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Sent: Fri, 30 May 2025 06:43:42 +1000
To: "Development Assessment" <developmentassessment@townsville.qld.gov.au>
Cc: "Tellina Finlay" <Tellina@northpointplanning.com.au>
Subject: Re: NP24.219 - Lodgement of combined application for Development Permit - Material Change of Use and Reconfiguring a Lot - 13 Lynam Road, Bohle Plains
Attachments: ONP24.219 - Development Application.pdf

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Good morning,

Please find Development Application package for 13 Lynam Road, Bohle Plains with amended cover. We note the previous cover did not reflect the RAL component of the assessment fee.

Kind regards,

Meredith Hutton
Director



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From: Tellina Finlay <Tellina@northpointplanning.com.au>
Sent: Thursday, 29 May 2025 4:31 PM
To: Development Assessment <developmentassessment@townsville.qld.gov.au>
Cc: Meredith Hutton <meredith@northpointplanning.com.au>
Subject: NP24.219 - Lodgement of combined application for Development Permit - Material Change of Use and Reconfiguring a Lot - 13 Lynam Road, Bohle Plains

Good afternoon,

On behalf of Meredith Hutton, please see attached correspondence as lodgement of a development permit for a combined application for Material Change of Use – Food and drink outlet (drive-through coffee shop), Bulk landscape supplies and Garden centre (alteration to existing facility), and Reconfiguring a Lot – One lot into two lots and access easement located at 13 Lynam Road, Bohle Plains and formally identified as Lot 8 on SP191768.

Thanks very much, please do not hesitate to contact our office if you have any questions regarding the attached.

Kind regards,

Tellina Finlay
Para Planner



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Our Reference: NP24.219
TF.MH

29 May 2025

Assessment Manager
Townsville City Council
PO Box 1268
TOWNSVILLE QLD 4810

Attention: Planning and Development

Dear Sir/Madam,

**Combined Application for Material Change of Use – Food and drink outlet (drive-through coffee shop), Bulk landscape supplies and Garden centre (alteration to existing facility), and Reconfiguring a Lot – One lot into two lots and access easement
13 Lynam Road, Bohle Plains and formally identified as Lot 8 on SP191768**

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

The application seeks a Development Permit for Material Change of Use – Food and drink outlet (drive-through coffee shop), Bulk landscape supplies and Garden centre (alteration to existing facility), and Reconfiguring a Lot – One lot into two lots and access easement located at 13 Lynam Road, Bohle Plains and formally identified as Lot 8 on SP191768.

The site has historically been utilised for Bulk landscape supplies and Garden centre use, with the proposed development seeking to reduce the total use area associated with this site. Accordingly, given no total use area is extinguished to make way for the new development, the minimum fee has been applied to the use in this instance.

Accordingly, pursuant to Council's schedule of fees and charges, the applicable assessment fee is \$6,477, as per the below calculation. It would be appreciated if payment details for the relevant fee could be provided for payment directly.

Impact assessment	\$1,056
Food and drink outlet	\$2,919
<i>First 100m² - \$2,502</i>	
<i>Additional 47.5m² - \$417</i>	
Bulk landscape supplies & Garden centre	\$2,502
<i>Minimum fee</i>	
Reconfiguring a Lot	\$2,502
<i>Not exceeding five lots</i>	
	\$8,979



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

Yours faithfully,

Meredith Hutton

DIRECTOR

Northpoint Planning

Encl. Development Application

Development Application

Material Change of Use – Food and drink outlet (drive-through coffee shop), Bulk landscape supplies and Garden centre (alteration to existing facility), and Reconfiguring a Lot – One lot into two lots and shared access easement



Northpoint
Planning

13 Lynam Road, Bohle Plains
Lot 8 on SP191768

29 May 2025
Reference: NP24.219

Client: Bedrock Landscaping Supplies

Project: 13 Lynam Road, Bohle Plains

Date: 29 May 2025

Project Reference: NP24.219

Contact: Meredith Hutton

Prepared by: Meredith Hutton – Northpoint Planning

Document Verification

Revision		Author	Reviewer
1	Draft	T.F	M.H
2	Final	T.F	M.H

Approval			
Author Signature		Approver Signature	
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Title	Para Planner	Title	Principal Planner

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1.0 Executive Summary

In accordance with s 51 of the *Planning Act 2016* (the Act) this combined development application seeks a development permit for Material Change of Use – Food and drink outlet (drive-through coffee shop), Bulk landscape supplies and Garden centre (alteration to existing facility), and Reconfiguring a Lot – One lot into two lots and access easement.

The subject site is located at 13 Lynam Road, Bohle Plains and comprises a site area of 24,000m². The site has historically operated as Bedrock Landscape Supplies, with this business established on the site in the mid to late 1990s. The site currently comprises three shed structures to the western side of the allotment and the eastern portion of the site involves stockpiled landscaping materials. At present the site is accessed via a single central crossover to Lynam Road, and all internal traffic manoeuvres within the site via unsealed driveways.

The proposal involves the redevelopment of the existing site to improve function and amenity, and facilitate future expansion. Additionally, the proposed development involves the construction of a drive-through coffee shop to the north-western corner of the site, and subdivision of the site to provide separate title to the two functions. Specifically, the proposed development involves two resultant allotments comprising the following:

- Proposed Lot 1 – Food and drink outlet use (drive-through coffee shop), comprising 1,284m²;
- Proposed Lot 2 – Bulk landscape supplies and Garden centre use, comprising 22,716m² inclusive of shared access easement of 628m².

The coffee shop is provided with a dedicated queuing and parking area, entirely contained within proposed Lot 1. The access easement has been designed to consolidate and formalise access arrangements across both proposed land parcels. It is noted that access to the site is constrained due to proposed road upgrades and the site's proximity to the intersection with Hervey Range Road, a State-controlled road.

Vehicular access to the development is facilitated via a shared access easement, providing two separate crossovers to the Lynam Road frontage. These include a centrally located entry-only crossover and a new, all-turn crossover positioned at the southern end of the frontage.

Given the scale of the proposed development, the proposal involves three stages. It is noted the proposed Food and drink outlet is constructed and subdivision formalised as part of Stage 1 and re-development/expansion of the Bulk landscape supplies and Garden centre facilitated across all three stages.

The subject site is located within the Rural zone and Mixed farming precinct of the planning scheme. Given the proposed development involves a Food and drink outlet, Bulk landscape supplies and Garden centre use within this zone, and two resultant allotments below minimum lot size, the development application is subject to impact assessment.

The site is located within the Food hazard overlay as containing area of low and medium flood hazard and updated flood risk modelling as containing area of very low, low and medium flood risk area.

Assessment of the proposed development against the provisions of all relevant benchmarks has been undertaken and outlined in this town planning report. As outlined in this town planning report, the proposed development achieves the nominated assessment criteria.

The proposed development is considered appropriate for the location, and it is therefore requested that the application be approved subject to reasonable and relevant conditions.



Table 1: Application Summary

Application Summary	
Address	13 Lynam Road, Bohle Plains
Real Property Description	Lot 8 on SP191768
Area of Lot	24,000m ² 2.4ha
Applicant	Bedrock Landscape Supplies
Purpose of Proposal	Material Change of Use - Food and drink outlet (drive-through coffee shop), Bulk landscape supplies and Garden centre (alteration of existing facility) and Reconfiguring a lot – One lot into two lots and access easement
Type of Application	Combined application - Material Change of Use and Reconfiguring a Lot
Zoning	Rural zone and Mixed farming precinct
Overlays	<ul style="list-style-type: none"> ▪ Airport environs overlay ▪ Flood hazard overlay
Category of Assessment	Impact
SARA Mapping	<ul style="list-style-type: none"> ▪ State-controlled road ▪ Area within 25m of a State-controlled road ▪ Area within 100m of a State-controlled road intersection
Referral Agencies	State Assessment and Referral Agency: <ul style="list-style-type: none"> ▪ Schedule 10, part 9, division 4, subdivision 1, table 1, item 1 ▪ Schedule 10, part 9, division 4, subdivision 2, table 1, item 1 ▪ Schedule 10, part 9, division 4, subdivision 2, table 3, item 1 ▪ Schedule 10, part 9, division 4, subdivision 2, table 4, item 1
Public Notification	Required



2.0 Site and Surrounding Environment

2.1. Subject Site and Surrounds

The site is strategically located adjoining major State-controlled transport corridors, with Hervey Range Road to the north and The Ring Road to the east. Lynam Road adjoins the site along its western boundary, while a single adjoining allotment lies to the south. The southern adjoining land is Lot 6 on SP191768, which includes an access handle burdened by Easement B on SP111995, providing shared access to Lot 1 on SP111995.

The allotment comprises a generally regular shaped site, comprising 2.4ha. The land has historically been utilised for landscaping supplies operation, with this established circa mid-1990s. Accordingly, the land maintains generally even topography, mapped as 17.75m AHD to the western part of the lot with a slight gradation down to approximately 17.25 to the eastern boundary.

The site maintains connection to Council's reticulated water network, however, is serviced via on-site wastewater treatment system.

Access is achieved via single crossover centrally to the Lynam Street frontage, with on-site car parking provided adjoining this. Three existing warehouse structures are located to the western part of the site, with outdoor display areas surrounding these, particularly to the south-western corner of the allotment. The balance of the land (to the east) comprises stockpiling area for landscape supplies.

It is noted the nearest sensitive use in proximity to the subject site is Townsville Tourist & Lifestyle Village to the opposite side of the Lynam Road frontage. An associated dwelling unit is setback in excess of 60m from the western-most existing storage shed within the site. Established low density residential development is located approximately 125m north of the subject site to the opposite side of Hervey Range Road.

The wider surrounding locality includes Willows Shopping Centre approximately 4km to the east. Little Bohle River is located approximately 350m to the south, connecting into Bohle River 800m to the east.

The subject lot and surrounding locality are illustrated in Figure 2 below.

Figure 2: Proposed Subject Site



Source: Qld Globe



2.2. Surrounding Zoning and Land-use

The subject allotment is identified within the Rural zone and Mixed farming precinct of the planning scheme and located at the north-eastern edge of the zone. The established landscaping supplies business commenced on the site in the mid to late 1990s.

The land has consistently been identified within the Rural zone (or its equivalent) across the current and superseded planning schemes since the commencement of the current use on the site, including:

- *Townsville City Plan 2014*
- *City of Thuringowa Planning Scheme 2003*
- *City of Thuringowa Planning Scheme 1996*
- *City of Thuringowa 1998 Thuringowa Planning Scheme*

While the site has historically been zoned Rural, the surrounding locality has undergone significant change over the past 30 years. The pattern of development within the area has transitioned from predominantly rural and agricultural uses to a more fragmented land use pattern, driven by the encroachment of sensitive and non-rural uses.

The subject site is now bordered by major State-controlled transport corridors, including Hervey Range Road to the north and The Ring Road to the east. These major corridors create a barrier to the broader rural land to the west and have contributed to the transition of the area.

In proximity to the subject site, there is a diverse mix of land uses, including:

- Residential subdivisions located approximately 125m to the north, to the opposite side of Hervey Range Road.
- Townsville Tourist and Lifestyle Village located to the opposite side of Lynam Road, approximately 20m from the subject land.
- Commercial and industrial uses located along Hervey Range Road and within the broader Bohle Plains locality.
- Planned residential estate to the south, Willowbend Estate, with over 400 new residential lots approved.

The cumulative effect of these developments has significantly changed the character of the area, diminishing its rural function and viability. The subject site is now situated within a fragmented and transitional locality, where sensitive and non-rural land uses, including residential, commercial, and tourism activities have become established and continue to expand. This shift reflects the broader urbanisation of the area over time, rather than alignment with the intended rural zoning under the planning scheme.

The zone mapping of the subject site and surrounding locality of the current planning scheme are illustrated in Figure 3 overleaf.



Figure 3: Surrounding Locality Zoning Mapping



Source: TCC Mapping



3.0 Proposed Development

3.1. General Overview

The proposed development involves a three-staged redevelopment of an existing bulk landscape supplies store, construction of a new drive-through coffee shop and subdivision of the site to provide separate title to each function.

This development application seeks to formalise, consolidate, and rationalise the use of the site to improve amenity and the functionality of the operation. The proposal involves a more organised layout for the bulk landscaping supplies and garden centre, reducing the overall area dedicated to storage and materials handling, and introducing clear delineation between different site functions, including material stockpiles, retail display areas, and customer access points.

The proposal involves the addition of a drive-through coffee shop to the north-western corner of the site, providing an additional service to customers and the broader community.

The proposed development responds to the evolving context of the locality, where sensitive land uses, including residential and tourist accommodation, have gradually encroached into the surrounding area. This change has led to increased potential impacts of industrial and commercial operations, such as visual amenity, dust and noise emissions. The proposal has been designed to address these concerns by implementing landscaping buffers, dedicated vehicle circulation areas, and defined storage areas to ensure the ongoing operation of the site is more compatible with the changing character of the area.

The proposed development involves the following:

- Redevelopment and formalisation of the existing landscaping supplies and garden centre operation.
- Establishment of a new drive-through coffee shop.
- Subdivision of the site to create separate title for the two operations.

Each of the above aspects of the proposed development are further described below.

Bulk Landscape Supplies & Garden Centre

The existing use will be consolidated on the site, with a reduction in the total use area (TUA), specifically involving a TUA of approximately 11,540m². The proposed development will introduce new buildings, designated storage and display areas and improved landscaping treatments to enhance the site's visual presentation, functionality and operational efficiency. The proposed development involves three stages, with these including the following:

Stage 1

- Relocation of the existing shed that is currently located to the south-western corner. The proposed new location for this existing building is approximately 40m to the east, to the opposite side of the adjacent building.
- Purpose of the existing sheds located on the site will be retained, with these utilised for storage associated with the existing business operation.
- The site boundary will be fenced and secured to prevent unauthorised public access, with lockable gates provided at each vehicle entrance from Lynam Road.
- Removal of the use from the north-western corner of the site to facilitate proposed drive-through coffee shop (discussed further below).
- New all-turn access crossover to the southern end of the road frontage, with provision of sealed crossover and driveway entrance.



- Existing crossover located centrally to the Lynam Road frontage restricted to ingress only access.

Stage 2

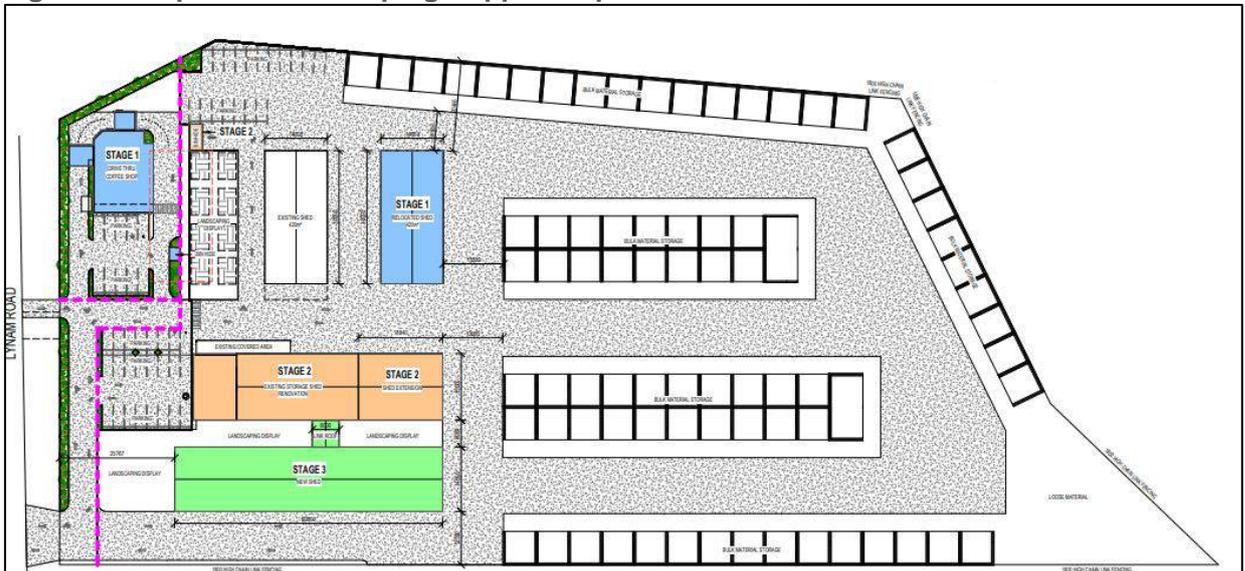
- Sealing of internal vehicle access areas with asphalt.
- Provision of outdoor landscaping display area to the north-western part of the site.
- Extension to the rear of the existing southern shed, comprising approximately 283m² gross floor area (GFA). Building to remain as retail sales use with ancillary administration function, the purpose of the extension involving additional retail area.
- Formalisation of on-site staff car parking to the north-west of the site, with this providing for 18 car parks.
- Customer car park adjacent to the site entrance, with this providing for 23 car parks, inclusive of one (1) person with disability car park.
- Screened refuse storage area.

Stage 3

- New shed to the south of the subject site for additional retail sales purposes.
- New shed comprising approximately 865m² GFA.
- Covered pedestrian walkway linking the proposed new retail building with the existing retail building to the immediate north, as extended in Stage 2.
- Provision of additional landscape display area between the two retail buildings and to the frontage of the proposed new building.

The proposed development is illustrated at Figure 4.

Figure 4: Proposed Landscaping Supplies Operation



Drive-through Coffee Shop

The proposed development involves a coffee shop with drive-through facility to the north-western corner of the site, at the intersection of Lynam Road and Hervey Range Road. The proposed development will involve the following:

- Proposed use developed as part of Stage 1.
- Shared access arrangements via the relocated crossover to Lynam Road, with access driveway traversing north within the site along the road frontage.
- Total building footprint of approximately 247.27m².



- Total GFA of approximately 147.5m², comprising:
 - 76.80m² back of house/preparation area;
 - 56.11m² indoor dining area; and
 - 14.59m² storage/cold store.
- Outdoor dining space of approximately 31.26m².
- Screened refuse storage area to the east.
- 2m wide landscaping strip to the full extent of the Lynam Road frontage.
- 2m wide landscaping strip to the northern boundary fronting Hervey Range Road.
- Nine (9) car parks, including one (1) person with disability parking space.

The proposed coffee shop is illustrated at Figure 5 below.

Figure 5: Proposed Coffee Shop



Subdivision

The proposed development involves a combined application for Reconfiguring a Lot, with subdivision of the land into two allotments. The purpose of the subdivision is to provide separate title to each separate use proposed on the site. Additionally, the proposed subdivision includes provision of an access easement, providing for shared access to Lynam Road.

Specifically, the subdivision includes:

- Two resultant allotments, comprising:
 - Proposed Lot 1 – 1,284m² to the north-west corner; and
 - Proposed Lot 2 – 22,088m² being the balance of the site.
- Easement to the south-western part of the subject site burdening proposed Lot 2 and benefitting proposed Lot 1 for the purpose of shared access.
- Easement area approximately 628m².
- Alteration to existing crossover to provide for ingress only.
- Construction of a new all turn crossover to the south-west corner of the site.
- Proposed resultant allotments serviced via connection to Council's reticulated water network, and on-site sewer arrangements.

The proposed subdivision is illustrated in Figure 6 below.



Figure 6: Proposed Subdivision



3.2. Proposal Plans

The proposed development is illustrated in the following development plans prepared by C&B Designs (refer **Appendix 4**):

- 24-389-0 – Cover Sheet
- 24-389-1 – Existing Site Plan
- 24-389-2 – Existing Site Survey Plan
- 24-389-3 – Proposed Site Plan - Overall
- 24-389-4 – Proposed Site Plan - Part
- 24-389-5 – Staging Plans
- 24-389-6 – Proposed Sub-Division
- 24-389-7 – Coffee Shop Floor Plan & Elevations
- 24-389-8 – Existing Shed Floor Plan & Elevations
- 24-389-9 – Shed Renovation Floor Plan & Elevations
- 24-389-10 – Proposed Shed Floor Plan & Elevations

3.3. Use Definition

In accordance with schedule 1 of the planning scheme, the proposed development involves three defined uses as outlined within Table 2 below:

Table 2 – Applicable Use Definitions

Defined Use (planning scheme)	Planning scheme definition	Description
Food and drink outlet	Premises used for preparation and sale of food and drink to the public for consumption on or off the site. The use may include the ancillary sale of liquor for consumption on site.	Drive-through coffee shop



Bulk landscape supplies	Premises used for bulk storage and sale of landscaping and gardening supplies, which may include soil, gravel, potting mix and mulch, where the majority of materials sold from the premises are not in pre-packaged form.	Sale of gravel and similar materials in stockpiles east of warehouse buildings.
Garden centre	Premises used primarily for the sale of plants and may include sale of gardening and landscape products and supplies where these are sold mainly in pre-packaged form. The use may include an ancillary food and drink outlet.	Sale of landscape products (such as garden pots, etc.), packaged goods and tools.

3.4. Proposed Operations

Bulk landscape supplies/Garden centre

The proposed business, trading as Bedrock Landscaping Supplies, will continue to operate as a display and distribution centre for gardening supplies and features, fertilisers, outdoor furniture, and stockpiled landscaping materials. The business model remains unchanged, offering both on-site pickup of goods and delivery services to customers. Standard operating hours and days will continue, being generally from 6am to 6pm, Monday to Sunday, including public holidays.

The number of delivery vehicles associated with the landscaping supplies business is expected to remain consistent with current operations, typically averaging approximately 10 delivery vehicles per day.

While the proposal introduces new buildings and infrastructure as part of later stages of development, it is important to note that the overall area used for the bulk landscaping supplies and garden centre operations will be reduced compared to the current arrangement. The primary intent of the development is to consolidate and formalise the existing business, improving the efficiency of the site layout, clearly delineating operational areas, and enhancing visual amenity. The proposed changes are not intended to result in a substantial intensification of the existing business activities but rather to streamline and improve the function of the site within a more organised and regulated layout.

Food and drink outlet (drive-through coffee shop)

The proposed food and drink outlet will operate as a drive-through coffee shop facility, with indoor and outdoor seating available. It will provide a complementary use to the existing landscaping supplies business, catering to both customers and the local community.

Operating hours are proposed from 5am to 5pm, Monday to Sunday, including public holidays, generally aligning with the landscaping business. The coffee shop will primarily service the early morning and daytime trade, aligning with anticipated demand.

The coffee shop is expected to generate one delivery vehicle per day, typically outside of peak customer periods. Deliveries will primarily involve food and beverage stock for day-to-day operations. The site layout has been designed to provide safe and efficient vehicle access, including drive-through lanes, entry and exit points from Lynam Road, and sufficient on-site parking for staff and customers.



3.5. Access and Parking

The subject site maintains frontage to Lynam Road to the full extent of the western boundary. The existing crossover, located centrally along this frontage, will be amended to an ingress-only crossover. A new all-turn crossover is proposed to the southern end of the Lynam road frontage.

An access easement will be established over part of proposed Lot 2 to provide shared access to proposed Lot 1.

Internal access within the site will be provided via sealed driveways, with concrete surfacing to all car parking and vehicle movement areas associated with the coffee shop and access easement. All other trafficable areas will be sealed with asphalt to ensure a durable and functional surface for vehicles and customers, with this provided as part of Stage 2.

The proposed development involves three designated car parking areas, as follows:

- Proposed Lot 1 – Provision of 9 car parks, inclusive of one (1) person with disability car park forward of the main entrance to the building.
- Proposed Lot 2 – Provision of 41 car parks within two car parking areas, comprising:
 - Customer car park – located forward of the fenced operational area, comprising 23 car parks, inclusive of one (1) person with disability car park.
 - Staff car park – located to the north-west corner of the proposed lot, fully fenced and gated from public access, comprising 18 car parks.

All vehicle movements within the site are designed to allow for entry, exit, and circulation in a forward motion, ensuring safe and efficient access for all users.

In accordance with schedule 6.10 of the planning scheme, the nominated parking rates for the proposed uses are demonstrated within Table 4 below:

Table 3 – Nominated Parking Rates

Use	TCC Nominated parking rate	Calculation	Proposed parking rate
Food and drink outlet	<ul style="list-style-type: none"> ▪ One (1) space per 10m² of GFA available to the public (including outdoor dining); ▪ One (1) space per 50m² of GFA for food preparation; and ▪ One (1) space per 100m² of GFA used for storage. 	<ul style="list-style-type: none"> ▪ 97m² GFA of public area; ▪ 77m² GFA of food preparation area; and ▪ 14.5m² GFA of storage area. <p>Required rate = 13</p>	9 carparks
Bulk landscape supplies/Garden centre use	One (1) space per 100m ² TUA.	TUA = approximately 11,540m ²	41 carparks
Total		129 carparks	50 carparks



The reduced parking provision for the Bulk landscape supplies and Garden centre is considered appropriate given the nature of the business. The site operates as a materials supply and distribution centre, with customers typically arriving to collect or drop off goods before leaving the site.

The current use has operated on the site for approximately 30 years without identified issues relating to parking demand. The business has a long-standing understanding of its operational needs, and parking has been managed effectively within the site throughout this period. The nature of the business remains largely unchanged, with customers generally visiting for short durations to collect materials or organise deliveries.

While the redevelopment will improve the site's layout and may result in an increase in on-site patronage, the proposed parking provision is considered sufficient to meet the operational requirements of the business.

The proposed Food and drink outlet (coffee shop) will operate primarily as a drive-through facility, with the majority of customers anticipated to utilise the drive-through rather than park on site. Anticipated parking demand of the proposed coffee shop is considered to be reduced with the inclusion the drive-through component. Further the proposed drive through has been designed in accordance with relevant Council standards, particularly noting compliance with the proposed Major Amendment to the Townsville City Plan which nominates specific standards for drive through facilities.

3.6. Infrastructure Services

The subject site maintains existing connection to Council's reticulated water network, with an existing property connection located to the southwest corner of the allotment to the Lynam Road frontage. The proposed development will involve retention of the existing connection to service proposed Lot 2, and new connection proposed from the Lynam Road frontage to service proposed Lot 1.

The site is not afforded existing connection to Council's reticulated sewer network, with the existing facilities on the site serviced via an on-site wastewater system. On-site sewer arrangements will be retained as part of the proposal, noting Council has confirmed the site can not readily connect to Council's reticulated network currently.

The proposed development involves minor amendments to inter-allotment servicing arrangements, comprising:

- Relocation of the existing wastewater treatment system to service ablution facility within the existing southern shed.
- Installation of a new wastewater treatment system north of the proposed coffee shop to service proposed use.
- Internal works associated with the connection of water to associated buildings.
- Provision of a new water property connection to proposed Lot 1, with this to likely be achieved via long property connection from the existing main to the opposite side of Lynam Road. We note this will be addressed in subsequent Operational Work application.

The proposed development can be appropriately connected to telecommunications and electrical networks.

3.7. Stormwater Drainage

The subject site has a natural fall towards the east, draining in the direction of The Ring Road corridor. This natural flow pattern is expected to be maintained for the eastern portion of Proposed Lot 2.



For Proposed Lot 1 (the food and drink outlet) and the car parking and access areas associated with the development, stormwater drainage will be directed to Lynam Road.

The proposed development is not anticipated to increase stormwater runoff impacts or affect stormwater quality, as the overall area of impervious surfaces will not significantly increase compared to the existing operation. The drainage design will ensure stormwater runoff is appropriately managed and directed to lawful points of discharge in accordance with Council requirements.

3.8. Landscaping

The proposed development incorporates landscaping throughout to provide for an improved amenity contribution to the streetscape and for users within the site. Specifically, the proposed development incorporates the following landscaping:

- 2m wide landscaping strip to the full extent of the proposed coffee shop development area fronting Hervey Range Road;
- 2m wide landscaping to the full extent of the Lynam Road frontage, excluding proposed crossovers;
- Landscaping surrounding vehicle manoeuvring area associated with the drive-through of the coffee shop; and
- Landscaping throughout sealed parking area, including shade trees.

The proposed development does not involve the removal or alteration of any street tree.

3.9. Pre-lodgement Discussions

A pre-lodgement meeting was undertaken with Council and the applicant's representatives on 16 October 2024. Council were noted as generally supportive of the proposed development, subject to further assessment at the development application stage.

It is considered all feedback from Council has been appropriately incorporated within the design of the development and addressed within this application, particularly noting:

- Proposed drive-through designed in accordance with design requirements outlined within the Major Amendment of the Townsville City Plan;
- Proposed development within the resultant allotments is serviced via on-site sewerage arrangements;
- Incorporation of landscape buffering to road frontage and within publicly accessible parking areas; and
- Dust suppressant material sealing to all trafficable areas within the site.



4.0 Legislative Framework

4.1. State Planning Policy

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

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

4.2. North Queensland Regional Plan

The subject site is predominately located within the Townsville Urban Area of the North Queensland Regional Plan (NQRP). On review of the proposed development and the NQRP, it is considered all matters within the NQRP relevant to assessment of the proposal are generally in alignment with the planning scheme. Therefore, no further assessment against the NQRP is required.

4.3. State Development and Assessment Provisions

In accordance with Schedule 10 of the *Planning Regulation 2017*, referral of the development application is required given the size and use of the subject site as well as the proposal involving reconfiguration of a lot. The relevant referral triggers are identified as:

- Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 – Aspect of development stated in Schedule 20.
- Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1 – Reconfiguring a lot near a State transport corridor.
- Schedule 10, Part 9, Division 4, Subdivision 2, Table 3, Item 1 – Reconfiguring a lot near a State-controlled road intersection.
- Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 – Material change of use premises near a State-controlled transport corridor.

Assessment against the relevant benchmarks is provided in section 5.

4.4. Local Planning Instrument

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

In accordance with Table 5.5.21 of the planning scheme, the proposed development requires impact assessment given the proposal involves a Food and drink outlet, Bulk landscape supplies and Garden centre use and subdivision below minimum lot size within the Rural zone.

4.5. Assessment Benchmarks

Pursuant to Table 5.5.21 of the planning scheme the proposal requires impact assessment and is therefore assessable against the planning scheme in its entirety.

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

- Strategic framework.
- Rural zone code.
- Reconfiguring a lot code.



- Healthy waters code.
- Landscape code.
- Transport impact, access and parking code.
- Works code.
- Airport environs overlay code.
- Flood hazard overlay code.

Assessment against the relevant benchmarks is provided within section 6.



5.0 State Development Assessment Provisions

5.1. State Code 1: Development in a State-controlled road environment

The purpose of State Code 1 is to *protect the safety, function and efficiency of State-controlled roads, future State-controlled roads, road transport infrastructure, active transport infrastructure and public passenger services on State-controlled roads from adverse impact of development. The code is intended to protect the safety of people using, and living or working near, State-controlled roads.*

Specifically, this code seeks to ensure:

- (1) *Development does not create a safety hazard for users of a State-controlled road, by increasing the likelihood or frequency of fatality or serious injury.*
- (2) *Development does not compromise the structural integrity of State-controlled roads, road transport infrastructure or road works.*
- (3) *Development does not result in a worsening of the physical condition or operating performance of state-controlled roads and the surrounding road network.*
- (4) *Development does not compromise the State's ability to construct State-controlled roads and future State-controlled roads, or significantly increase the cost to construct state-controlled roads and future State-controlled roads.*
- (5) *Development does not compromise the state's ability to maintain and operate State-controlled roads, or significantly increase the cost to maintain and operate State-controlled roads.*
- (6) *Development does not compromise the structural integrity of public passenger transport infrastructure located on State-controlled roads or compromise the operating performance of public passenger transport services on State-controlled roads.*
- (7) *The community is protected from significant adverse impacts resulting from environmental emissions generated by vehicles using State-controlled roads.*

The proposed development is considered to comply with the propose of State Code 1. In particular:

- The development does not propose access to Hervey Range Road and does not involve any works within the State-controlled road corridor.
- All vehicle access is confined to Lynam Road, being a local road, ensuring no conflict with the function or operation of a State-controlled road.
- The existing crossover closest to the intersection with Hervey Range Road is proposed as entry-only, reducing potential traffic conflict near the intersection.
- A new all-turn crossover is proposed to the southern end of the Lynam Road frontage, providing safe and efficient access to and from the site. It is noted this is located as far as practicable from the intersection with the State-controlled road.
- The internal vehicle access areas are sealed and clearly delineated, minimising dust emissions and material track-out onto Lynam Road.
- The development accommodates all vehicle queuing, circulation, and manoeuvring on-site, including dedicated queuing for the drive-through component of the Food and drink outlet.
- No conflict exists with public passenger transport infrastructure or services.
- The development includes sufficient landscape buffers along the Hervey Range Road frontage.
- Stormwater will continue to be lawfully discharged without impact to the State-controlled road network.
- The development contributes positively to the amenity of the road corridor through site upgrades, sealed surfaces, defined access, and landscaping.

Further assessment against State Code 1 is provided at **Appendix 5**.



5.2. State Code 6: Protection of State transport network

The purpose of State Code 6 is to *protect state transport infrastructure, public passenger transport infrastructure, active transport infrastructure and public passenger services from the adverse impacts of development; maintain the operating performance of the transport network; and ensure development enables safe and convenient access to public passenger transport.*

Specifically, this code seeks to ensure development:

- (1) *does not create a safety hazard for users of state transport infrastructure or public passenger services by increasing the likelihood or frequency of a fatality or serious injury;*
- (2) *does not result in a worsening of the physical condition or operating performance of the state transport network;*
- (3) *does not compromise the state's ability to cost-effectively construct, operate and maintain state transport infrastructure;*
- (4) *provides public passenger transport infrastructure to enable development to be serviced by public passenger transport;*
- (5) *provides safe and direct access to public passenger transport infrastructure or active transport infrastructure, including access by cycling and walking.*

The proposed development is considered to comply with the purpose and performance outcomes of State Code 6. The site is located at 13 Lynam Road, Bohle Plains, and is bounded to the north and east by State-controlled roads. Specifically, Hervey Range Road to the north and The Ring Road to the east. Vehicular access to the site is provided exclusively via Lynam Road, with no direct access to Hervey Range Road.

An existing marked turning lane on Hervey Range Road facilitates safe left-turn movements into Lynam Road, providing a controlled access point for vehicles approaching from the east. This existing infrastructure supports the continued safe and efficient operation of the State-controlled network and adequately accommodates projected traffic volumes associated with the proposed development.

To further reduce potential impacts on traffic flow and queuing at the Lynam Road/Hervey Range Road intersection, the proposed development includes an entry-only crossover to the Lynam Road frontage. This ensures vehicles do not queue or perform conflicting turning manoeuvres near the intersection, and directs exit movements to the southern crossover, further separating access points from the State-controlled intersection. All internal vehicle movements are accommodated via sealed driveways and allow for forward motion access and egress.

The development does not involve physical works within the Hervey Range Road corridor and does not interfere with public passenger transport infrastructure or services. Landscape buffering is provided to the full extent of the Hervey Range Road frontage of proposed Lot 1.

Accordingly, the proposed development is not anticipated to adversely impact the safety, condition, or operational performance of the State-controlled transport network, and is considered to comply with State Code 6.

Detail assessment against State Code 6 is provided at **Appendix 6**.



6.0 Planning Assessment

6.1. Strategic Framework

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

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

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

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

- Retains and upgrades a long-standing local business that has operated on the site since the mid-1990s, contributing to local employment and supporting regional landscaping and construction industries.
- Facilitates redevelopment of an established commercial use within a locality that has evolved into a mixed-use area, situated in proximity to key regional infrastructure, including Hervey Range Road and The Ring Road.
- Supports efficient land use by consolidating existing operations, introducing a complementary service-based use (drive-through coffee shop), and formalising site layout and access arrangements.
- Enhances the visual amenity and streetscape of Lynam Road through landscaping and upgraded external finishes.
- Introduces a daily convenience offering (drive-through coffee shop) that improves access to services for local residents, workers and passing motorists.
- Enhances safety and user experience through formalised parking, pedestrian pathways and clearly defined vehicle manoeuvring areas, ensuring efficient and safe site circulation.
- Internal vehicle movement areas are sealed to reduce dust and sediment runoff, improving stormwater quality and minimising off-site impacts.
- Maintains appropriate setbacks and buffers to manage interface with nearby sensitive land uses.
- Provides for future expansion under a staged framework that allows ongoing operation during redevelopment.

6.2. Rural Zone Code

The purpose of the Rural zone code is to:

- a) *provide for a wide range of rural uses including cropping, intensive horticulture, intensive animal industries, animal husbandry, animal keeping and other primary production activities;*
- b) *provide opportunities for non-rural uses that are compatible with agriculture, the environment, and the landscape character of the rural area where they do not compromise the long-term use of the land for rural purposes; and*
- c) *protect or manage significant natural features, resources, and processes, including the capacity for primary production.*



The subject site is currently identified within the Rural Zone and Mixed Farming Precinct of the planning scheme. While the zoning has been consistently applied across multiple successive planning schemes, the site no longer presents as suitable for rural land use.

The site has been occupied and operated as a bulk landscaping supplies business since the mid-1990s, and over time, the surrounding area has transitioned away from its original rural function. The locality is now characterised by the encroachment of sensitive land uses, including residential subdivisions, tourist accommodation, and commercial activities, alongside the presence of major State-controlled road corridors. The existing site layout, operational history, and surrounding development patterns confirm that the land does not function as viable or productive rural land and is better suited to the continued use and formalisation of low-impact, service-based commercial activities such as the proposed bulk landscaping supplies business and drive-through coffee shop.

Accordingly, the proposed development is considered to further the purpose and overall outcomes of the Rural zone code, particularly given the following:

- The proposal facilitates the continued use and rationalisation of an established, lawful commercial operation that has been operating on the site since the mid-1990s, demonstrating a long-standing compatibility with the surrounding locality.
- The introduction of a food and drink outlet (drive-through coffee shop) is complementary to the established bulk landscape supplies and garden centre use, providing local convenience and servicing both residents, workers and passing motorists along key transport corridors.
- The proposed design responds to the rural character of the locality through low-rise built form, suitable setbacks, and landscape buffers.
- The proposed subdivision of the site is for the purpose of providing separate title to separate uses proposed within the site.
- Internal circulation and access have been designed to accommodate a mix of vehicle types, including commercial delivery vehicles, without compromising safety or function of the surrounding road network.
- The development does not impact on rural production or environmental values, and includes appropriate measures for stormwater management and dust suppression through sealed surfaces.
- Landscaping and fencing provide appropriate screening and visual separation from surrounding rural and sensitive land uses, mitigating amenity impacts.

Overall, the proposed development achieves a balanced and compatible outcome within the Rural zone and is considered consistent with the purpose and overall outcomes of the Rural zone code.

6.3. Reconfiguring a Lot Code

The purpose of the Reconfiguring a lot code is to *facilitate the creation of attractive, accessible and functional neighbourhoods and districts, and a well-integrated, compact and sustainable city form; and protect the productive capacity, landscape character and ecological and physical functions of Townsville's diverse natural resources.*

The proposed development is consistent with the purpose and overall outcomes of the Reconfiguring a Lot Code. The subdivision facilitates separate title to each of the proposed land use components proposed as part of the development to support the ongoing operation and future management of the site. In particular:

- The subdivision does not result in the fragmentation of viable rural land for agricultural or primary production purposes. The site has been exclusively used for a commercial bulk landscape supplies business since the mid-1990s and has not been used for rural production during this time.



- The subdivision is a logical outcome that aligns with the existing and proposed land uses on the site. It reflects the functional and operational separation between the bulk landscape supplies and the proposed food and drink outlet, enabling each use to operate independently under appropriate land tenure and management arrangements.
- The proposal will not compromise the integrity or purpose of the Rural Zone, as it does not introduce new or incompatible uses but rather formalises the continued operation of an established commercial business and a complementary use.
- The surrounding area has transitioned away from a rural land use pattern, with sensitive uses (such as residential subdivisions, tourist accommodation, and commercial development) encroaching into the locality. The proposed subdivision responds to this changing context by providing for low-impact, service-based commercial uses that are compatible with the evolving land use pattern.
- The resultant lot sizes are appropriate to the established and proposed uses, being:
 - Lot 1 – 1,284m² (food and drink outlet)
 - Lot 2 – 22,088m² (bulk landscape supplies and garden centre)
- The configuration provides for shared access via an easement across the frontage of Lot 2, enabling safe and lawful vehicle movement across both titles.
- Each lot can be appropriately serviced for water, electricity and on-site wastewater treatment, with servicing outcomes integrated into the broader development staging strategy (refer **Appendix 4**).
- The proposal maintains a suitable interface with adjoining land and avoids any adverse impacts on existing or future land uses in the surrounding locality.

Further assessment against the Reconfiguring a lot code is provided at **Appendix 7**.

6.4. Healthy Waters Code

The purpose of the Healthy waters code is to ensure *development manages stormwater and wastewater as part of the integrated total water cycle and in ways that help protect the environmental values specified in the Environmental Protection (Water) Policy 2009*.

The proposed development is considered to further the purpose and overall outcomes of the Healthy waters code for the following reasons:

- The proposal includes sealing of all vehicle manoeuvring areas with asphalt or concrete, reducing the potential for sediment runoff and improving stormwater quality.
- The proposed development maintains existing lawful discharge of stormwater to surrounding road corridors.
- The proposed development incorporates defined vehicle paths and surface treatments to address existing issues of dust emissions and material track-out, which in turn minimises pollutant loads entering the stormwater system.
- The proposed development involves connection to Council's reticulated water network, consistent with the existing servicing arrangement of the site.
- On-site wastewater will be managed via dedicated wastewater treatment systems for both the food and drink outlet and the bulk landscape supplies operation, with infrastructure located and designed in accordance with relevant standards and wholly contained within each respective allotment.

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



6.5. Landscape Code

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

The proposed development is considered to further the purpose and overall outcomes of the Landscape code. Landscaping is proposed throughout the site, including a 2m wide landscape strip to the full extent of the Lynam Road frontage and the Hervey Range Road frontage of proposed Lot 1. Landscaping is provisioned surrounding the drive-through manoeuvring area and within sealed car parking areas, aligning with the amenity contribution and vehicle shade standards anticipated for development of this nature. Additionally, given the inherent nature of the landscaping business associated with the proposal, the development presents a high standard of landscape amenity as an integrated feature of the site's operation and customer experience.

The proposed development does not involve the removal or alternation to any street tree.

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

6.6. Transport Impact, Access and Parking Code

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

In accordance with schedule 6.10 of the planning scheme, the required car parking rates the proposed uses are as follows:

- **Food and drink outlet:**
 - 1 space per 10m² of GFA available to the public (including outdoor dining);
 - 1 space per 50m² of GFA for food preparation;
 - 1 space per 100m² of GFA used for storage.

(Total requirement = 13 spaces; 9 provided)
- **Bulk landscape supplies / Garden centre:**
 - 1 space per 100m² of total use area (TUA).

(Total requirement = 116 spaces; 41 provided)

The proposed development is considered to further the purpose and overall outcomes of the Transport impact, access and parking code. In particular, the development provides for safe and efficient access and circulation across the site. The proposal amends the existing crossover to an ingress-only entry, with a new all-turn crossover located to the southern-most end of the Lynam Road frontage. The proposed access arrangements are intentionally designed to reduce congestion and queuing near the Hervey Range Road/ Lynam Road intersection.

The internal layout is designed to support safe and efficient forward motion for all vehicle types, with a clear separation between public parking, staff parking, and delivery/service vehicle areas. The drive-through facility provides sufficient queuing capacity within the site, ensuring no external queuing or vehicle conflict with the surrounding road network.

The bulk landscape supplies and garden centre component primarily facilitates short-term loading and material pick-up, supported by a delivery-based distribution model that reduces reliance on on-site parking.

Similarly, the food and drink outlet is expected to operate with a high proportion of drive-through customers, resulting in a lower demand for on-site parking. Car parking is distributed strategically



across the site with 9 spaces adjacent to the food and drink outlet, and 41 spaces supporting the landscape centre.

The proposed drive-through facility has been designed in accordance with the updated requirements of the Major Amendment to the City Plan, providing on-site queuing for a minimum of 10 vehicles, including 3 queuing spaces before the ordering point.

6.7. Works Code

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

The proposed development is considered to comply with the purpose and overall outcomes of the Works code. The site maintains an existing connection to Council's reticulated water network, which will be retained to service proposed Lot 2. A new water connection is proposed to service proposed Lot 1, with this to be achieved via long property connection from the existing main to the opposite side of Lynam Road.

On-site wastewater treatment systems will be provisioned to each resultant allotment, with infrastructure appropriately sited to avoid conflict with vehicle movement areas and landscaped buffers. It is noted Council have confirmed the subject site cannot readily be connected to the existing reticulated sewer network currently.

All vehicle access, parking and manoeuvring areas will be sealed with asphalt or concrete, addressing existing dust generation issues and improving site's functionality. Electrical and telecommunications infrastructure is available and can be extended to service each lot, as required. Bin storage areas are clearly identified on the proposal plans, screened from public view, and positioned to enable on-site servicing.

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

6.8. Airport Environs Overlay Code

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

The proposed development is consistent with the purpose of the Airport environs overlay code. The proposed development involves low-scale commercial development, comprising a drive-through food and drink outlet, bulk landscape supplies and garden centre. The nature, scale and height of the built form is not anticipated to impact the safe and efficient operations of the airport, RAAF base and aviation facilities.

Given the nature of the development, further assessment against the Airport environs overlay code is not considered necessary.

6.9. Flood Hazard Overlay Code

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



The subject site is identified as containing of low and medium flood hazard area within the Flood hazard overlay of the planning scheme. However, recently released updated flood risk mapping from Townsville City Council identifies very low, low and medium flood risk across the site. Refer Figure 7 & 8 below for existing and updated mapped flood hazard across the site:

**Figure 7 – Flood Hazard Overlay
Extent Across Subject Site**



Figure 8 – New Flood Risk Mapping



As demonstrated within the new flood risk mapping, the extent of medium flooding hazard has increased across the site, noting this is identified primarily within the Bulk landscape supplies use area. The proposed Food and drink outlet use area is wholly located outside medium flood risk mapped area and therefore can be appropriately designed to not cause a worsening impact to people or property during a flood event.

The proposed development has been intentionally designed to locate high traffic areas for visitors associated with the Bulk landscape supplies and Garden centre use outside medium flood risk area. It is noted all the extent of built form proposed within the site located within medium flood risk area is limited to a small extent of the warehouse storage space.

The proposed development involves no habitable space. The proposal is considered to further the purpose and overall outcomes of the Flood hazard overlay code.



7.0 Other Relevant Matters

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

- The proposed development site is strategically sited in immediate proximity of two State-controlled corridors, providing high visibility and direct exposure to passing traffic. This strategic position reinforces the site's suitability for low-impact, service-based uses.
- The proposed development is consistent with the established character and use of development fringing the Rural zone and fronting Hervey Range Road, which includes a mix of service, accommodation and commercial uses.
- The development consolidates commercial activity within a historically commercial allotment, supporting reinvestment in the site and gently increasing land use intensity in a manner appropriate to its context.
- The proposal involves the continuation and expansion of a long-standing local business that supplies landscaping and garden materials to both domestic and trade customers throughout the Townsville region.
- The development provisions integrated land uses at a location that is appropriately buffered from incompatible or sensitive uses, reducing potential for land use conflict.
- The Food and drink outlet (drive-through coffee shop) is complementary to the primary use of the site, offering convenience for on-site customers while also servicing the surrounding community and commuter traffic.
- The proposal involves the display and sale of products typically associated with rural and residential landscaping, meeting the needs of both rural and urban households in the immediate surrounding locality.
- The development supports job creation and economic activity within Townsville, contributing to local employment opportunities.
- The proposed development involves the formalisation of site access, circulation and parking arrangements, including sealing of vehicle movement areas, improves amenity, operational safety and environmental outcomes.



8.0 Conclusion and Recommendations

This town planning report has been prepared by Northpoint Planning on behalf of Bedrock Landscaping Supplies in association with a Development Application for a Material Change of Use – Food and drink outlet (drive-through coffee shop), Bulk landscape supplies and Garden centre (alteration to existing facility), and Reconfiguring a Lot – One lot into two lots and access easement located at 13 Lynam Road, Bohle Plains and formally described as Lot 8 on SP191768.

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

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



Appendix 1

DA Form 1 – Development application details

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

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

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

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

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

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

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

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

PART 1 – APPLICANT DETAILS

1) Applicant details

Applicant name(s) <i>(individual or company full name)</i>	Bedrock Landscape Supplies C/- Northpoint Planning
Contact name <i>(only applicable for companies)</i>	Meredith Hutton
Postal address <i>(P.O. Box or street address)</i>	PO Box 4
Suburb	Townsville
State	Queensland
Postcode	4810
Country	Australia
Contact number	07 4440 5282
Email address <i>(non-mandatory)</i>	hello@northpointplanning.com.au
Mobile number <i>(non-mandatory)</i>	
Fax number <i>(non-mandatory)</i>	
Applicant's reference number(s) <i>(if applicable)</i>	NP24.219

1.1) Home-based business

Personal details to remain private in accordance with section 264(6) of *Planning Act 2016*

2) Owner's consent

2.1) Is written consent of the owner required for this development application?

- Yes – the written consent of the owner(s) is attached to this development application
 No – proceed to 3)

PART 2 – LOCATION DETAILS

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

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

3.1) Street address and lot on plan

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

a)	Unit No.	Street No.	Street Name and Type	Suburb
		13	Lynam Road	Bohle Plains
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4817	8	SP191768	Townsville City Council
b)	Unit No.	Street No.	Street Name and Type	Suburb
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)

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

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

- Coordinates of premises by longitude and latitude

Longitude(s)	Latitude(s)	Datum	Local Government Area(s) (if applicable)
		<input type="checkbox"/> WGS84 <input type="checkbox"/> GDA94 <input type="checkbox"/> Other: <input type="text"/>	

- Coordinates of premises by easting and northing

Easting(s)	Northing(s)	Zone Ref.	Datum	Local Government Area(s) (if applicable)
		<input type="checkbox"/> 54 <input type="checkbox"/> 55 <input type="checkbox"/> 56	<input type="checkbox"/> WGS84 <input type="checkbox"/> GDA94 <input type="checkbox"/> Other: <input type="text"/>	

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):

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

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):*

Alteration to existing bulk landscape supplies and garden centre, construction of a new food and drink outlet (drive-through coffee shop).

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):*

Reconfiguring a Lot – One lot into two lots and one access easement

e) Relevant plans

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

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

6.3) Additional aspects of development

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

6.4) Is the application for State facilitated development?

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

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

Material change of use	<input checked="" type="checkbox"/> Yes – complete division 1 if assessable against a local planning instrument
Reconfiguring a lot	<input checked="" type="checkbox"/> Yes – complete division 2
Operational work	<input type="checkbox"/> Yes – complete division 3
Building work	<input type="checkbox"/> Yes – complete <i>DA Form 2 – Building work details</i>

Division 1 – Material change of use

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

8.1) Describe the proposed material change of use

Provide a general description of the proposed use	Provide the planning scheme definition <i>(include each definition in a new row)</i>	Number of dwelling units <i>(if applicable)</i>	Gross floor area (m ²) <i>(if applicable)</i>
Food and Drink Outlet	Premises used for preparation and sale of food and drink to the public for consumption on or off the site. The use may include the ancillary sale of liquor for consumption on site.		Approx. 147.5m ²
Garden Centre	Premises used primarily for the sale of plants and may include sale of gardening and landscape products and supplies where these are sold mainly in pre-packaged form. The use may include an ancillary food and drink outlet.		
Bulk Landscape Supplies	Premises used for bulk storage and sale of landscaping and gardening supplies, which may include soil, gravel, potting mix and mulch, where the majority of materials sold from the premises are not in pre-packaged form.		

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

- Yes
- No

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

- Yes – provide details below or include details in a schedule to this development application
- No

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

Division 2 – Reconfiguring a lot

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

9.1) What is the total number of existing lots making up the premises?	
One	
9.2) What is the nature of the lot reconfiguration? (tick all applicable boxes)	
<input checked="" type="checkbox"/> Subdivision (complete 10)	<input type="checkbox"/> Dividing land into parts by agreement (complete 11)
<input type="checkbox"/> Boundary realignment (complete 12)	<input type="checkbox"/> Creating or changing an easement giving access to a lot from a constructed road (complete 13)

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

\$

PART 4 – ASSESSMENT MANAGER DETAILS

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

Townsville City Council

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

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

PART 5 – REFERRAL DETAILS

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

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

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

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

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



Queensland
Government

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

Matters requiring referral to the local government:

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

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

- Infrastructure-related referrals – Electricity infrastructure

Matters requiring referral to:

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

Matters requiring referral to the Brisbane City Council:

- Ports – Brisbane core port land

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

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

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

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

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

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

Matters requiring referral to the Gold Coast Waterways Authority:

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

Matters requiring referral to the Queensland Fire and Emergency Service:

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

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

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

Referral requirement	Referral agency	Date of referral response

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

PART 6 – INFORMATION REQUEST

19) Information request under the DA Rules

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

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

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

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

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

PART 7 – FURTHER DETAILS

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

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

No

List of approval/development application references	Reference number	Date	Assessment manager
<input type="checkbox"/> Approval			
<input type="checkbox"/> Development application			
<input type="checkbox"/> Approval			
<input type="checkbox"/> Development application			

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

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

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

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

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

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

Yes – show cause or enforcement notice is attached

No

23) Further legislative requirements

Environmentally relevant activities

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

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

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

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

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

Hazardous chemical facilities

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

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

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

Clearing native vegetation

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

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

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

Environmental offsets

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

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

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

Koala habitat in SEQ Region

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

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

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



Water resources

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

Yes – the relevant template is completed and attached to this development application and I acknowledge that a relevant authorisation or licence under the *Water Act 2000* may be required prior to commencing development

No

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

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

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

Waterway barrier works

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

Yes – the relevant template is completed and attached to this development application

No

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

Marine activities

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

Yes – an associated resource allocation authority is attached to this development application, if required under the *Fisheries Act 1994*

No

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

Quarry materials from a watercourse or lake

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

Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development

No

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

Quarry materials from land under tidal waters

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

Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development

No

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

Referable dams

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

Yes – the 'Notice Accepting a Failure Impact Assessment' from the chief executive administering the *Water Supply Act* is attached to this development application

No

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

Tidal work or development within a coastal management district

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

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

No

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

Queensland and local heritage places

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

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

No

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

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

Name of the heritage place:

Place ID:

Decision under section 62 of the Transport Infrastructure Act 1994

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

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

No

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

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

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

No

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

PART 8 – CHECKLIST AND APPLICANT DECLARATION

24) Development application checklist

I have identified the assessment manager in question 15 and all relevant referral requirement(s) in question 17

Yes

Note: See the *Planning Regulation 2017* for referral requirements

If building work is associated with the proposed development, Parts 4 to 6 of [DA Form 2 – Building work details](#) have been completed and attached to this development application

Yes

Not applicable

Supporting information addressing any applicable assessment benchmarks is with the development application

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



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25) Applicant declaration

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

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

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

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

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

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

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

Date received: Reference number(s):

Notification of engagement of alternative assessment manager

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

QLeave notification and payment

Note: For completion by assessment manager if applicable

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

Queensland Titles Registry Pty Ltd
ABN 23 648 568 101

Title Reference: 50639343	Search Date: 29/04/2025 16:20
Date Title Created: 04/12/2006	Request No: 51684640
Previous Title: 50274777	

ESTATE AND LAND

Estate in Fee Simple

LOT 8 SURVEY PLAN 191768

Local Government: TOWNSVILLE

REGISTERED OWNER

Dealing No: 720902813 30/06/2021

BULK EARTHWORKS AUSTRALIA PTY LTD A.C.N. 618 352 220 TRUSTEE
UNDER INSTRUMENT 720902813

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by Deed of Grant No. 20178228 (POR 11V)
2. MORTGAGE No 720902814 30/06/2021 at 08:49 SUNCORP-METWAY LTD A.C.N. 010 831 722

ADMINISTRATIVE ADVICES

NIL

UNREGISTERED DEALINGS

NIL

Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **

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

BULK EARTHWORKS AUSTRALIA PTY LTD (ACN 618 352 220)

as owner(s) of premises identified as:

Lot 8 on SP191768 and located at 13 Lynam Street, Bohle Plains

consent to the making of a development application under the *Planning Act 2016* by Northpoint Planning on the premises described above.

Name **PATRICK FORTINI**

Signature 

Position **DIRECTOR**

Date **9/5/2025**

Name

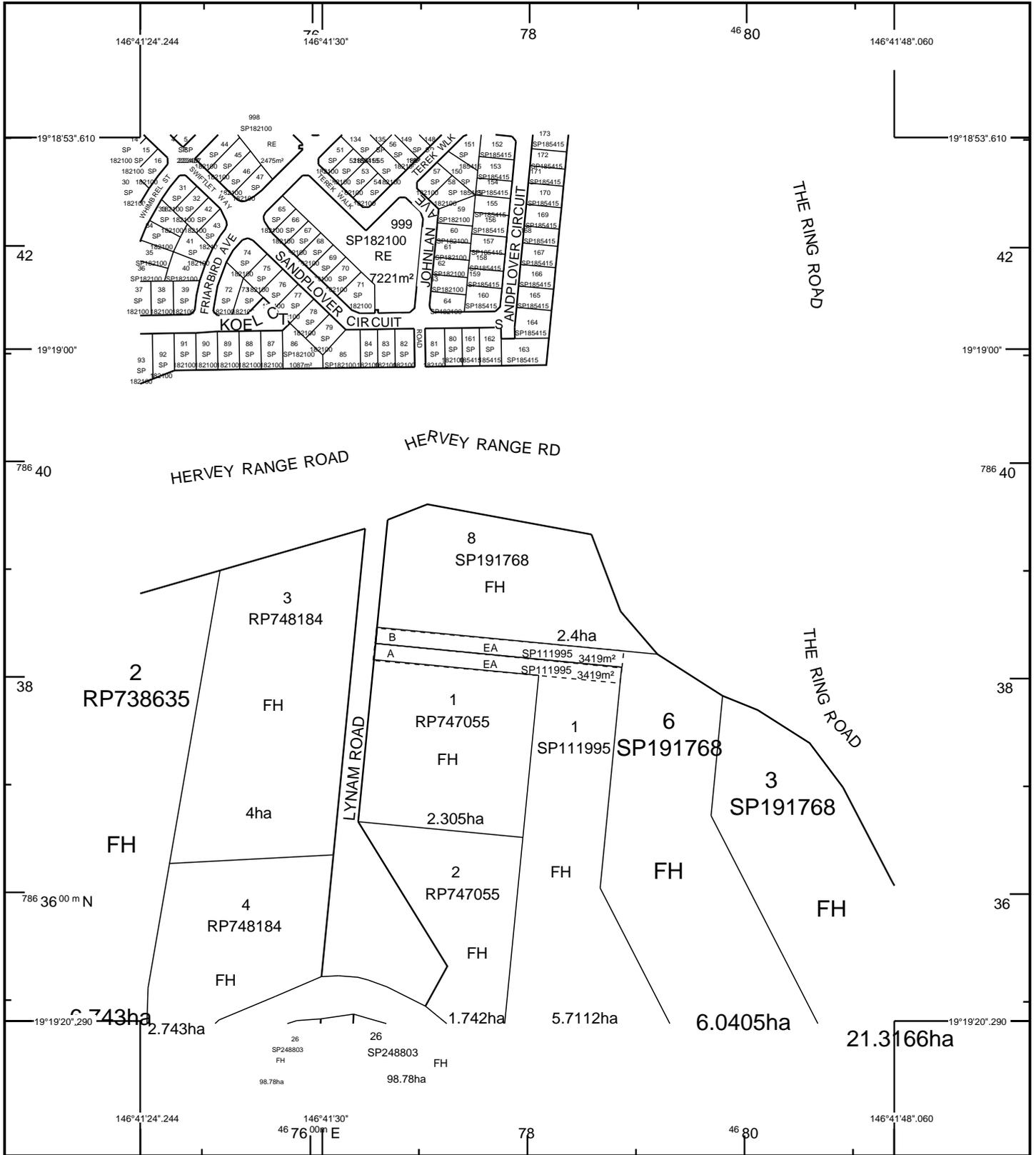
Signature

Position

Date



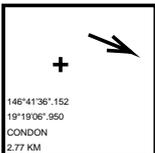
Appendix 2



STANDARD MAP NUMBER
8259-31244



MAP WINDOW POSITION & NEAREST LOCATION



SUBJECT PARCEL DESCRIPTION

DCDB	
Lot/Plan	8/SP191768
Area/Volume	2.4ha
Tenure	FREEHOLD
Local Government	TOWNSVILLE CITY
Locality	BOHLE PLAINS
Segment/Parcel	62779/27

CLIENT SERVICE STANDARDS

PRINTED 03/10/2024
DCDB 02/10/2024
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State Assessment and Referral Agency

Date: 03/10/2024

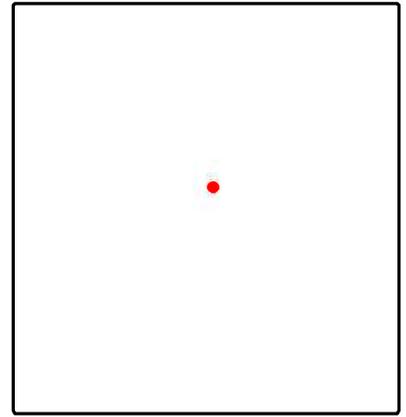


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Matters of Interest for all selected Lot Plans

State-controlled road

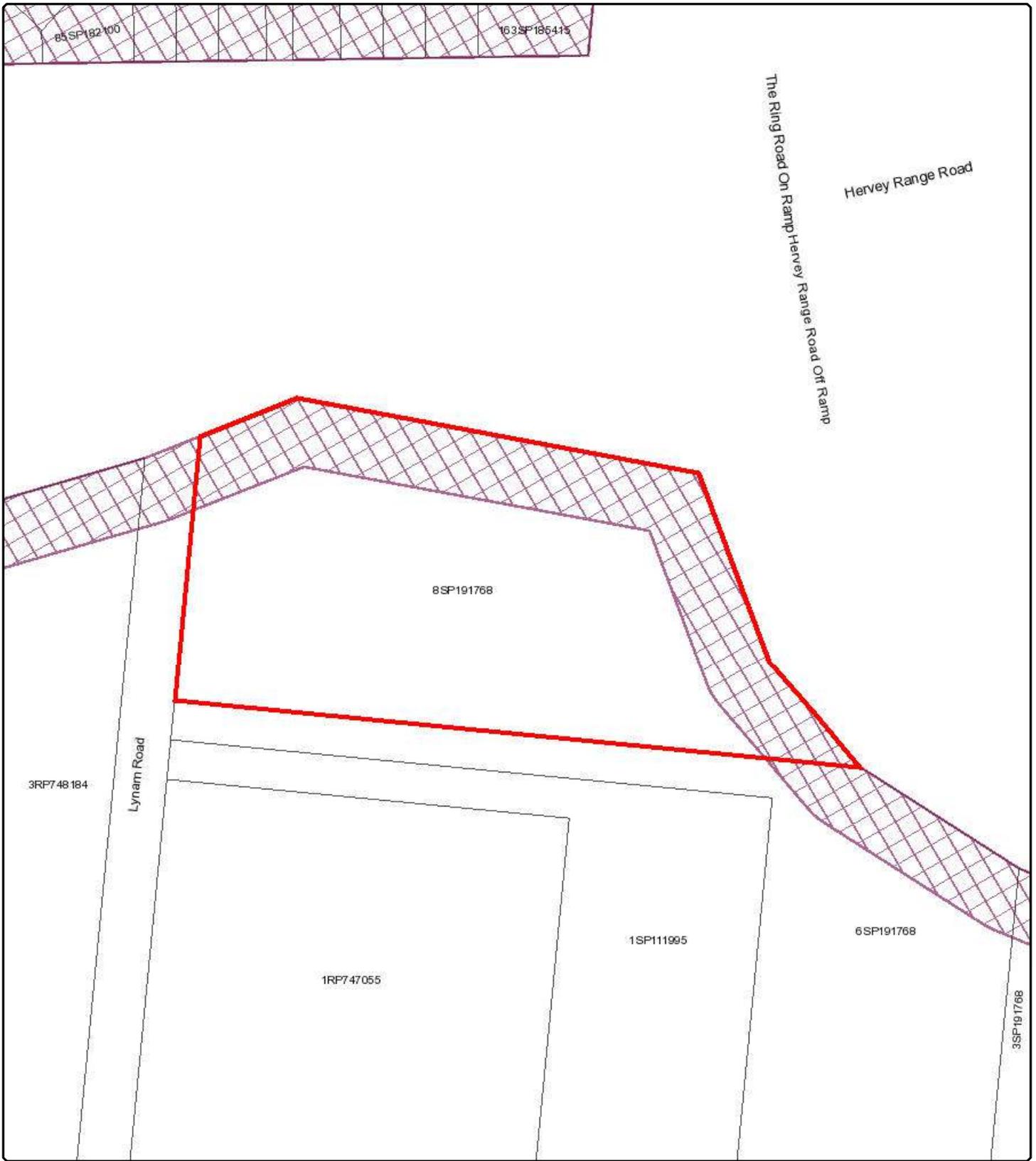
Area within 25m of a State-controlled road

Matters of Interest by Lot Plan

Lot Plan: 8SP191768 (Area: 24000 m²)

State-controlled road

Area within 25m of a State-controlled road



State Assessment and Referral Agency

Date: 03/10/2024

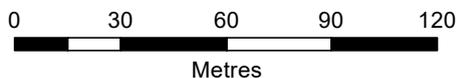


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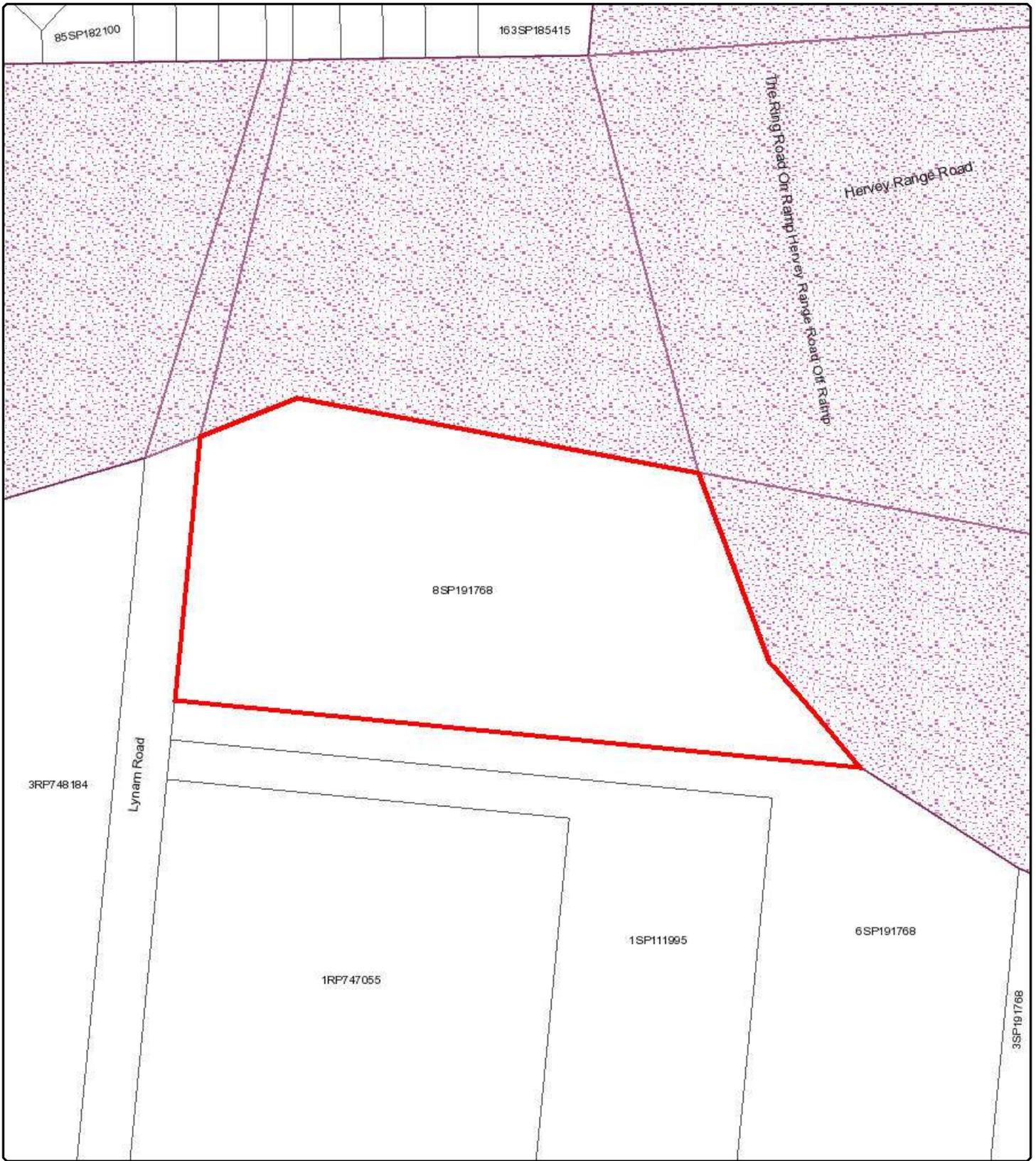
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- Area within 25m of a State-controlled road
-  Area within 25m of a State-controlled road



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State Assessment and Referral Agency

Date: 03/10/2024



Queensland Government

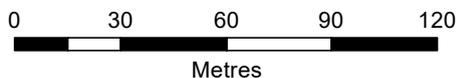
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Legend

State-controlled road



State-controlled road



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Appendix 3

Subject Site and Surrounds - 13 Lynam Road, Bohle Plains

19°18'55"S 146°41'20"E

19°18'55"S 146°41'51"E

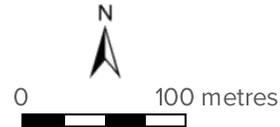


19°19'19"S 146°41'20"E

19°19'19"S 146°41'51"E



Legend located on next page



Scale: 1:4513

Printed at: A4

Print date: 29/4/2025

Not suitable for accurate measurement.
Projection: Web Mercator EPSG 102100 (3857)

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

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

Subject Site and Surrounds - 13 Lynam Road, Bohle Plains

 Legend

Land parcel

 Parcel

Land parcel - gt 1 ha

 Parcel

Land parcel - gt 10 ha

 Parcel

Easement parcel



Strata parcel



Volumetric parcel



Land parcel - gt 1000 ha

 Parcel

Land parcel label

Land parcel label - gt 1 ha

Land parcel label - gt 10 ha

Roads and tracks

 Motorway

 Highway

 Secondary

 Connector

 Local

 Restricted Access Road

 Mall

 Busway

 Bikeway

 Restricted Access

 Bikeway

 Walkway

 Restricted Access

 Walkway

 Non-vehicular Track

 Track

 Restricted Access Track

 Ferry

 Proposed Thoroughfare

Tunnels



Railway stations

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Land parcel label - gt
1000 ha



Railways



Green bridges



Bridges





Appendix 4

COFFEE SHOP

FOR:
P. FORTINI

AT:
**13 LYNAM ROAD
BOHLE PLAINS
TOWNSVILLE**

DRAWING SCHEDULE

- 0 COVER SHEET
- 1 EXISTING SITE PLAN
- 2 EXISTING SITE SURVEY PLAN
- 3 PROPOSED SITE PLAN - OVERALL
- 4 PROPOSED SITE PLAN - PART
- 5 STAGING PLANS
- 6 PROPOSED SUB-DIVISION
- 7 COFFEE SHOP FLOOR PLAN & ELEVATIONS
- 8 EXISTING SHED FLOOR PLAN & ELEVATIONS
- 9 SHED RENOVATION FLOOR PLAN & ELEVATIONS
- 10 PROPOSED SHED FLOOR PLAN & ELEVATIONS





1 EXISTING SITE PLAN - LOCALITY

1 : 500 AT A1 SHEET SIZE

PROJECT ISSUE & DESCRIPTION
P5 - PRELIMINARY ISSUE - 30-04-2025

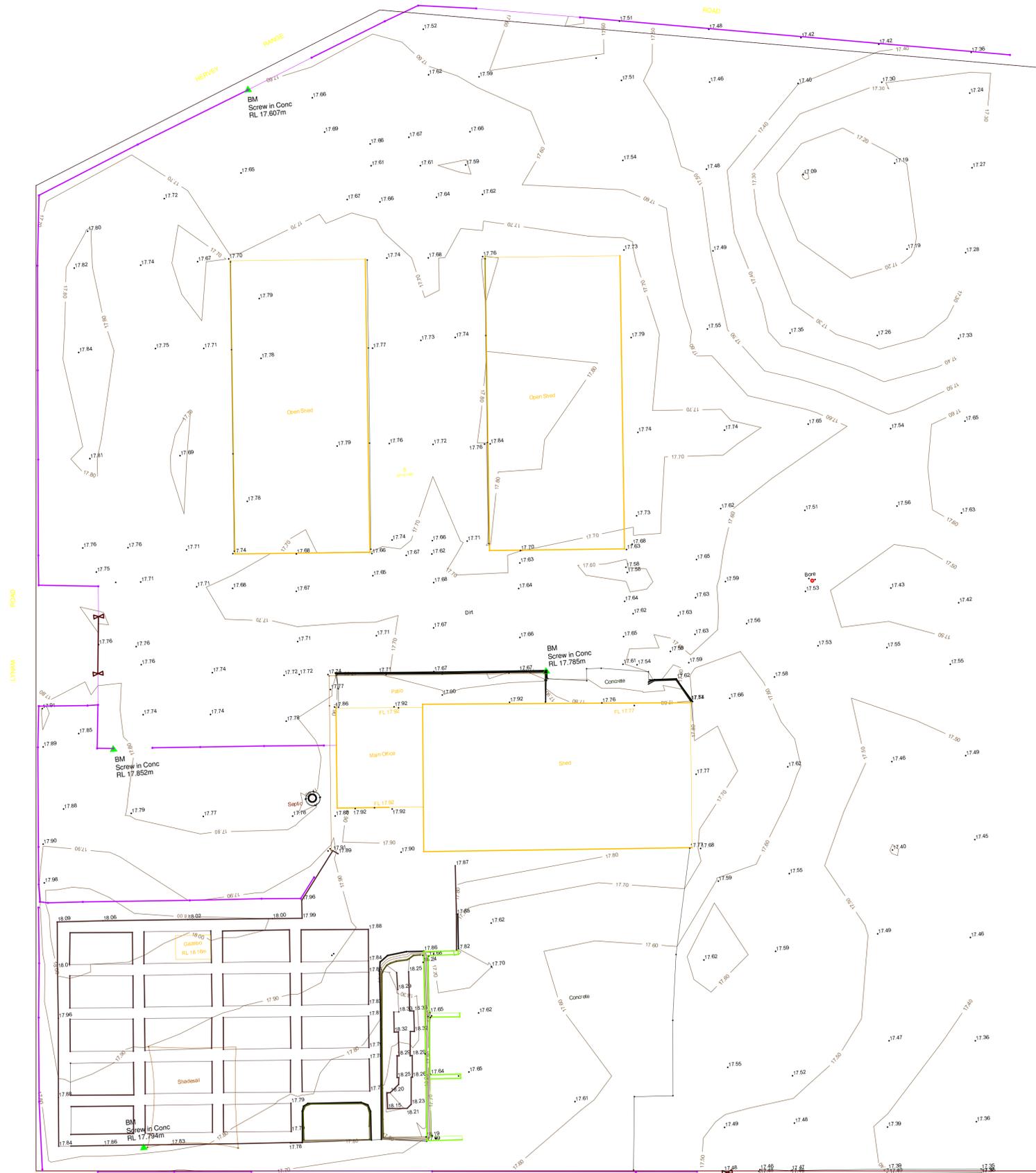
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CB
DESIGNS
BUILDING DESIGN & DRAFTING
ABN: 112 627 297
Licence No.: 572298
66 Baywater Road, Hyde Park QLD 4812
PO Box 4527, Vincent QLD 4814
Tel: (07) 4778 4199

PROJECT:
COFFEE SHOP
CLIENT:
P. FORTINI
SITE:
13 LYNAM ROAD
BOHLE PLAINS
TOWNSVILLE

BUILDER:		DATE:	30/04/2025 1:08:30 PM	JOB NO.:	24-389
DRAWN:	B.W.	SCALE:	1 : 500		
SHEET No.:	1	CLIENT JOB No.:			



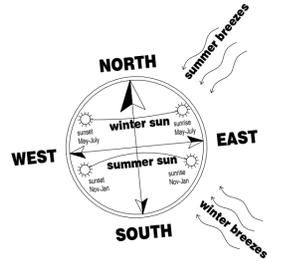
1 EXISTING SITE SURVEY PLAN
1 : 250 AT A1 SHEET SIZE

PROJECT ISSUE & DESCRIPTION P5 - PRELIMINARY ISSUE - 30-04-2025		PRELIMINARY		 BUILDING DESIGN & DRAFTING <small>ABN 112 627 297 Licence No. 572298 66 Baywater Road, Hyde Park QLD 4812 PO Box 4327, Ingham QLD 4814 Tel: (07) 4779 4199</small>		PROJECT: COFFEE SHOP CLIENT: P. FORTINI SITE: 13 LYNAM ROAD BOHLE PLAINS TOWNSVILLE		BUILDER: <table border="1"> <tr> <td>DATE:</td> <td>30/04/2025 1:08:32 PM</td> <td>JOB NO.:</td> <td>24-389</td> </tr> <tr> <td>DRAWN:</td> <td>B.W.</td> <td></td> <td></td> </tr> <tr> <td>SCALE:</td> <td>1 : 250</td> <td></td> <td></td> </tr> <tr> <td>SHEET No.:</td> <td>2</td> <td>CLIENT JOB NO.:</td> <td></td> </tr> </table>		DATE:	30/04/2025 1:08:32 PM	JOB NO.:	24-389	DRAWN:	B.W.			SCALE:	1 : 250			SHEET No.:	2	CLIENT JOB NO.:	
DATE:	30/04/2025 1:08:32 PM	JOB NO.:	24-389																						
DRAWN:	B.W.																								
SCALE:	1 : 250																								
SHEET No.:	2	CLIENT JOB NO.:																							
NOTES: THIS DRAWING IS ONLY INTENDED TO OBTAIN A LOCAL AUTHORITY BUILDING PERMIT. COMPLY WITH ALL RELEVANT AUTHORITY REQS. & S.A. FIGURED DIMENSIONS TO TAKE PRECEDENCE OVER SCALED MEASUREMENTS. VERIFY ALL ON-SITE DIMENSIONS & LEVELS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.																									

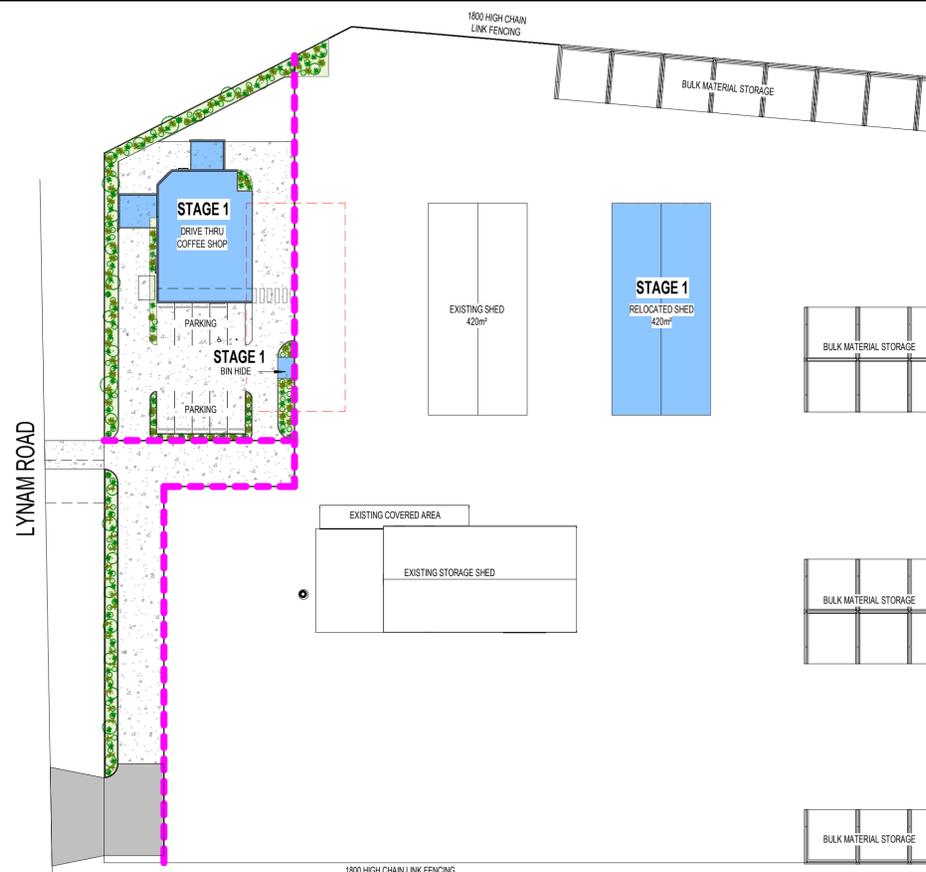
LYNAM ROAD



1 PROPOSED SITE PLAN - PART
1 : 250 AT A1 SHEET SIZE



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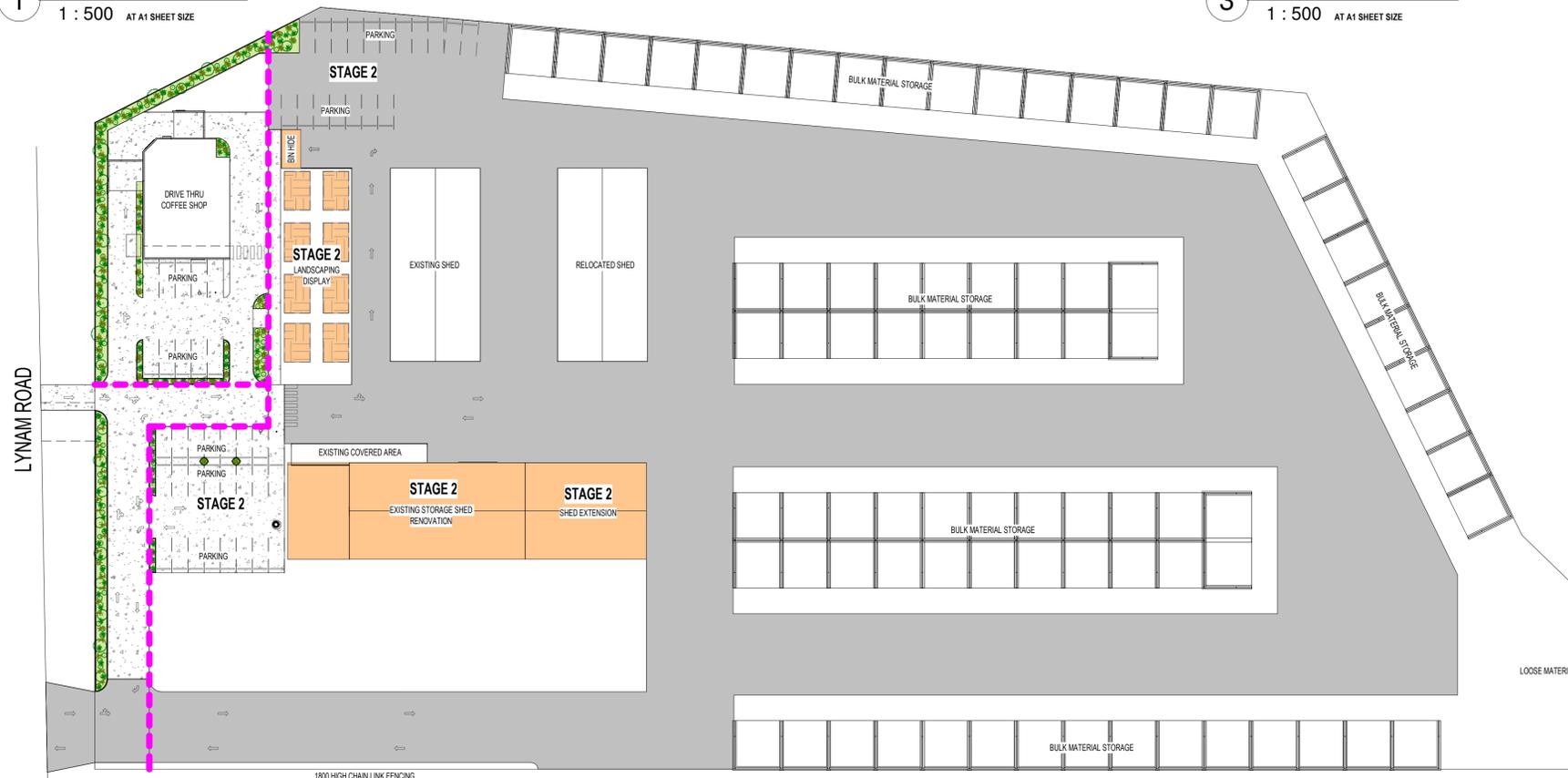
1 STAGE 1 PLAN
1 : 500 AT A1 SHEET SIZE

■ DENOTES ASPHALT DRIVEWAY □ DENOTES CONCRETE DRIVEWAY



3 STAGE 3 PLAN
1 : 500 AT A1 SHEET SIZE

■ DENOTES ASPHALT DRIVEWAY □ DENOTES CONCRETE DRIVEWAY



2 STAGE 2 PLAN
1 : 500 AT A1 SHEET SIZE

■ DENOTES ASPHALT DRIVEWAY □ DENOTES CONCRETE DRIVEWAY

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BUILDING DESIGN & DRAFTING

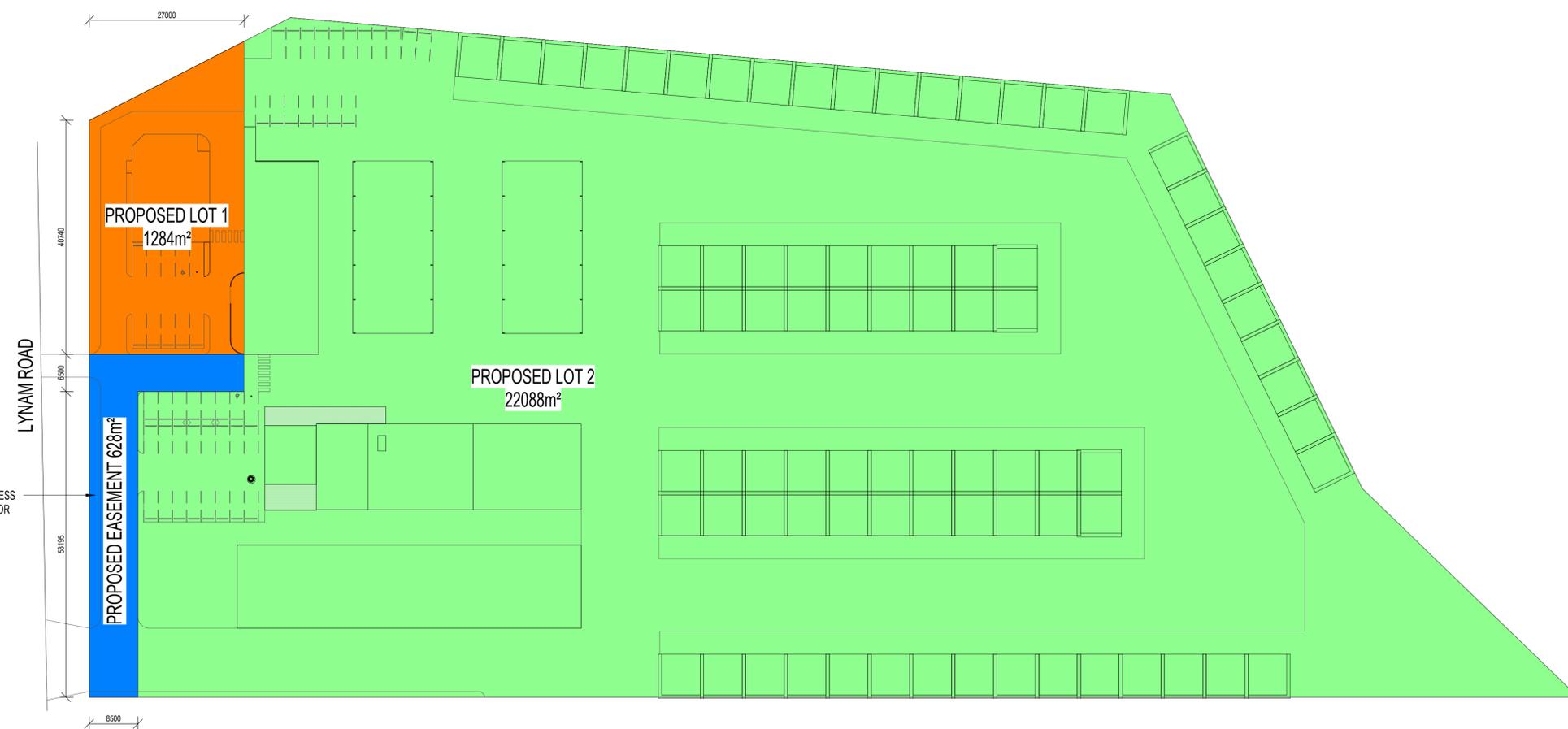
ABN: 112 837 297
Licence No.: 572298
66 Baywater Road, Hyde Park QLD 4812
PO Box 4527, Ingham QLD 4814
Tel: (07) 4778 4199

PROJECT: COFFEE SHOP
CLIENT: P. FORTINI

SITE:
13 LYNAM ROAD
BOHLE PLAINS
TOWNSVILLE

BUILDER:

DATE:	30/04/2025 1:09:35 PM	JOB NO.:	24-389
DRAWN:	Author		
SCALE:	1 : 500		
SHEET No.:	5	CLIENT JOB NO.:	



1 PROPOSED SUB-DIVISION
1 : 500 AT A1 SHEET SIZE

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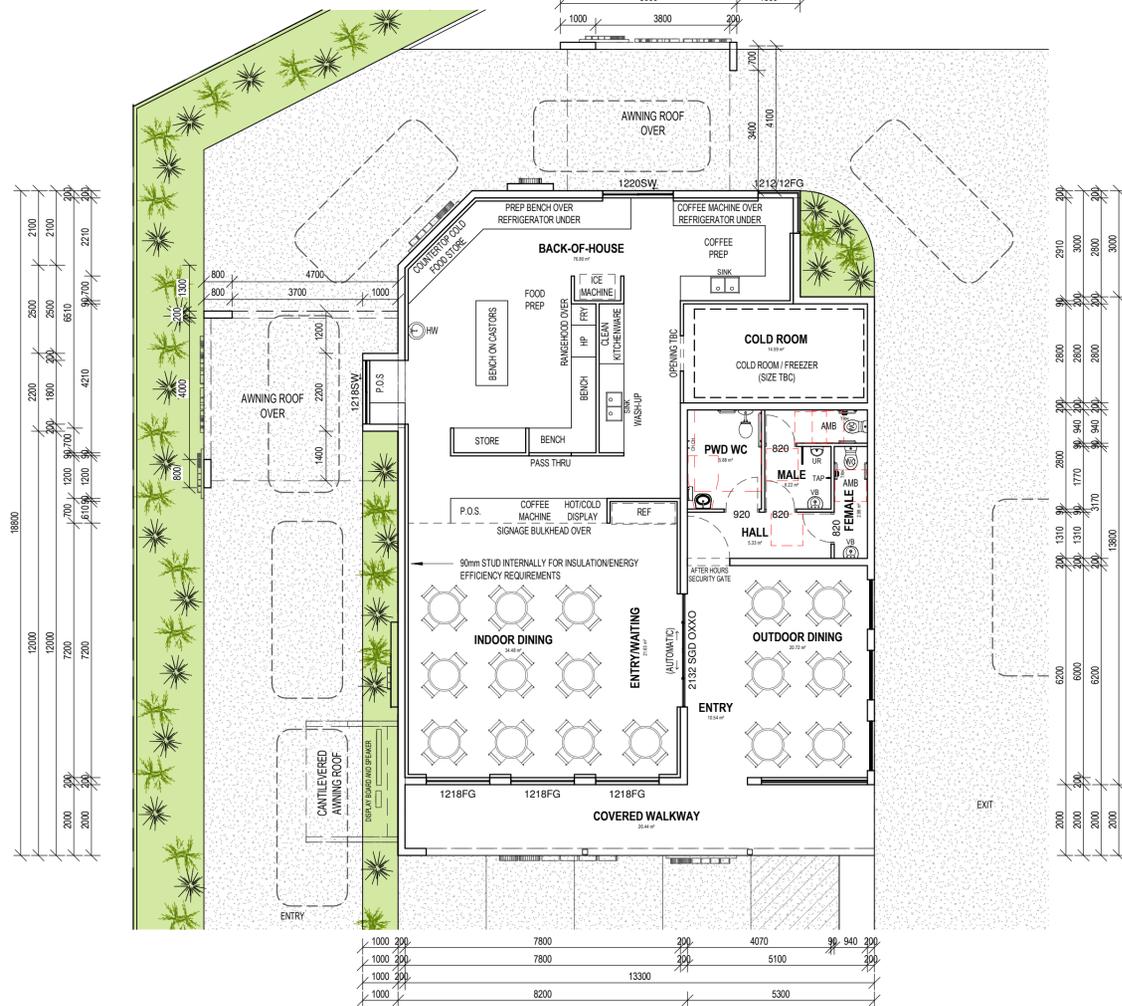
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COFFEE SHOP
CLIENT:
P. FORTINI
SITE:
13 LYNAM ROAD
BOHLE PLAINS
TOWNSVILLE

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DATE:	29/05/2025 3:44:39 PM	JOB NO.:	
DRAWN:	Author		24-389
SCALE:	1 : 500		
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- AMENITIES
- COVERED WALKWAY
- DINING
- ENTRY
- FOOD PREP
- STORE

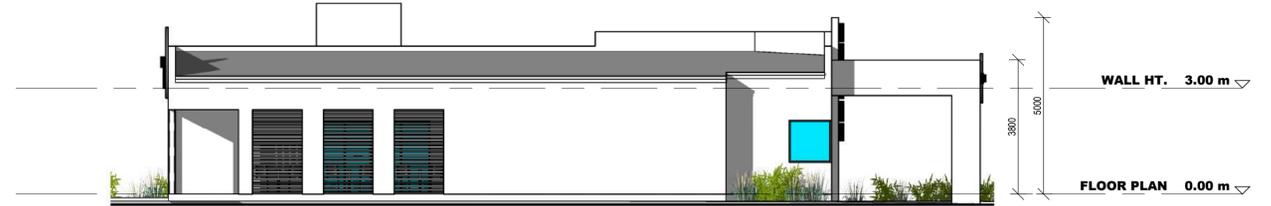
AREA USAGE PLAN
1 : 100



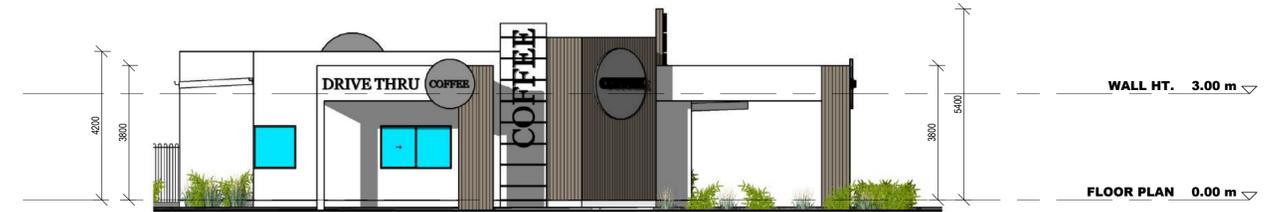
FLOOR PLAN - COFFEE SHOP
1 : 100



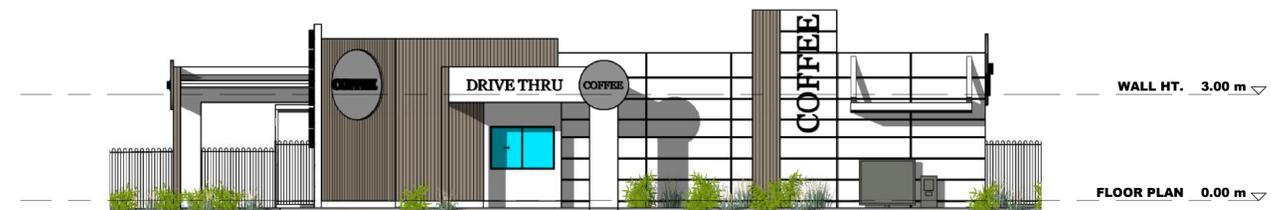
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1 : 100 AT A1 SHEET SIZE



2 ELEVATION 2 - COFFEE SHOP
1 : 100 AT A1 SHEET SIZE



3 ELEVATION 3 - COFFEE SHOP
1 : 100 AT A1 SHEET SIZE



4 ELEVATION 4 - COFFEE SHOP
1 : 100 AT A1 SHEET SIZE



AREAS	AREA
BACK OF HOUSE	87.01 m ²
INDOOR DINING	60.62 m ²
OUTDOOR DINING	32.74 m ²
COVERED WALKWAY	27.07 m ²
AMENITIES	24.32 m ²
COLD STORE	15.53 m ²
TOTAL	247.27 m ²

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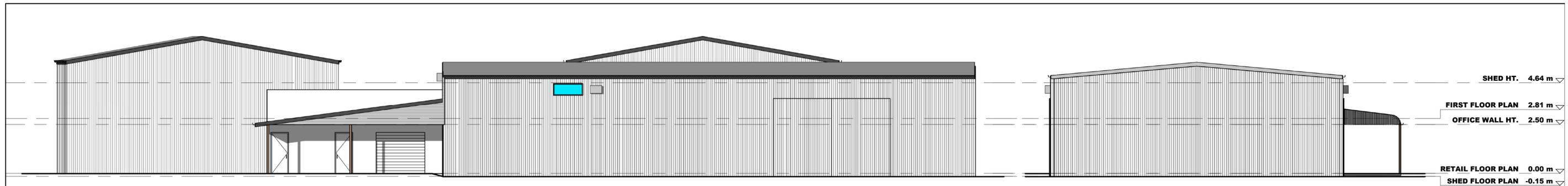
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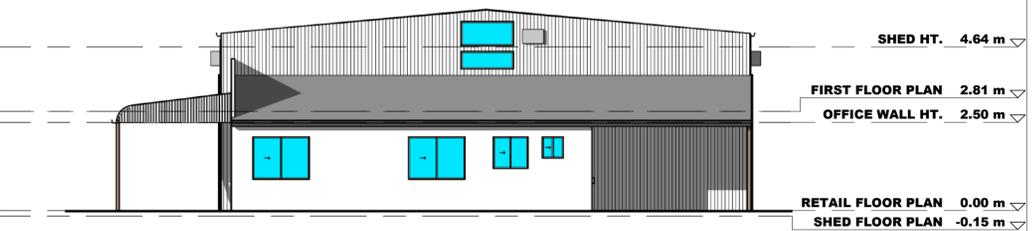
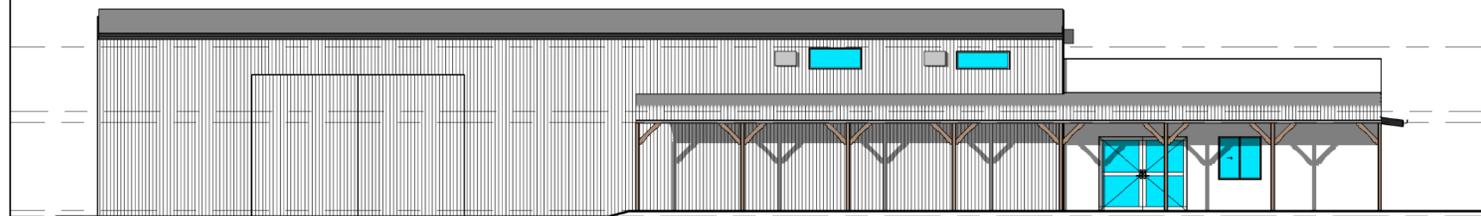
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CLIENT: P. FORTINI
SITE: 13 LYNAM ROAD BOHLE PLAINS TOWNVILLE

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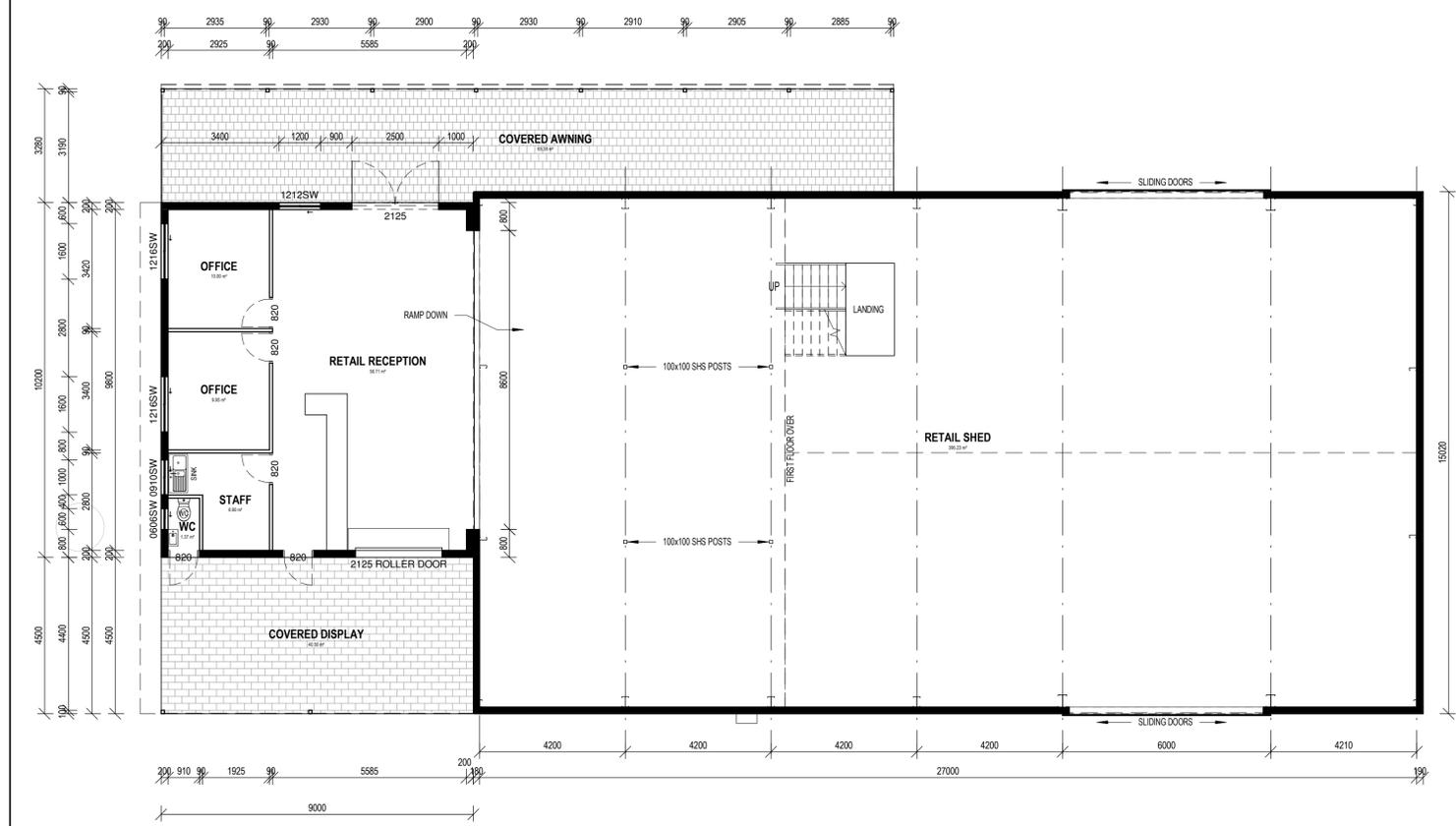
1 EXISTING ELEVATION 1
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2 EXISTING ELEVATION 2
 1 : 100 AT A3 SHEET SIZE



3 EXISTING ELEVATION 3
 1 : 100 AT A3 SHEET SIZE

4 EXISTING ELEVATION 4
 1 : 100 AT A3 SHEET SIZE



EXISTING AREAS	
GROUND FLOOR	
RETAIL OFFICE	91.80 m ²
RETAIL SHED	411.10 m ²
COVERED AWNING	65.38 m ²
COVERED DISPLAY	40.50 m ²
G.F. TOTAL	608.78 m²
FIRST FLOOR	
OFFICE	124.79 m ²
LANDING	9.87 m ²
F.F. TOTAL	134.66 m²
TOTAL BUILDING	743.44 m²

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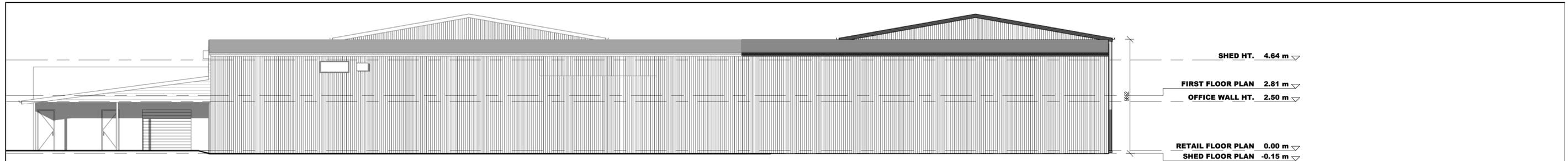
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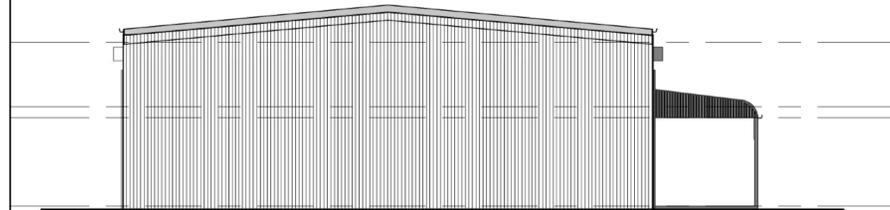


PROJECT: EXTENSION/RENOVATION
 CLIENT: P. FORTINI
 SITE: 13 LYNAM ROAD BOHLE PLAINS TOWNSVILLE

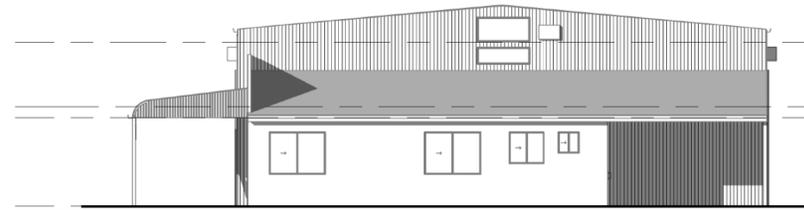
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CLIENT JOB No:	



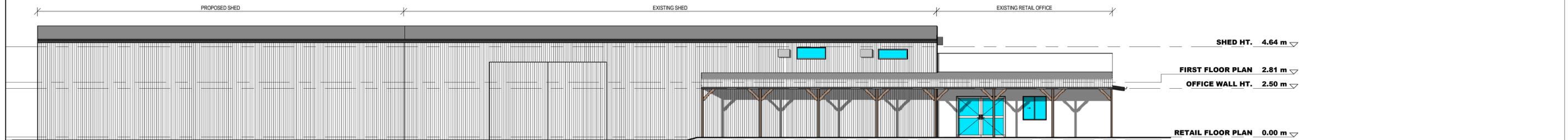
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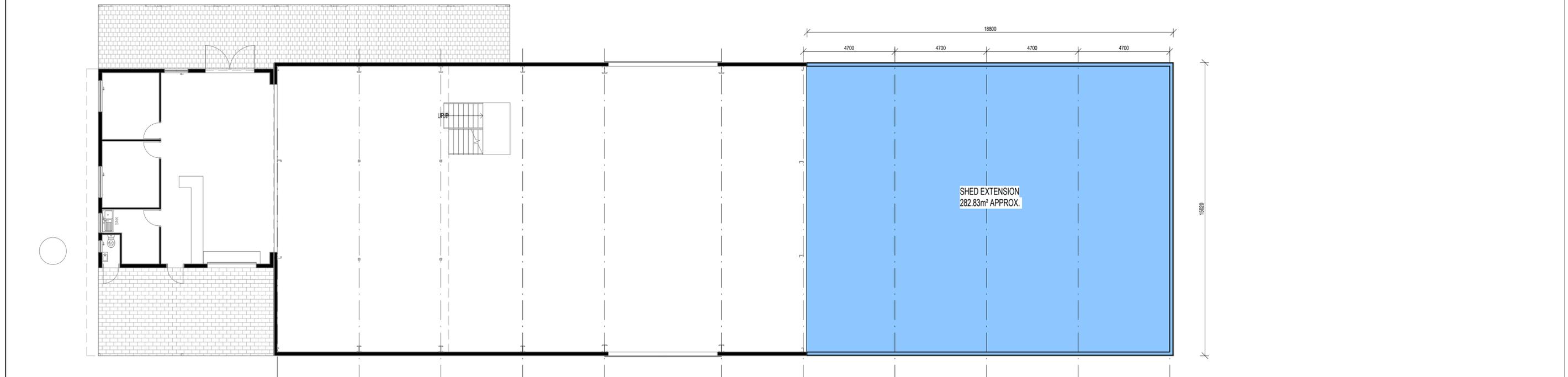
2 PROPOSED ELEVATION 2
1 : 100 AT A3 SHEET SIZE



4 PROPOSED ELEVATION 4
1 : 100 AT A3 SHEET SIZE

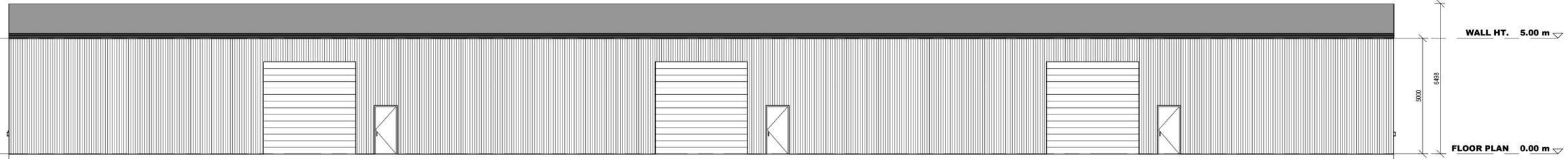


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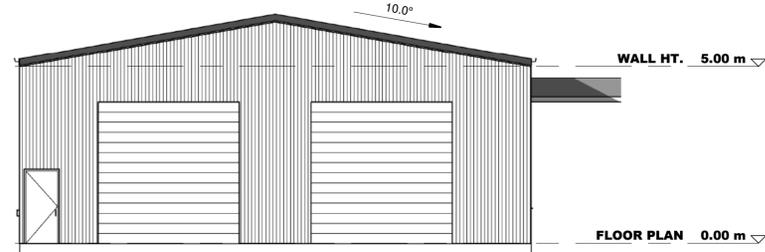


PROPOSED FLOOR PLAN - RETAIL/SHED
1 : 100

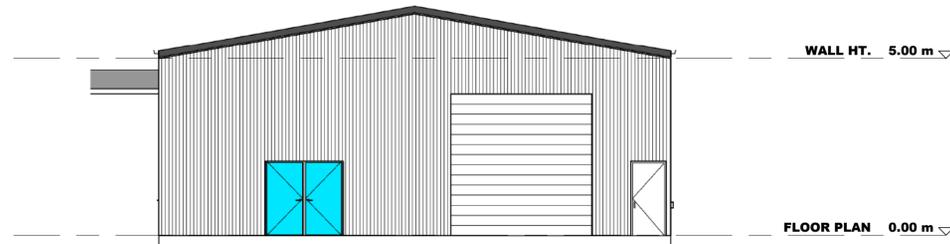
<p>PROJECT ISSUE & DESCRIPTION P5 - PRELIMINARY ISSUE - 30-04-2025</p>	<p>PRELIMINARY</p> <p>NOTES: THIS DRAWING IS ONLY INTENDED TO OBTAIN A LOCAL AUTHORITY BUILDING PERMIT. COMPLY WITH ALL RELEVANT AUTHORITY REG. & S.A. FIGURED MEASUREMENTS TO TAKE PRECEDENCE OVER SCALED MEASUREMENTS. VERIFY ALL ON-SITE DIMENSIONS & LEVELS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.</p>	<p>CB DESIGNS BUILDING DESIGN & DRAFTING</p> <p>ABN: 112 827 297 Licence No: 572298 66 Baywater Road, Hyde Park QLD 4812 PO Box 4257, Inwood QLD 4814 Tel: (07) 4778 4199</p>	<p>PROJECT: EXTENSION/RENOVATION</p> <p>CLIENT: P. FORTINI</p> <p>SITE: 13 LYNAM ROAD BOHLE PLAINS TOWNSVILLE</p>	<p>BUILDER:</p>
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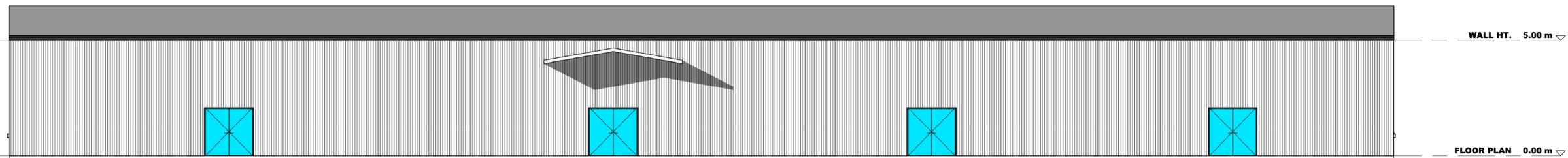
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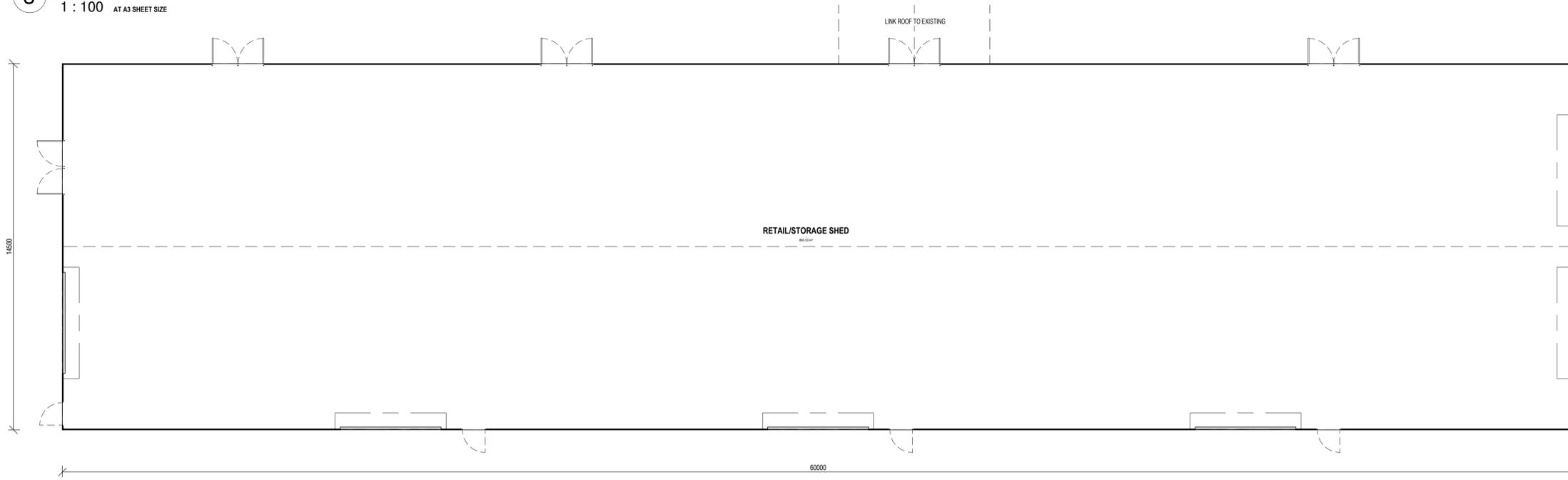
2 ELEVATION 2
1 : 100 AT A3 SHEET SIZE



4 ELEVATION 4
1 : 100 AT A3 SHEET SIZE



3 ELEVATION 3
1 : 100 AT A3 SHEET SIZE



FLOOR PLAN
1 : 100

AREAS	
RETAIL/STORAGE SHED	870.00 m ²
TOTAL	870.00 m ²

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PO Box 4527, Vincent QLD 4814
Tel: (07) 4779 4199

PROJECT:
NEW RETAIL/STORAGE SHED
CLIENT:
P. FORTINI
SITE:
13 LYNAM ROAD
BOHLE PLAINS
TOWNSVILLE

BUILDER:	
DATE:	30/04/2025 1:14:03 PM
DRAWN:	B.W.
SCALE:	1 : 100
SHEET No:	10
CLIENT JOB NO:	
JOB NO:	25-051



Appendix 5

State code 1: Development in a state-controlled road environment

State Development Assessment Provisions guideline - State Code 1: Development in a state-controlled road environment. This guideline provides direction on how to address State Code 1.

Table 1.1 Development in general

Performance outcomes	Acceptable outcomes	Response
Buildings, structures, infrastructure, services and utilities		
PO1 The location of the development does not create a safety hazard for users of the state-controlled road .	AO1.1 Development is not located in a state-controlled road . AND AO1.2 Development can be maintained without requiring access to a state-controlled road .	Complies The proposed development does not involve direct formalised access to a State-controlled transport corridor and can be maintained wholly within the bounds of the subject site.
PO2 The design and construction of the development does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies The proposed development does not propose direct access to the State-controlled road network, with all vehicle movements confined to Lynam Road, a local road. All vehicle movements generated by the development can be safely accommodated within the existing road network without requiring upgrades or modifications to State-controlled roads.
PO3 The location of the development does not obstruct road transport infrastructure or adversely impact the operating performance of the state-controlled road .	No acceptable outcome is prescribed.	Complies The development is located outside the State-controlled road corridor and does not obstruct existing or future road transport infrastructure. All access is via Lynam Road, with no direct connection to Hervey Range Road or The Ring Road. The proposal includes on-site parking, queuing, and circulation, ensuring no adverse impact on the

State Development Assessment Provisions v3.2

State code 1: Development in a state-controlled road environment

Page 1 of 19

Performance outcomes	Acceptable outcomes	Response
		operating performance of the State-controlled road network.
<p>PO4 The location, placement, design and operation of advertising devices, visible from the state-controlled road, do not create a safety hazard for users of the state-controlled road.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies Proposed advertising and signage will be designed and constructed on site in accordance with all relevant standards, noting no assessable advertising devices are proposed as part of this development application.</p>
<p>PO5 The design and construction of buildings and structures does not create a safety hazard by distracting users of the state-controlled road.</p>	<p>AO5.1 Facades of buildings and structures fronting the state-controlled road are made of non-reflective materials.</p> <p>AND</p> <p>AO5.2 Facades of buildings and structures do not direct or reflect point light sources into the face of oncoming traffic on the state-controlled road.</p> <p>AND</p> <p>AO5.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on the state-controlled road.</p> <p>AND</p> <p>AO5.4 External lighting of buildings and structures does not involve flashing or laser lights.</p>	<p>Complies The proposed development has been intentionally designed to not cause adverse impact to the safety of users of surrounding road corridors, and considered to accurately reflect a high level of amenity to the streetscape.</p>
<p>PO6 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto the state-controlled road.</p>	<p>AO6.1 Road, pedestrian and bikeway bridges over the state-controlled road include throw protection screens in accordance with section 4.11 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2020.</p>	<p>Not applicable The proposed development does not involve the construction or alteration to a State-controlled bridge.</p>

State Development Assessment Provisions v3.2

State code 1: Development in a state-controlled road environment

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Performance outcomes	Acceptable outcomes	Response
Landscaping		
PO7 The location of landscaping does not create a safety hazard for users of the state-controlled road .	<p>AO7.1 Landscaping is not located in a state-controlled road.</p> <p>AND</p> <p>AO7.2 Landscaping can be maintained without requiring access to a state-controlled road.</p> <p>AND</p> <p>AO7.3 Landscaping does not block or obscure the sight lines for vehicular access to a state-controlled road.</p>	<p>Complies</p> <p>The proposed development involves the provision of landscaping wholly contained within the subject site's boundaries and is capable of being maintained without requiring access to the State-controlled road corridor. Further, it is noted that sufficient road verges are provisioned along all road frontages of the subject site, maintaining sufficient sight lines for vehicles.</p>
Stormwater and overland flow		
PO8 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the state-controlled road .	No acceptable outcome is prescribed.	<p>Complies</p> <p>The development maintains existing drainage patterns, with stormwater runoff directed to lawful points of discharge. The natural fall of the site towards The Ring Road will be retained for the eastern portion of the site, while the western portion, including the food and drink outlet, will drain to Lynam Road.</p> <p>The proposal includes sealing of internal trafficable areas, improving stormwater quality and reducing sediment runoff. The development does not create or exacerbate a safety hazard for users of the State-controlled road network.</p>
PO9 Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	<p>Complies</p> <p>The development maintains the existing stormwater flow regime, with runoff from the eastern portion of the site continuing towards The Ring Road and runoff from the western portion directed towards Lynam Road. The proposal includes sealing of internal trafficable areas to</p>

State Development Assessment Provisions v3.2

State code 1: Development in a state-controlled road environment

Page 3 of 19

Performance outcomes	Acceptable outcomes	Response
		<p>reduce sediment transport and improve stormwater quality.</p> <p>The development will not result in a material worsening of stormwater impacts on the State-controlled road network or road transport infrastructure, ensuring no adverse effect on its operating performance.</p>
<p>PO10 Stormwater run-off or overland flow from the development site does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies</p> <p>The development will not adversely impact the structural integrity or condition of the State-controlled road network. The existing drainage regime will be maintained, with stormwater runoff from the site continuing to lawful points of discharge without direct discharge into State-controlled infrastructure.</p> <p>Sealing of trafficable areas will reduce sediment and dust impacts, ensuring no adverse effect on the structural condition of Hervey Range Road or The Ring Road.</p>
<p>PO11 Development ensures that stormwater is lawfully discharged.</p>	<p>AO11.1 Development does not create any new points of discharge to a state-controlled road.</p> <p>AND</p> <p>AO11.2 Development does not concentrate flows to a state-controlled road.</p> <p>AND</p> <p>AO11.3 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>AND</p>	<p>Complies</p> <p>The development ensures that stormwater runoff is lawfully discharged to appropriate points of discharge, consistent with the existing flow regime. Runoff from the eastern portion of the site will continue towards The Ring Road, while the western portion, including the Food and drink outlet, will drain to Lynam Road. The proposed drainage design will ensure no unlawful discharge occurs onto State-controlled roads or adjacent properties.</p>

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Performance outcomes	Acceptable outcomes	Response
	AO11.4 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road .	
Flooding		
PO12 Development does not result in a material worsening of flooding impacts within a state-controlled road .	<p>AO12.1 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (within +/- 10mm) to existing flood levels within a state-controlled road.</p> <p>AND</p> <p>AO12.2 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a state-controlled road.</p> <p>AND</p> <p>AO12.3 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing time of submergence of a state-controlled road.</p>	<p>Complies</p> <p>The proposed development involves minor extent of mapped flooding across the site. It is considered the proposed design appropriately mitigates potential impact to people and property within a flooding event, noting limited increase in building footprint relevant to the total size of the subject site, siting of new built-form outside greater affected flood risk areas and retention of existing surrounding stormwater regime and infrastructure.</p>
Drainage Infrastructure		
PO13 Drainage infrastructure does not create a safety hazard for users in the state-controlled road .	<p>AO13.1 Drainage infrastructure is wholly contained within the development site, except at the lawful point of discharge.</p> <p>AND</p> <p>AO13.2 Drainage infrastructure can be maintained without requiring access to a state-controlled road.</p>	<p>Complies</p> <p>The proposed development does not include any drainage infrastructure within the State-controlled road corridor. All stormwater management infrastructure is contained within the development site, ensuring no safety hazard is created for users of the State-controlled road network.</p>

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Performance outcomes	Acceptable outcomes	Response
PO14 Drainage infrastructure associated with, or within, a state-controlled road is constructed, and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network.	No acceptable outcome is prescribed.	Complies The proposed development does not involve the facilitation of additional drainage infrastructure, noting the existing arrangements are considered appropriate without upgrade to support the proposal.

Table 1.2 Vehicular access, road layout and local roads

Performance outcomes	Acceptable outcomes	Response
Vehicular access to a state-controlled road or within 100 metres of a state-controlled road intersection		
PO15 The location, design and operation of a new or changed access to a state-controlled road does not compromise the safety of users of the state-controlled road .	No acceptable outcome is prescribed.	Complies The proposed development does not involve a new or changed access to a State-controlled transport corridor.
PO16 The location, design and operation of a new or changed access does not adversely impact the functional requirements of the state-controlled road .	No acceptable outcome is prescribed.	Complies The proposed development does not involve a new or changed access to a State-controlled transport corridor.
PO17 The location, design and operation of a new or changed access is consistent with the future intent of the state-controlled road .	No acceptable outcome is prescribed.	Complies The proposed development does not involve a new or changed access to a State-controlled transport corridor.
PO18 New or changed access is consistent with the access for the relevant limited access road policy : 1. LAR 1 where direct access is prohibited; or 2. LAR 2 where access may be permitted, subject to assessment.	No acceptable outcome is prescribed.	Complies The proposed development does not involve a new or changed access to a State-controlled transport corridor.
PO19 New or changed access to a local road within 100 metres of an intersection with a state-controlled road does not compromise the safety of users of the state-controlled road .	No acceptable outcome is prescribed.	Complies The proposed development does not involve a new or changed access to a State-controlled transport corridor.
PO20 New or changed access to a local road within 100 metres of an intersection with a state-	No acceptable outcome is prescribed.	Complies

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Performance outcomes	Acceptable outcomes	Response
controlled road does not adversely impact on the operating performance of the intersection.		The proposed development does not involve a new or changed access to a State-controlled transport corridor.
Public passenger transport and active transport		
PO21 Development does not compromise the safety of users of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies The proposed development is not located in proximity to public passenger transport infrastructure and services or active transport infrastructure.
PO22 Development maintains the ability for people to access public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies The proposed development is not located in proximity to public passenger transport infrastructure and services or active transport infrastructure.
PO23 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies The proposed development is not located in proximity to public passenger transport infrastructure and services or active transport infrastructure.
PO24 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	Complies The proposed development is not located in proximity to public passenger transport infrastructure and services or active transport infrastructure.

Table 1.3 Network impacts

Performance outcomes	Acceptable outcomes	Response
PO25 Development does not compromise the safety of users of the state-controlled road network.	No acceptable outcome is prescribed.	Complies The proposed development does not compromise the safety of users of the State-controlled road network. Access to the site is via Lynam Road only, with no direct access to the State-controlled road. The design includes adequate on-site parking, queuing, and circulation areas to prevent

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Performance outcomes	Acceptable outcomes	Response
		queuing or congestion impacts on Hervey Range Road or The Ring Road. The separation of access points and compliance with design standards ensures the safe and efficient operation of both the development and the surrounding road network.
PO26 Development ensures no net worsening of the operating performance of the state-controlled road network.	No acceptable outcome is prescribed.	Complies The proposed access arrangements to the development site have been intentionally designed to mitigate adverse impact to the nearby State-controlled intersection and road corridor, noting the designation of entry only traffic to the northern-most access crossover and sufficient vehicle queuing area within the site.
PO27 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.	No acceptable outcome is prescribed.	Complies All vehicle access and egress for the proposed development is directed to Lynam Road , a local road. No access is proposed to the State-controlled road network (Hervey Range Road or The Ring Road). All traffic movements will be safely accommodated within the local road network without reliance on the State-controlled roads for site access.
PO28 Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a state-controlled road .	No acceptable outcome is prescribed.	Complies The site has operated as a bulk landscape supplies business for over 30 years without identified adverse impacts on the State-controlled road network. The proposal does not increase the scale of the bulk landscape supplies operation, nor the volume or nature of heavy vehicle movements compared to the existing long-established use. As such, the development is not expected to result in additional impacts on the pavement condition or structural integrity of nearby State-controlled roads.

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Performance outcomes	Acceptable outcomes	Response
PO29 Development does not impede delivery of planned upgrades of state-controlled roads .	No acceptable outcome is prescribed.	Complies The proposed development does not involve area designated for planned upgrades of state-controlled roads.
PO30 Development does not impede delivery of corridor improvements located entirely within the state-controlled road corridor .	No acceptable outcome is prescribed.	Complies The proposed development does not involve area designated for planned upgrades of state-controlled roads.

Table 1.4 Filling, excavation, building foundations and retaining structures

Performance outcomes	Acceptable outcomes	Response
PO31 Development does not create a safety hazard for users of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies Proposed filling, excavation and structural works can be undertaken without adverse impact to the State-controlled road or users of the State transport network.
PO32 Development does not adversely impact the operating performance of the state-controlled road .	No acceptable outcome is prescribed.	Complies Proposed filling, excavation and structural works can be undertaken without adverse impact to the State-controlled road or users of the State transport network.
PO33 Development does not undermine, damage or cause subsidence of a state-controlled road .	No acceptable outcome is prescribed.	Complies Proposed filling, excavation and structural works can be undertaken without adverse impact to the State-controlled road or users of the State transport network.
PO34 Development does not cause ground water disturbance in a state-controlled road .	No acceptable outcome is prescribed.	Complies Proposed filling, excavation and structural works can be undertaken without adverse impact to the State-controlled road or users of the State transport network.
PO35 Excavation, boring, piling, blasting and fill compaction do not adversely impact the physical condition or structural integrity of a state-	No acceptable outcome is prescribed.	Complies Proposed filling, excavation and structural works can be undertaken without adverse impact to the

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Performance outcomes	Acceptable outcomes	Response
controlled road or road transport infrastructure.		State-controlled road or users of the State transport network.
PO36 Filling and excavation associated with the construction of new or changed access do not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.	No acceptable outcome is prescribed.	Complies Proposed filling, excavation and structural works can be undertaken without adverse impact to the State-controlled road or users of the State transport network.

Table 1.5 Environmental emissions

Statutory note: Where a **state-controlled road** is co-located in the same transport corridor as a railway, the development should instead comply with Environmental emissions in State code 2: Development in a railway environment.

Performance outcomes	Acceptable outcomes	Response
Reconfiguring a lot		
Involving the creation of 5 or fewer new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO37 Development minimises free field noise intrusion from a state-controlled road.	<p>AO37.1 Development provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: <ol style="list-style-type: none"> a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p>	<p>Not applicable</p> <p>The proposed development does not involve the creation of residential allotments.</p>

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Performance outcomes	Acceptable outcomes	Response
	<p>AO37.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p> <p>OR</p> <p>AO37.3 Development provides a solid gap-free fence or other solid gap-free structure along the full extent of the boundary closest to the state-controlled road.</p>	
Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
<p>PO38 Reconfiguring a lot minimises free field noise intrusion from a state-controlled road.</p>	<p>AO38.1 Development provides noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: <ol style="list-style-type: none"> a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO38.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures</p>	<p>Not applicable</p> <p>The proposed development does not involve the creation of residential allotments.</p>

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Performance outcomes	Acceptable outcomes	Response
	where it is not practical to provide a noise barrier or earth mound.	
Material change of use (accommodation activity)		
Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor		
PO39 Development minimises noise intrusion from a state-controlled road in private open space .	<p>AO39.1 Development provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for private open space at the ground floor level; 2. in accordance with: <ol style="list-style-type: none"> a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO39.2 Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for private open space by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>	<p>Not applicable</p> <p>The proposed development does not involve an accommodation activity.</p>
PO40 Development (excluding a relevant residential building or relocated building) minimises noise intrusion from a state-controlled road in habitable rooms at the facade.	AO40.1 Development (excluding a relevant residential building or relocated building) provides a noise barrier or earth mound which is designed, sited and constructed:	<p>Not applicable</p> <p>The proposed development does not involve an accommodation activity.</p>

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Performance outcomes	Acceptable outcomes	Response
	<ol style="list-style-type: none"> 1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms; 2. in accordance with: <ol style="list-style-type: none"> a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO40.2 Development (excluding a relevant residential building or relocated building) achieves the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>	
<p>PO41 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).</p>	<p>No acceptable outcome is provided.</p>	<p>Not applicable The proposed development does not involve an accommodation activity.</p>
<p>Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor</p>		
<p>PO42 Balconies, podiums, and roof decks include:</p> <ol style="list-style-type: none"> 1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 	<p>No acceptable outcome is provided.</p>	<p>Not applicable The proposed development does not involve an accommodation activity.</p>

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Performance outcomes	Acceptable outcomes	Response
2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks.		
PO43 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	Not applicable The proposed development does not involve an accommodation activity.
Material change of use (other uses)		
Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO44 Development: 1. provides a noise barrier or earth mound that is designed, sited and constructed: a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas ; b. in accordance with: i. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 2. achieves the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas by alternative noise attenuation measures where it is not	No acceptable outcome is provided.	Not applicable The proposed development does not involve a childcare centre, educational establishment or hospital use.

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Performance outcomes	Acceptable outcomes	Response
practical to provide a noise barrier or earth mound.		
<p>PO45 Development involving a childcare centre or educational establishment:</p> <ol style="list-style-type: none"> 1. provides a noise barrier or earth mound that is designed, sited and constructed: 2. to achieve the maximum building facade acoustic level in reference table 1 (item 1.2); 3. in accordance with: <ol style="list-style-type: none"> a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 4. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound. 	No acceptable outcome is provided.	<p>Not applicable</p> <p>The proposed development does not involve a childcare centre, educational establishment or hospital use.</p>
<p>PO46 Development involving:</p> <ol style="list-style-type: none"> 1. indoor education areas and indoor play areas; or 2. sleeping rooms in a childcare centre; or 3. patient care areas in a hospital achieves the maximum internal acoustic level in reference table 3 (items 3.2-3.4). 	No acceptable outcome is provided.	<p>Not applicable</p> <p>The proposed development does not involve a childcare centre, educational establishment or hospital use.</p>
<p>Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor</p>		

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Performance outcomes	Acceptable outcomes	Response
<p>PO47 Development involving a childcare centre or educational establishment which have balconies, podiums or elevated outdoor play areas predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from a state-controlled road are provided with:</p> <ol style="list-style-type: none"> 1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies or elevated outdoor play areas. 	No acceptable outcome is provided.	<p>Not applicable</p> <p>The proposed development does not involve a childcare centre, educational establishment or hospital use.</p>
<p>PO48 Development including:</p> <ol style="list-style-type: none"> 1. indoor education areas and indoor play areas in a childcare centre or educational establishment; or 2. sleeping rooms in a childcare centre; or 3. patient care areas in a hospital located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4). 	No acceptable outcome is provided.	<p>Not applicable</p> <p>The proposed development does not involve a childcare centre, educational establishment or hospital use.</p>
<p>Air, light and vibration</p>		

Performance outcomes	Acceptable outcomes	Response
<p>PO49 Private open space, outdoor education areas and outdoor play areas are protected from air quality impacts from a state-controlled road.</p>	<p>AO49.1 Each dwelling or unit has access to a private open space which is shielded from a state-controlled road by a building, solid gap-free fence, or other solid gap-free structure.</p> <p>OR</p> <p>AO49.2 Each outdoor education area and outdoor play area is shielded from a state-controlled road by a building, solid gap-free fence, or other solid gap-free structure.</p>	<p>Not applicable</p> <p>The proposed development does not involve a childcare centre, educational establishment or hospital use.</p>
<p>PO50 Patient care areas within hospitals are protected from vibration impacts from a state-controlled road or type 1 multi-modal corridor.</p>	<p>AO50.1 Hospitals are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of $0.1\text{m/s}^{1.75}$.</p> <p>AND</p> <p>AO50.2 Hospitals are designed and constructed to ensure vibration in the ward of a patient care area does not exceed a vibration dose value of $0.4\text{m/s}^{1.75}$.</p>	<p>Not applicable</p> <p>The proposed development does not involve a childcare centre, educational establishment or hospital use.</p>
<p>PO51 Development is designed and sited to ensure light from infrastructure within, and from users of, a state-controlled road or type 1 multi-modal corridor, does not:</p> <ol style="list-style-type: none"> intrude into buildings during night hours (10pm to 6am); create unreasonable disturbance during evening hours (6pm to 10pm). 	<p>No acceptable outcomes are prescribed.</p>	<p>Not applicable</p> <p>The proposed development does not involve a childcare centre, educational establishment or hospital use.</p>

Table 1.6: Development in a future state-controlled road environment

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Performance outcomes	Acceptable outcomes	Response
<p>PO52 Development does not impede delivery of a future state-controlled road.</p>	<p>AO52.1 Development is not located in a future state-controlled road.</p> <p>OR ALL OF THE FOLLOWING APPLY:</p> <p>AO52.2 Development does not involve filling and excavation of, or material changes to, a future state-controlled road.</p> <p>AND</p> <p>AO52.3 The intensification of lots does not occur within a future state-controlled road.</p> <p>AND</p> <p>AO52.4 Development does not result in the landlocking of parcels once a future state-controlled road is delivered.</p>	<p>Complies</p> <p>The proposed development is not located in a future state-controlled road.</p>
<p>PO53 The location and design of new or changed access does not create a safety hazard for users of a future state-controlled road.</p>	<p>AO53.1 Development does not include new or changed access to a future state-controlled road.</p>	<p>Complies</p> <p>The proposed development is not located in a future state-controlled road.</p>
<p>PO54 Filling, excavation, building foundations and retaining structures do not undermine, damage or cause subsidence of a future state-controlled road.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies</p> <p>The proposed development is not located in a future state-controlled road.</p>
<p>PO55 Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a future state-controlled road or road transport infrastructure.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies</p> <p>The proposed development is not located in a future state-controlled road.</p>
<p>PO56 Development ensures that stormwater is lawfully discharged.</p>	<p>AO56.1 Development does not create any new points of discharge to a future state-controlled road.</p>	<p>Complies</p> <p>The proposed development is not located in a future state-controlled road.</p>

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State code 1: Development in a state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p>AO56.2 Development does not concentrate flows to a future state-controlled road.</p> <p>AND</p> <p>AO56.3 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>AND</p> <p>AO56.4 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.</p>	



Appendix 6

State code 6: Protection of state transport networks

Table 6.2 Development in general

Performance outcomes	Acceptable outcomes	Response
Network impacts		
PO1 Development does not compromise the safety of users of the state-controlled road network .	No acceptable outcome is prescribed.	<p>Complies</p> <p>The development does not compromise the safety of users of the State-controlled road network. All access to the site is via Lynam Road, a local road, and no direct access is proposed to the State-controlled road network (Hervey Range Road or The Ring Road).</p> <p>The internal layout of the site has been designed to ensure safe and efficient vehicle movements, including sealed surfaces, dedicated entry and exit points, with sufficient queuing areas within the site for the drive-through facility.</p> <p>The separation of access from the State-controlled network, combined with appropriate internal design, ensures the safety of users of both the development and the surrounding road network.</p>
PO2 Development does not adversely impact the structural integrity or physical condition of a state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	<p>Complies</p> <p>No works are proposed within the State-controlled road reserve. The development is physically separated from Hervey Range Road by a landscape verge and does not result in structural impact.</p>
PO3 Development ensures no net worsening of the operating performance the state-controlled road network .	No acceptable outcome is prescribed.	<p>Complies</p> <p>The development ensures no net worsening of the operating performance of the State-controlled road network. The site does not have direct access to the State-controlled network, with all vehicle access and egress directed to Lynam Road, a local road.</p>

Performance outcomes	Acceptable outcomes	Response
		The proposed layout provides adequate on-site queuing and circulation, ensuring no traffic conflicts or queuing impacts extend onto Hervey Range Road or The Ring Road.
PO4 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.	No acceptable outcome is prescribed.	Complies No access is proposed to the State-controlled road. All traffic is directed to Lynam Road, a local road.
PO5 Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road .	No acceptable outcome is prescribed.	Complies Haulage associated with the operation of the proposed development will remain consistent with the existing operation of the site, material increase in haulage frequency and quantity is not anticipated.
PO6 Development does not require a new railway level crossing.	No acceptable outcome is prescribed.	Not applicable The site is not located near a railway corridor or rail infrastructure.
PO7 Development does not adversely impact the operating performance of an existing railway crossing .	No acceptable outcome is prescribed.	Not applicable The site is not located near a railway corridor or rail infrastructure.
PO8 Development does not adversely impact on the safety of an existing railway crossing .	No acceptable outcome is prescribed.	Not applicable The site is not located near a railway corridor or rail infrastructure.
PO9 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a railway crossing .	No acceptable outcome is prescribed.	Not applicable The site is not located near a railway corridor or rail infrastructure.
PO10 Development does not create a safety hazard within the railway corridor .	No acceptable outcome is prescribed.	Not applicable The site is not located near a railway corridor or rail infrastructure.
PO11 Development does not adversely impact the operating performance of the railway corridor .	No acceptable outcome is prescribed.	Not applicable The site is not located near a railway corridor or rail infrastructure.
PO12 Development does not interfere with or obstruct the railway transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	Not applicable The site is not located near a railway corridor or rail infrastructure.
PO13 Development does not adversely impact the structural integrity or physical condition of a railway corridor or rail transport infrastructure .	No acceptable outcome is prescribed.	Not applicable The site is not located near a railway corridor or rail infrastructure.

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State code 3: Development in a busway environment

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Performance outcomes	Acceptable outcomes	Response
Stormwater and overland flow		
PO14 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of a state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	Complies The development does not create or exacerbate a safety hazard for users of the State-controlled road network. Stormwater runoff from the site will be managed in accordance with the existing drainage patterns, with flows from the eastern portion of the site continuing towards The Ring Road and flows from the western portion directed towards Lynam Road. The proposal includes sealing of internal trafficable areas to reduce sediment runoff, ensuring stormwater leaving the site does not impact the safety of State-controlled transport infrastructure or create hazards for road users.
PO15 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of a state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	Complies The development does not result in a material worsening of the operating performance of the State-controlled road network. Stormwater runoff from the site will continue to follow the existing flow regime, with flows from the eastern portion of the site draining towards The Ring Road and flows from the western portion directed to Lynam Road. Sealing of internal trafficable areas will improve stormwater quality and reduce sediment transport, ensuring no adverse impact on the structural integrity, capacity, or safety of the State-controlled road network or associated transport infrastructure.
PO16 Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	Complies The development will not interfere with the structural integrity or physical condition of the State-controlled road network. The proposal maintains the existing stormwater flow regime, with runoff from the eastern portion of the site continuing towards The Ring Road and the western portion draining to Lynam Road.

Performance outcomes	Acceptable outcomes	Response
		The design includes sealing of internal trafficable areas, reducing sediment transport and improving stormwater quality, ensuring no adverse impact on the State-controlled transport infrastructure.
<p>PO17 Development associated with a state-controlled road or road transport infrastructure ensures that stormwater is lawfully discharged.</p>	<p>AO17.1 Development does not create any new points of discharge to a state transport corridor or state transport infrastructure.</p> <p>AND</p> <p>AO17.2 Development does not concentrate flows to a state transport corridor.</p> <p>AND</p> <p>AO17.3 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>AND</p> <p>AO17.4 Development does not worsen the condition of an existing lawful point of discharge to a state transport corridor or state transport infrastructure.</p>	<p>Complies</p> <p>The proposed development ensures stormwater is lawfully discharged in accordance with the existing flow regime. Runoff from the eastern portion of the site will continue to discharge towards The Ring Road, while runoff from the western portion will drain to Lynam Road.</p>
Flooding		
<p>PO18 Development does not result in a material worsening of flooding impacts within a state transport corridor or state transport infrastructure</p>	<p><i>For a state-controlled road or road transport infrastructure, all of the following apply:</i></p> <p>AO18.1 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (within +/- 10mm) to existing flood levels within a state transport corridor.</p> <p>AND</p> <p>AO18.2 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10%</p>	<p>Complies</p> <p>The proposed development is not considered to materially worsen existing flood risk associated with the site. Particularly noting;</p> <ul style="list-style-type: none"> ▪ Proposed additional built-form has been strategically located outside medium flood hazard areas as nominated within local Council mapping. ▪ The proposed development will be appropriately designed to achieve relevant flood requirements for the proposed uses. ▪ Given the size of the subject site and relative scale of the proposed development, it is considered flood impacts can be

Performance outcomes	Acceptable outcomes	Response
	<p>increase) to existing peak velocities within a state transport corridor.</p> <p>AND</p> <p>AO18.3 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing time of submergence of a state transport corridor.</p> <p><i>No acceptable outcome is prescribed for a railway corridor or rail transport infrastructure.</i></p>	<p>appropriately management within the subject site without impact to external allotments or road parcels.</p>
Drainage infrastructure		
<p>PO19 Drainage infrastructure does not create a safety hazard in a state transport corridor.</p>	<p><i>For a state-controlled road environment, both of the following apply:</i></p> <p>AO19.1 Drainage infrastructure associated with, or in a state-controlled road is wholly contained within the development site, except at the lawful point of discharge.</p> <p>AND</p> <p>AO19.2 Drainage infrastructure can be maintained without requiring access to a state transport corridor.</p> <p><i>For a railway environment both of the following apply:</i></p> <p>AO19.3 Drainage infrastructure associated with a railway corridor or rail transport infrastructure is wholly contained within the development site.</p> <p>AND</p>	<p>Complies</p> <p>No drainage infrastructure is proposed within the State-controlled road corridor. Internal site drainage is appropriately managed without affecting the condition or integrity of existing State transport infrastructure.</p>

Performance outcomes	Acceptable outcomes	Response
	AO19.4 Drainage infrastructure can be maintained without requiring access to a state transport corridor .	
PO20 Drainage infrastructure associated with, or in a state-controlled road or road transport infrastructure is constructed and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network is maintained.	No acceptable outcome is prescribed.	Complies No drainage infrastructure is proposed within the State-controlled road corridor. Internal site drainage is appropriately managed without affecting the condition or integrity of existing drainage infrastructure.
Planned upgrades		
PO21 Development does not impede delivery of planned upgrades of state transport infrastructure .	No acceptable outcome is prescribed.	Complies No drainage infrastructure is proposed within the State-controlled road corridor. Internal site drainage is appropriately managed without affecting the condition or integrity of existing infrastructure.

Table 6.3 Public passenger transport infrastructure and active transport

Performance outcomes	Acceptable outcomes	Response
PO22 Development does not damage or interfere with public passenger transport infrastructure, active transport infrastructure or public passenger services .	No acceptable outcome is prescribed.	Not applicable
PO23 Development does not compromise the safety of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Not applicable
PO24 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Not applicable
PO25 Development does not adversely impact the structural integrity or physical condition of	No acceptable outcome is prescribed.	Not applicable

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Performance outcomes	Acceptable outcomes	Response
public passenger transport infrastructure and active transport infrastructure.		
PO26 Upgraded or new public passenger transport infrastructure and active transport infrastructure is provided to accommodate the demand for public passenger transport and active transport generated by the development.	No acceptable outcome is prescribed.	Not applicable
PO27 Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services.	No acceptable outcome is prescribed.	Not applicable
PO28 Development enables the provision or extension of public passenger services, public passenger transport infrastructure and active transport infrastructure to the development and avoids creating indirect or inefficient routes for public passenger services.	No acceptable outcome is prescribed.	Not applicable
PO29 New or modified road networks are designed to enable development to be serviced by public passenger services.	<p>AO29.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent.</p> <p>AND</p> <p>AO29.2 Roads intended to accommodate buses are designed and constructed in accordance with:</p> <ol style="list-style-type: none"> 1. Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design; Department of Transport and Main Roads; 2. Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6), Department of Transport and Main Roads; 3. Austroads Guide to Road Design (Parts 3, 4-4C and 6); 4. Austroads Design Vehicles and Turning Path Templates; 5. Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management and AS 1742.13-2009 Manual of Uniform Traffic Control Devices – Local Area Traffic Management; 	Not applicable

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Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p>AO29.3 Traffic calming devices are not installed on roads used for buses in accordance with section 2.3.2 Bus Route Infrastructure, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.</p>	
PO30 Development provides safe, direct and convenient access to existing and future public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	Not applicable
PO31 On-site vehicular circulation ensures the safety of both public passenger transport services and pedestrians.	No acceptable outcome is prescribed.	Not applicable
PO32 Taxi facilities are provided to accommodate the demand generated by the development.	No acceptable outcome is prescribed.	Not applicable
PO33 Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and booked hire services other than taxis.	No acceptable outcome is prescribed.	Not applicable
PO34 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	<p>AO34.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance.</p> <p>AND</p> <p>AO34.2 Taxi facilities are designed in accordance with:</p> <ol style="list-style-type: none"> 1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work; 2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices 3. AS/NZS 2890.6–2009 Parking facilities –off street parking for people with disabilities; 4. Disability standards for accessible public 	Not applicable

Performance outcomes	Acceptable outcomes	Response
	5. transport 2002 made under section 31(1) of the Disability Discrimination Act 1992; 6. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements; 7. Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	
PO35 Educational establishments are designed to ensure the safe and efficient operation of public passenger services , pedestrian and cyclist access and active transport infrastructure .	AO35.1 Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.	Not applicable



Appendix 7



Townsville City Plan – Reconfiguring a Lot Code

Purpose

The purpose of the Reconfiguring a Lot Code is to provide for residential development on large lots where the intensity of residential development is dispersed.

The particular purpose of the code is to:

- a) facilitate the creation of attractive, accessible and functional neighbourhoods and districts, and a well-integrated, compact and sustainable city form; and
- b) protect the productive capacity, landscape character and ecological and physical functions of Townsville's diverse natural resources.

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

- a) lot reconfiguration creates safe, convenient, functionally efficient and attractive neighbourhoods and districts that are consistent with the intended character of the area;
- b) lot reconfiguration creates walkable residential neighbourhoods and centres, and accessible community facilities and employment opportunities;
- c) lot reconfiguration is responsive to the local environment, including topography, natural drainage systems, vegetation and habitat, cultural heritage features, streetscape character, landmarks, views and vistas;
- d) lot reconfiguration near infrastructure corridors and other major facilities ensures that sensitive land uses are protected from activities generating amenity impacts; home businesses occur to an extent that does not unduly diminish the semi-rural residential amenity, having regard to noise, odour, dust, traffic and other impacts;
- e) lot reconfiguration assists in protecting areas containing important ecological values or providing important environmental services;
- f) lot reconfiguration does not facilitate fragmentation or alienation of land that would prejudice the productive use of rural land resources;
- g) lot reconfiguration facilitates compatible relationships between different land uses and with the natural environment;
- h) lot design and lot sizes are suited to the intended use of the land having regard to the ability to accommodate buildings, vehicle access, parking, on-site services and open space;
- i) lot orientation facilitates the conservation of non-renewable energy sources and the siting of buildings that is appropriate for the local climatic conditions;
- j) infrastructure is supplied to all lots in a safe, efficient, coordinated and sequenced manner, which minimises whole of life cycle costs and is sensitive to the environment in which they are provided;
- k) the street system provides for high levels of permeability and safety for all users and in particular, facilitates high levels of accessibility by public transport, walking and cycling; and
- l) public open space is attractive and accessible and equitably meets user requirements for recreational, social and cultural activities.



Performance Outcome/Acceptable Outcomes	Response
Assessable Development	
General design elements	
<p>PO1: The layout of roads, streets, lots and infrastructure avoids or minimises impacts on environmental features of the locality by:</p> <ul style="list-style-type: none"> 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. 	<p>Complies The proposed development has been designed to avoid impacts on environmental features of the locality. In particular, the development:</p> <ul style="list-style-type: none"> ▪ follows the existing site topography, with minimal earthworks required to support the lot layout and access arrangements; ▪ doesn't fragment or impact any mapped waterways, wetlands, habitat areas, or ecological corridors; and ▪ maintains existing drainage patterns by directing stormwater flows in accordance with the natural fall of the land towards The Ring Road and Lynam Road, without modification to the hydrological regime.
<p>PO2: The development is well integrated with the surrounding locality, having regard to:</p> <ul style="list-style-type: none"> 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. 	<p>Complies The proposed development is considered to appropriately integrate with the surrounding locality, particularly noting:</p> <ul style="list-style-type: none"> ▪ The layout provides safe and efficient access from Lynam Road and maintains appropriate vehicle circulation within the site, without impacting surrounding road, pedestrian or cycle networks. ▪ The development does not impact or fragment any open space networks, habitat areas, or ecological corridors, as none are located on or adjacent to the site. ▪ The site's design does not rely on shared use of public facilities, with all necessary services and infrastructure provided within the development. ▪ The development maintains appropriate setbacks,



Performance Outcome/Acceptable Outcomes	Response
	landscaping and buffering to adjoining properties, supporting a low-impact interface and a built form outcome consistent with surrounding development patterns.
<p>PO3: The design of urban street blocks encourages walking.</p>	<p>Not applicable The proposed development does not involve creation of a new street.</p>
<p>PO4: Street blocks and lot types are generally in a grid pattern and arranged to provide:</p> <ul style="list-style-type: none"> 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. 	<p>Complies The proposed development involves the creation of two regular-shaped allotments.</p>
<p>PO5: New development optimises views and physical connections to important landscape features to enhance legibility and sense of place.</p>	<p>Complies The proposed development does not adversely impact views to important landscape features.</p>
<p>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.</p>	<p>Not applicable The subject site is not located on a ridgeline or prominent landscape feature.</p>
<p>PO7: Development maintains or rehabilitates vegetated buffers to coastal waters where practicable.</p>	<p>Not applicable The subject site is not located within proximity to coastal waters.</p>
<p>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:</p> <ul style="list-style-type: none"> 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 minimise maintenance and whole of lifecycle costs. 	<p>Not applicable The proposed development does not involve creation of a new road or street and is located within the Rural zone.</p>
Parks and open space	
<p>PO9: Reconfiguration facilitates the provision of a hierarchy of open space at local, district and regional levels that:</p> <ul style="list-style-type: none"> 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. 	<p>Not applicable Sufficient open space is provided in the surrounding area, with the nature of the surrounding locality providing large-scale lots and the retention of natural features, with the Little Bohle River traversing approximately 350m to the south.</p>



Performance Outcome/Acceptable Outcomes		Response
<p>PO10: Within residential areas, local recreation parks are created which provide informal recreational opportunities to supplement private open space of the neighbourhood.</p>	<p>AO10.1: Local recreational parks are provided at a rate of 1ha per 1,000 people.</p> <p>AO10.2: Local recreational parks are provided at a maximum distance of 400m from the residents they serve.</p>	<p>Not applicable The proposed development does not involve creation of a new park.</p>
<p>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.</p>	<p>AO11.1: Local recreational parks have a minimum usable activity area of 0.5ha.</p> <p>AO11.2: Parks are square to rectangular with the ratio of dimensions no greater than 2:1.</p> <p>AO11.3: At least 80% of the park has a grade of no more than 1:10.</p>	<p>Not applicable The proposed development does not involve creation of a new park.</p>
<p>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.</p>	<p>AO12: At least 50% of the perimeter of the park has a direct road frontage.</p>	<p>Not applicable The proposed development does not involve creation of a new park.</p>
<p>PO13: Local recreational parks are provided with a reasonable level of flood immunity such that community space remains available during most flood events.</p>	<p>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.</p>	<p>Not applicable The proposed development does not involve creation of a new park.</p>
<p>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.</p>		<p>Not applicable The proposed development does not involve creation of a new park.</p>
<p>PO15: Design and embellishments of local recreational parks:</p> <ul style="list-style-type: none"> 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. 	<p>AO15: The design and embellishments of local recreational parks is undertaken in accordance with the Development Manual Planning Scheme Policy No. SC6.4 - SC6.4.3.6 Landscape Policy.</p>	<p>Not applicable The proposed development does not involve creation of a new park.</p>
<p>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.</p>		<p>Not applicable The proposed development does not involve creation of a new park.</p>



Performance Outcome/Acceptable Outcomes		Response
Climatic response		
<p>PO17: Road, street and lot orientation and lot size facilitate development that conserves non-renewable energy sources and enhances climate responsiveness by:</p> <ul style="list-style-type: none"> 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. 		<p>Complies It is considered resultant lot sizes are appropriately sized for the proposed uses, with the purpose of the proposed subdivision to provide separate title to commercial uses within the subject site.</p> <p>The subdivision does not compromise energy efficiency or climate responsiveness, as it maintains the existing low-intensity commercial uses without introducing additional built form that would be sensitive to orientation constraints.</p>
<p>PO18: Road, street and lot orientation and lot size are responsive to north east prevailing winds and facilitates air permeability.</p>	<p>AO18.1: Where practicable, parallel side boundaries are staggered.</p> <p>AO18.2: The layout does not create more than three small lots, solid fencing or other barriers perpendicular to the target winds.</p> <p>OR</p> <p>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.</p> <p>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</p>	<p>Complies It is considered the lot orientation and size sufficiently respond to climatic conditions.</p>
Development near infrastructure corridors and other major facilities		
<p>PO19: Reconfiguration within 100m of any High Pressure Gas Pipeline does not:</p> <ul style="list-style-type: none"> 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. 		<p>Not applicable The subject site is not located in proximity to listed infrastructure.</p>
<p>PO20: Lots are designed and oriented to:</p> <ul style="list-style-type: none"> a) minimise the visual exposure of electricity transmission lines; 	<p>AO20.1: Where on land that includes or adjoins a high voltage electricity easement (above 33kV), lot design and layout incorporates:</p> <ul style="list-style-type: none"> a) a vegetated buffer within a distance of 20m from the 	<p>Not applicable The subject site is not located within proximity to high voltage electricity infrastructure.</p>



Performance Outcome/Acceptable Outcomes		Response
<p>b) facilitate a substantive vegetated buffer adjoining electricity transmission line easements; and</p> <p>c) ensure habitable buildings and recreation areas are well separated from electricity transmission line easements.</p>	<p>boundary of the electricity transmission line easement; and</p> <p>b) the orientation of the primary lot frontage away from transmission line easement.</p> <p>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 9.4.4.3(b).</p>	
<p>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.</p> <p>The continued safe and efficient operation of these types of facilities is protected.</p>		<p>Complies The subject site is not located within proximity to listed uses.</p>
<p>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.</p>		<p>Complies The proposed subdivision retains the historic commercial nature of the site, with development within the subject site anticipated to incorporate adequate noise management measures.</p>
<p>PO23: Where they are used, noise attenuation measures are:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> i) opportunities for graffiti; ii) provision of casual surveillance of public open space and movement networks; and iii) opportunities for concealments or vandalism. 		<p>Complies The proposed development incorporates a fencing to the full extent of the property boundary of proposed Lot 2 to mitigate potential noise emissions from the development.</p>
<p>PO24: Reconfiguration does not result in lots being subject to adverse air quality impacts.</p>		<p>Complies The proposed reconfiguration does not result in lots being subject to adverse air quality impacts. The development maintains the existing use of the site for bulk landscaping supplies and introduces a complementary food and drink outlet without introducing new or intensified sources of emissions.</p> <p>It is considered the proposal will improve air quality outcomes by sealing internal vehicle maneuvering areas, reducing dust generation, and minimising</p>



Performance Outcome/Acceptable Outcomes		Response
		particulate emissions from the site. The layout also maintains appropriate separation and buffering to adjacent sensitive uses, ensuring no adverse air quality impacts for the surrounding locality.
Services		
<p>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:</p> <ul style="list-style-type: none"> 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. 		<p>Complies The proposed development can be appropriately serviced with connection to Council's reticulated water network, with on-site wastewater infrastructure provided to each resultant allotment to service the designated commercial development.</p> <p>Additionally, the development can be appropriately serviced with connection to electrical and telecommunication services.</p>
Lot sizes and design		
<p>PO26: Reconfiguration creates lot sizes that:</p> <ul style="list-style-type: none"> 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. 	<p>AO26: Minimum lot size is in accordance with Table 9.4.4.3(c).</p>	<p>Complies The proposed development involves the creation of two allotments below the nominated 40ha minimum lot size for rural allotments. However, is it considered the proposed development is suitably compatible with the surrounding locality, particularly noting:</p> <ul style="list-style-type: none"> ▪ The site has historically been utilised for commercial operations and does not support rural production activities. ▪ The proposed reconfiguration reflects the existing use and function of the site and enables a clear operational separation between two low-impact, service-based uses, with a landscape supplies and garden centre, and a food and drink outlet. ▪ Both lots are of sufficient size and dimension to accommodate required infrastructure, servicing, vehicle manoeuvring, and landscape buffering, while maintaining an appropriate interface with adjoining properties.



Performance Outcome/Acceptable Outcomes		Response
		<ul style="list-style-type: none"> ▪ Given the historic use of the site, the site contains limited environmental value, with no mapped ecological features, vegetation overlays, or constraints that would be compromised by the proposed subdivision. ▪ Within the surrounding area, there are multiple existing non-rural uses within the Rural Zone on similarly sized lots, including a caravan park, service station, and rural home occupation. As such, the proposed lot configuration is consistent with the established pattern of development in the locality and supports a functional and compatible outcome that does not undermine the strategic intent of the zone or precinct.
<p>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:</p> <ul style="list-style-type: none"> 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. 	<p>AO27: The dimensions of lots are in accordance with Table 9.4.4.3(c).</p>	<p>Complies The proposed development results in lot dimensions that are regular in shape and sufficiently sized to accommodate the proposed land uses.</p>
<p>PO28: Where rear lots are created, they:</p> <ul style="list-style-type: none"> 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, 	<p>AO28.1: Only one rear lot is provided behind each standard lot.</p> <p>AO28.2: No more than two rear lot access strips directly adjoin each other.</p> <p>AO28.3: No more than two rear lots gain access from the head of a cul-de-sac.</p>	<p>Not applicable The proposed development does not involve the creation of a rear lot.</p>



Performance Outcome/Acceptable Outcomes	Response
<p>monitored and maintained.</p> <p>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.</p> <p>AO28.5: An access strip for a rear lot has a minimum width of:</p> <ul style="list-style-type: none"> 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. <p>AO28.6: A passing bay is provided for access strips greater than 30m in length.</p>	
<p>PO29: Realignment of boundaries in the Rural Zone only occurs where this contributes to:</p> <ul style="list-style-type: none"> 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. 	<p>Not applicable The proposed development does not involve realignment of a boundary.</p>
Movement network design	
<p>PO30: The movement network has a legible structure, with roads and streets that conform to their function in the network, having regard to:</p> <ul style="list-style-type: none"> 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. 	<p>Complies The proposed development does not involve the creation of new public roads. Both lots will continue to gain access via Lynam Road. A shared access easement across the frontage of proposed Lot 2 will provide lawful access to Lot 1.</p>
<p>PO31: The road and street network provides for convenient and safe movement between local streets and higher order roads.</p>	<p>Complies The proposed development maintains the operation of associated road network, with no proposed upgrades anticipated as part of the proposal.</p>
<p>PO32: A cul—de—sac is not included in the road and street design unless no other practical options exist.</p>	<p>Not applicable</p>



Performance Outcome/Acceptable Outcomes		Response	
<p>PO33: Local streets do not operate as through traffic routes for externally generated traffic (other than for pedestrians, cyclists and public transport).</p>		Not applicable	
<p>PO34: Safe, convenient and efficient intersections are provided for vehicles, pedestrians, cyclists and public transport.</p>		Not applicable	
<p>PO35: Access arrangements for lots do not affect the function, vehicle speeds, safety, efficiency and capacity of streets and roads.</p>		<p>Complies The proposed development allocates an internal shared access easement to the existing Lynam Street crossover, limiting additional crossovers and providing efficient manoeuvrability of vehicles to, from and within the subject site.</p>	
<p>PO36: Rear lanes are designed to:</p> <ul style="list-style-type: none"> 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. 	<p>AO36: Rear lanes are designed and provided in accordance with the Development Manual Planning Scheme Policy No. SC6.4 - SC6.4.3.16 Rear Lane Design.</p>	Not applicable	
<p>PO37: Reconfigurations, where involving a frontage to an existing or historical rear lane are designed to not diminish the character of the rear lane.</p>		<p>AO37.1: Lots have primary frontage to a street or road, other than rear lane.</p> <p>AO37.2: Development is undertaken in accordance with the Development Manual Planning Scheme Policy - SC6.4.3.16 Rear lane design.</p>	<p>Not applicable</p> <p>Not applicable</p>



Performance Outcome/Acceptable Outcomes		Response
Road design		
<p>PO38: The geometric design features of each type of road:</p> <ul style="list-style-type: none"> 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. 	<p>AO38: Roads are designed in accordance with the standards identified in Development Manual Planning Scheme Policy No. SC6.4 —SC6.4.4.1 Geometric Road Design, SC6.4.3.13 Townsville Road Hierarchy, SC6.4.3.14 Traffic Impact Assessment Guidelines, SC6.4.3.22 Waste Management Guidelines, SC6.4.4.7 Bicycle, Pedestrian and Shared Path Design and SC6.4.4.8 Standard Drawings.</p>	Not applicable
<p>PO39: A network of bicycle, pedestrian and shared paths is provided which encourage pedestrian activities 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:</p> <ul style="list-style-type: none"> 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. 		Not applicable
<p>PO40: The alignment of pedestrian paths and cycleways is designed so that they:</p> <ul style="list-style-type: none"> 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. 		Not applicable
<p>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.</p>		Not applicable



Performance Outcome/Acceptable Outcomes		Response
Public Transport		
<p>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.</p>	<p>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.</p>	Not applicable
<p>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.</p>		Not applicable
<p>PO44: Public transport stops are located and designed to:</p> <ul style="list-style-type: none"> 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 minimise adverse impacts on the amenity of nearby dwellings. 		Not applicable
Additional requirements for volumetric subdivision		
<p>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.</p>		Not applicable