BNC Ref. DA022-26
IMPACT: MCU

**Date >> 28 July 2026**

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

Dear Assessment Manager,

---

**RE:** LODGEMENT OF A DEVELOPMENT APPLICATION UNDER CHAPTER 3, PART 2 OF THE *PLANNING ACT 2016*
DEVELOPMENT PERMIT FOR AN IMPACT ASSESSABLE MATERIAL CHANGE OF USE
**719 ROSS RIVER ROAD, KIRWAN QLD 4817 (RPD: LOT 2 ON T118596)**

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*BNC Planning* acting on behalf of the applicant submits the attached development application to the Townsville City Council in accordance Chapter 3, Part 2 of the *Planning Act 2016.* The development application is seeking a development permit for a material change of use to facilitate an Office use expansion over the above reference premises.

This development application is being made to the Townsville City Council as the relevant assessment manager under the *Planning Regulation 2017* and has been made in the *approved form* as required under s51 of the *Planning Act 2016*. The common material making up the development application includes:

- Relevant development application forms and written consent of the landowner(s).
- A detailed planning report and the relevant site detail.
- Development plans and other relevant supporting information.

Please contact me to confirm receipt of this development application and to confirm the assessment manager application fee amount and payment options. I trust this information is sufficient for acceptance of the development application as *properly made* subject to payment of the application fee. Please contact me should there be any issues or if you require any further information.

Kind regards,

***Benjamin Collings***
***Director***



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JULY 2026

BNC PLANNING



# DEVELOPMENT APPLICATION

## *PLANNING ACT 2016*

**DEVELOPMENT PERMIT**

**MATERIAL CHANGE OF USE**

**at**
**719 Ross River Road, KIRWAN QLD 4817**
**RPD: Lot 2 on T118596**

**for**
**OFFICE USE EXPANSION**

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# PLANNING REPORT

DEVELOPMENT APPLICATION FOR A DEVELOPMENT PERMIT
*PLANNING ACT 2016*

**IMPACT ASSESSABLE MATERIAL CHANGE OF USE**

719 ROSS RIVER ROAD, KIRWAN QLD 4817
being
LOT 2 ON T118596
for
OFFICE USE

**BNC Planning Pty Ltd**
ABN 80 147 498 397
FILE REF: DA022-26 v1.0 July 2026

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## Report Matrix

| APPLICATION SUMMARY | |
|---|---|
| **Applicant:** | Orange Health Care |
| **Application Type:** | Development Application for a Development Permit |
| **Development Type:** | Material Change of Use |
| **Category of Development (Level of Assessment):** | Impact Assessable |
| **Development Description:** | Office Extension |
| **Assessment Manager:** | Townsville City Council |
| **Referral Agencies:** | State Assessment and Referral Agency |
| **Planning Scheme:** | Townsville City Plan |
| **Planning Scheme Definition(s):** | Office use |
| **Zoning:** | Medium Density Residential |
| **Precincts/Sub-Precincts:** | Thuringowa East |
| **Overlays:** | Airport Environs, and Flood hazard overlay |
| **SITE DESCRIPTION** | |
| **Property Address:** | 719 Ross River Road, Kirwan QLD 4817 |
| **Real (Legal) Property Description:** | Lot 2 on T118596 |
| **Site Area:** | 916m$^2$ |
| **Landowner:** | Two Season Healthcare PTY LTD |
| **Tenure:** | Freehold |
| **Relevant Encumbrances:** | NA |
| **Local Government Area:** | Townsville City Council |
| **Road Frontage(s)** | Ross River Road and Thuringowa Drive |
| **Existing Use(s)** | Health Care Services |

**DOCUMENT CONTROL**

| Prepared by | | Client | File Ref. | Report |
|---|---|---|---|---|
| BNC Planning | | Orange Health Care | DA022-26 | Report No. DA022-26-PR |
| **Version** | **Date** | **Author** | | |
| 1.0 | July 2026 | SSM:BNC | | |
| | | | | |

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# APPENDICIES


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## 1. EXECUTIVE SUMMARY

This development application is made in accordance with the provisions of Chapter 3, Part 2 of the *Planning Act 2016* (the Act) and is seeking a development permit for a material change of use to facilitate an Office use (extension). The subject premises is addressed as 719 Ross River Road, Kirwan QLD 4817 more particularly described as Lot 2 on T118596. The premises is within the Medium Density Residential under the Townsville City Plan (the planning scheme) and has existing use rights for an office use.

For the purpose of this development application *BNC Planning* act on behalf of the applicant *Orange Health Care.*

Following a detailed assessment of the proposal against the applicable assessment benchmarks it has been determined that the development proposal is consistent with all applicable codes and policies. The development application therefore warrants approval in accordance with rules of impact assessment as established under the Act, subject to the imposition of reasonable and relevant conditions and any referral agency responses. A summary of the development application is provided below:

***Table 1.0: Development application summary***

| **APPLICATION SUMMARY** | |
|---|---|
| **Applicant:** | Orange Health Care |
| **Application Type:** | Development Application for a Development Permit |
| **Development Type:** | Material Change of Use |
| **Category of Development (Level of Assessment):** | Assessable Development – Impact Assessable |
| **Development Description:** | Office Extension |
| **Assessment Manager:** | Townsville City Council |
| **Referral Agencies:** | State Assessment Referral Agency |
| **CATEGORISING INSTRUMENTS** | |
| **Planning Scheme:** | Townsville City Plan |
| **Planning Scheme Defined Use(s):** | Office use |
| **Zoning:** | Medium Density Residential |
| **Precincts/Sub-Precincts:** | Thuringowa East |
| **Local Areas:** | NA |
| **Overlays:** | Airport Environs, and Flood hazard overlay |
| **SITE DESCRIPTION** | |
| **Property Address:** | 719 Ross River Road, Kirwan QLD 4817 |
| **Real (Legal) Property Description:** | Lot 2 on T118596 |
| **Site Area:** | 916m$^2$ |
| **Landowner:** | Two Season Healthcare PTY LTD |
| **Tenure:** | Freehold |
| **Relevant Encumbrances:** | NA |
| **Local Government Area:** | Townsville City Council |



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## 2. INTRODUCTION

BNC Planning Pty Ltd has been commissioned by Orange Health Care (the Applicant) to prepare this town planning report in support of a development application which seeks Townsville City Council (Council) approval for a Material Change of Use to facilitate an extension to an existing office use.

The subject land is addressed as 719 Ross River Road, Kirwan QLD 4817 (the Site). This report addresses the merits of the development having regard to the provisions of the Townsville City Plan (the Planning scheme) and the relevant provisions of the *Planning Act 2016* (the Act) and Planning Regulation 2017 (the Regulation). This report is to be read in conjunction with the plans, drawings and other supporting information accompanying this development application, including the plans of development at Appendix 3.

As an impact assessable application, the assessment of the development is to be carried out in accordance with section 45(5) of the Act, having regard to the matters prescribed under sections 30 and 31 of the *Planning Regulation 2017*. This report sets out the Applicant's assessment of the proposed development against those statutory assessment benchmarks.

## 3. SITE AND LOCALITY

The subject premises is a Freehold land holding addressed as 719 Ross River Road, Kirwan QLD 4817 more particularly described as Lot 2 on T118596. The premises is within the Medium Density Residential zone (Thuringowa East precinct) under the Planning Scheme and contains an existing two-storey commercial building used for office purposes, together with associated on-site car parking accessed via an existing driveway crossover to Ross River Road. The immediate locality comprises a mix of dwelling houses and commercial uses, including office and health care services, reflecting the site's position along the Ross River Road corridor near its intersection with Thuringowa Drive.

Any pertinent existing approvals or current applications which may affect the assessment of the proposal are identified in the table below:

| APPLICATION REF. | DECISION AND DATE | ASSESSMENT MANAGER |
|---|---|---|
| NA | NA | NA |

The following table describes the key characteristics of the site:

***Table 2.0: Site characteristics***

| SITE AND LOCALITY DESCRIPTION | |
|---|---|
| **Property Address:** | 719 Ross River Road, Kirwan QLD 4817 |
| **Real (Legal) Property Description:** | Lot 2 on T118596 |
| **Site Area:** | 916m$^2$ |
| **Landowner:** | Two Season Healthcare PTY LTD |
| **Tenure:** | Freehold |
| **Relevant Encumbrances:** | NA |
| **Local Government Area:** | Townsville City Council |
| **Zoning:** | Medium density residential zone |
| **Precincts/Sub-Precincts:** | Thuringowa East |
| **Local areas:** | NA |
| **Existing Use(s):** | Office |
| **Road Frontage:** | Ross River Road and Thuringowa Drive |
| **Significant Site Features:** | The site contains a commercial building for an office |
| **Topography:** | The site is generally flat with some urban landscaping |
| **Surrounding Land Uses:** | Residential and commercial uses |



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## 4. PROPOSAL SUMMARY

The applicant seeks to expand the floor space of the existing office use on the site to address the growing need for its services by local residents and its existing clientele. This involves the construction of a new building positioned at the northern rear corner of the site, expanding the gross floor area of the site from approximately 160m$^2$ to approximately 360m$^2$ and the expansion of the on site car parking infrastructure. The site has historically operated as an office use for over a decade, supporting the providing of health care services to the surrounding local area. The development will retain the existing building on site, maintaining the existing offices, as well as the existing connections to services and supportive infrastructure which is fit for purpose for the expansion.

The attached Plans of Development include in **Appendix 3** outline the general site layout and function. As many of the existing features of the site will be retained where possible, including landscaping areas, car parking, access crossovers, driveways, connections to services and stormwater management features.




**Image 1: 3D Perspective**

The development proposes the extension of the site's existing use as defined by the planning scheme:

***Office:***

*i. means the use of premises for—*
- *(i) providing an administrative, financial, management or secretarial service or function; or*
- *(ii) the practice of a profession; or*
- *(iii) providing business or professional advice or services; but*

*ii. does not include the use of premises for making, selling or hiring goods.*



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The following table describes the key characteristics of the proposed development:

***Table 3.0: Proposal summary***

| ELEMENT | EXISTING | PROPOSED |
|---|---|---|
| **Use rights:** | Office | Extension of existing use (office) |
| **Building height/ storeys:** | Two storey | No change |
| **Boundary Setbacks:** | Ross River Road Frontage: 7m<br>Thuringowa Drive Boundary: 6.5m<br>Eastern Side Boundary: 3.25m | Ross River Road Frontage: No change<br>Thuringowa Drive Boundary: No change<br>Eastern Side Boundary: Built to boundary<br>Northern Side Boundary: Built to boundary |
| **Site cover:** | Approx. 13.6% | Approx. 40% |
| **Gross floor area:** | Approx. 160m$^2$ | 360m$^2$ (201.08m$^2$ additional) |
| **On site car parking:** | Four (4) on site parking spaces | Fourteen (14) on site parking spaces |

## 5. STATUTORY ASSESSMENT

The proposed Office use is identified as *impact assessable* in the material change of use table of assessment for the Medium Density Residential zone, as the proposed gross floor area exceeds 250m$^2$. There are no other components of the planning scheme or *Planning Regulation 2016* which effect the level of assessment for the proposal. The development application is therefore subject to an unbound assessment against the planning scheme as a while, as well as any applicable State Assessment benchmarks.

The development application does trigger referral agency assessment. Any required direct assessment against State or Commonwealth level assessment benchmarks is discussed in section 5.1 below.

### 5.1 Assessment Benchmarks Pertaining to State Planning Instruments

Matters Prescribed by Regulation

There are no relevant assessment benchmarks prescribed by Regulation which are relevant to the assessment of this development application.

State Planning Policy

Townsville City Plan confirms in section *2.1 State planning policy* that it has ministerial approval as having adequately integrated the *State Planning Policy July 2014* into the planning scheme. There are no stand-alone components of the State planning policy which are relevant to the assessment of this development application.

Regional Plan

There are no stand-alone components of the North Queensland Regional Plan which are relevant to the assessment of this development application.

State Development Assessment Provisions

Under Schedule 10 of the *Planning Regulation 2017*, the development application triggers referral agency involvement and direct assessment against the SDAPs as follows:

| Planning Regulation 2017 Trigger | Matters of Assessment |
|---|---|
| **Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1** | **State Development Assessment Provisions – *State Code 1: Development in a state-controlled road environment*** |



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### 5.1.1 State Codes

Under Schedule 10 of the *Planning Regulation 2017*, the development application triggers referral agency involvement and direct assessment against the identified assessment benchmarks, as outlined in the table above. An assessment of the proposal against the relevant benchmark has been undertaken in the form of a Traffic Report and provided in **Appendix 4.** While a direct assessment has been provided, the applicant also relies upon the assessment provided in section 5.2 below to adequately establish context and compliance with the State codes.

## 5.2 Assessment Benchmarks Pertaining to Local Planning Instruments

The applicable planning scheme for the application is the Townsville City Plan and there are no other identified applicable local planning instruments.

Townsville City Plan

The Planning scheme includes tables of assessment which nominate the categories of development and assessment (levels of assessment) and nominate the assessment benchmarks for assessable development and the requirements for accepted development. The applicable tables of assessment for this development application are:

- Categories of development and assessment – Material change of use.

Local Government Infrastructure Plan

The development will not impact on the delivery of any planned trunk infrastructure in the immediate locality.

Assessment Benchmarks Summary

A summary of the relevant local level assessment benchmarks is provided in the table below:

| **Local Planning Instruments** | |
|---|---|
| **Planning Scheme** | The planning scheme as a whole<br>Medium Density Residential code<br>Healthy waters code<br>Landscape code<br>Transport impact, access and parking code<br>Works code<br>Airport environs overlay code<br>Flood hazard overlay code |

The development application has been assessed against each of the applicable local level assessment benchmarks and found to be:

- compliant with the purpose and applicable outcomes from the relevant codes; and
- consistent with the strategic framework for the planning scheme.

Any pertinent issues arising from the assessment against the local level assessment benchmarks are addressed below. For clarity, any codes or outcomes not specifically addressed below or in the proposal justification report are considered to be objectively satisfied.



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### 5.2.1 Strategic Framework

It is considered that the proposed material change of use of the site aligns with the strategic framework for the following reasons:

1. The proposal expands an existing office use on site.
2. The proposed use is common along the Ross River Road Thuringowa East streetscape and closely positioned to other office and uses supporting health care services, demonstrating clear community expectation for these uses to be co-located together.
3. The development maintains an operational intensity.
4. The development presents a built form sympathetic to the surrounding built character of the precinct, being two storeys in height, and standard road frontage setback.
5. The development maintains the existing building, infrastructure and servicing.
6. The proposed development is positioned outside of any natural hazard areas.
7. The proposal compliments the existing character and amenity of the local area, and will not impact on the operation of surrounding residential uses.
8. The existing site is well equipped and serviced for the extension with no alterations required regarding car parking, landscaping and servicing.
9. The proposed use will not adversely impact the hierarchy of centres.

The Strategic Framework outlines the following specific outcomes relevant to this development:

#### *5.2.1.1 Specific outcomes Infill development*

*(3) Locations for significant infill development include the principal centre and surrounds, North Ward, and in and around the Aitkenvale, Thuringowa Central and Hyde Park major centres. This infill development will have a focus on "place making" and enhancement of the public realm. These areas will boast a wide range of housing choices, taking advantage of nearby amenities and existing or planned active and public transport, and creating more compact, walkable and vibrant urban neighbourhoods.*

*(6) Development in and around the Aitkenvale, Thuringowa Central and Hyde Park major centres assists in the evolution of vibrant urban neighbourhoods. A mix of uses is established within the centres and surrounding neighbourhoods are well-connected and integrated with the centres. A strong and positive sense of place is created by the establishment of green, shaded, active main street environments, more outward-oriented, street-focused shopping centres and a boulevard-like streetscape along the major roads. Medium density residential uses increasingly occur within the centres and in the precincts surrounding them. Accessibility by walking, cycling and public transport is m9aximized (Figure 3.4 – Aitkenvale strategy plan, Figure 3.5 – Thuringowa Central strategy plan and Figure 3.6 – Hyde Park strategy plan)*

The proposal is for infill development on a site in close proximity to the Thuringowa Central major centre. It reinforces the existing character of the local area for health care services and supporting uses and expands the existing use of the site that has operated for over a decade, and overall builds upon this established character to create a strong and positive sense of place, contributed by existing landscaping along the streetscape to Ross River Road and Thuringowa Drive. This increases the accessibility of alternative transportations, such as walking, cycling and public transport and enhances the public realm with the "place making" of a strip for health care services and adjacent uses. It further aligns the site with the intention for the precinct to service accommodation for student and visitor accommodation with connections to James Cook University and Townsville Hospital as it is co-located with potential employment opportunities for students and workers within the field of health care services.



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The Strategic Intent and the Strategic Framework (the Framework) are a set of high order strategic outcomes and land use strategies which set the overarching policy intent for the lower order, more detailed components of the planning scheme i.e. zones, codes and policies. The Framework is split into themes which cover the main aspects of land use planning and development governance. Given the level the Framework operates at, it is difficult to provide a direct, site specific assessment of the proposal against its many components. However, a proposal that satisfies the lower order components of the planning scheme, i.e. zone codes, development codes, overlay codes, planning scheme policies, etc. inherently satisfies the intent of the Framework.

The tables below demonstrate how the proposal satisfies the most applicable lower order components of the planning scheme. This justification demonstrates how the proposal is a good land use outcome for the site and how it has been designed to adequately address any environmental, economic or social impacts. Each Code has been satisfied by addressing each Acceptable Outcome individually. Where the requirements of an Acceptable Outcome were impractical or inappropriate to address, the Performance Outcome was addressed and satisfied. By satisfying the requirements of the Performance Outcomes, the "Purpose" of the code was inherently satisfied, as is the Strategic Framework for the Planning Scheme 2017 as a whole.

### 5.2.2 Medium Density Residential Zone Code

**Purpose**

The proposed office extension is consistent with the propose and overall outcomes of the medium density residential zone code. The development proposes to expand upon an existing office use, increase the gross floor area to support the expanded operational capacity of the site. While this does involve a non-residential uses, it is proposed to directly respond to support the day-to-day needs of the immediate residential community with the growing clientele of the existing use. It will not detract from the residential amenity of the area as the surrounding local area is predominately commercial uses (particularly health care services and commercial uses in support of health care services) and is best located on site to make use of existing floor space, infrastructure, and relations with existing clientele, being an expansion of the existing use.

Addressing the additional overall outcomes for the Thuringowa East precinct, the development provides a low rise built form in line with the surrounding low rise character of the precinct and maintains existing streetscape landscaping to provide for the sense of arrival at the centre and strong landscape amenity. The local area has a distinct character for health care services and adjacent uses. This distinct character provides employment opportunities for students and workers within the field of health care services, and is appropriately co-located with surrounding residential uses. The development services an important role in this relationship, reinforcing this distinct character for health care services and adjacent uses. This furthers the ability of the precinct to provide for greater accessibility of residents of medium density housing, as intended by the precinct.

Because the development proposal involves the expansion of the existing use on site, there are a number of outcomes within the code which are either objectively satisfied or not applicable. Any outcomes which are pertinent to the assessment of the proposal have been extracted and discussed below:

| Performance outcomes | Acceptable outcomes | Justification |
|---|---|---|
| ***Built form*** | | |
| **PO8**<br>Design elements contribute to an interesting and attractive streetscape and building through: | No acceptable outcome is nominated. | The development proposes a built form sympathetic to the surrounding built character of the local area. The new building is no taller than two (2) storeys in height and is setback from the road frontage further than the |



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| | | |
|---|---|---|
| (a) the provision of projections and recesses in the façade which reflect changes in internal functions of buildings including circulation;<br>(b) variations in material and building form;<br>(c) modulation in the façade, horizontally or vertically;<br>(d) articulation of building entrances and openings;<br>(e) corner treatments to address both street frontages for a premises on a corner;<br>(f) elements which assist in wayfinding and legibility; and<br>*(g)* elements which relates to the context including surrounding buildings, parks, streets and open spaces. | | existing building on site. It will utilise similar building materials and architectural features (such as roof form) as the existing building on site to align the new building to the existing building.<br><br>The design includes several openings to the street frontage to assist with wayfinding, and maintains the existing corner treatment landscaping to address the streetscape.<br><br>It includes variety in projections and recessions for an engaging building design, which articulates building entrances and openings.<br><br>**Complies with PO8.** |
| ***Parking and servicing*** | | |
| **PO10**<br>Parking facilities are located to be concealed from public view to ensure an attractive streetscape. | **AO16**<br>Vehicle parking structures are located:<br>a) behind the building setback; or<br>b) behind the building; or<br>c) at basement level. | The position of parking facilities is unchanged, and extended to include additional spaces to account for the additional gross floor area. Parking and vehicle manoeuvring areas will be concealed by existing landscaping to ensure an attractive streetscape.<br>**Complies with PO16.** |
| **PO17**<br>Waste disposal and servicing areas are screened from public view and do not have adverse amenity impacts on adjoining properties. | No acceptable outcome is nominated. | The development will operate at a low operational scale, and can be supported by residential wheelie bins. These will be screened by the existing built form.<br>**Complies with PO17.** |
| ***Where a non-residential use*** | | |
| **PO18**<br>Non-residential uses are established only where:<br>a) compatible with local character and amenity;<br>b) limited in scale and supporting the day-to-day needs of the local community or as specifically intended for a particular precinct; and<br>c) not impacting on the role and function of the city's network of centres or more appropriately located in another zone. | No acceptable outcome is nominated. | The development:<br>a) is a use supportive of health care services, where commercial uses and health care services are commonplace in the local area;<br>b) is proposed to directly respond to the growing clientele and needs of the local community; and<br>c) is best located at this site, to make use of existing floor space, infrastructure, and relations with existing clientele, being an expansion of the existing use.<br>**Complies with PO18.** |
| ***Built form*** | | |
| **Thuringowa East precinct** | | |
| **PO31**<br>Development contributes, through street improvements, to the boulevard treatment of Thuringowa Drive, Riverway Drive and Ross River Road. | No acceptable outcome is nominated. | The development contributes to a vibrant streetscape, maintaining the 1.5m wide road landscaping and frontage footpath.<br>**Complies with PO31.** |
| **PO32**<br>Building height and scale is consistent with the character desired for the precinct. The size of the development site allows for the primary orientation of | **AO32.1**<br>Building height does not exceed 5 storeys in the areas shown on Figure 6.30 – Thuringowa East precinct | **Complies with AO32.1.** |



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| | | |
|---|---|---|
| buildings to the street, and the provision of building setbacks, on-site services and circulation and open space at ground storey.<br><br>Built form provides for sensitive transitioning in height and scale to nearby Low density residential zoned land. | concept plan, and 3 storeys otherwise. | |
| | **AO32.2**<br>Where accommodating a building of more than 3 storeys, development sites have a minimum size of 1,000m$^2$. | **Not Applicable.** |
| **PO33**<br>Access to Ross River Road, Thuringowa Drive and Riverway Drive is consolidated. | **AO33.1**<br>Development sites have a minimum size of 1,000m$^2$ and contain no more than 1 access driveway. | The development maintains the existing road access regime of the site.<br>**Complies with PO33.** |
| | **AO33.2**<br>Access driveways are provided from rear or side streets rather than Thuringowa Drive or Riverway Drive. | |
| **PO34**<br>No new non-residential development is established within the precinct. | No acceptable outcome is nominated. | The development extends the existing non-residential use on site.<br>**Complies with PO34.** |
| **PO35**<br>Expansion of existing non-residential development is minor in nature and does not significantly increase the intensity of non-residential activity. | **AO35**<br>New gross floor area is only added through internal building work to an existing building. | The development expands the existing office use of the site from a gross floor area of approximately 160m$^2$ to approximately 360m$^2$. The site has previously been approved for a medical centre with a gross floor area of approximately 534m$^2$ over the site and the adjoining lot. It is clear that with this previous approval, and the established character of the local area for commercial uses, particularly for uses related to health care services, that the proposed development is appropriately located.<br><br>The expansion of the existing use is necessary to meet increased operational demands of the site to support the day-to-day needs of the immediate residential community and existing clientele. This will not detract from the residential amenity of the area as the site and local area has an established character for commercial and health care service related uses. It is not better located in nearby centres as the existing use has been established for over a decade, and the existing site is appropriate to accommodate the expansion with all necessary services and infrastructure.<br>**Complies with the Purpose and overall outcomes of the code.** |

### 5.2.3 Development Codes

<u>Healthy waters code, Landscape code, Transport impact, access and parking code & Works code</u>

The existing infrastructure and servicing elements of the subject site are appropriate for the proposed use and will be retained. The subject site currently provides infrastructure and services for reticulated sewer and water supply, electricity and telecommunications services, stormwater drainage, landscaping outcomes and parking and access facilities. The car parking and vehicle manoeuvring areas will be expanded to support the proposed development. Sufficient detail is provided on the plans of development to confirm compliance with the development codes, which is intended to be suplimented with



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a traffic impact assessment and stormwater management plan to be requested and provided at Information Request stage if deemed necessary. Please note that a preliminary Traffic Review has been undertaken and is provided in Appendix 4. Accordingly, it is requested that conditions of approval be used to allow the material change of use decision to be reached as quickly as possible.

Car parking rationale

The following car parking rationale is provided by the planning scheme:

***Office –***

*One (1) space per 30m$^2$ of GFA*

As the gross floor area of the use is approximately 360m$^2$, twelve (12) car parking space are required according to the car parking rationale of the planning scheme. The development provides ten (10) new on site car parking spaces in addition to the existing four (4) car parking spaces on site, for a total of fourteen (14) car parking spaces on site. This provides a surplus of two (2) on site car parking spaces to the benchmark provided by the planning scheme.

Accordingly, the development is able to objectively satisfy the outcomes and purpose of the development codes. Given the extent to which the proposal objectively satisfies the codes, a direct assessment against each of the outcomes is not considered necessary in order to demonstrate compliance. Formalisation of compliance with the code can be ensured through the imposition of standard conditions of approval including the requirements for the development to occur generally in accordance with the plans of development and the need to maintain the existing standards of servicing for the site i.e. number of car parks, landscaped areas, connection to services, etc.

### 5.2.4 Overlay Codes

Airport environs overlay code

The outcomes from the overlay code are either not applicable or are objectively satisfied. The overlay code is primarily drafted to manage building heights and uses that have the potential to impact airspace. The proposed development does not exceed the nominated building height and does not involve any activities that would compromise operational airspace. Given the extent to which the proposal objectively satisfies the overlay code, a direct assessment against the outcomes is not considered necessary in order to demonstrate compliance. Formalisation of compliance with the codes can be ensured through the imposition of standard conditions of approval requiring development to occur in accordance with the plans of development.

Flood hazard overlay code

The outcomes from the overlay code are either not applicable or are objectively satisfied. The overlay code is primarily drafted to manage the design and siting of built form to avoid hazards as well as limiting changes to hydrology. The proposed development utilises an existing building for the new built form outside of the Q100 defined flood inundation area. The continued Office use is considered low impact and will not influence the extent of flood hazard or its impacts on people or property. Given the extent to which the proposal objectively satisfies the overlay code, a direct assessment against the outcomes is not considered necessary in order to demonstrate compliance. Formalisation of compliance with the codes can be ensured through the imposition of standard conditions of approval requiring development to occur in accordance with the plans of development.



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## 5.3 Public Notification

The application is impact assessable and will be subject to public notification pursuant to Part 4 of the Development Assessment Rules.

# 6. CONCLUSION

This development application is made in accordance with the provisions of Chapter 3, Part 2 of the *Planning Act 2016* and is seeking a development permit for a material change of use to facilitate the Health care services extension. The subject premises is addressed as 719 Ross River Road, Kirwan QLD 4817 more particularly described as Lot 2 on T118596. The premises is within the Medium Density Residential under the Planning scheme and is currently used for Health care services.

An assessment of the proposal was undertaken against the applicable assessment benchmarks which confirms that it is consistent with the provisions of the applicable planning instruments, specifically the local government planning scheme. Council is therefore required to **approve** the development application pursuant to the rules of impact assessment established under the Act, and issue a development permit subject to the imposition of reasonable and relevant conditions and any referral agency responses.

**STATEMENT OF REASONS**

Subject to the imposition of reasonable and relevant conditions, the development is able to comply with the relevant assessment benchmarks against which the application was required to be assessed.

Sufficient justification has been provided and satisfactory grounds have been established to conclude that the proposed development remains consistent with the strategic intent and overall outcomes of the planning scheme. In substantive terms, this conclusion is based on the following reasons:

- The development allows the site to better contribute to the achievement of the Strategic Framework.
- The proposed land use outcome aligns with the Purpose of the zone code.
- The development outcome reflects community expectation for land use and development as established by the planning scheme and past development decisions.
- The development can be adequately serviced.
- The development will maintain the existing level and standard of servicing provided by the relevant infrastructure networks.
- The site is not identified as being susceptible to any unacceptable or unmanageable natural hazard or infrastructure constraints.
- The development does not increase the susceptibility of people or property to natural hazards or other health risks.
- The proposal addressed an established planning need for the development.
- The proposal does not undermine the planning scheme.
- The proposal does not establish precedence that could result in the future undermining of the planning scheme.



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# APPENDIX 1

***DEVELOPMENT APPLICATION FORMS***

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# DA Form 1 – Development application details

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

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

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

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

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

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

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

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

## PART 1 – APPLICANT DETAILS

| 1) Applicant details | |
|---|---|
| Applicant name(s) (*individual or company full name*) | Orange Health Care |
| Contact name *(only applicable for companies)* | C/- BNC Planning – Sai Santoso-Miller |
| Postal address *(P.O. Box or street address)* | PO Box 5493 |
| Suburb | Townsville |
| State | QLD |
| Postcode | 4810 |
| Country | Australia |
| Contact number | (07) 4724 1763 |
| Email address *(non-mandatory)* | enquire@bncplanning.com.au & ssm@bncplanning.com.au |
| Mobile number *(non-mandatory)* | |
| Fax number *(non-mandatory)* | |
| Applicant's reference number(s) *(if applicable)* | DA022-26 |

| 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<br>☐ No – proceed to 3) |

Queensland Government

# PART 2 – LOCATION DETAILS

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

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

**3.1) Street address and lot on plan**

☒ Street address **AND** lot on plan (*all lots must be listed*), ***or***

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

| | | | | |
|---|---|---|---|---|
| a) | Unit No. | Street No. | Street Name and Type | Suburb |
| | | 719 | Ross River Road | Kirwan |
| | Postcode | Lot No. | Plan Type and Number *(e.g. RP, SP)* | Local Government Area(s) |
| | 4817 | 2 | T118596 | Townsville City |
| b) | Unit No. | Street No. | Street Name and Type | Suburb |
| | | | | |
| | Postcode | Lot No. | Plan Type and Number *(e.g. RP, SP)* | Local Government Area(s) |
| | | | | |

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

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

☐ Coordinates of premises by longitude and latitude

| Longitude(s) | Latitude(s) | Datum | Local Government Area(s) *(if applicable)* |
|---|---|---|---|
| | | ☐ WGS84<br>☐ GDA94<br>☐ Other: | |

☐ Coordinates of premises by easting and northing

| Easting(s) | Northing(s) | Zone Ref. | Datum | Local Government Area(s) *(if applicable)* |
|---|---|---|---|---|
| | | ☐ 54<br>☐ 55<br>☐ 56 | ☐ WGS84<br>☐ GDA94<br>☐ Other: | |

**3.3) Additional premises**

☐ Additional premises are relevant to this development application and the details of these premises have been attached in a schedule to this development application

☒ Not required

**4) Identify any of the following that apply to the premises and provide any relevant details**

☐ In or adjacent to a water body or watercourse or in or above an aquifer

Name of water body, watercourse or aquifer:

☐ On strategic port land under the *Transport Infrastructure Act 1994*

Lot on plan description of strategic port land:

Name of port authority for the lot:

☐ In a tidal area

Name of local government for the tidal area *(if applicable)*:

Name of port authority for tidal area *(if applicable)*



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| | |
|---|---|
| ☐ On airport land under the *Airport Assets (Restructuring and Disposal) Act 2008* | |
| Name of airport: | |
| ☐ Listed on the Environmental Management Register (EMR) under the *Environmental Protection Act 1994* | |
| EMR site identification: | |
| ☐ Listed on the Contaminated Land Register (CLR) under the *Environmental Protection Act 1994* | |
| CLR site identification: | |

**5) Are there any existing easements over the premises?**

*Note: Easement uses vary throughout Queensland and are to be identified correctly and accurately. For further information on easements and how they may affect the proposed development, see DA Forms Guide.*

☐ Yes – All easement locations, types and dimensions are included in plans submitted with this development application

☒ No

# PART 3 – DEVELOPMENT DETAILS

## Section 1 – Aspects of development

**6.1) Provide details about the first development aspect**

a) What is the type of development? *(tick only one box)*

☒ Material change of use ☐ Reconfiguring a lot ☐ Operational work ☐ Building work

b) What is the approval type? *(tick only one box)*

☒ Development permit ☐ Preliminary approval ☐ Preliminary approval that includes a variation approval

c) What is the level of assessment?

☐ Code assessment ☒ Impact assessment *(requires public notification)*

d) Provide a brief description of the proposal *(e.g. 6 unit apartment building defined as multi-unit dwelling, reconfiguration of 1 lot into 3 lots)*:

Office use extension

e) Relevant plans

***Note**: Relevant plans are required to be submitted for all aspects of this development application. For further information, see DA Forms guide: Relevant plans.*

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

**6.2) Provide details about the second development aspect**

a) What is the type of development? *(tick only one box)*

☐ Material change of use ☐ Reconfiguring a lot ☐ Operational work ☐ Building work

b) What is the approval type? *(tick only one box)*

☐ Development permit ☐ Preliminary approval ☐ Preliminary approval that includes a variation approval

c) What is the level of assessment?

☐ Code assessment ☐ Impact assessment *(requires public notification)*

d) Provide a brief description of the proposal *(e.g. 6 unit apartment building defined as multi-unit dwelling, reconfiguration of 1 lot into 3 lots)*:

e) Relevant plans

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

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

| 6.3) Additional aspects of development |
|---|
| ☐ Additional aspects of development are relevant to this development application and the details for these aspects that would be required under Part 3 Section 1 of this form have been attached to this development application |
| ☒ Not required |
| **6.4) Is the application for State facilitated development?** |
| ☐ Yes - Has a notice of declaration been given by the Minister? |
| ☒ No |

## Section 2 – Further development details

| 7) Does the proposed development application involve any of the following? | |
|---|---|
| Material change of use | ☒ Yes – complete division 1 if assessable against a local planning instrument |
| Reconfiguring a lot | ☐ Yes – complete division 2 |
| Operational work | ☐ Yes – complete division 3 |
| Building work | ☐ Yes – complete *DA Form 2 – Building work details* |

### Division 1 – Material change of use

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

| 8.1) Describe the proposed material change of use | | | |
|---|---|---|---|
| Provide a general description of the proposed use | Provide the planning scheme definition *(include each definition in a new row)* | Number of dwelling units *(if applicable)* | Gross floor area ($m^2$) *(if applicable)* |
| Office use extension | Office | NA | 360$m^2$ |
| | | | |

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

| 8.3) Does the proposed development relate to temporary accepted development under the Planning Regulation? | |
|---|---|
| ☐ Yes – provide details below or include details in a schedule to this development application | |
| ☒ No | |
| Provide a general description of the temporary accepted development | Specify the stated period dates under the Planning Regulation |
| | |

### Division 2 – Reconfiguring a lot

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

| 9.1) What is the total number of existing lots making up the premises? |
|---|
| |

| 9.2) What is the nature of the lot reconfiguration? *(tick all applicable boxes)* | |
|---|---|
| ☐ Subdivision *(complete 10)* | ☐ Dividing land into parts by agreement *(complete 11)* |
| ☐ Boundary realignment *(complete 12)* | ☐ Creating or changing an easement giving access to a lot from a constructed road *(complete 13)* |

| 10) Subdivision | | | | |
|---|---|---|---|---|
| 10.1) For this development, how many lots are being created and what is the intended use of those lots: | | | | |
| Intended use of lots created | Residential | Commercial | Industrial | Other, please specify: |
| Number of lots created | | | | |

| 10.2) Will the subdivision be staged? | |
|---|---|
| ☐ Yes – provide additional details below<br>☐ No | |
| How many stages will the works include? | |
| What stage(s) will this development application apply to? | |

| 11) Dividing land into parts by agreement – how many parts are being created and what is the intended use of the parts? | | | | |
|---|---|---|---|---|
| Intended use of parts created | Residential | Commercial | Industrial | Other, please specify: |
| Number of parts created | | | | |

| 12) Boundary realignment | | | |
|---|---|---|---|
| 12.1) What are the current and proposed areas for each lot comprising the premises? | | | |
| Current lot | | Proposed lot | |
| Lot on plan description | Area ($m^2$) | Lot on plan description | Area ($m^2$) |
| | | | |
| | | | |
| 12.2) What is the reason for the boundary realignment? | | | |
| | | | |

| 13) What are the dimensions and nature of any existing easements being changed and/or any proposed easement? *(attach schedule if there are more than two easements)* | | | | |
|---|---|---|---|---|
| Existing or proposed? | Width (m) | Length (m) | Purpose of the easement? *(e.g. pedestrian access)* | Identify the land/lot(s) benefitted by the easement |
| | | | | |
| | | | | |

## Division 3 – Operational work

***Note**: This division is only required to be completed if any part of the development application involves operational work.*

| 14.1) What is the nature of the operational work? | | |
|---|---|---|
| ☐ Road work | ☐ Stormwater | ☐ Water infrastructure |
| ☐ Drainage work | ☐ Earthworks | ☐ Sewage infrastructure |
| ☐ Landscaping | ☐ Signage | ☐ Clearing vegetation |
| ☐ Other – please specify: | | |

| 14.2) Is the operational work necessary to facilitate the creation of new lots? *(e.g. subdivision)* | |
|---|---|
| ☐ Yes – specify number of new lots: | |
| ☐ No | |

Queensland Government

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

$

## PART 4 – ASSESSMENT MANAGER DETAILS

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

Townsville City Council

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

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

## PART 5 – REFERRAL DETAILS

17) Does this development application include any aspects that have any referral requirements?
***Note**: A development application will require referral if prescribed by the* Planning Regulation 2017.

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

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

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

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

Matters requiring referral to the **local government:**

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

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

☐ Infrastructure-related referrals – Electricity infrastructure

Matters requiring referral to:

- The **Chief Executive of the holder of the licence**, if not an individual
- The **holder of the licence**, if the holder of the licence is an individual

☐ Infrastructure-related referrals – Oil and gas infrastructure

Matters requiring referral to the **Brisbane City Council:**

☐ Ports – Brisbane core port land

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

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

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

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

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

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

Matters requiring referral to the **Gold Coast Waterways Authority:**

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

Matters requiring referral to the **Queensland Fire and Emergency Service:**

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

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

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

| Referral requirement | Referral agency | Date of referral response |
|---|---|---|
| | | |
| | | |

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



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# PART 6 – INFORMATION REQUEST

**19) Information request under the DA Rules**

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

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

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

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

*Further advice about information requests is contained in the DA Forms Guide.*

# PART 7 – FURTHER DETAILS

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

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

☒ No

| List of approval/development application references | Reference number | Date | Assessment manager |
|---|---|---|---|
| ☐ Approval<br>☐ Development application | | | |
| ☐ Approval<br>☐ 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



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23) Further legislative requirements

**Environmentally relevant activities**

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

☐ Yes – the required attachment (form ESR/2015/1791) for an application for an environmental authority accompanies this development application, and details are provided in the table below

☒ No

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

| | | | |
|---|---|---|---|
| Proposed ERA number: | | Proposed ERA threshold: | |
| Proposed ERA name: | | | |

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

**Hazardous chemical facilities**

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

☐ Yes – *Form 536: Notification of a facility exceeding 10% of schedule 15 threshold* is attached to this development application

☒ No

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

**Clearing native vegetation**

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

☐ Yes – this development application includes written confirmation from the chief executive of the *Vegetation Management Act 1999* (s22A determination)

☒ No

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

**Environmental offsets**

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

☐ Yes – I acknowledge that an environmental offset must be provided for any prescribed activity assessed as having a significant residual impact on a prescribed environmental matter

☒ No

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

**Koala habitat in SEQ Region**

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

☐ Yes – the development application involves premises in the koala habitat area in the koala priority area

☐ Yes – the development application involves premises in the koala habitat area outside the koala priority area

☒ No

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

**Water resources**

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

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

☒ No

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

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

- *Taking or interfering with underground water through an artesian or subartesian bore: complete DA Form 1 Template 1*
- *Taking or interfering with water in a watercourse, lake or spring: complete DA Form1 Template 2*
- *Taking overland flow water: complete DA Form 1 Template 3.*

**Waterway barrier works**

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

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

☒ No

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

**Marine activities**

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

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

☒ No

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

**Quarry materials from a watercourse or lake**

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

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

☒ No

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

**Quarry materials from land under tidal waters**

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

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

☒ No

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

**Referable dams**

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

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

☒ No

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

**Tidal work or development within a coastal management district**

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

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

☒ No

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

**Queensland and local heritage places**

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

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

☒ No

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

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

| Name of the heritage place: | ED Miles Mining Exchange (former) | Place ID: | 602801 |
|---|---|---|---|

**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<br>***Note**: See the Planning Regulation 2017 for referral requirements* | ☒ Yes |
| If building work is associated with the proposed development, Parts 4 to 6 of *DA Form 2 – Building work details* have been completed and attached to this development application | ☐ Yes<br>☒ Not applicable |
| Supporting information addressing any applicable assessment benchmarks is with the development application<br>***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<br>***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<br>☒ Not applicable |

Queensland Government

| 25) Applicant declaration |
|---|
| ☒ By making this development application, I declare that all information in this development application is true and correct<br>☒ 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*<br>***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.<br>Personal information will not be disclosed for a purpose unrelated to the *Planning Act 2016*, Planning Regulation 2017 and the DA Rules except where:<br>• 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<br>• required by other legislation (including the *Right to Information Act 2009*); or<br>• otherwise required by law.<br>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<br>*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 | | | |



Document Set ID: 28654861
Version: 1, Version Date: 29/07/2026

# Landowners Consent Form

Planning Act 2016

Landowners Consent for

( ) Individual (•) Company

*Applicant type*

- *Select **"Individual"** if you personally own the land and are providing consent as the landowner.*
- *Select **"Company"** if the land is owned by a business or entity and you are an authorised representative providing consent on behalf of the company.*

---

I/We

Two seasons Healthcare Pty Ltd
ABN: 44 656 526 493

*Name(s) of Landowner(s) or Authorized Representatives*

- *If you are an **individual landowner**, enter your full legal name (or all names if multiple owners).*
- *If the land is owned by a **company**, enter the full legal name(s) and position(s) of all authorised representatives signing on behalf of the company (e.g., John Smith, Co-Director; ABC Property).*

---

Being the owner(s) of the premises identified as follows:

Street Address: 719 Ross River Road KIRWAN QLD 4817
Real Property Description: Lot 2 on T118596

consent to the making of a development application under the Planning Act 2016 care of BNC Planning Pty Ltd.

on the premises described above for:

Material change of use and/or Reconfiguring a lot.

Document Set ID: 28654861
Version: 1, Version Date: 29/07/2026

Elizabeth

Jacob

**Signature**

Elizabeth Jacob
Director

Digitally signed by Elizabeth Jacob

**Date and time:** 13/03/2026, 10:08:46 am AEST

**IP address:** 210.185.118.18

# APPENDIX 2

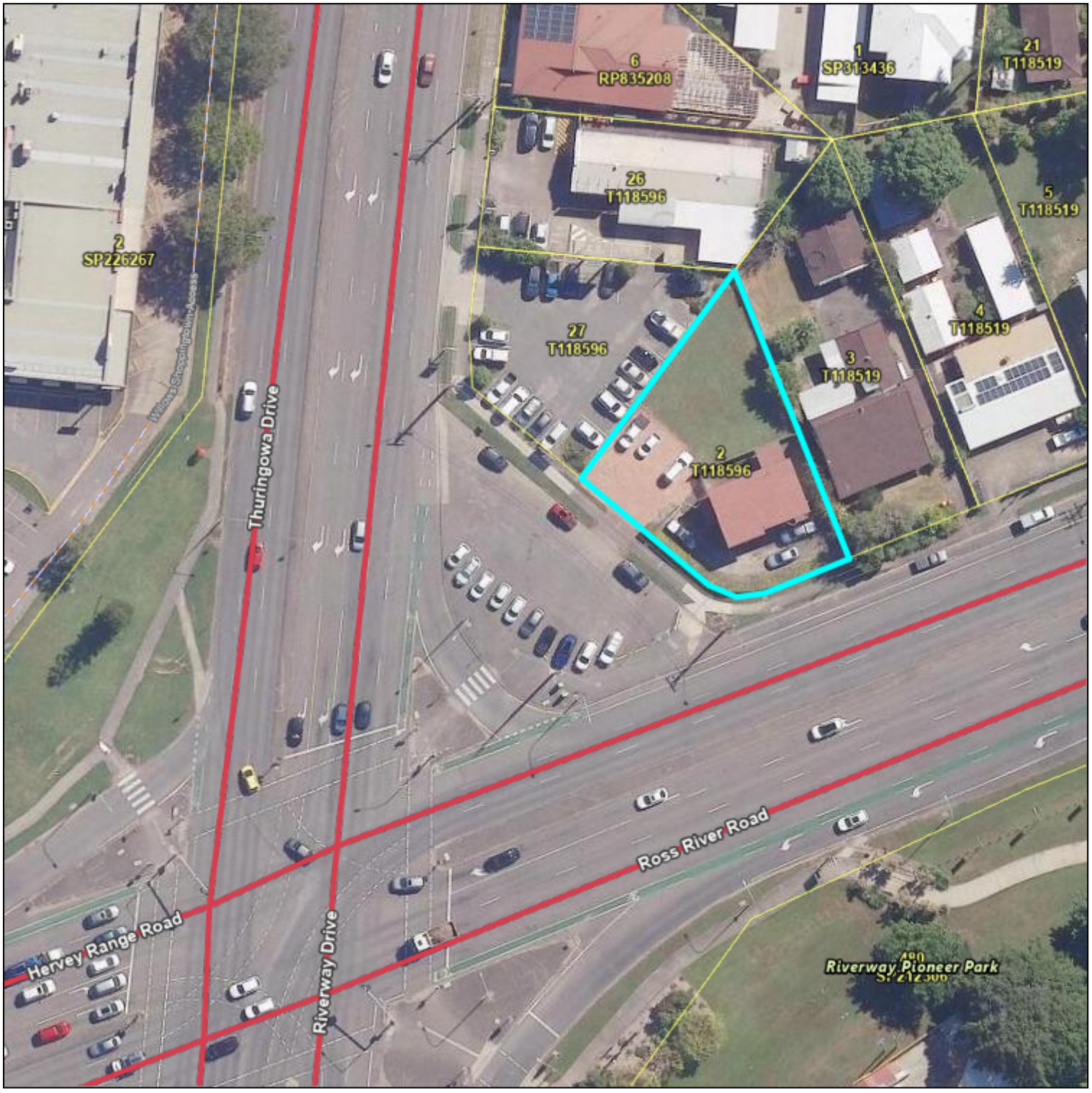
***SITE DETAILS***

Document Set ID: 28654861
Version: 1, Version Date: 29/07/2026

# Aerial

## 719 Ross River Road KIRWAN QLD 4817

19°18'58"S 146°43'41"E 19°18'58"S 146°43'47"E




19°19'3"S 146°43'41"E 19°19'3"S 146°43'47"E

A product of

Queensland Globe



Legend located on next page

N

0 25 metres

Scale: 1:829

Printed at: A4

Print date: 11/3/2026

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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Queensland Government

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

# Aerial

## 719 Ross River Road KIRWAN QLD 4817

### Legend

Watercourse parcel

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

Land parcel label - gt 1000 ha

Places: Land parcel

2T118596

Railway stations

Railways

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

Green bridges

Bridges

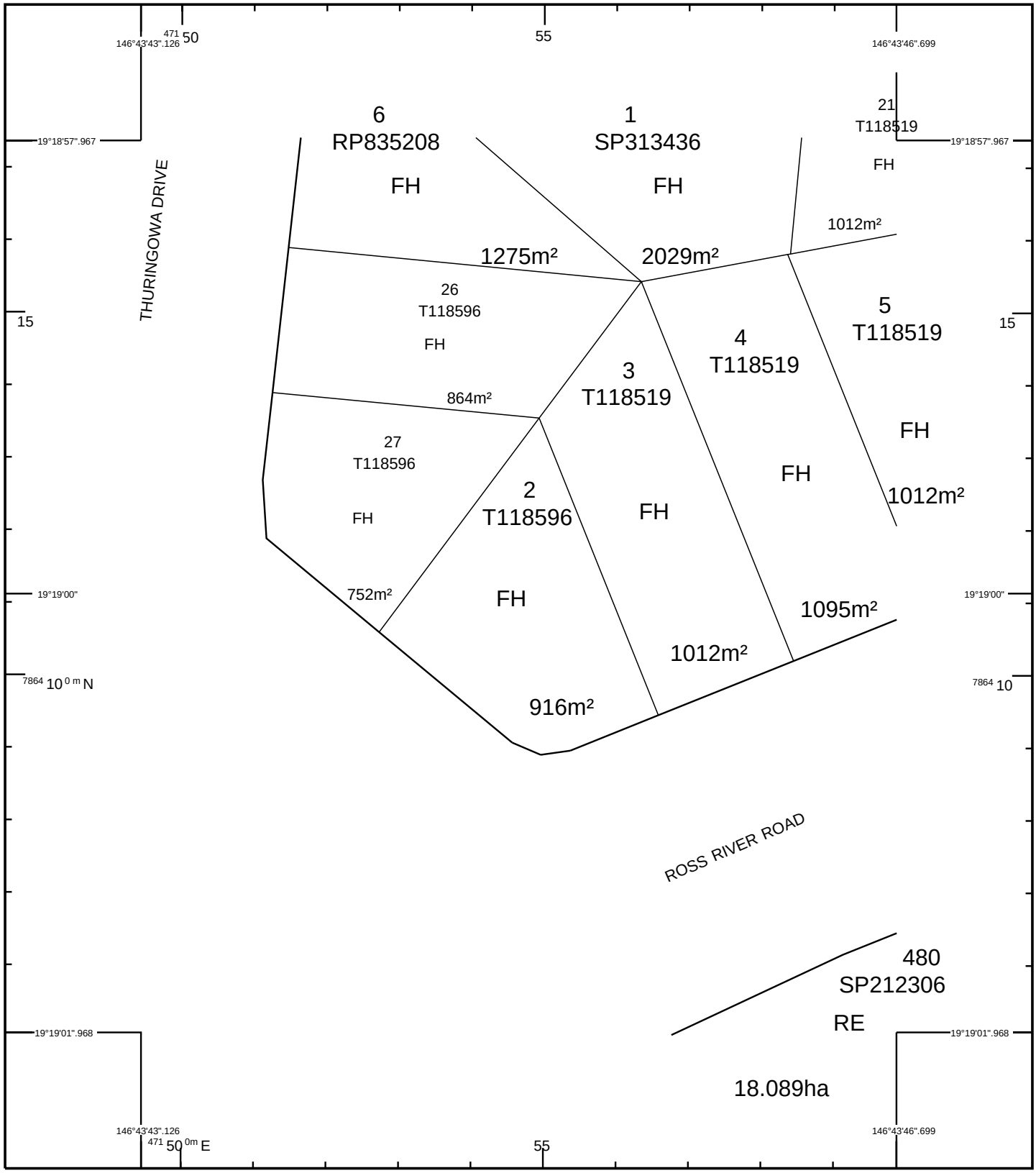
Tunnels

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STANDARD MAP NUMBER
8259-31214

0 15 30 45 60 75 m

HORIZONTAL DATUM:GDA94 ZONE:55 SCALE 1 : 750

**SmartMap**

An External Product of
SmartMap Information Services

Based upon an extraction from the
Digital Cadastral Data Base

MAP WINDOW POSITION &
NEAREST LOCATION

146°43'44".912
19°18'59".967
THURINGOWA CENTRAL
0.56 KM

## SUBJECT PARCEL DESCRIPTION

DCDB

| | |
|---|---|
| Lot/Plan | 2/T118596 |
| Area/Volume | 916m² |
| Tenure | FREEHOLD |
| Local Government | TOWNSVILLE CITY |
| Locality | KIRWAN |
| Segment/Parcel | 62317/158 |

## CLIENT SERVICE STANDARDS

PRINTED 11/03/2026

DCDB 10/03/2026

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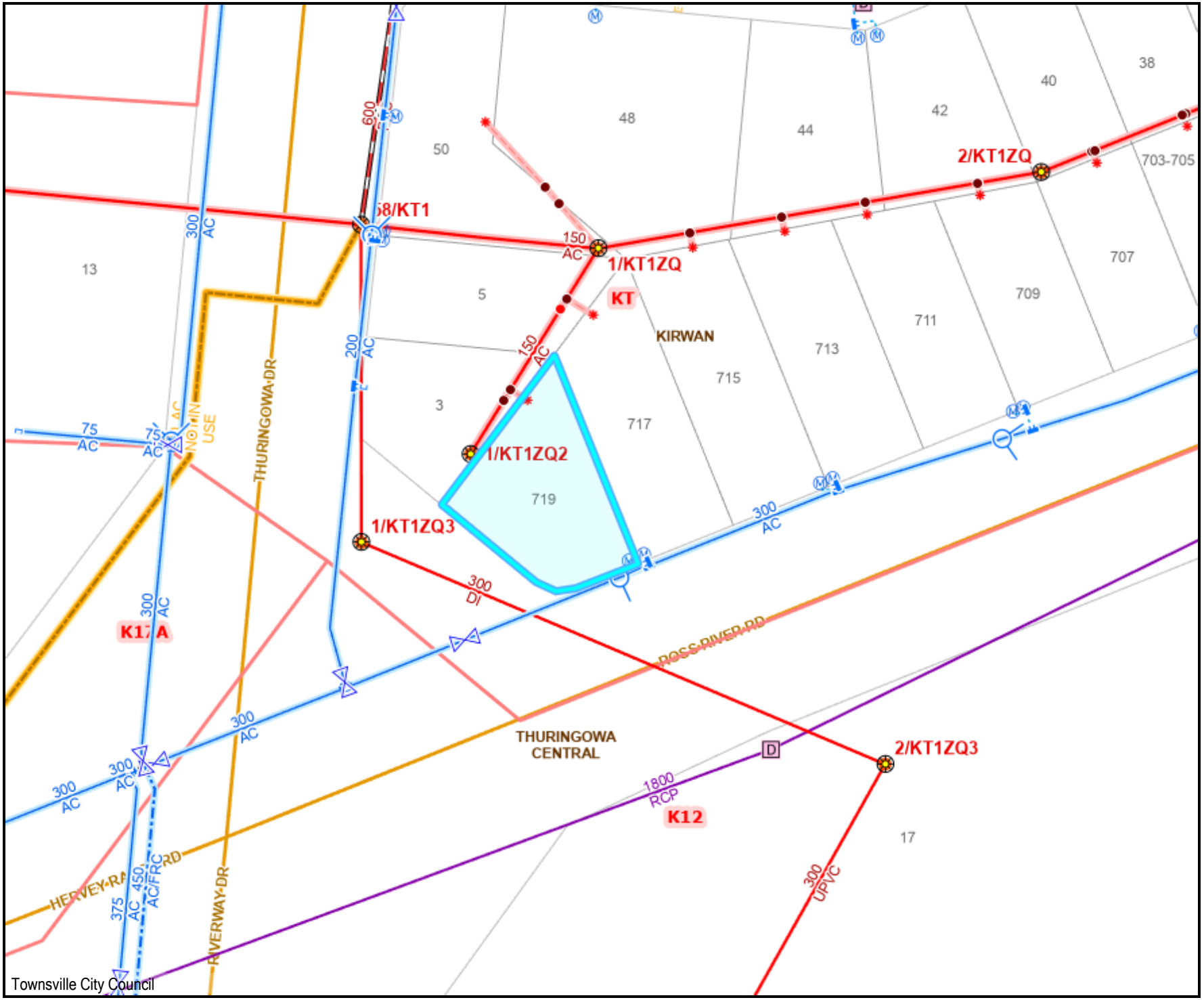
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GDA




## Services

Legend

0 10 20 m

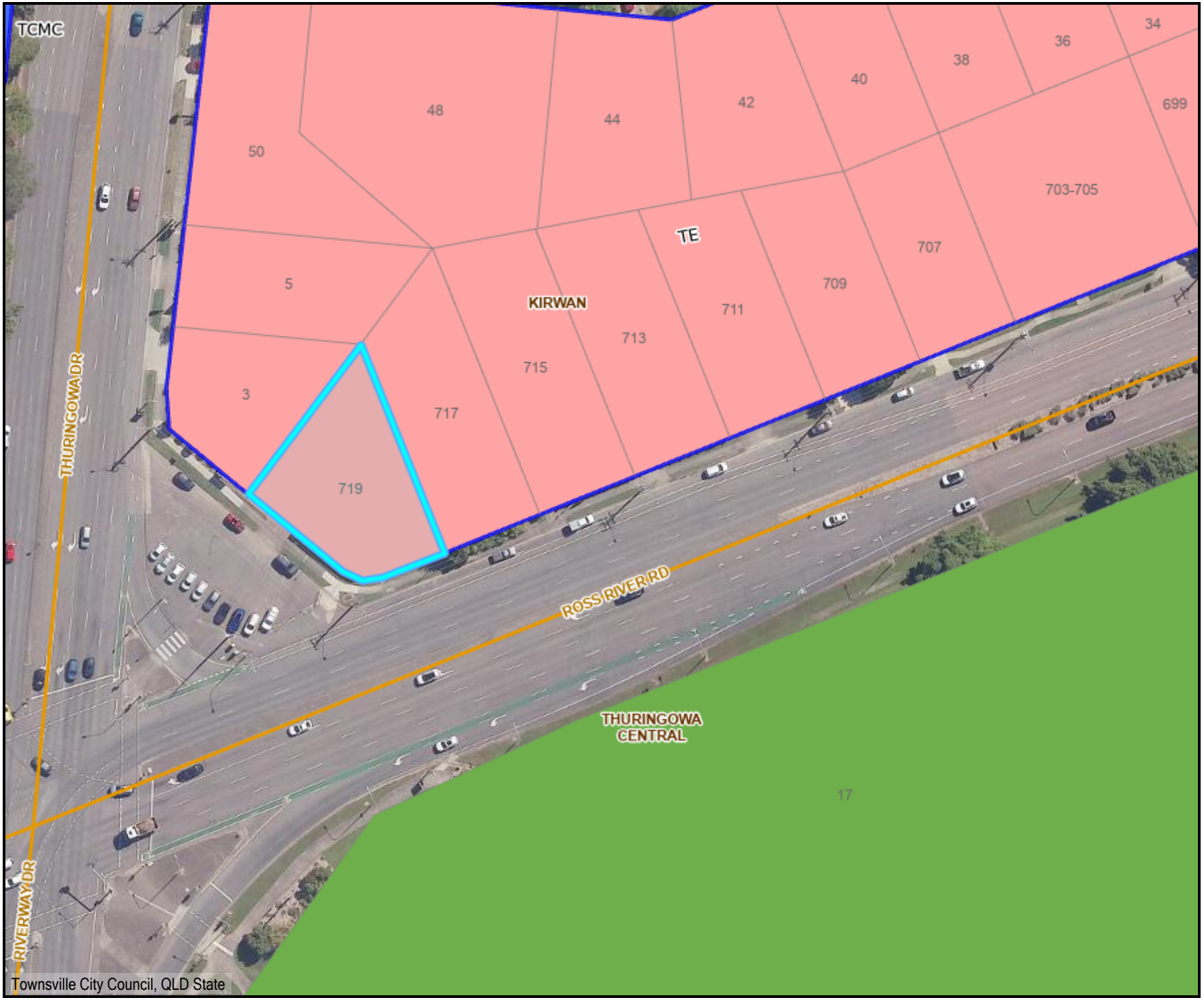
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City of Townsville



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# Zoning

Legend

EXT_CORE

CORE - Properties

Properties

CORE - Road Corridor Centreline

Main Road

CORE - Suburbs

Suburbs

EXT_CityPlanningScheme_Current

Precincts labels

Zone Precinct boundary

Zoning

Medium density residential

Major centre

Open space

0 10 20

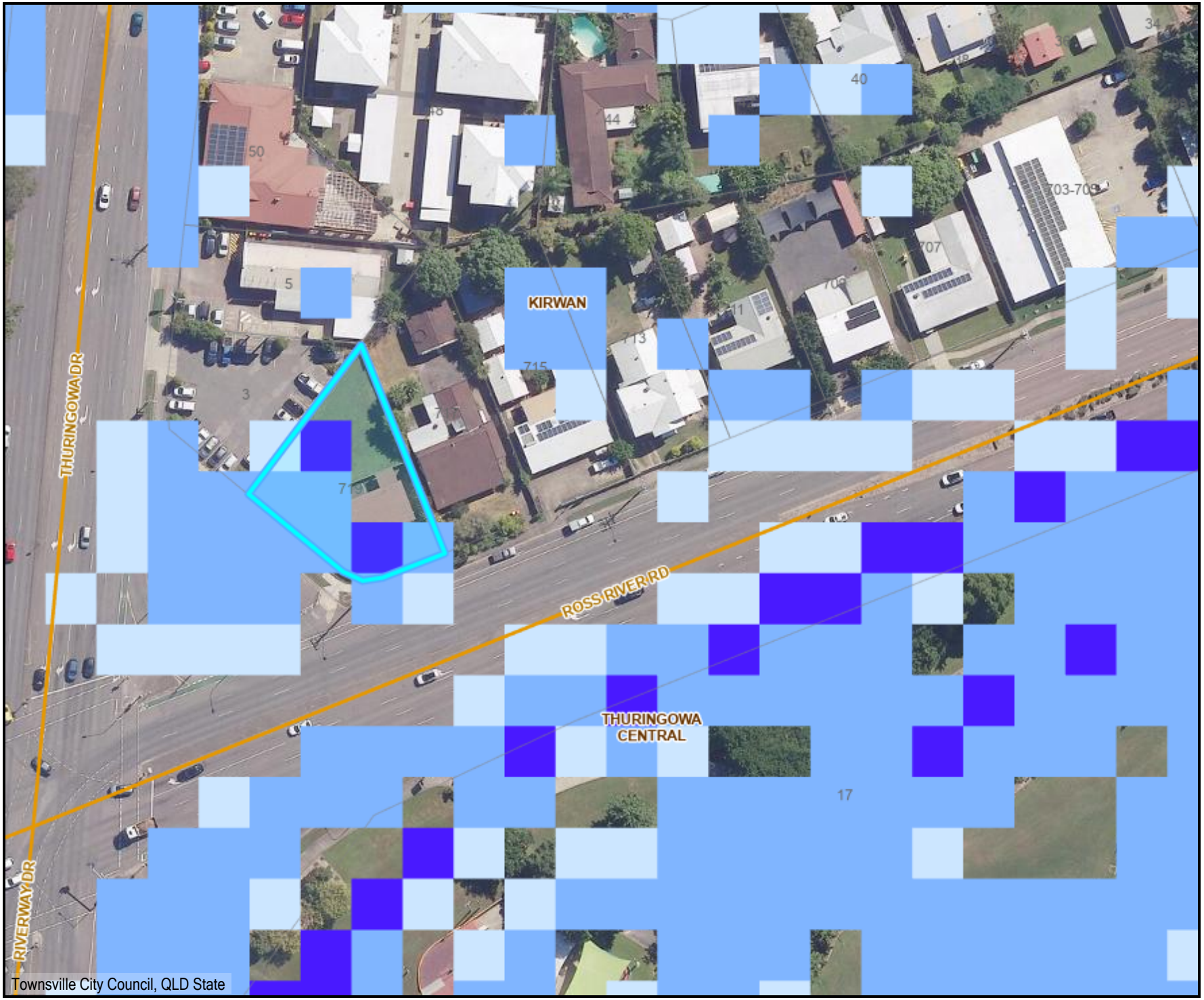
m

Scale 1: 1000

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# Flood Hazard Overlay

Legend

EXT_CORE

CORE - Properties

Properties

CORE - Road Corridor Centreline

Main Road

CORE - Suburbs

Suburbs

EXT_CityPlanningScheme_Current

Flood hazard overlay (OM-06.1)

High hazard area

Medium hazard area

Low hazard area

0 10 20

m

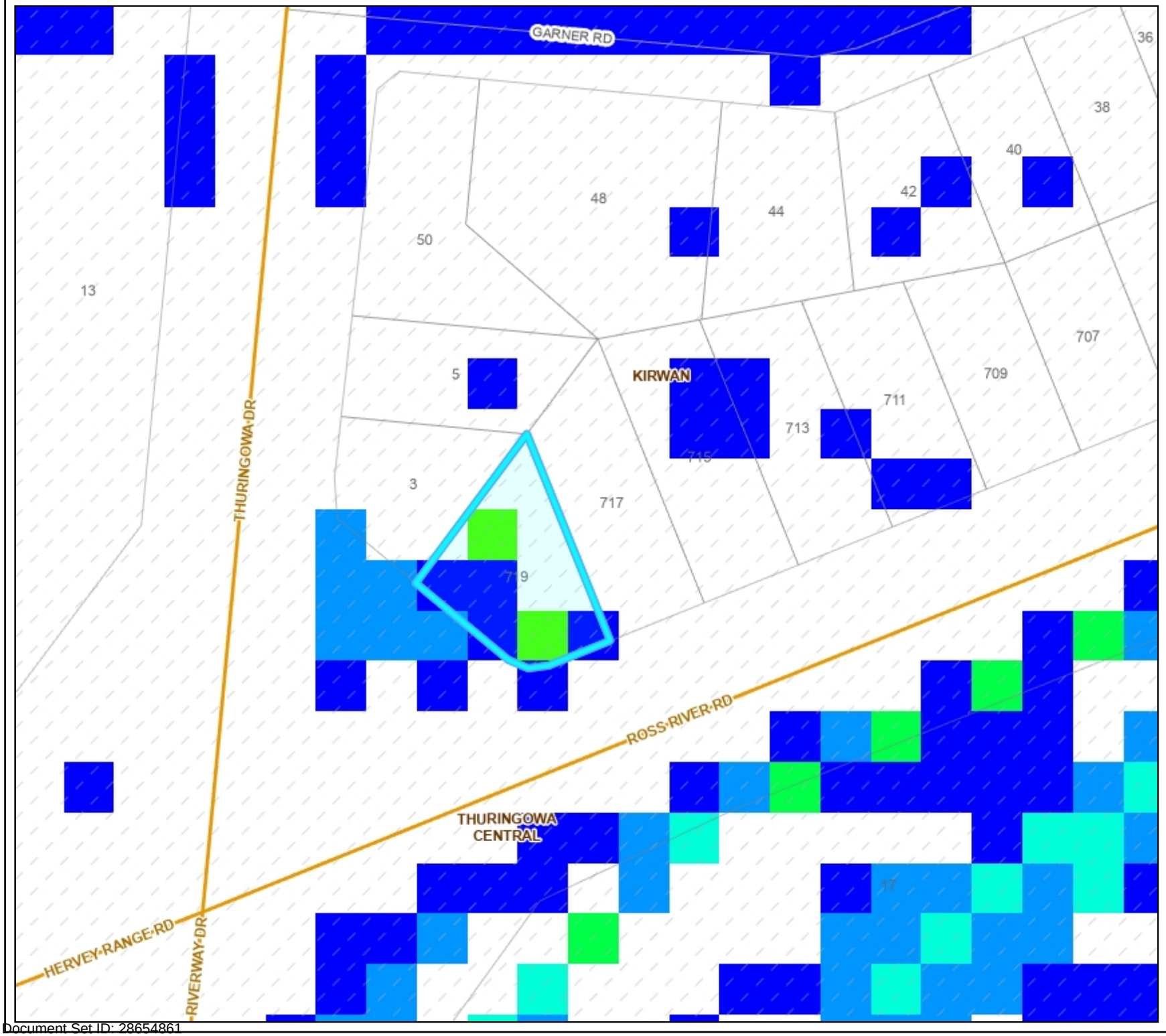
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City of Townsville

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# Q100

## Legend

Properties

Suburbs

**FLOOD STUDY AREAS**

November 2014 to Present

**WATER HEIGHT (1:250 - 1:5000)**

2% AEP Height

1% AEP Height

**1% AEP & 2% AEP DEPTH (1:250 - 1:5,000)**

Water Depth: 0.01 - 0.3m

Water Depth: 0.3 - 0.5m

Water Depth: 0.5 - 0.75m

Water Depth: 0.75 - 1.0m

Water Depth: 1.0 - 1.5m

Water Depth: 1.5 - 2.0m

Water Depth: 2.0 - 3.0m

Water Depth: 3.0 - 25.0m

0 12.7 25.40

Meters

Date: 11/3/2026 4:04 PM

Scale 1: 1,000

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City of Townsville

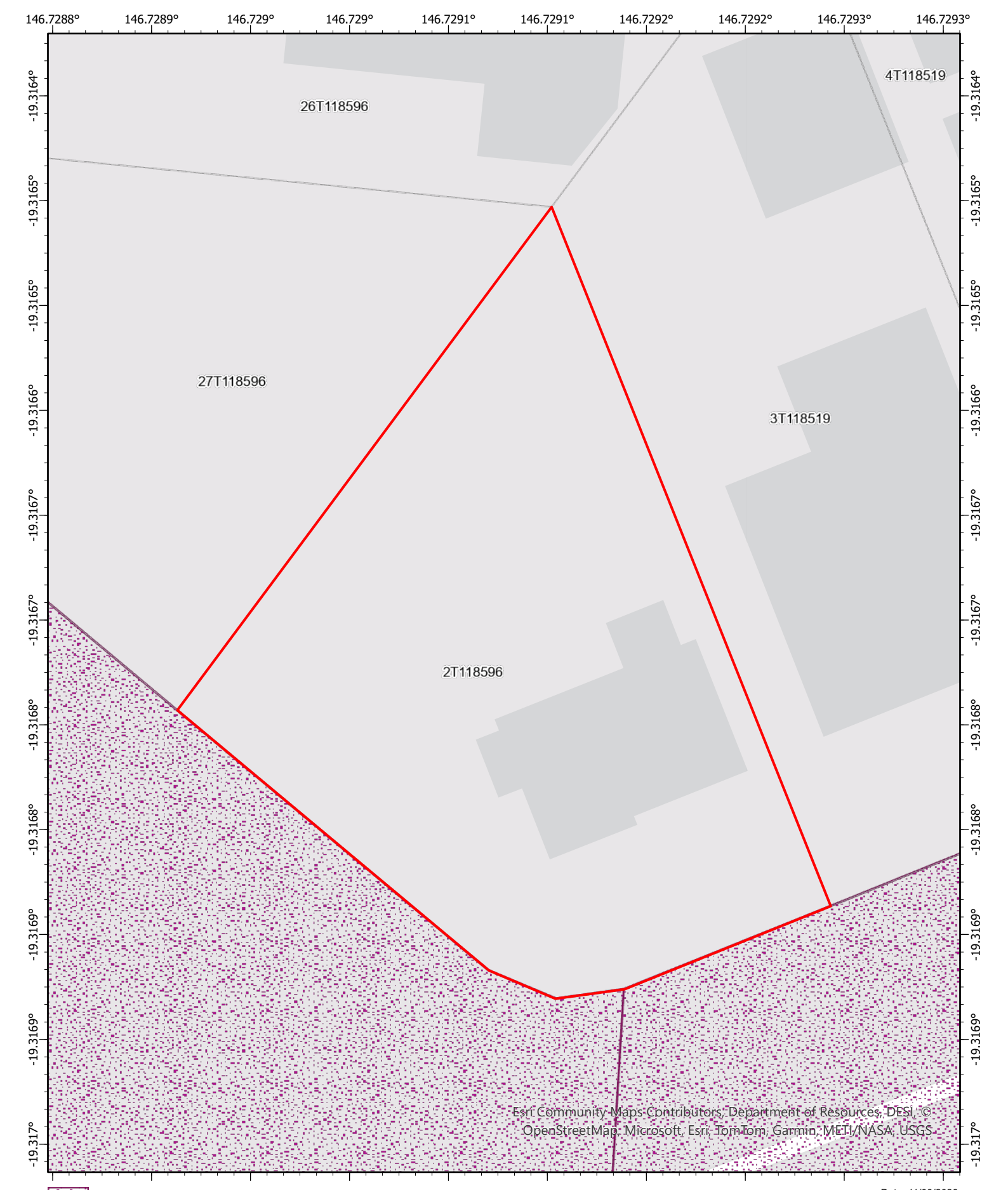
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## Matters of Interest for all selected Lot Plans

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

## Matters of Interest by Lot Plan

**Lot Plan: 2T118596 (Area: 916 m²)**
*State-controlled road*
*Area within 25m of a State-controlled road*




State-controlled road

Date: 11/03/2026

N

Scale: 1:300

0 3 6 9 12

Metres

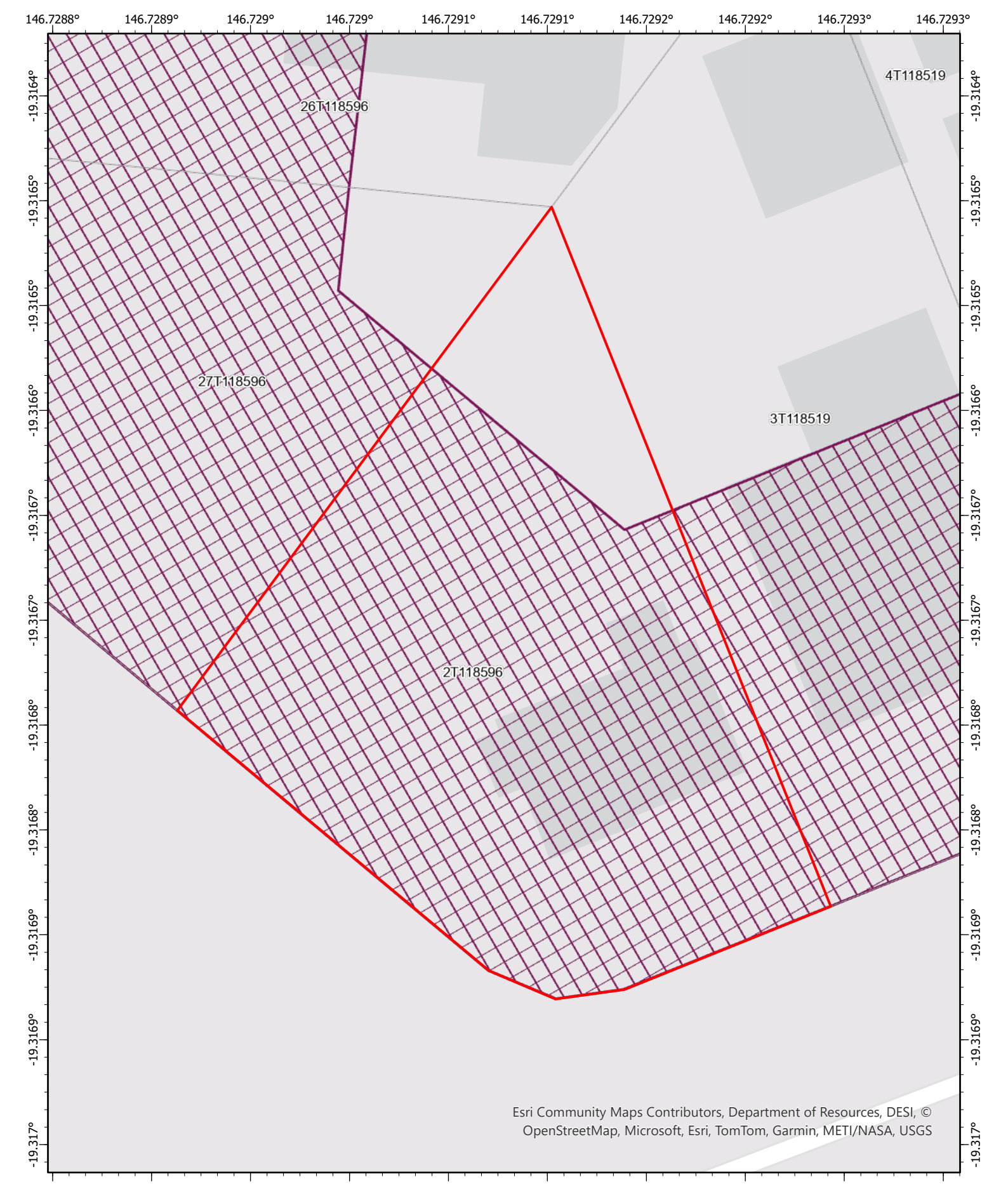
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Area within 25m of a State-controlled road

Date: 11/03/2026

N

Scale: 1:300

0 3 6 9 12

Metres

Queensland Government

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# APPENDIX 3

***PLANS OF DEVELOPMENT***

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Version: 1, Version Date: 29/07/2026

# ORANGE HEALTH CARE

# NEW OFFICE BUILDING

# 719 ROSS RIVER ROAD, KIRWAN QLD 4817




# PROJECT NO. - 26-8351-OHC

# REVISION NO. - B

***NTH QLD CONSTRUCTION CONSULTING PTY LTD***
***P.O Box 21 AITKENVALE Q 4814***
***Unit 1, 9 Civil Rd, GARBUTT Q 4814***
***Ph 4728 2339 - Fax 4728 2966***
***Mobile Ph 0429 001 726***
***Email - bswitzer@nqcc.biz***

building designers association of queensland inc.
MEMBER 2026

ORANGE HEALTH CARE
Enhancing Life

| Drawing List | |
|---|---|
| **Sheet Number** | **Sheet Name** |
| 1 | COVER |
| 2 | 3D PERSPECTIVE |
| 3 | 3D PERSPECTIVE |
| 4 | 3D PERSPECTIVE |
| 5 | 3D PERSPECTIVE |
| 6 | 3D PERSPECTIVE |
| 7 | 3D PERSPECTIVE |
| 8 | 3D PERSPECTIVE |
| 9 | 3D PERSPECTIVE |
| 10 | 3D PERSPECTIVE |
| 11 | 3D PERSPECTIVE |
| 12 | 3D PERSPECTIVE |
| 13 | SITE LAYOUT PLAN |
| 14 | OVERALL SITE PLAN |
| 15 | GROUND FLOOR LAYOUT PLAN |
| 16 | FIRST FLOOR LAYOUT PLAN |
| 17 | ROOF SHEETING LAYOUT PLAN |
| 18 | FRONT AND SIDE ELEVATIONS |
| 19 | REAR AND SIDE ELEVATIONS |
| 20 | EXISTING BUILDING - GROUND FLOOR LAYOUT PLAN |
| 21 | EXISTING BUILDING - FIRST FLOOR LAYOUT PLAN |

Document Set ID: 28654861
Version: 1, Version Date: 29/07/2026




## 3D PERSPECTIVE 01 - SOUTHERN PERSPECTIVE

PRELIMINARY DRAWING
NOT FOR CONSTRUCTION

Nth Qld Construction Consulting Pty Ltd
Unit 1, 9 Civil Road, GARBUTT QLD 4814
PO Box 21 AITKENVALE QLD 4814
P | (07) 4728 2339 F | (07) 4728 2966
M | 0429 001 726 E | bswitzer@nqcc.biz
W | http://nqconstructionconsulting.weebly.com

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AMENDMENTS

| DATE | REVISION | DESCRIPTION |
|---|---|---|
| 18.06.2026 | A | FOR CLIENT REVIEW |
| 18.06.2026 | B | MEETING ROOM 2 REMOVED, LUNCH ROOM RELOCATED, AND TRAINING ROOM MADE LARGER |

VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY BUILDING WORKS.

LICENSED UNDER THE QLD BUILDING SERVICES AUTHORITY (QBSA Act 1991)
BUILDING DESIGN DRAFTING
RESIDENTIAL DESIGN DRAFTING
CONTRACTOR LICENCE NUMBER - 1117428

| | |
|---|---|
| CLIENT - ORANGE HEALTH CARE | |
| PROJECT - NEW OFFICE BUILDING | |
| LOCATION - 719 ROSS RIVER ROAD, KIRWAN QLD 4817 | |
| PROJECT NO. - 26-8351-OHC | REVISION B |
| DATE - JANUARY 2026 | |
| DRAWN - LL | SCALE - AS SHOWN |
| CHECKED BY - B. J. SWITZER | SHEET NO. - 2 - A3 |

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Version: 1, Version Date: 29/07/2026




# 3D PERSPECTIVE 02 - SOUTH WESTERN PERSPECTIVE

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PO Box 21 AITKENVALE QLD 4814
P | (07) 4728 2339 F | (07) 4728 2966
M | 0429 001 726 E | bswitzer@nqcc.biz
W | http://nqconstructionconsulting.weebly.com

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AMENDMENTS

| DATE | REVISION | DESCRIPTION |
|---|---|---|
| 18.06.2026 | A | FOR CLIENT REVIEW |
| 18.06.2026 | B | MEETING ROOM 2 REMOVED, LUNCH ROOM RELOCATED, AND TRAINING ROOM MADE LARGER |

VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY BUILDING WORKS.

LICENSED UNDER THE QLD BUILDING SERVICES AUTHORITY (QBSA Act 1991)
BUILDING DESIGN DRAFTING
RESIDENTIAL DESIGN DRAFTING
CONTRACTOR LICENCE NUMBER - 1117428

| | |
|---|---|
| CLIENT - ORANGE HEALTH CARE | |
| PROJECT - NEW OFFICE BUILDING | |
| LOCATION - 719 ROSS RIVER ROAD, KIRWAN QLD 4817 | |
| PROJECT NO. - 26-8351-OHC | REVISION B |
| DATE - JANUARY 2026 | |
| DRAWN - LL | SCALE - AS SHOWN |
| CHECKED BY - B. J. SWITZER | SHEET NO. - 3 - A3 |

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# *3D PERSPECTIVE 03 - SOUTH EASTERN PERSPECTIVE*

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Unit 1, 9 Civil Road, GARBUTT QLD 4814
PO Box 21 AITKENVALE QLD 4814
P | (07) 4728 2339 F | (07) 4728 2966
M | 0429 001 726 E | bswitzer@nqcc.biz
W | http://nqconstructionconsulting.weebly.com

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AMENDMENTS

| DATE | REVISION | DESCRIPTION |
|---|---|---|
| 18.06.2026 | A | FOR CLIENT REVIEW |
| 18.06.2026 | B | MEETING ROOM 2 REMOVED, LUNCH ROOM RELOCATED, AND TRAINING ROOM MADE LARGER |

VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY BUILDING WORKS.

LICENSED UNDER THE QLD BUILDING SERVICES AUTHORITY (QBSA Act 1991)
BUILDING DESIGN DRAFTING
RESIDENTIAL DESIGN DRAFTING
CONTRACTOR LICENCE NUMBER - 1117428

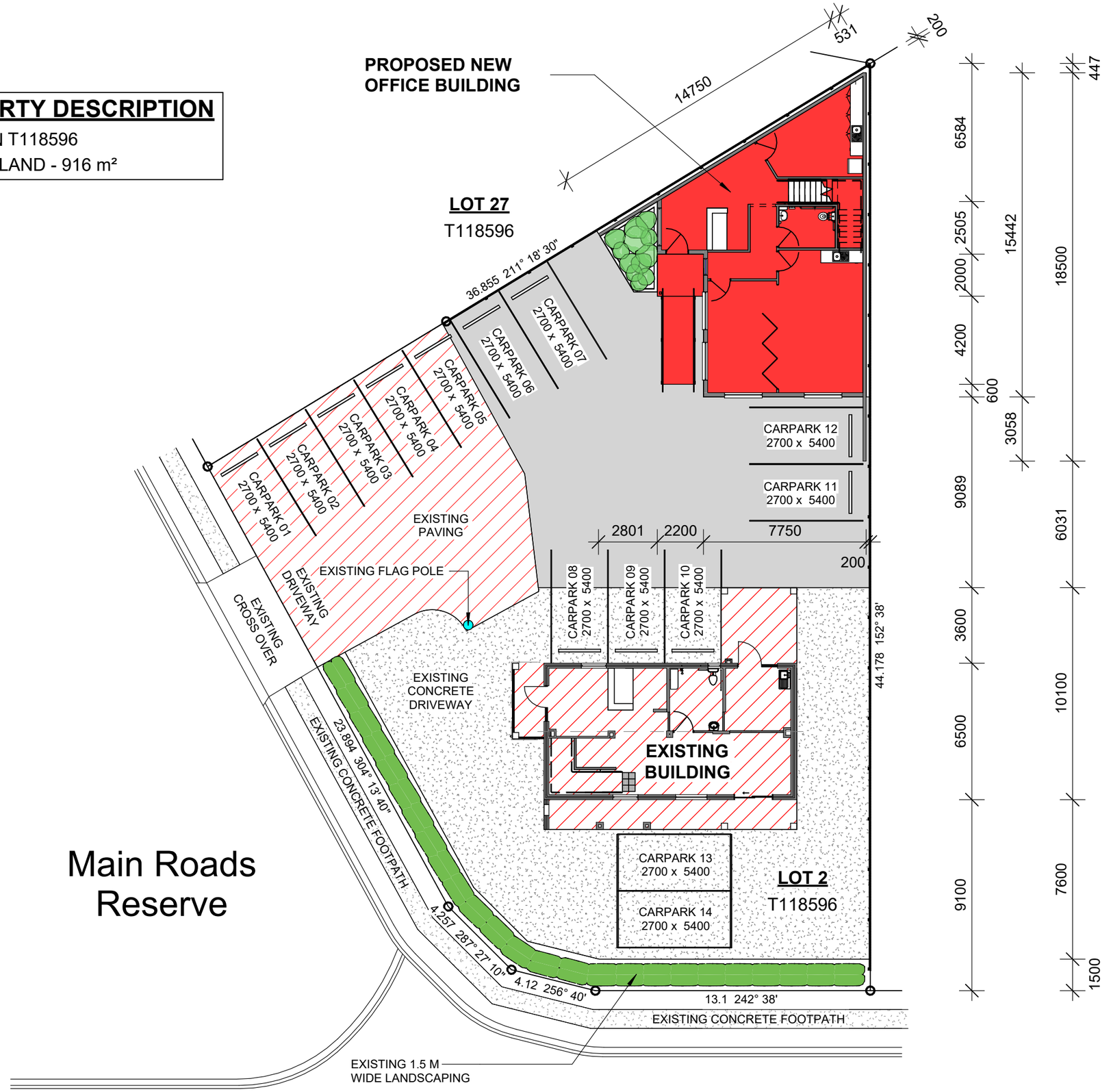
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|---|---|
| CLIENT - ORANGE HEALTH CARE | |
| PROJECT - NEW OFFICE BUILDING | |
| LOCATION - 719 ROSS RIVER ROAD, KIRWAN QLD 4817 | |
| PROJECT NO. - 26-8351-OHC | REVISION B |
| DATE - JANUARY 2026 | |
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## PROPERTY DESCRIPTION

LOT 2 ON T118596

AREA OF LAND - 916 m²




## SITE LAYOUT PLAN

*SCALE: 1 : 200*

PRELIMINARY DRAWING
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BUILDER

AMENDMENTS

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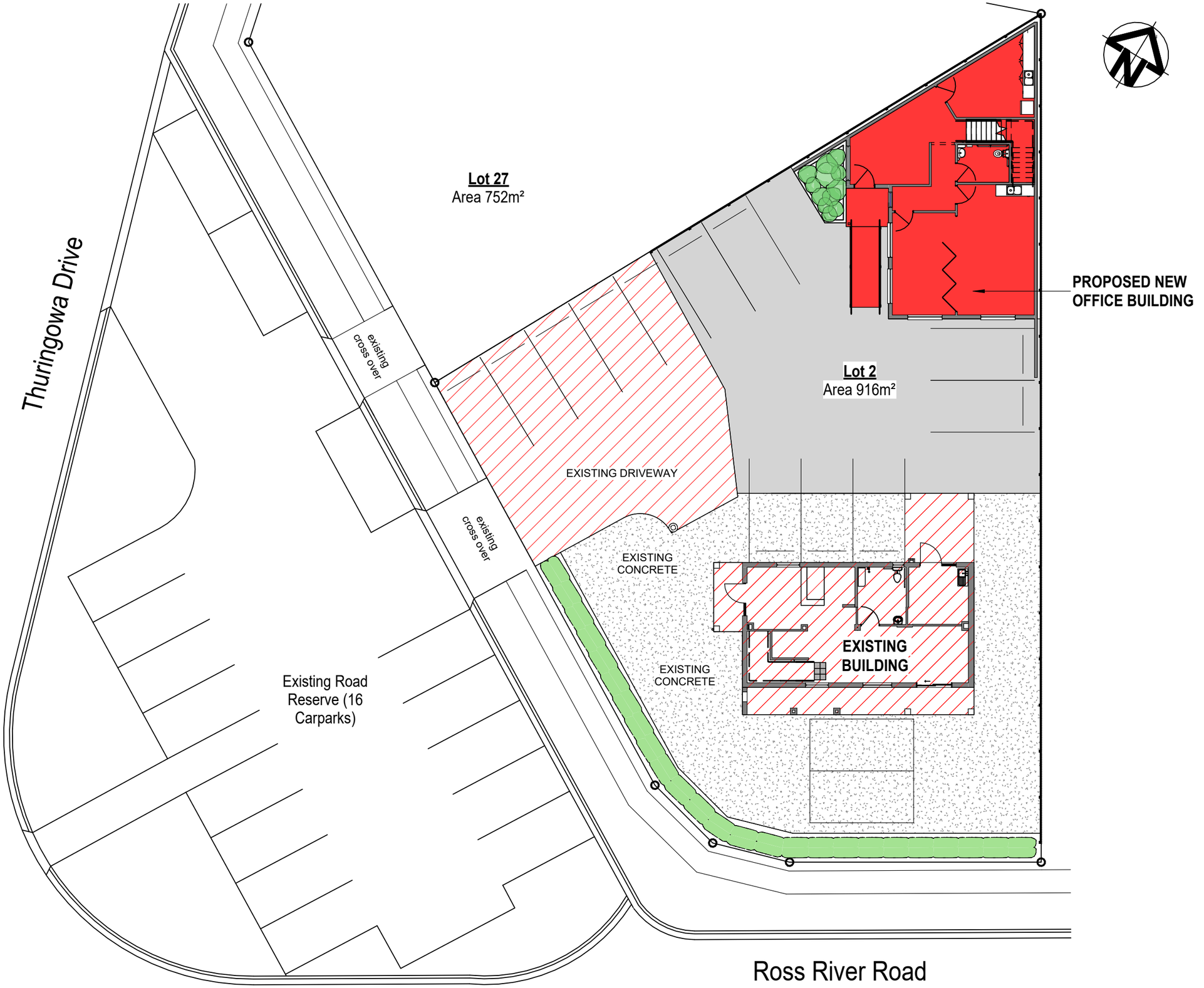
PROJECT
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LOCATION
719 ROSS RIVER ROAD, KIRWAN QLD 4817

DATE
JANUARY 2026

| PROJECT NO. | REVISION |
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## CARPARKING LAYOUT PLAN

SCALE: 1 : 200

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BUILDER

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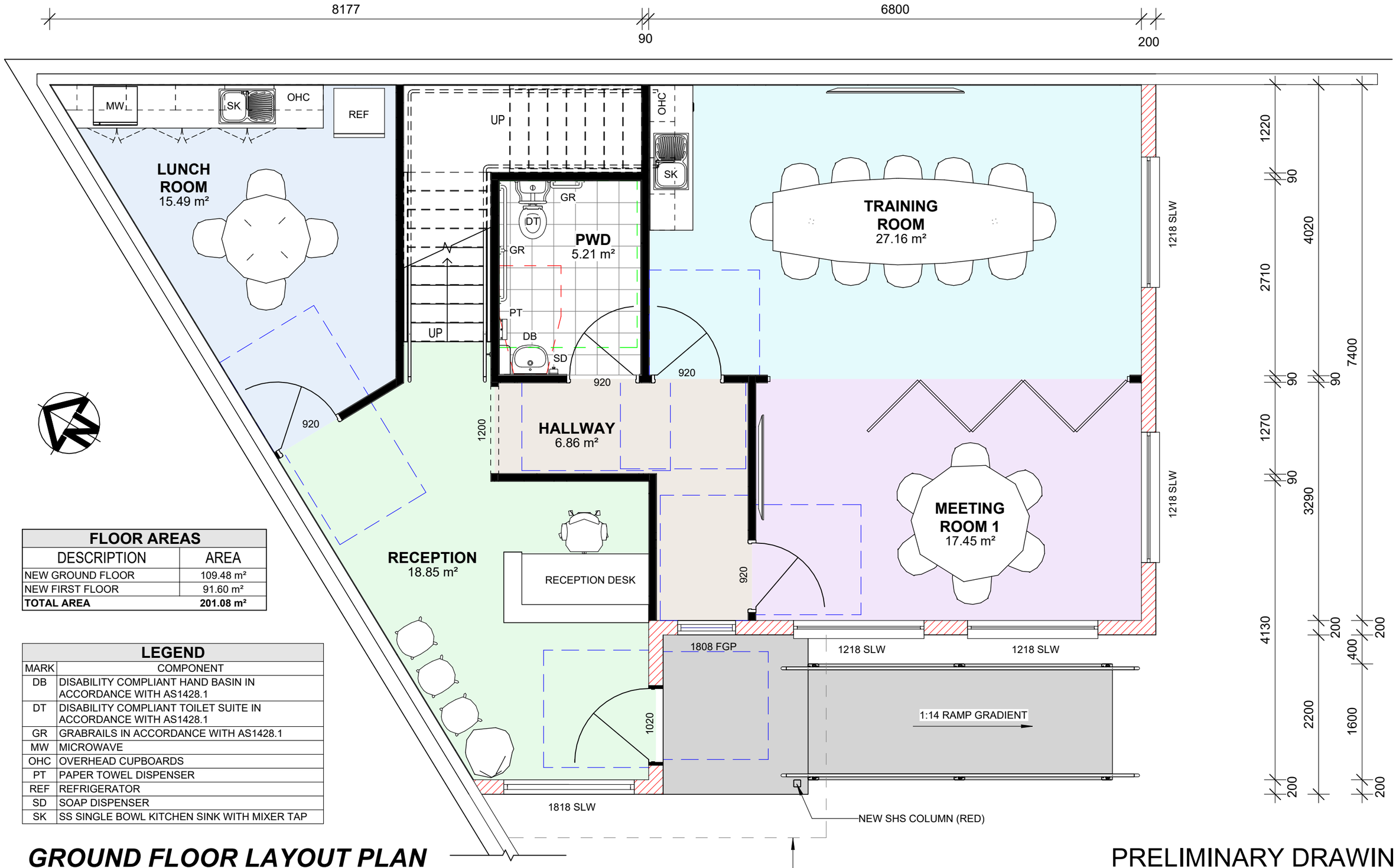
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DATE
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| FLOOR AREAS | |
|---|---|
| DESCRIPTION | AREA |
| NEW GROUND FLOOR | 109.48 m² |
| NEW FIRST FLOOR | 91.60 m² |
| **TOTAL AREA** | **201.08 m²** |

| LEGEND | |
|---|---|
| MARK | COMPONENT |
| DB | DISABILITY COMPLIANT HAND BASIN IN ACCORDANCE WITH AS1428.1 |
| DT | DISABILITY COMPLIANT TOILET SUITE IN ACCORDANCE WITH AS1428.1 |
| GR | GRABRAILS IN ACCORDANCE WITH AS1428.1 |
| MW | MICROWAVE |
| OHC | OVERHEAD CUPBOARDS |
| PT | PAPER TOWEL DISPENSER |
| REF | REFRIGERATOR |
| SD | SOAP DISPENSER |
| SK | SS SINGLE BOWL KITCHEN SINK WITH MIXER TAP |

# *GROUND FLOOR LAYOUT PLAN*

*SCALE: 1 : 50*

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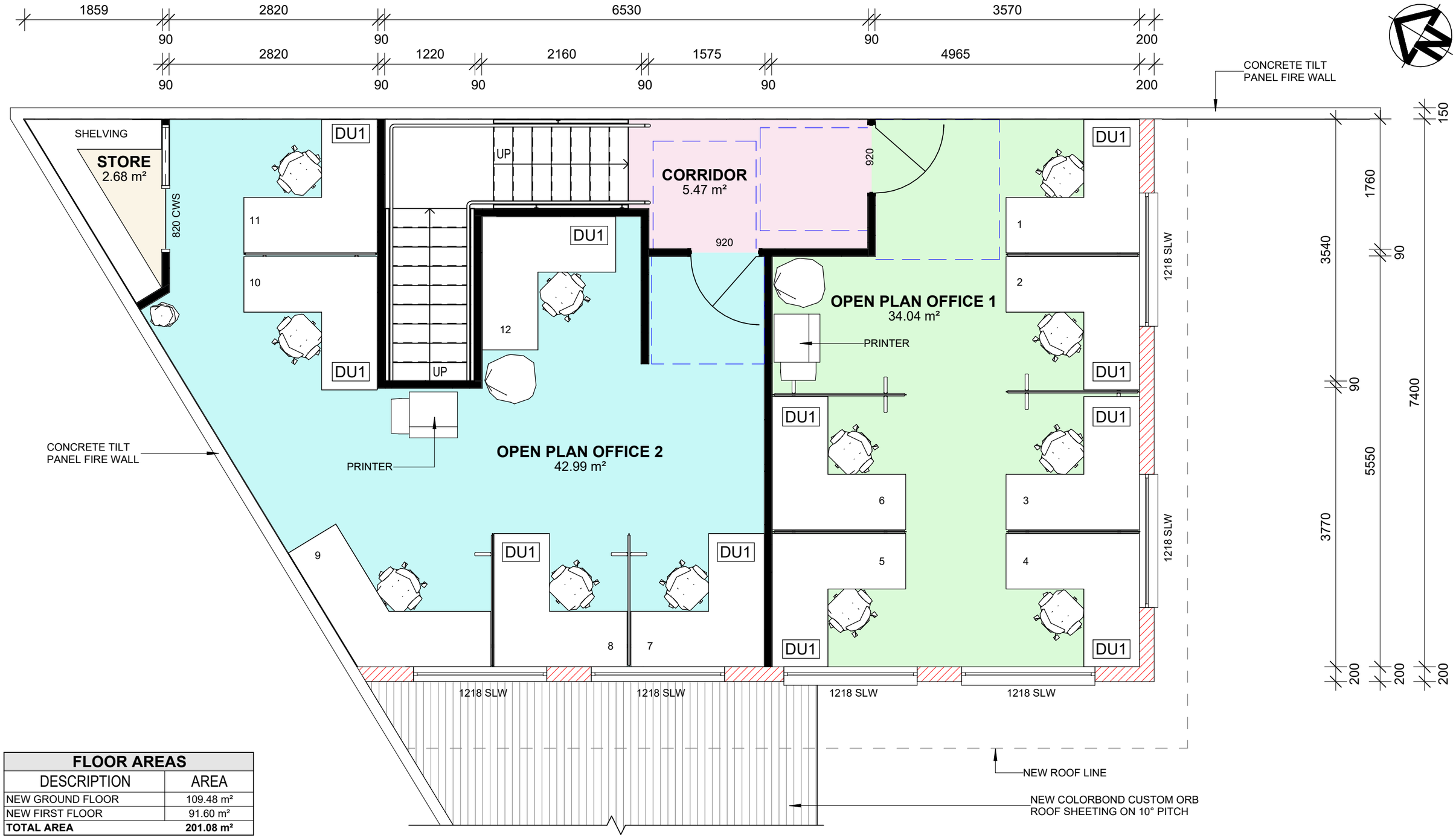
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| PROJECT - | NEW OFFICE BUILDING |
| LOCATION - | 719 ROSS RIVER ROAD, KIRWAN QLD 4817 |
| PROJECT NO. - | 26-8351-OHC REVISION B |
| DATE - | JANUARY 2026 |
| DRAWN - | LL SCALE - AS SHOWN |
| CHECKED BY - | B. J. SWITZER SHEET NO. - 15 - A3 |


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Version: 1, Version Date: 29/07/2026




| FLOOR AREAS | |
|---|---|
| DESCRIPTION | AREA |
| NEW GROUND FLOOR | 109.48 m² |
| NEW FIRST FLOOR | 91.60 m² |
| **TOTAL AREA** | **201.08 m²** |

# *FIRST FLOOR LAYOUT PLAN*

*SCALE: 1 : 50*

DU1 - 1800 WIDE x 1800 LONG x 750 DESK WIDTH

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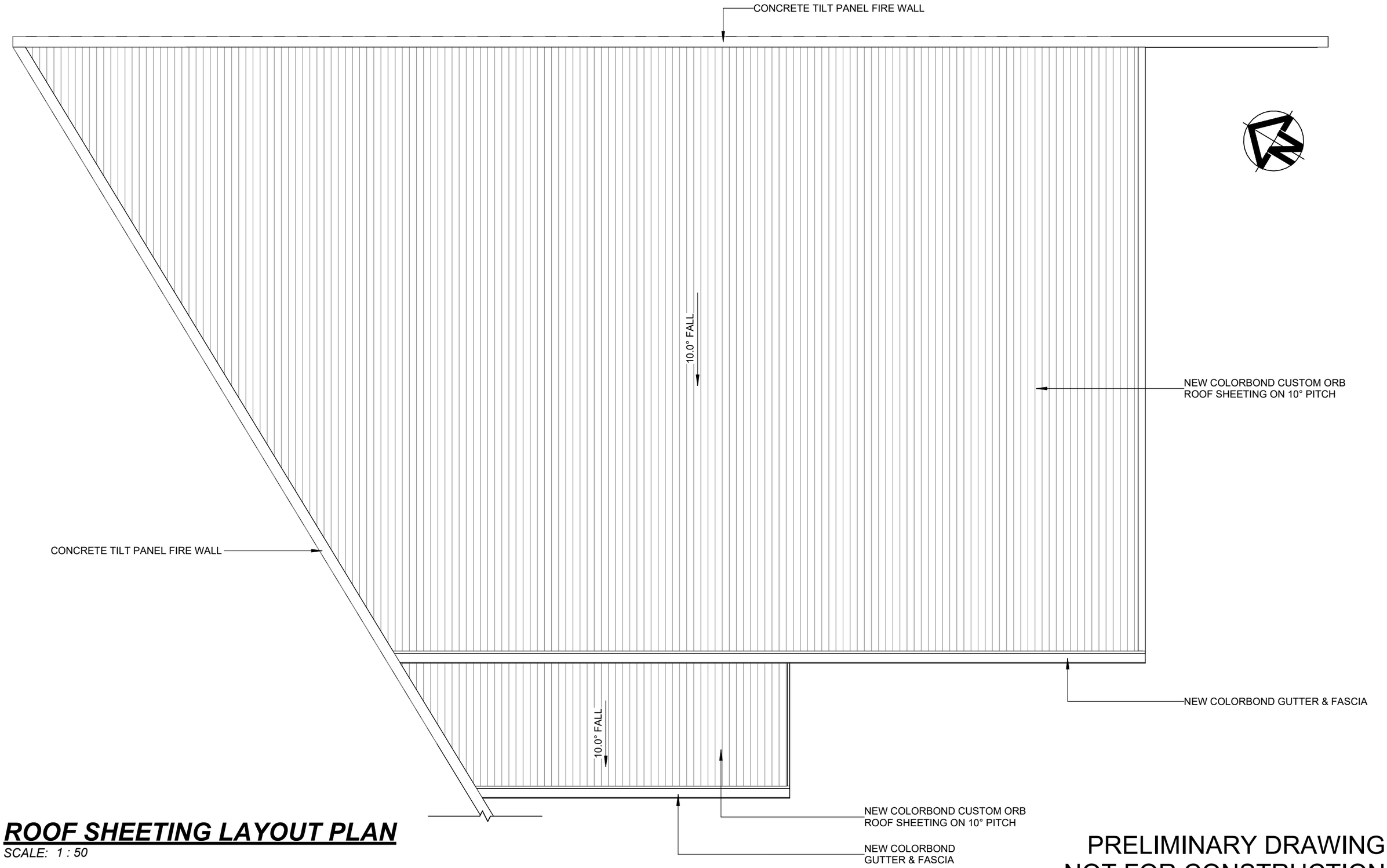
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| PROJECT - | NEW OFFICE BUILDING |
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# ROOF SHEETING LAYOUT PLAN

SCALE: 1 : 50

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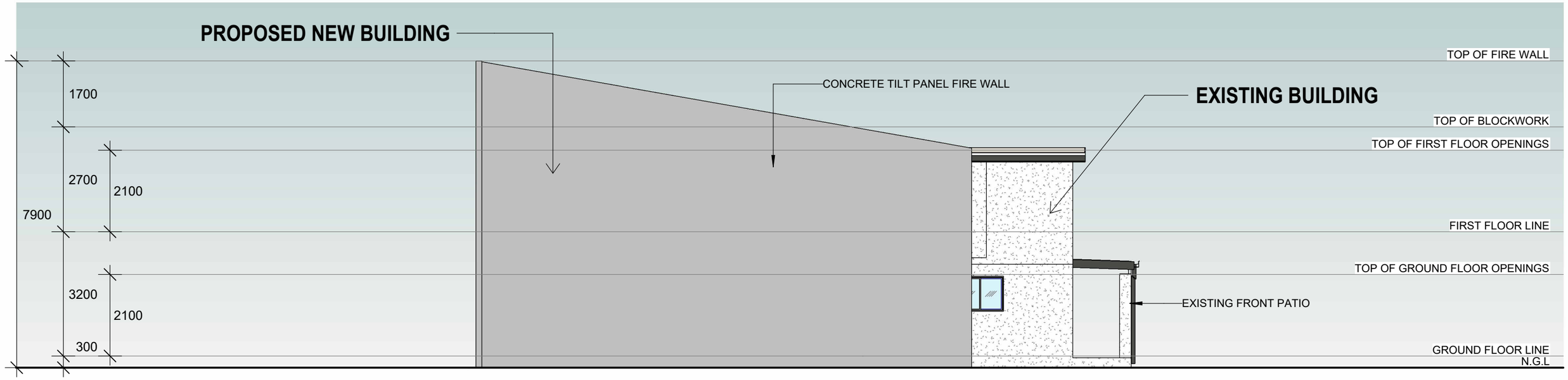
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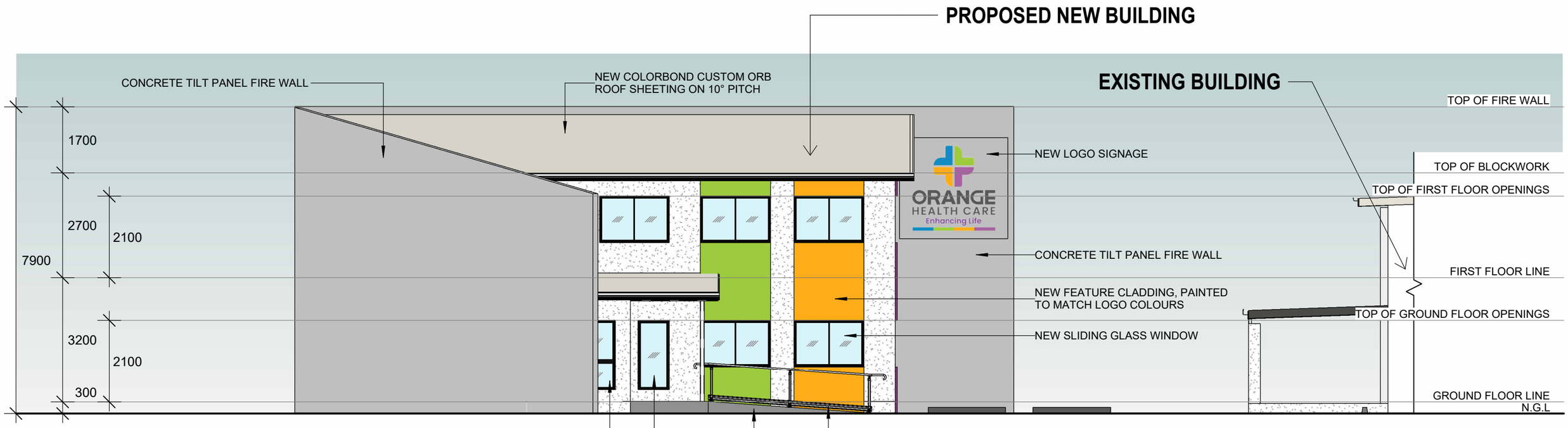
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## LEFT SIDE ELEVATION

SCALE: 1 : 100




## FRONT ELEVATION

SCALE: 1 : 100

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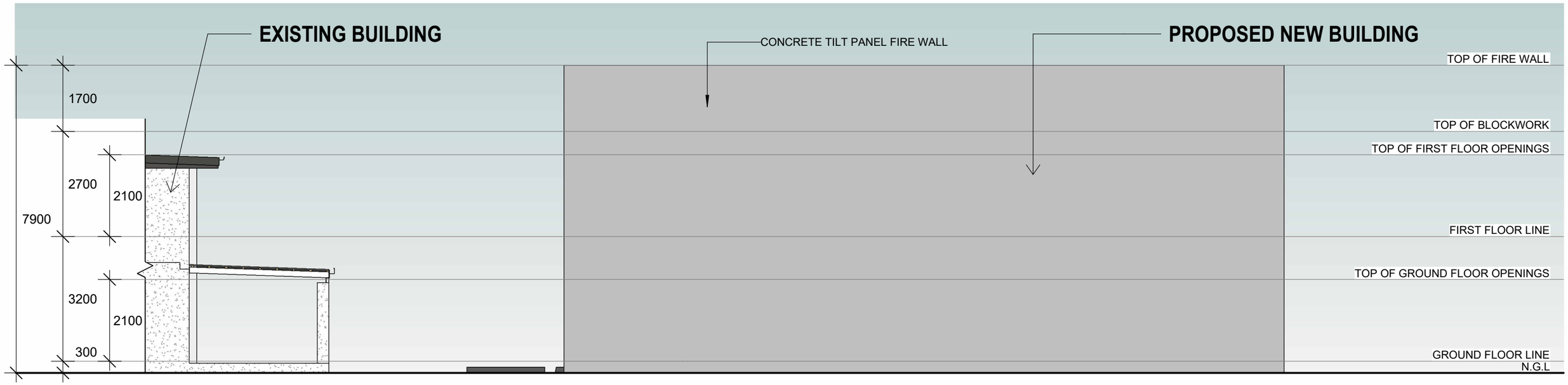
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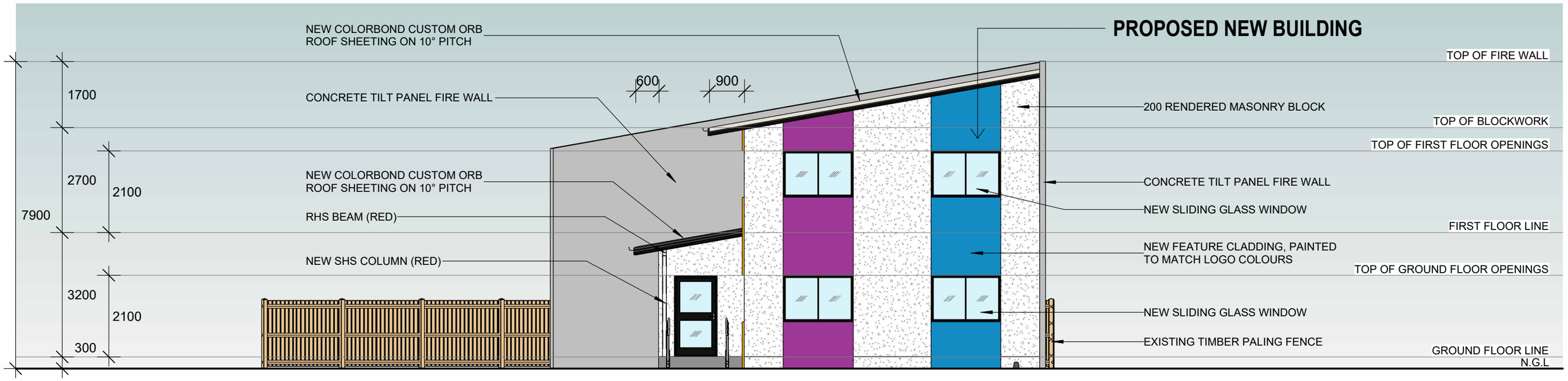
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## REAR ELEVATION

*SCALE: 1 : 100*




## RIGHT HAND SIDE ELEVATION

*SCALE: 1 : 100*

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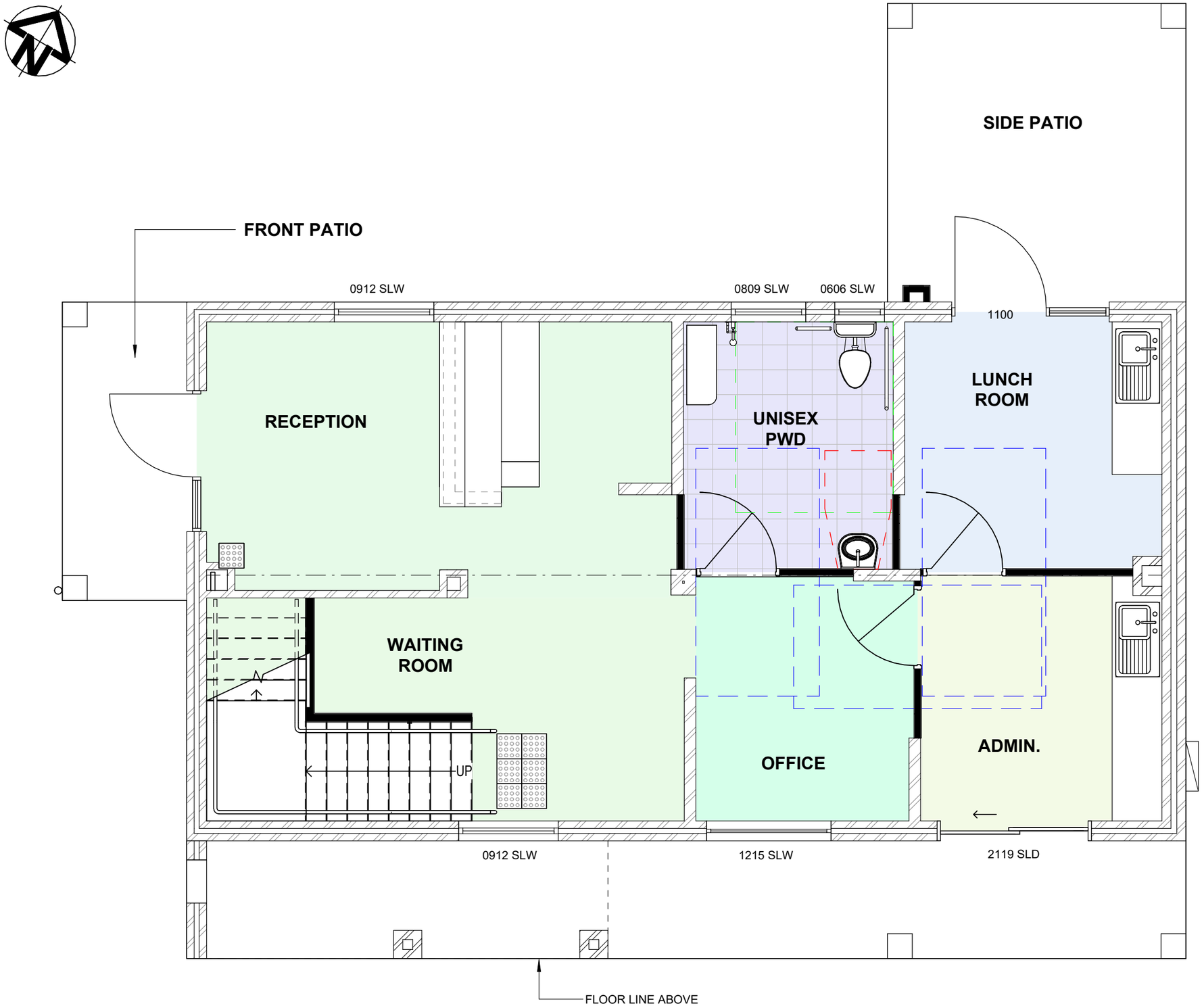
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# *EXISTING BUILDING - GROUND FLOOR LAYOUT PLAN*

*SCALE: 1 : 50*

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BUILDER

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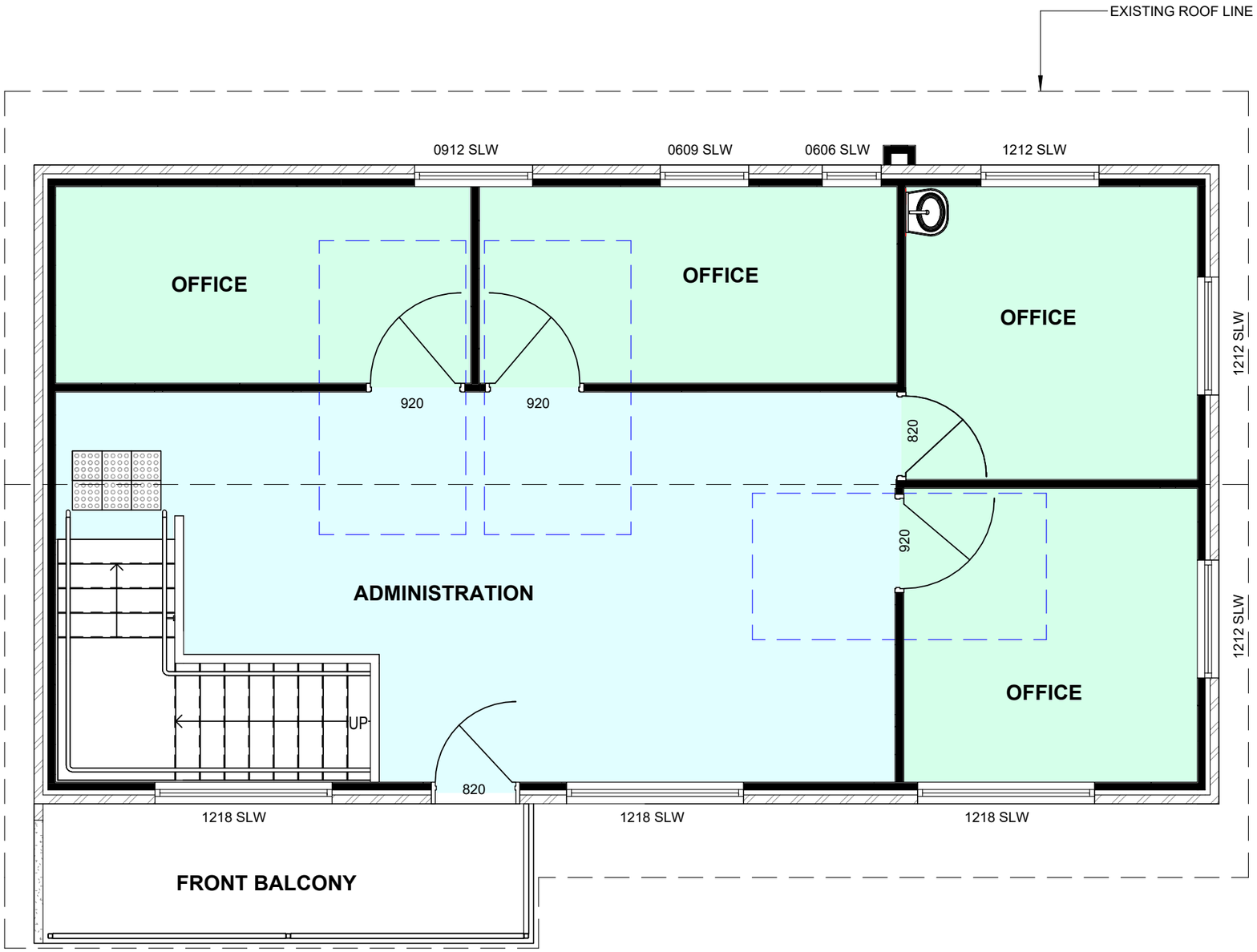
PROJECT
NEW OFFICE BUILDING

LOCATION
719 ROSS RIVER ROAD, KIRWAN QLD 4817

DATE
JANUARY 2026

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# *EXISTING BUILDING - FIRST FLOOR LAYOUT PLAN*

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# APPENDIX 4

***OTHER SUPPORTING INFORMATION***

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# PRELIMINARY TRAFFIC REPORT

## Proposed Office Extension

**719 Ross River Road, Kirwan QLD 4817**

Lot 2 on T118596

Development Application Reference: DA022-26

**Prepared by BNC Planning**

July 2026

**SUPPORTING APPENDIX DOCUMENT**

*This report is not a formal Traffic Impact Assessment.*

*It provides supporting context for the review of traffic, access and parking matters against the Townsville City Plan and applicable State planning requirements. It should be read together with the accompanying Planning Report and architectural plans prepared for this Development Application.*



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2. Site and Development Description ..... 4
3. Methodology and Key Assumptions ..... 5
4. Response to Local Planning Scheme Requirements ..... 6
5. Response to State Planning Requirements ..... 11
6. Discussion and Findings ..... 16
7. Conclusion ..... 16



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# 1. Introduction

## 1.1 Purpose of this Report

BNC Planning has prepare this Traffic Report in support of a Development Application (DA022-26) for a material change of use to extend an existing office building (Orange Health Care) at 719 Ross River Road, Kirwan (Lot 2 on T118596).

The purpose of this Report is to provide a holistic review of the traffic, access and parking issues associated with the proposed development, having regard to both the local planning scheme requirements of the Townsville City Plan and the State planning requirements administered by the Department of Transport and Main Roads (TMR) and the State Assessment and Referral Agency (SARA).

This Report is intended to demonstrate that the applicant has considered and understands the relevant local and State assessment benchmarks applying to traffic, access and parking, and to support a conclusion that these matters can be satisfactorily addressed as part of the assessment of the Development Application. More specifically, this report is a detailed demonstration of compliance with the Traffic impact, access and parking code from the planning scheme and State code 1.

## 1.2 Report Status and Limitations

This Report is not to be taken as a formal Traffic Impact Assessment (TIA). It has been prepared as a supporting low level review, consistent with the low TIA report structure set out in the Townsville City Plan's Development Manual planning scheme policy (SC6.4.5.2) and is intended to provide detailed context for reviewing traffic matters against the Townsville City Plan and State planning requirements, rather than to present a full quantitative traffic engineering assessment.

Consistent with the nature of the proposed development (a modest extension to an existing, established office use, with no change proposed to the existing vehicle access arrangement), this Report relies on:

- a qualitative assessment of the development against the traffic impact level assessment criteria contained in the Development Manual planning scheme policy (SC6.4.5.2), to justify a "low impact" classification; and
- the car parking rate table referenced in the Townsville City Plan (Parking rates planning scheme policy, SC6.10), rather than an independent, first-principles trip generation or parking demand estimate.

No independent traffic modelling, intersection level-of-service analysis, or trip generation survey has been undertaken. Section 3 of this Report sets out the key assumptions and limitations that apply, including matters that should be confirmed prior to lodgement.

## 1.3 Report Structure

This Report is structured as follows:

- Section 2 describes the site, the existing and proposed development, and the road environment;
- Section 3 sets out the methodology adopted and the key assumptions and limitations applying to this Report;
- Section 4 responds to the relevant local planning scheme requirements of the Townsville City Plan;



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- Section 5 responds to the relevant State planning requirements applying to development in a state-controlled road environment;
- Section 6 provides a holistic discussion of the traffic, access and parking findings; and
- Section 7 sets out BNC Planning's conclusion.

## 2. Site and Development Description

### 2.1 Site Description

| | |
|---|---|
| **Address** | 719 Ross River Road, Kirwan QLD 4817 |
| **Real Property Description** | Lot 2 on T118596 |
| **Site Area** | 916m$^2$ |
| **Adjoining Land** | Lot 27 on T118596 (752m$^2$) adjoins to the west, separating the site from Thuringowa Drive. The site does not have direct frontage to Thuringowa Drive. |
| **Road Frontage** | Ross River Road |
| **Existing Use** | Office |

### 2.2 Existing Development and Access

The site currently accommodates an existing office building located toward the southern (front) portion of the site, addressing Ross River Road. Vehicle access to the site is provided via a single existing driveway crossover from Ross River Road, located toward the eastern portion of the frontage.

### 2.3 Proposed Development

The proposal comprises a two-storey extension to the rear (northern portion) of the existing office building, comprising:

- Ground floor extension: 109.48m$^2$;
- First floor extension: 91.60m$^2$; and
- Total new floor area: 201.08m$^2$.

The extension provides additional office floor space (including meeting and administrative areas) ancillary to the existing office use. The proposal does not involve any change to the existing site access arrangement, no new or relocated vehicle crossover, and no earthworks, filling or excavation.

### 2.4 Parking Provision

The submitted Carparking Layout Plan identifies a total of 14 on-site car parking spaces (numbered 1 to 14), accessed via the existing driveway crossover to Ross River Road. The car parking area comprises a combination of existing sealed/paved surface areas.

### 2.5 Road Environment

Ross River Road is confirmed as a state-controlled road at this location, consistent with its classification within the Townsville road network and Council's Road Hierarchy Map (Map B1/B2, Townsville City Plan).



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# 3. Methodology and Key Assumptions

## 3.1 Assessment Approach

This Report has been prepared by reviewing the proposed development against the following documents:

- Townsville City Plan, Part 9.3.5 Transport impact, access and parking code;
- Townsville City Plan, Part 9.3.6 Works code (access and parking provisions);
- SC6.4 Development Manual planning scheme policy (including SC6.4.5.1 Townsville road hierarchy, SC6.4.5.2 Traffic impact assessments, SC6.4.5.3 Public transport facilities, SC6.4.5.4 Car parking and SC6.4.5.5 Driveways);
- State code 1: Development in a state-controlled road environment (State Development Assessment Provisions);
- State Development Assessment Provisions Supporting Guideline – Development in a state-controlled road environment (Version 1.0, 2023); and
- Guide to Traffic Impact Assessment, Department of Transport and Main Roads (December 2018).

The assessment approach adopted for this Report mirrors the "low impact – low TIA report" structure prescribed by SC6.4.5.2(3)(b) of the Development Manual, comprising justification for the low impact classification, a description of the development, analysis and findings and recommendations. This structure has been carried through Sections 4 to 7 of this Report.

## 3.2 Key Assumptions

In preparing this Report, BNC Planning has relied on the following assumptions:

- Ross River Road is a state-controlled road at the site frontage, triggering referral of the Development Application to SARA in accordance with the Planning Regulation 2017.
- the existing driveway crossover to Ross River Road is a lawfully approved access, and no change to this access is proposed as part of the development;
- the proposed office extension does not intensify the existing use to a degree that would materially alter the trip generation characteristics of the site, given the modest scale of the additional floor area (201.08m$^2$); and
- the 14 on-site car parking spaces shown on the submitted plans exceed the 12 spaces required for the combined existing and extended office use at the SC6.10 rate of 1 space per 30m$^2$ GFA (refer Section 4.2(d)).

## 3.3 Limitations and Matters for Confirmation

The following limitations apply to this Report, and the following matters should be confirmed prior to lodgement or during the assessment process:

- **No independent trip generation assessment:** Consistent with the low impact classification justified in Section 4.1, no independent trip generation or parking demand estimate has been prepared. The assessment in Section 4.1 relies on the qualitative impact-level criteria in Table SC6.4.5.2 of the Development Manual.
- **Stormwater and drainage matters:** Matters relevant to stormwater and overland flow interaction with the state-controlled road environment (State code 1, PO8–PO14) are addressed separately within the civil/stormwater documentation accompanying this Development Application and are not duplicated in this Report.



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- **Not a substitute for a full TIA:** Should Council or SARA determine, on review of this Report and the Development Application, that a full Traffic Impact Assessment is required, this Report does not remove that requirement.

## 4. Response to Local Planning Scheme Requirements

This section addresses the proposed development against the Townsville City Plan's Part 9.3.5 Transport impact, access and parking code, supported by the SC6.4 Development Manual planning scheme policy.

### 4.1 Traffic Impact Assessment Level — Justification

SC6.4.5.2 of the Development Manual establishes three levels of traffic impact assessment (low, moderate and high), determined against impact-level assessment criteria specific to the CBD, urban and rural traffic environments. The site is located within the urban traffic environment (not the CBD or a rural area), and is therefore assessed against Table SC6.4.5.2 – Urban Area TIA Impact Level Assessment Criteria, reproduced below together with BNC Planning's assessment of the proposed development against each criterion.

| Ref. | Matter | Outcome | Commentary |
|---|---|---|---|
| **Trip Generation** | Low impact threshold: new or additional trip generation in a peak hour of less than 20 trips directly accessing a street. | **Low** | The proposed extension adds 201.08m$^2$ of office floor area to an existing, established office use, with no change to the existing access. Office extensions of this scale typically generate a small number of additional peak hour trips, well within the "less than 20 trips" low-impact threshold. No independent trip generation estimate has been prepared (refer Section 3.3); this conclusion is based on the modest scale of the extension relative to the existing use. |
| **Commercial Vehicles** | Low impact threshold: less than 10 new or additional commercial vehicles per day in a non-residential area. | **Low** | An office use generates minimal commercial/service vehicle activity (e.g. occasional courier or waste collection vehicles). The proposed extension is not expected to generate 10 or more additional commercial vehicle movements per day. |
| **Car Parking** | Low impact threshold: increase or decrease of 9 or less on-site car park spaces; loss of 2 or less line-marked on-street carparks or loading zones. | **Low** | The submitted plans identify 14 on-site car parking spaces for the site in its extended form. No on-street parking, loading zones or bus/taxi facilities are affected by the proposal. |
| **Public Transport** | Impact threshold relates to relocation of any | **Low** | No bus zone, taxi rank or public transport infrastructure is affected, relocated or impacted by the proposed development. |



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| Ref. | Matter | Outcome | Commentary |
|---|---|---|---|
| | bus zone or taxi rank. | | |
| **Transport System** | Low impact threshold: no change to existing transport network operation. | **Low** | The development does not alter the connectivity of the local or arterial road network, and no new or changed vehicle access is proposed. |

On this basis, the proposed development satisfies the "low impact" criteria across each of the five assessment categories in Table SC6.4.5.2. Consistent with SC6.4.5.2(3)(c)(i), the development is likely to have "a very minor impact as the land use is consistent with the Townsville City Plan," and a low-level TIA report — of the kind provided by this Traffic Report — is considered the appropriate and proportionate level of assessment. A moderate or high-level TIA report, involving traffic modelling or level-of-service analysis, is not considered warranted.

## 4.2 Compliance with the Transport Impact, Access and Parking Code (Part 9.3.5)

The performance outcomes of Part 9.3.5 have been grouped thematically below, consistent with the structure of the code, together with BNC Planning's assessment of the proposed development's capacity to achieve each performance outcome.

### *(a) Transport network function and integration (PO1–PO4)*

| Ref. | Matter | Outcome | Commentary |
|---|---|---|---|
| **PO1–PO4** | The development is located on a road appropriate for the traffic generated; does not compromise the transport network; on-site infrastructure integrates with surrounding networks; and encourages travel by public transport, walking and cycling. | **Capable of compliance** | The site retains its existing frontage and access arrangement to Ross River Road. The extension is a minor addition to an established office use and does not alter the function, safety or efficiency of the surrounding transport network. Existing pedestrian and site connections are retained. |

### *(b) Site access (PO5–PO13)*

| Ref. | Matter | Outcome | Commentary |
|---|---|---|---|
| **PO5, PO7–PO13** | Access arrangements are appropriate for the parking area, vehicle volume/type, road function and | **Capable of compliance** | No new or modified vehicle crossover is proposed. The existing driveway crossover to Ross River Road is retained unchanged, and has functioned satisfactorily for the existing office use. Vehicle manoeuvring and forward entry/exit arrangements should be confirmed on the final |



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| Ref. | Matter | Outcome | Commentary |
|---|---|---|---|
| | network safety; driveways are designed to relevant standards (SC6.4.5.5), able to be safely used without a change in gradient hazards, and vehicles can enter/exit in a forward direction. | | car parking layout plan against AS2890.1, consistent with SC6.4.5.4(2)(a)(iii). |
| **PO6** | Access for cyclists and pedestrians is clearly distinguished from vehicle access. | **Capable of compliance** | The existing pedestrian entry to the office is separate from the vehicle crossover and car park; this arrangement is unaffected by the proposed extension. |

***(c) Pedestrian and cyclist movement, and CPTED (PO14–PO16)***

| Ref. | Matter | Outcome | Commentary |
|---|---|---|---|
| **PO14–PO16** | Safe and convenient pedestrian and cyclist movement on-site and to the external network; parking and transport infrastructure designed to discourage crime and antisocial behaviour (CPTED). | **Capable of compliance** | The extension is located to the rear of the existing building and does not alter existing pedestrian desire lines or site legibility. Lighting, sightlines and passive surveillance of the car park and access areas should be confirmed on final architectural/landscape plans. |

***(d) Car parking provision and design (PO17–PO21, PO24–PO25)***

| Ref. | Matter | Outcome | Commentary |
|---|---|---|---|
| **PO17** | On-site parking meets the demand generated by the development, in accordance with the Parking rates planning scheme policy (SC6.10). | **Complies** | The Parking rates planning scheme policy (SC6.10) requires on-site parking for an Office use to be provided at a rate of 1 space per 30m$^2$ of gross floor area (GFA). Based on a total office GFA of approximately 360m$^2$ (comprising the existing office building of approximately 160m$^2$ and the 201.08m$^2$ proposed extension), a minimum of 12 on-site car parking spaces is required. The submitted plans provide a total of 14 on-site car parking spaces (4 existing spaces retained plus 10 new spaces), representing a surplus of 2 spaces above the SC6.10 requirement. This is consistent with the car parking rationale set out in the accompanying Planning Report. |



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| Ref. | Matter | Outcome | Commentary |
|---|---|---|---|
| **PO18, PO21** | Parking provides access for people with disabilities; vehicle spaces have adequate dimensions. | **Capable of compliance** | The submitted Carparking Layout Plan identifies bays generally in accordance with standard 2.7m x 5.4m dimensions. Provision of a compliant accessible car parking space in accordance with AS2890.6 will be confirmed on the final layout. |
| **PO24–PO25** | Parking remains accessible during business hours; multi-level parking (not applicable) contributes positively to streetscape. | **Complies** | At-grade parking only is proposed; multi-level parking provisions (PO25) are not applicable. |

***(e) Parking and servicing area design and operation (PO19–PO20, PO22–PO23)***

| Ref. | Matter | Outcome | Commentary |
|---|---|---|---|
| **PO19** | Set-down/pick-up facilities, where a demand is created. | **Not applicable** | The office use is not considered to generate a specific demand for dedicated bus, taxi or private vehicle set-down facilities beyond standard car parking. |
| **PO20, PO22–PO23** | Parking and servicing areas clearly defined, marked, signed, and constructed to an appropriate pavement standard; areas remain accessible during business hours. | **Capable of compliance** | The existing sealed car park is proposed to be retained and is expected to continue operating in the same manner following the extension. |

***(f) Servicing and waste (PO26–PO28)***

| Ref. | Matter | Outcome | Commentary |
|---|---|---|---|
| **PO26–PO28** | On-site loading, unloading and manoeuvring for service vehicles; safe access for refuse collection vehicles; servicing does not adversely affect amenity. | **Capable of compliance** | The office use generates a low demand for servicing vehicles (e.g. mail, courier and waste collection). Waste collection arrangements should be confirmed in accordance with SC6.4.22 Waste management as part of the broader Development Application documentation. |

## 4.3 Development Manual (SC6.4) Considerations



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#### *Driveways (SC6.4.5.5)*

As no new or modified driveway is proposed, the detailed locational and design controls of SC6.4.5.5 (relating to matters such as separation from intersections, sight distance and driveway numbers) are not directly triggered by this application. The existing crossover is understood to be lawfully established and is not proposed to be altered.

#### *Car Parking (SC6.4.5.4)*

SC6.4.5.4 requires on-site parking to meet the minimum rates in SC6.10 (Table SC6.10.2.1), with car park and access design in accordance with AS/NZS 2890. The applicable rate for an Office use is 1 space per 30m$^2$ of GFA, requiring 12 spaces for the combined existing and extended office floor area of approximately 360m$^2$; the 14 spaces provided satisfy this requirement with a surplus of 2 spaces (refer Section 4.2(d)). The general design requirements of SC6.4.5.4 (manoeuvring, turning paths, accessible parking, bicycle parking, lighting) should be addressed on the final architectural and civil plans.

#### *Public Transport Facilities (SC6.4.5.3)*

SC6.4.5.3 primarily applies to new residential reconfiguration or "major development" (e.g. schools, hospitals, shopping or employment centres, high-density residential). The proposed office extension is a minor addition to an existing office use and is not considered "major development" for the purposes of this section; a public transport master plan and associated stakeholder consultation is not considered warranted for a development of this scale.

## 5. Response to State Planning Requirements

### 5.1 SARA Referral Trigger

Under the Planning Regulation 2017, development within a state transport corridor (including land within 25m of a state-controlled road, or within 100m of a state-controlled road intersection) is referable to the State Assessment and Referral Agency (SARA) for assessment against the State Development Assessment Provisions (SDAP), including State code 1: Development in a state-controlled road environment.

The site has direct frontage to Ross River Road, which is a state-controlled road at this location (refer Section 2.5). On this basis, the Development Application is expected to be referable to SARA, and this Report has been prepared to assist in demonstrating compliance with State code 1.

### 5.2 Compliance with State Code 1

State code 1 comprises a series of performance outcomes (POs) addressing buildings and structures, landscaping, stormwater and flooding, vehicular access, public transport, network impacts, filling and excavation, and environmental emissions. The relevant categories are addressed below.

#### *(a) Buildings, structures, safety and distraction (PO1–PO6)*

| Ref. | Matter | Outcome | Commentary |
|---|---|---|---|
| **PO1–PO4** | Development location does not create a safety hazard, does not impact structural integrity, does not obstruct road infrastructure or | **Capable of compliance** | The extension is located to the rear (north) of the existing building, setback from the Ross River Road frontage. No works are proposed within the road reserve. |



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| Ref. | Matter | Outcome | Commentary |
|---|---|---|---|
| | operating performance, and advertising devices (if any) do not distract road users. | | |
| **PO5** | Building design (facades, external lighting) does not distract road users. | **Capable of compliance** | Standard commercial building materials and lighting are proposed; no reflective facades, laser lighting or similar distraction hazards are identified from the submitted plans. |
| **PO6** | Bridges over a state-controlled road include throw protection. | **Not applicable** | No pedestrian, cycle or road bridge over Ross River Road is proposed. |

### *(b) Landscaping (PO7)*

| Ref. | Matter | Outcome | Commentary |
|---|---|---|---|
| **PO7** | Landscaping is not located in, and does not obscure sightlines to, the state-controlled road. | **Capable of compliance** | No landscaping works are proposed within the Ross River Road reserve. Any landscaping associated with the extension is contained within the site and should maintain clear sightlines to the existing driveway. |

### *(c) Stormwater, flooding and drainage (PO8–PO14)*

| Ref. | Matter | Outcome | Commentary |
|---|---|---|---|
| **PO8–PO14** | Stormwater/overland flow does not create a safety hazard or worsen operating performance/structural integrity of the state-controlled road; stormwater is lawfully discharged; no material worsening of flooding; drainage infrastructure does not create a safety hazard. | **Addressed separately** | These matters are technical civil engineering matters addressed within the stormwater management documentation accompanying this Development Application, and are not duplicated within this Traffic Report. |

### *(d) Vehicular access (PO15–PO20)*

| Ref. | Matter | Outcome | Commentary |
|---|---|---|---|
| **PO15–PO18** | A new or changed access does not compromise safety, does not adversely impact functional requirements, is | **Complies** | No new or changed vehicular access to Ross River Road is proposed. The existing driveway crossover is retained in its current location and configuration. As no new or changed access is proposed, PO15–PO18 are considered satisfied on the basis that the status quo is maintained; this should be confirmed against DAMS to verify |



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| Ref. | Matter | Outcome | Commentary |
|---|---|---|---|
| | consistent with the future intent of the road, and is consistent with any limited access road (LAR) policy. | | whether any limited access road (LAR 1/LAR 2) policy applies to this section of Ross River Road. |
| **PO19–PO20** | New or changed access to a local road within 100m of a state-controlled road intersection does not compromise safety or operating performance. | **Not applicable** | No new or changed local road access is proposed as part of this development. |

***(e) Public passenger and active transport (PO21–PO24)***

| Ref. | Matter | Outcome | Commentary |
|---|---|---|---|
| **PO21–PO24** | Development does not compromise safety, access or operating performance of public passenger transport or active transport infrastructure, or its structural integrity. | **Capable of compliance** | No public transport or active transport infrastructure fronting the site is affected, relocated or obstructed by the proposed extension. |

***(f) Network impacts (PO25–PO30)***

| Ref. | Matter | Outcome | Commentary |
|---|---|---|---|
| **PO25–PO27** | Development does not compromise safety of the state-controlled road network; ensures no net worsening of operating performance; does not direct traffic onto the state-controlled road where it can be accommodated locally. | **Capable of compliance** | Given the low-impact trip generation classification justified in Section 4.1, and the retention of the existing access arrangement, the development is not expected to result in a net worsening of the operating performance or safety of the Ross River Road network. |
| **PO28** | Development involving haulage exceeding 10,000 tonnes per year | **Not applicable** | The office use does not involve haulage of this nature. |



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| Ref. | Matter | Outcome | Commentary |
|---|---|---|---|
| | does not adversely impact pavement. | | |
| **PO29–PO30** | Development does not impede delivery of planned upgrades or corridor improvements. | **Capable of compliance** | No encroachment into the Ross River Road reserve is proposed. This should be confirmed against DAMS mapping of planned upgrades and corridor improvements in the vicinity of the site. |

***(g) Filling, excavation and retaining structures (PO31–PO36)***

| Ref. | Matter | Outcome | Commentary |
|---|---|---|---|
| **PO31–PO36** | Filling, excavation, foundations and retaining structures do not create a safety hazard, adversely impact operating performance, undermine or damage the state-controlled road, or impact drainage infrastructure. | **Not applicable** | The proposed development does not involve any filling, excavation or the construction of retaining structures. The extension is a two-storey building addition of modest scale, constructed generally at existing ground level and set back from the Ross River Road frontage. On this basis, PO31–PO36 are not considered to be triggered by the proposed development. |

***(h) Environmental emissions – noise (PO37 onward)***

| Ref. | Matter | Outcome | Commentary |
|---|---|---|---|
| **PO37 onward** | Noise attenuation requirements applying to reconfiguring a lot (residential) and accommodation, childcare, educational or hospital uses adjacent to a state-controlled road. | **Not applicable** | The proposal does not involve reconfiguring a lot, and the office use is not an "accommodation activity," childcare centre, educational establishment or hospital as defined for the purposes of State code 1. The noise-related performance outcomes are therefore not considered to apply to this development. |

## 5.3 Guide to Traffic Impact Assessment — Key Principles

TMR's Guide to Traffic Impact Assessment (December 2018) sets out six key principles guiding the assessment of development-related traffic impacts on the state-controlled road network. BNC Planning's response to each principle is set out below.

| Ref. | Matter | Outcome | Commentary |
|---|---|---|---|
| **Principle 1** | Development must not compromise safety on the state- | **Capable of compliance** | No new or changed access is proposed, and the low-impact trip generation classification |



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| Ref. | Matter | Outcome | Commentary |
|---|---|---|---|
| | controlled road network. | | indicates a negligible increase in safety risk at the existing access point. |
| **Principle 2** | No worsening of safety or infrastructure condition, and no net worsening of efficiency. | **Capable of compliance** | Given the modest scale of the extension and unchanged access arrangement, no material change to the operating characteristics of Ross River Road is anticipated. |
| **Principle 3** | Mitigation hierarchy: avoid, manage, then mitigate impacts. | **Capable of compliance** | The development avoids impacts by retaining the existing access and not seeking any new connection to Ross River Road. |
| **Principle 4** | Access locations and turning movements consistent with the function of the road. | **Capable of compliance** | The existing access and turning movements are unchanged by the proposal. |
| **Principle 5** | Development proponents are responsible for access and frontage works. | **Not applicable** | No frontage or access works to Ross River Road are proposed. |
| **Principle 6** | Proponents of out-of-sequence development are responsible for connection works. | **Not applicable** | The development is a minor extension to an existing, established use with existing connection to the road network. |

## 6. Discussion and Findings

### 6.1 Traffic Generation and Network Impact

The proposed development is a modest extension (201.08m$^2$ of additional office floor area) to an existing, established office use, with no change to the existing vehicle access arrangement. Assessed against the Development Manual's Table SC6.4.5.2 Urban Area TIA Impact Level Assessment Criteria, the development satisfies the "low impact" threshold across trip generation, commercial vehicles, car parking, public transport and transport system criteria (Section 4.1). On this basis, a full quantitative Traffic Impact Assessment involving intersection modelling or level-of-service analysis is not considered warranted, and the low-level TIA report structure adopted for this Report is considered a proportionate and appropriate response.

### 6.2 Access

No new or changed vehicular access to Ross River Road is proposed. The existing driveway crossover is retained in its current location and configuration, serving both the existing office building and the proposed extension. This is considered to be the single most significant factor supporting compliance with both the local Site access performance outcomes (PO5–PO13 of the Transport code) and the



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State vehicular access performance outcomes (PO15–PO20 of State code 1), as it avoids the introduction of any new conflict point on the state-controlled road frontage.

### 6.3 Parking

The Parking rates planning scheme policy (SC6.10) requires on-site parking for an Office use at a rate of 1 space per 30m$^2$ of GFA. Applied to the combined existing and extended office floor area of approximately 360m$^2$, this equates to a requirement for 12 on-site car parking spaces. The submitted plans provide 14 on-site car parking spaces (4 existing plus 10 new), a surplus of 2 spaces above the SC6.10 requirement, consistent with the car parking rationale in the accompanying Planning Report. On-site parking demand is therefore expected to be met without reliance on on-street parking.

### 6.4 State-Controlled Road Matters

The development does not propose any works within the Ross River Road reserve, any new or changed access, any earthworks, filling or excavation, or any activity likely to compromise the safety, structural integrity or operating performance of the state-controlled road network. The stormwater and drainage-related performance outcomes of State code 1 are addressed separately within the civil engineering documentation for the Development Application.

## 7. Conclusion

This Traffic Report has reviewed the proposed office extension at 719 Ross River Road, Kirwan against the relevant traffic, access and parking provisions of the Townsville City Plan and the applicable State planning requirements for development in a state-controlled road environment.

The assessment demonstrates that the proposed development:

- satisfies the "low impact" criteria of Table SC6.4.5.2 (Urban Area TIA Impact Level Assessment Criteria) across trip generation, commercial vehicles, car parking, public transport and transport system considerations, such that a low-level TIA report — of the kind provided here — represents an appropriate and proportionate level of traffic assessment;
- retains the existing, established vehicle access arrangement to Ross River Road without any proposed change, which is considered the key factor supporting compliance with both the local Site access performance outcomes and the State vehicular access performance outcomes; and
- provides a dedicated on-site car parking area of 14 spaces against a requirement of 12 spaces under the SC6.10 parking rate of 1 space per 30m$^2$ GFA, a surplus of 2 spaces, consistent with the car parking rationale in the accompanying Planning Report.

On this basis, BNC Planning is satisfied that the traffic, access and parking matters associated with the proposed development can be appropriately addressed, and that the proposal is capable of demonstrating compliance with the relevant local and State assessment benchmarks. This conclusion remains subject to the general limitations identified in Section 3.3 of this Report — in particular, that no independent trip generation assessment has been prepared, and that stormwater and drainage matters are addressed separately within the civil engineering documentation for the Development Application.



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