From: "Scope Town Planning" <jburns@scopetownplanning.com.au>
Sent: Tue, 10 Oct 2023 19:21:24 +1000
To: "Development Assessment" <developmentassessment@townsville.qld.gov.au>
Subject: MCU23/0101 - New DA 23010 (MCU+ROL) 936-938 Ingham Rd Bohle
Attachments: 23010 Appendix 1 - Assessment against the Planning Codes.pdf, 23010 Appendix 2 - Pre-lodgement Minutes.pdf, 23010 Appendix 3 - Development Plans.pdf, 23010 Appendix 4 - Traffic Impact Assessment.pdf, 23010 Appendix 5 - Compliance of Existing Use Rights.pdf, 23010 Appendix 6 - Title Search.pdf, 23010 Planning Report.pdf, Company Owners Consent-BCSMR Property Investment pty ltd 24JUL23.pdf, DAForm1-Developmentapplicationdetails (1).docx
Importance: Normal

The Planning Team

Please find all required forms and documents for lodgement of a new Development Application for a combined ROL (2 into1 lot amalgamation) and MCU (new Bar) over land at 936-938 Ingham Rd, Bohle.

Should you require further information, please contact the undersigned at Scope Town Planning.

Please issue the application fee to the land owner, Mr Saul Blythe via email at saul@bcsmr.com.au

Regards

Johnathan Burns
TOWN PLANNER
SCOPE TOWN PLANNING

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Appendix 1: Assessment against the Townsville City Planning Codes

APPLICATION		PREMISES	
FILE NO:	23010	**ADDRESS:**	936-938 Ingham Road Bohle Qld. 4818
APPLICANT:	BCSMR Property Investments Pty. Ltd.	**RPD:**	2RP721874 and 4RP729671
LODGED BY:	Scope Town Planning	**AREA:**	Lot 2: 1113m² Lot 4: 527m²
DATE LODGED:	October 2023	**OWNER :**	Bohle Watch Pty. Ltd. (Saul Blyth)
TYPE OF APPROVAL:	Development Permit		
PROPOSED DEVELOPMENT:	Combined ROL (2 into 1) + MCU (Bar)		
PLANNING SCHEME:	Townsville City Plan (v2022/02)		
ZONE:	Medium Impact Industry Zone		
LEVEL OF ASSESSMENT:	Impact		
SUBMISSIONS:	n/a		

As identified in Part 5 of the City Plan, this development is required to satisfy the Performance Outcomes of the following Codes:

6.5.2 Medium Impact Industry Zone Code
8.2.1 Airport Environs Overlay Code
8.2.6 Flood Hazard Overlay Code
9.3.2 Healthy Waters Code
9.3.3 Landscape Code
9.3.4 Reconfiguring a lot Code
9.3.5 Transport Impact, access and parking Code
9.3.6 Works Code

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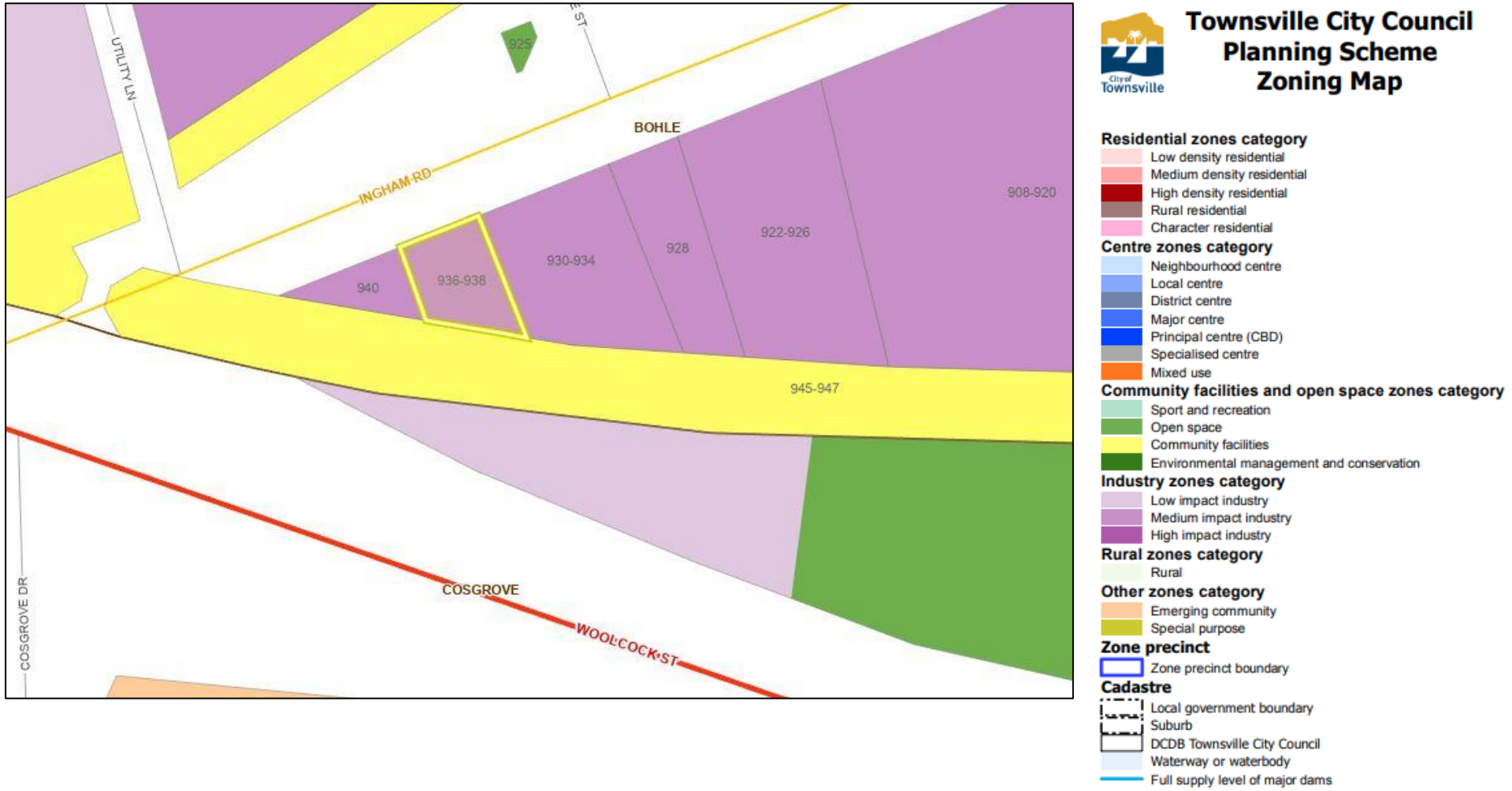
6.5.2 Medium Impact Industry Zone Code

The proposed development is assessable against the provisions of the Medium Impact Industry Zone Code of the Townsville City Plan (2022/02).



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6.5.2.3 Assessment benchmarks

Table 6.5.2.3-Accepted development subject to requirements and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For accepted development subject to requirements and assessable development — where involving a new building or expansion to an existing building Note—The following acceptable outcomes will not apply where the development is a change of use in an existing building that does not involve any expansion of that building.			
Built form			
PO1 Development is consistent with the scale of surrounding buildings.	**AO1.1** Site cover does not exceed 80%.	✔	Site Cover is less than 50%
	AO1.2 Buildings are set back from street and road frontages: (a) within 20% of the average front setback ofadjoining buildings; or (b) where there are no adjoining buildings, 6m.	✔	Existing building setback remain unchanged. No new buildings within the setbacks are proposed.
PO2 Building entrances are legible and safe.	**AO2.1** Pedestrian entries to buildings are visible from the street and visitor parking areas, and are separate to vehicle access points.	✔	Visitor access is visible from the street and visitor parking areas and are separated from vehicle access points.
	AO2.2 Doorway recesses in building facades are not of a size or configuration that would conceal a person, unless lighting, mirrors, transparent materials or angled approaches are included to offset the potential for impacts on safety.	✔	Building facades and doorways do not provide for the concealment of persons.
	AO2.3 Each building or tenancy is provided with a highly visible street and unit number respectively.	✔	Street/unit number signage will be erected as required.
	AO2.4 Premises are provided with external lighting sufficient to provide safe ingress and egress for site users.	✔	Sufficient lighting has been included in the building design.

Amenity			
PO3 Utility elements (including refuse areas, outdoor storage, plant and equipment, loading and unloading areas) are screened from view from the street and sensitive land uses.	**AO3** Utility elements are: (a) located within or behind the building; or (b) screened by a 1.8m high solid wall or fence; or (c) behind landscaping having the same screeningeffect as a 1.8m screen fence. Editor's note—Screening can be provided by any combination of the above treatments to meet the acceptable outcome.	✔	The new bin storage area is screened as required.
PO4 Landscaping is provided to create streetscapes which contribute positively to the city image, particularly along major roads and streets.	**AO4** Landscaping is provided for a minimum depth of: (a) 4m along an arterial or sub-arterial road; or (b) 2m along any other road or street frontage.	✔	There is no existing landscaping and the lot size does not allow for deep landscaping beds. Landscaping will be provided at a depth of 0.5m along the street frontage and side boundary of Lot 2.
For accepted development subject to requirements and assessable development			
General			
PO5 Development minimises impacts on sensitive land uses having regard to noise, vibration, odour, dust, light or other emissions. Adverse impacts on the health, safety or amenity of nearby residential zoned land or other sensitive land uses are minimised. Editor's note—Applicants should have regard to relevant legislative, industry and licensing requirements.	**AO5.1** Development achieves the noise generation levels set out in the Environmental Protection (Noise) Policy 2008.	✔	No residential or sensitive land uses are located near the site. The proposed use will meet the required noise generation limits.
	AO5.2 Development achieves the air quality objectives set out in the Environmental Protection (Air) Policy 2008.	✔	No residential or sensitive land uses are located near the site. The proposed use does will emit excessive air pollution.
	AO5.3 Materials that are capable of generating air contaminants are wholly enclosed in storage bins.	✔	No residential or sensitive land uses are located near the site. The proposed use does not emit air contaminates.
	AO5.4 All external areas are sealed, turfed or landscaped.	✔	All external areas will be sealed, turfed or landscaped.
	AO5.5 Light emanating from any source complies with Australian Standard AS4282 Control of the Obtrusive Effects of Outdoor Lighting.	✔	No residential or sensitive land uses are located near the site. The proposed use will not emit excessive light pollution.

	AO5.6 Outdoor lighting is provided in accordance with Australian Standard AS 1158.1.1 — Road Lighting — Vehicular Traffic (Category V) Lighting — Performance and Installation Design Requirements.	✔	The proposed use has been designed in accordance with all applicable standards.
PO6 Development provides for the collection, treatment and disposal of liquid wastes or sources of contamination such that off-site releases of contaminants do not occur. Editor's note—Applicants should also have regard to Section 9.3.7 Works code, Section 9.3.2 Healthy waters code and other relevantlegislative, industry and licensing requirements.	**AO6.1** Areas where potentially contaminating substances are stored or used, are roofed and sealed with concrete, asphalt or similar impervious substance and bunded.	**n/a**	The proposed use does not store, use or generate contaminating substances.
	AO6.2 Roof water is piped away from areas of potential contamination.	✔	Roof water will be drained to a legal point of discharge. The proposed use does not generate liquid contaminants.
PO7 The site layout and design: (a) minimises earthworks; (b) maximises retention of natural drainage patterns;and (c) ensures existing drainage capacity is not reduced.	**AO7** Development does not involve earthworks involving more than 100m^3.	✔	The proposed development does not require/involve earthworks.
For accepted development subject to requirements and assessable development			
Defence land			
PO8 Development does not adversely affect the safe and efficient operation of nearby Department of Defence land.	**AO8** All buildings and operational components of a use are setback not less than 100m from the closest boundary ofland in the control of or used by the Department of Defence.	**n/a**	The proposal site is not located within 100m of land in the control of or used by the Department of Defence.
For accepted development subject to requirements and assessable development			
Caretaker's accommodation			
PO9 Development does not compromise the viability of theprimary use of the site.	**AO9** No more than one (1) caretaker's accommodationdwelling is established on the site.	✔	No additional Caretaker Accommodation is proposed.

For accepted development subject to requirements and assessable development			
Ancillary office uses			
PO10 Offices are accommodated where they are ancillary tothe primary industrial use on the site.	**AO10** The area used for an office use does not exceed 250m^2 or 10% of the gross floor area, whichever is the lesser.	✔	The established, existing office uses will be retained. No additional offices are proposed. Refer to the attached PCU letter.
For assessable development			
Uses			
PO11 Development within the zone facilitates: (a) industrial activities whose impacts on sensitiveland uses and the natural environment can beappropriately managed; or (b) uses which require larger sites in locations thatare separated from sensitive land uses, and are not more appropriately accommodated in other zones; or (a) non-industrial uses which are small in scale andancillary to or directly support the industrial functions of the area.	No acceptable outcome is nominated.	✔	The proposed use in non-industrial and is an extension of the existing allowed use of the site.
PO12 Development is not primarily oriented to retail sales, other than where involving an outdoor sales activity.	No acceptable outcome is nominated.	✔	The existing uses will be retained. Refer to the attached PCU letter.
PO13 Development does not significantly detract from the availability or utility of land for industry purposes.	No acceptable outcome is nominated.	✔	The existing uses will be retained. Ample industrial sites exist in the surrounding area.
For assessable development			
Crime prevention through environmental design			
PO14 Site layout facilitates the security of people and property having regard to: (a) opportunities for casual surveillance and sightlines; (b) exterior building designs which promote safetyand deter graffiti; (c) adequate definition of uses and ownership; (d) adequate lighting; (e) appropriate signage and wayfinding;	No acceptable outcome is nominated.	✔	The proposed buildings and facilities have been designed in accordance with all applicable standards.

(f) minimisation of entrapment locations; and (g) building entrances, loading and storage areasbeing well lit and lockable after hours. Editor's note—Applicants should have regard to Crime Prevention through Environmental Design Guidelines for Queensland.			
For assessable development			
Community and environmental risk			
PO15 Development is designed and managed so that it provides appropriate protection for community health andsafety, and avoids unacceptable risk to life and property.	No acceptable outcome is nominated.	✔	The proposed use has been designed and will be operated in accordance with all applicable standards.
PO16 The site layout and design responds sensitively to on-site and surrounding drainage patterns and ecological values by: (a) maximising retention of natural drainage patterns; (b) ensuring existing drainage capacity is not reduced; (c) maximising the retention or enhancement of existing vegetation and ecological corridors; and (d) providing buffers to protect the ecological functions of waterways.	No acceptable outcome is nominated.	✔	The proposed buildings have been designed in accordance with all applicable standards.
Additional benchmarks for assessable development in precincts			
Roseneath medium impact industry precinct			
PO17 Development is supported by adequate infrastructure, including: (a) connection to reticulated water and sewagenetworks; (b) connection to a stormwater drainage system; and (c) constructed roads.	**No acceptable outcome is nominated.** **Editor's note—In accordance with the Act, council may seek to secure the necessary infrastructure through conditions of approval or infrastructure agreements.**	**n/a**	The proposal site is not located within the Roneneath medium impact industry precinct.

PO18 Development protects the environmental quality, existing riparian vegetation and hydraulic capacity of waterways including Stuart and Stoney Creeks.	No acceptable outcome is nominated.	**n/a**	The proposal site is not located near a waterway.
PO19 Development does not compromise the safe use of the nearby magazine reserve.	**AO19** The development does not compromise the protective works safety distance from explosive storage stipulated in AS2187-1 Explosives — Storage, transport and use and is otherwise consistent with that standard. Editor's note—The magazine reserve is located on the following property descriptions, Lot 103 Plan EP2187 and Lot 220 Plan SP138418.	**n/a**	The proposal site is not located near the magazine reserve.
PO20 Impacts on nearby residential uses are minimised as far as practicable. Editor's note—Applicants should have regard to relevant legislative, industry and licensing requirements.	No acceptable outcome is nominated.	**n/a**	The proposal site is not located near residential uses.

8.2.1 Airport Environs Overlay Code

The proposed development is assessable against the provisions of the Airport Environs Overlay Code of the Townsville City Plan (2022/02).

Prepared by Scope Town Planning for The Building Approval Company

8.2.1.3 Assessment benchmarks

Table 8.2.1.3 - Accepted development subject to requirements and assessable development.

Performance outcomes	Acceptable outcomes	Complies	Comments
For accepted development subject to requirements and assessable development			
Operational airspace (overlay map OM-01.1)			
PO1 Development does not involve permanent or temporaryphysical obstructions that will adversely affect the airport's operational airspace area identified on overlaymap OM-01.1. Editor's note—The *Defence (Areas Control) Regulation* (DACR) is a Commonwealth regulation under the *Defence Act 1903*. Developmentin the area covered by this regulation which exceeds certain heightswill require a separate assessment process under Regulation 8 of the DACR by the Department of Defence. The Department of Defence also requires that all tall structures (30m high within 30km of the airport and 45m high elsewhere) are registered by forwarding "as constructed" information to Airservices Australia at the following email address: vod@airservices.com.	**AO1** Development involving a permanent or temporary building, structure or landscaping does not enter operational airspace areas identified on overlay map OM-01.1. Editor's note-Alternative heights which enter the operational airspace areas may be possible. In particular, building heights which meet theacceptable outcomes for a particular zone or precinct under this planning scheme. However, applicants should note the requirement for assessment under the Defence (Areas Control) Regulation (DACR) for development which exceed AO1 above.	✔	The proposed development does not involve permanent or temporaryphysical obstructions that will adversely affect the airport's operational airspace.
PO2 Emissions do not significantly affect air turbulence, visibility or aircraft engine operation in the airport's operational airspace area identified on overlay map OM-01.1.	**AO2** Development does not generate: (a) a gaseous plume with a velocity exceeding 4.3mper second; or (b) smoke, dust, ash or steam that will penetrate operational airspace areas identified on overlaymap OM-01.1.	✔	The proposed development does not produce emissions that will adversely affect the airport's operational airspace.

For accepted development subject to requirements and assessable development			
Wildlife hazard buffer zones (overlay map OM-01.2)			
PO3 Development does not attract a significant number of flying vertebrates, such as birds and bats, into areasidentified on overlay map OM-01.2.	**AO3.1** Within 13km of airport runways, development does notinvolve a putrescible waste disposal facility.	✔	The development does not involve a putrescible waste disposal facility.
	AO3.2 Within 8km of airport runways, development does notinvolve: (a) aquaculture; or (b) food handling or processing of an industrial nature;or (c) stock handling or slaughtering; or (d) pig production; or (e) fruit production; or (f) turf production; or (g) the keeping or protection of wildlife outsideenclosures.	**n/a**	The site is not located within this area of the overlay.
	AO3.3 Within 3km of airport runways, development does notinvolve: (a) the keeping, handling or racing of horses; or (b) outdoor dining, food handling or food consumption.	**n/a**	The site is not located within this area of the overlay.
For accepted development subject to requirements and assessable development			
Public safety areas (overlay map OM-01.2)			
PO4 A significant increase in the numbers of people living, working or congregating in public safety areas identifiedon overlay map OM-01.2 is avoided.	**AO4** Within a public safety area identified on overlay map OM-01.2, development does not involve the following: (a) residential uses; or (b) a new building or an increase in the gross floor area of an existing building accommodating a non-residential use, other than an industrial use; or (c) any activities involving the manufacture or bulkstorage of hazardous or flammable materials.	**n/a**	The site is not located within this area of the overlay.

For accepted development subject to requirements and assessable development			
Aviation facilities (overlay map OM-01.3)			
PO5 Development within the area identified on overlay map OM-01.3 is located and designed to protect the function of aviation facilities from physical obstructions, electrical or electromagnetic interference and deflection of signals.	**AO5.1** No building, structures or other works which exceed 7.9m in height are located between 150m and 500m of non-directional beacon (NDB) site (as depicted on overlay map OM-01.3).	**n/a**	The site is not located within this area of the overlay.
	AO5.2 Within the buffer area of the Townsville Airport distance measuring equipment (DME) site (as depicted on overlaymap OM-01.3), no building, structure or other works involving a change to, or a physical projectionabove, the ground level are located: (a) within 115m of the DME site; or (b) between 115m and 230m of the DME site if exceeding 1m in height; or (c) between 230m and 500m of the DME site if exceeding 2m in height; or (d) between 500m and 1,000m of the DME site ifexceeding 4m in height; or (e) between 1,000m and 1,500m of the DME site ifexceeding 8.5m in height.	**n/a**	The site is not located within this area of the overlay.

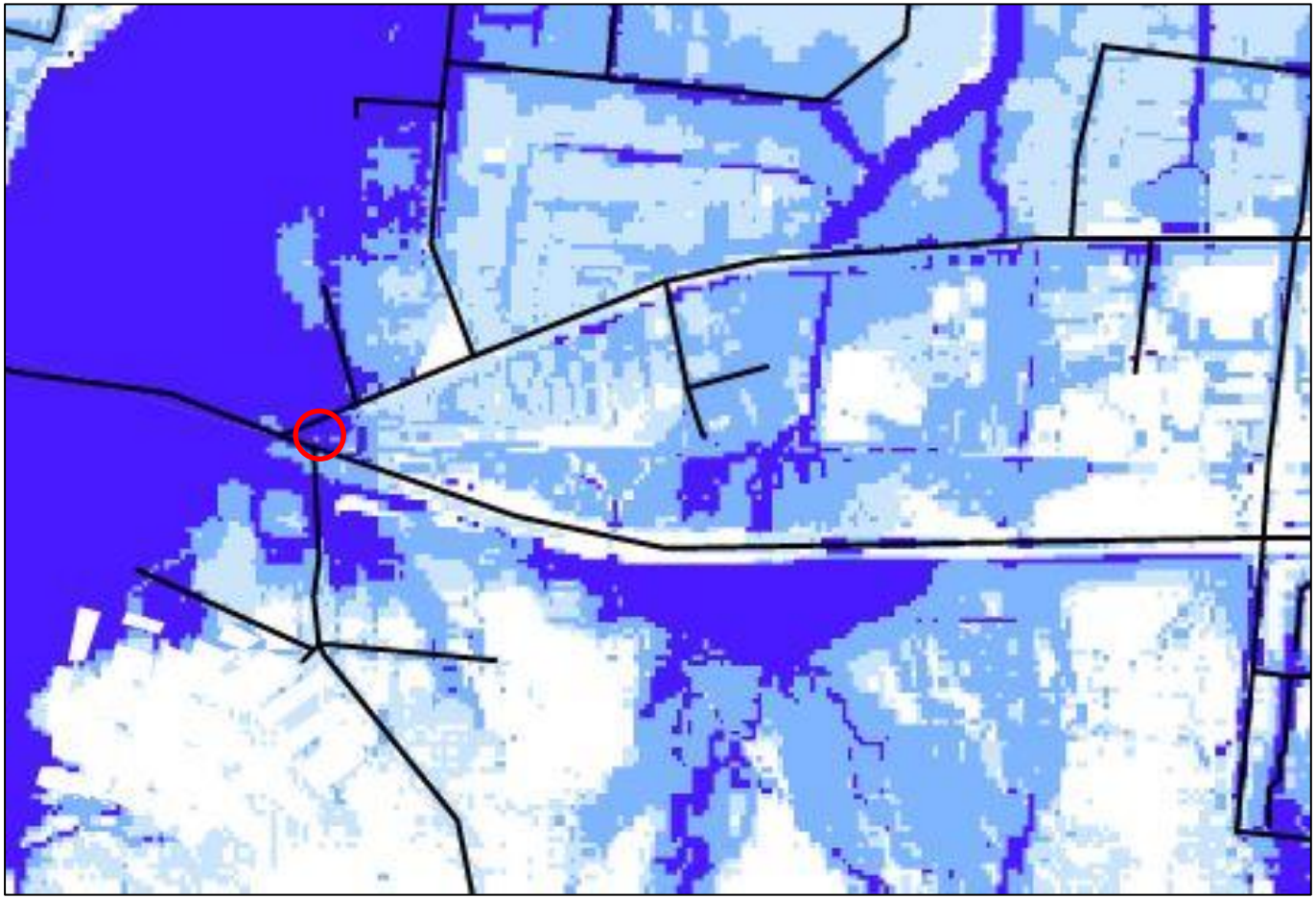
	AO5.3 Within the buffer area of the Townsville Airport VHF omni- directional radio range (VOR) site (as depicted on overlay map OM-01.3): (a) no building, structures or other works involving achange to, or a physical projection above, the ground level are located within 300m of the site;and (b) the following are not located between 300m and1,000m of the site: (i) fences exceeding 2.5m in height; or (ii) overhead lines exceeding 5m in height; or (iii) metallic structures exceeding 8m in height;or (iv) trees and open lattice towers exceeding10m in height; or (v) wooden structures exceeding 13m inheight.	**n/a**	The site is not located within this area of the overlay.
	AO5.4 Within the buffer area of the Townsville Airport Glidepath site (as depicted on overlay map OM-01.3), no building, structures or other works involving a change to, or a physical projection above, the ground level are located between: (a) 700m and 1,000m of the site if exceeding 6m inheight; or (b) 1,000m and 1,500m of the site if exceeding 8.7min height.	**n/a**	The site is not located within this area of the overlay.

	AO5.5 Within the buffer area of the Townsville Airport middle marker site (as depicted on overlay map OM-01.3, nobuildings, structures or other works involving a change to, or a physical projection above, the ground level occurs that exceed 20m in height.	**n/a**	The site is not located within this area of the overlay.
	AO5.6 No buildings, fences or landscaping are established within the buffer area of the Townsville Airport localiser(as depicted on overlay map OM-01.3).	**n/a**	The site is not located within this area of the overlay.
For accepted development subject to requirements and assessable development			
Australian noise exposure forecast contours (overlay map OM-01.4)			
PO6 Development within the area identified on overlay mapOM-01.4 is compatible with forecast levels of aircraftnoise unless there is an overriding need in the public interest and there is no reasonable alternative site available for the use. Editor's note—Where the acceptable outcomes cannot be met, an appropriately qualified acoustic practitioner may be required to be engaged in order to demonstrate compliance with this performance outcome.	**AO6.1** Above the 25 ANEF contour (as depicted on overlay mapOM-01.4), development does not involve the following: (a) child care centre; (b) educational establishment; or (c) hospital.	**n/a**	The site is not located within this area of the overlay.
	AO6.2 Above the 30 ANEF contour (as depicted on overlay mapOM-01.4), development does not involve a community use or community care centre.	**n/a**	The site is not located within this area of the overlay.
	AO6.3 Above the 35 ANEF contour areas (as depicted on overlay map OM-01.4) development does not involveresidential uses.	**n/a**	The site is not located within this area of the overlay.
	AO6.4 The siting and design of any building is in accordancewith Australian Standard AS2021 and Australian Standard AS/NZS2107.	**n/a**	The site is not located within this area of the overlay.

For accepted development subject to requirements and assessable development			
Lighting area buffer zones (overlay map OM-01.5)			
PO7 Development within the area identified on overlay map OM-01.5 does not involve external lighting or reflectivesurfaces that could distract or confuse pilots. Editor's note—The standards specified in CASA Guidelines: Lighting in the vicinity of aerodromes: Advice to lighting designers, may be used to demonstrate compliance with this performance outcome.	**AO7.1** Development within the 6km radius shown on overlaymap OM-01.5 does not involve: (a) straight parallel lines of lighting 500m to 1000mlong; or (b) lighting which extends more than 3 degrees abovethe horizon; or (c) flare plumes; or (d) buildings with reflective cladding; or (e) upward-shining lights; or (f) flashing lights; or (g) sodium lights.	**n/a**	The site is not located within this area of the overlay.
	AO7.2 In zone A shown on overlay map OM-01.5, lighting doesnot exceed 0 candela.	**n/a**	The site is not located within this area of the overlay.
	AO7.3 In zone B shown on overlay map OM-01.5, lighting doesnot exceed 50 candela.	**n/a**	The site is not located within this area of the overlay.
	AO7.4 In zone C shown on overlay map OM-01.5, lighting doesnot exceed 150 candela.	**n/a**	The site is not located within this area of the overlay.
	AO7.5 In zone D shown on overlay map OM-01.5, lighting doesnot exceed 450 candela.	**n/a**	The site is not located within this area of the overlay.

8.2.6 Flood Hazard Overlay Code

The proposed development is assessable against the provisions of the Flood Hazard Overlay Code of the Townsville City Plan (2022/02).



8.6.2.3 Assessment benchmarks

Table 8.2.6.3 (a) - Accepted development subject to requirements and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For accepted development subject to requirements and assessable development			
PO1 Development in medium and high hazard areas is designed and located to minimise susceptibility to and potential impacts of flooding. Editor's note—The *Building Regulation 2006* may also establish requirements with which development will need to comply. The defined flood event is identified in this planning scheme as the 1% annual exceedance probability (AEP) flood and is mapped as the combined extent of the high and medium flood hazard areas identified on overlay map OM-06.1 and 06.2. Other than in the medium hazard — further investigation area, council will be able to make available the height of the flood level for any particular location upon request. Applicants must be aware that in some areas storm tide hazard areas will also co-exist with flood hazard areas. In these instances, the floor levels and other design responses will need to be sufficient to comply with this code, the Coastal environment overlay code and the *Building Regulation 2006*.	**AO1.1** Where the development is located within an area shown on overlay map OM-06.1 or 06.2 as medium hazard — further investigation area, new buildings containing habitable rooms: (a) are sited on a part of the site which is outside the medium hazard — further investigation area; or (b) are sited on the highest part of the site. OR **AO1.2** Where development is located within another hazard area shown on overlay map OM-06.1 or 06.2: floor levels of all habitable rooms are a minimum of 300mm above the defined flood level; (a) floor levels of all non-habitable rooms (other than class 10 buildings) are above the defined flood event; (b) parking spaces associated with non-residential development are located outside the high hazard areas identified on overlay map OM-06.1 or 06.2; and Editor's note—Class 10 buildings are identified under the Building Code of Australia and includes carports and outbuildings. (c) underground parking is designed to prevent the intrusion of flood waters by the incorporation of a bund or similar barrier with a minimum height of 300mm above the defined flood level.	✔	The proposed use does not contain habitable rooms.

PO2 Development in high hazard areas does not significantly impede the flow of flood waters through the site or worsen flood flows external to the site.	**AO2.1** Development in high hazard areas do not involve: (a) filling with a height greater than 150mm; or (b) block or solid walls or solid fences; or (c) garden beds or other structures with a height more than 150mm; or (d) the planting of dense shrub hedges.	✔	The development does not involve any filling, solid fences or raised or dense landscaping which might significantly impede the flow of flood waters through the site or worsen flood flows external to the site.
PO3 Development does not intensify use in high hazard areas, in order to avoid risks to people and property. Editor's note—High hazard areas are those likely to experience deep and/or fast moving water in a defined flood event.	**AO3.1** New buildings are located outside high hazard areas identified on overlay map OM-06.1 or 06.2.	✔	The proposed use does not involve habitable areas and is not of a large enough scale to intensify risks to property or persons on the site. No new lots are created and the use does not involve any non-permanent (or permanent) accommodation uses.
	AO3.2 New lots or roads are not created within high hazard areas identified on overlay map OM-06.1 or 06.2.		
	AO3.3 Sites for non-permanent accommodation such as tents, cabins or caravans (whether intended for short or long-term accommodation) are located outside the high hazard areas identified on overlay map OM-06.1 or 06.2.		
PO4 Siting and layout of development maintains the safety ofpeople and property in medium hazard areas. Editor's note—The Building Regulation 2006 establishes requirements with which development will need to comply. The defined flood event is identified in this planning scheme as the 1%annual exceedance probability (AEP) flood and is mapped as	**On existing lots** **AO4.1** Floor levels for residential buildings are 300mm above the defined flood level. Editor's note—In medium hazard — further investigation area, a flood assessment in accordance with the Flood hazard planning scheme policy no. SC6.7 may be needed to establish the defined flood level.	✔	The proposed use does not involve any new residential buildings.

thecombined extent of the high and medium flood hazard areas identified on overlay map OM-06.1 and 06.2. Other than in the medium hazard — further investigation area, council will be able to make available the height of the flood level for any particular locationupon request. Applicants must be aware that in some areas storm tide hazard areas will also co-exist with flood hazard areas. In these instances, the floor levels and other design responses will need to be sufficient to comply with this code, the Coastal environment overlay code and the *Building Regulation 2006*.	**AO4.2** Floor levels of non-residential buildings (other than class 10 buildings) are above the defined flood level. Editor's note—Class 10 buildings are identified under the Building Code of Australia and includes carports and outbuildings.	✔	The proposed open structure is a Class 10 building. No habitable rooms are included in the proposed development.
	AO4.3 Underground parking is designed to prevent the intrusion of flood waters by the incorporation of a bund or similar barrier with a minimum height of 300mm above the defined flood level.	✔	The proposed use does not involve any underground parking.
	AO4.4 Development for non-permanent accommodation such as tents, cabins or caravans (whether intended for short or long-term accommodation) are located outside the medium hazard areas identified on overlay map OM-06.1 or 06.2.	✔	The proposed use does not involve any non-permanent (or permanent) accommodation uses.
	Where reconfiguring a lot **AO4.5** Where reconfiguring a lot, new lots contain designated building envelopes (whether or not for residential purposes) outside the medium hazard areas identified on overlay map OM-06.1 or 06.2 and those building envelopes are of a sufficient size to accommodate buildings associated with the development.	✔	The proposed development does not create any new lots.
	AO4.6 In new subdivisions, arterial, sub-arterial or major collector roads are located above the 2% AEP flood level.	✔	The proposed development is not a new subdivision.
	AO4.7 Reconfiguration of lots does not involve cul-de-sacs or dead end streets within medium hazard areas identified on overlay map OM-06.1 or 06.2.	✔	The proposed reconfiguration does not involve cul-de-sacs or dead end streets.

PO5 Signage is provided within high and medium hazard areas to alert residents and visitors to the flood hazard.	**AO5** Signage is provided on-site (regardless of whether land will be public or private ownership) to indicate depth at key hazard points, such as at floodway crossings, entrances to low-lying reserves or parking areas.	✔	Any required flood signage will be installed as required.
PO6 Development within high and medium hazard areas ensures any changes to the depth, duration, velocity of flood waters are contained within the site. Editor's note—Impacts on a range of floods may need to be assessed and in most instances can be evaluated by analysing the minor drainage system capacity event and the defined flood event for the catchment wide critical duration, unless the site is located in an area noted in the Flood hazard planning scheme policy SC6.7.	No acceptable outcome is nominated.	✔	The proposed development is not expected to result in any changes to the depth, duration, velocity of flood waters within the site.
PO7 Development within high and medium hazard areas does not directly, indirectly or cumulatively worsen flood characteristics outside the development site, having regard to: (a) increased scour and erosion; or (b) loss of flood storage; or (c) loss of or changes to flow paths; or (d) flow acceleration or retardation; or (e) reduction in flood warning times. Editor's note—To adequately assess the impacts of development on flooding regimes, applicants may need to have a hydrological and hydraulic assessment carried out by a suitably qualified and experienced hydrologist or engineer.	No acceptable outcome is nominated.	✔	The proposed development will not directly, indirectly or cumulatively worsen flood characteristics outside the development site. Ample drainage of the site exists as it adjoins an open rail corridor to the rear and road reserve at the front.

PO8 Facilities with a role in emergency management and vulnerable community services are able to function effectively during and immediately after flood events. Editor's note—This provision applies to high, medium and low flood hazard areas.	**AO8** The development is provided with the level of flood immunity set out in Table 8.2.6.3(b).	**n/a**	The proposal does not involve facilities with a role in emergency management or vulnerable community services.
PO9 Public safety and the environment are not adversely affected by the detrimental impacts of flooding on hazardous materials manufactured or stored in bulk.	**AO9.1** Development does not involve the manufacture or storage of hazardous materials within a high flood hazard area identified on overlay map OM-06.1 or 06.2.	✔	The proposed use does not involve the manufacture or storage of hazardous materials.
	AO9.2 Within the low or medium flood hazard area identified on overlay map OM-06.1 or 06.2, structures used for the manufacture or storage of hazardous materials in bulk are designed to prevent the intrusion of flood waters up to at least a 0.2% AEP flood event.	✔	The proposed use does not involve the manufacture or storage of hazardous materials.

9.3.2 Healthy Waters Code

The proposed development is assessable against the provisions of the Healthy Waters Code of the Townsville City Plan (2022/02).

9.3.2.3 Assessment benchmarks

Table 9.3.2.3—Assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
Stormwater management - protecting water quality			
PO1 Development contributes to the protection of environmental values and water quality objectives ofreceiving waters to the extent practicable. Editor's note - The environmental values and water quality objectives are established under the Environmental Protection (Water and Wetland Biodiversity) Policy (2019). Catchment-specific Environmental Values (EVs) and Water Quality Objectives (WQOs) have been prepared for some catchments (including the Ross Riverand Black River catchments). The Queensland Water Quality Guidelines 2009 provides EVs and WQOs for waters where no catchment-specific values have been established.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy SC6.4 - SC6.4.3.8 Stormwater management plans for development, SC6.4.3.9 Watersensitive urban design guidelines; and SC6.4.6.1 Water sensitive urban design construction and establishment requirements.	✔	The proposed use does not generate environmentally detrimental by-products. Storm water will be discharged to a legal point of discharge.
All Accommodation activities, apart from Tourist park and Dwelling house			
PO2 High environmental value waters and slightly disturbed waters (shown on Figure 9.1 — High environmental valuewaters and slightly disturbed waters) are protected from the impacts of development within their catchments. Existing water quality, habitat and biota values, flow regimes and riparian areas are maintained or enhanced.	No acceptable outcome is nominated. Editor's note—Refer to the *Queensland Water Quality Guidelines (QWQG)* for details on how to establish a minimum water quality data set for these areas.	**n/a**	The proposal does not involve any accommodation activities.

All Accommodation activities, except for Dwelling house			
PO3 The entry of contaminants into, and transport of contaminants in, stormwater is avoided or minimised.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy SC6.4 - SC6.4.3.8 Stormwater management plans for development, SC6.4.3.9 Water sensitive urban design guidelines; and SC6.4.6.1 Water sensitive urban design construction and establishment guidelines.	**n/a**	The proposal does not involve any accommodation activities.
PO4 Within the areas identified as potential acid sulfate soils on Figure 9.2 — Acid sulfate soils, the generation or release of acid and metal contaminants into the environment from acid sulfate soils is avoided by: (a) not disturbing acid sulfate soils when excavating or otherwise removing soil or sediment, draining orextracting groundwater, excluding tidal water or filling land; or (b) where disturbance of acid sulfate soils cannot beavoided, development: (i) neutralises existing acidity and preventsthe generation of acid and metal	**AO4.1** Development does not: (a) involve excavating or removing 100m^3 or more ofsoil and sediment at or below 5m AHD; or (b) permanently or temporarily drain or extract groundwater or exclude tidal water resulting in the aeration of previously saturatedacid sulfate soils; or (c) involve filling with 500m^3 or more with an averagedepth of 0.5m or greater that results in: (i) actual acid sulfate soils being moved belowthe water table; or (ii) previously saturated acid sulfate soils beingaerated. OR	**n/a**	The proposal does not involve any accommodation activities.

contaminants; and (ii) prevents the release of surface or groundwater flows containing acid and metal contaminants into the environment.	**AO4.2** Development manages waters so that: (a) all disturbed acid sulfate soils are adequatelytreated and/or managed so that they can nolonger release acid or heavy metals; (b) the pH of all site any water including dischargesand seepage to groundwater, is maintained between 6.5 and 8.5 (or an agreed pH in line withnatural background); (c) waters on the site, including discharges and seepage to groundwater, do not contain elevatedlevels of soluble metals; (d) there are no visible iron stains, flocs or sums indischarge water; (e) all reasonable preparations and actions areundertaken to ensure that aquatic health issafeguarded; and (f) infrastructure such as buried services, pipes,culverts and bridges are protected from acidattack. Note: Enormous Editor's Note excluded.	**n/a**	The proposal does not involve any accommodation activities.
PO5 Construction activities for the development avoid or minimise adverse impacts on stormwater quality or hydrological processes.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy SC6.4 - SC6.4.3.8 Stormwater management plans for development, SC6.4.5 Construction management; and SC6.4.6.1 - Water sensitive urban design construction and establishment requirements.	**n/a**	The proposal does not involve any accommodation activities.

Hydrological processes			
PO6 The stormwater management system: (a) retains natural waterway corridors and drainagepaths; and (b) maximises the use of natural channel design inconstructed components.	**AO6.1** All existing waterways and overland flow paths areretained.	✔	The proposed use has been designed to comply with all applicable standards..
	AO6.2 The stormwater management system is designed in accordance with the Development manual planning scheme policy no. SC6.4 — SC6.4.3.9 Water sensitiveurban design guidelines.	✔	The proposed use has been designed to comply with all applicable standards. Storm water will be discharged to a legal point of discharge.
PO7 The development is designed to minimise run-off andpeak flows by: (a) minimising large areas of impervious material; and (b) maximising opportunities for capture and reuse.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy SC6.4 - SC6.4.3.8 Stormwater management plans for development, SC6.4.3.9 Water sensitive urban design guidelines; and SC6.4.6.1 Water sensitive urban design construction and establishment requirements	✔	The proposed use has been designed to comply with all applicable standards. Storm water will be discharged to a legal point of discharge.
PO8 Stormwater management is designed to: (a) protect in-stream ecosystems from the significanteffects of increased run-off frequency by capturingthe initial portion of run-off from impervious areas; and (b) create conditions such that the frequency of hydraulic disturbance to in-stream ecosystems indeveloped catchments is similar to pre-development conditions Editor's note—Frequent flow management is distinct from flood management purposes, which is concerned with the management of less frequent, more extreme stormwater flows. The latter is an important part of integrated stormwater management and should in no way be compromised in pursuit of the management of more frequent flows for waterway health enhancement.	**AO8** The stormwater management system is designed inaccordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.3.8 Stormwater management plans for development.	✔	The proposed use has been designed to comply with all applicable standards. Storm water will be discharged to a legal point of discharge.

PO9 Stormwater management is designed to prevent exacerbated in-stream erosion downstream of a development site by controlling the magnitude and duration of sediment-transporting, erosion-causing flows.	**AO9** The stormwater management system is designed in accordance with the Development manual planning scheme policy no. SC6.4 — SC6.4.3.9 Water sensitiveurban design guidelines and SC6.4.3.8 Stormwater management plans for development.	✔	The proposed use has been designed to comply with all applicable standards. Storm water will be discharged to a legal point of discharge.
Stormwater drainage generally			
PO10 The proposed stormwater management system or siteworks does not adversely affect flooding or drainage characteristics of properties that are upstream, downstream or adjacent to the development site.	**AO10.1** The development does not result in an increase in floodlevel or flood duration on upstream, downstream or adjacent properties.	✔	The proposed use has been designed to comply with all applicable standards. Storm water will be discharged to a legal point of discharge.
	AO10.2 The stormwater management system is designed and constructed in accordance with the Development manual planning scheme policy SC6.4 – SC6.4.4.4 Stormwaterdrainage design, SC6.4.3.9 Water sensitive urban designguidelines; and SC6.4.6.4 Stormwater drainage.	✔	The proposed use has been designed to comply with all applicable standards. Storm water will be discharged to a legal point of discharge.
PO11 Development does not cause ponding, or changes inflows and velocities such that the safety, use and enjoyment of nearby properties are adversely affected.	**AO11** The stormwater management system is designed and constructed in accordance with the Development manual planning scheme policy SC6.4 – SC6.4.4.4 Stormwaterdrainage design; SC6.4.3.9 Water sensitive urban designguidelines; and SC6.4.6.4 Stormwater drainage.	✔	The proposed use has been designed to comply with all applicable standards. Storm water will be discharged to a legal point of discharge.
PO12 The drainage network has sufficient capacity to safelyconvey stormwater run-off from the site.	**AO12** Development is undertaken in accordance with the Development manual planning scheme policy SC6.4 – SC6.4.4.4 Stormwater drainage design; SC6.4.6.5 Drainage structures and SC6.4.6.4 Stormwater drainage.	✔	The proposed use has been designed to comply with all applicable standards. Storm water will be discharged to a legal point of discharge.

PO13 The stormwater management system: (a) provides for safe access and maintenance; and (b) where relevant, provides for safe recreational useof stormwater management features.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy SC6.4 - SC6.4.3.8 Stormwater management plans for development and SC6.4.4.4 Stormwater drainage design, SC6.4.3.9 Water sensitive urban designguidelines; SC6.4.3.6 Landscape policy; SC6.4.6.1 Water sensitive urban design construction and establishment requirements; and SC6.4.6.4 Stormwater drainage	✔	The proposed use has been designed to comply with all applicable standards. Storm water will be discharged to a legal point of discharge.
Point source waste water management (other than contaminated stormwater and sewage)			
PO14 Waste water is managed in accordance with a wastemanagement hierarchy that: (a) avoids waste water discharge to waterways; or (b) if waste water discharge to waterways cannotpracticably be avoided, minimises waste water discharge to waterways by re-use, recycling, recovery and treatment for disposal to sewer, surface water and groundwater. Editor's note—To meet this outcome, a waste water management plan (WWMP) should be prepared by a suitably qualified person. TheWWMP is to account for the waste water type, climatic conditions, Water Quality Objective (WQOs) and best practice environmental management.	No acceptable outcome is nominated.	**n/a**	The proposed use includes contained stormwater and sewerage network connections. Storm water will be discharged to a legal point of discharge.
PO15 Any treatment and disposal of waste water to awaterway: (a) protects the applicable water quality objectives forthe receiving waters; and (b) avoids adverse impact on ecosystem health ofreceiving waters.	No acceptable outcome is nominated.	**n/a**	The proposed use includes contained stormwater and sewerage network connections. Storm water will be discharged to a legal point of discharge.

PO16 Development avoids or minimises and appropriately manages soil disturbance or altering natural hydrology innutrient hazardous areas.	No acceptable outcome is nominated.	**n/a**	The proposed use includes contained stormwater and sewerage network connections. Storm water will be discharged to a legal point of discharge.
PO17 Waste water discharge to waterways is managed to avoid or minimise the release of nutrients of concern soas to minimise the occurrence, frequency and intensityof coastal algal blooms. Editor's note—Compliance with this outcome can be demonstrated by following the management advice in the Implementing Policies and Plans for Managing Nutrients of Concern for Coastal Algal Blooms in Queensland and associated technical guideline.	No acceptable outcome is nominated.	**n/a**	The proposed use includes contained stormwater and sewerage network connections. Storm water will be discharged to a legal point of discharge.
Constructed lakes and artificial waterways			
PO18 Where established, a constructed lake or artificial waterway is designed to maintain a reasonable standardof water quality, having regard to factors affecting lake health, including: (a) nutrients and eutrophication; (b) gross pollutants, including organic material; (c) light and turbidity; (d) organic carbon loads; (e) lake stormwater detention time; (f) salinity; (g) temperature; (h) water depth and seasonal variations; (i) water column mixing temperature; and (j) pesticides and other chemicals.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manualplanning scheme policy no. SC 6.4 - SC6.4.3.12 Constructed Lakes.	**n/a**	The proposal does not involve any constructed lakes or artificial waterways.

PO19 Stormwater run-off entering and leaving a constructed lake or artificial waterway maintains receiving water quality.	No acceptable outcome is nominated Editor's note—Applicants should refer to the Development manual planning scheme policy no. SC 6.4 - SC6.4.3.12 Constructed Lakes.	**n/a**	The proposal does not involve any constructed lakes or artificial waterways.
PO20 The location, design and operation of a constructed lakeor artificial waterway: (a) protects environmental values in downstream andupstream waterways; (b) protects any groundwater recharge areas; (c) incorporates low lying areas of a catchmentconnected to an existing waterway; (d) does not disrupt natural wetlands and anyassociated buffer areas; (e) avoids disturbing soils or sediments; and (f) avoids altering the natural hydrologic regime inacid sulfate soil and nutrient hazardous areas. Editor's Note—Monitoring and maintenance programs will be required to adaptively manage water quality and to achieve relevantwater quality objectives.	No acceptable outcome is nominated Editor's note—Applicants should refer to the Development manual planning scheme policy no. SC 6.4 - SC6.4.3.12 Constructed Lakes.	**n/a**	The proposal does not involve any constructed lakes or artificial waterways.

PO21 The constructed lake or artificial waterway is located in away that is compatible with existing tidal waterways.	For constructed lakes — No acceptable solution isnominated. **AO21** For an artificial waterway: Where an artificial waterway is located adjacent to, or connected to, a tidal waterway by means of a weir, lock, pumping system or similar: (a) there is sufficent flushing or tidal flushing withwater level variation >0.3m; (b) any tidal flow alteration does not adversely impacton the tidal waterway; and (c) there is no introduction of salt water into freshwater environments. Editor's note—Applicants should refer to the Development manualplanning scheme policy no. SC 6.4 - SC6.4.3.12 Constructed Lakes.	**n/a**	The proposal does not involve any constructed lakes or artificial waterways.
PO22 The construction phase for the constructed lake or artificial waterway is compatible with protecting aquatic environmental values in existing natural waterways and wetlands.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manualplanning scheme policy no. SC 6.4 - SC6.4.3.12 Constructed Lakes.	**n/a**	The proposal does not involve any constructed lakes or artificial waterways.
PO23 A constructed lake or artificial waterway is designed toavoid terrestrial and aquatic weeds, vectors and concentrations of populations.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manualplanning scheme policy no. SC 6.4 - SC6.4.3.12 Constructed Lakes.	**n/a**	The proposal does not involve any constructed lakes or artificial waterways.
PO24 The lake design provides for suitable machinery access to enable maintenance of the lake, including the removalof terrestrial and aquatic weeds.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manualplanning scheme policy no. SC 6.4 - SC6.4.3.12 Constructed Lakes.	**n/a**	The proposal does not involve any constructed lakes or artificial waterways.

PO25 A constructed lake or artificial waterway has no adverseimpact on flood capacity, including the capacity of upstream catchments and floodplain areas.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manualplanning scheme policy no. SC 6.4 - SC6.4.3.12 Constructed Lakes.	**n/a**	The proposal does not involve any constructed lakes or artificial waterways.
PO26 A constructed lake or artificial waterway is designed tominimise hazards to ensure public safety is maintained.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manualplanning scheme policy no. SC 6.4 - SC6.4.3.12 Constructed Lakes.	**n/a**	The proposal does not involve any constructed lakes or artificial waterways.
PO27 A constructed lake or artificial waterway is designed toprovide a high level of amenity for surrounding residents.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manualplanning scheme policy no. SC 6.4 - SC6.4.3.12 Constructed Lakes.	**n/a**	The proposal does not involve any constructed lakes or artificial waterways..
PO28 Opportunities for incorporation of accessible passive andactive recreation facilities into the design of the constructed lake or artificial waterway are facilitated.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manualplanning scheme policy no. SC 6.4 - SC6.4.3.12 Constructed Lakes.	**n/a**	The proposal does not involve any constructed lakes or artificial waterways.
Efficiency and whole of life cycle cost			
PO29 Life cycle costs are minimised, taking into accountacquisition, construction, establishment, operation,monitoring, maintenance, replacement and disposal costs.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy SC6.4 for assistance in demonstrating thisoutcome.	✔	The proposed use has been designed to comply with all applicable standards.
PO30 The design of the development allows for sufficient sitearea to accommodate an effective stormwater management system.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy SC6.4 for assistance in demonstrating this outcome.	✔	The proposed use has been designed to comply with all applicable standards. Storm water is discharged to a legal point of discharge.

PO31 The proposal provides for the orderly development ofstormwater infrastructure within a catchment, having regard to: (a) existing capacity of stormwater infrastructure andultimate catchment conditions; (b) discharge for existing and future upstreamdevelopment; and (c) protecting the integrity of adjacentand downstream development.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy SC6.4 for assistance in demonstrating this outcome.	✔	The proposed use has been designed to comply with all applicable standards. Storm water is discharged to a legal point of discharge.
PO32 Proposed stormwater infrastructure remains fit for purpose for the life of the development.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy SC6.4 for assistance in demonstrating this outcome.	✔	The proposed use has been designed to comply with all applicable standards and will be fit for the life of the development.
PO33 Proposed stormwater infrastructure can be easily accessed and can be maintained in a safe and cost effective way.	**AO33** The stormwater management system is designed in accordance with the Development manual planning scheme policy SC6.4 – SC6.4.3.9 Water sensitive urbandesign guidelines and SC6.4.4.4 Stormwater drainage design.	✔	The proposed use has been designed to comply with all applicable standards.
Water management in reconfiguring a lot			
PO34 Reconfiguration of lots includes water management measures in the design of any road reserve, streetscapeor drainage networks to: (a) minimise impacts on the water cycle; (b) protect waterway health by improving stormwaterquality and reducing site run-off; and (c) avoid large areas of impervious surfaces.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy SC6.4 for assistance in demonstrating thisoutcome.	✔	The proposed use has been designed to comply with all applicable standards. Storm water is discharged to a legal point of discharge.

Ship-sourced pollutants			
PO35 Common user facilities for the handling and disposal ofship-sourced pollutants including oil, garbage and sewage are provided at a suitable location in any development involving a marina or berthing facilities. Editor's note—Refer to: *Australian and New Zealand Environment and Conservation Council (ANZECC)*, 1997, *Best Practice Guidelinesfor Waste Reception Facilities at Ports*, *Marinas and Boat Harbours in Australia and New Zealand.*	No acceptable outcome is nominated.	**n/a**	The proposal does not involve the handling and/or disposal of ship-sourced pollutants.
PO36 Marinas or berthing facilities are designed and operatedto ensure the risk of spillage from operations is minimised.	No acceptable outcome is nominated.	**n/a**	The proposal does not involve the handling and/or disposal of ship-sourced pollutants.
PO37 Equipment to contain and remove spillages is stored in aconvenient position near marina or berthing facilities and is available for immediate use.	No acceptable outcome is nominated.	**n/a**	The proposal does not involve the handling and/or disposal of ship-sourced pollutants.
PO38 Where practical, the marina pollutant reception facility isconnected to a sewerage or other waste reception infrastructure. Editor's note—Reception facilities require compliance assessment under the *Plumbing and Drainage Act 2002*. The plumbing compliance assessment process will ensure that the proposed facilities address 'peak load'.	No acceptable outcome is nominated.	**n/a**	The proposal does not involve the handling and/or disposal ofship-sourced pollutants.

9.3.3 Landscaping Code

The proposed development is assessable against the provisions of the Landscape Code of the Townsville City Plan (2022/02).

9.3.3.3 Assessment benchmarks

Table 9.3.3.3—Assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
Landscape design and character			
PO1 The overall landscape design of both public and privatespaces: (a) creates a sense of place that is consistent with the intended character of the streetscape, city orlocality; and (b) is functional and designed to be visually appealingin the long-term as well as when first constructed.	**AO1** When the development is in an identified locality in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy, landscape design is in accordance with the requirements for that area. Otherwise, no acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscapepolicy.	✔	The proposed use incorporates an appropriate level of landscaping. Refer to the site plan for landscaping details.
PO2 Tree and plant selection ensures: (a) climatically appropriate landscaping; (b) creation of a diverse palette: in form, texture andseasonal colour; (c) longevity of plants and the form and function oflandscaped areas; and (d) cost effective and convenient maintenance overthe long-term.	**AO2.1** Species are selected from those listed in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.	✔	The proposed use incorporates an appropriate level of landscaping which will comply with applicable standards.
	AO2.2 Plant species do not include undesirable species aslisted in the Development manual planning schemepolicy no. SC6.4 - SC6.4.3.6 Landscape policy.	✔	The proposed use incorporates an appropriate level of landscaping which will comply with applicable standards.

PO3 Where appropriate, provision is made for on-streetplanting that: (a) complements the local streetscape; (b) ensures visibility is maintained from entrancesand exits to properties and at intersections; (c) establishes healthy vegetation of suitable species; (d) minimises the potential for vegetation to cause damage to persons, property or infrastructure; and (e) does not limit or hinder pedestrian or vehicularflow and movement.	**AO3** Street planting is provided that is consistent with the standards set out in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy. Editor's note—Applicants may also have reference to the Development manual planning scheme policy no. SC6.4 -SC6.4.4.1 Geometric road design.	**n/a**	The proposal does not include or require any street planting.
PO4 Streetscape treatments and paving form a functional andattractive component of the overall landscape scheme.	**AO4.1** All general streetscape elements are provided in accordance with the standards set out in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.	**n/a**	The proposal does not include or require any streetscape elements.
	AO4.2 Streetscape pavements are provided in accordance with the standards set out in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.	**n/a**	The proposal does not include or require any streetscape elements.
	AO4.3 Streetscape furniture is provided in accordance with the standards set out in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.	**n/a**	The proposal does not include or require any streetscape elements.

PO5 Landscaping within on-site open space areas is well- designed, having regard to its purpose and the provision of shading, climatic response, and the proportion of soft and hard elements.	**AO5.1** Selected tree species within communal recreation areas are to provide at least 30% shade coverage within 5 — 10 years of planting.	✔	The proposed use incorporates an appropriate level of landscaping which will comply with applicable standards.
	AO5.2 A minimum of 50% of landscaped areas are to be covered in soft landscaping (turf areas and planting beds), with at least 25% of that area being planting.	✔	Landscaping will be provided along the street frontage and along the side boundary of Lot 2.
PO6 Landscaping and embellishments in local recreational parks is fit for purpose and well-designed, having regard to shading, climatic response, and the proportion of softand hard elements. Landscaping softens edges and creates an attractive interface with adjoining land.	**AO6** Landscaping and embellishments are provided that are consistent with the standards set out in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy. Editor's note—Applicants should also have regard to requirements for local recreational parks in the Reconfiguring of a lot code.	✔	The proposed use incorporates an appropriate level of landscaping which will comply with applicable standards.
PO7 The use of hard surface treatments within private and public spaces do not detract from a high standard of amenity, and large unbroken areas of hardstand material is avoided.	**AO7** Surface treatments are provided that are consistent with the standards set out in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.	✔	The proposed use incorporates an appropriate level of landscaping which will comply with applicable standards.
Edge treatments			
PO8 Where provided, landscape design along site frontages is used to mitigate adverse aesthetic elements, provide privacy and reduce illumination impacts, while maintaining a safe environment for users.	**AO8** Landscaped areas along the frontage of a site consists of: (a) shade or rounded canopy trees that will provide a minimum of 50% shade to the frontage of the sitewithin 5 years of planting; (b) shrubs that provide screening to blank walls and privacy as required; and (c) low shrubs and ground covers that reach a maximum height of 750mm at maturity.	✔	Landscaping will be provided along the street frontage of Lot 2 however the area is not large enough to accommodate deep planting.

PO9 Where appropriate, acoustic barriers and long fencesalong road frontages and within the development are screened or softened by landscaping or architectural embellishment to improve visual amenity of the development.	No acceptable outcome is nominated. Editor's note—Guidance on desirable treatments in particular circumstances is provided in the Development manual planningscheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.	✔	The proposal incorporates screening as to appropriately soften the visual amenity of the use.
PO10 Where provided, landscaping along a side or rear boundary assists in maintaining privacy, screening unsightly or service elements and enhancing the appearance of the development from nearby premises.	**AO10.1** Screen planting is provided along the side or rearboundary of a site, which consists of: (a) either trees with a maximum spacing of 3m (measured from centres) and capable of providing a dense screen within 3 years of planting or screening shrubs capable of growing to a height of 3m within 2 years of planting; and (b) low shrubs and ground covers, where appropriate,to allow for complete covering of planting area.	✔	The proposal Incorporates landscaping and screening / fencing along the side boundary of Lot 2 to improve the visual amenity of the site.
	AO10.2 A minimum of 25% of all trees are to grow above the height of the eaves of the equivalent second storey of the building.	✔	The proposal will retain established trees and vegetation on the site.
PO11 Landscaped areas along or near retaining walls, long unbroken walls, service areas and parking areas consist of an appropriate combination and species of trees, shrubs and groundcovers to minimise the visual impact of these elements.	No acceptable outcome is nominated. Editor's note—Guidance on desirable treatments in particular circumstances is provided in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.	✔	Landscaping will be provided along the street frontage and side boundary of Lot 2 in accordance with applicable standards.
PO12 Screening trees, shrubs, low shrubs, ground covers and vertical accent plants are appropriate for the space available, orientation and functional requirements of the area.	No acceptable outcome is nominated. Editor's note—Guidance on desirable treatments in particular circumstances is provided in the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.	✔	The proposal Incorporates landscaping and screening / fencing along the side boundary of Lot 2 to improve the visual amenity of the site.

Maintenance, drainage, utilities, services and construction			
PO13 Plant selection and location protects the integrity and function of overhead and underground services.	**AO13** Plant selection and location complies with the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.	✔	Landscaping will be provided along the street frontage in accordance with applicable standards. No underground or overhead services will be adversely affected.
PO14 Landscape elements do not adversely affect stormwater quantity or quality by ensuring: (a) the flow of water along overland flow paths is notrestricted; (b) opportunities for water infiltration are maximised;and (c) areas of pavement, turf and mulched garden bedsare appropriately located and adequately drained.	No acceptable outcome is nominated. Editor's note—Applicants should also refer to Section 9.3.6 Works code and Section 9.3.2 Healthy waters code and the Development manual planning scheme policy no. SC6.4 to assist in demonstrating the outcome.	✔	Landscaping will be provided along the street frontage in accordance with applicable standards and will not adversely affect stormwater quantity or quality. Stormwater will be discharged to a legal point of discharge.
PO15 Landscaping works, design and materials used minimise maintenance costs and whole of life cycle costs. Editor's note—Council may request a lifecycle cost analysis and maintenance cost plan for developments that create new public landscape embellishment to determine the appropriateness of landscaping treatment lifecycle costs to the community.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy no. SC6.4 to assist in demonstrating the outcome, including SC6.4.3.6 Landscape policy and SC6.4.6. Construction standards.	✔	Landscaping works, design and materials used will minimise maintenance costs and whole of life cycle costs.
PO16 All turf areas on-site are accessible externally by standard lawn maintenance equipment and receiveadequate sunlight for the turf species used.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy no. SC6.4 including SC6.4.3.6 Landscape policy to assist in demonstrating the outcome.	✔	Sufficient area and access is available on-site for lawn maintenance.
PO17 Drainage of podium planters allows for flush out in futureand are adequately drained.	No acceptable outcome is nominated.	**n/a**	No podium planters are included in the design.

PO18 Irrigation is installed within private and public spaces toensure the long-term viability and integrity of landscapedareas. Where provided, irrigation is designed to facilitate the efficient supply of water in accordance withmicro-climatic conditions.	**AO18** Irrigation is provided accordance with the Developmentmanual planning scheme policy no. SC6.4 including - SC6.4.3.6 Landscape policy. Editor's note—Irrigation systems should be minimized where practical, such as in natural areas or areas where landscaping is likelyto endure due to landform and microclimate, for example.	✔	Where provided, irrigation will be designed to facilitate the efficient supply of water in accordance with all applicable standards.
PO19 Limited on-site maintenance is achieved for private andpublic landscaping, by selecting plant species having regard to long life expectancy and minimal leaf litter drop, pruning, watering and fertilising requirements.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy SC6.4.3.6 Landscape policy to assist in demonstrating the outcome.	✔	Landscaping will be provided which requires minimal maintenance.
PO20 Container sizes and planting stock maturity is consistentwith the intended role of the landscaping.	**AO20** Landscaping is undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.	✔	Landscaping will be provided in accordance with applicable standards.
PO21 Planting stocks are of a quality to ensure vigorousgrowth.	**AO21** Landscaping is undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy and SC6.4.6.26 Landscaping.	✔	Landscaping will be provided in accordance with applicable standards.
PO22 Plants are protected and maintained to facilitate in-situgrowth, vigour and quality form.	**AO22** Landscaping is undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy and SC6.4.6.26 Landscaping.	✔	Landscaping will be provided in accordance with applicable standards.

PO23 Site preparation works ensure a stable and enhancedlandscape form.	**AO23** Landscaping is undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy and SC6.4.6.26 Landscaping.	✔	Landscaping works will be undertaken in accordance with applicable standards.
Sustainability			
PO24 Wherever possible, landscape design facilitates the retention of significant existing vegetation, both withinand external to the site.	**AO24.1** Site design integrates and incorporates retained and significant trees and vegetation within and external to thesite.	✔	The proposal site contains established vegetation which will be retained.
	AO24.2 Removed or damaged significant vegetation is replacedwith mature vegetation of a comparable quantity and species.	✔	The proposal does not require the removal of any vegetation.
PO25 Appropriate site planning and construction managementis undertaken to ensure the longevity and health of retained and significant trees and vegetation.	**AO25.1** Retained trees are protected by a tree protection zone(TPZ) and fenced along the canopy/drip line to complywith AS4970- 2009 Protection of Trees on Development Sites.	✔	Existing trees will be protected during construction.
	AO25.2 Any required pruning or trimming work is undertaken inaccordance with AS4373 — Pruning of Amenity Trees and is carried out by a qualified aborist.	✔	Landscaping will be maintained in accordance with applicable standards.
	AO25.3 Retained and significant vegetation damaged during development or construction is treated to repair any damage to the extent practicable by a qualified aborist.	✔	Existing trees will be protected during construction.

	AO25.4 Protective measures and practices are employed for work adjacent to trees in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.5 Construction management.	✔	Existing trees will be protected during construction.
PO26 Landscape design optimises water and energy efficiencyand responds appropriately to local conditions, by: (a) maximising the exposure to the prevailing summerbreezes and the north-east winter morning sun; (b) minimising exposure to the prevailing winter windsand western summer sun; and (c) optimising shade to create useableand comfortable areas; (d) hydro-zoning planting.	No acceptable outcome is nominated. Editor's note—Applicants should refer to Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.	✔	Landscaping will be provided and maintained in accordance with applicable standards.
PO27 Planting bed profiles and edging encourage plant viability, reduce erosion, control weed invasion, provideadequate water infiltration and ease of maintenance to support long-term plant viability and vigorous growth.	**AO27** Planting beds are designed in accordance with the Development manual planning scheme policy no. 6.4 -SC6.4.3.6 Landscape policy.	✔	Landscaping will be provided and maintained in accordance with applicable standards.
PO28 Landscape buffering and species selection is consistent and compatible with any ecological values on or adjoining the site.	No acceptable outcome is nominated. Editor's note—Applicants should refer to Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.	✔	Landscaping will be provided and maintained in accordance with applicable standards.
PO29 Landscaping elements are provided within parking areas, along driveways and internal roadways to provide adequate shading, and safe and legible parking areas.	**AO29** Landscaping is provided in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy.	✔	Landscaping will be provided along the side boundary of Lot 2 in accordance with applicable standards.

Safety			
PO30 Landscape design enhances community safety and reduces the potential for crime and antisocial behaviour. Editor's note—Applicants may find useful guidance in the Queensland Government's Crime Prevention through Environmental Design Guidelines for Queensland.	**AO30.1** Access to a site, parking area, buildings or public openspace is well lit, free from obstructions and clearly defined by landscape treatments.	✔	Access to the site, parking area, buildings and public openspace will be well lit, free from obstructions and clearly defined by landscape treatments.
	AO30.2 Trees with a minimum 1.8m of clear trunk (at maturity)are located along pathways, at building entries, within parking areas, on street corners, adjacent to street lighting and along driveways. Garden beds within the aforementioned areas consist of low shrubs and groundcovers that do not exceed 750mm in height.	✔	Landscaping will consist of low shrubs and groundcovers that do not exceed 750mm in height. Trees will not be of a variety which could exceed the maximum trunk size.
	AO30.3 Any solid wall or semi permeable fence is protected from graffiti through means of vertical landscaping or vandal resistant paint or artwork.	✔	Screening and fencing will be protected from graffiti as best practicable.
PO31 Where appropriate and practicable, all elements of the landscape design are safe and provide accessibility for all abilities.	**AO31.1** Paving material, tactile indicators and construction complies with AS1428 - Design for Access and Mobility.	✔	The paved hardstand area will be designed and constructed in accordance with applicable standards.
	AO31.2 Pavement material or treatment clearly delineates between pedestrian and vehicular movement systems through contrasting materials, colours or level changes.	✔	The paved hardstand area will be designed, marked and constructed in accordance with applicable standards.
	AO31.3 Hard landscaping materials are not highly reflective, or likely to create glare, slipperiness or other hazardous conditions.	✔	Hard landscaping materials will not be highly reflective, or likely to create glare, slipperiness or other hazardous conditions.

9.3.4 Reconfiguring a lot code

The proposed development is assessable against the provisions of the Reconfiguring a lot code of the Townsville City Plan (2022/02).

9.3.4.3 Assessment benchmarks

Table 9.3.4.3—Assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
General design elements			
PO1 The layout of roads, streets, lots and infrastructure avoids or minimises impacts on environmental features of the locality by: (a) following the natural topography and minimising earthworks; (b) avoiding crossing or otherwise fragmenting waterways, wetlands, habitat areas or ecological corridors; (c) maintaining natural drainage features and hydrological regimes; and (d) maintaining important ecological corridors and habitat areas.	No acceptable outcome is nominated.	**n/a**	The proposed reconfiguration is an amalgamation of lots (2 into 1) only and does not result in the creation of any new lots or associated infrastructure.

PO2 The development is well integrated with the surrounding locality, having regard to: (a) the layout of, and connections to, surrounding roads, streets, pedestrian and cycle networks and other infrastructure networks; (b) open space networks, habitat areas or corridors; (c) connections to centres and employment areas; (d) opportunities for shared use of public facilities; (e) surrounding landscaping and streetscape treatments; and (f) the interface between incompatible land uses.	No acceptable outcome is nominated. Editor's note—The Development manual planning scheme policy no. SC6.4 provides applicants with guidance and additional information.	✔	The proposed development is designed to integrate with and improve the immediate locality.
PO3 The design of urban street blocks encourages walking.	No acceptable outcome is nominated. Editor's note—Applicants may refer to Figure 16-3 in Complete Streets: Guidelines for urban street design to assist in compliance with this performance outcome. Editor's note—The Development manual planning scheme policy no. SC6.4 provides applicants with guidance and additional information.	**n/a**	The proposed development does not include any street blocks.
PO4 Street blocks and lot types are generally in a grid pattern and arranged to provide: (a) an efficient development pattern that supports walking, cycling and public transport use; (b) regular shaped lots; and (c) development that is consistent with the intent of the zone.	No acceptable outcome is nominated. Editor's note—The Development manual planning scheme policy no. SC6.4 provides applicants with guidance and additional information.	**n/a**	The proposed development does not include any street blocks.
PO5 New development optimises views and physical connections to important landscape features to enhance legibility and sense of place.	No acceptable outcome is nominated.	**n/a**	The proposed does not adversely affect any existing views or physical connections to important landscape features.

PO6 Reconfiguring a lot does not facilitate development that would be visually obtrusive on ridgelines and prominent landscape features, or does not intensify development where already occurring on such features.	No acceptable outcome is nominated. Editor's note—The Development manual planning scheme policy no. SC6.4 - SC6.4.15 Steep Land Development provides applicants with guidance and additional information.	✔	The proposal does not facilitate development that would be visually obtrusive on ridgelines and prominent landscape features.
PO7 Development maintains or rehabilitates vegetated buffers to coastal waters where practicable.	No acceptable outcome is nominated.	**n/a**	The proposed development does not involve any vegetated buffers to coastal waters.
PO8 Where a reconfiguration involves the creation of a new road or street (other than in the Rural zone), streetscape and landscape treatments are provided that: (a) create an attractive and legible environment which establishes character and identity; (b) enhance safety and comfort, and meet user needs; (c) complement the function of the street in which they are located by reinforcing desired traffic speed and behaviour; (d) support safe pedestrian and cycling movement; (e) maximise infiltration of stormwater runoff wherever practicable; and (f) minimise maintenance and whole of lifecycle costs.	No acceptable outcome is nominated. Editor's note—The Development manual planning scheme policy no. SC6.4 provides applicants with guidance and additional information.	**n/a**	The proposed reconfiguration is an amalgamation of lots (2 into 1) only and does not result in the creation of any new lots or associated infrastructure.

Parks and open space **Editor's note—**Where acceptable outcomes are set out in this section, it is acknowledged that they may primarily be practicable in greenfield developments. Alternative outcomes are likely to be appropriate in existing developed areas. This may include works and embellishment to existing parks or recreational corridors to meet the development's demand, or as part of an infrastructure partnership agreement. **Editor's note—**The Development manual planning scheme policy SC6.4 - SC6.4.12 Landscaping and Open Space provides applicants with guidance and additional information regarding parks and open space.			
PO9 Reconfiguration facilitates the provision of a hierarchy of open space at local, district and regional levels that: (a) contributes to the legibility and character of the neighbourhood; (b) is linked to existing parkland or open space networks wherever possible; (c) meets the community's needs and is designed to maximise use by the community it serves; and (d) offer a broad range of informal and formal experiences to the community.	No acceptable outcome is nominated. Editor's note—The Local government infrastructure plan identifies desired standards of service for trunk open space infrastructure. Trunk infrastructure does not include local recreational parks.	**n/a**	The proposed development does not involve any parks or open space.
PO10 Within residential areas, local recreation parks are created which provide informal recreational opportunities to supplement private open space of the neighbourhood.	**AO10.1** Local recreational parks are provided at a rate of 1ha per 1,000 people.	**n/a**	The proposed development does not involve any parks or open space.
	AO10.2 Local recreational parks are provided at a maximum distance of 400m from the residents they serve.	**n/a**	The proposed development does not involve any parks or open space.
PO11 Local recreational parks are of a sufficient size, shape and topography to accommodate a usable activity area, accommodating recreational facilities that meet local needs for a range of age cohorts, such as play equipment, kick-about areas, picnic areas, seating and the like.	**AO11.1** Local recreational parks are provided at a rate of 1ha per 1,000 people.	**n/a**	The proposed development does not involve any parks or open space.
	AO11.2 Local recreational parks are provided at a maximum distance of 400m from the residents they serve.	**n/a**	The proposed development does not involve any parks or open space.
	AO11.3 At least 80% of the park has a grade of no more than 1:10.	**n/a**	The proposed development does not involve any parks or open space.

PO12 Local recreational parks are located and designed to maximise accessibility and to ensure a majority of the park has good casual surveillance established through overlooking from adjacent land uses.	**AO12** At least 50% of the perimeter of the park has a direct road frontage.	**n/a**	The proposed development does not involve any parks or open space.
PO13 Local recreational parks are provided with a reasonable level of flood immunity such that community space remains available during most flood events.	**AO13** At least 10% of the park area is above the 2% AEP and embellishments, including play equipment, shelters and shared pathways are constructed above the 2% AEP flood level.	**n/a**	The proposed development does not involve any parks or open space.
PO14 Parkland is safe and secure, with a clear relationship between the public realm and adjoining land uses through treatment including alignment, fencing, public lighting and landscaping.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy no. SC6.4 - SC6.4.12 Landscaping and Open Space to assist in complying with this outcome.	**n/a**	The proposed development does not involve any parks or open space.
PO15 Design and embellishments of local recreational parks: (a) reflect the likely demographic needs of the local community which the park services; (b) complement those in nearby parks, increasing the range of facilities available to the community; and (c) are fit for purpose.	**AO15** The design and embellishments of local recreational parks is undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.12 Landscaping and Open Space.	**n/a**	The proposed development does not involve any parks or open space.
PO16 Local recreational parks are to provide pathway connections to the on-street verge pathway network and pathways are provided to connect to activity areas within the park.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy SC6.4 - SC6.4.12 Landscaping and Open Space to assist in complying with this outcome.	**n/a**	The proposed development does not involve any parks or open space.

Climatic response			
PO17 Road, street and lot orientation and lot size facilitate development that conserves non-renewable energy sources and enhances climate responsiveness by: (a) optimising a generally north-south orientation for the long axis of street blocks, or where east-west orientation is unavoidable, proportioning lots to allow for appropriate building orientation; and (b) creating lots that are generally rectangular in shape.	No acceptable outcome is nominated.	**n/a**	The proposed reconfiguration is an amalgamation of lots (2 into 1) only and does not result in the creation of any new lots or associated infrastructure.
PO18 Road, street and lot orientation and lot size are responsive to north east prevailing winds and facilitates air permeability.	**AO18.1** Where practicable, parallel side boundaries are staggered.	**n/a**	The proposed reconfiguration is an amalgamation of lots (2 into 1) only and does not result in the creation of any new lots or associated infrastructure.
	AO18.2 The layout does not create more than three small lots, solid fencing or other barriers perpendicular to the target winds. OR **AO18.3** Where barriers exist perpendicular to target winds, the distance between a down-wind barrier or receptor and the up-wind barrier is not less than 7 times the height of the upwind barrier. Editor's note—Research has shown that long horizontal barriers perpendicular to airflow, such as solid fencing or continuous building lines, attenuates airflow for a horizontal distance of seven times the height of the barrier. Where a second barrier occurs airflow continues to 'skim' and does not return to the unimpeded pattern for the same seven-times height distance.	**n/a**	The proposed reconfiguration is an amalgamation of lots (2 into 1) only and does not result in the creation of any new lots or associated infrastructure.

	AO18.4 Where they are proposed, built to boundary walls are located on the west-southwest boundary of lots, except where these boundaries are on the higher side of a sloping lot.	**n/a**	The proposed reconfiguration is an amalgamation of lots (2 into 1) only and does not result in the creation of any new lots or associated infrastructure.
PO19 Reconfiguration within 100m of any high pressure gas pipeline does not: (a) increase the number of lots; (b) affect the long-term operation of the pipeline; and (c) put at risk the safety and lives of people or the safety of property.	No acceptable outcome is nominated.	✔	The proposal site is located within 100m of a high pressure gas line located within the rail corridor. The proposed development does not increase the number of lots, affect the long-term operation of the pipeline or put at risk the safety and lives of people or the safety of property.
PO20 Lots are designed and oriented to: (a) minimise the visual exposure of electricity transmission lines; (b) facilitate a substantive vegetated buffer adjoining electricity transmission line easements; and (c) ensure habitable buildings and recreation areas are well separated from electricity transmission line easements.	**AO20.1** Where on land that includes or adjoins a high voltage electricity easement (above 33kV), lot design and layout incorporates: (a) a vegetated buffer within a distance of 20m from the boundary of the electricity transmission line easement; and (b) the orientation of the primary lot frontage away from transmission line easement.	**n/a**	The proposed reconfiguration is an amalgamation of lots (2 into 1) only and does not result in the creation of any new lots or associated infrastructure.
	AO20.2 Lots are designed and oriented to ensure that a habitable building or primary open space areas on each lot can comply with the separation distance set out in Table 9.3.4.3(b).	**n/a**	The proposed reconfiguration is an amalgamation of lots (2 into 1) only and does not result in the creation of any new lots or associated infrastructure.

PO21 Reconfiguration ensures an appropriate level of amenity and safety is achieved for residential and other sensitive land uses through appropriate separation and buffering from nearby incompatible uses, including Department of Defence landholdings, major hazard facilities, intensive animal industries, major sport, recreation and entertainment facilities, sewerage, water and waste treatment and disposal facilities and industrial areas. The continued safe and efficient operation of these types of facilities is protected. Editor's note—A report by a suitably qualified person may be required to allow an assessment to be made of the potential environmental impacts of or affecting the proposed reconfiguration. Editor's note—Applicants may be required to prepare a Noise impact assessment as outlined in the Development manual planning scheme policy no. SC6.4 - SC6.4.19 Noise and Vibration.	No acceptable outcome is nominated.	**n/a**	The proposed reconfiguration is an amalgamation of lots (2 into 1) only and does not result in the creation of any new lots or associated infrastructure.
PO22 Reconfiguration of land potentially affected by the impacts of a transport corridor or other noise generating activities ensures the development is designed to facilitate adequate noise management. Editor's note—Applicants may be required to prepare a Noise impact assessment in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.19 Noise and Vibration.	No acceptable outcome is nominated.	✔	The proposed development does not involve any new sensitive uses.

PO23 Where they are used, noise attenuation measures are: (a) compatible with the local streetscape and do not preclude the creation of active street frontages where desired; (b) durable and easily maintained; and (c) are designed to discourage crime and antisocial behaviour, having regard to: (i) opportunities for graffiti; (ii) provision of casual surveillance of public open space and movement networks; and (iii) opportunities for concealments or vandalism.	No acceptable outcome is nominated.	**n/a**	The proposed development does not require any noise attenuation devices.
PO24 Reconfiguration does not result in lots being subject to adverse air quality impacts. Editor's note—A report by a qualified air quality expert may be required to allow an assessment to be made of the air quality or impacts. The Queensland Odour Impact Assessment Guidelines provides a methodology for assessing impact.	No acceptable outcome is nominated.	✔	The proposed reconfiguration does not result in lots being subject to adverse air quality impacts.

Services			
PO25 Services, including water supply, stormwater drainage management, sewerage infrastructure, reticulated gas, public lighting, waste disposal, electricity and telecommunications, are provided in a manner that: (a) is efficient; (b) is adaptable to allow for future infrastructure upgrades; (c) minimises risk of adverse environmental or amenity-related impacts; (d) promotes total water cycle management, the efficient use of water resources and the protection of environmental values and water quality objectives of receiving waters; and (e) minimises whole of life cycle costs for that infrastructure. Editor's note—The environmental values and water quality objectives are established under the *Environment Protection Policy (2009).* For Townsville, they are specified in the Ross River Basin Environmental Values and Water Quality Objectives 2012 and Black River Basin Environmental Values and Water Quality Objectives (2012).	No acceptable outcome is nominated. Editor's note—Section 9.3.2 Healthy waters code, Section 9.3.6 Works code and the Development manual planning scheme policy SC6.4, set out standards for the design and construction of services.	✔	The proposal site is connected to all required infrastructure and services which are sufficient for the demand of the proposed use.

Lot sizes and design			
PO26 Reconfiguration creates lot sizes that: (a) are consistent with the intended character of the zone, precinct or sub-precinct in which the land is located; (b) do not compromise the future development potential of land in the Emerging community zone for urban purposes; (c) are sufficient to protect the productive capacity, environmental and landscape values of rural land resources; (d) are sufficient to protect ground and surface water quality in the Rural residential zone; and (e) are sufficient to protect areas with significant ecological values.	**AO26** Minimum lot size is in accordance with Table 9.3.4.3(c).	**n/a**	The proposed reconfiguration is an amalgamation of lots (2 into 1) only and does not result in the creation of any new lots or associated infrastructure.
PO27 Lots have regular shape and dimensions to facilitate the efficient development of the land for its intended purpose, and have sufficient area to provide for: (a) buildings and structures appropriate to the zone, precinct or sub-precinct; (b) adequate usable open space and landscaping; (c) ventilation and sunlight; (d) privacy for residents; (e) suitable vehicle access and on-site parking where required; and (f) any required on-site services and infrastructure such as effluent disposal areas.	**AO27** The dimensions of lots are in accordance with Table 9.3.4.3(c).	**n/a**	The proposed reconfiguration is an amalgamation of lots (2 into 1) only and does not result in the creation of any new lots or associated infrastructure.

PO28 Where rear lots are created, they: (a) provide for an appropriate level of amenity; (b) incorporate direct access of a sufficient width for the use of the lot; and (c) ensure infrastructure services to the lot can be easily constructed, monitored and maintained. Editor's note— Applicants should also address any performance outcomes of the relevant zone code which may affect whether rear lots are appropriate.	**AO28.1** Only one rear lot is provided behind each standard lot.	**n/a**	The proposed reconfiguration does not create any rear lots.
	AO28.2 No more than two rear lot access strips directly adjoin each other.	**n/a**	The proposed reconfiguration does not create any rear lots.
	AO28.3 No more than two rear lots gain access from the head of a cul-de-sac.	**n/a**	The proposed reconfiguration does not create any rear lots.
	AO28.4 Where a rear lot is proposed in a residential zone, a square building envelope with sides of 17m is capable of being contained entirely within the lot.	**n/a**	The proposed reconfiguration does not create any rear lots.
	AO28.5 An access strip for a rear lot has a minimum width of: (a) 8m in a rural or rural residential zone for access lengths up to 50m and greater than 50m, 15m width; or (b) 3.5m in urban residential zones; or (c) 8m in an industry zone; or (d) in any other zone, no acceptable outcome is nominated.	**n/a**	The proposed reconfiguration does not create any rear lots.
	AO28.6 A passing bay is provided for access strips greater than 30m in length.	**n/a**	The proposed reconfiguration does not create any rear lots.
PO29 Realignment of boundaries in the Rural zone only occurs where this contributes to: (a) a reduction in the number of lots or level of fragmentation in the zone; or (b) potential for improved land management practices; or (c) improved protection and management of significant ecological values.	No acceptable outcome is nominated.	**n/a**	The proposed reconfiguration does not involve the realignment of boundaries in the Rural zone.

Movement network design Editor's note—The Transport impact, access and parking code and the Development manual planning scheme policy no. SC6.4 sets out other requirements relating to movement network design.			
PO30 The movement network has a legible structure, with roads and streets that conform to their function in the network, having regard to: (a) traffic volumes, vehicle speeds and driver behaviour; (b) on street parking; (c) sight distance; (d) provision for public transport routes and stops; (e) provision for pedestrian and cyclist movement, prioritising these where appropriate; (f) provision for waste collection and emergency vehicles; (g) lot access; (h) convenience; (i) public safety; (j) amenity; (k) the incorporation of public utilities and drainage; and (l) landscaping and street furniture.	No acceptable outcome is nominated. Editor's note—The outcomes of a Traffic impact assessment report undertaken as per the Development manual planning scheme policy no.SC6.4.5.2 Traffic Impact Assessment (TIA) will assist in informing the movement network design. Editor's note—Applicants should refer to the Development manual planning scheme policy no. SC6.4-SC6.4.5.3 Public Transport Facilities; SC6.4.5.4 Car Parking; SC6.4.22 Waste Management; SC6.4.5.1 Townsville Road Hierarchy; SC6.4.6.1 Geometric Road Design; SC6.4.12 Landscaping and Open Space; SC6.4.10.2 Water Sensitive Urban Design; SC6.4.14.2 Public Lighting (Urban, Urban Residential and Rural); SC6.4.14.3 Utility Services; and SC6.4.9 Stormwater Quantity to assist in complying with this outcome.	**n/a**	The proposed reconfiguration is an amalgamation of lots (2 into 1) only and does not result in the creation of any new lots or associated infrastructure.
PO31 The road and street network provides for convenient and safe movement between local streets and higher order roads.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy no. SC6.4 - SC6.4.5.1 Townsville Road Hierarchy, SC6.4.6.1 Geometric Road Design and SC6.4.5.2 Traffic Impact Assessment (TIA) to assist and comply with this outcome.	**n/a**	The proposed reconfiguration is an amalgamation of lots (2 into 1) only and does not result in the creation of any new lots or associated infrastructure.
PO32 A cul—de—sac is not included in the road and street design unless no other practical options exist.	No acceptable outcome is nominated.	**n/a**	The proposed reconfiguration is an amalgamation of lots (2 into 1) only and does not result in the creation of any new lots or associated infrastructure.

PO33 Local streets do not operate as through traffic routes for externally generated traffic (other than for pedestrians, cyclists and public transport).	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy no. SC6.4 - SC6.4.6.1 Geometric Road Design, SC6.4.5.1 Townsville Road Hierarchy, and SC6.4.5.2 Traffic Impact Assessment (TIA) to assist and comply with this outcome.	**n/a**	The proposed reconfiguration is an amalgamation of lots (2 into 1) only and does not result in the creation of any new lots or associated infrastructure.
PO34 Safe, convenient and efficient intersections are provided for vehicles, pedestrians, cyclists and public transport.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy no. SC6.4 - SC6.4.6.1 Geometric Road Design, SC6.4.5.1 Townsville Road Hierarchy, and SC6.4.5.2 Traffic Impact Assessment (TIA) to assist and comply with this outcome.	**n/a**	The proposed reconfiguration is an amalgamation of lots (2 into 1) only and does not result in the creation of any new lots or associated infrastructure.
PO35 Access arrangements for lots do not affect the function, vehicle speeds, safety, efficiency and capacity of streets and roads.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy no. SC6.4 - SC6.4.6.1 Geometric Road Design, SC6.4.5.1 Townsville Road Hierarchy, and SC6.4.5.2 Traffic Impact Assessment (TIA) to assist and comply with this outcome.	**n/a**	The proposed reconfiguration is an amalgamation of lots (2 into 1) only and does not result in the creation of any new lots or associated infrastructure.

PO36 Rear lanes are designed to: (a) provide enough width to enable safe vehicle movement, including service vehicles; (b) connect to other streets at both ends; (c) enable safe access into and out of garages without using doors that open into the lane; (d) not create a more direct through-route alternative for vehicles, cyclists or pedestrians than the adjoining street network; (e) ensure rear yards of properties can be fenced for security; (f) ensure any rear boundary treatment or tree planting does not create concealed recesses, obstructed access or allow uninvited access opportunities into rear yards; and (g) not provide for visitor parking within the lane.	**AO36** Rear lanes are designed and provided in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.21 Rear Lanes.	**n/a**	The proposed reconfiguration is an amalgamation of lots (2 into 1) only and does not result in the creation of any new lots or associated infrastructure.
PO37 Reconfigurations, where involving a frontage to an existing or historical rear lane are designed to not diminish the character of the rear lane.	**AO37.1** Lots have primary frontage to a street or road, other than rear lane.	✔	The proposed reconfiguration does not involve a frontage to an existing or historical rear lane.
	AO37.2 Development is undertaken in accordance with the Development manual planning scheme policy SC6.4 - SC6.4.21 Rear Lanes.	✔	The proposed reconfiguration does not involve a frontage to an existing or historical rear lane.

Road design Editor's note—The Transport impact, access and parking code sets out other requirements relating to road design.			
PO38 The geometric design features of each type of road: (a) convey its primary function for all relevant design vehicle types; (b) have an adequate horizontal and vertical alignment that is not conducive to excessive speeds; (c) encourage traffic speeds and volumes to levels commensurate with road hierarchy function; (d) ensure unhindered access by emergency and waste collection vehicles and buses; (e) ensures safe access to lots; (f) ensure design has regard and includes treatment to address the function, the necessary legibility and place making to support adjoining land uses; and (g) accommodate appropriate bicycle, pedestrian and shared paths.	**AO38** Roads are designed in accordance with the standards identified in Development manual planning scheme policy no. SC6.4 — SC6.4.6.1 Geometric Road Design, SC6.4.5.1 Townsville Road Hierarchy, SC6.4.5.2 Traffic Impact Assessments (TIA), SC6.4.22 Waste Management and SC6.4.3 Standard Drawings.	**n/a**	The proposed reconfiguration is an amalgamation of lots (2 into 1) only and does not result in the creation of any new lots or associated infrastructure.

Pedestrian and cyclist facilities			
PO39 A network of bicycle, pedestrian and shared paths is provided which encourage pedestrian activites and cycling for transportation and recreational purposes and that links open space networks, employment areas and community facilities, including public transport stops, activity centres and schools, and is designed having regard to: (a) topography; (b) cyclist and pedestrian safety; (c) cost effectiveness and maintenance costs; (d) likely user volumes and types; (e) convenience, including end of trip facilities; and (f) accessibility, including public lighting, signage and pavement making.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy no. SC6.4 - SC6.4.6.1 Geometric Road Design, SC6.4.5.1 Townsville Road Hierarchy, and SC6.4.5.2 Traffic Impact Assessment (TIA)to assist in complying with this outcome.	✔	The proposed development incorporates new pedestrian footpaths along the site frontage to provide safe pedestrian connectivity.
PO40 The alignment of pedestrian paths and cycleways is designed so that they: (a) allow for the retention of trees and other significant features; (b) maximise the visual interest provided by views and landmarks where they exist; (c) do not compromise the operation of or access to other infrastructure services; and (d) minimise potential conflict points with vehicles.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy no. SC6.4 for additional information to assist in achieving this outcome.	✔	The proposed development incorporates new pedestrian footpaths along the site frontage to provide safe pedestrian connectivity.

PO41 Where possible, the bicycle, pedestrian and shared path design facilitates uninterrupted movement of users and safe street crossings are provided for pedestrians and cyclists across major roads.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy no. SC6.4 - SC6.4.5.1 Townsville Road Hierarchy, SC6.4.6.1 Geometric Road Design, and SC6.4.3 Standard Drawings to assist in complying with this outcome.	✔	The proposed development incorporates new pedestrian footpaths along the site frontage to provide safe pedestrian connectivity.
Public transport			
PO42 The movement network caters for the extension of existing or future public transport routes to provide services that are convenient and accessible to the community.	**AO42** Except in the Rural zone and the Rural residential zone, at least 90% of proposed lots are within 400m walking distance from an existing or potential bus route or 500m walking distance of an identified bus stop. Editor's note—The outcomes of a Traffic impact assessment report undertaken as per the Development manual planning scheme policy no. SC6.4.5.2 Traffic Impact Assessment (TIA) will assist in informing the design outcomes and alignment for public transport routes. Editor's note—Applicants should refer to the Development manual planning scheme policy no.SC6.4 - SC6.4.5.3 Public Transport Facilities, SC6.4.5.4 Car Parking, SC6.4.4 Active Transport Infrastructure and SC6.4.6.1 Geometric Road Design to assist in complying with this outcome.	✔	The proposed reconfiguration is an amalgamation of lots (2 into 1) only and does not result in the creation of any new lots or associated infrastructure. The site is within walking distance to a bus stop.
PO43 Residential densities are optimised within walking distance of existing and potential public transport stations, where this is consistent with the intended character of the zone or precinct in which the land is located.	No acceptable outcome is nominated.	**n/a**	The proposed use in not residential.

PO44 Public transport stops are located and designed to: (a) ensure adequate sight distances are available to and for passing traffic; (b) be part of the pedestrian network and allow for safe pedestrian crossing; (c) provide shelter or shade, seats, adequate lighting and timetable information; (d) be in keeping with the character of the locality; (e) be able to be overlooked from nearby buildings where in urban areas; and (f) minimise adverse impacts on the amenity of nearby dwellings.	No acceptable outcome is nominated. Editor's note—The outcomes of a Traffic impact assessment report undertaken as per the Development manual planning scheme policy no.SC6.4 - SC6.4.5.2 Traffic Impact Assessment (TIA) will assist in informing the design outcomes and alignment for public transport routes. Editor's note—Applicants should refer to the Development manual planning scheme policy no.SC6.4 - SC6.4.5.3 Public Transport Facilities, SC6.4.5.4 Car Parking and SC6.4.4 Active Transport Infrastructure, and SC6.4.3 Standard Drawings and SC6.4.6.1 Geometric Road Design to assist in complying with this outcome.	**n/a**	The proposed development does not involve any new public transport infrastructure.
Additional requirements for volumetric subdivision			
PO45 The reconfiguration of the space above or below the surface of the land facilitates appropriate development in accordance with the intent of the zone or precinct in which the land is located or is consistent with a lawful approval that has not lapsed.	No acceptable outcome is nominated.	**n/a**	The proposed reconfiguration is an amalgamation of lots (2 into 1) only and does not result in the creation of any new lots or associated infrastructure.

9.3.5 Transport impact, access and parking code

The proposed development is assessable against the provisions of the Parking and Access Code of the Townsville City Plan (2022/02).

Assessment benchmarks

Table 9.3.5.3—Assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
Transport impact Editor's note—Applicants should note that the Department of Transport and Main Roads may have additional requirements. Editor's note—Applicants should also note that a transport impact assessment may be required to demonstrate compliance with this code.			
PO1 The development is located on roads that are appropriatefor the nature of traffic generated, having regard to the safety and efficiency of the transport network, and the functions and characteristics identified of the roadhierarchy. The road hierarchy is shown on Figure 9.5 — Road hierarchy existing and Figure 9.6 Road Hierarchy Future	No acceptable outcome is nominated. Editor's note— Applicants should refer to the Development manual planning scheme policy no. SC6.4 - SC6.4.3.13 Townsville road hierarchy, SC6.4.4.1 Geometric road design and SC6.4.3.14 Traffic impact assessment guidelines.	✔	The development is located on roads that are appropriatefor the nature of traffic generated by the proposed use.
PO2 Development does not compromise the orderly provisionor upgrading of the transport network.	No acceptable outcome is nominated. Editor's note— Applicants should refer to the Development manual planning scheme policy no. SC6.4 - SC6.4.3.13 Townsville road hierarchy, SC6.4.4.1 Geometric road design and SC6.4.3.14 Traffic impact assessment guidelines.	✔	The proposed use does not interfere with potential transport network upgrades.

PO3 On-site transport network infrastructure (including roads, parking, access and public transport, pedestrian and cyclist facilities) appropriately integrates and connects with surrounding networks. Editor's note—To demonstrate compliance with this performance outcome with regard to pedestrian and cyclist elements, applicantsmay be requested to provide a walk and cycle network plan to show connections to internal and external attractions, existing and proposed walk and cycle facilities and which respond to desire lines of all users.	No acceptable outcome is nominated. Editor's note— Applicants should refer to the Development manual planning scheme policy no. SC6.4 - SC6.4.3.5 Carparking and transport facilities guidelines, SC6.4.3.14 Traffic impact assessmentguidelines, SC6.4.4.7 bicycle, pedestrian and shared path design, SC6.4.4.1 Geometric road design and SC6.4.3.13 Townsville road hierarchy.	✔	On-site transport network infrastructure is congruent and complimentary to the needs of the site and its use.
PO4 As far as practicable, development is designed to encourage travel by public transport, walking and cycling.	No acceptable outcome is nominated. Editor's note— Applicants should refer to the Development manual planning scheme policy no. SC6.4 - SC6.4.3.5 Carparking and transport facilities guidelines, SC6.4.3.14 Traffic impact assessmentguidelines, SC6.4.4.7 bicycle, pedestrian and shared path design, SC6.4.4.1 Geometric road design and SC6.4.3.13 Townsville road hierarchy.	✔	The site is located within walking distance of the public transport network (bus stop).
Site access **Editor's note—**Local government (or other service owner) approval must be obtained before interfering with any infrastructure or undertaking works in the road reserve. In addition, be aware that the location of a driveway may be influenced by an approved plan of development that applies to the site or by the location of existing infrastructure or existing vehicle crossovers.			
PO5 Access arrangements are appropriate for: (a) the capacity of the parking area; (b) the volume, frequency and type of vehicle usage; (c) the function and characteristics of the access road and adjoining road network; and (d) the safety and efficiency of the road network.	**AO5** Access is provided in accordance with the standards identified in the Development manual planning schemepolicy SC6.4 — SC6.4.3.17 Driveways and SC6.4.3.5 Carparking and public transport facilities guidelines. Editor's note— Applicants should refer to the Development manual planning scheme policy no. SC6.4 - SC6.4.3.13 Townsville road hierarchy and SC6.4.3.14 Traffic impact assessment guidelines.	✔	Site access will be provided via existing crossovers to Ingham Road.

PO6 Where practical, access for cyclists and pedestrians is clearly distinguished from vehicle access.	No acceptable outcome is nominated. Editor's note— Applicants should refer to the Development manual planning scheme policy no. SC6.4 - SC6.4.3.5 Carparking and public transport facilities guidelines.	✔	Access for pedestrians will be clearly distinguished from vehicle access.
PO7 Access is located and designed to provide safe and easyaccess to the site, having regard to its position, width and gradient.	**AO7** Access is provided in accordance with the standards identified in the Development manual planning schemepolicy no. SC6.4 — SC6.4.3.17 Driveways and SC6.4.4.8 Standard drawings Editor's note— Applicants should refer to the Development manual planning scheme policy no. SC6.4 - SC6.4.3.5 Carparking and public transport facilities guidelines, SC6.4.3.14 Traffic impact assessment guidelines and SC6.4.3.13 Townsville road hierarchy.	✔	Access will be provided in accordance with all applicable standards.
PO8 All vehicles reasonably expected to use the site are ableto travel the length of the driveway or driveway access without damage to vehicle or the driveway surface.	**AO8** Access is provided in accordance with the standards identified in the Development manual planning schemepolicy no. SC6.4 — SC6.4.3.17 Driveways and SC6.4.3.5 Carparking and public transport facilities guidelines.	✔	Access will be provided in accordance with all applicable standards.
PO9 A driveway does not cause change in the level of a footpath that is unsafe or inaccessible for people withmobility difficulties.	**AO9** Access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.3.17 Driveways and SC6.4.4.8 Standard drawings.	✔	Access will be provided in accordance with all applicable standards.

PO10 Driveways are designed to withstand loadings from allvehicles reasonably expected to use the site.	**AO10** Access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.3.17 Driveways.	✔	Any required pavements will be constructed to applicable standards.
PO11 A driveway does not allow water to pond on adjacent properties or adjacent buildings and does not allow waterto enter a building or property.	**AO11** Access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.3.17 Driveways.	✔	Access will be provided in accordance with all applicable standards.
PO12 Construction of a driveway does not damage or interferewith the location, function of or access to any servicesand infrastructure.	**AO12** Access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.3.17 Driveways, SC6.4.3.5 Carparking and public transport facilities guidelines, and SC6.4.4.8 Standard drawings.	✔	Access will be provided in accordance with all applicable standards.
PO13 All vehicles reasonably expected to access the site cansafely manoeuvre to allow vehicles to exit and enter in aforward motion.	**AO13** Access is provided in accordance with the standards identified in Development manual planning scheme policyno. SC6.4 - SC6.4.3.17 Driveways, SC6.4.3.5 Carparkingand public transport facilities guidelines and SC6.4.4.8 Standard drawings such that all vehicles reasonably expected to access the site, can exit and enter in a forward motion with no more than a three-point turn.	✔	Access will be provided in accordance with all applicable standards. Refer to attached Traffic Impact Assessment.

Pedestrian and cyclist facilities			
PO14 Provision is made for the safe and convenient movementof pedestrians on-site and connecting to the external network, having regard to desire lines, legibility, safety,topographical constraints, shading and other weather protection and equitable access arrangements.	No acceptable outcome is nominated. Editor's note— Applicants should refer to the Development manual planning scheme policy no. SC6.4 — SC6.4.3.5 Carparking and public transport facilities guidelines, SC6.4.4.7 Bicycle, pedestrian and shared path design, SC6.4.3.13 Townsville road hierarchy, SC6.4.4.1 Geometric road design and SC6.4.3.6 Landscape policy to assist in complying with this outcome.	✔	The proposed design incorporates the safe and convenient movementof pedestrians on-site and connecting to the external network.
PO15 Provision is made for safe and convenient cycle movement to the site and within the site and connectingto the external network having regard to desire lines, users' needs, safety, topographical constraints and legibility. Editor's note—End of trip bicycle facilities will need to be providedfor major development in accordance with the Queensland Development Code Mandatory Part 4.1 — Sustainable Buildings. "Major development" is defined in MP4.1.	No acceptable outcome is nominated. Editor's note— Applicants should refer to the Development manual planning scheme policy no. SC6.4 — SC6.4.3.5 Carparking and public transport facilities guidelines, SC6.4.4.7 Bicycle, pedestrian and shared path design, SC6.4.3.13 Townsville road hierarchy, SC6.4.4.1 Geometric road design and SC6.4.3.6 Landscape policy to assist in complying with this outcome.	**n/a**	No cycling network exists in the area. The proposed use does not require cyclist access.

PO16 Parking areas, pathways and other elements of transportnetwork infrastructure are designed to enhance public safety by discouraging crime and antisocial behaviour, having regard to: (a) provision of opportunities for casual surveillance; (b) provision of lighting; (c) the use of fencing to define public and private spaces, whilst allowing for appropriate sight lines; (d) minimising potential concealment points and assault locations; (e) minimising opportunities for graffiti and othervandalism; and (f) restricting unlawful access to buildings andbetween buildings. Editor's note—Crime Prevention through Environmental Design Guidelines for Queensland prepared by the State Government mayprovide applicants with guidance on these matters.	No acceptable outcome is nominated. Editor's note— Applicants should refer to the Development manual planning scheme policy no. SC6.4 — SC6.4.3.5 Carparking and public transport facilities guidelines, SC6.4.4.7 Bicycle, pedestrian and shared path design, SC6.4.3.13 Townsville road hierarchy, SC6.4.4.1 Geometric road design, SC6.4.3.20 Public lighting and utility services and SC6.4.3.6 Landscape policy to assist in complyingwith this outcome.	✔	Any required elements of parking areas, pathways and other elements of transport network infrastructure will be constructed to applicable standards.
Parking			
PO17 Provision is made for on-site vehicle parking to: (a) meet the demand likely to be generated by the development; and (b) avoid on street parking that would adversely impact on the safety or capacity of the roadnetwork or unduly impact on local amenity.	**AO17** Parking is provided in accordance with the standardsidentified in Parking rates planning scheme policy no.SC6.10. Editor's note— Applicants should refer to the Development manual planning scheme policy no. SC6.4 - SC6.4.3.5 Carparking and public transport facilities guidelines, SC6.4.3.14 Traffic impact assessment guidelines, SC6.4.4.1 Geometric road design and SC6.4.3.13 Townsville road hierarchy to assist in complying with this outcome.	✔	On-site vehicle parking has been designed to meet the demand likely to be generated by the development. On-street parking provisions do not adversely impact on the safety or capacity of the roadnetwork or unduly impact on local amenity.

PO18 Parking ensures access is provided for people withdisabilities.	**AO18** Parking areas are designed in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.3.5 Car parking and public transport facilities guidelines.	✔	On-site vehicle parking has been designed according to the applicable standards. 1 parking space is provided for disability access.
PO19 Where the nature of the proposed development creates a demand, provision is made for set-down and pick-up facilities by bus, taxis or private vehicle, which: (a) are safe for pedestrians and vehicles; (b) are conveniently connected to the main component of the development by pedestrian pathway; and (a) provide for pedestrian priority and clear sight lines.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy no. SC6.4 - SC6.4.3.5 Carparking and public transport facilities guidelines, SC6.4.3.14 Traffic impact assessment guidelines, SC6.4.4.1 Geometric road design, SC6.4.3.13 Townsville road hierarchy and SC6.4.3.6 Landscape policy to assist in complying with this outcome.	**n/a**	The proposed use does not create a demand for a set-down and pick-up facility.
PO20 Parking and servicing areas are designed to: (a) be clearly defined, marked and signed; (b) be convenient and accessible; (c) minimise large unbroken areas of hardstand to theextent practicable; (d) be safe for vehicles, pedestrians and cyclists; (e) provide shading; (f) be located to encourage multi-purpose trip ends and minimise vehicle movements within the site; and (g) minimise any adverse impacts on the amenity ofsurrounding land.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy no. SC6.4 - SC6.4.3.5 Carparking and public transport facilities guidelines, SC6.4.3.17 Driveways, SC6.4.3.14 Traffic impact assessment guidelines, SC6.4.4.1 Geometric road design and SC6.4.3.6 Landscape policy.	✔	On-site vehicle parking will be provided according to the applicable standards. Parking will be clearly defined, marked and signed, convenient and accessible, be safe for vehicles, pedestrians and cyclists and minimise any adverse impacts on the amenity of surrounding land.

PO21 Vehicle spaces have adequate dimensions to meet userrequirements.	**AO21** Parking areas are designed in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.3.5 Car parking and public transport facilities guidelines.	✔	On-site vehicle parking will be provided according to the applicable standards and dimensions.
PO22 Pavement is constructed to an appropriate standard.	No acceptable outcome is nominated.	✔	Any required pavements will be constructed to applicable standards.
PO23 Parking and servicing areas are kept accessible and available for use as a parking area at all times during thenormal business hours of the activity.	No acceptable outcome is nominated.	✔	On-site vehicle parking and servicing areas will be made accessible as appropriate for the use.
PO24 Visitor parking for accommodation activities remainsaccessible and useable to visitors at all times.	No acceptable outcome is nominated.	**n/a**	No on-site accommodation activities are proposed.
PO25 Multi-level parking areas are designed, articulated andfinished to make a positive contribution to the local external streetscape character, as well as the internaluser experience of the facility ensuring way finding technologies and aesthetic treatments are provided.	No acceptable outcome is nominated.	**n/a**	No multi-level parking is proposed.

Servicing			
PO26 Provision is made for the on-site loading, unloading,manoeuvring and access by service vehicles that: (a) are adequate to meet the demands generated bythe development; (b) are able to accommodate the design servicevehicle requirements; and (c) does not unduly impede vehicular, cyclist and pedestrian safety and convenience both within thesite and external to the site.	**AO26** Servicing areas are provided and designed in accordancewith the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.3.5 Car parking and public transport facilities guidelines.	✔	On-site vehicle access provided accommodates the expected use and will be constructed according to the applicable standards. The site has ample area to provide access to service vehicles as required. Refer to the attached Traffic Impact Assessment – swept path analysis.
PO27 Refuse collection vehicles are able to safely access on-site refuse collection facilities.	**AO27** Refuse collection areas are provided and designed in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.3.22 Waste management guidelines and SC6.4.3.5 Car parking and public transport facilities guidelines.	✔	On-site vehicle access provided accommodates the expected use and will be constructed according to the applicable standards. The site has ample area to provide access to service vehicles as required. Refer to the attached Traffic Impact Assessment – swept path analysis.
PO28 Servicing arrangements minimise any adverse impact onthe amenity of premises in the vicinity, having regard tooperating hours, noise generation, proximity to sensitive uses, odour generation and dust.	No acceptable outcome is nominated.	✔	On-site vehicle servicing will be conducted within operational hours of the site use.

9.3.6 Works Code

The proposed development is assessable against the provisions of the Works Code of the Townsville City Plan (2022/02).

Criteria for assessment

Table 9.3.6.3—Accepted development subject to requirements

Performance outcomes	Acceptable outcomes	Complies	Comments
Access and parking			
PO1 Access arrangements are appropriate for: (a) the capacity of the parking area; (b) the volume, frequency and type of vehicle usage;and (c) the function and characteristics of the accessroad and adjoining road network.	**AO1** Access is provided in accordance with AustralianStandard AS2890.1.	✔	On-site vehicle access provided accommodates the expected use demand and has been designed according to the applicable standards. Refer to the attached Traffic Impact Assessment – swept path analysis.
PO2 Provision is made for on-site vehicle parking to meet thedemand likely to be generated by the development andto avoid on street parking where that would adversely impact on the safety or capacity of the road network orunduly impact on local amenity**.**	**AO2.1** Parking is provided at the rates set out in Parking ratesplanning scheme policy no. SC6.10. OR	✔	Vehicle parking has been provided according to the applicable parking rates.
	AO2.2 Where an existing lawful premises and involves not more than 5% or 50m^2 (whichever is the greater) of additional gross floor area, the existing number of on-site parking is retained or increased.	✔	Existing on-site vehicle parking will be retained.

PO3 Parking areas are designed to: (a) be clearly defined, marked and signed; (b) be convenient and accessible; (c) be safe for vehicles, pedestrians and cyclists; and (d) provide spaces which meet the needs of peoplewith disabilities.	**AO3.1** Parking areas are designed in accordance with Australian Standard AS2890.1. OR **AO3.2** Where an existing lawful premises and involves not more than 5% or 50m² (whichever is the greater) of additional gross floor area, the existing standard of on-site parking is maintained or improved.	✔	Vehicle parking has been designed according to the applicable standards. Existing on-site vehicle parking will be retained.
PO4 Landscaping is provided to soften the visual impact of parking areas and to provide shading.	**AO4.1** Shade trees within parking areas are provided at the following rate: (a) in single sided, angle or parallel bays - 1 tree per 3 parking spaces; and (b) in double sided, angle or parallel bays - 1 tree per 6 parking spaces. Editor's note—The Development manual planning scheme policy no. SC6.4 - SC6.4.3.6 Landscape policy sets out guidance on tree species and planting standards. OR **AO4.2** Where an existing lawful premises and involves not more than 5% or 50m² (whichever is the greater) of additional gross floor area, the existing standard of landscaping is maintained or improved.	✔	Landscaping will improved along the front and side boundaries of existing Lot 2.

PO5 Provision is made for the onsite loading, unloading,manoeuvring and access by service vehicles that: (a) is adequate to meet the demands generated bythe development; (b) is able to accommodate the design service vehiclerequirements; (c) is wholly contained within the site; and (d) does not unduly impede vehicular, cyclist and pedestrian safety and convenience within the site.	**AO5.1** Servicing areas are provided and designed in accordancewith Australian Standard AS2890.2. OR **AO5.2** Where an existing lawful premises and involves not more than 5% or 50m² (whichever is the greater) of additional gross floor area, the existing provision for service vehicles is maintained or improved.	✔	The site has ample area to provide access to service vehicles as required and will be provided according to applicable standards. Refer to the attached Traffic Impact Assessment – swept path analysis.
Services and utilities			
PO6 A potable water supply is provided that is adequate forthe needs of the intended use.	**AO6.1** The development is connected to council's reticulated water supply system in accordance with the Development manual planning scheme policy no. SC6.4-SC6.4.3.21 Townsville Water planning and design guidelines and SC6.4.4.8 Standard drawings. Editor's note—If a main exists, then an application for a water meter will be required.	✔	The development site is connected to council's reticulated water supply system.
	AO6.2 Water supply systems and connections are designed and constructed in accordance with Development manual planning scheme policy no. SC6.4 -SC6.4.3.21 TownsvilleWater planning and design guidelines, SC6.4.6.2 Water supply and SC6.4.4.8 Standard drawings.	✔	The development site is connected to council's reticulated water supply system. All water supply systems and connections will be designed and constructed in accordance with all applicable standards.

PO7 Wastewater treatment and disposal is provided that isappropriate for the level of demand generated, protects public health and avoids environmental harm.	**AO7.1** The development is connected to council's reticulated sewerage system via an existing sewer connection tothe site.	✔	The development is connected to council's reticulated sewerage network.
	AO7.2 Waste water systems and connections are designed andconstructed in accordance with Development manual planning scheme policy no. SC6.4 -SC6.4.3.21 TownsvilleWater planning and design guidelines, SC6.4.6.3 Sewerage systems and SC6.4.4.8 Standard drawings.	✔	The development site is connected to council's reticulated water supply system. All waste water systems and connections will be designed and constructed in accordance with all applicable standards.
PO8 Provision is made for waste management that is appropriate to the use, protects the health and safety of people and the environment. Editor's note—Applicants should also be aware that any provision for disposal of any trade waste is to be made in accordance council's Trade Waste Policy supporting the Water Act 2000, Plumbing and Drainage Act 2002 and the Standard Plumbing Regulation 2003.	**AO8.1** The development provides a bin container storage area that has an imperviously sealed pad and is screened to the height of the bins.	✔	The development provides a bin container storage area at the front of the parking area on existing Lot 2 that has an imperviously sealed pad and is screened to the height of the bins.
	AO8.2 On sites in an industrial zone that are greater than 2,000m² in area, provision is made for refuse collection vehicles to access the collection area, undertake the collection activity and to enter and leave the site in a forward direction without having to make more than a 3 point turn.	✔	The site has ample area to provide access to service vehicles as required and will be provided according to applicable standards. Refer to the attached Traffic Impact Assessment – swept path analysis.
PO9 The proposed stormwater management system or siteworks does not adversely affect flooding or drainage characteristics of properties that are upstream, downstream or adjacent to the development site.	**AO9.1** The development does not result in an increase in floodlevel or flood duration on upstream, downstream or adjacent properties.	✔	Stormwater will be discharged to a legal point of discharge.
	AO9.2 Roof and surface water is conveyed to the kerb andchannel or an inter-allotment drainage system in accordance with Australian Standard AS/NZS3500.3:2003.	✔	Stormwater will be discharged to a legal point of discharge and will be designed and constructed to all applicable standards.

PO10 The drainage network has sufficient capacity to safely convey stormwater run-off from the site and developmentdoes not cause a drainage nuisance to a downstream oradjoining property.	**AO10** Post development discharge of stormwater from the subject land does not exceed predevelopment peak flows and no change to flows across a downstream or adjoining property is created.	✔	The drainage network has sufficient capacity to safely convey stormwater run-off from the site. Site drainage will not have adverse effects on the site or surrounding sites.
Services and utilities			
PO11 A potable water supply is provided that is adequate for the needs of the intended use.	**AO11.1** Where within an area designated for urban or rural residential development, the development is connectedto council's reticulated water supply system in accordance with the Development manual planning scheme policy no. SC6.4-SC6.4.3.21 Townsville Waterplanning and design guidelines. OR **AO11.2** Otherwise, the development is provided with an on-sitewater supply in accordance with the Development manual planning scheme policy no. SC6.4 -SC6.4.3.11 On-site water supply.	✔	The site is not located within an area designated for urban or rural residential development. The site is connected to the water supply network.
	AO11.3 Water supply systems and connections are designedand constructed in accordance with the Development manual planning scheme policy no. SC6.4-SC6.4.3.21Townsville Water planning and design guidelines, SC6.4.3.23 Water and sewer network modelling guidelines, SC6.4.6.2 Water supply and SC6.4.4.8 Standard drawings.	✔	The development site is connected to council's reticulated water supply system. All water supply systems and connections will be designed and constructed in accordance with all applicable standards.

PO12 Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids adverse impacts on environmental values.	**AO12.1** Where within an area designated for urban development, the development is connected to the council's reticulated sewerage system in accordance with the Development manual planning scheme policy no. SC6.4-SC6.4.3.21 Townsville Water planning and design guidelines. OR **AO12.2** Otherwise, on-site waste water treatment and disposal isprovided which complies with the Development manual planning scheme policy no. SC6.4-SC6.4.3.10 On-site sewerage facilities.	✔	The development is connected to council's reticulated sewerage network.
	AO12.3 Waste water systems and connections are designed andconstructed in accordance with the Development manual planning scheme policy no. SC6.4-SC6.4.3.21 TownsvilleWater planning and design guidelines, SC6.4.3.23 Water and sewer network modelling guidelines, SC6.4.6.3 Sewerage systems and SC6.4.4.8 Standard drawings.	✔	The development site is connected to council's reticulated water supply system. All waste water systems and connections will be designed and constructed in accordance with all applicable standards.

PO13 The design and management of the development integrates water cycle elements having regard to: (a) reducing potable water demand; (b) minimising wastewater production; (c) minimising stormwater peak discharges and run-off volumes; (d) maintaining natural drainage lines and hydrological regimes as far as possible; (e) reusing stormwater and greywater is encouragedwhere public safety and amenity will not be compromised; and (f) efficient use of water.	**AO13** Integrated water management practices and infrastructure are implemented in accordance with Development manual planning scheme policy no. SC6.4 - SC6.4.3.8 Stormwater quality management plans fordevelopment and SC6.4.3.9 Water sensitive urban design guidelines.	✔	All water systems will be designed and constructed in accordance with all applicable standards.
PO14 The development is provided with an adequate energy supply which maintains acceptable standards of publichealth, safety, environmental quality and amenity.	**AO14** For other than the Rural zone, premises are serviced by: (a) an underground electricity supply approved by therelevant energy authority; or (b) an overhead supply approved by the relevant energy authority where in the Rural residential zone, Special purpose zone or High impact industry zone or where on a lot of less than 2,500m^2 within an area where the existing supply is overhead. Editor's note—Applicants should also have regard to the Development manual planning scheme policy no. SC6.4 - SC6.4.3.20Public lighting and utility services.	✔	The development site is connected to the reticulated electricity supply network.

PO15 Premises are connected to a telecommunicationsservice approved by the relevant authority.	**AO15** The development is connected to telecommunicationsinfrastructure in accordance with the standards of the relevant regulatory authority. Editor's note—The Development manual planning scheme policy no. SC6.4-SC6.4.3.20 Public lighting and utility services provides additional information regarding the supply of telecommunications.	✔	The development site is connected to the reticulated communications network.
PO16 Provision is made for future telecommunications services(for example fibre optic cable).	No acceptable outcome is nominated.	✔	The development site is connected to the reticulated NBN network.
PO17 Where available, provision is made for reticulated gas.	**AO17** Design and provision of reticulated gas is undertaken inaccordance with the Development manual planning scheme policy no. SC6.4-SC6.4.3.20 Public lighting andutility services. Editor's note—Applicants should also have regard to the metering requirements of other relevant authorities.	**n/a**	No reticulated gas supply network is known to service the site. The proposed use does not require a gas connection.
PO18 Adequate access is provided to public services andutilities for future maintenance.	No acceptable outcome is nominated. Editor's note—The Development manual planning scheme policy no. SC6.4 provides additional information and requirements for applicants, including when council will require easements over publicservices and utilities.	✔	Adequate access is provided to public services andutilities for future maintenance.

Earthworks **Editor's note—**Applicants should be aware that some retaining walls constitute building works that are assessable under the *Building Regulation 2006*. No approval is required under the *Building Regulation 2006* for retaining walls… **Editor's note—**Applicants should note that council may request the submission of an engineering report undertaken by suitably qualified engineer to demonstrate compliance with the performance outcomes, particularly where alternative solutions are proposed.			
PO19 Filling and excavation does not result in contamination ofland or pose a health and safety risk.	**AO19** Filling and excavation does not: (a) use contaminated materials as fill; (b) excavate contaminated material; and (c) use waste material as fill. Editor's note—Applicants should refer to the Development manual planning scheme policy no. SC6.4 - SC6.4.6.10 Earthworks (construction) and SC6.4.5 Construction management for additional information.	✔	Any filling or excavation required to facilitate the construction of the proposed use will be undertaken in accordance with applicable requirements.
PO20 Earthworks result in stable landforms and structures.	**AO20** Earthworks and the construction of retaining walls and batters are undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.4.5 Earthworks (design) and SC6.4.6.10 Earthworks (construction).	**n/a**	No retaining walls or batters are proposed.
PO21 Earthworks are undertaken in a manner that: (a) maintains natural landforms as far as possible;and (b) minimises height of retaining walls and batterfaces.	**AO21.1** Earthworks are undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.4.5 Earthworks (design) and SC6.4.6.10 Earthworks (construction).	✔	Any filling or excavation required to facilitate the construction of the proposed use will be undertaken in accordance with applicable requirements.
	AO21.2 Retaining walls are designed and constructed: (a) certified as stable by a Registered ProfessionalEngineer of Queensland; and (b) have a combined height of retaining wall and fenceof not more than 2 metres.	**n/a**	No retaining walls are proposed.

PO22 Earthworks do not unduly impact on amenity or privacyfor occupants of the site or on adjoining land.	No acceptable outcome is nominated.	✔	Any earthworks will not unduly impact on amenity or privacy for occupants of the site or on adjoining land.
PO23 Earthworks do not cause environmental harm.	No acceptable outcome is nominated.	✔	Any earthworks will not cause environmental harm.
PO24 Filling or excavation does not worsen any flooding ordrainage problems on the site or on neighbouring properties.	**AO24** Earthworks are undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.4.5 Earthworks (design) and SC6.4.6.10 Earthworks (construction).	✔	Any filling or excavation required to facilitate the construction of the proposed use will be undertaken in accordance with applicable requirements.
PO25 Any structure used to restrain fill or excavation does not worsen drainage problems or cause surface water to be a nuisance to neighbouring properties.	**AO25** Earthworks are undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.4.5 Earthworks (design) and SC6.4.6.10 Earthworks (construction).	✔	Any filling or excavation required to facilitate the construction of the proposed use will be undertaken in accordance with applicable requirements.
PO26 Filling or excavation does not adversely affect sewer, stormwater or water utility infrastructure or access to them for maintenance purposes.	**AO26** Earthworks are undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.4.5 Earthworks (design) and SC6.4.6.10 Earthworks (construction).	✔	Any filling or excavation required to facilitate the construction of the proposed use will be undertaken in accordance with applicable requirements.
PO27 Filling or excavation does not prevent or create difficultaccess to any property.	**AO27** Earthworks are undertaken in accordance with the Development manual planning scheme policy no. SC6.4 - SC6.4.4.5 Earthworks (design) and SC6.4.6.10 Earthworks (construction).	✔	Any filling or excavation required to facilitate the construction of the proposed use will be undertaken in accordance with applicable requirements.
PO28 Earthworks do not cause significant impacts through truck movements, dust or noise on the amenity of the locality in which the works are undertaken or along routes taken to transport the material and the transportation of materials minimises adverse impacts onthe road network.	**AO28** Earthworks are undertaken in accordance with the Development manual planning scheme policy no.SC6.4 - SC6.4.6.10 Earthworks (construction) and SC6.4.5 Construction management.	✔	Any filling or excavation required to facilitate the construction of the proposed use will be undertaken in accordance with applicable requirements.

Movement networks			
PO29 The following are provided along the full extent of the roadfrontage and to a standard that is appropriate to the function of the road or street and the character of the locality: (a) paved roadway; (b) appropriate pavement edging (including kerb andchannel); (c) pedestrian paths and cycleways; (d) streetscaping and street tree planting; (e) stormwater drainage; (f) street lighting systems; and (g) conduits to facilitate the provision of and otherutility services.	**AO29** Design and construction of external road works are undertaken in accordance with the Development manualplanning scheme policy no. SC6.4. Editor's note—Applicants should have regard to the following sub-sections of the Development manual planning scheme policy no. SC6.4 - SC6.4.3.20 Public lighting and utility services; SC6.4.4.4 Stormwater drainage design; SC6.4.4.2 Pavement design; SC6.4.4.7Bicycle, pedestrian and shared path design; SC6.4.3.6 Landscape policy, SC6.4.4.1 Geometric road design, SC6.4.3.3 Footpath treatment policy and SC6.4.6 Construction standards.	✔	A new pedestrian footpath will be constructed along the length of the site frontage. The design and construction of external road works will be undertaken in accordance with all applicable standards.
PO30 Provision is made in the road reserve for streetscaping,pedestrians and cyclists in a manner consistent with: (a) the current and projected level of usage; (b) the desired streetscape character; and (c) activities which are anticipated to occur within theverge.	**AO30** Streetscaping works, footpaths and cycle paths areprovided in accordance with Development manual planning scheme policy no. SC6.4. Editor's note—Applicants should have regard to the following sub-sections of the Development manual planning scheme policy no. SC6.4 - SC6.4.3.3 Footpath treatment policy; SC6.4.4.1 Geometricroad design; SC6.4.3.13 Townsville road hierarchy, SC6.4.4.7 Bicycle, pedestrian and shared path design; SC6.4.3.6 Landscapepolicy and SC6.4.3.20 Public lighting and utility services in demonstrating compliance.	✔	A new pedestrian footpath will be constructed along the length of the site frontage. The design and construction of the footpath will be undertaken in accordance with all applicable standards.
PO31 Parking areas are designed and constructed in a manner that is sufficiently durable for the intended function, maintains all weather access and ensures thesafe passage of vehicles, pedestrians and cyclists.	**AO31** Parking area design and construction is undertaken inaccordance with the Development manual planning scheme policy no. SC6.4 — SC6.4.3.5 Car parking andpublic transport facilities guidelines.	✔	On-site vehicle parking will be provided within the hardstand area according to the applicable standards.

PO32 Movement networks can be easily and efficientlymaintained.	**AO32** Infrastructure is provided in accordance with the Development manual planning scheme policy no. SC6.4— SC6.4.4.1 Geometric road design, SC6.4.3.13 Townsville road hierarchy and SC6.4.3.14 Traffic impact assessment guidelines.	**n/a**	No new on-site movement networks are required or proposed for the use.
Waste management			
PO33 Development provides adequate waste management facilities on site for the storage of waste and recyclablematerial in a manner which: (a) is of adequate size to accommodate the expectedamount of refuse to be generated by the use; (b) is in a position that is conveniently accessible forcollection at all times; (c) is able to be kept in a clean, safe and hygienicstate at all times; and (d) minimises the potential for environmental harm,environmental nuisance and adverse amenity impacts.	**AO33** Waste management facilities are provided in accordancewith the Development manual planning scheme policy no. SC6.4 – SC6.4.3.22 Waste management guidelines. Editor's note—Applicants may be requested to prepare a Waste management plan in accordance with the Development manual planning scheme policy no.SC6.4-SC6.4.3.22 Waste management guidelines.	✔	The proposed development provides adequate waste management facilities on site for the storage of waste and recyclable material.
Construction management			
PO34 Work is undertaken in a manner which does not causeunacceptable impacts on surrounding areas as a result of dust, odour, noise or lighting.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy no. SC6.4 for assistance in complying with this outcome.	✔	All construction will be conducted and managed according to applicable standards and requirements.
PO35 While undertaking development works, the site and adjoining road are maintained in a tidy, safe and hygienicmanner.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy no. SC6.4 for assistance in complying with this outcome.	✔	All construction will be conducted and managed according to applicable standards and requirements.

PO36 Traffic and parking generated during construction aremanaged to minimise impact on the amenity of the surrounding area.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy no. SC6.4 for assistance in complying with this outcome.	✔	All construction will be conducted and managed according to applicable standards and requirements.
PO37 Council's infrastructure is not damaged by constructionactivities.	No acceptable outcome is nominated. Editor's note—Applicants should refer to the Development manual planning scheme policy no. SC6.4 for assistance in complying with this outcome.	✔	Council's infrastructure will not be damaged by construction activities.
PO38 The integrity of new infrastructure is maintained.	No acceptable outcome in nominated. Editor's note—Applicants should have regard to the following sections of the Development manual planning scheme policy no. SC6.4 - SC6.4.5 Construction management; SC6.4.6 Construction standards and SC6.4.7 Acceptance of completed works in demonstrating compliance.	✔	The integrity of new infrastructure will be maintained.
PO39 Construction activities and works are carried out in amanner which avoids damage to the environment, retained vegetation and impacts on fauna.	**AO39** Construction activities and works are undertaken inaccordance with the Development manual planningscheme policy no. SC6.4 - SC6.4.5 Construction management.	✔	All construction will be conducted and managed according to applicable standards and requirements.
PO40 Vegetation cleared from a site is disposed of in a mannerthat maximises reuse and recycling and minimises impacts on public health and safety.	**AO40** Construction activities and works are carried out in accordance with Development manual planning scheme policy no. SC6.4 - SC6.4.6.11 Clearing and grubbing. Editor's note—Applicants shall also refer to Development manual planning scheme policy no. SC6.4 for assistance in complying withthis outcome.	✔	All construction will be conducted and managed according to applicable standards and requirements.

TOWNSVILLE CITY COUNCIL

PRE-LODGEMENT MEETING MINUTES >>

COUNCIL REFERENCE >>	PLM23/0098
ASSESSMENT NO >>	1201054
LEGAL DESCRIPTION >>	Lot 2 RP 721874 Lot 4 RP 729671
PROPERTY ADDRESS >>	936-938 Ingham Road BOHLE QLD 4818
PROPOSAL >>	MCU & RAL

DATE >> 13 July 2023

TIME >> 10:30 AM

ATTENDEES >>

Melanie Percival	Senior Planner – Planning & Development
Dale Armbrust	Senior Development Engineer - Planning & Development
Sam Rang	Planning Support Officer - Planning & Development
Gabi Furminger	Planning Support Officer - Planning & Development

Via Microsoft Teams/Teleconference

Saul	Applicant
Johnathan Burns	Scope Town Planning

Description of the Proposal

- Proposal for a bar utilizing an existing building with confirmed established commercial use over 2 medium impact industry zoned site.

- Development proposal plans – Property Report, Site Plan Concept
- Impact Property Report, QLD Title Search

Property Zoning and Overlays

- Zone –
  - Medium impact industry
- Overlays –
  - Operational airspace - Airspace more than 15m above ground level
  - Operational airspace - Airspace more than 45m above ground level
  - Wildlife hazard buffer zones and Public safety areas - Distance from airport runway - 8km
  - Flood hazard - Low hazard area
  - Flood hazard - Medium hazard area

Planning Scheme

The proposal is subject to assessment against the Townsville City Plan. The planning scheme can be viewed via the following link: Current City Plan (townsville.qld.gov.au)

ABN >> 44 741 992 072
PS1138.00

Assessment Criteria

- Defined Use – Bar
- Level of assessment – impact assessable
- Strategic Framework
- Medium impact industry zone code
- Healthy waters code
- Landscape code
- Transport impact, access and parking code
- Works code
- Airport environs overlay code
- Flood hazard overlay code

Discussion Points

- Existing approval need to be obtained to determine whether area is meant for car parking or landscape use.
- Impact assessable
- Required to demonstrate the need and how it will service the immediate area.
- TIA for parking and access – report to discuss traffic generated by the development and impacts on the adjoining road network. Application to identify that sufficient parking can be provided onsite which accounts for all proposed and existing uses i.e. commercial, bar and caretakers accommodation. If parking is to be provided on Lot 1, it will need to be included in the application. It is recommended to also discuss pedestrian safety for potential walk-in traffic.
- Planning scheme only allows maximum of 60 people sitting
- Water and sewer – engineering report to identify water and sewer demands generated by the development, impacts on Council's external infrastructure and any upgrades required.
- Ensure smokers area meet setback requirements
- TMR and QLD Rail will be triggered.

Other Applicable Standards

Upon lodgement of your development application, you will be required to pay assessment fees in accordance with Council's Planning Services 2023/24 Fees and Charges Schedule. For the most current schedule, please refer to: Fees & Charges - Townsville City Council

Furthermore, the development proposal will be subject to Infrastructure Charges. For a comprehensive review of Council's Infrastructure Charge Resolution, please view the following link: Infrastructure Charges - Townsville City Council

Post Meeting Feedback

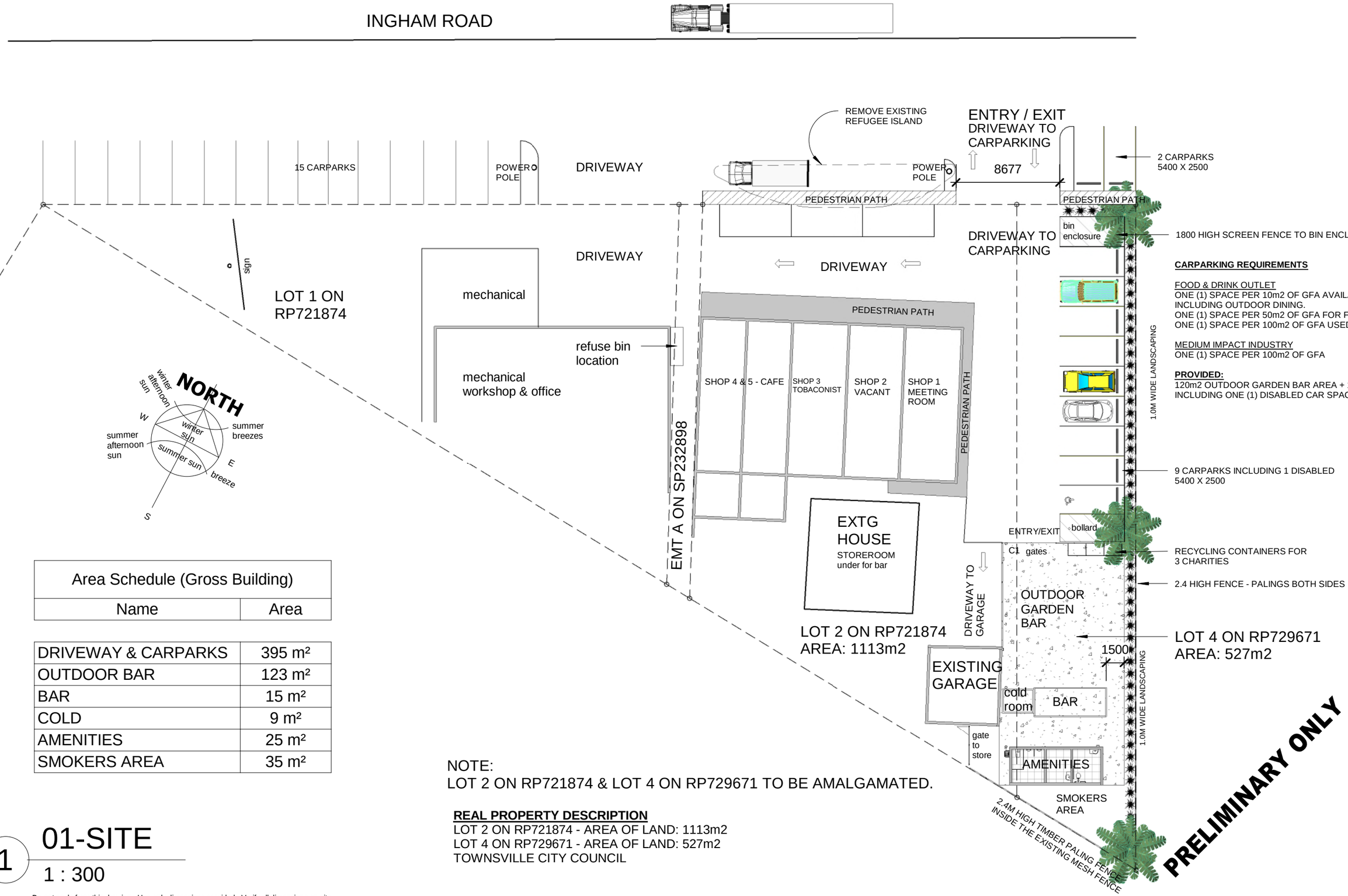
- Planner will assist with locating approvals for site and send through.

Meeting Closed >> 10:58am

ABN >> 44 741 992 072
PS1138.00

Note: This pre-lodgement advice has been prepared based on the information provided in the meeting. A full assessment of the proposal against the planning scheme has not been carried out and this advice may be subject to change at the time of lodgement of a formal development application. An application may be subject to requests for further information not identified in the pre-lodgement meeting following a full assessment.

ABN >> 44 741 992 072
PS1138.00



CARPARKING REQUIREMENTS

FOOD & DRINK OUTLET
ONE (1) SPACE PER 10m2 OF GFA AVAILABLE TO THE PUBLIC INCLUDING OUTDOOR DINING.
ONE (1) SPACE PER 50m2 OF GFA FOR FOOD PREPARATION
ONE (1) SPACE PER 100m2 OF GFA USED FOR STORAGE.

MEDIUM IMPACT INDUSTRY
ONE (1) SPACE PER 100m2 OF GFA

PROVIDED:
120m2 OUTDOOR GARDEN BAR AREA + 14 CARS SPACES - INCLUDING ONE (1) DISABLED CAR SPACE.

9 CARPARKS INCLUDING 1 DISABLED
5400 X 2500

Area Schedule (Gross Building)	
Name	Area
DRIVEWAY & CARPARKS	395 m²
OUTDOOR BAR	123 m²
BAR	15 m²
COLD	9 m²
AMENITIES	25 m²
SMOKERS AREA	35 m²

NOTE:
LOT 2 ON RP721874 & LOT 4 ON RP729671 TO BE AMALGAMATED.

REAL PROPERTY DESCRIPTION
LOT 2 ON RP721874 - AREA OF LAND: 1113m2
LOT 4 ON RP729671 - AREA OF LAND: 527m2
TOWNSVILLE CITY COUNCIL

PRELIMINARY ONLY

1 01-SITE
1 : 300

Do not scale from this drawing. Use only dimensions provided. Verify all dimensions on site.

amendments:
P1-010823-INITIAL CONCEPT SKETCH PLAN FOR DISCUSSION ONLY
P2-090823-SKETCH PLANS UPDATED.
P3-040923-SKETCH PLANS UPDATED.
P4-170923-PEDESTRIAN PATH UPDATED.
P5-191023-SITE AREA & NOTES ADDED.

building design queensland MEMBER
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Email: info@amwbuildingdesign.com
A.M.Weightman Lic No. 1123 594
Lic. under QBCC Building Design

AMW DESIGN & DRAFTING

drawn by:	AMW
date	AUG'23
edit date:	091023
scale:	1 : 300

PROJECT: **OUTDOOR GARDEN BAR**
LOCATION: **936-938 INGHAM ROAD, BOHLE**
CLIENT: **BCSMR PROPERTY INVESTMENTS P/L**

SITE PLAN

project no:	drawing no:	rev:
23-1169	SK01	P5

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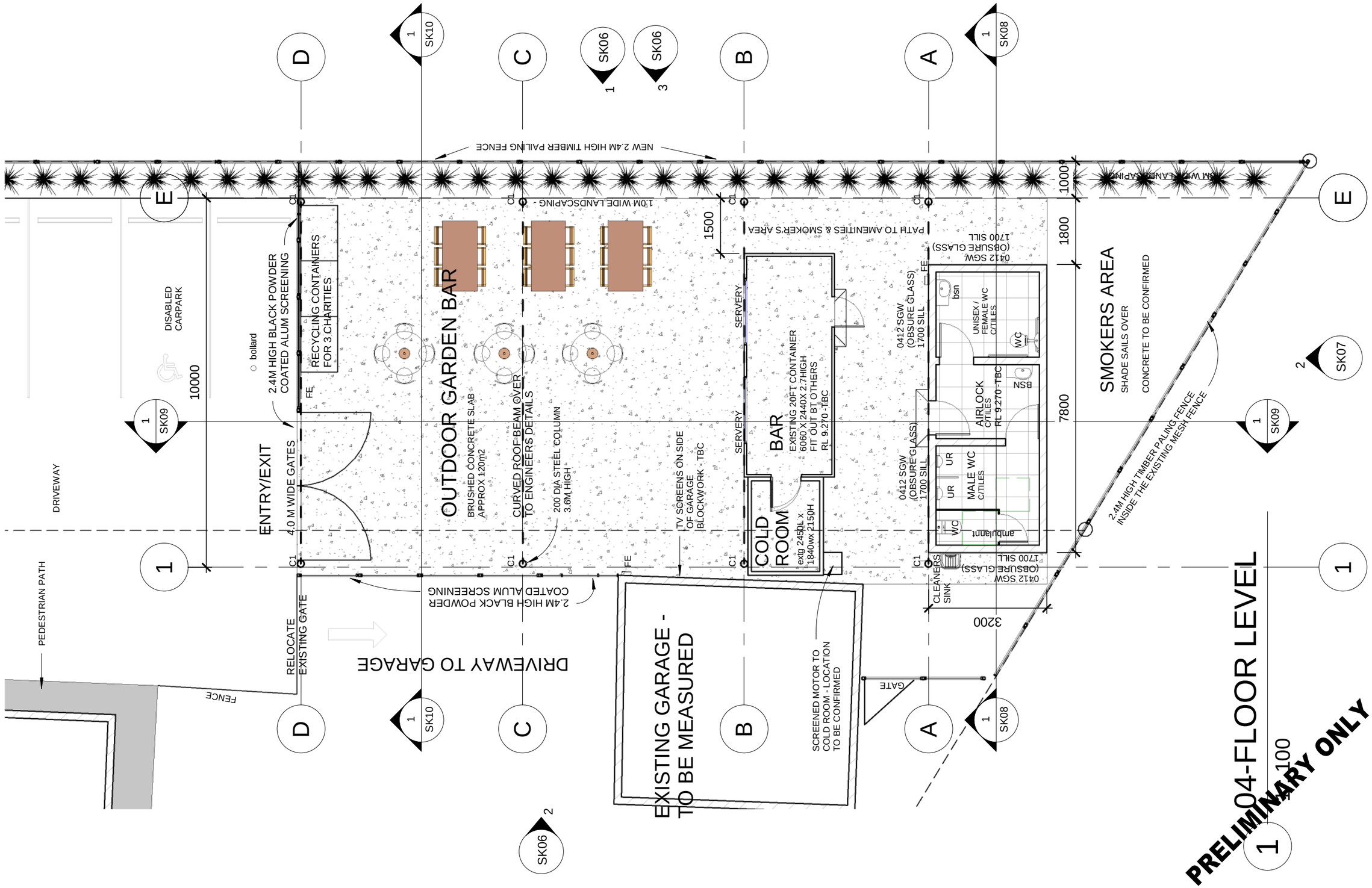

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AMW DESIGN & DRAFTING

drawn by:	AMW
date	AUG'23
edit date:	091023
scale:	1 : 100

PROJECT: **OUTDOOR GARDEN BAR**
LOCATION: **936-938 INGHAM ROAD, BOHLE**
CLIENT: **BCSMR PROPERTY INVESTMENTS P/L**

FLOOR PLAN

project no:	drawing no:	rev:
23-1169	SK02	P5

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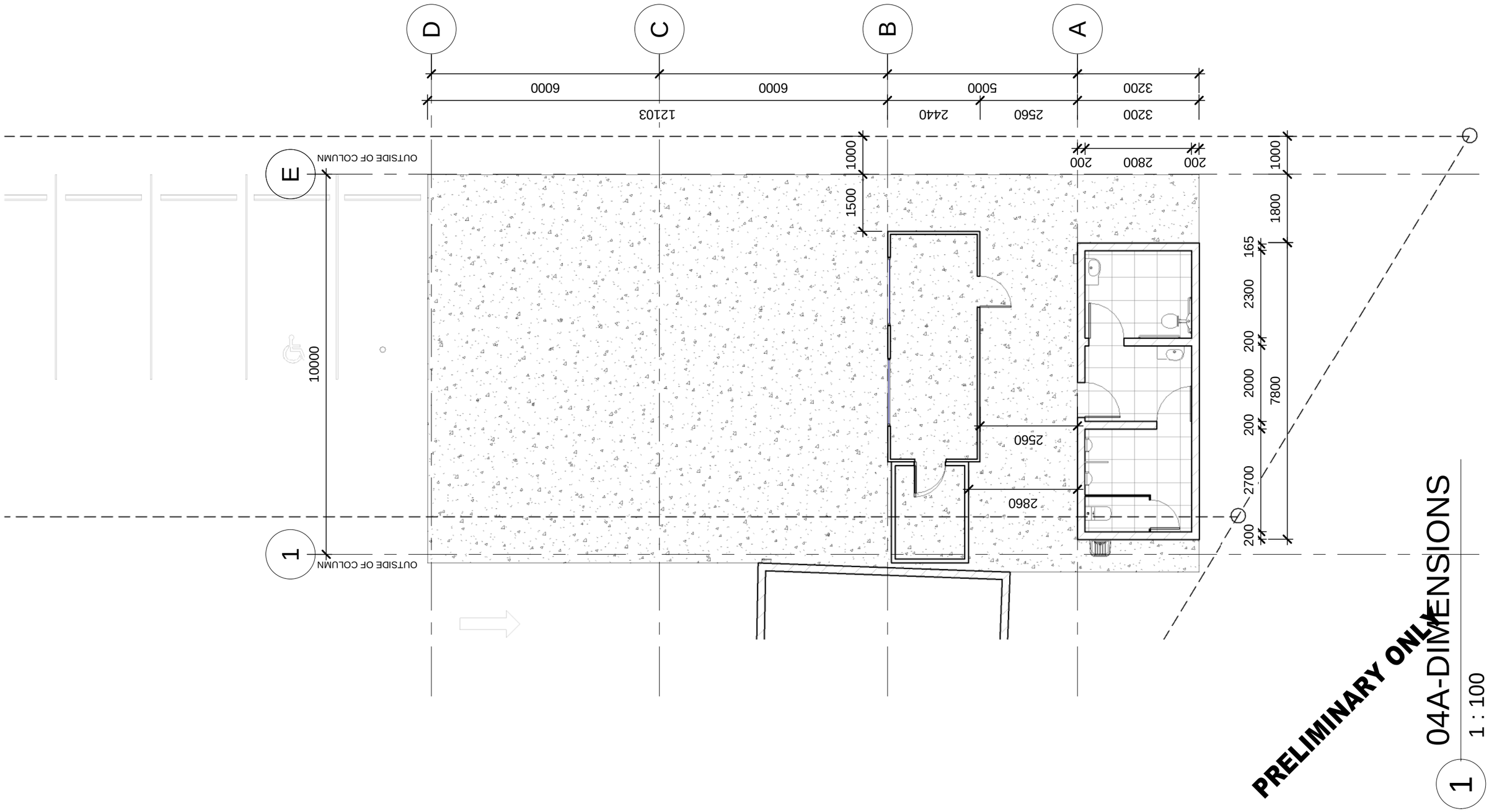

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P4-170923-PEDESTRIAN PATH UPDATED.
P5-171023-SITE AREA & NOTES ADDED.

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AMW DESIGN & DRAFTING

drawn by:	AMW
date	AUG'23
edit date:	091023
scale:	1 : 100

PROJECT: **OUTDOOR GARDEN BAR**
LOCATION: **936-938 INGHAM ROAD, BOHLE**
CLIENT: **BCSMR PROPERTY INVESTMENTS P/L**

DIMENSIONS

project no:	drawing no:	rev:
23-1169	SK03	P5

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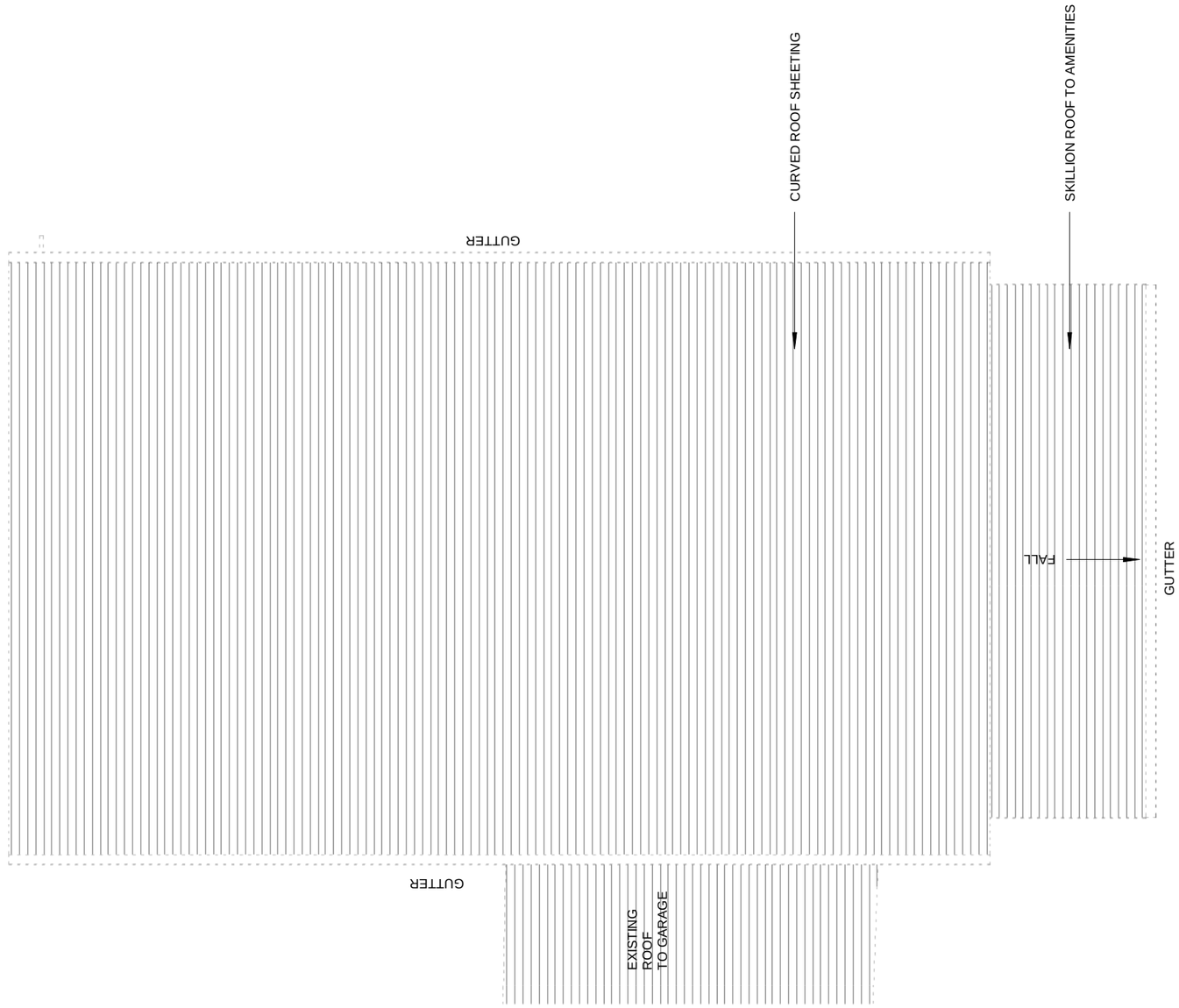

08-ROOF LEVEL

1 : 100

1

PRELIMINARY ONLY

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P3-040923-SKETCH PLANS UPDATED.
P4-170923-PEDESTRIAN PATH UPDATED.
P5-241023-SITE AREA & NOTES ADDED.

building design queensland MEMBER

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Lic. under QBCC Building Design

AMW DESIGN & DRAFTING

drawn by:	AMW
date	AUG'23
edit date:	091023
scale:	1 : 100

PROJECT: **OUTDOOR GARDEN BAR**
LOCATION: **936-938 INGHAM ROAD, BOHLE**
CLIENT: **BCSMR PROPERTY INVESTMENTS P/L**

ROOF PLAN

project no:	drawing no:	rev:
23-1169	SK05	P5

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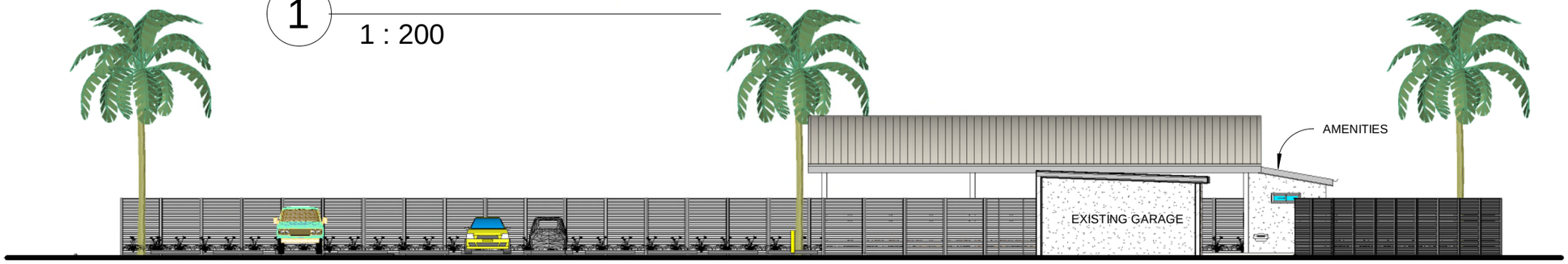
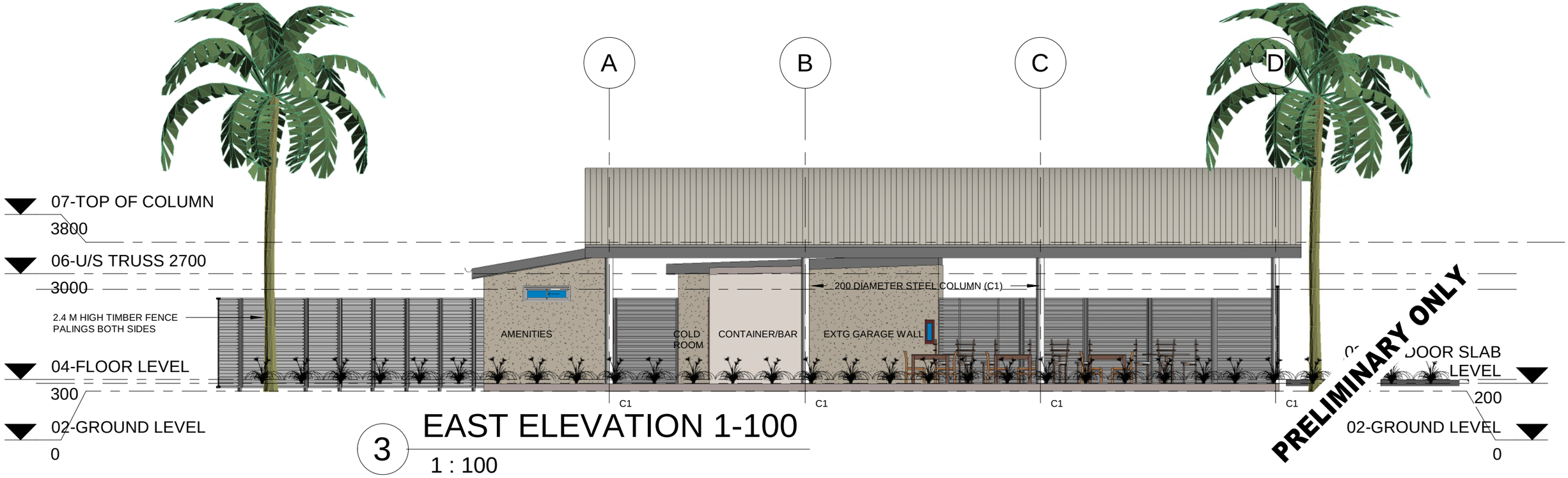
1 EAST ELEVATION

1 : 200



2 WEST ELEVATION

1 : 200



3 EAST ELEVATION 1-100

1 : 100

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P4-170923-PEDESTRIAN PATH UPDATED.
P5-191023-SITE AREA & NOTES ADDED.

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AMW DESIGN & DRAFTING

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date	AUG'23
edit date:	091023
scale:	As indicated

PROJECT: **OUTDOOR GARDEN BAR**
LOCATION: **936-938 INGHAM ROAD, BOHLE**
CLIENT: **BCSMR PROPERTY INVESTMENTS P/L**

ELEVATIONS

project no:	drawing no:	rev:
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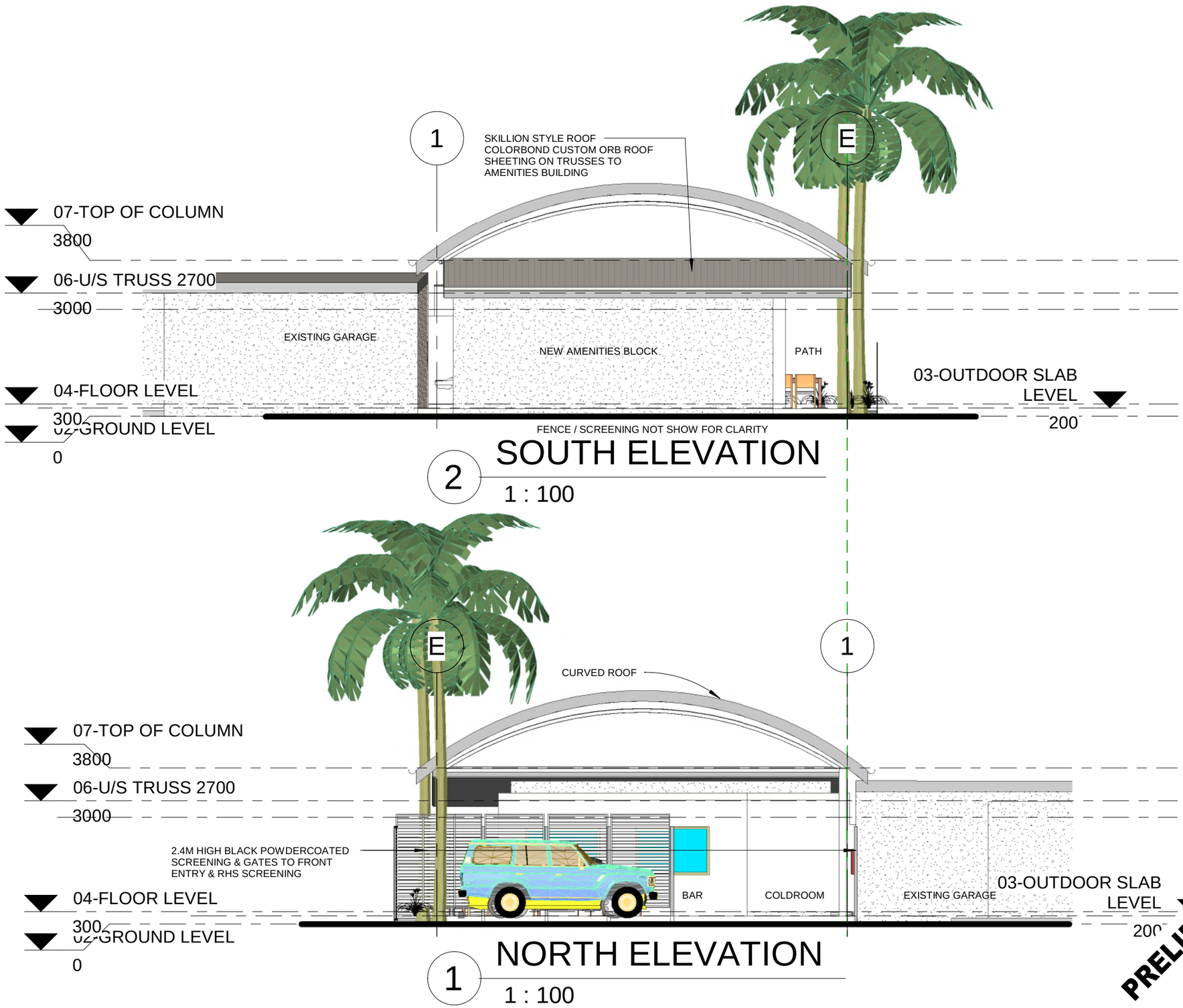

2 SOUTH ELEVATION

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1 NORTH ELEVATION

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LOCATION: **936-938 INGHAM ROAD, BOHLE**
CLIENT: **BCSMR PROPERTY INVESTMENTS P/L**

SECTION A-A

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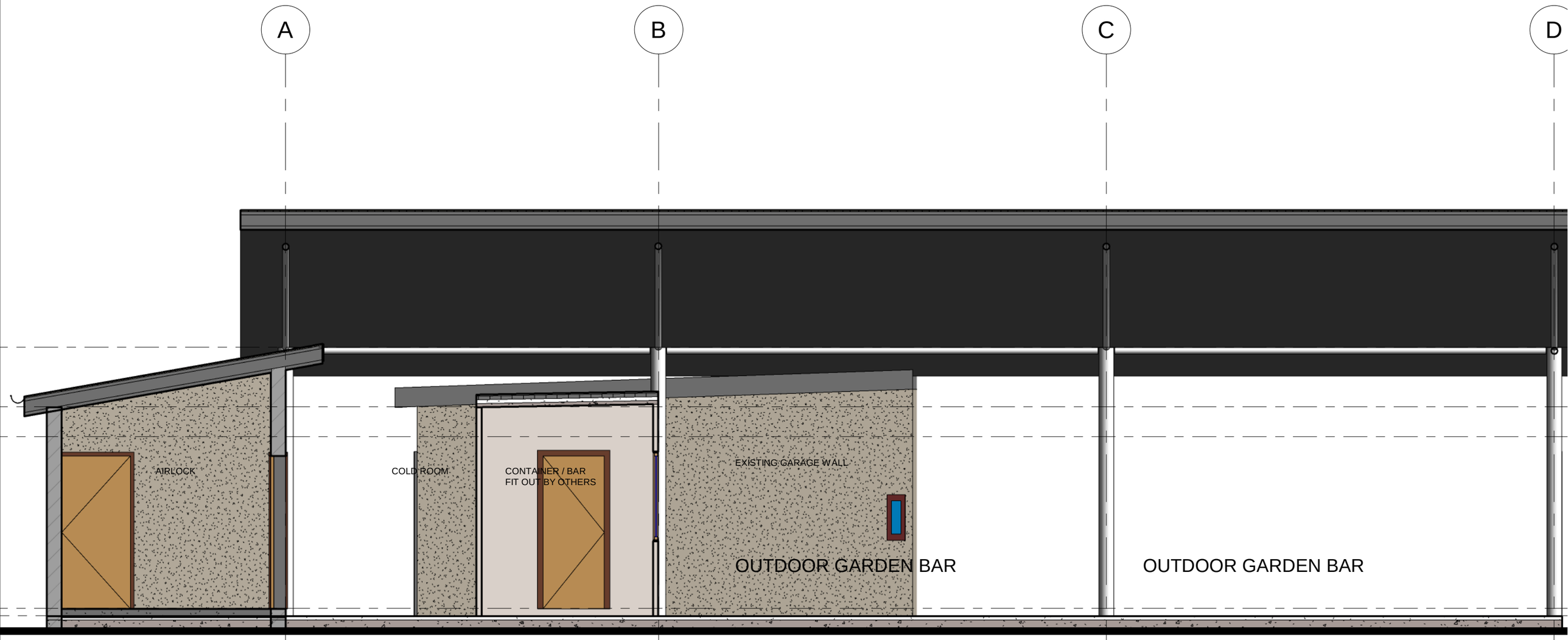

1 Section B-B

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SECTION B-B

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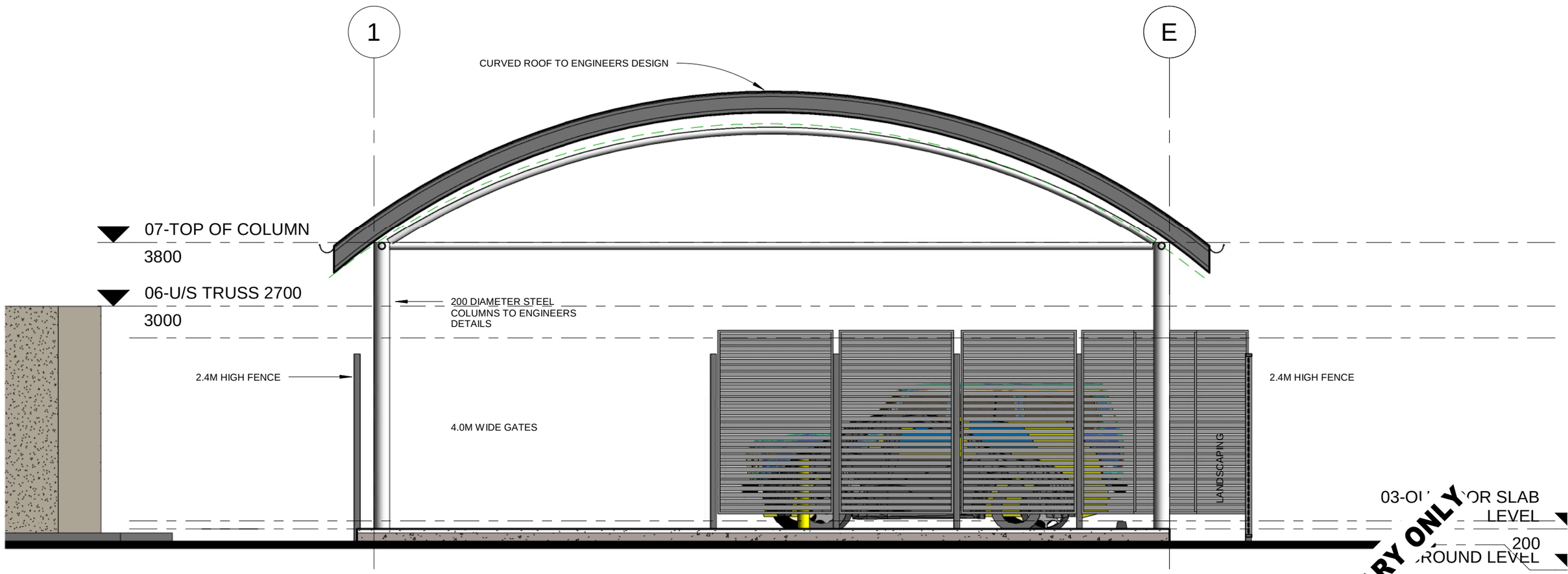

1 Section C-C
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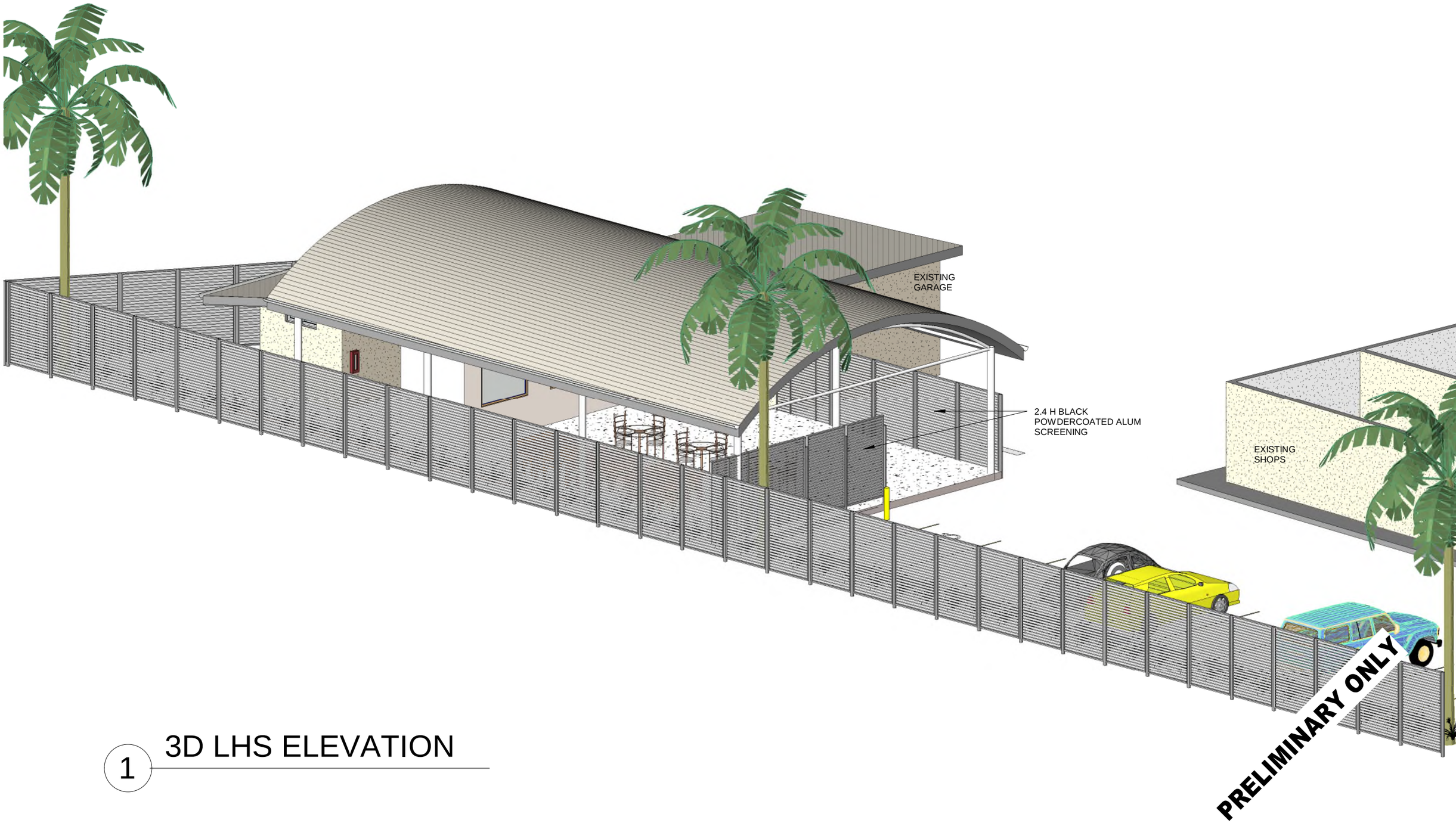

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PROJECT: **OUTDOOR GARDEN BAR**
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3D ELEVATION

project no:	drawing no:	rev:
23-1169	SK11	P5

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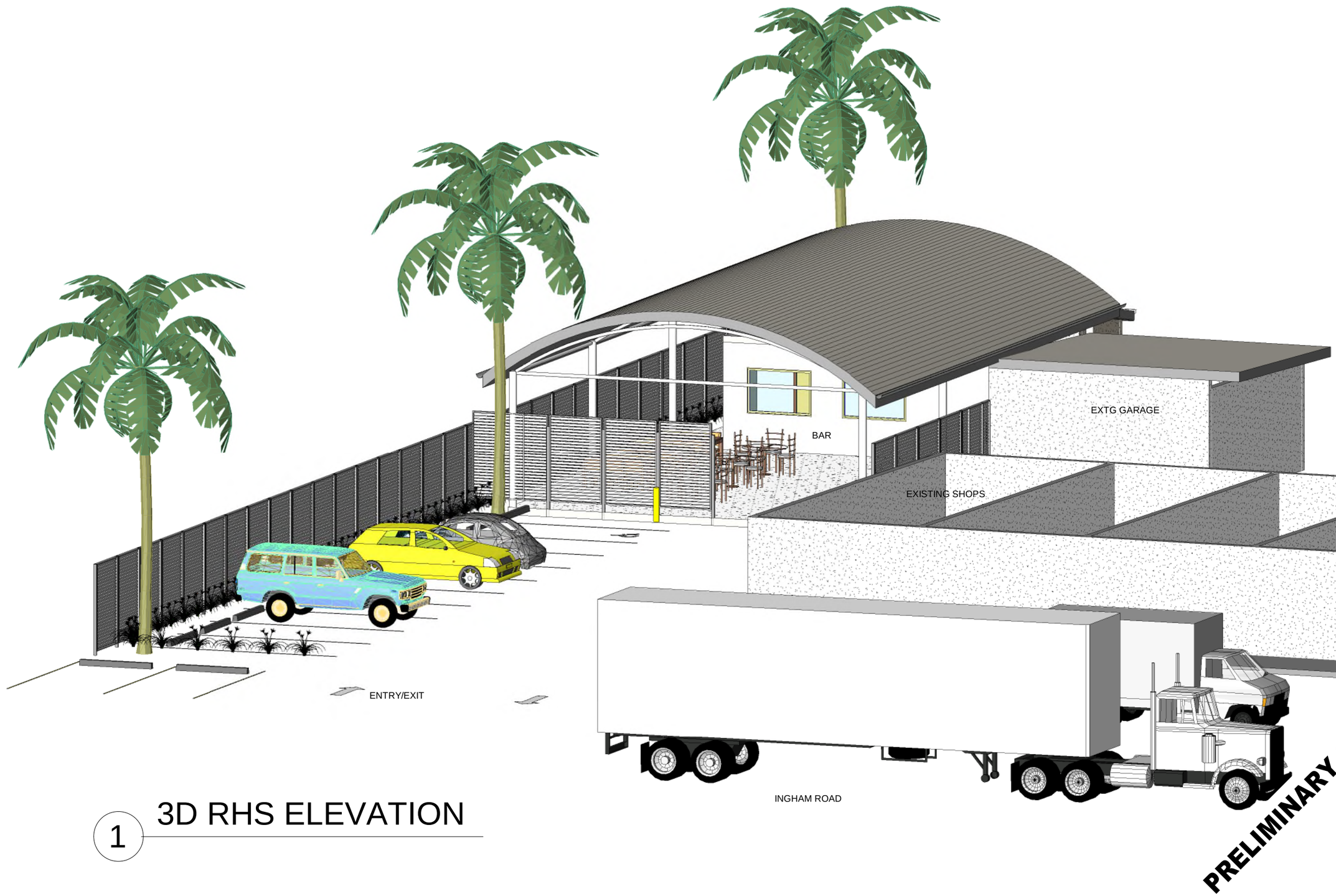

1 3D RHS ELEVATION

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3D ELEVATION

project no:	drawing no:	rev:
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NORTHERN CONSULTING engineers

CIVIL & STRUCTURAL ENGINEERS

TRAFFIC IMPACT ASSESSMENT

936-938 INGHAM ROAD – OUTDOOR BAR

FOR
BCSMR Property Investment P/L

JOB No: **MJ2470**

Doc Ref: **MJ2470-TIA**

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DOCUMENT CONTROL

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EXECUTIVE SUMMARY

Northern Consulting Engineers (NCE) have been commissioned by BCSMR Property Investment P/L to undertake an engineering investigation relating to the proposed outdoor Bar facility, at 936-938 Ingham Road, Bohle on land described as Lot 2 on RP721874 and Lot 4 on RP729671.

This report summarises the analysis and results of the traffic study associated with the proposed development, including the likely impacts and mitigation measures required to ensure the development can proceed whilst maintaining an acceptable level of service within the local government road network.

Development generated traffic rates were determined using available data sets referred to within TMR's (GTIA 2018)

A road safety audit identified several matters that required rectification to enable the proposed development to function having regard to all road users.

Sight distance requirements for the priority-controlled private access were assessed and were found to be more than adequate.

Findings of this assessment are summarised below:

- Private Access impact assessment and mitigation
    - Development Generated Traffic associated with the use of the proposed Outdoor Bar has been assessed and is considered less than the existing uses on site during a predicted peak hour between 3:00pm and 5:00pm
    - The continued use of a priority-controlled access movement (Left In / Left Out) from the development site is expected to have negligible adverse impact upon Ingham Road.
    - *The initial (3) parking bays to the left of the private access to be nominated as staff (Long term parking bays) to eliminate potential for queuing onto Ingham Road.*

- Road safety impact assessment and mitigation
    - *Installation of Speed humps to actively decrease the speed at which a vehicle can approach a conflict point with a pedestrian or cyclist.*
    - *Establishment of formalised pavement marking that assist to navigate road users to the private access locations and nominate formal locations for on-street parking facilities will assist to guide the road user through the wide shoulder of Ingham Road.*
    - *Private Access - Uncontrolled pavement introduces conflict points. Navigation queues are limited.*
    - *Installation of Speed humps to actively decrease the speed at which a vehicle can approach a conflict point with a pedestrian or cyclist.*
    - *Establishment of formalised pavement marking that assist to navigate road users to the private access locations and nominate formal locations for on-street parking facilities will assist to guide the road user through the wide shoulder of Ingham Road*
    - *Existing pavement failures are to be rectified to provide a suitable running surface and support sub-strata*.

1.0 INTRODUCTION

1.1 Background

Northern Consulting Engineers (NCE) have been commissioned by BCSMR Property Investment P/L to undertake an engineering investigation relating to the proposed outdoor Bar facility, at 936-938 Ingham Road, Bohle on land described as Lot 2 on RP721874 and Lot 4 on RP729671.

Specifically, this phase of the engagement is focused on a traffic study for the full operation of the facility. This study will be utilised to support development applications associated with the development.

1.2 Previous work

NCE are not aware of any previous traffic studies relating to the site.

1.3 Scope and study area

The proposed development is located within the Townsville City Council (TCC) industrial area of Bohle, 4818. The site is over (2) land parcels described as Lot 2 on RP721874 and Lot 4 on RP729671, with the land zoned as Medium Impact industry under the Townsville City Plan, refer **Figure 2-1** Townsville City Council planning zones.

The southern boundary of the lot runs parallel / adjacent along the North Coast Rail Line and Lands Lease parcels and further south Woolcock Street (SCRN) The site plan can be seen in **Figure 1-1**.

The purpose of the report is to document the traffic analysis undertaken, which has focused on the potential impacts upon Ingham Road, as a direct result of the traffic generated from the proposed development.

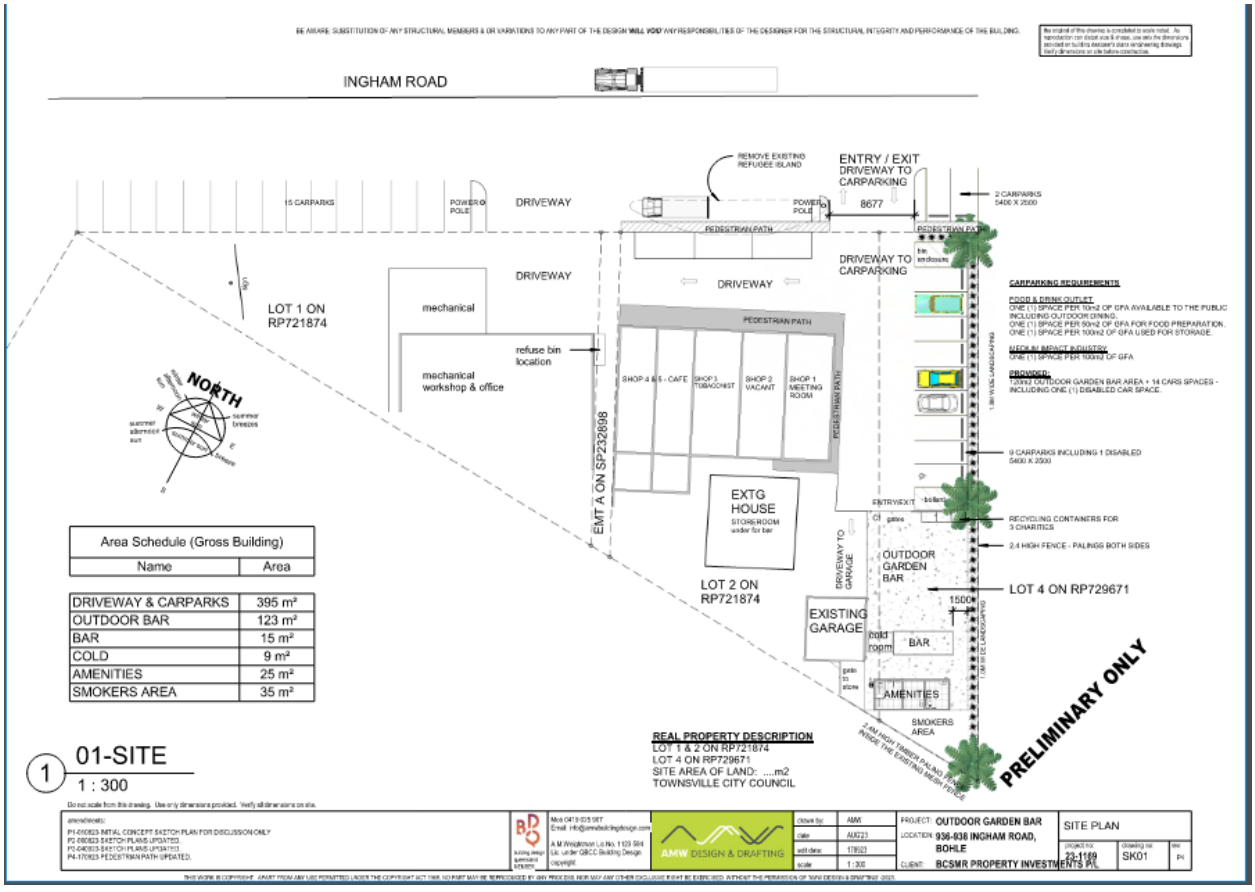


Figure 1-1 Site plan

1.4 Pre-lodgement meeting notes

A pre-lodgement meeting with TCC was undertaken on the 13th of July 2023 to address the development, below are the minutes recorded relevant to this Traffic Impact Assessment (TIA):

- TIA for parking and access – report to discuss traffic generated by the development and impacts on the adjoining road network. Application to identify that sufficient parking can be provided onsite which accounts for all proposed and existing uses i.e. commercial, bar and caretakers accommodation. If parking is to be provided on Lot 1, it will need to be included in the application. It is recommended to also discuss pedestrian safety for potential walk-in traffic.

The full pre-lodgement meeting minutes are available in the Appendices.

2.0 EXISTING CONDITIONS

2.1 Land use and zoning

The proposed development is on land zoned as Medium Impact industry under the Townsville City Plan as per the Townsville City Plan (2014) mapping available on the TownsvilleMAPS Web Map Service.

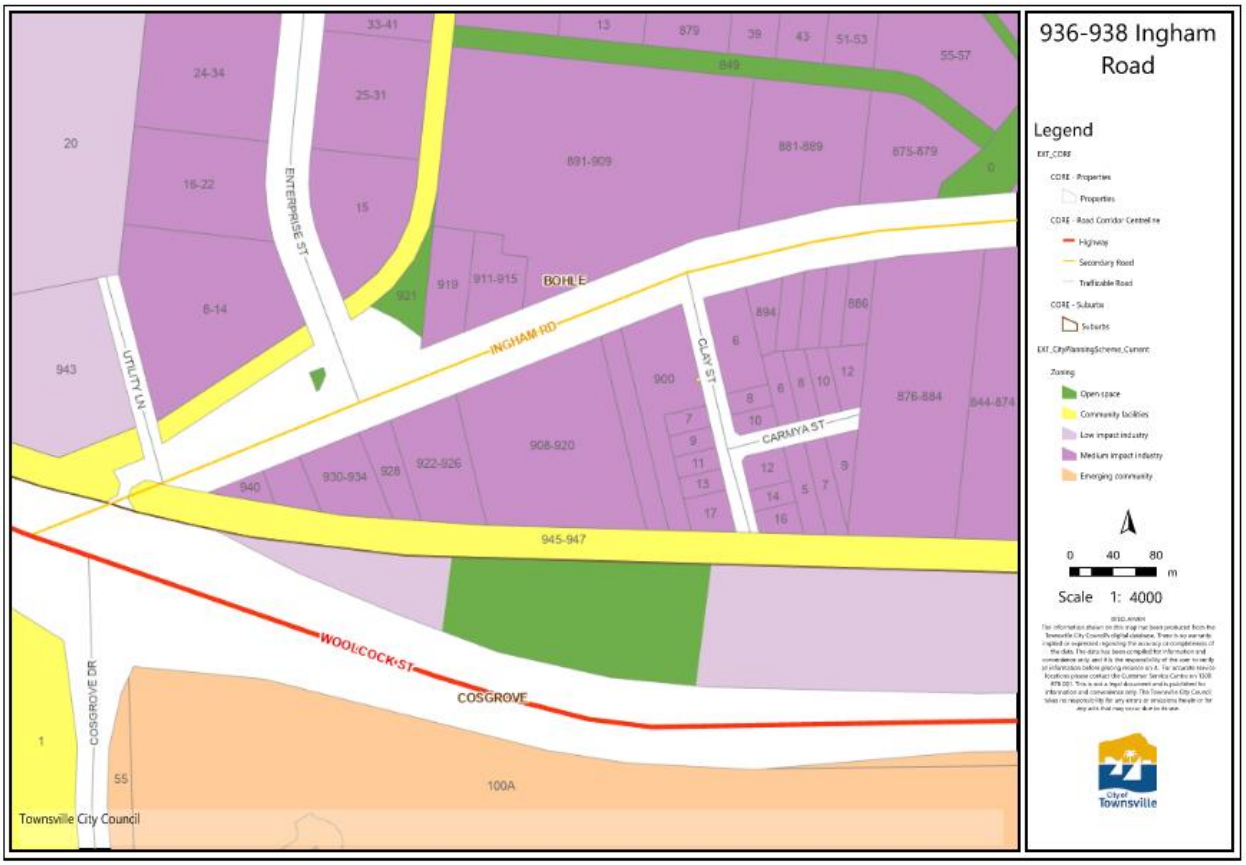


Figure 2-1 Townsville City Council planning zones

2.2 Adjacent land uses / approvals

Adjacent land parcels within the immediate area are all zoned Medium Impact Industrial

2.3 Surrounding road network details

The adjacent road network falls under the jurisdiction of the local government. Connections with the State Controlled Road network occur further westward of the development.

2.3.1 State-controlled roadways

The proposed development is situated within the Northern District of the Queensland Department of Transport and Main Roads (TMR). The nearest State Controlled Road Network (SCRN) comprises:

- Bruce Highway – Road Section 832 – major highway running along the coast of Queensland. Designated as a RT1 route for Type 1 Road Trains 36.5m and lesser in length.

Figure 2-2 is an excerpt from Queensland Globe showing the heavy vehicles routes and restrictions for the areas expected to be used by the development generated traffic, labels are based on the most up to date routes and restrictions given by the NHVR.

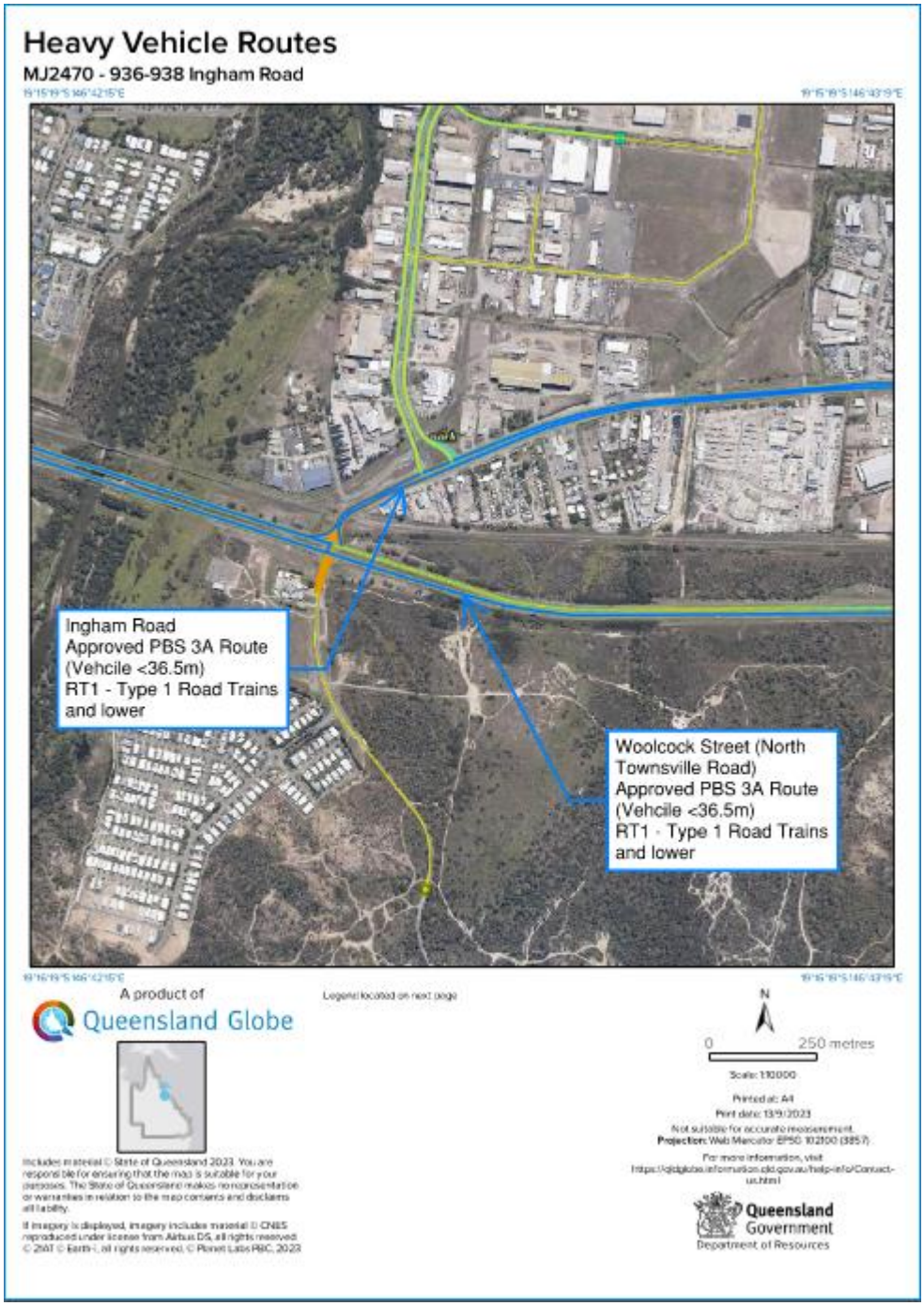


Figure 2-2 Heavy vehicle routes and restrictions

2.3.2 Local authority roadways

The impacted local road network consists of Ingham Road, running parallel with the northern boundary of the proposed development. Ingham Road is depicted as a Sub-arterial Road in both the current and future mapping within the existing or future hierarchy mapping as a major collector of above.

Below is the TCC Planning Road Hierarchy Map (Future) shown in

Figure 2-3

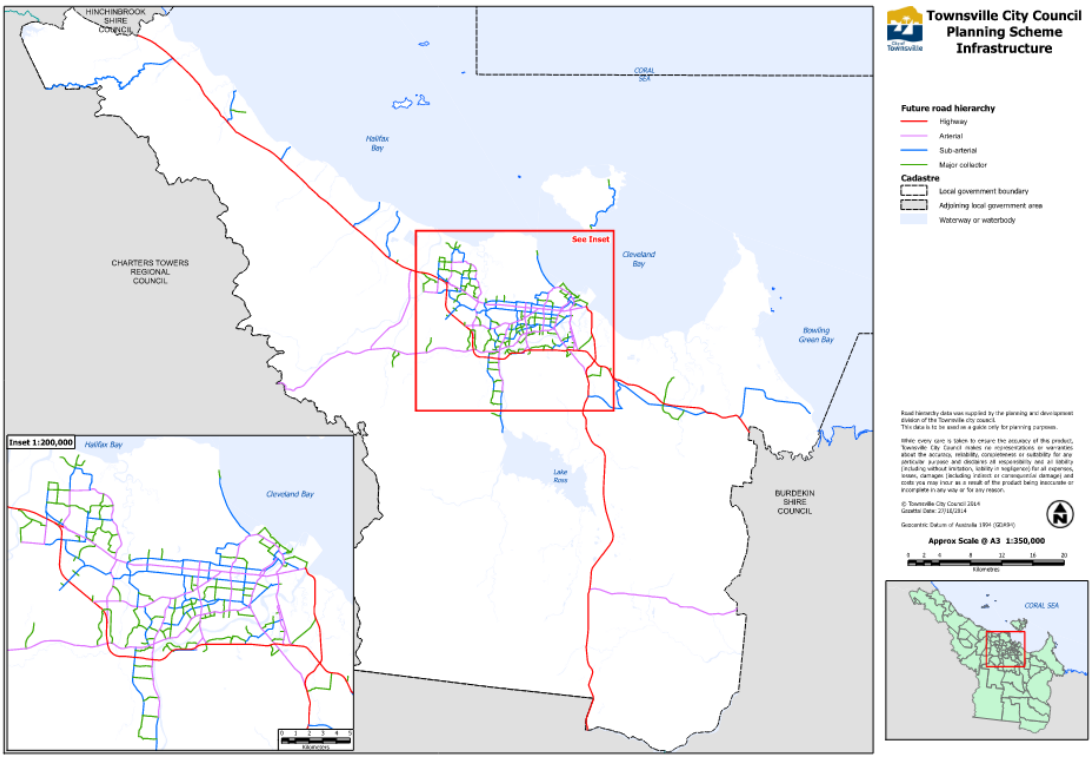


Figure 2-3 TCC Planning Road Hierarchy Map (Future)

2.4 Background traffic volumes

Background traffic volumes utilised within the analysis were derived from the current TCC AIMSUN traffic model

2.4.1 Townsville City Council – AIMSUN volumes

Interrogation of the AIMSUN model via TCC mapping results in the following traffic volumes for the current year 2026 and the design horizon 2036

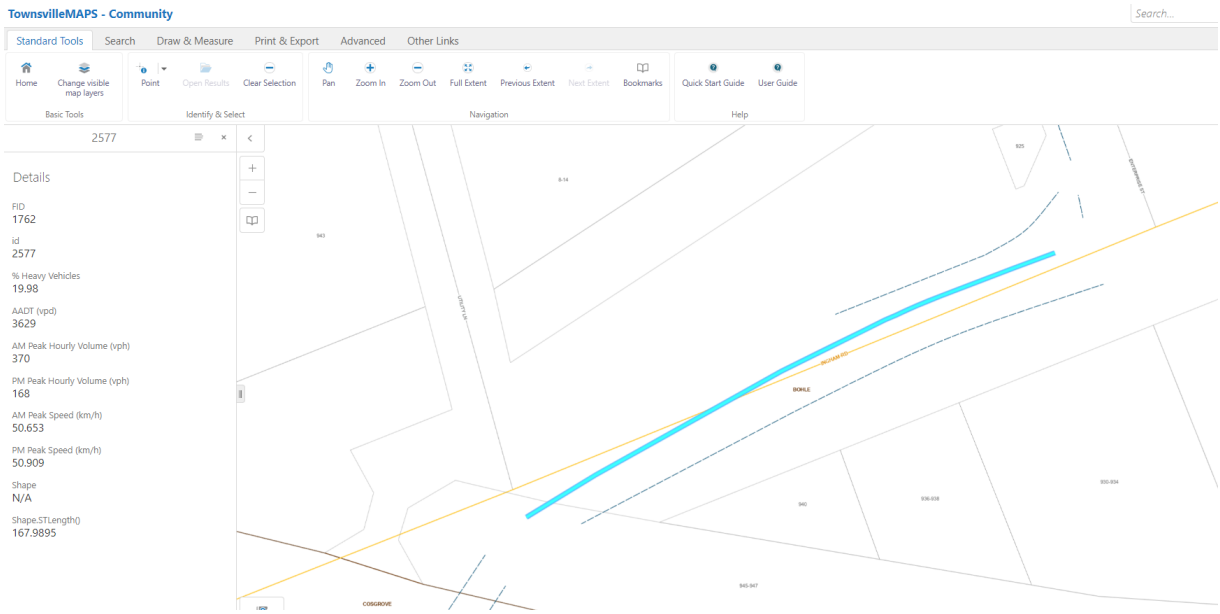


Figure 2-4 TCC AIMSUN Traffic Model 2026

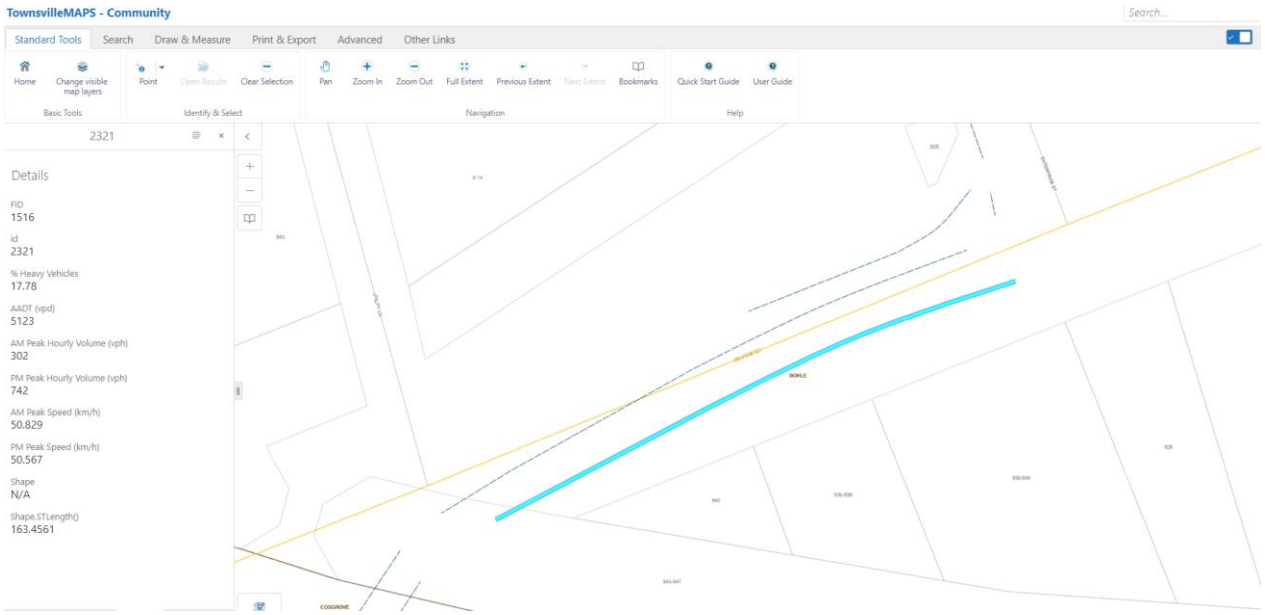


Figure 2-5 TCC AIMSUN Traffic Model 2026

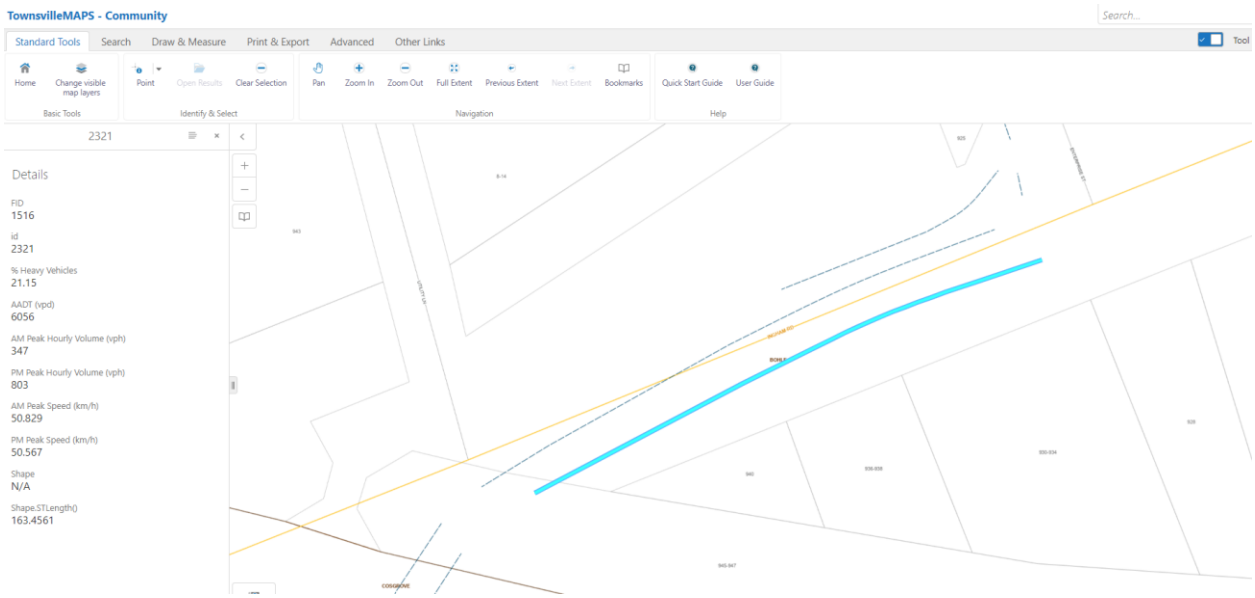


Figure 2-6 TCC AIMSUN Traffic Model 2036

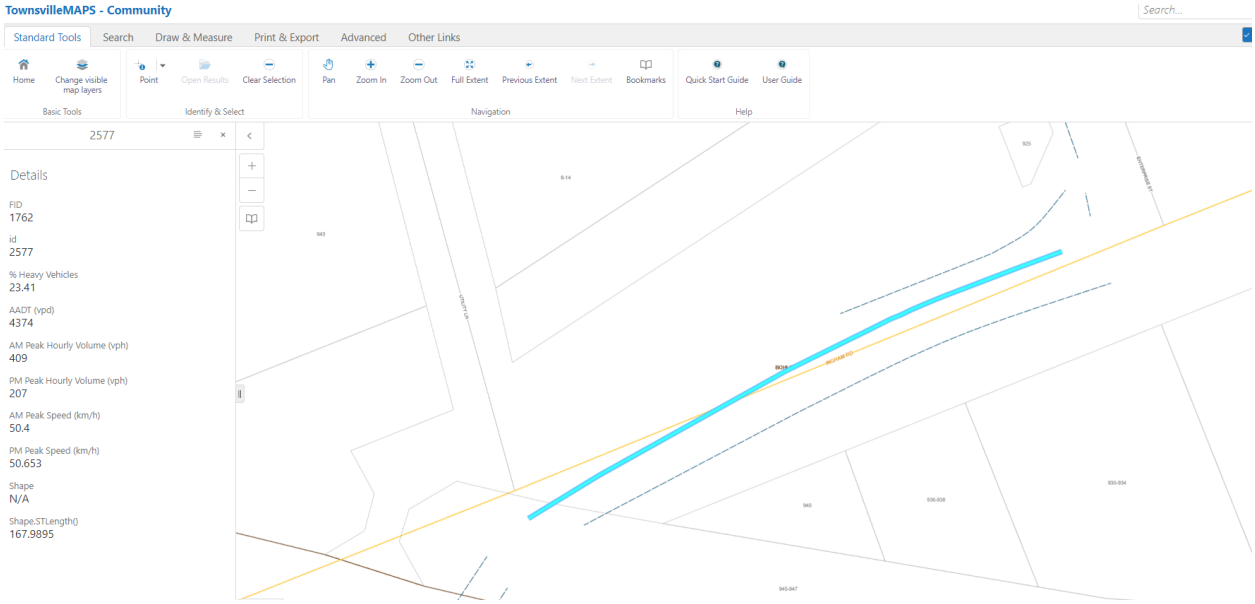


Figure 2-7 TCC AIMSUN Traffic Model 2036

2.5 Road safety issues

2.5.1 Crash data

Crash data was obtained for the area via the Queensland Globe. Specifically, adjacent to the proposed site and indicates eight (8) accidents have occurred between 2004 and 2018. A Significant upgrade has occurred within this area circa 2019, which would significantly alter the risk profile associated with the type of crashes observed. No crash data has been recorded in the area since 2019 when these works were performed. One would suggest the modifications to the roadway channelisation was completed as a result and review of past crash history in the area. As such no further review of the crash history has been performed nor considered warranted.

2.5.2 Road safety audit

NCE have undertaken a road safety audit for the access off Ingham Road. The full audit spreadsheet is given in appendices. Relevant sections of the audit and significant failures of the roads have been summarised below.

Ingham Road

- 6.1 – Road alignment and cross-section
  - Additional measures are required to satisfy TMR' s - Guideline in relation to pedestrian and cyclist movements at the access driveway
- 6.1.5 – Readability by Drivers
  - Significant amount of uncontrolled shoulder pavement existing which creates confusion for road users
- 6.1.7 – Shoulders
  - Not all road shoulders proposed to be utilised as on street parking are sealed.
- 6.3.4 – Layout
  - Private Access - Uncontrolled pavement introduces conflict points. Navigation queues are limited.
- 6.5 – Markings and Delineation
  - Ingham Road Through traffic is well managed. Ingham Road shoulder requires additional line marking and navigational queues to ensure safe movement of vehicles.
- 6.8 – Pedestrians and Cyclists
  - Provision for pedestrians and cyclists is required.
- 6.10.1 – Pavement Defects
  - Additional pavement required to formalise additional parking bays on-street.
  - Existing pavement shows signs of failure

2.6 Existing Access

2.6.1 Access provisions

The proposed development access will maintain the existing access provisions to Ingham Road. This access complies with the minimum industrial requirements of the TCC Development Manual / Standard drawings in that it the driveway width at the property boundary is 12m wide (7.0m<>15.0m).

2.6.2 Access sight distances

An assessment of the driveway in accordance with TMR' s Guideline – Treatment options to improve safety of pedestrians, bicycle riders and other path users at driveways (Feb 2021) was completed with recommendations to install speed humps resulting. Refer to **Figure 2-8** Access sight line dwg MJ2470/P02 Rev P1 for assessment of sight lines to pedestrians and cyclists.

Additionally, an assessment of the vehicular sight distances has been completed to ensure vehicles travelling within Ingham Road, west bound have sufficient opportunity to see and react to a vehicle turning into the development are also shown in **Figure 2-9** Safe Intersection Stopping Distance dwg MJ2470/P03 Rev P1.

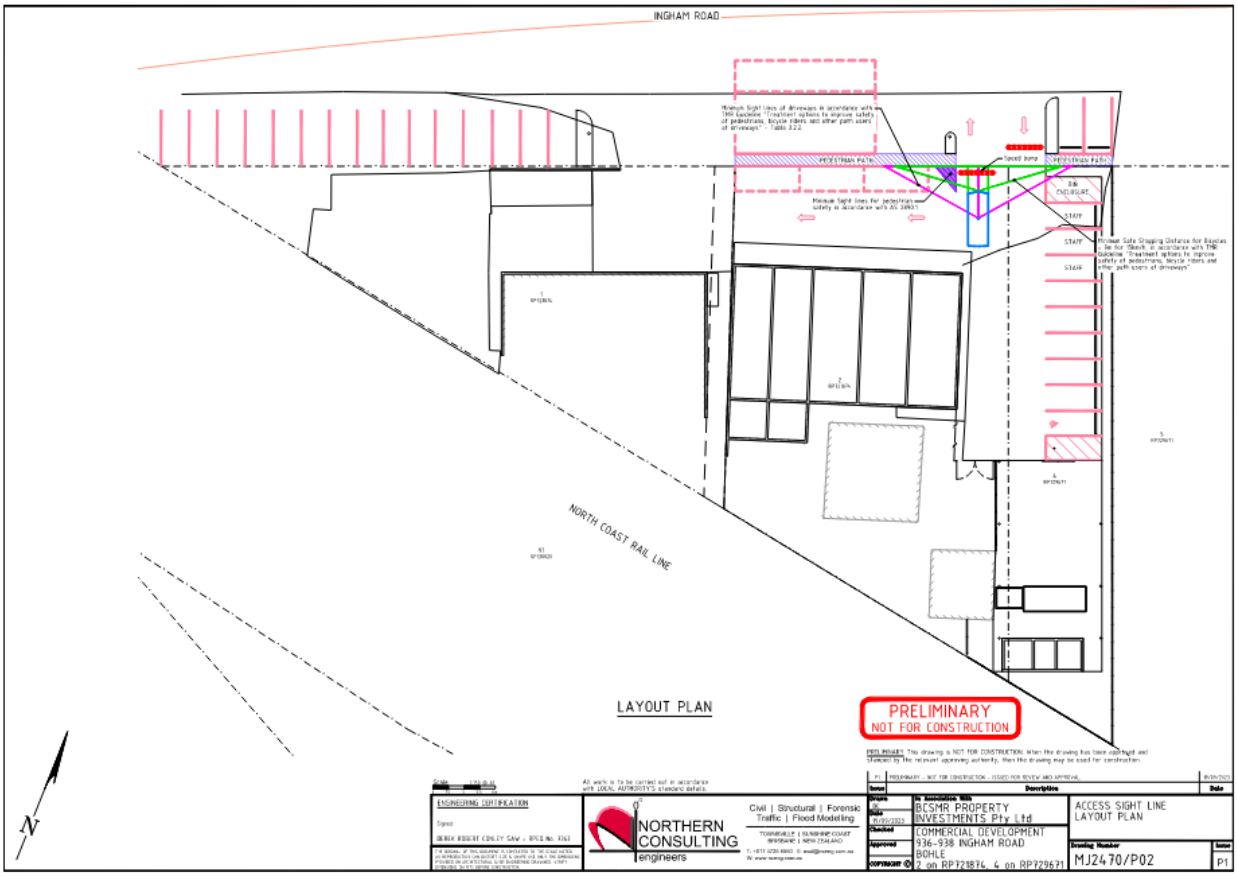


Figure 2-8 Access sight line dwg MJ2470/P02 Rev P1

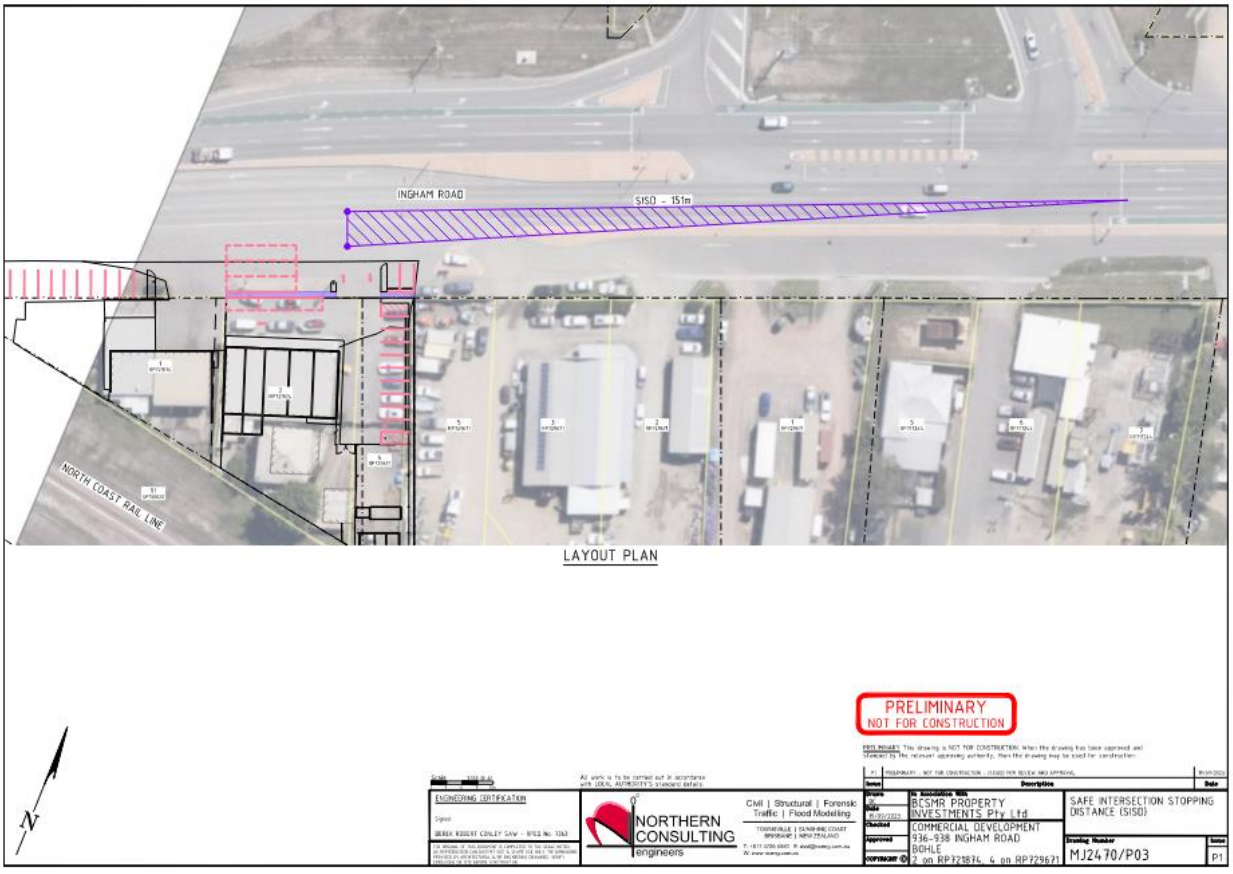


Figure 2-9 Safe Intersection Stopping Distance dwg MJ2470/P03 Rev P1

As can be seen the sight distances available exceed the minimum requirements for all aspects, vehicular, pedestrian and cyclists.

2.6.3 Swept path analysis

NCE have undertaken a swept path analysis for vehicles moving through the internal aisleways and entering and exiting proposed parking bays. Refer to **Figure 2-10** for swept path diagrams.

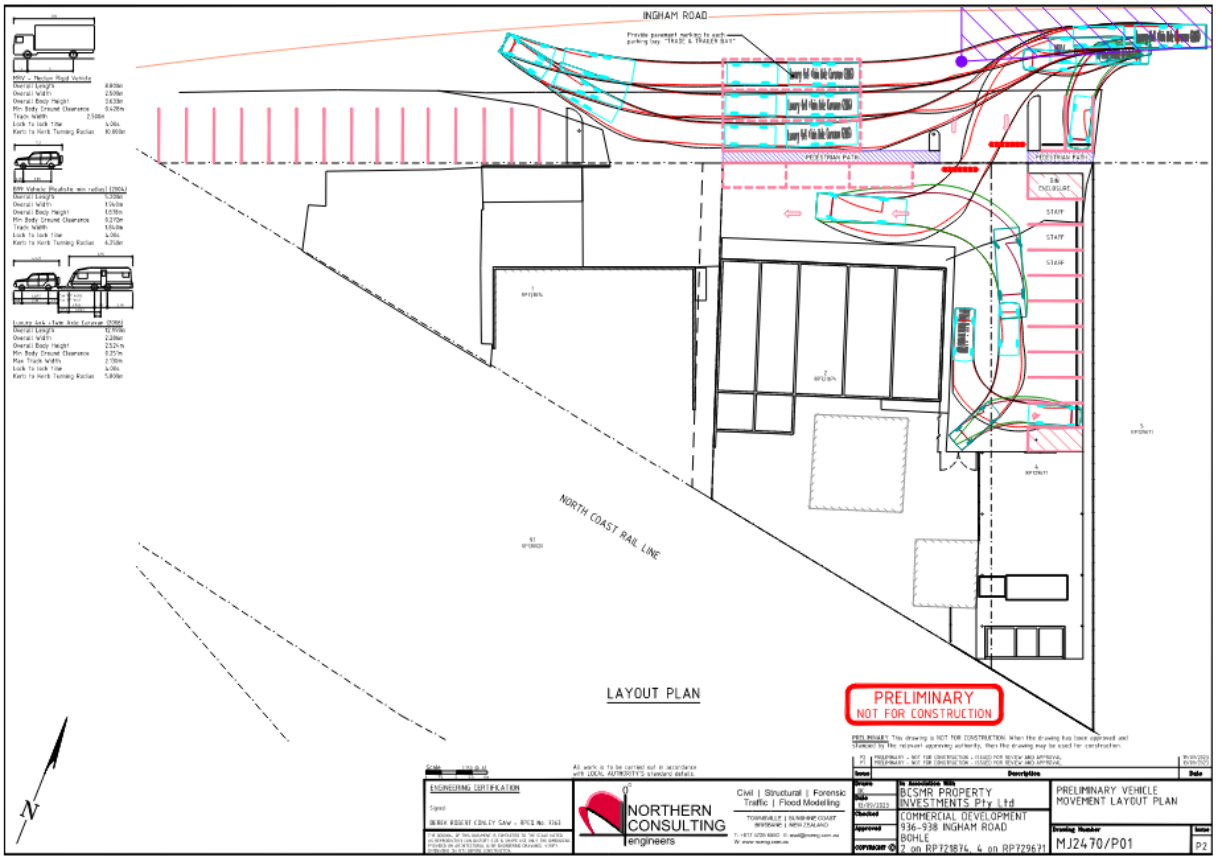


Figure 2-10 Preliminary Vehicle Movement Layout Plan MJ2470/P01 Rev P2

2.7 Public Transport

There are currently two (2) bus stops located on Ingham Road within 175m & 340m of the development site. The Queensland Government TransLink website indicates the stops are currently serviced via routes 232 and 233, refer **Figure 2-11** Translink Townsville Bus Routes

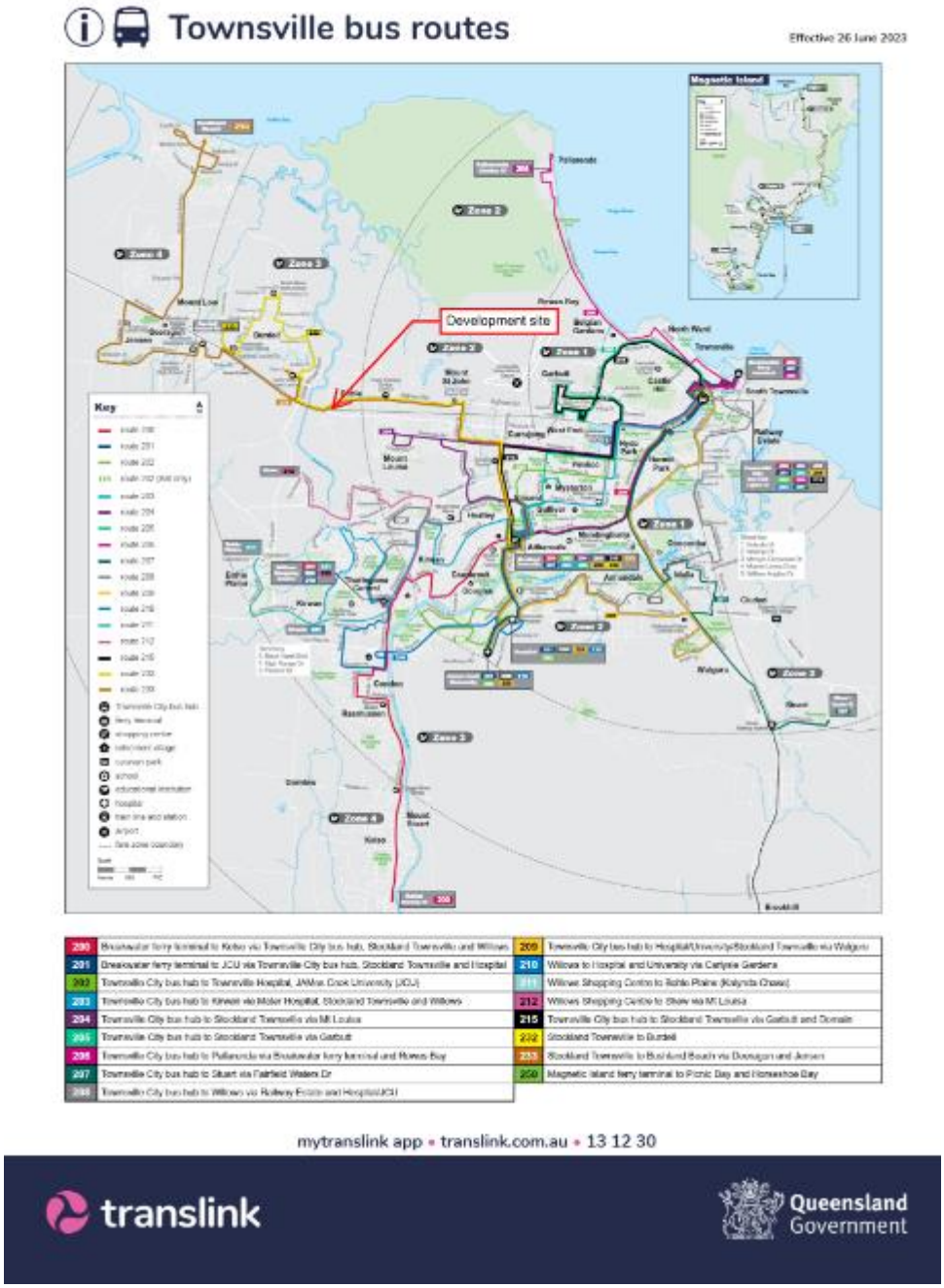


Figure 2-11 Translink Townsville Bus Routes

3.0 PROPOSED DEVELOPMENT DETAILS

3.1 Development site plan

The development proposed is for an outdoor bar, associated amenities, and parking facilities.

The total expected developed area of the site encompasses approximately 602m^2 and will consist of the following components:

- Driveway and carparks
- Outdoor Bar

- Bar
- Cold Room
- Amenities
- Smoking Area

3.2 Operational details

The development site once amalgamated will include the operation of:

- Café (6:00am to 2:00pm)
- Tobacconist (9:00am to 6:00pm)
- Retail space (vacant at present) (8:30am to 5:00pm)
- Meeting room (8:00am to 5:00pm)
- Care takers residence (24hrs)
- Exiting garage (storage) (24 hrs)
- Outdoor Bar (12 noon to 12 midnight)

Each use is expected to operate at different times during the day as nominated above.

3.3 Proposed access and parking

Access to the site will be via the existing driveway off Ingham Road to existing lot 2 on RP721874 and Lot 4 on RP729671. With the addition of use of the existing access to Lot 1 on RP721874 through the establishment of an access easement in favour of the development site over Lot 1 (northern corner).

For assessment of the existing access please refer to **Section 2.6**

4.0 DEVELOPMENT TRAFFIC

4.1 Traffic generation

In accordance with the Department of Transport and Main Roads Guide to Traffic Impact Assessment (GTIA) December 2018, traffic demand was sourced from the following data bases:

- QLD Government - Open Data Portal – Traffic Generation Data 2006-2019
- RTA – Guide to Traffic Generating Developments – Ver 2.2 Oct 2002

4.1.1 Traffic generation calculations

The application for the Outdoor Bar is to include an amalgamation of Lot 2 on RP721874 and Lot 4 on RP729671. As such the author has included an assessment of all uses within the combined amalgamated lot as part of the TIA. (notably the Café generated traffic ceases to contribute after 2:00pm)

Table 4-1 Trip calculations identifies the current uses within the development site in addition to the proposed Outdoor Bar facility.

As can be seen the peak movements associated with the Outdoor Bar coincide with the some but not all uses within the amalgamated allotment. An assessment of the peak hour/s aligned with Ingham Road was completed and considered to be between 3pm and 5pm.

Utilising the GLFA provided, NCE have assigned likely traffic generation rates from the data sources discussed previously and determined a **peak traffic volume of 31veh/hr**. (notably the Café generated traffic ceases to contribute after 2:00pm)

Table 4-1 Trip calculations

		operational Ref:	Use	Area	Peak hourly rate	Peak traffic		
Ingham Road	Existing Uses	Shop 4 & 5 Café	Fast Food	122	0.33168	41		
		Shop 3 Tabaconist (Retail)	Retail	58	0.12300	7		
		Shop 32 (Retail Vacant)	Retail	58	0.12300	7		
		Shop 1 Meeting room (Office)	Office	58	0.01250	1		
		Existing dwelling (Store)	Warehouse	84	0.00500	1		
		Existing Garage	Warehouse	40	0.00500	0	56	Existing Traffic
	Proposed Uses	Open Bar	(Bar)	207	0.07294	15		
						31	Development Traffic	

Appendix D includes spreadsheets for the calculation of generated traffic.

4.1.2 Traffic composition

The composition of generated traffic is expected to be largely passenger vehicles and utilities with trailers. A smaller percentage of vehicle will be medium heavy vehicles (8.8m) servicing the operations such as delivery vehicles and waste management vehicles.

4.1.3 Heavy vehicle payloads

Heavy vehicle payloads have been assumed to be the legal payload limits for each vehicle type, i.e. 12.5 tonnes for class 3-5 Medium Heavy Rigid.

4.2 Trip distribution

Worst-case assumptions have been made for all cases in which generated traffic will create a 100% / 100 % in / out split. This means that all vehicles will enter and exit the site within the peak hour. It is assumed that the site can and will operate at any given hour of any given day regardless of weekday or weekend.

5.0 LOCAL AUTHORITY: TRAFFIC IMPACT ASSESSMENT AND MITIGATION

5.1 Development traffic volumes on the network

5.1.1 Comparison to existing peak hour traffic

As discussed within 4.1.1 Traffic generation calculations the peak hour traffic expected to be encountered during the operation of the proposed Outdoor Bar is less than the peak hour traffic currently utilising the site inclusive of the café operation.

It is noted that the decreased peak vehicle movements associated with the Outdoor bar will coincide with the expected peak PM movement in Ingham Road, but given the exit movement to enter the traffic flow in Ingham Road is priority controlled, **no significant adverse impacts to the local network are anticipated.**

5.1.2 Operation of Private Access and interface with parking facilities

In order to prevent queuing of entering traffic to the site occurring through movements into the initial parking bays, it is recommended that the first (3) parking bays on the left as drivers enter the site be nominated as staff (long term) parking. This would ensure these bays are filled during off perk periods and remain filled through peak periods.

5.2 Road safety impact assessment and mitigation

This section describes the works that will be undertaken to mitigate the road safety issues discussed in **Section 2.5**.

5.2.1 Road safety audit – Mitigation Recommendations

As identified within the road safety audit several risk factors exist at the development site currently.

Ingham Road – Mitigation Measures

- 6.1 – Road alignment and cross-section
  - *Installation of Speed humps to actively decrease the speed at which a vehicle can approach a conflict point with a pedestrian or cyclist.*

- 6.1.5 – Readability by Drivers
  - *Establishment of formalised pavement marking that assist to navigate road users to the private access locations and nominate formal locations for on-street parking facilities will assist to guide the road user through the wide shoulder of Ingham Road.*

- 6.1.7 – Shoulders
  - *All areas nominated for use as shoulder and or parking bays shall be paved and line marked*.

- 6.3.4 – Layout
  - *Private Access - Uncontrolled pavement introduces conflict points. Navigation queues are limited.*

- 6.5 – Markings and Delineation
  - *Establishment of formalised pavement marking that assist to navigate road users to the private access locations and nominate formal locations for on-street parking facilities will assist to guide the road user through the wide shoulder of Ingham Road*

- 6.8 – Pedestrians and Cyclists
  - *Installation of Speed humps to actively decrease the speed at which a vehicle can approach a conflict point with a pedestrian or cyclist.*

- 6.10.1 – Pavement Defects
  - *Establishment of formalised pavement marking that assist to navigate road users to the private access locations and nominate formal locations for on-street parking facilities will assist to guide the road user through the wide shoulder of Ingham Road*
  - *Existing pavement failures are to be rectified to provide a suitable running surface and support sub-strata*.

6.0 CONCLUSIONS AND RECOMMENDATIONS

6.1 Summary of impacts and mitigation measures proposed

NCE have undertaken a traffic study for the proposed Outdoor Bar and Lot amalgamation. The findings of this assessment are summarised below:

- Private Access impact assessment and mitigation
    - Development Generated Traffic associated with the use of the proposed Outdoor Bar has been assessed and is considered less then the existing uses on site during a predicted peak hour between 3:00pm and 5:00pm
    - The continued use of a priority-controlled access movement (Left In / Left Out) from the development site is expected to have negligible adverse impact upon Ingham Road.
    - *The initial (3) parking bays to the left of the private access to be nominated as staff (Long term parking bays) to eliminate potential for queuing onto Ingham Road.*

- Road safety impact assessment and mitigation
    - *Installation of Speed humps to actively decrease the speed at which a vehicle can approach a conflict point with a pedestrian or cyclist.*
    - *Establishment of formalised pavement marking that assist to navigate road users to the private access locations and nominate formal locations for on-street parking facilities will assist to guide the road user through the wide shoulder of Ingham Road.*
    - *Private Access - Uncontrolled pavement introduces conflict points. Navigation queues are limited.*
    - *Installation of Speed humps to actively decrease the speed at which a vehicle can approach a conflict point with a pedestrian or cyclist.*
    - *Establishment of formalised pavement marking that assist to navigate road users to the private access locations and nominate formal locations for on-street parking facilities will assist to guide the road user through the wide shoulder of Ingham Road*
    - *Existing pavement failures are to be rectified to provide a suitable running surface and support sub-strata*.

6.2 Certification statement and authorisation

A signed Traffic Impact Assessment Certification can be found in the appendices.

APPENDIX A

TCC pre-lodgement meeting minutes – 13th July 2023

TOWNSVILLE CITY COUNCIL

PRE-LODGEMENT MEETING MINUTES >>

COUNCIL REFERENCE >>	PLM23/0098
ASSESSMENT NO >>	1201054
LEGAL DESCRIPTION >>	Lot 2 RP 721874 Lot 4 RP 729671
PROPERTY ADDRESS >>	936-938 Ingham Road BOHLE QLD 4818
PROPOSAL >>	MCU & RAL

DATE >> 13 July 2023

TIME >> 10:30 AM

ATTENDEES >>

Melanie Percival	Senior Planner – Planning & Development
Dale Armbrust	Senior Development Engineer - Planning & Development
Sam Rang	Planning Support Officer - Planning & Development
Gabi Furminger	Planning Support Officer - Planning & Development

Via Microsoft Teams/Teleconference

Saul	Applicant
Johnathan Burns	Scope Town Planning

Description of the Proposal

- Proposal for a bar utilizing an existing building with confirmed established commercial use over 2 medium impact industry zoned site.

- Development proposal plans – Property Report, Site Plan Concept
- Impact Property Report, QLD Title Search

Property Zoning and Overlays

- Zone –
  - Medium impact industry
- Overlays –
  - Operational airspace - Airspace more than 15m above ground level
  - Operational airspace - Airspace more than 45m above ground level
  - Wildlife hazard buffer zones and Public safety areas - Distance from airport runway - 8km
  - Flood hazard - Low hazard area
  - Flood hazard - Medium hazard area

Planning Scheme

The proposal is subject to assessment against the Townsville City Plan. The planning scheme can be viewed via the following link: Current City Plan (townsville.qld.gov.au)

ABN >> 44 741 992 072
PS1138.00

Assessment Criteria

- Defined Use – Bar
- Level of assessment – impact assessable
- Strategic Framework
- Medium impact industry zone code
- Healthy waters code
- Landscape code
- Transport impact, access and parking code
- Works code
- Airport environs overlay code
- Flood hazard overlay code

Discussion Points

- Existing approval need to be obtained to determine whether area is meant for car parking or landscape use.
- Impact assessable
- Required to demonstrate the need and how it will service the immediate area.
- TIA for parking and access – report to discuss traffic generated by the development and impacts on the adjoining road network. Application to identify that sufficient parking can be provided onsite which accounts for all proposed and existing uses i.e. commercial, bar and caretakers accommodation. If parking is to be provided on Lot 1, it will need to be included in the application. It is recommended to also discuss pedestrian safety for potential walk-in traffic.
- Planning scheme only allows maximum of 60 people sitting
- Water and sewer – engineering report to identify water and sewer demands generated by the development, impacts on Council's external infrastructure and any upgrades required.
- Ensure smokers area meet setback requirements
- TMR and QLD Rail will be triggered.

Other Applicable Standards

Upon lodgement of your development application, you will be required to pay assessment fees in accordance with Council's Planning Services 2023/24 Fees and Charges Schedule. For the most current schedule, please refer to: Fees & Charges - Townsville City Council

Furthermore, the development proposal will be subject to Infrastructure Charges. For a comprehensive review of Council's Infrastructure Charge Resolution, please view the following link: Infrastructure Charges - Townsville City Council

Post Meeting Feedback

- Planner will assist with locating approvals for site and send through.

Meeting Closed >> 10:58am

ABN >> 44 741 992 072
PS1138.00

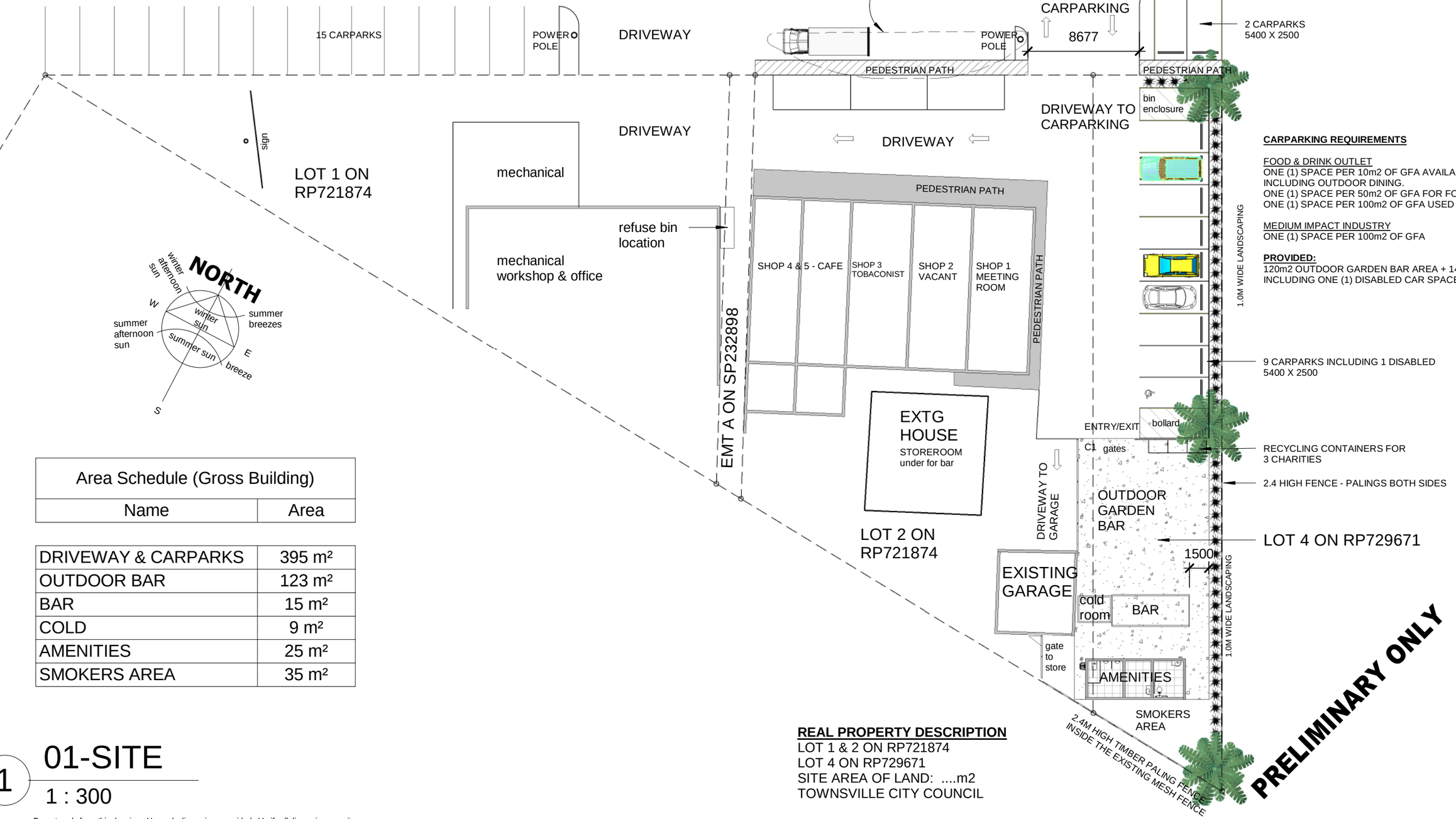
Note: This pre-lodgement advice has been prepared based on the information provided in the meeting. A full assessment of the proposal against the planning scheme has not been carried out and this advice may be subject to change at the time of lodgement of a formal development application. An application may be subject to requests for further information not identified in the pre-lodgement meeting following a full assessment.

ABN >> 44 741 992 072
PS1138.00

APPENDIX B

AMW Design and Drafting – Outdoor Garden Bar Drawings

INGHAM ROAD



CARPARKING REQUIREMENTS

FOOD & DRINK OUTLET
ONE (1) SPACE PER 10m2 OF GFA AVAILABLE TO THE PUBLIC INCLUDING OUTDOOR DINING.
ONE (1) SPACE PER 50m2 OF GFA FOR FOOD PREPARATION.
ONE (1) SPACE PER 100m2 OF GFA USED FOR STORAGE.

MEDIUM IMPACT INDUSTRY
ONE (1) SPACE PER 100m2 OF GFA

PROVIDED:
120m2 OUTDOOR GARDEN BAR AREA + 14 CARS SPACES - INCLUDING ONE (1) DISABLED CAR SPACE.

9 CARPARKS INCLUDING 1 DISABLED
5400 X 2500

Area Schedule (Gross Building)	
Name	Area
DRIVEWAY & CARPARKS	395 m²
OUTDOOR BAR	123 m²
BAR	15 m²
COLD	9 m²
AMENITIES	25 m²
SMOKERS AREA	35 m²

REAL PROPERTY DESCRIPTION
LOT 1 & 2 ON RP721874
LOT 4 ON RP729671
SITE AREA OF LAND: m2
TOWNSVILLE CITY COUNCIL

PRELIMINARY ONLY

1 01-SITE

1 : 300

Do not scale from this drawing. Use only dimensions provided. Verify all dimensions on site.

amendments:
P1-010823-INITIAL CONCEPT SKETCH PLAN FOR DISCUSSION ONLY
P2-090823-SKETCH PLANS UPDATED.
P3-040923-SKETCH PLANS UPDATED.
P4-170923-PEDESTRIAN PATH UPDATED.

building design queensland MEMBER
Mob 0419 025 907
Email: info@amwbuildingdesign.com
A.M.Weightman Lic No. 1123 594
Lic. under QBCC Building Design

AMW DESIGN & DRAFTING

drawn by:	AMW
date	AUG'23
edit date:	170923
scale:	1 : 300

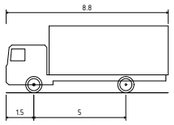
PROJECT: **OUTDOOR GARDEN BAR**
LOCATION: **936-938 INGHAM ROAD, BOHLE**
CLIENT: **BCSMR PROPERTY INVESTMENTS P/L**

SITE PLAN

project no:	drawing no:	rev:
23-1169	SK01	P4

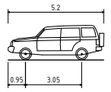
APPENDIX C

Northern Consulting Engineers – Traffic Drawings



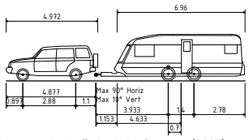
MRV – Medium Rigid Vehicle

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.000m



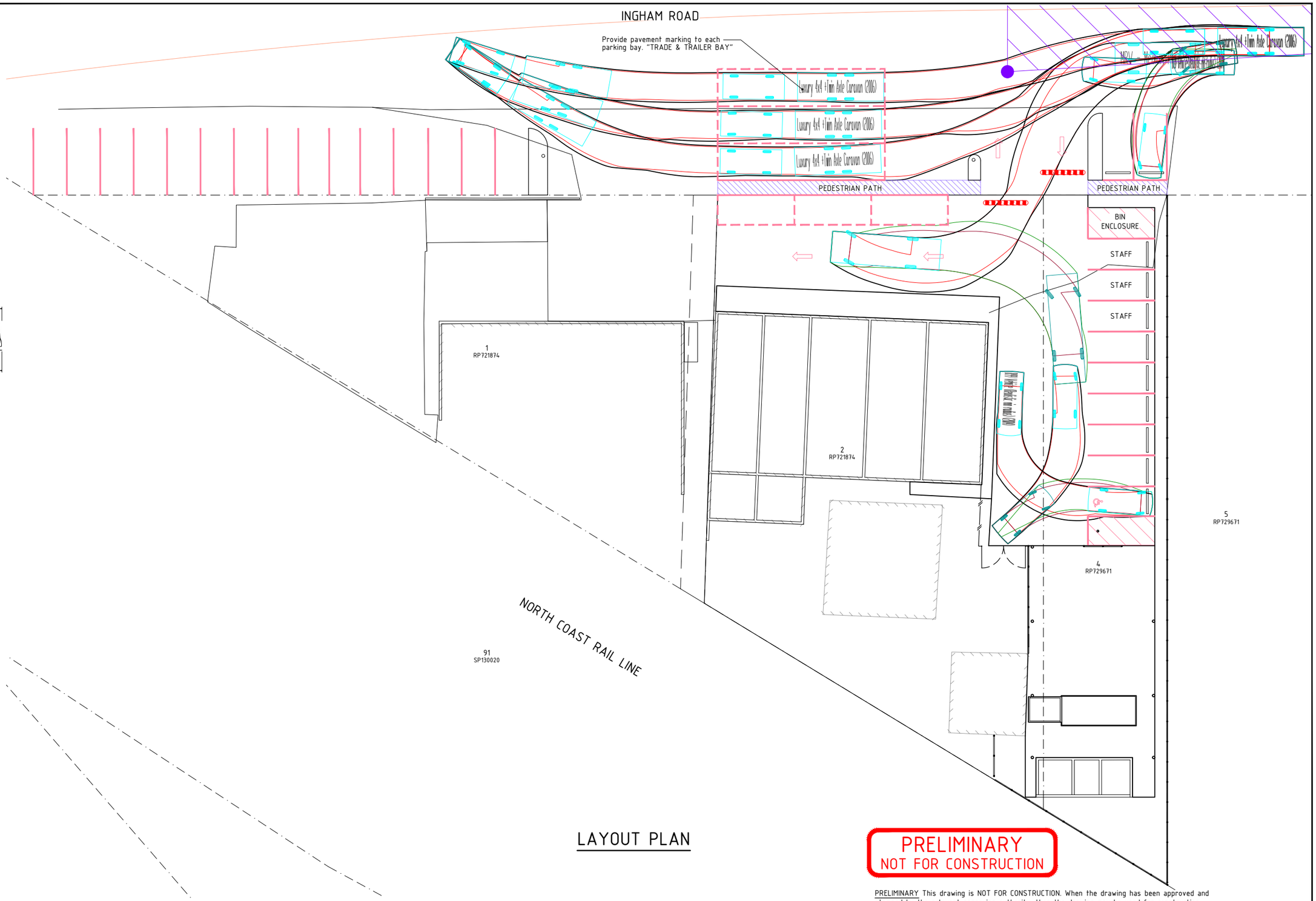
B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.250m



Luxury 4x4 +Twin Axle Caravan (2006)

Overall Length	12.990m
Overall Width	2.286m
Overall Body Height	2.524m
Min Body Ground Clearance	0.251m
Max Track Width	2.130m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.800m



LAYOUT PLAN

PRELIMINARY
NOT FOR CONSTRUCTION

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Scale 1:150 @ A1
0 1.5 3 4.5 6m

All work is to be carried out in accordance with LOCAL AUTHORITY'S standard details.

Issue	Description	Date
P2	PRELIMINARY - NOT FOR CONSTRUCTION - ISSUED FOR REVIEW AND APPROVAL.	19/09/2023
P1	PRELIMINARY - NOT FOR CONSTRUCTION - ISSUED FOR REVIEW AND APPROVAL.	13/09/2023

ENGINEERING CERTIFICATION

Signed:

DEREK ROBERT CONLEY SAW - RPEQ No. 7363

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NORTHERN CONSULTING engineers

Civil | Structural | Forensic
Traffic | Flood Modelling

TOWNSVILLE | SUNSHINE COAST
BRISBANE | NEW ZEALAND

T: +617 4725 5550 E: mail@nceng.com.au
W: www.nceng.com.au

Drawn	DC
Date	13/09/2023
Checked	
Approved	

In Association With
BCSMR PROPERTY INVESTMENTS Pty Ltd

COMMERCIAL DEVELOPMENT
936-938 INGHAM ROAD
BOHLE
2 on RP721874, 4 on RP729671

PRELIMINARY VEHICLE MOVEMENT LAYOUT PLAN

Drawing Number	Issue
MJ2470/P01	P2

INGHAM ROAD

Minimum Sight lines at driveways in accordance with TMR Guideline "Treatment options to improve safety of pedestrians, bicycle riders and other path users at driveways" - Table 3.2.2.

PEDESTRIAN PATH

Speed bump.

PEDESTRIAN PATH

BIN ENCLOSURE

STAFF

STAFF

STAFF

Minimum Sight lines for pedestrian safety in accordance with AS 2890.1

Minimum Safe Stopping Distance for Bicycles = 9m for 15km/h, in accordance with TMR Guideline "Treatment options to improve safety of pedestrians, bicycle riders and other path users at driveways"

1
RP721874

2
RP721874

5
RP729671

4
RP729671

NORTH COAST RAIL LINE

91
SP130020

N

LAYOUT PLAN

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Approved	
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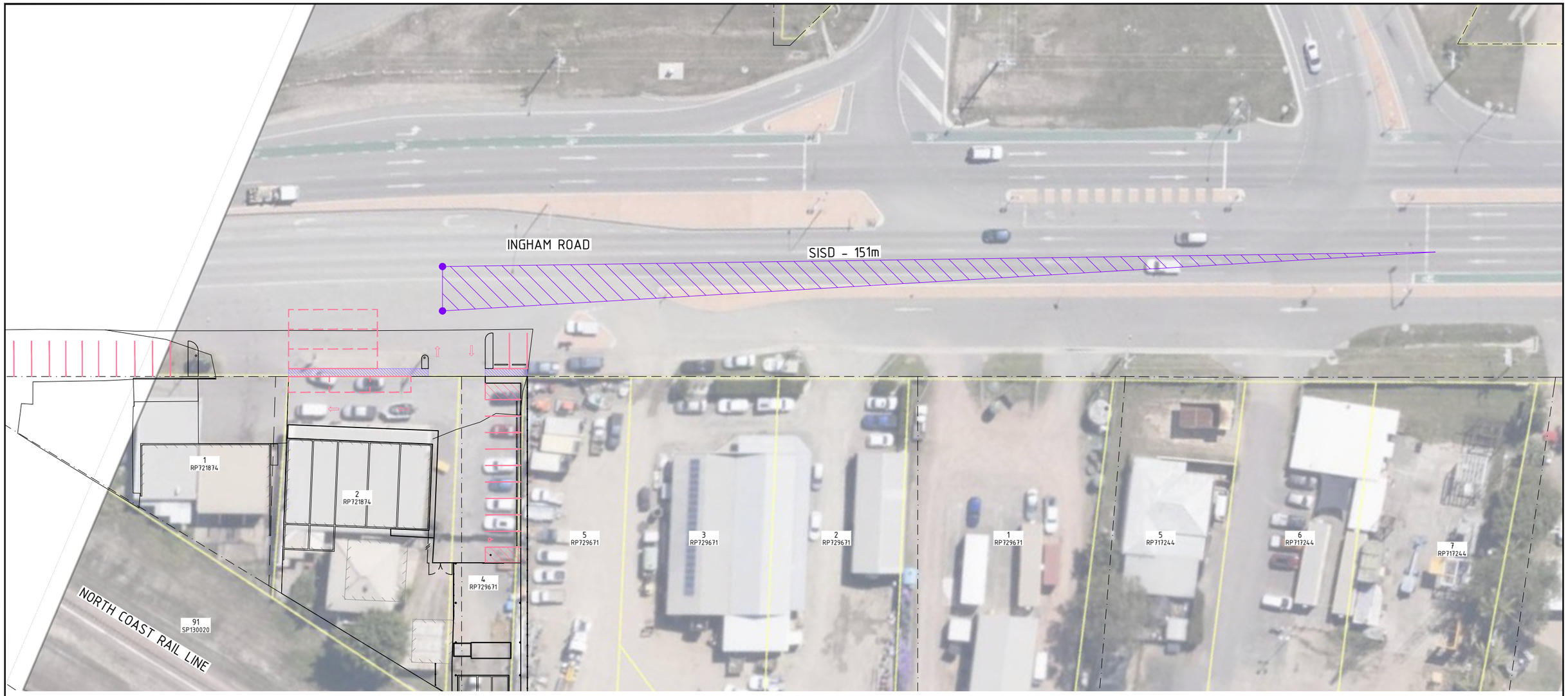
COMMERCIAL DEVELOPMENT
936-938 INGHAM ROAD
BOHLE
2 on RP721874, 4 on RP729671

ACCESS SIGHT LINE
LAYOUT PLAN

Drawing Number	Issue
MJ2470/P02	P1



LAYOUT PLAN

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NOT FOR CONSTRUCTION

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Issue	Description	Date
P1	PRELIMINARY - NOT FOR CONSTRUCTION - ISSUED FOR REVIEW AND APPROVAL.	19/09/2023

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COMMERCIAL DEVELOPMENT
936-938 INGHAM ROAD
BOHLE
2 on RP721874, 4 on RP729671

SAFE INTERSECTION STOPPING DISTANCE (SISD)

Drawing Number MJ2470/P03

Issue P1

APPENDIX D

Northern Consulting Engineers – Miscellaneous Figures

9336-938 Ingham Road

MJ2470 - Proposed Outdoor Bar

19°15'44"S 146°42'37"E

19°15'44"S 146°42'44"E

19°15'50"S 146°42'37"E

19°15'50"S 146°42'44"E

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0 25 metres

Scale: 1:1000

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Print date: 18/9/2023

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Queensland Government
Department of Resources

Townsville bus routes

Effective 26 June 2023

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

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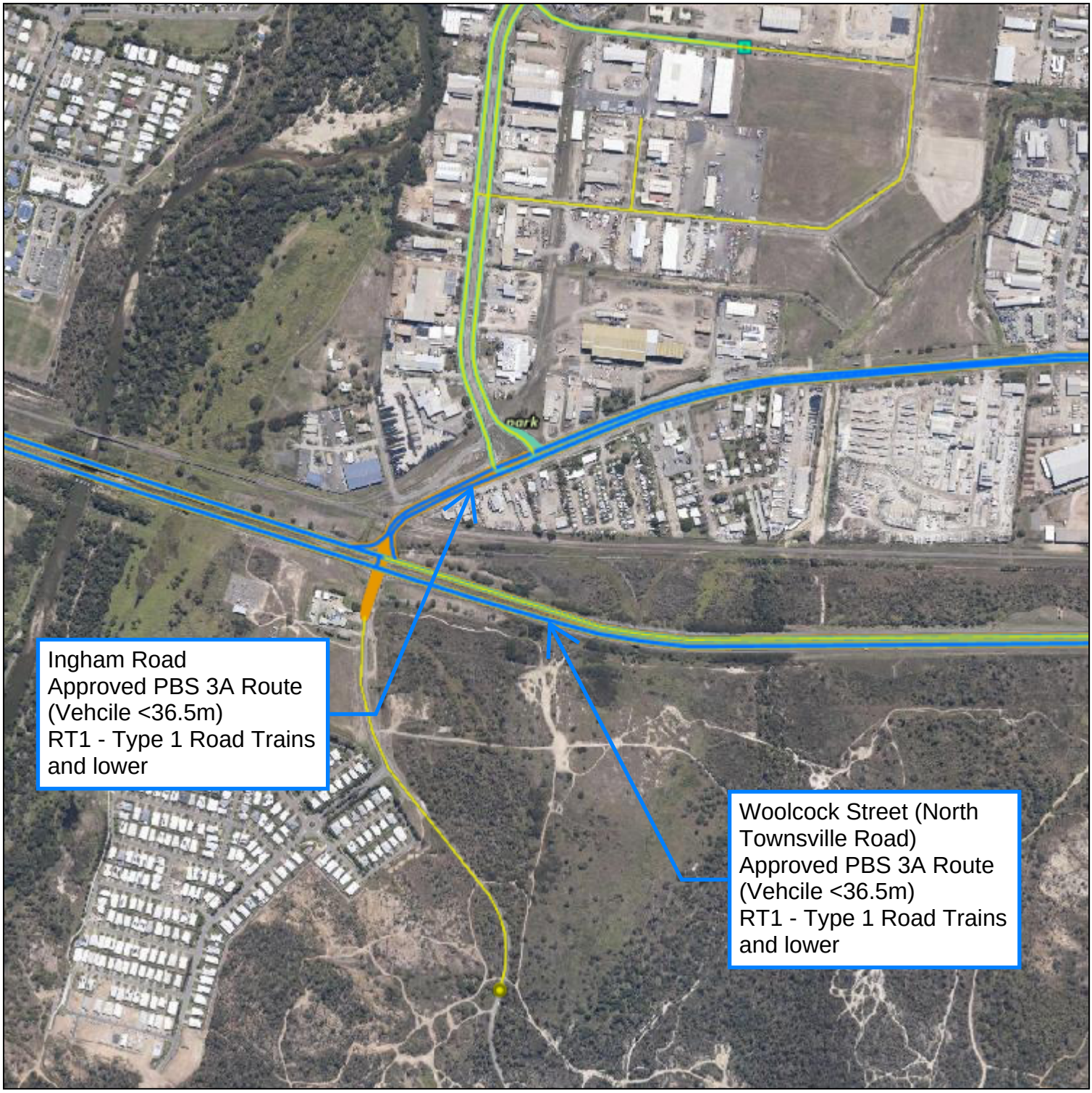
Queensland Government

Heavy Vehicle Routes

MJ2470 - 936-938 Ingham Road

19°15'19"S 146°42'15"E

19°15'19"S 146°43'19"E



19°16'19"S 146°42'15"E

19°16'19"S 146°43'19"E

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

Queensland Government
Department of Resources

Heavy Vehicle Routes

MJ2470 - 936-938 Ingham Road

Legend

B23 restriction

23m B-double restriction

B23 route

23m B-double route

B25/B26 restriction

25/26m B-double and PBS 2A restriction

B25/B26 route

25/26m B-double and PBS 2A route

RT1 restriction

Type 1 road train and PBS 3A restriction

RT1 route

Type 1 road train and PBS 3A route

RT2 restriction

Type 2 road train and PBS 4A restriction

RT2 route

Type 2 road train and PBS 4A route

HML restriction

Higher mass limits restriction

HML route

Higher mass limits route

P2B restriction

PBS 2B restriction

P2B route

PBS 2B route

NORTBD restriction

No road trains or B-doubles restriction

NORTBD route

No road trains or B-doubles route

1TMT restriction

One tonne mass transfer restriction

1TMT route

One tonne mass transfer route

Attribution

Maxar

Heavy Vehicle Routes

Legend

Multi-combination heavy vehicle operational areas

- Type 1 road train operational area
- Type 2 road train operational area

Critical road restriction

- Critical road restriction

Critical roads

- Critical road

Major roads restriction

- Major road restriction

Major roads

- Major road

Critical area

- Critical area

Cities and Towns

APPENDIX E

Northern Consulting Engineers – Existing Road Safety Audit Spreadsheets

CHECKLIST 6: EXISTING ROADS: ROAD SAFETY AUDIT

	Yes	No	Comment
6.1 Road alignment and cross-section			
6.1.1 Visibility; sight distance			
Is sight distance adequate for the speed of traffic using the route?	☑	☐	
Is adequate sight distance provided for intersections and crossings? (for example, pedestrian, cyclist, cattle, railway)	☐	☑	Additional measures are required to satisfy TMR's Guideline with regard to pedestrian and cyclist movements.
Is adequate sight distance provided at all private driveways and property entrances?	☐	☑	Additional measures are required to satisfy TMR's Guideline with regard to pedestrian and cyclist movements.
6.1.2 Design speed			
Is the horizontal and vertical alignment suitable for the (85th percentile) traffic speed?	☑	☐	
If not:	☐	☐	
are warning signs installed?	☐	☐	
are advisory speed signs installed?	☐	☐	
Are the posted advisory speeds for curves appropriate?	☑	☐	60 km/hr zone within Ingham Road.
6.1.3 Speed limit/speed zoning			
Is the speed limit compatible with the function, road geometry, land use and sight distance?	☐	☑	Additional measures are required to satisfy TMR's Guideline with regard to pedestrian and cyclist movements.
6.1.4 Overtaking			
Are safe overtaking opportunities provided?	☐	☑	N/A
6.1.5 Readability by drivers			
Is the road free of elements that may cause confusion? For example:	☐	☐	
is alignment of the roadway clearly defined?	☑	☐	
has disused pavement (if any) been removed or treated?	☐	☑	Ingham Road corridor includes a significant amount of un-controlled pavement. The lack of navigational queues creates confusion for road users.
have old pavement markings been removed properly?	☐	☐	
do tree lines follow the road alignment?	☐	☐	
does the line of street lights or the poles follow the road alignment?	☐	☐	
Is the road free of misleading curves or combinations of curves?	☐	☑	
6.1.6 Widths			

Issue	Yes	No	Comment
Are medians and islands of adequate width for the likely users?	☑	☐	
Are traffic lane and carriageway widths adequate for the traffic volume and mix?	☑	☐	
Are bridge widths adequate?	☐	☐	N/A
6.1.7 Shoulders			
Are shoulders wide enough to allow drivers to regain control of errant vehicles?	☑	☐	
Are shoulders wide enough for broken-down or emergency vehicles to stop safely?	☑	☐	
Are shoulders sealed?	☐	☑	Not all road shoulders are sealed.
Are shoulders trafficable for all vehicles and road users? (i.e. are shoulders in good condition)	☐	☑	Not all road shoulders are sealed.

Is the transition from road to shoulder safe? (no drop-offs)	☑	☐	
6.1.8 Crossfalls			
Is appropriate superelevation provided on curves?	☐	☐	N/A
Is any adverse crossfall safely managed (for cars, trucks, etc.)?	☐	☐	N/A
Do crossfalls (carriageway and shoulder) provide adequate drainage?	☑	☐	
6.1.9 Batter slopes			
Are batter slopes traversable by cars and trucks that run off the road?	☐	☐	N/A
6.1.10 Drains			
Are roadside drains and culvert end walls traversable?	☑	☐	
6.2 Auxiliary lanes			
6.2.1 Tapers			
Are starting and finishing tapers located and aligned correctly?	☑	☐	
Is there sufficient sight distance to the end of the auxiliary lane?	☐	☐	N/A
6.2.2 Shoulders			
Are appropriate shoulder widths provided at merges?	☐	☐	N/A
Have shoulder widths been maintained beside the auxiliary lane?	☐	☐	N/A

Issue	Yes	No	Comment
6.2.3 Signs and markings			
Have all signs been installed in accordance with the appropriate guidelines?	☑	☐	
Are all signs conspicuous and clear?	☑	☐	
Does all linemarking conform with these guidelines?	☑	☐	
Is there advance warning of approaching auxiliary lanes?	☐	☐	N/A
6.2.4 Turning traffic			
Have right turns from the through lane been avoided?	☑	☐	
Is there advance warning of turn lanes?	☐	☑	
6.3 Intersections			
6.3.1 Location			
Are all intersections located safely with respect to the horizontal and vertical alignment?	☑	☐	
Where intersections occur at the end of high-speed environments (for example, at approaches to towns), are there traffic control devices to alert drivers?	☐	☐	N/A
6.3.2 Visibility; sight distance			
Is the presence of each intersection obvious to all road users?	☑	☐	
Is the sight distance appropriate for all movements and all road users?	☑	☐	
Is there stopping sight distance to the rear of any queue or slow-moving turning vehicles?	☑	☐	
Has the appropriate sight distance been provided for entering and leaving vehicles?	☑	☐	
6.3.3 Controls and delineation			
Are pavement markings and intersection control signs satisfactory?	☑	☐	
Are vehicle paths through intersections delineated satisfactorily?	☑	☐	

Are all lanes properly marked (including any arrows)?	☑	☐	
6.3.4 Layout			
Are all conflict points between vehicles safely managed?	☐	☑	**Private Access** Uncontrolled pavement introduces conflict points. Navigation queues are limited.
Is the intersection layout obvious to all road users?	☐	☑	**Private Access** Uncontrolled pavement introduces conflict points. Navigation queues are limited.

Issue	Yes	No	Comment
Is the alignment of kerbs obvious and appropriate?	☑	☐	
Is the alignment of traffic islands obvious and appropriate?	☑	☐	
Is the alignment of medians obvious and appropriate?	☑	☐	
Can all likely vehicle types be accommodated?	☑	☐	
Are merge tapers long enough?	☐	☐	N/A
Is the intersection free of capacity problems that may produce safety problems?	☑	☐	
6.3.5 Miscellaneous			
Particularly at rural sites, are all intersections free of loose gravel?	☐	☐	N/A
6.4 Signs and lighting **6.4.1 Lighting**			
Has lighting been adequately provided where required?	☑	☐	Recent upgrade to Ingham Road assumed to be compliant
Is the road free of features that interrupt illumination? (for example, trees or overbridges)	☑	☐	
Is the road free of lighting poles that are a fixed roadside hazard?	☐	☑	
Are frangible or slip-base poles provided?	☐	☑	Existing poles located clear of Ingham Road Through lane
Ambient lighting: if it creates special lighting needs, have these been satisfied?	☐	☑	
Is the lighting scheme free of confusing or misleading effects on signals or signs?	☑	☐	
Is the scheme free of any lighting black patches?	☐	☐	N/A outside scope of works
6.4.2 General signs issues			
Are all necessary regulatory, warning and direction signs in place? Are they conspicuous and clear?	☑	☐	
Are the correct signs used for each situation, and is each sign necessary?	☑	☐	
Are all signs effective for all likely conditions? (for example, day, night, rain, fog, rising or setting sun, oncoming headlights, poor lighting)	☑ ☑	☐ ☐	
If restrictions apply for any class of vehicle, are drivers adequately advised?	☑	☐	
If restrictions apply for any class of vehicle, are drivers advised of alternative routes?	☑	☐	

Issue	Yes	No	Comment
6.4.3 Sign legibility			

In daylight and darkness, are signs satisfactory regarding visibility and:			
clarity of message?	☑	☐	
readability/legibility at the required distance?	☑	☐	
Is sign retroreflectivity or illumination satisfactory?	☑	☐	
Are signs able to be seen without being hidden by their background or adjacent distractions?	☑	☐	
Is driver confusion due to too many signs avoided?	☐	☑	
6.4.4 Sign supports			
Are sign supports out of the clear zone?			N/A
If not, are they:			
frangible?	☐	☐	
shielded by barriers (for example, guard fence, crash cushions)?	☐	☐	
6.5 Markings and delineation			
6.5.1 General issues			
Is the line marking and delineation:			
appropriate for the function of the road?	☑	☐	Ingham Road Through traffic is well managed. Ingham Road shoulder requires additional line marking and navigational queues to ensure safe movement of vehicles.
consistent along the route?	☑	☐	
likely to be effective under all expected conditions? (day, night, wet, dry, fog, rising and setting sun position, oncoming headlights, etc.)	☑	☐	
Is the pavement free of excessive markings? (for example, unnecessary turn arrows, unnecessary barrier lines, etc.)	☐	☑	
6.5.2 Centrelines, edgelines, lane lines			
Are centrelines, edgelines, lane lines provided? If not, do drivers have adequate guidance?	☑	☐	
Have RRPMs been installed where required?	☑	☐	
If RRPMs are installed, are they correctly placed, correct colours, in good condition?	☑	☐	
Are profiled (audible) edgelines provided where required?	☑	☐	
Is the linemarking in good condition?	☑	☐	Ingham Road through traffic only
Is there sufficient contrast between linemarking and pavement colour?	☑	☐	

Issue	Yes	No	Comment
6.5.3 Guideposts and reflectors	☐	☐	N/A
Are guideposts appropriately installed?	☐	☐	
Are delineators clearly visible?	☐	☐	
Are the correct colours used for the delineators?	☐	☐	
Are the delineators on guard fences, crash barriers and bridge railings consistent with those on guideposts?	☐	☐	
6.5.4 Curve warning and delineation			N/A
Are curve warning signs and advisory speed signs installed where required?	☐	☐	
Are advisory speed signs consistent along the route?	☐	☐	
Are the signs correctly located in relation to the curve? (i.e. not too far in advance)	☐	☐	

Are the signs large enough?	☐	☐	
Are chevron alignment markers (CAMs) installed where required?	☐	☐	
Is the positioning of CAMs satisfactory to provide guidance around the curve?	☐	☐	
Are the CAMs the correct size?	☐	☐	
Are CAMs confined to curves? (not used to delineate islands, etc)	☐	☐	
6.6 Crash barriers and clear zones			N/A
6.6.1 Clear zones	☐	☐	
Is the clear zone width traversable? (i.e. drivable)	☐	☐	
Is the clear zone width free of rigid fixtures? (if not, can all of these rigid fixtures be removed or shielded?)	☐	☐	
Are all power poles, trees, etc., at a safe distance from the traffic paths?	☐	☐	
Is the appropriate treatment or protection provided for any objects within the clear zone?	☐	☐	
6.6.2 Crash barriers			
Are crash barriers installed where necessary?	☐	☐	
Are crash barriers installed at all necessary locations in accordance with the relevant guidelines?	☐	☐	
Are the barrier systems suitable for the purpose?	☐	☐	
Are the crash barriers correctly installed?	☐	☐	
Is the length of crash barrier at each installation adequate?	☐	☐	

Issue	Yes	No	Comment
Is the guard fence attached correctly to bridge railings?	☐	☐	
Is there sufficient width between the barrier and the edge line to contain a broken-down vehicle?	☐	☐	
6.6.3 End treatments			
Are end treatments constructed correctly?	☐	☐	
Is there a safe run-off area behind breakaway terminals?	☐	☐	
6.6.4 Fences			
Are pedestrian fences frangible?	☐	☐	
Are vehicles safe from being speared by horizontal fence railings located within the clear zone?	☐	☐	
6.6.5 Visibility of barriers and fences			
Is there adequate delineation and visibility of crash barriers and fences at night?	☐	☐	
6.7 Traffic signals			N/A
6.7.1 Operations			
Are traffic signals operating correctly?	☐	☐	
Are the number, location and type of signal displays appropriate for the traffic mix and traffic environment?	☐	☐	
Where necessary, are there provisions for visually impaired pedestrians? (for example, audio-tactile push buttons, tactile markings)	☐	☐	
Where necessary, are there provisions for elderly or disabled pedestrians? (for example, extended green or clearance phase)	☐	☐	
Is the controller located in a safe position? (i.e. where it is unlikely to be hit, but maintenance access is safe)	☐	☐	

Is the condition (especially skid resistance) of the road surface on the approaches satisfactory?	☐	☐	
6.7.2 Visibility			
Are traffic signals clearly visible to approaching motorists?	☐	☐	
Is there adequate stopping sight distance to the ends of possible vehicle queues?	☐	☐	
Have any visibility problems that could be caused by the rising or setting sun been addressed?	☐	☐	
Are signal displays shielded so that they can be seen only by the motorists for whom they are intended?	☐	☐	

Issue	Yes	No	Comment
Where signal displays are not visible from an adequate distance, are signal warning signs and/or flashing lights installed?	☐	☐	
Where signals are mounted high for visibility over crests, is there adequate stopping sight distance to the ends of traffic queues?	☐	☐	
Is the primary signal free from obstructions on the nearside footway to approaching drivers? (trees, light poles, signs, bus stops, etc.)	☐	☐	
6.8 Pedestrians and cyclists **6.8.1 General issues**			Provision for Pedestrian and Cyclists is required.
Are there appropriate travel paths and crossing points for pedestrians and cyclists?	☐	☑	Provision for Pedestrian and Cyclists is required.
Is a safety fence installed where necessary to guide pedestrians and cyclists to crossings or overpasses?	☐	☑	
Is a safety barrier installed where necessary to separate vehicle, pedestrian and cyclist flows?	☐	☑	
Are pedestrian and bicycle facilities suitable for night use?	☐	☑	
6.8.2 Pedestrians			
Is there adequate separation distance between vehicular traffic and pedestrians on footways?	☐	☑	
Is there an adequate number of pedestrian crossings along the route?	☑	☐	
At crossing points is fencing oriented so pedestrians face oncoming traffic?	☑	☐	
Is there adequate provision for the elderly, the disabled, children, wheelchairs and baby carriages? (for example, holding rails, kerb and median crossings, ramps)	☐	☑	
Are adequate hand rails provided where necessary? (for example, on bridges, ramps)	☑	☐	
Is signing about pedestrians near schools adequate and effective?	☐	☐	N/A
Is signing about pedestrians near any hospital adequate and effective?	☐	☐	N/A
Is the distance from the stop line to a cross walk sufficient for truck drivers to see pedestrians?	☐	☐	N/A

Issue	Yes	No	Comment
6.8.3 Cyclists			Provision for Pedestrian and Cyclists is required.
Is the pavement width adequate for the number of cyclists using the route?	☐	☑	
Is the bicycle route continuous? (i.e. free of squeeze points or gaps)	☐	☑	
Are drainage pit grates bicycle safe?			N/A

6.8.4 Public transport			
Are bus stops safely located with adequate visibility and clearance to the traffic lane?	☑	☐	
Are bus stops in rural areas signposted in advance?	☐	☐	N/A
Are shelters and seats located safely to ensure that sight lines are not impeded? Is clearance to the road adequate?	☑	☐	
Is the height and shape of the kerb at bus stops suitable for pedestrians and bus drivers?	☑	☐	
6.9 Bridges and culverts			N/A
6.9.1 Design features			
Are bridges and culverts the full formation width?	☐	☐	
Are bridge and culvert carriageway widths consistent with approach conditions?	☐	☐	
Is the approach alignment compatible with the 85th percentile travel speed?	☐	☐	
Have warning signs been erected if either of the above two conditions (i.e. width and speed) are not met?	☐	☐	
6.9.2 Crash barriers			
Are there suitable traffic barriers on bridges and culverts and their approaches to protect errant vehicles?	☐	☐	
Is the connection between barrier and bridge safe?	☐	☐	
Is the bridge free of kerbing that would reduce the effectiveness of barriers or rails?	☐	☐	
6.9.3 Miscellaneous			
Are pedestrian facilities on the bridge appropriate and safe?	☐	☐	
Is fishing from the bridge prohibited? If not, has provision been made for safe fishing?	☐	☐	
Does delineation continue over the bridge?	☐	☐	

Issue	Yes	No	Comment
6.10 Pavement			
6.10.1 Pavement defects			
Is the condition of the pavement edges satisfactory?	☐	☑	Additional pavement required to formalise additional parking bays on-street.
Is the transition from pavement to shoulder free of dangerous edge drop offs?	☑	☐	Some erosion has occurred at the transition, but remains within tolerable limits.
Is the pavement free of defects (for example, excessive roughness or rutting, potholes, loose material, etc.) that could result in safety problems (for example, loss of steering control)?	☐	☑	Pavement shows signs of failure
6.10.2 Skid resistance			
Does the pavement appear to have adequate skid resistance, particularly on curves, steep grades and approaches to intersections?	☑	☐	
Has skid resistance testing been carried out where necessary?	☐	☑	
6.10.3 Ponding			
Is the pavement free of areas where ponding or sheet flow of water could contribute to safety problems?	☐	☑	
6.10.4 Loose stones/material			
Is the pavement free of loose stones and other material?	☑	☐	
6.11 Parking			

6.11.1 General issues			
Are the provisions for, or restrictions on, parking satisfactory in relation to traffic safety?	☐	☑	Ingham Road corridor includes a significant amount of un-controlled pavement. The lack of navigational queues creates confusion for road users.
Is the frequency of parking turnover compatible with the safety of the route?	☑	☐	
Is there sufficient parking for delivery vehicles so that safety problems due to double parking do not occur?	☐	☑	Additional parking facilities are recommended
Are parking manoeuvres along the route possible without causing safety problems? (for example, angle parking)	☑	☐	
Is the sight distance at intersections and along the route, unaffected by parked vehicles?	☑	☐	
6.12 Provision for heavy vehicles			
6.12.1 Design issues			
Are overtaking opportunities available for heavy vehicles where volumes are high?	☐	☑	

Issue	Yes	No	Comment
Does the route generally cater for the size of vehicle likely to use it?	☑	☐	
Is there adequate manoeuvring room for large vehicles along the route, at intersections, roundabouts, etc.?	☑	☐	
Is access to rest areas and truck parking areas adequate for the size of vehicle expected? (consider acceleration, deceleration, shoulder widths, etc.)	☐	☐	N/A
6.12.2 Pavement/shoulder quality			
Are shoulders sealed at bends to provide additional pavement for long vehicles?	☑	☐	Additional pavement and seal required for parking facilities.
Is the pavement width adequate for heavy vehicles?	☑	☐	
In general, is the pavement quality sufficient for the safe travel of heavy and oversized vehicles?	☑	☐	
On truck routes, are reflective devices appropriate for truck drivers' eye heights?	☑	☐	
6.13 Floodways and causeways			N/A
6.13.1 Ponding, flooding			
Are all sections of the route free from ponding or flow across the road during wet weather?	☐	☐	
If there is ponding or flow across the road during wet weather, is there appropriate signposting?	☐	☐	
Are floodways and causeways correctly signposted?	☐	☐	
6.13.2 Safety of devices			
Are all culverts or drainage structures located outside the clear roadside recovery area?	☐	☐	
If not, are they shielded from the possibility of vehicle collision?	☐	☐	
6.14 Miscellaneous			
6.14.1 Landscaping			
Is landscaping in accordance with guidelines? (for example, clearances, sight distance)	☑	☐	
Will existing clearances and sight distances be maintained following future plant growth?	☑	☐	
Does the landscaping at roundabouts avoid visibility problems?	☐	☐	N/A

Issue	Yes	No	Comment
6.14.2 Temporary works			
Are all locations free of construction or maintenance equipment that is no longer required?	☑	☐	
Are all locations free of signs or temporary traffic control devices that are no longer required?	☑	☐	
6.14.3 Headlight glare			
Have any problems that could be caused by headlight glare been addressed? (for example, a two-way service road close to main traffic lanes, the use of glare fencing or screening)	☑	☐	
6.14.4 Roadside activities			
Are the road boundaries free of any activities that are likely to distract drivers?	☐	☑	Current uncontrolled pavement creates confusion
Are all advertising signs installed so that they do not constitute a hazard?	☑	☐	
6.14.5 Errant vehicles			
Is the roadside furniture on the verges and footways free of damage from errant vehicles that could indicate a possible problem, hazard or conflict at the site?	☑	☐	
6.14.6 Other safety issues			
Is the embankment stability safe?	☑	☐	
Is the route free of unsafe overhanging branches?	☑	☐	
Is the route free of visibility obstructions caused by long grass?	☑	☐	
Are any high-wind areas safely dealt with?	☑	☐	
If back-to-back median kerbing is used is it:			
adequately delineated?	☑	☐	
obvious where it starts?	☐	☑	Damage exists to central median. (Outside scope of works)
obvious at intersections?	☑	☐	
unlikely to be a hazard to pedestrians?	☐	☑	
6.14.7 Rest areas			N/A
Is the location of rest areas and truck parking areas along the route appropriate?	☐	☐	
Is there adequate sight distance to the exit and entry points from rest areas and truck parking areas at all times of the day?	☐	☐	

Issue	Yes	No	Comment
6.14.8 Animals			
Is the route free from large numbers of animals? (for example, cattle, sheep, kangaroos, koalas, wombats, etc.)	☑	☐	
If not, is it protected by animal-proof fencing?	☐	☐	N/A
6.14.9 Safety aspects for heavy vehicles not already covered			
Have all other matters which may have a bearing on safety for heavy vehicles been addressed?	☑	☐	

APPENDIX F

Certification Statement and Authorisation

Appendix B: Traffic impact assessment certification

Certification of Traffic Impact Assessment Report

Registered Professional Engineer Queensland

for

Project title:	936-938 - Ingham Road Lot 2 on RP721874 and Lot 4 on RP729671 Traffic Impact Assessment (MJ2470)

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:	Derek Saw	RPEQ No:	7363
RPEQ competencies:	Civil		
Signature:		Date:	25th September 2023
Postal address:	50 Punari Street, Currajong. 4812		
Email:	derek.saw@nceng.com.au		

Traffic impact assessment components to which this certification applies	✓
1. Introduction	
Background	✓
Scope and study area	✓
Pre-lodgement meeting notes	✓
2. Existing Conditions	
Land use and zoning	✓
Adjacent land uses / approvals	✓
Surrounding road network details	✓
Traffic volumes	✓
Intersection and network performance	✓
Road safety issues	✓
Site access	✓
Public transport (if applicable)	✓
Active transport (if applicable)	✓
Parking (if applicable)	✓
Pavement (if applicable)	✓
Transport infrastructure (if applicable)	
3. Proposed Development Details	
Development site plan	✓
Operational details (including year of opening of each stage and any relevant catchment / market analysis)	✓
Proposed access and parking	✓
4. Development Traffic	
Traffic generation (by development stage if relevant and considering light and heavy vehicle trips)	✓
Trip distribution	✓
Development traffic volumes on the network	✓
5. Impact Assessment and Mitigation	
With and without development traffic volumes	✓
Construction traffic impact assessment and mitigation (if applicable)	✓
Road safety impact assessment and mitigation	✓
Access and frontage impact assessment and mitigation	✓
Intersection delay impact assessment and mitigation	
Road link capacity assessment and mitigation	
Pavement impact assessment and mitigation	
Transport infrastructure impact assessment and mitigation	✓
Other impacts assessment relevant to the specific development type / location (if applicable)	✓

Traffic impact assessment components to which this certification applies	✓
6. Conclusions and Recommendations	
Summary of impacts and mitigation measures proposed	✓
Certification statement and authorisation	✓
[change above and / or insert other component as needed]	

TOWNSVILLE CITY COUNCIL

PO BOX 1268, TOWNSVILLE
QUEENSLAND 4810

13 48 10

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

Date >> 23 June 2023

Scope Town Planning
8 Jacana Close
MAREEBA QLD 4880

Email >> jburns@scopetownplanning.com.au

Dear Sir/Madam

Confirmation of Compliance of Use with Town Planning Scheme

Council refers to your request dated 8 June 2023, seeking a 'Confirmation of Compliance of Use with Townsville City Plan'.

Application Details

Application no:	PCU23/0056
Assessment no:	1201054
Proposal:	Confirmation of Compliance of Existing Use Rights
Street address:	936-938 Ingham Road BOHLE QLD 4818
Real property description:	Lot 2 RP 721874

Decision Details

The subject site is located in the Medium Impact Industry zone of the Townsville City Plan.

Council's records for the property indicate that planning approval dated 16 of May 1973 (PA12/16), indicated that the existing use rights are for three (3) shops and a caretaker's residence. The conditions state that the shops "are primarily intended to serve the needs of the Industrial Zone". A condition of the approval outlined the purpose of the shops were for a Post Office Agency, Newsagency and a Snack Bar.

Under the 1967 Town Planning Scheme, a shop use is defined as: *"Any land, building or other structure or any part thereof used or intended for use for the purpose of displaying or offering goods for sale to members of the public; the term includes incidental storage of such goods on the same premises but does not include a hotel, club, stall, fried fish shop, pet shop, produce shop, service station or warehouse as defined herein but includes a restaurant or café".*

If you have any further queries in relation to the above, please do not hesitate to contact Magnus Kuttainen on telephone 07 4727 9465 or email developmentassessment@townsville.qld.gov.au .

Yours faithfully

For Assessment Manager
Planning and Development

ABN >> 44 741 992 072
PS1184.00

CURRENT TITLE SEARCH
QUEENSLAND TITLES REGISTRY PTY LTD

Request No: 43765100
Search Date: 06/03/2023 14:47 Title Reference: 21058061
Date Created: 23/11/1977

Previous Title: 20742006
21021011

REGISTERED OWNER

Dealing No: 719364414 16/04/2019

BOHLE WATCH PTY LTD A.C.N. 630 368 160
TRUSTEE
UNDER INSTRUMENT 719364414

ESTATE AND LAND

Estate in Fee Simple

LOT 2 REGISTERED PLAN 721874
Local Government: TOWNSVILLE
LOT 4 REGISTERED PLAN 729671
Local Government: TOWNSVILLE

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 20361208 (POR 46)

2. EASEMENT No 713092695 03/03/2010 at 12:39
benefiting
LOT 2 ON RP721874 OVER EASEMENT A ON SP232898

3. MORTGAGE No 719364415 16/04/2019 at 14:04
PERPETUAL CORPORATE TRUST LIMITED A.C.N. 000 341 533

ADMINISTRATIVE ADVICES - NIL
UNREGISTERED DEALINGS - NIL

Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **

Requested By: D-ENQ INFOTRACK PTY LIMITED

DEVELOPMENT APPLICATION

DEVELOPMENT PERMIT:

Combined ROL / MCU
2 into 1 Lot plus new Bar

936-938 Ingham Road Bohle Qld. 4818
Lot 2 on RP721874 and Lot 4 on RP729671

PREPARED BY: SCOPE TOWN PLANNING

October 2023

TOWN PLANNING FOR LOCALS

PLANNING FOR LOCALS

CONTENTS

APPLICATION SUMMARY	
DEVELOPMENT APPLICATION	Combined ROL (2 into 1) + MCU
PROPOSED USE	Amalgamation of Lots + new Bar
ASSESSMENT LEVEL	Impact
STREET ADDRESS	936-938 Ingham Road Bohle Qld. 4818
REAL PROPERTY ADDRESS	Lot 2 on RP721874 and Lot 4 on RP729671
LAND AREA	Lot 2: 1113m² Lot 4: 527m²
APPLICANT	BCSMR Property Investments Pty. Ltd.
LAND OWNER	Bohle Watch Pty. Ltd. (Saul Blyth)
LOCAL GOVERNMENT AREA	Townsville City Council
PLANNING SCHEME	Townsville City Plan (v2022/02)
ZONE	Medium Impact Industry Zone
PRECINCT	n/a
LOCAL PLAN	n/a
EASEMENTS	Emt. A on SP232898 (benefiting 2RP721874)
IMPROVEMENTS	Shops, Dwelling House, Shed
APPLICABLE PLANNING CODES	Medium Impact Industry Zone Code
	Airport Environs Overlay Code
	Flood Hazard Overlay Code
	Healthy Waters Code
	Landscape Code
	Reconfiguring a lot Code
	Transport Impact, Access and Parking Code
	Works Code
APPLICABLE REFERALS	SARA (State Transport Corridor)

1 Proposal

1.1 Introduction

This application is for a Development Permit for a Bar over land at 936-938 Ingham Road Bohle Qld. 4818 formally known as Lot 2 on RP721874 and Lot 4 on RP729671. The site is located within the Medium Impact Industry Zone.

This application is classified as **Impact Assessable Development** against the relevant codes of the Townsville City Plan (v2022/02) for a combined application for a Reconfiguration of a Lot and Material Change of Use.

1.2 Proposed Development

The proposed development entails the amalgamation of Lot 2 on RP721874 and Lot 4 on RP729671 into 1 Lot and the extension of the existing approved use (Shops and Caretakers Accommodation) over the new Lot to establish a new Bar serving patrons from the local Industrial area.

The existing use of Lot 2 has been confirmed in the attached PCU Letter as being for Shops and Caretakers Accommodation and both sites are owned by the same Land Owner as confirmed by the attached Title document.

The proposed Bar would be small in scale (minimum license for less than 60 patrons) and be operated from 12pm until 12am utilizing the car parking provisions of the whole site after business hours. Whilst the allowable patronage and operating hours allow for up to 100 patrons and longer operating hours, the Council allowance is a maximum of 60 patrons and the owner is not likely to operate the facility beyond 9 or 10pm.

The Bar would be considered an extension of the existing approved commercial use of Lot 2 with the proposed MCU extending that approved use over the proposed amalgamated site.

Patronage catchment area

The proposed Bar is intended to service the small, local patronage catchment within the Industrial estate as well as the nearby Residential area and Tourist Park (on Ingham Road). As such, the Bar will not be a large scale development and will not operate for hours extending into early morning hours. As the catchment is local only, patrons are largely expected to either visit at the end of working days from within the local industrial area with earlier patronage during the afternoon likely to come from the Tourist Park.

Figure 1: Approximate Bar patronage catchment area (Qld. Globe).

Transport and Access

The site has direct frontage to Ingham Road which serves as a Sub-Arterial Road connecting the Bohle and Mount Saint John Industrial area to the Bruce Highway. The site is also located within walking distance to bus stops running in both directions along Ingham Road and the nearby Coconut Glen Tourist Park. As it services the industrial area, Ingham Road is a high capacity, wide road with wide reserves which capacitates ample vehicle access and parking to service the proposed Bar.

As recommended in Pre-lodgement Meeting PLM23/0098 (attached as Appendix 2) and in support of this application, a detailed Traffic Impact Assessment has been provided by Northern Consulting (attached as Appendix 4).

An appropriate provision of vehicle parking has been included on the new site plan drawn by AMW Design and Drafting, attached as Appendix 3. This plan includes a total of 28 car parking spaces plus 1 disables car park and 1 long vehicle parking space which service all uses on the site. This includes 11 on-site standard car parks and 1 on-site disabled car park on-site, 2 on-street car parks and on-street 1 long vehicle parking space along the site frontage and up to 15 on-street car parking spaces along the frontage of Lot 1RP721874 (currently owned by the same land owner of the subject site.

Hours of operation

The development site will continue to accommodate the existing uses within the commercial spaces along with the Caretakers Residence (which has dedicated vehicle parking provisions). The hours of operation for each use are as follows;

Food Outlet (2 units):	6:00am – 2:00pm (Mon.–Fri.)
Tobacco shop:	6:00am – 2:00pm (Mon.–Sat.)
1 x Office spaces (vacant):	9:00am – 5:00pm (Mon.–Fri.)
Caretakers Residence:	24hrs / 7 days
Proposed Bar:	12:00pm – 9:00pm (Mon.–Sun.)

1.3 Site and Locality

The Medium Impact Industry zoned site has a street address of 936-938 Ingham Road, Bohle Qld. 4818 and a real property description of Lot 2 on RP721874 and Lot 4 on RP729671 and is the beneficiary of Easement A on SP232898. The site is located 12km west of Townsville City within the large Bohle Industrial area close to the Ingham Road / Bruce Highway intersection and shares rear boundaries with the North Coast Railway Line.

The flat allotments have a combined area of 1640m² and limited vegetation. Lot 2 contains long established structures including a single storey commercial building containing 5 rental spaces, a 2 storey Caretakers Residence behind and associated single storey garage shed. Lot 4 is vacant and is currently utilized for vehicle parking.

Figure 2: Street frontage of 936-938 Ingham Rd. (Google Maps).

The development site is affected by the Airport Environs Overlay Code and Flood Hazard Overlay Code and is not identified within a Precinct or Local Plan area.

Infrastructure required to service the site is accessible via the Ingham Road frontage including site access (exiting to be retained) and connections to the Reticulated Water, Sewerage, Electricity and Telecommunications networks (refer to infrastructure diagrams below). As the 2 allotments are to be amalgamated, infrastructure credit is expected for 1 allotment.

Figure 3: Aerial image of 936-938 Ingham Rd. (Qld. Globe).

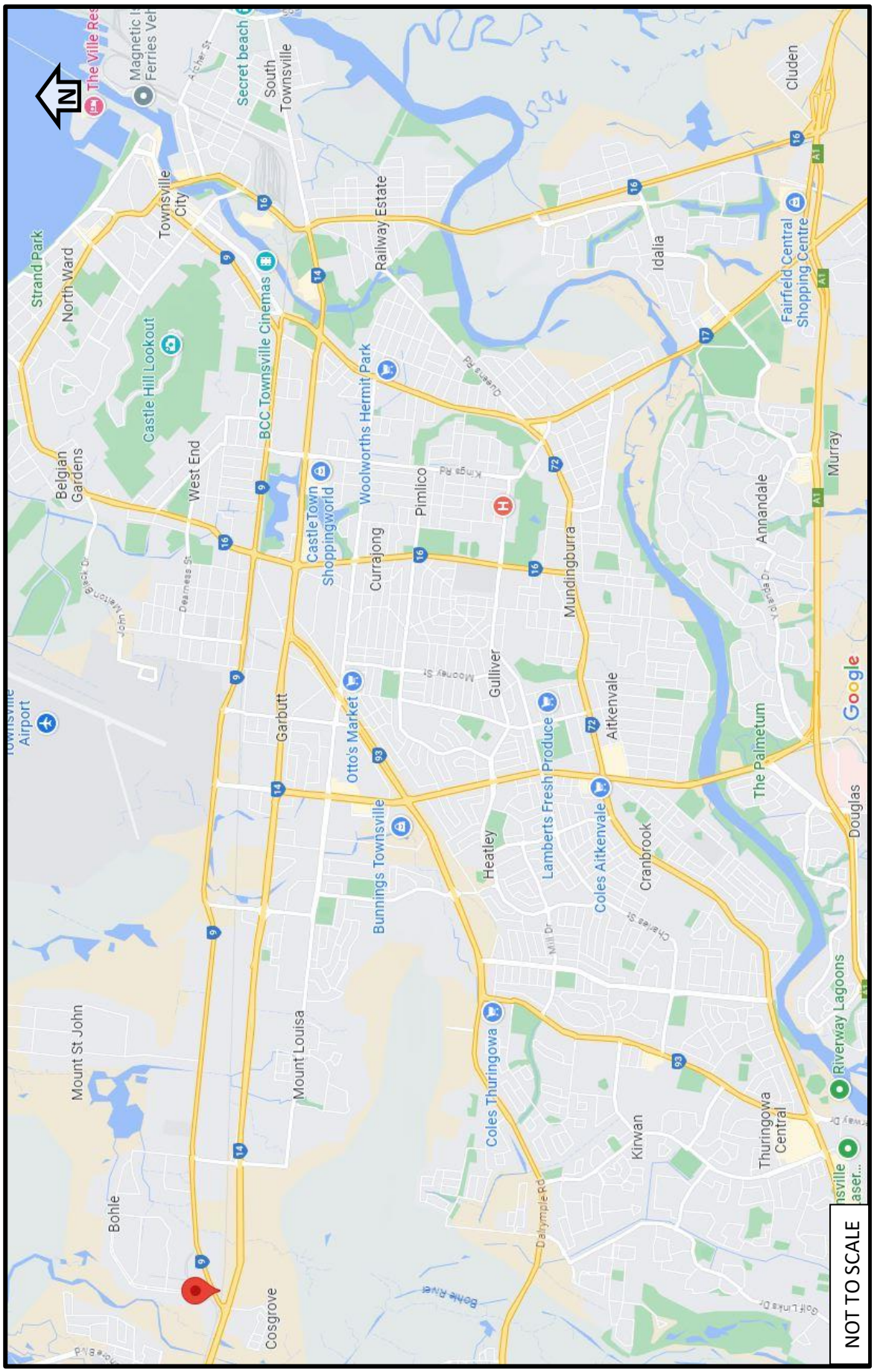

Figure 4: Development Site location map (Google Maps).

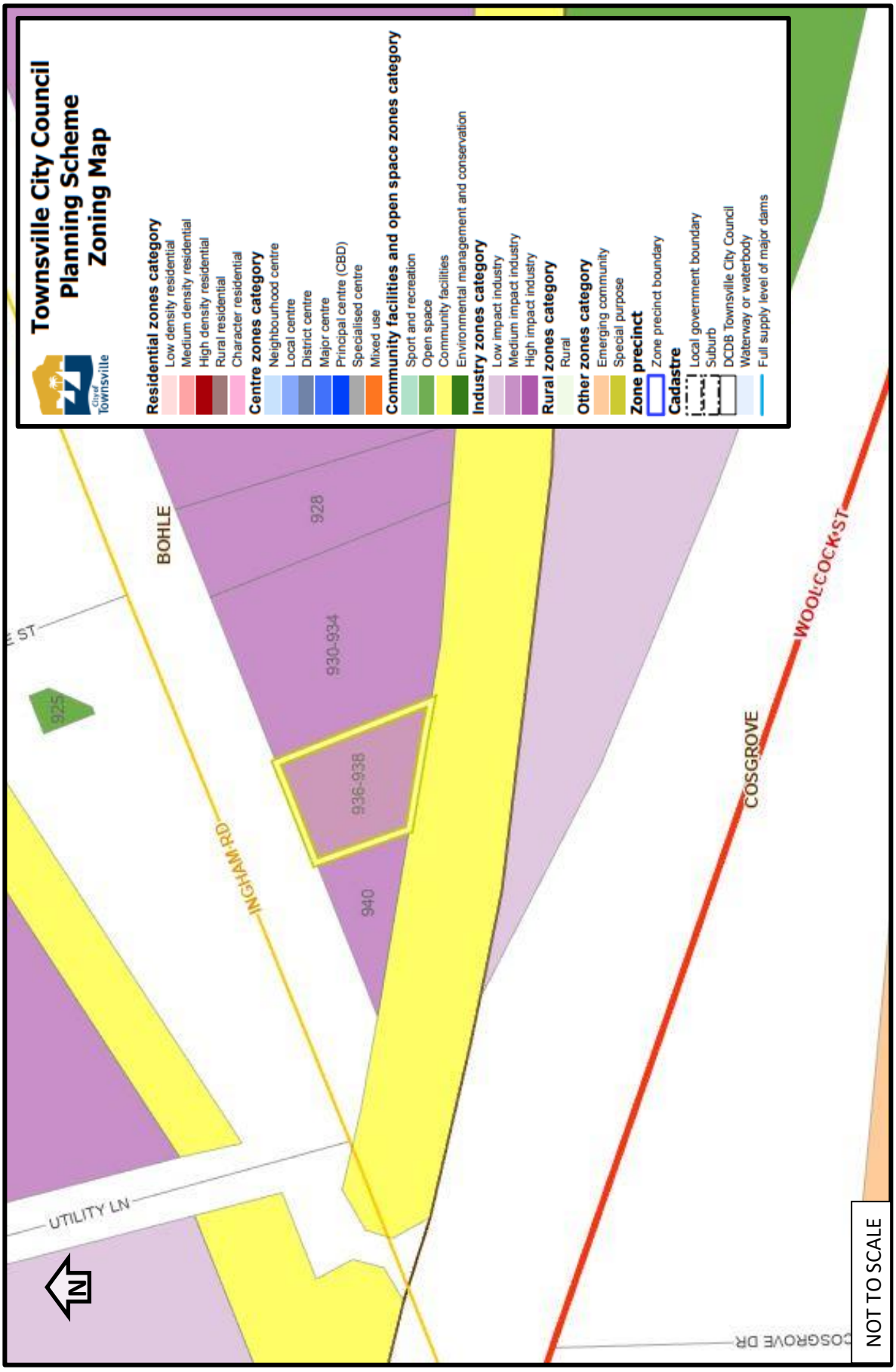

Figure 5: Development Site located in the Medium Impact Industry Zone (Townsville City Council Mapping).

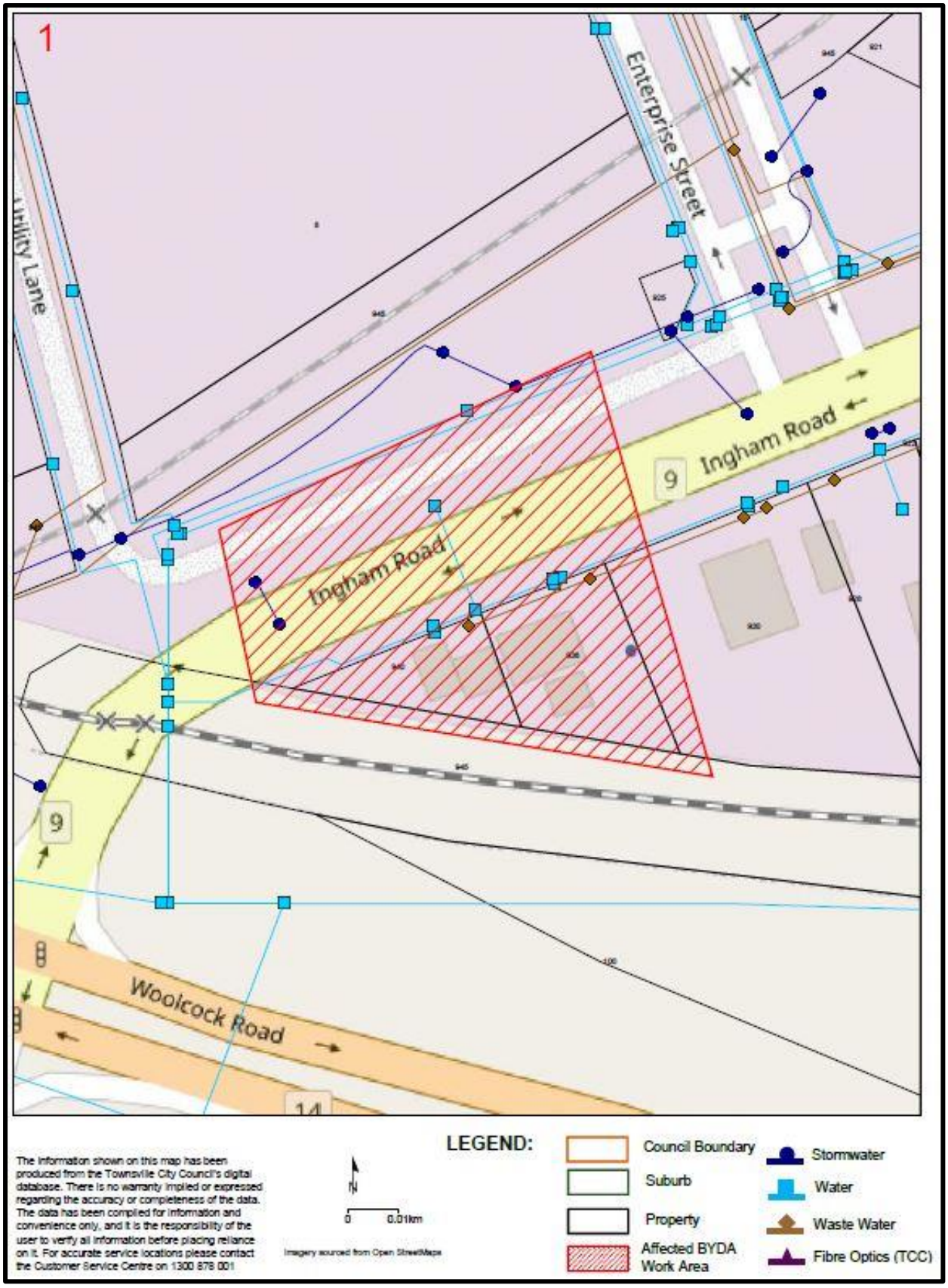

Figure 6: Reticulated Water and Wastewater provisions (TCC).

2 Planning Considerations

2.1 Compliance with Planning Scheme

This site is located within the Medium Impact Industry Zone. The proposed development for a Bar (utilizing an existing building) is Impact Assessable under the Townsville City Plan (v2022/02) requiring Public Notification.

The proposed Bar use is incompatible with the intended use of the Medium Impact Industry Zone however, as supported by the attached PCU letter, the existing building on Lot 2 has an approved use for Shops established in 1973 and includes the Caretakers Accommodation located to the rear of the building. The premises are still utilized for the original approved uses.

The proposed Bar would be considered an extension of the existing approved use with the Material Change of Use further solidifying the commercial use over a newly amalgamated site comprised of the 2 Lots.

2.2 Traffic impact assessment

As recommended in Pre-lodgement Meeting PLM23/0098 (attached as Appendix 2) and in support of this application, a detailed Traffic Impact Assessment has been provided by Northern Consulting (attached as Appendix 4). A new site plan has been prepared by AMW Design and Drafting (attached as Appendix 3).

The Traffic Impact Report has identified existing road and traffic conditions and an estimated impact of the proposed Bar use on the road network. It has been advised that the proposed use will not adversely impact the road network which has been determined to be of sufficient capacity and efficiency to accommodate traffic generated by the Bar. In particular, it is of note that, due to the Bar operating largely outside of standard work hours and its location within an industrial area, traffic generation will have negligible impacts on local traffic conditions.

2.3 Parking and Access assessment

Vehicle Parking has been designed to provide a variety of parking spaces to suit cars, work vehicles with trailers and long vehicles such as trucks to accommodate the expected patronage requirements for the Bar and all existing uses. The parking provisions include 1 Disabled Access parking space. It is of note that most uses generate low parking demands and short stays and that the Bar use will largely operate after business hours. Therefore, some spaces will be usable for multiple uses.

Table 1 below demonstrates required and provided parking provisions in accordance with the requirements of Townsville City Planning Scheme Policy 6.10: Parking Rates (SC6.10).

Office Space 1 is a short-term (by the hour) leasable space and does not generate regular parking demand. Office Space 2 is not publically leased and will be used by the owner for administration and storage for the proposed Bar. As such, this Office Space will not generate demands for parking.

Table 1: Parking provisions (TCP SC6.10)

Use	Required	Provided
Food and Drink Outlet	7	7
Tobacco Shop	3	3
Office Space 1	2.5	2
Office Space 2	2.5	2
Caretakers Residence	1	2
Proposed BAR	14	14
TOTAL:	30	30

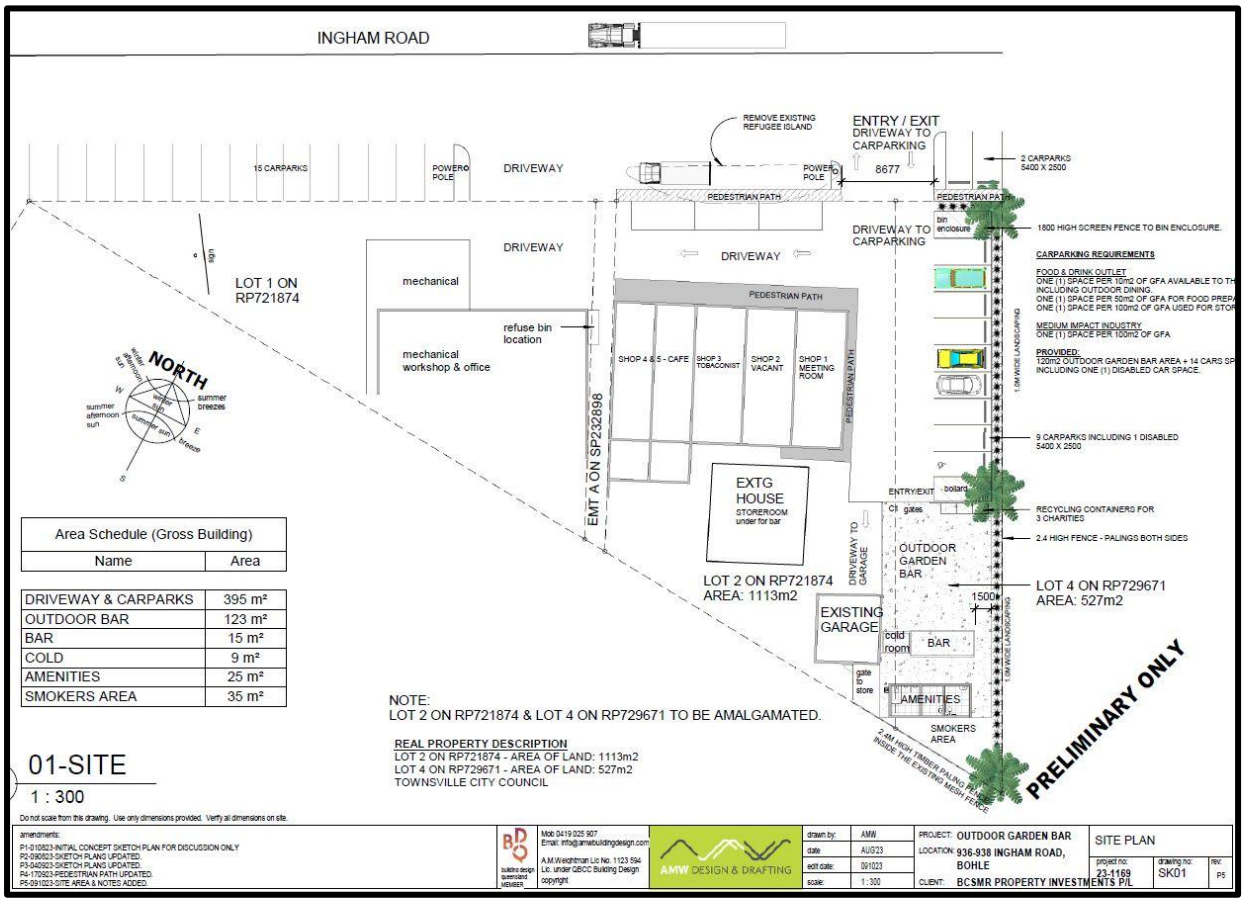

Figure 7: Development Parking provisions (AMW Design & Drafting).

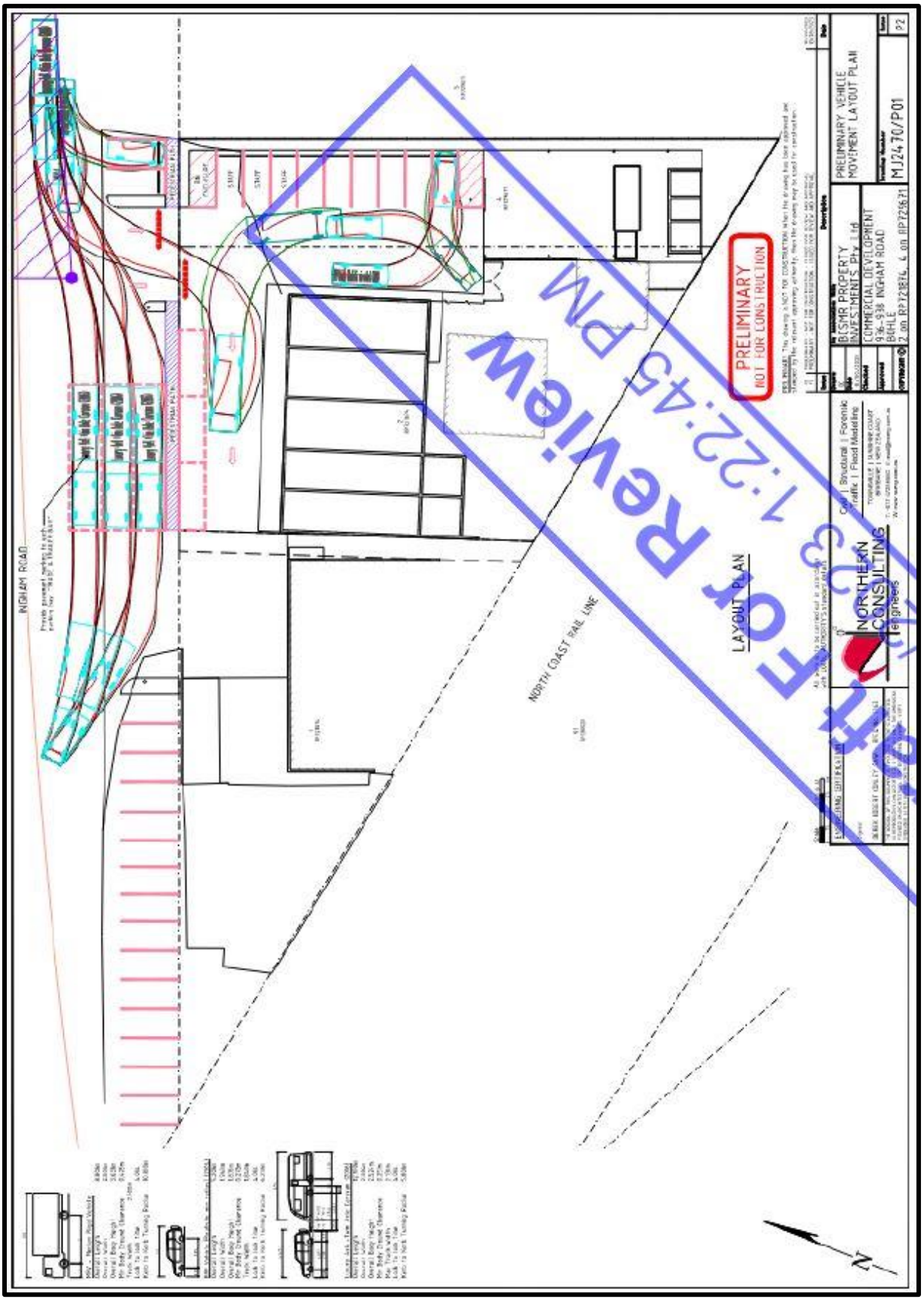

Figure 8: Swept Path analysis of proposed development plan (Northern Consulting).

2.3 State agency referral items

The development site is located adjacent to and within 25m proximity to the North Coast Rail Line Corridor, a State Controlled Transport Corridor (Figure 9). As such, this development application triggers referral to SARA as a referral agency.

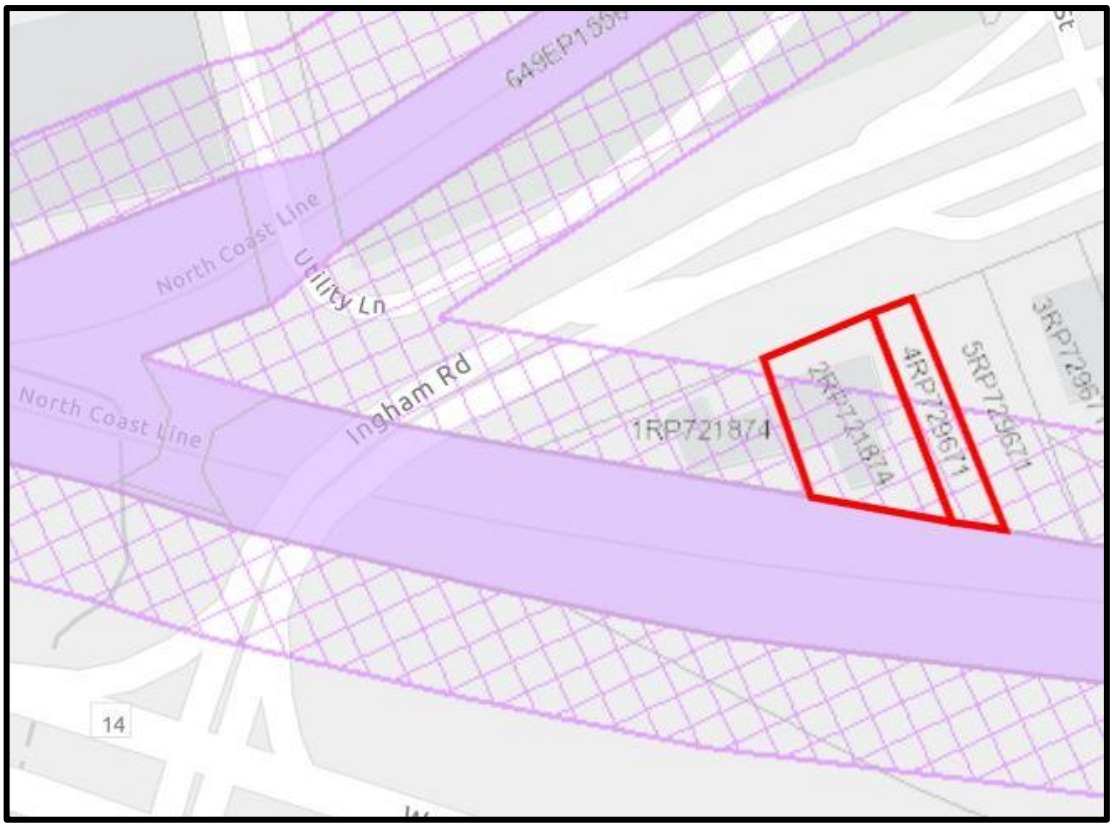

Figure 9: Development Site proximity to Rail Corridor (DAMS mapping).

3 Planning Summary

This application is for a Development Permit for a Bar over land at 936-938 Ingham Road Bohle Qld. 4818 formally known as Lot 2 on RP721874 and Lot 4 on RP729671 and located within the Medium Impact Industry Zone.

This application is classified as **Impact Assessable Development** against the relevant codes of the Townsville City Plan (v2022/02) for a combined application for a Reconfiguration of a Lot and Material Change of Use.

The proposed development entails the amalgamation of Lot 2 on RP721874 and Lot 4 on RP729671 into 1 Lot and the extension of the existing approved use over the new Lot to establish a new, small scale Bar serving patrons from the local Industrial area.

The proposed development was reviewed in a pre-lodgement meeting with Council and is supported by PCU Letter, detailed Plans and a Traffic Impact Assessment.

As the site is located adjacent to the North Coast Rail Line Corridor, the application is referable to SARA for assessment. The application is also required to undergo Public Notification under Impact Assessment rules.

4 Recommendation

It is the professional opinion of Scope Town Planning that this proposal for a Reconfiguration of a Lot and Material Change of Use to establish a new Bar over Lot 2 on RP721874 and Lot 4 on RP729671 satisfies the desired outcomes and requirements of the Townsville City Plan (v2022/02) and that this application should be fairly assessed and approved by the Townsville City Council with reasonable conditions.

Johnathan Burns
Senior Town Planner | Scope Town Planning

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

[Delete the above where company owner's consent must come from both director and director/secretary]

I,

Alana Robyn Blyth

Director of the company mentioned below.

and I,

Warren Saul Blyth

Director of the company mentioned below.

Delete the above two boxes where there is a sole director/secretary for the company giving the owner's consent.

Of

BCSMR Property Investments pty ltd

ACN: 73657759076

the company being the owner of the premises identified as follows:

936-938 Ingham Rd Bohle Qld 4818, 2RP721874 and 4RP729671

[Insert street address, lot on plan description or coordinates of the premises the subject of the application.]

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

Scope Town Planning

[Insert name of applicant.]

on the premises described above for:

Combined ROL + MCU for Lot amalgamation and Bar *[Insert details of the proposed development, e.g. material change of use for four-storey apartment building.]*

Company seal *[if used]*

Company Name and ACN: .....
..... **Signature of Sole Director/Secretary**
..... **Date**

[Delete the above where company owner's consent must come from both director and director/secretary.]

Company Name and ACN: 73657759076 **BCSMR Property Investments pty ltd**.....	
..... **Signature of Director**	..... **Signature of Director** [redacted]
24/01/23 **Date**	24-07-23 **Date**

[Delete the above where there is a sole director/secretary for the company giving the owner's consent.]

DA Form 1 – Development application details

Approved form (version 1.3 effective 28 September 2020) 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*)	BCSMR Property Investments Pty. Ltd. c/- Scope TP
Contact name *(only applicable for companies)*	Johnathan Burns, Scope Town Planning
Postal address *(P.O. Box or street address)*	936-938 Ingham Road
Suburb	Bohle
State	Qld.
Postcode	4818
Country	Australia
Contact number	0450 781 841
Email address *(non-mandatory)*	jburns@scopetownplanning.com.au
Mobile number *(non-mandatory)*	
Fax number *(non-mandatory)*	
Applicant's reference number(s) *(if applicable)*	23010

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
		936-938	Ingham Road	Bohle
	Postcode	Lot No.	Plan Type and Number *(e.g. RP, SP)*	Local Government Area(s)
	4818	2	RP721874	Townsville
b)	Unit No.	Street No.	Street Name and Type	Suburb
		936-938	Ingham Road	Bohle
	Postcode	Lot No.	Plan Type and Number *(e.g. RP, SP)*	Local Government Area(s)
	4818	4	RP729671	Townsville

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)*:

New Bar

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)*:

Amalgamation of Lots (2 into 1)

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

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)*
New Bar	Bar		

8.2) Does the proposed use involve the use of existing buildings on the premises?
☒ Yes
☐ No

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?	
2	
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		1		

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
A on SP232898			Infrastructure	2RP721874

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
☐ 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 Part 3 of 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 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules.*

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 69: 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.des.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 Natural Resources, Mines and Energy at www.dnrme.qld.gov.au for further information.*

DA templates are available from https://planning.dsdmip.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 https://planning.dsdmip.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 Natural Resources, Mines and Energy at www.dnrme.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 and Science at www.des.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.dnrme.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.des.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.des.qld.gov.au for information requirements regarding development of Queensland heritage places.*

Name of the heritage place:		Place ID:	

Brothels

23.14) Does this development application involve a **material change of use for a brothel**?

☐ Yes – this development application demonstrates how the proposal meets the code for a development application for a brothel under Schedule 3 of the *Prostitution Regulation 2014*
☒ No

Decision under section 62 of the *Transport Infrastructure Act 1994*

23.15) 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

23.16) 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.dsdmip.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			