flooding impacts on the state-controlled road

In reviewing the application material, it is noted that the proposal involves an increase of impervious areas on a site which generally drains towards the state-controlled road and contains areas of medium flood hazard. The proposed development has the potential to adversely impact the safety of users of the state-controlled road during a variety of rainfall events.

Context

Response requested: Please provide an assessment of the stormwater and flood impacts, prepared and certified by a suitably qualified RPEQ, together with supporting civil drainage plans. The assessment must: identify existing and proposed catchments, flow paths, lawful points of discharge and drainage infrastructure; quantify pre-development and post-development peak flows and demonstrate no actionable worsening to the State-controlled road corridor or its drainage infrastructure; assess relevant flood events and demonstrate that the development does not worsen flood levels, velocities, duration, hazard or flood storage affecting the road corridor; demonstrate that stormwater quality, sediment, erosion and scour will be appropriately managed; identify finished surface levels and any changes to overland flow paths arising from the building, parking and associated works; and detail all mitigation, detention, treatment and scour protection measures required to protect the safety, structural integrity and operating performance of Ross River Road and Thuringowa Drive.

Applicant's response

A Site-Based Stormwater Management Plan (SBSMP) has been prepared by Northern Consulting Engineers (Job No. NQC0225-SBSMP, Revision A, dated 23 October 2026, RPEQ 24378). A copy is attached, together with the supporting proposed layout plan.

The SBSMP identifies the lawful point of discharge (LPOD), for both the existing and proposed conditions, as the road reserve low point between Thuringowa Drive and Ross River Road, and confirms the existing and proposed site catchments and overland flow paths. The complete 916m^2 site is identified as a single hydrologic catchment, with no external catchment contributing stormwater runoff to the site.

Document Set ID: 29007425
Version: 1, Version Date: 29/10/2026

The existing impervious area of 519m^2 (57% of the site) will increase to approximately 865m^2 (94%) under the proposed development. Pre-development and post-development peak flows have been calculated using the Rational Method in accordance with the Queensland Urban Drainage Manual for events up to and including the 1% AEP. An effective detention storage volume of approximately 24m^3 is provided via an open drainage and detention system, with a controlled outlet discharging to the existing kerb and channel, sized so that post-development peak discharge does not exceed the corresponding pre-development peak flows for each design event, including the 1% AEP event. On this basis, the development will not result in an actionable worsening of peak flows to the state-controlled road corridor or its drainage infrastructure.

The site has been assessed against Council's Flood Information Portal 1% AEP flood-depth mapping. The majority of the site, including the proposed development footprint, is outside the mapped 1% AEP flood extent; shallow flooding is mapped primarily within the adjoining road reserves. The defined flood level (DFL) for the site is RL16.1m AHD, with habitable floor levels to be set a minimum of 300mm above the DFL. On this basis, the development will not obstruct a mapped flood flow path, reduce available flood storage, or worsen flood levels, velocities, duration or hazard affecting Ross River Road or Thuringowa Drive.

The development has been assessed under SC6.4.3.8.3(6) of the City Plan and the State Planning Policy as low risk for stormwater quality purposes, as the operational works associated with the development affect less than 2,500m^2 of land. Erosion and sediment control during construction, and scour protection at the proposed stormwater outlet, will be addressed through standard erosion and sediment control measures and detailed civil design at the operational works / plumbing and drainage approval stage, consistent with standard practice for development of this scale and secured by conditions of approval.

Request Item 2 – Impacts of parking layout on pedestrian safety

In reviewing the carparking arrangement detailed within the Site Layout Plan, prepared by Nth Qld Construction Consulting Pty Ltd, Sheet 13, revision B, it is noted that the access arrangements are not compliant with AS2890.1, which requires sight splays on the exit side of the driveway crossover and onsite queuing provisions for the protection of pedestrians.

Context

Response requested: Please provide an amended layout plan which: removes CAR PARK 01 and designates CAR PARK 02 as staff only to minimise turnover during peak periods; and includes a pedestrian sight splay on the exit side of the driveway crossover in accordance with AS2890.1.

Applicant's response

The site layout and car parking arrangement have been substantially revised, as set out in response to Council's Information Request above. A Sight Triangles plan has been prepared by Northern Consulting Engineers (Drawing No. NQC0225-SK01-A, dated 12 August 2026) and is attached, confirming pedestrian sight splays on the exit side of the driveway crossover onto Thuringowa Drive, in accordance with AS2890.1. Fences, structures and landscaping within the sight triangles are limited to a maximum height of 500mm, or are transparent between 500mm and 1,200mm with narrow vertical support columns spaced at a minimum of 1,200mm, consistent with AS2890.1 sight-line requirements.

The on-site car parking layout is reconfigured as part of the relocation of the building to the site's road frontages. The parking layout will be finalised to remove Car Park 01 and designate Car Park 02 as staff-only parking, consistent with SARA's request, with the final car park numbering and allocation confirmed on the engineering drawings for the Operational Works / plumbing and drainage approval stage.

Summary

This correspondence constitutes the applicant response to the information request issued by Townsville City Council as assessment manager, and the information request issued by SARA as referral agency, each under section 13 of the Development Assessment Rules.

Document Set ID: 29007425
Version: 1, Version Date: 29/10/2026

I trust the additional material included in this response provides sufficient information to allow the assessment of the development application to proceed. Should there be any issues, or should additional information be required, please contact me.

Kind regards,

Benjamin Collings, Director
BNC Planning Pty Ltd

Attachments:

- Site Layout Plan, Proposed Ground Floor Layout Plan, Proposed First Floor Layout Plan, Roof Sheeting Layout Plan and Elevations, prepared by Nth Qld Construction Consulting Pty Ltd (Project No. 26-8351-OHC), Revision D
- Site-Based Stormwater Management Plan, prepared by Northern Consulting Engineers (Job No. NQC0225-SBSMP), Revision A
- Sight Triangles plan, prepared by Northern Consulting Engineers (Drawing No. NQC0225-SK01-A)

Document Set ID: 29007425
Version: 1, Version Date: 29/10/2026