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**Sent:** Mon, 11 Aug 2025 15:27:57 +1000  
**To:** "hello@northpointplanning.com.au" <hello@northpointplanning.com.au>  
**Cc:** "kaitlyn.omalley@dsdip.qld.gov.au" <kaitlyn.omalley@dsdip.qld.gov.au>;  
"Development Assessment" <developmentassessment@townsville.qld.gov.au>  
**Subject:** 2507-46874 SRA application correspondence  
**Attachments:** 2507-46874 SRA Information request (1).pdf  
**Importance:** Normal

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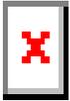
**This Message Is From an External Sender**

This message came from outside Townsville City Council. Please think carefully before clicking links or responding if you weren't expecting this email.

Please find attached a notice regarding application [2507-46874 SRA](#).

If you require any further information in relation to the application, please contact the State Assessment and Referral Agency on the details provided in the notice.

*This is a system-generated message. Do not respond to this email.*  
GE33-N



Email Id: RFLG-0825-0024-5335

SARA reference: 2507-46874 SRA  
 Applicant reference: NP24.219  
 Council reference: MCU25/0031 & RAL25/0033

11 August 2025

Bedrock Landscaping Supplies  
 C/- Northpoint Planning  
 PO Box 4  
 TOWNSVILLE QLD 4810  
 hello@northpointplanning.com.au

Attention: Meredith Hutton

Dear Ms Hutton

## SARA information request - 13 Lynam Road, Bohle Plains

(Given under section 12 of the Development Assessment Rules)

This notice has been issued because the State Assessment and Referral Agency (SARA) has identified that information necessary to assess your application against the relevant provisions of the State Development Assessment Provisions has not been provided.

State controlled Road	
1.	<p><b>Issue</b></p> <p>The proposed development, involving an extension to an existing bulk landscaping supply use and the development of a new food and drink outlet (drive-through café) are likely to generate additional vehicle trips on the state-controlled road, particularly at the intersection of Hervey Range Road and Lynam Road.</p> <p>The increased traffic generation associated with the proposed development, accessed via the entry-only access on Lynam Road, has potential to increase the risk of queue lengths exceeding the existing Auxiliary Left and Channelised Right turn lanes on Hervey Range Road, impacting the safety and efficiency of the state-controlled road, particularly during AM peaks (or PM peaks if the development is taken up by a fast-food outlet or similar). Further, this intersection is currently under construction, upgrading to signals with pedestrian and cyclist (active transport) provisions—its operation could be similarly impacted by an increase in these traffic movements.</p> <p>In association with the upgrade of the Hervey Range Road/Lynam Road intersection, Lynam Road is being upgraded and will accommodate a pedestrian pathway along the frontage of the subject site. The provided plans do not indicate a safe method for customers (PWD's, cyclists and pedestrians) to access the proposed food and drink outlet.</p> <p>Limited information has been submitted demonstrating that the proposed development complies with PO19-PO22 and PO25-PO26 of State Code 1 and PO1, PO3, PO26, PO28 of</p>

	<p>State Code 6. Further information is required to be submitted that demonstrates compliance with these codes.</p> <p><b>Action</b></p> <p>A Traffic Impact Assessment (TIA) is required to be submitted to demonstrate that all vehicles associated with the proposed development can safely and efficiently enter and exit the subject site, without causing impacts to the operation of the Hervey Range Road/Lynam Road intersection and the State transport network. The traffic assessment should consider the form of the intersection during the development's proposed year of opening. This information is required to assess the proposal against the provisions of State Code 1: Development in a State-Controlled Road Environment and State Code 6: Protection of state transport networks.</p> <p>The TIA is required to be prepared in accordance with TMR's Guide to Traffic Impact Assessment – December 2018 (GTIA) (available at <a href="https://www.tmr.qld.gov.au/businessindustry/Technicalstandards-publications/Guide-to-Traffic-Impact-Assessment">https://www.tmr.qld.gov.au/businessindustry/Technicalstandards-publications/Guide-to-Traffic-Impact-Assessment</a> ). The TIA must be prepared and certified by a suitably qualified RPEQ and must include, but not be limited to:</p> <ol style="list-style-type: none"> <li>a) Identify the impact assessment area by impact type in accordance with section 6.4 of GTIA.</li> <li>b) Identify all vehicle types to be used by the development (including during construction).</li> <li>c) Identify the expected traffic that will be generated by the development. If development is to be staged, provide a breakdown into each stage, including a breakdown of development traffic i.e., staff, deliveries and heavy vehicles.</li> <li>d) Identify the expected traffic distribution on the road network as a result of the development.</li> <li>e) Identify the impact the development may have on the safety, efficiency and condition of the State-controlled road, providing particular consideration to the Hervey Range Road/Lynam Road intersection.</li> <li>f) Provide a road safety assessment in accordance with section 9.3.3 of the GTIA and where necessary recommend mitigation measures to ensure no adverse impact on the safety and efficiency of the State-controlled road network.</li> <li>g) Provide a detailed assessment of the proposed access arrangements and demonstrate that full compliance with all relevant standards and guidelines is achieved.</li> <li>h) Demonstrate that the food and drink outlet use can be safely accessed by pedestrians and active transport users.</li> <li>i) Recommend any mitigation measures, where required, to demonstrate that no adverse impacts occur upon the safety and operating conditions of the State-controlled Road network in accordance with TMR's Guide to Traffic Impact Assessment.</li> </ol>
2.	<p><b>Issue</b></p> <p>The proposed development is considered likely to significantly alter the flow of stormwater and potentially also impact onsite flood storage detention—particularly by:</p> <ul style="list-style-type: none"> <li>• Establishing new buildings, including on areas of medium flood hazard.</li> <li>• Significantly increasing onsite impervious area by asphaltting and concreting of much of the site for vehicle manoeuvring.</li> <li>• Introduction of new bulk material storage bins, which appear to be concrete 'U' structures around the edges of the site.</li> </ul> <p>These works are anticipated to have significant impacts on the existing stormwater drainage</p>

regime and could result in worsening to the nearby state-controlled roads. No information has been provided by the applicant to demonstrate either no-change to flooding/stormwater, or to demonstrate no-worsening. To demonstrate compliance with PO8-PO14 of State Code 1 and PO14-PO20 of State Code 6, the applicant is required to provide an RPEQ certified stormwater management plan which demonstrates a no-worsening condition in accordance with relevant modelling techniques.

**Action**

The applicant is required to demonstrate no worsening of stormwater and flooding impacts on the state-controlled road and the existing drainage network through submitting a Stormwater Management Plan (SMP), including a Flood Impact Assessment. The proposed stormwater management design should be certified by a Registered Professional Engineer of Queensland (RPEQ).

In order to demonstrate compliance with the above-mentioned requirements, the SMP should provide the following:

- a) Appropriate hydraulic and hydrological analysis to arrive at peak flood discharges from the site for both pre and post development scenarios. This should include flood and stormwater events of 63%, 50%, 20%, 10%, 5%, 2% and 1% AEP (equivalent to 1, 2, 5, 10, 20, 50 and 100 year ARI events);
- b) Demonstrate that the management of stormwater (quantity and quality) in post development can achieve a no worsening of impacts on the state-controlled road corridors for all of the above flood and stormwater events. Stormwater management for the proposed development must ensure no worsening or actionable nuisance to the state-controlled road corridors and all state transport infrastructure caused by peak discharges, flood levels, frequency/duration of flooding, flow velocities, water quality, sedimentation and scour effects.
- c) Ensure the following are addressed, where applicable:
  - i. The site's topography contours for both pre and post development (finish levels) scenarios are presented;
  - ii. All the contributing catchments are identified as well as their contribution to the flow discharge from the subject site;
  - iii. All relevant legal points of discharge for the development site are identified. No new discharge points for stormwater will be permitted on the state-controlled road corridor;
  - iv. Adequately articulates the flow discharge mechanism (sheet flow or concentrated flow) from the site in pre and post development;
  - v. Overland flow paths are identified, and hydraulic conveyance is maintained on the site as part of the proposed development;
  - vi. Flood storage capacity is maintained on the site as part of the proposed development;
  - vii. Retaining structures, filling/excavation, landscaping, construction activities or any other works to the land have been designed to include provision for drainage so as not to adversely impact on the state-controlled road and railway corridors;
  - viii. The proposed development does not impede or interfere with any drainage, stormwater or floodwater flows from the state-controlled road and railway corridors;
  - ix. The quality of stormwater discharging onto the state-controlled road and railway corridors is not reduced through erosion and sedimentation;
  - x. Include details of the mitigation measures proposed to address any potential

	stormwater impacts (including flooding impacts) of the proposed development.
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### How to respond

You have three months to respond to this request and the due date to SARA is 11 November 2025. You may respond by providing either: (a) all of the information requested; (b) part of the information requested; or (c) a notice that none of the information will be provided. Further guidance on responding to an information request is provided in section 13 of the [Development Assessment Rules](#) (DA Rules).

It is recommended that you provide all the information requested above. If you decide not to provide all the information requested, your application will be assessed and decided based on the information provided to date.

You are requested to upload your response and complete the relevant tasks in [MyDAS2](#).

As SARA is a referral agency for this application, a copy of this information request will be provided to the assessment manager in accordance with section 12.4 of the DA Rules.

If you require further information or have any questions about the above, please contact Kaitlyn O'Malley, Senior Planning Officer, on 07 4758 3429 or via email [NQSARA@dasilgp.qld.gov.au](mailto:NQSARA@dasilgp.qld.gov.au) who will be pleased to assist.

Yours sincerely



Carl Porter  
A/ Manager Planning

cc Townsville City Council, [developmentassessment@townsville.qld.gov.au](mailto:developmentassessment@townsville.qld.gov.au)

Development details	
Description:	Development permit Material change of use for alterations to existing Bulk landscape supplies, Garden centre and Food and drink outlet (drive through coffee shop) Reconfiguring a lot (One into Two Lots and Access Easement)
SARA role:	referral agency
SARA trigger:	<ul style="list-style-type: none"> <li>Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1—Development impacting on state transport infrastructure</li> <li>Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1 – Reconfiguring a lot of premises within 25m of a state transport corridor</li> <li>Schedule 10, Part 9, Division 4, Subdivision 2, Table 3, Item 1 – Reconfiguring a lot of premises within 100m of a state-controlled road intersection</li> <li>Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1—Material Change of Use of premises within 25m of a state-controlled road and within 100m of a state-controlled road intersection</li> </ul>
SARA reference:	2507-46874 SRA
Assessment criteria:	State Code 1 - Development in a State Controlled Road Environment State Code 6 - Protection of State Transport Networks