

**From:** "No Reply" <mydas-notifications-test@qld.gov.au>  
**Sent:** Mon, 22 Sep 2025 16:53:46 +1000  
**To:** "Development Assessment" <developmentassessment@townsville.qld.gov.au>  
**Cc:** "kirsty.geaney@dsdilgp.qld.gov.au" <kirsty.geaney@dsdilgp.qld.gov.au>;  
"rahplanning@bigpond.com" <rahplanning@bigpond.com>  
**Subject:** 2408-41971 SRA application correspondence  
**Attachments:** TIA - Application decision - s62A (PA) - Approval\_1.pdf, Attachment 5 -  
Documents referenced in conditions.pdf, GE83-N Representations about a referral agency response.pdf,  
2408-41971 SRA Response with conditions.pdf  
**Importance:** Normal

### This Message Is From an External Sender

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

Please find attached a notice regarding application [2408-41971 SRA](#).

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

*This is a system-generated message. Do not respond to this email.*  
RA6-N



Email Id: RFLG-0925-0024-9101

Our ref TMR24-043542  
Your ref  
Enquiries Linda Henning



Department of  
**Transport and Main Roads**

12 September 2025

## **Decision Notice – Permitted Road Access Location (s62(1) *Transport Infrastructure Act 1994*)**

**This is not an authorisation to commence work on a state-controlled road<sup>1</sup>**

Development application reference number MCU21/0089.03, lodged with Townsville City Council involves constructing or changing a vehicular access between Lot 19SP107219, the land the subject of the application, and Shaw Road (a state-controlled road).

In accordance with section 62A(2) of the *Transport Infrastructure Act 1994* (TIA), this development application is also taken to be an application for a decision under section 62(1) of TIA.

### **Applicant Details**

Name and address Robert Henwood  
5 Kanbara Street  
Flinders Park SA 5025

### **Application Details**

Address of Property 325 Shaw Road, Shaw QLD 4818  
Real Property Description 19SP107219  
Aspect/s of Development Development Permit for Material Change of Use for Service Station including Fast Food Outlet and Carwash

### **Decision (given under section 67 of TIA)**

It has been decided to approve the application, subject to the following conditions:

No.	Conditions of Approval	Condition Timing
<b>Road Access Location</b>		
<b>A. General</b>		
1	(a) The Permitted Road Access Location is located generally in accordance with Site Plan, prepared by Brett Hodgkinson Building Design, dated April 2024 Project No 24-06KIN, as amended in red.	At all times.

<sup>1</sup> Please refer to the further approvals required under the heading 'Further approvals'

No.	Conditions of Approval	Condition Timing
	<p>(b) Provide road access works generally in accordance (but subject to detail design) with the Concept External Functional Layout, prepared by Cambray Consulting Traffic Engineering and Transport Planning, dated 10/01/2024, Drawings:</p> <ul style="list-style-type: none"> <li>- KIN0323-01/SK01 – Functional Layout, Rev A</li> <li>- KIN0323-01/SK02 – Functional Layout – Dimensions, Rev A</li> <li>- KIN0323-01/SK03 – Swept Path Assessment 19m AV, Rev A</li> <li>- KIN0323-01/SK02 – Safe Intersection sight distances, Rev A, at the road access location referred to in part (a) of this condition.</li> </ul> <p>(c) Road works must be designed and constructed in accordance with the following:</p> <ul style="list-style-type: none"> <li>i. the Department of Transport and Main Roads' <i>Road Planning and Design Manual, 2<sup>nd</sup> Edition</i>;</li> <li>ii. the Department of Transport and Main Roads' <i>Policies and Technical Specifications</i>;</li> <li>iii. Relevant Traffic and Road Use Manuals.</li> </ul>	<p>Prior to the commencement of the use of the Road Access Works and to be maintained at all times.</p>

### Reasons for the decision

The reasons for this decision are as follows:

- a) To ensure access to the State-controlled Road from the property does not compromise the safety and efficiency of the State-controlled Road network.
- b) To provide safe access for all vehicles associated with the use.

Please refer to **Attachment A** for the findings on material questions of fact and the evidence or other material on which those findings were based.

### Information about the Decision required to be given under section 67(2) of TIA

1. There is no guarantee of the continuation of road access arrangements, as this depends on future traffic safety and efficiency circumstances.
2. In accordance with section 70 of the TIA, the applicant for the planning application is bound by this decision. A copy of section 70 is attached as **Attachment B**, as required, for information.

### Further information about the decision

1. In accordance with section 67(7) of TIA, this decision notice:
  - a) starts to have effect when the development approval has effect; and
  - b) stops having effect if the development approval lapses or is cancelled; and
  - c) replaces any earlier decision made under section 62(1) in relation to the land.

2. In accordance with section 485 of the TIA and section 31 of the *Transport Planning and Coordination Act 1994* (TPCA), a person whose interests are affected by this decision may apply for a review of this decision only within 28 days after notice of the decision was given under the TIA. A copy of the review provisions under TIA and TPCA are attached in **Attachment C** for information.
3. In accordance with section 485B of the TIA and section 35 of TPCA a person may appeal against a reviewed decision. The person must have applied to have the decision reviewed before an appeal about the decision can be lodged in the Planning and Environment Court. A copy of the Appeal Provisions under TIA and TPCA is attached in **Attachment C** for information.

### Further approvals

The Department of Transport and Main Roads also provides the following information in relation to this approval:

1. General advice:
  - a) This approval does not permit works to occur within the State-controlled Road reserve. Further approval is required from the Department of Transport and Main Roads prior to any works occurring.
  - b) Road Works Approval Required – In addition to the Road Access Works Approval, a Road Works approval is required pursuant to section 33 of the TIA. Written approval is required from the Department to carry out road works, including the conditioned line marking, on a state-controlled road in accordance with section 33 of the TIA. This approval must be obtained prior to commencing any works on the state-controlled road. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ). Please contact the department to make an application.

If further information about this approval or any other related query is required, Mrs Linda Henning, A/Senior Town Planner should be contacted by email at [corridor.northern@tmr.qld.gov.au](mailto:corridor.northern@tmr.qld.gov.au) or on (07) 4421 8763.

Yours sincerely



Denise Hinneberg  
Principal Advisor

Attachments: Attachment A – Decision evidence and findings  
Attachment B - Section 70 of TIA  
Attachment C - Appeal Provisions  
Attachment D - Permitted Road Access Location Plan



## Attachment A

### Decision Evidence and Findings

Findings on material questions of fact:

- The application for a MCU - other change in relation to land located at 325 Shaw Road, Townsville, more formally described as Lot 19 on SP107219 (**subject site**).
- The subject site comprises a freehold lot, encompassing an area of approximately 2.582 ha.
- Being a corner lot, the subject site benefits from frontage to both Shaw Road and Dalrymple Road.
- Shaw Road (Road ID: J41), a State-controlled Road (SCR) under the jurisdiction of Department of Transport and Main Roads has a posted speed limit of 80 km and in proximity to the site an annual average daily traffic (AADT) counts of approximately 10,482 vehicles.
- In the vicinity of the subject site and the Shaw Road/Dalrymple Road intersection, Shaw Road comprises of double carriageway, physically separated by a concrete median.
- The subject site is located within the Townsville City Council local government area and is assessable under the Townsville City Plan (Planning Scheme).
- The Applicant is seeking a development approval for an other change to facilitate:
  - an additional access to Dalrymple Road approved as part of the approval for a service station, fast food outlet and carwash; and
  - formalisation of the car wash area, with dimensions of wash bays and vacuum bays more in alignment with the general tenant specifications. (Proposed Development).
- The subject site currently has approval for a service station, fast food outlet and carwash, with an access arrangement to Dalrymple Road only, while the proposed development is seeking approval for an access to and from Shaw Road, though only left in, left out and right in.
- No changes are proposed to the existing approved access from Dalrymple Road.
- The new access is taken to be approximately 250m from the Shaw Road/Dalrymple Road intersection, and it is not anticipated that the location and design of the proposed development will adversely impact the structural integrity or physical condition of the SCR.
- Shaw Road is not identified as a Limited Access Road and has a posted speed limit of 80km/h.
- Cambray Consulting Traffic Engineers provided a Traffic Impact Assessment, dated 1 July 2025, as well as an response letter dated 27 August 2025 containing a road safety risk assessment and concept external functional layout that informs the application and demonstrated compliance with the Performance Outcomes under Table 1.2 and Table 1.3 of the State Development Assessment Provisions Version 3.2.

Evidence or other material on which findings were based:

<b>Title of Evidence / Material</b>	<b>Prepared by</b>	<b>Date</b>	<b>Reference no.</b>	<b>Version/Issue</b>
Traffic Impact Assessment Report	Cambray Consulting Traffic Engineering and Transport Planning	19 June 2024	01_TIA_Shaw	-
Swept Path Assessment	Cambray Consulting Traffic Engineering and Transport Planning	21/05/2024	KIN0323-01//SK08	Rev A
Proposed Commercial Development	Brett Hodgkinson	April 2024	Project No 24-06 KIN	-
<b>Response to Further Advice Notice dated 13 September 2024, and Information Request dated 13 September 2024</b>				
Response Letter	LCJ Engineers	14 May 2025	KINA006/AC/DN	-
Traffic Impact Assessment	Cambray Consulting Traffic Engineers	1 July 2025	-	-
Letter	Cambray Consulting Traffic Engineers	1 July 2025	KIN0323-01	
Flood Impact Assessment	Imbris	14 May 2025	LCJ005-325SR-002	-
<b>Response to Further Advice Issued on 18 July 2025</b>				
Addendum to Flood Impact Assessment Report	Imbris	15 August 2025	LCJ005 – 325SR-0020ADD1	
Letter	Cambray Consulting Traffic Engineers	27 August 2025	KIN0323-01	

## Attachment B

### Section 70 of TIA

*Transport Infrastructure Act 1994*

Chapter 6 Road transport infrastructure

Part 5 Management of State-controlled roads

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#### **70 Offences about road access locations and road access works, relating to decisions under s 62(1)**

- (1) This section applies to a person who has been given notice under section 67 or 68 of a decision under section 62(1) about access between a State-controlled road and adjacent land.
- (2) A person to whom this section applies must not—
  - (a) obtain access between the land and the State-controlled road other than at a location at which access is permitted under the decision; or
  - (b) obtain access using road access works to which the decision applies, if the works do not comply with the decision and the noncompliance was within the person's control; or
  - (c) obtain any other access between the land and the road contrary to the decision; or
  - (d) use a road access location or road access works contrary to the decision; or
  - (e) contravene a condition stated in the decision; or
  - (f) permit another person to do a thing mentioned in paragraphs (a) to (e); or
  - (g) fail to remove road access works in accordance with the decision.

Maximum penalty—200 penalty units.

- (3) However, subsection (2)(g) does not apply to a person who is bound by the decision because of section 68.

**Attachment C**  
**Appeal Provisions**

*Transport Infrastructure Act 1994*  
Chapter 16 General provisions

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**485 Internal review of decisions**

- (1) A person whose interests are affected by a decision described in schedule 3 (the **original decision**) may ask the chief executive to review the decision.
- (2) The person is entitled to receive a statement of reasons for the original decision whether or not the provision under which the decision is made requires that the person be given a statement of reasons for the decision.
- (3) The *Transport Planning and Coordination Act 1994*, part 5, division 2—
  - (a) applies to the review; and
  - (b) provides—
    - (i) for the procedure for applying for the review and the way it is to be carried out; and
    - (ii) that the person may apply to QCAT to have the original decision stayed.

**485B Appeals against decisions**

- (1) This section applies in relation to an original decision if a court (the appeal court) is stated in schedule 3 for the decision.
- (2) If the reviewed decision is not the decision sought by the applicant for the review, the applicant may appeal against the reviewed decision to the appeal court.
- (3) The *Transport Planning and Coordination Act 1994*, part 5, division 3—
  - (a) applies to the appeal; and
  - (b) provides—
    - (i) for the procedure for the appeal and the way it is to be disposed of; and
    - (ii) that the person may apply to the appeal court to have the original decision stayed.
- (4) Subsection (5) applies if—
  - (a) a person appeals to the Planning and Environment Court against a decision under section 62(1) on a planning application that is taken, under section 62A(2), to also be an application for a decision under section 62(1); and

(b) a person appeals to the Planning and Environment Court against a decision under the Planning Act on the planning application.

(5) The court may order—

(a) the appeals to be heard together or 1 immediately after the other; or

(b) 1 appeal to be stayed until the other is decided.

(6) Subsection (5) applies even if all or any of the parties to the appeals are not the same.

(7) In this section—

**original decision** means a decision described in schedule 3.

**reviewed decision** means the chief executive's decision on a review under section 485.

### **31 Applying for review**

- (1) A person may apply for a review of an original decision only within 28 days after notice of the original decision was given to the person under the transport Act.
- (2) However, if—
  - (a) the notice did not state the reasons for the original decision; and
  - (b) the person asked for a statement of the reasons within the 28 days mentioned in subsection (1)the person may apply within 28 days after the person is given the statement of the reasons.
- (3) In addition, the chief executive may extend the period for applying.
- (4) An application must be written and state in detail the grounds on which the person wants the original decision to be reviewed.

### **32 Stay of operation of original decision**

- (1) If a person applies for review of an original decision, the person may immediately apply for a stay of the decision to the relevant entity.
- (2) The relevant entity may stay the original decision to secure the effectiveness of the review and any later appeal to or review by the relevant entity.
- (3) In setting the time for hearing the application, the relevant entity must allow at least 3 business days between the day the application is filed with it and the hearing day.
- (4) The chief executive is a party to the application.
- (5) The person must serve a copy of the application showing the time and place of the hearing and any document filed in the relevant entity with it on the chief executive at least 2 business days before the hearing.
- (6) The stay—
  - (a) may be given on conditions the relevant entity considers appropriate; and
  - (b) operates for the period specified by the relevant entity; and
  - (c) may be revoked or amended by the relevant entity.
- (7) The period of a stay under this section must not extend past the time when the chief executive reviews the original decision and any later period the relevant entity allows the applicant to enable the applicant to appeal against the decision or apply for a review of the decision as provided under the QCAT Act.

(8) The making of an application does not affect the original decision, or the carrying out of the original decision, unless it is stayed.

(9) In this section—

**relevant entity** means—

(a) if the reviewed decision may be reviewed by QCAT—QCAT; or

(b) if the reviewed decision may be appealed to the appeal court—the appeal court.

### **35 Time for making appeals**

(1) A person may appeal against a reviewed decision only within—

(a) if a decision notice is given to the person—28 days after the notice was given to the person; or

(b) if the chief executive is taken to have confirmed the decision under section 34(5)—56 days after the application was made.

(2) However, if—

(a) the decision notice did not state the reasons for the decision; and

(b) the person asked for a statement of the reasons within the 28 days mentioned in subsection (1)(a);

the person may apply within 28 days after the person is given a statement of the reasons.

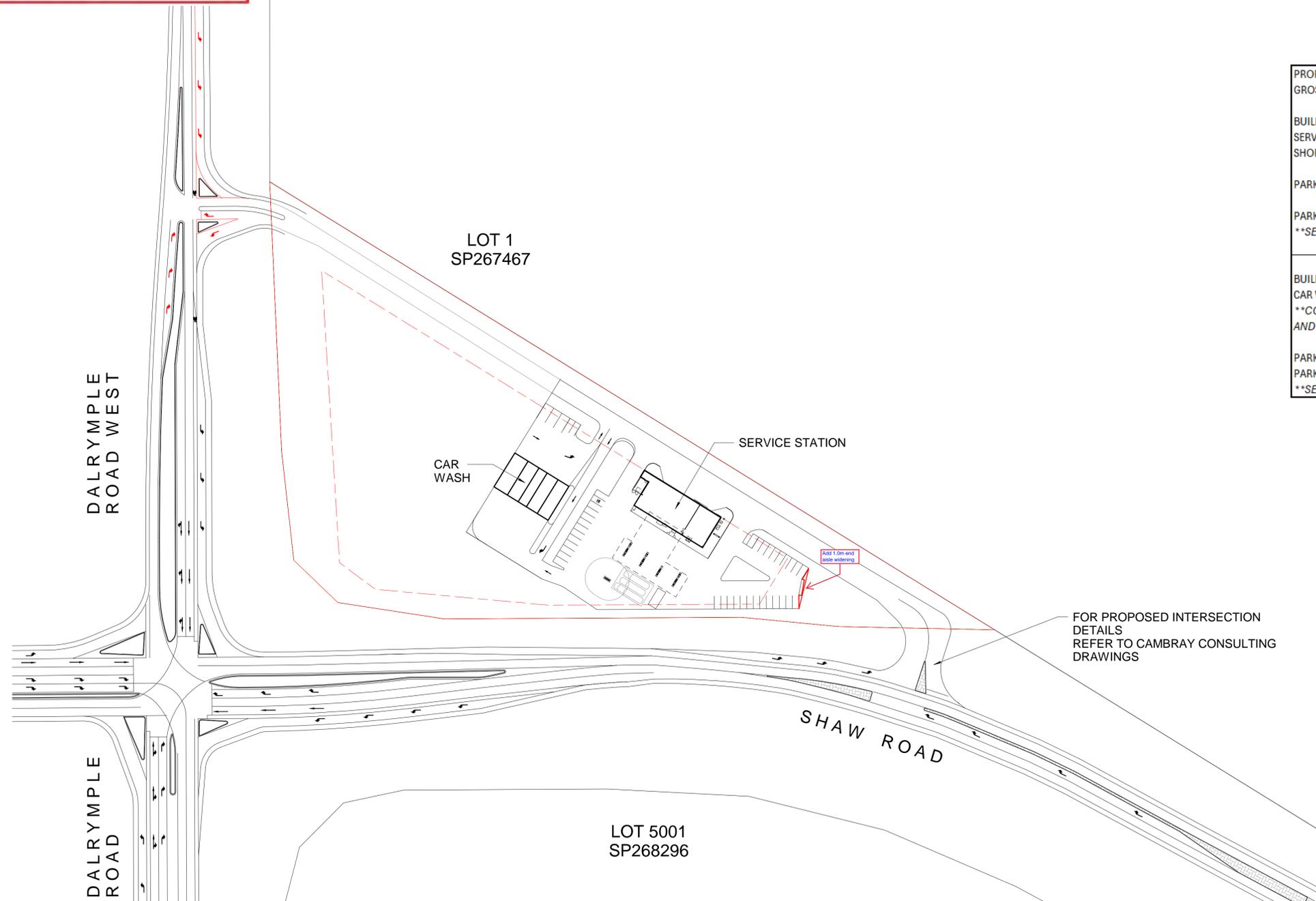
(3) Also, the appeal court may extend the period for appealing.





SARA ref: 2408-41971 SRA  
Date: 22 September 2025

# PROPOSED COMMERCIAL DEVELOPMENT LOT 19 SP107219, SHAW ROAD. SHAW. QLD.



PROPOSED LAYOUT AREA SCHEDULE	
GROSS FLOOR AREA - GFA	
<b>BUILDING 1</b>	
SERVICE STATION	= 356 sqm.
SHOP / FOOD AND DRINK OUTLET	= 150 sqm.
PARKING SPACES REQUIRED	= 17
PARKING SPACES PROVIDED	= 34
**SEE TRAFFIC REPORT FOR DETAIL**	
<b>BUILDING 2</b>	
CAR WASH	= 522 sqm.
**CONSERVATIVELY INCLUDES PLANT, OFFICE AND WASH BAYS**	
PARKING SPACES REQUIRED	= 2
PARKING SPACES PROVIDED	= 2
**SEE TRAFFIC REPORT FOR DETAIL**	

**SITE PLAN**  
Scale: 1 : 1000

## REAL PROPERTY DESCRIPTION

LOT No: 19  
PLAN No: SP107219  
AREA: 2.56 Ha

Date	Revision	Description
06.04.24	A	FOR APPROVAL DTMR
14.06.24	B	SITE BUILDINGS REVISED

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All dimensions are to be verified on site prior to any commencement of any construction works.

**BRETT HODKINSON**  
BUILDING DESIGN

BHBD Pty. Ltd.  
QBCC Lic. No. 15007761 Medium Rise  
ABN 52 609 527 451

Drawn	B.H.	KINGSUN
Checked	B.H.	PROPOSED COMMERCIAL DEVELOPMENT
Scale	As shown	LOT 19 SP107219, SHAW ROAD, SHAW, QLD.
Date	APRIL 2024	Project No. 24-06 KIN
		Sheet No. A01

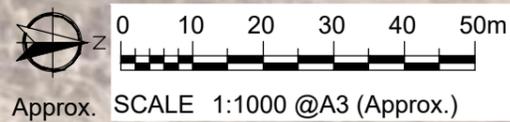
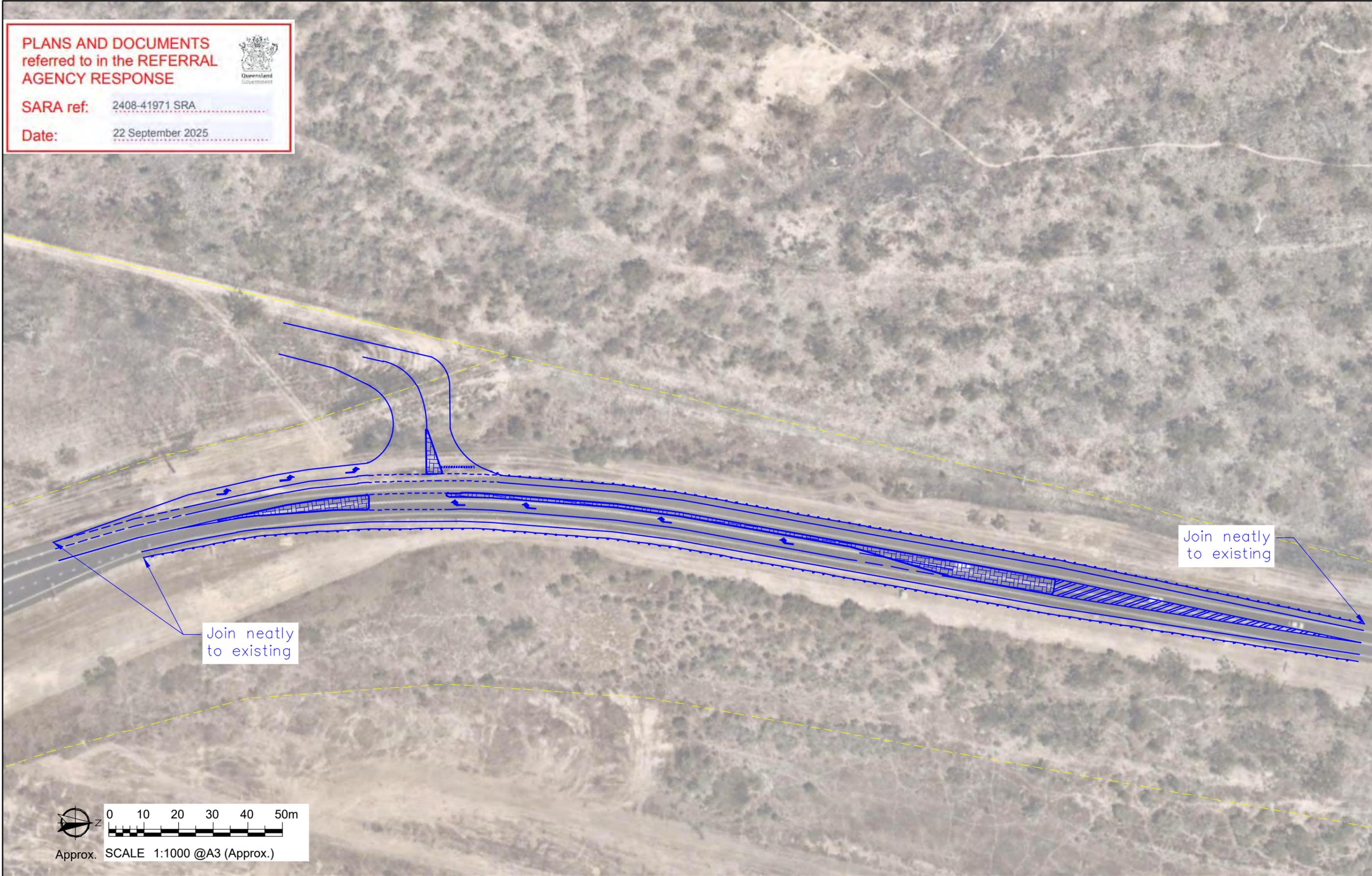
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**PLANS AND DOCUMENTS**  
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SARA ref: 2408-41971 SRA

Date: 22 September 2025



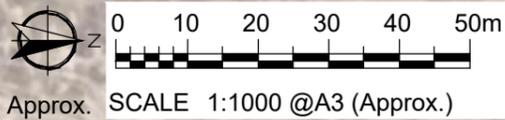
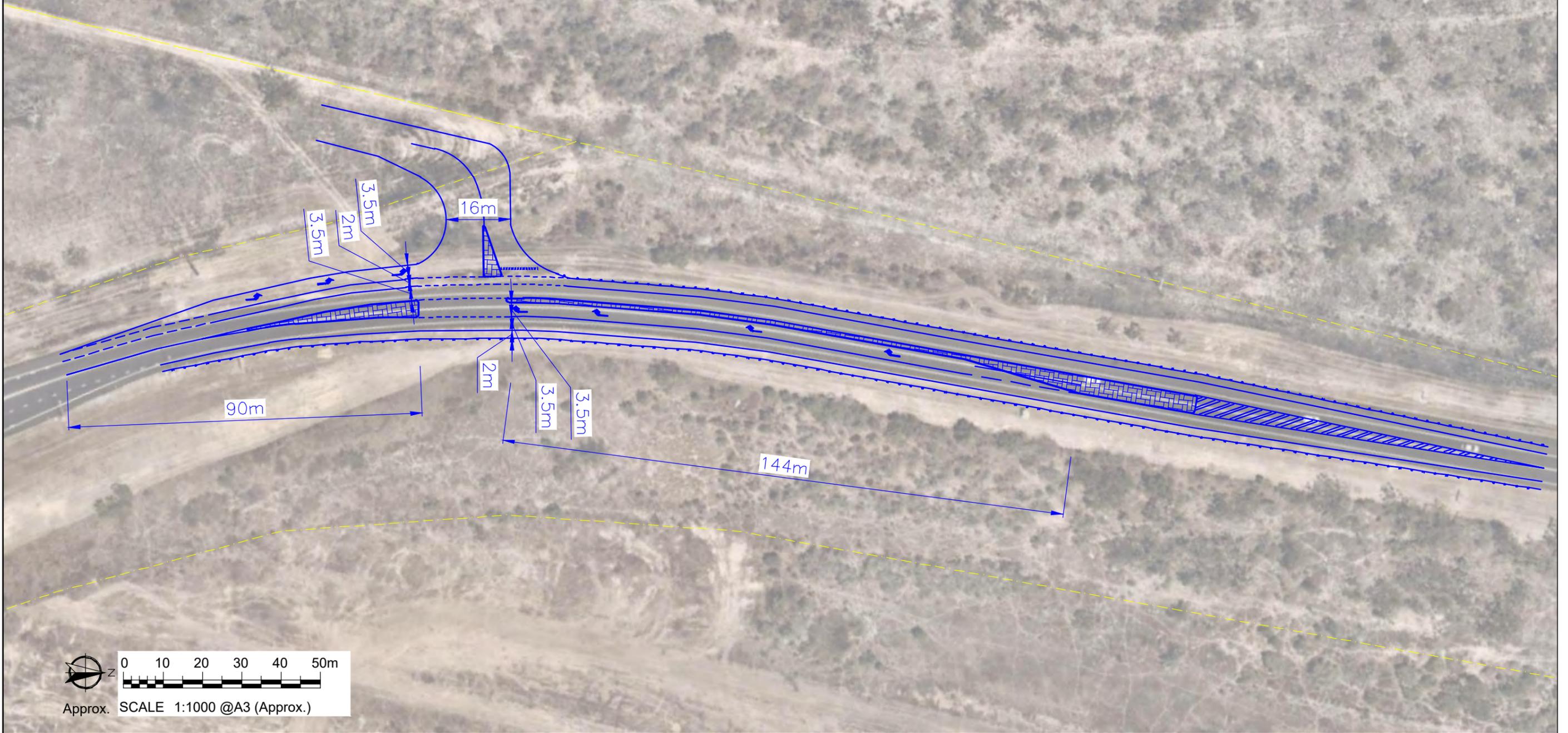
 <p><b>CAMBRAYconsulting</b> Traffic Engineering and Transport Planning Suite 2601, 21 Mary Street Brisbane Q 4000 t : 07 3221 3503   e : contact@cambray.com.au</p>	DRAWING TITLE Proposed Commercial Development Functional Layout Shaw Road	LOCATION 325 Shaw Road Shaw, QLD 4817	<table border="1"> <thead> <tr> <th>REV</th> <th>DATE</th> <th>AMENDMENT / ISSUE</th> <th>DWN</th> <th>CHK</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	REV	DATE	AMENDMENT / ISSUE	DWN	CHK	A	-	-	-	-											PRELIMINARY NOT FOR CONSTRUCTION	JOB No. // DRAWING No. KIN0323-01// SK01
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AGENCY RESPONSE



SARA ref: 2408-41971 SRA

Date: 22 September 2025



DRAWING TITLE  
Proposed Commercial Development  
Functional Layout  
Shaw Road  
Dimensions

LOCATION  
325 Shaw Road  
Shaw, QLD 4817

REV	DATE	AMENDMENT / ISSUE	DWN	CHK
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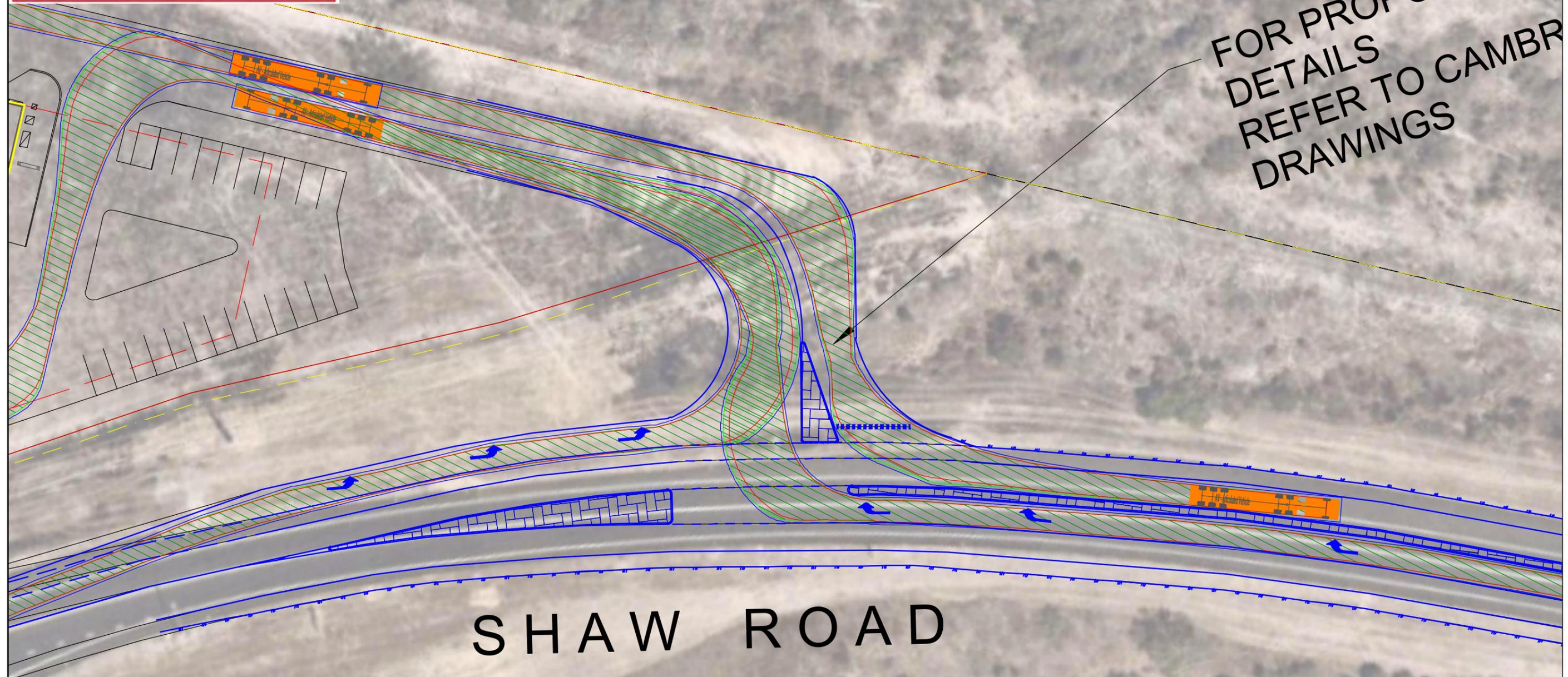
**PLANS AND DOCUMENTS**  
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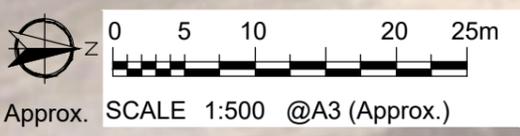
SARA ref: 2408-41971 SRA

Date: 22 September 2025

FOR PROPOSED INT  
DETAILS  
REFER TO CAMBR  
DRAWINGS



# SHAW ROAD



**CAMBRAYconsulting**  
Traffic Engineering and Transport Planning  
Suite 2601, 21 Mary Street Brisbane Q 4000  
t : 07 3221 3503 | e : contact@cambray.com.au

DRAWING TITLE  
Proposed Commercial Development  
Functional Layout  
Shaw Road  
Swept Path Assessment - 19m AV

LOCATION  
325 Shaw Road  
Shaw, QLD 4817

REV	DATE	AMENDMENT / ISSUE	DWN	CHK
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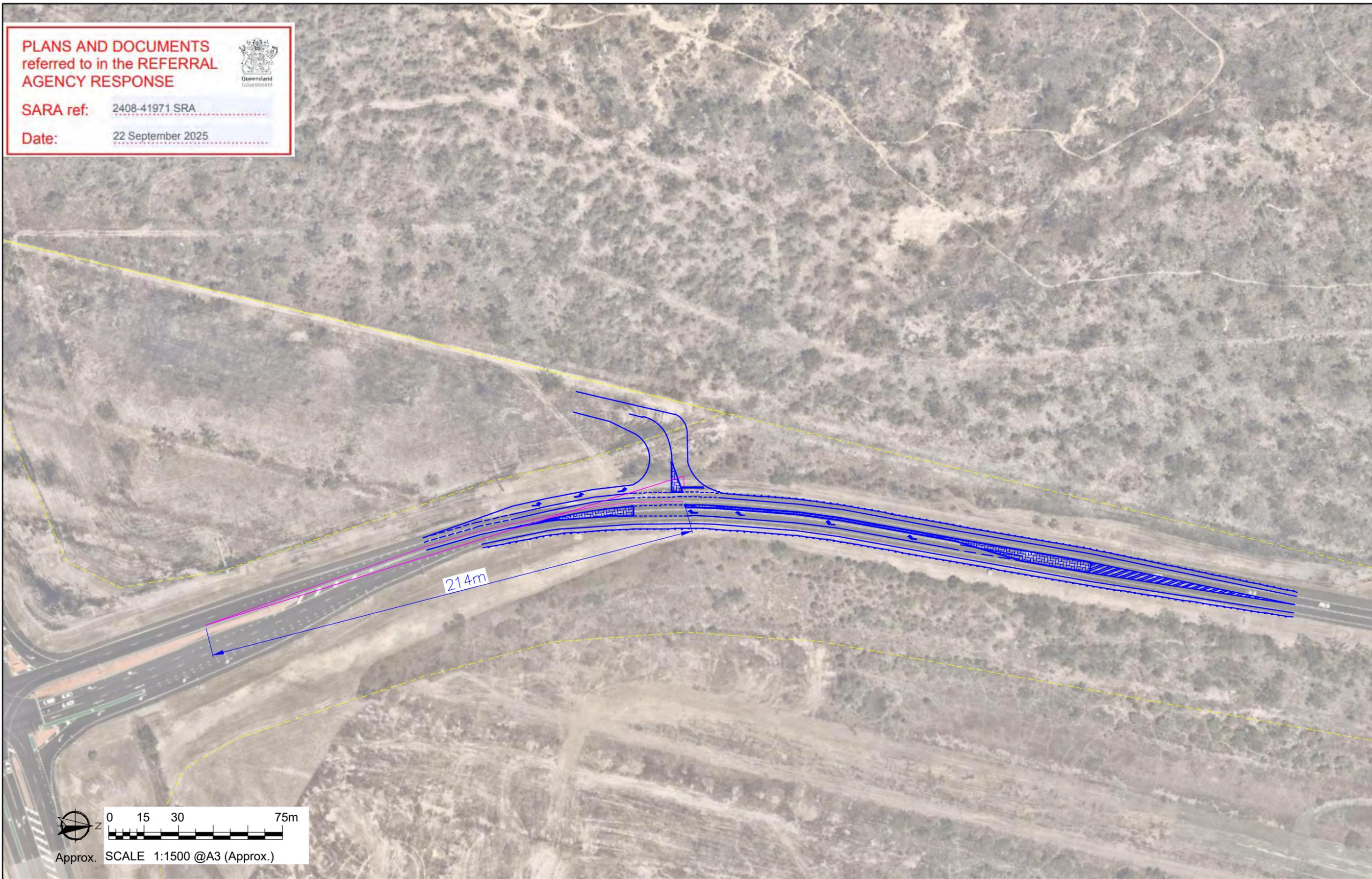
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	DATE 10.01.24	PREPARED FOR For Discussion
*Scale (A3) As shown		

**PLANS AND DOCUMENTS**  
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SARA ref: 2408-41971 SRA

Date: 22 September 2025



Approx. SCALE 1:1500 @A3 (Approx.)

**CAMBRAYconsulting**  
Traffic Engineering and Transport Planning  
Suite 2601, 21 Mary Street Brisbane Q 4000  
t : 07 3221 3503 | e : contact@cambray.com.au

DRAWING TITLE  
Proposed Commercial Development  
Functional Layout  
Shaw Road  
Safe Intersection Sight Distance

LOCATION  
325 Shaw Road  
Shaw, QLD 4817

REV	DATE	AMENDMENT / ISSUE	DWN	CHK
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	DATE 10.01.24	PREPARED FOR For Discussion
*Scale (A3) As shown		



# 325 Shaw Road Development Flood Impact Assessment

Reference No. LCJ005-325SR-002

Prepared for LCJ Engineers

14<sup>th</sup> May 2025

## Flood Impact Assessment

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE

SARA ref: 2408-41971 SRA

Date: 22 September 2025



<b>Document</b>	Flood Impact Assessment
<b>Project Name:</b>	325 Shaw Rd FIA
<b>Project Number:</b>	LCJ005

### Issue Register

Distribution List	Date Issued	Revision No.
LCJ Engineers Pty Ltd	9 <sup>th</sup> May2025	0 (Draft for comment)
LCJ Engineers Pty Ltd	14 <sup>th</sup> May 2025	1
LCJ Engineers Pty Ltd	14 <sup>th</sup> May 2025	2 (Updated Appendix)

### Company Details

<b>Name</b>	Imbris Australia Pty Ltd
<b>ACN/ABN</b>	73 663 798 436
<b>Project Manager</b>	Sally Williams (RPEQ # 19353)
<b>Contact</b>	<a href="mailto:enquiries@imbris.com.au">enquiries@imbris.com.au</a>

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This Report is provided for the exclusive use of the Client (LCJ Engineers Pty Ltd) pursuant to the Scope of Works which requires Imbris Australia Pty Ltd (IMBRIS) to provide Services relating to preparing a preliminary flood impact assessment for a proposed subdivision at 325 Shaw Road, Shaw. The development designs studied herein are conceptual in nature, this work is not a detailed design nor intended for construction. Further, more detailed assessments supported by detailed survey collection are expected.

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PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE

SARA ref: 2408-41971 SRA

Date: 22 September 2025



# ents

Table of Contents ..... 3

Executive Summary ..... 4

1.0 Introduction ..... 7

1.1 Background .....7

1.2 Subject Property .....7

1.3 Scope of Works .....8

1.4 Data and Information Provided.....8

2.0 Flood Impact Assessment..... 9

2.1 Approach .....9

2.2 Catchment Hydrology.....9

2.3 Existing Flood Hazard ..... 11

2.4 Developed Case Flood Impact Assessment..... 12

2.5 Results and Discussion ..... 16

3.0 Conclusions ..... 18

## List of Figures

Figure 1 Aerial view of subject property and surrounds (subject property shown in green) 7

Figure 2 Catchment upstream and including 325 Shaw Road (Proposed development sketch shown in pink and described further in Section 2.0). 10

Figure 3 Catchment outlet culverts under Shaw Road 10

Figure 4 Flood Hazard Risk at 325 Shaw Road, Shaw. Subject lot highlighted in blue. (Source: TCC Flood Information Portal, retrieved 15/04/25) 11

Figure 5 1% AEP with climate change maximum flood depths at 325 Shaw Road, Shaw (Subject site highlighted in blue) 12

Figure 6 Conceptual Site Development Plan 13

Figure 7 Hydraulic Model Topography (Existing and Developed) 14

Figure 8 Hydraulic Model Manning Roughness (Existing and Developed) 15

Figure 9 Predicted developed case 0.5% AEP maximum flood depths 17

## Executive Summary

A flood impact assessment has been completed relating to the proposed development of Lot 19 on SP107219 at 325 Shaw Road, Shaw, Queensland 4818. The proposal involves the Material Change of Use of vacant land into a Service Station and Car Wash Facility. The development site is located within the Townsville Local Government Area and involves development within the Queensland state-controlled road environment.

Townsville City Plan 2014 (Version 2024/01) Part 8.2.6.3 and Schedule 6.7.3.1.1 outlines the Townsville City Council (TCC) Local Government Area planning scheme policy in relation to flood hazard. Queensland State Development Assessment Provisions (SDAP) State Code 1 outlines the state’s requirement for development in a state-controlled road environment.

Under the assumptions described within this report, the outcomes from the flood impact assessment in relation to the TCC and Queensland state assessment benchmarks and performance outcomes are summarised in Table 1 and Table 2, respectively.

**Table 1 – TCC Planning Scheme Policy (SC6.7.3.1.1) Performance Outcomes.**

	Performance Outcome	Response
1	Development in medium and high hazard areas is designed and located to minimise susceptibility to and potential impacts of flooding.	No development is proposed within the high flood hazard area. The site is within the low and medium flood hazard areas on the existing TCC flood hazard overlay.  Flood risk mapping indicates that a central portion of the site is subject to medium flood risk. The proposed development has been designed to locate proposed infrastructure away from floodwaters and incorporate raised building pads where required.
2	Development in high hazard areas does not significantly impede the flow of flood waters through the site or worsen flood flows external to the site.	No development is proposed in the high hazard area.
3	Development does not intensify use in high hazard areas, in order to avoid risks to people and property.	No development is proposed in the high hazard area.
4	Siting and layout of development maintains the safety of people and property in medium hazard areas.	The developed case flood hazard area has been mapped using 2D modelling. The hazard mapping shows that the proposed building pads and driveway accesses are within the “Generally safe for vehicles, people and buildings” hazard category, based on Australian Emergency Management Institute definitions.
5	Signage is provided within high and medium flood hazard areas to alert residents and visitors to the flood hazard.	Signage to be confirmed as part of wider development application.
6	Development within high and medium flood hazard areas ensures any changes to the depth, duration, velocity of flood waters are contained within the site.	No development is proposed in the high flood hazard area.  To confirm adverse impacts on flood levels/depths, flow velocities and time of inundation are contained to the site; a pre- and post-development scenario was assessed.  Except for the proposed road access entry/exit points, no change in flood levels or flow velocity occurs outside of the site up to the 1% Annual Exceedance Probability (AEP) with climate change flood event.
7	Development within high and medium flood hazard does not directly, indirectly or cumulatively worsen flood characteristics outside the development site, having regard to:	No development is proposed in the high hazard area.  To evaluate the potential for worsening of flooding outside the development site; pre- and post-development scenarios were assessed.

	<ol style="list-style-type: none"> <li>1. increased scour and erosion; or</li> <li>2. loss of flood storage; or</li> <li>3. loss of or changes to flow paths; or</li> <li>4. flow acceleration or retardation; or</li> </ol> reduction in flood warning times.	No change in flood level or flow velocity is predicted outside of the site up to the 1% Annual Exceedance Probabilities (AEP) with climate change flood event. Predicted flow velocities across the site remain below 0.5 m/s at the 1% AEP to reduce the risk or erosion/scour.
<b>8</b>	Facilities with a role in emergency management and vulnerable community services are able to function effectively during and immediately after flood events.	N/A.
<b>9</b>	Public safety and the environment are not adversely affected by the detrimental impacts of flooding on hazardous materials manufactured or stored in bulk.	N/A

**Table Z – Queensland SDAP State Code 1 Performance Outcomes and Acceptable Outcomes**

	Performance Outcome	Response
8	Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the state-controlled road.	Negligible change in water depths, flow velocities and time of submergence of the state-controlled road is expected due to the proposed development for all flood events up to 1% annual exceedance probability (including climate change).
9	Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the state-controlled road or road transport infrastructure.	Negligible change in water depths, flow velocities and time of submergence of the state-controlled road is expected due to the proposed development for all flood events up to 1% annual exceedance probability (including climate change).
10	Stormwater run-off or overland flow from the development site does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure.	Negligible change in water depths, flow velocities and time of submergence of the state-controlled road is expected due to the proposed development for all flood events up to 1% annual exceedance probability (including climate change).
11	Development ensures that stormwater is lawfully discharged.	The development does not create any new points of discharge to a state-controlled road environment. Overland flowpaths from much of the development site are maintained as existing except where road-widening or a new access to the state-controlled road is proposed.
12	Development does not result in a material worsening of flooding impacts within a state-controlled road.	For all flood events up to 1% annual exceedance probability (including climate change) the proposed development <ul style="list-style-type: none"> <li>• results in negligible impacts (within +/- 10mm) to existing flood levels within the state-controlled road</li> <li>• results in negligible impacts (less than 10% increase) to existing peak velocities within a state-controlled road</li> <li>• results in negligible impacts to existing time of submergence of a state-controlled road.</li> </ul>
13	Drainage infrastructure does not create a safety hazard for users in the state-controlled road.	A new box culvert (1 x 1.2 m wide x 0.6 m high) and existing drain re-alignment will be required at the property access road intersection with Dalrymple Road West. Drain realignment will be required at the property access road intersection with Shaw Road.  Proposed road intersections and the new culvert will be designed in accordance with Queensland road drainage standards and specifications.  No other new drainage infrastructure is expected to be located outside the property boundary.
14	Drainage infrastructure associated with, or within, a state-controlled road is constructed and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network.	A new box culvert (1 x 1.2 m wide x 0.6 m high) and existing drain re-alignment will be required at the property access road intersection with Dalrymple Road West. Drain realignment will be required at the property access road intersection with Shaw Road.  Proposed road intersections and the new culvert will be designed in accordance with Queensland road drainage standards and specifications.



# 1.0 Introduction

## 1.1 Background

A flood impact assessment has been completed for LCJ Engineers Pty Ltd in relation to the proposed Material Change of Use (MCU) at 325 Shaw Road, Shaw (Lot 19 on SP107219) in the Townsville City Council (TCC) Local Government Area (LGA). This report describes the assumptions and outcomes of the flood impact assessment to address TCC Planning Guidelines (Townsville City Plan, 2014) and Queensland State Development Assessment Provisions (SDAP) State Code 1.

## 1.2 Subject Property

Lot 19 on SP107219 at 325 Shaw Road is a 2.56 hectare site in the suburb of Shaw, north of Townsville. The property is adjacent to the Townsville Ring Road and Dalrymple Road West. The property is zoned as rural and has previously been modified from its natural condition, the lot is mowed pasture with low-medium density vegetation. The entire lot area is flat, with no distinct formal or informal watercourse channels through the property (Figure 1).

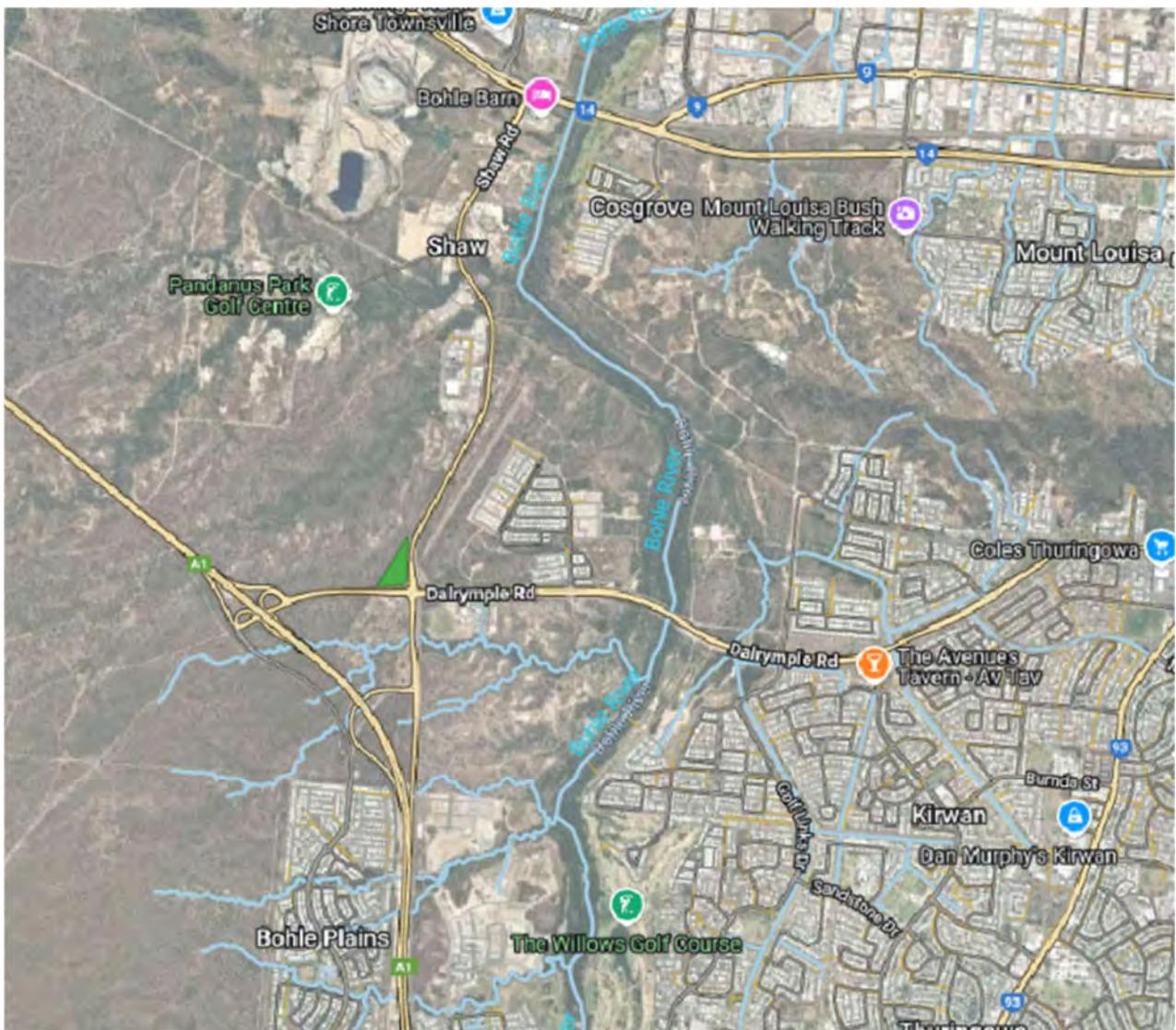


Figure 1 Aerial view of subject property and surrounds (subject property shown in green)



## Works

The scope of works undertaken for this flood impact assessment is described below.

- Review of the available background data including publicly available mapping data, reports and the previous flood modelling for the site.
- Undertake a site visit to confirm existing conditions at the site and the location/dimensions of existing drainage infrastructure in the vicinity of the site (where accessible).
- Following review and inclusion of any required flood model updates identified by Imbris, confirm the existing case 1% Annual Exceedance Probability (AEP) flood extent, flow velocities, water depth and flood hazard for the subject site and immediate surrounds based on ARR 2019 Guidelines.
- Determine the existing case 2%, 5%, 10%, 20% and 50% Annual Exceedance Probability (AEP) flood extent, flow velocities, water depth and revised 1% AEP flood hazard for the subject site and immediate surrounds based on ARR 2019 Guidelines.
- Determine the developed case 1% 2%, 5%, 10%, 20% and 50% Annual Exceedance Probability (AEP) flood extent, flow velocities, water depth and revised 1% AEP flood hazard for the subject site and immediate surrounds based on ARR 2019 Guidelines.
- Determine the potential flood impact (developed case minus existing case flood depths) of the proposed development.
- Determine the 0.5% AEP maximum flood depths to assist with planning of locations for bulk storage of hazardous materials.

## 1.4 Data and Information Provided

The following data and documents were sourced to support this study:

- Detailed site feature survey undertaken in April 2024 provided in AutoCAD format (BHBD Pty Ltd).
- Preferred site design layout provided in AutoCAD format.
- Aerial LiDAR Survey at a 1 m horizontal resolution (2018/2016). Aerial survey data used to develop the topography for the hydraulic model has a vertical accuracy of  $\pm 0.15$  m on clear, hard surfaces and a horizontal accuracy of  $\pm 0.45$  m.
- Previous flood modelling for the 1% AEP flood event and accompanying reports for the Bohle River catchment provided by TCC, which was undertaken as part of the *TCC Townsville Recalibrated Flood Modelling and Mapping Project – Bohle River Flood Study* (Water Technology, August 2023).



# Impact Assessment

## 2.1 Approach

The TCC City Plan specifies a preference that proposed development flood impacts are assessed using the latest 2D hydraulic models developed for Council's flood hazard overlay. TCC commissioned the development of a 2D TUFLOW flood model in 2020 (later updated in 2023) for the Bohle River catchment.

TCC has provided access to their 2D flood model for the purpose of undertaking this flood impact assessment. This report details the use of the TCC flood model for evaluating potential flood impacts in relation to the proposed development.

The development and previous calibration of the TUFLOW flood model is documented in detail within the Townsville Recalibrated Flood Modelling and Mapping – Bohle River (Rev V02, August 2023) report for TCC. This report is freely available online via the TCC Flood Information Portal and these details are not repeated herein. The study was undertaken based on the Australian Rainfall and Runoff 2019 (ARR2019) Guidelines.

It is noted that updates to Australian Rainfall and Runoff 2019 (ARR2019) Guidelines were made in October 2024. These updates include new recommendations in relation to the consideration of climate change for flood risk planning. Similarly, the Queensland State Flood Risk Management Framework (2021) now recommends the incorporation of climate change and the latest TCC Flood Risk Mapping is based on the 1% AEP incorporating an increase in rainfall intensity for a year 2100 climate change scenario.

In this study flood impacts were assessed up to the 1% AEP flood event incorporating a 15.4% increase in rainfall intensity, as adopted in the Bohle River Flood Study (2023).

## 2.2 Catchment Hydrology

The catchment area upstream of the subject site is approximately 7.5 hectares and is characterised by a low hill range with runoff onto a large flat floodplain. The flat area of the upstream catchment comprises the minority of the catchment area, with no defined flow channel immediately upstream of the site.

The road drainage features and existing table drains within the road corridor are the major drainage feature in the area, these receive overland flow from across the project site and control flow to the catchment outlet culverts under Shaw Road. An additional catchment area south of Dalrymple Road West flows into the table drain south of the project site via a single 1.2 m x 0.45 m Reinforced Concrete Box Culvert (RCBC) under Dalrymple Road West.

The existing flood hazard across the site can broadly be described as ponding due to the very flat nature of the site and once the capacity of the Shaw Road culverts is exceeded. The catchment is bounded to the east by Shaw Road (Figure 2). Since Shaw Road and Dalrymple Road West are not predicted to be inundated up to the 1% AEP, the catchment outlet is seven x 1.2 m wide and 0.45 m high RCBCs under Shaw Road (Figure 3).

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Date: 22 September 2025

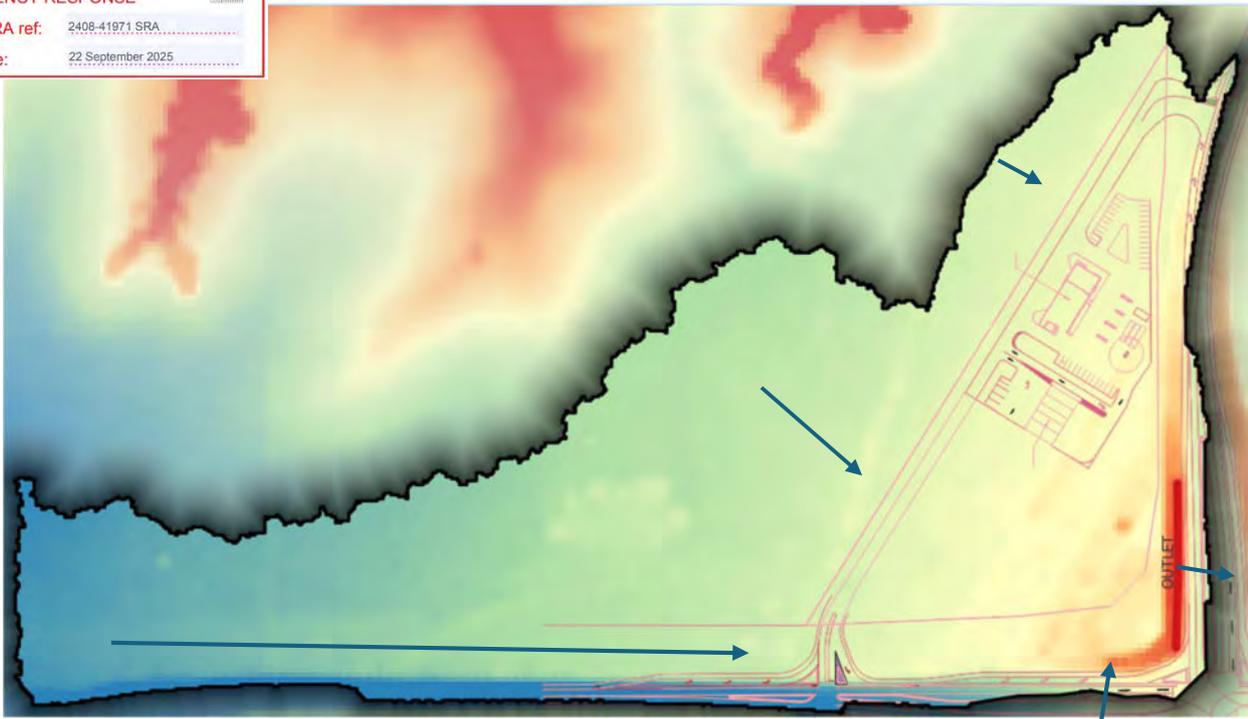


Figure 2 Catchment upstream and including 325 Shaw Road (Proposed development sketch shown in pink and described further in Section 2.4).



Figure 3 Development site looking north-east from Dalrymple Road West to the existing catchment outlet culverts under Shaw Road.

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SARA ref: 2408-41971 SRA

Date: 22 September 2025



## Flood Hazard

The latest flood risk mapping shows that the central portion of the subject property is within the Medium Flood Risk area (Figure 4). No part of the site is within the High or Very High Flood Risk area.

Dalrymple Road West and Shaw Road are not predicted to be inundated up to the 1% AEP flood event in the immediate vicinity the subject site under existing conditions.

The hydraulic model was updated to include standard minor flood events up to the 1% AEP (i.e. the 2%, 5%, 20% and 50% AEP flood events). The catchment hydrology is modelled entirely within the 2D TUFLOW model using the rain-on-grid approach.

The baseline flood events were simulated for the critical durations and temporal patterns as defined in the Townsville Recalibrated Flood Modelling and Mapping – Bohle River (Rev V02, August 2023). These were the 90-minute-hour/TP06 for 50% AEP, 20% AEP, 10% AEP, 5% AEP and 90-minute/TP01 storm for the 2% and 1% AEP with climate change flood events.

Figure 5 shows the predicted existing-case flood depths for the 1% AEP with climate change flood event. Due to the lack of any formal drainage channel immediately upstream of 325 Shaw Road, flooding across the site is characterised as shallow overland flow ranging from 0.1 - 0.3 m depth across central section of the site. Maps of the existing flood extents for all events up to the 1% AEP with climate change are provided in Appendix A.



Figure 4 Flood Hazard Risk at 325 Shaw Road, Shaw. Subject lot highlighted in blue. (Source: TCC Flood Information Portal, retrieved 15/04/25)

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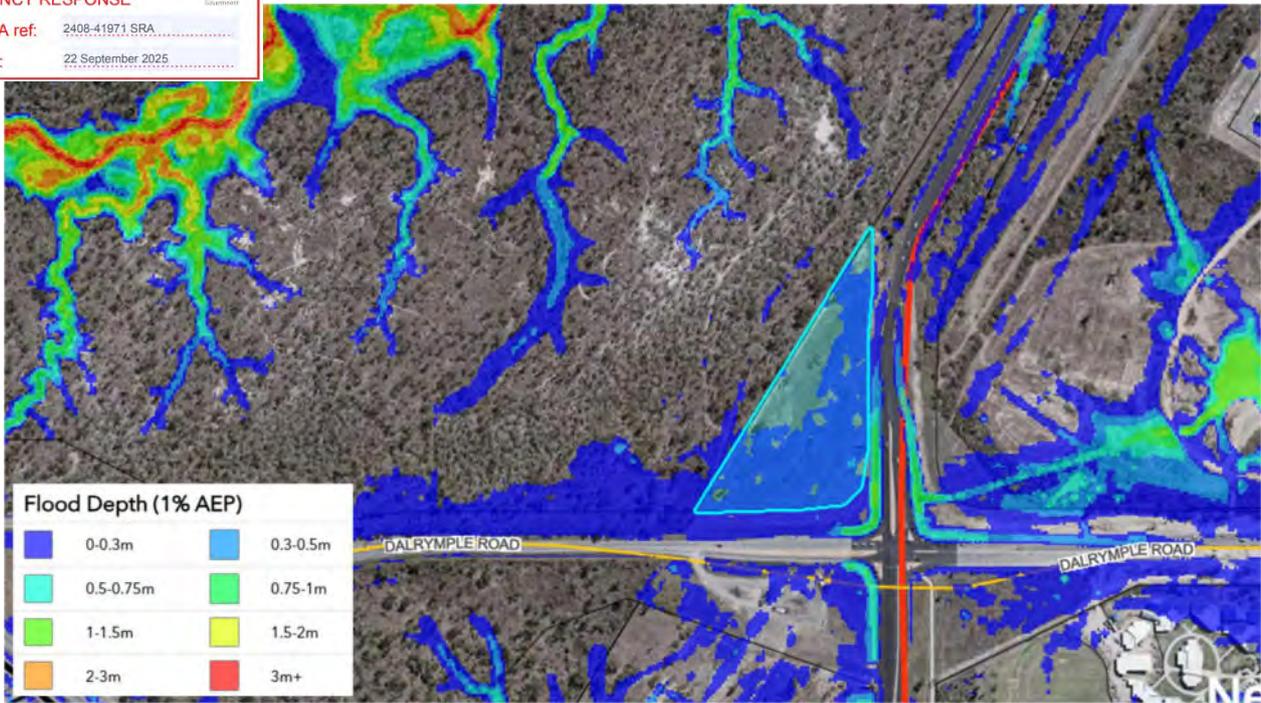



Figure 5 1% AEP with climate change maximum flood depths at 325 Shaw Road, Shaw (Subject site highlighted in blue)

## 2.4 Developed Case Flood Impact Assessment

The existing case flood model was updated to reflect the development layout under the assumptions described below. The impacts on floods up to the 1% AEP flood event were evaluated for the storm durations and temporal patterns identified as being critical in the existing case assessment. The 0.5% AEP flood event was also simulated to confirm flood levels in the vicinity of hazardous material storage locations.

Figure 6 provides a conceptual overview of the proposed development plan for the site provided by Kingsun Developments for a service station with car wash facility. Figure 7 and Figure 8 illustrate the corresponding hydraulic model refinements which were made to reflect the developed site, these assumptions are discussed in more detail below.

The proposed development has been designed with a layout such that much of the development is on land outside of the existing flood risk area (refer to Figure 4). Access roads are proposed to Dalrymple Road West and Shaw Road which will require associated road drainage features.

The drainage features of the development and assumptions made in the hydraulic model include:

- All parts of the development are at the existing site elevation, with the exception of raised surfaces as highlighted on (Figure 7). Raised surfaces include
  - road access intersections to Dalrymple Road West and Shaw Road which require widening for turning lanes and topographic modifications in order for the existing site elevation to transition the existing road elevation.
  - building pad locations immediately surrounding the Service Station and Car Wash and forecourts and hazardous material storage locations raised to 15.3 m AHD.
- Re-alignment of the existing road drain which runs parallel to Shaw Road due to accommodate road widening for a left-turnout lane.
- Re-alignment of the existing road drain which runs along the site boundary parallel to Dalrymple Road West due to road widening to accommodate a left-turnout lane and direct flow towards to a proposed single 1.2 m wide x 0.6 m high RCBC under the property access road.
- Manning roughness changes to reflect smooth surface of the road and development site (Figure 8).

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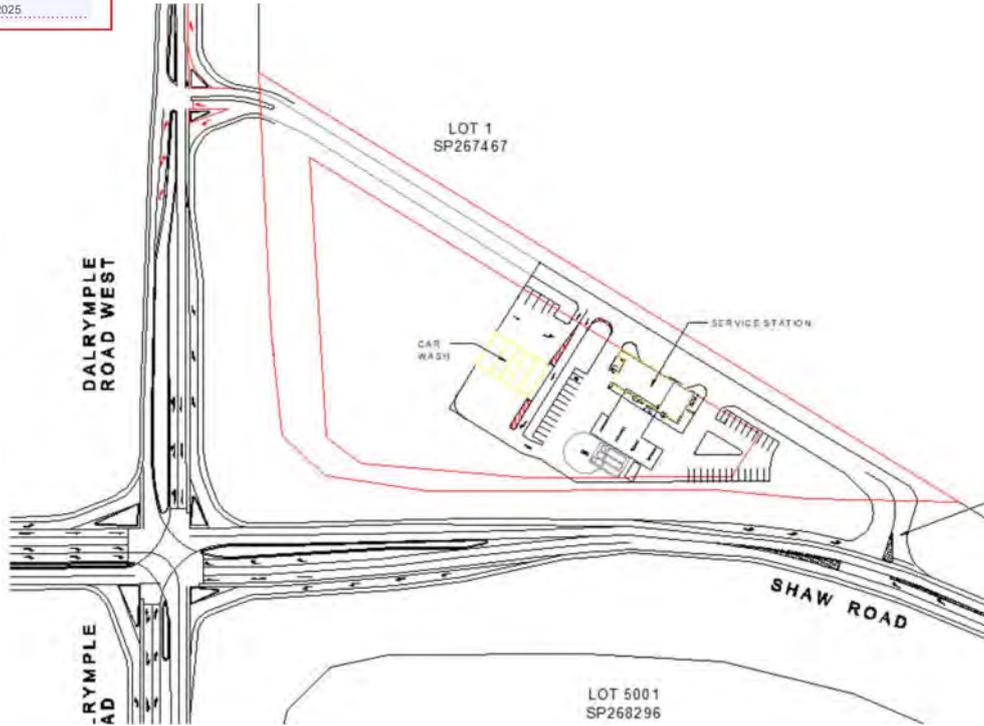



Figure 6 Conceptual Site Development Plan

As shown in Figure 8, the 2D mapping of the Mannings roughness of the proposed roads and paved areas within the development site were modified to a value 0.03. All other areas of the lot were maintained at the calibrated model existing case value 0.055, which reflects the current low-density vegetation across the lot.

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Date: 22 September 2025

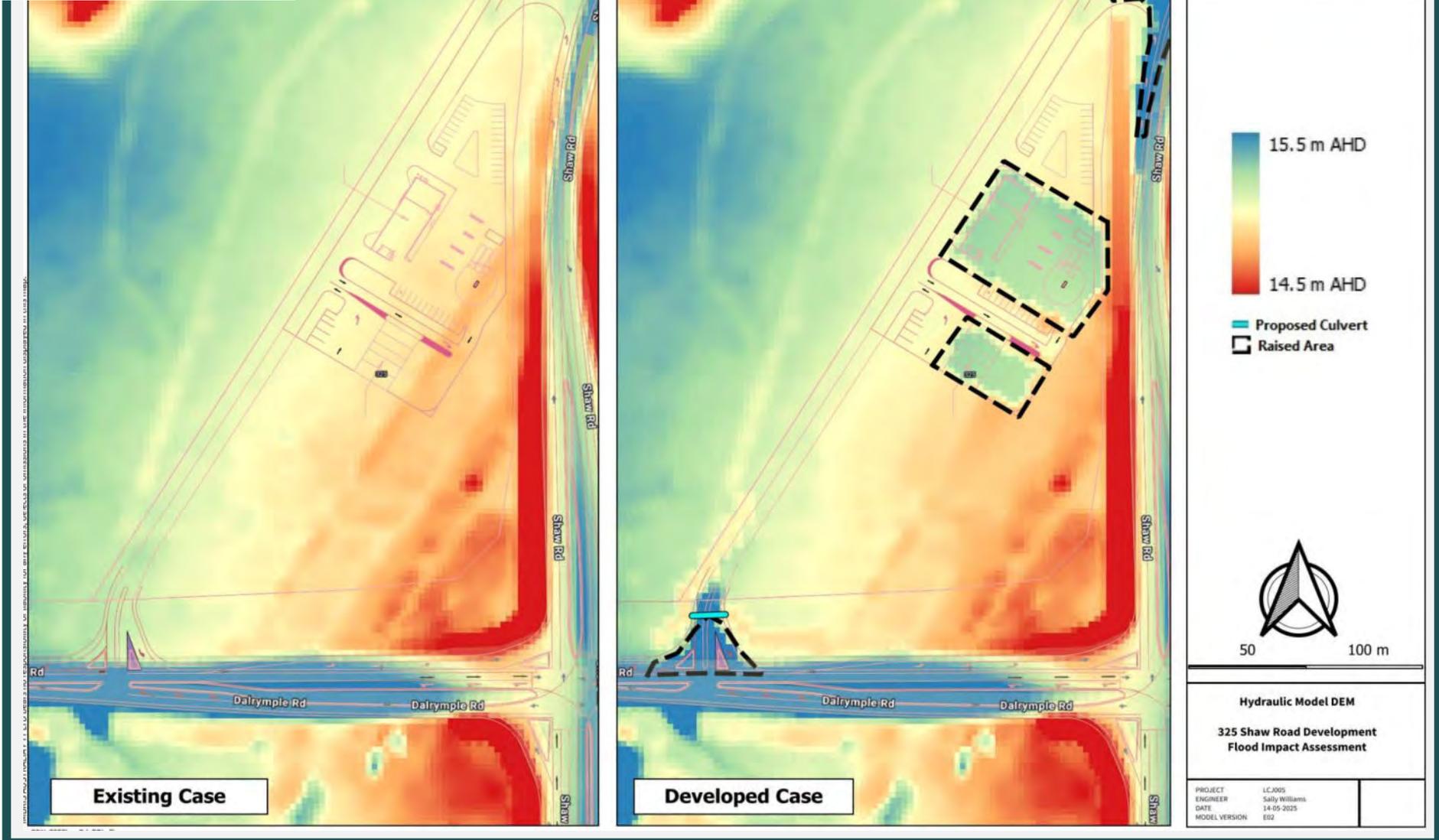



Figure 7 Hydraulic Model Topography (Existing and Developed)

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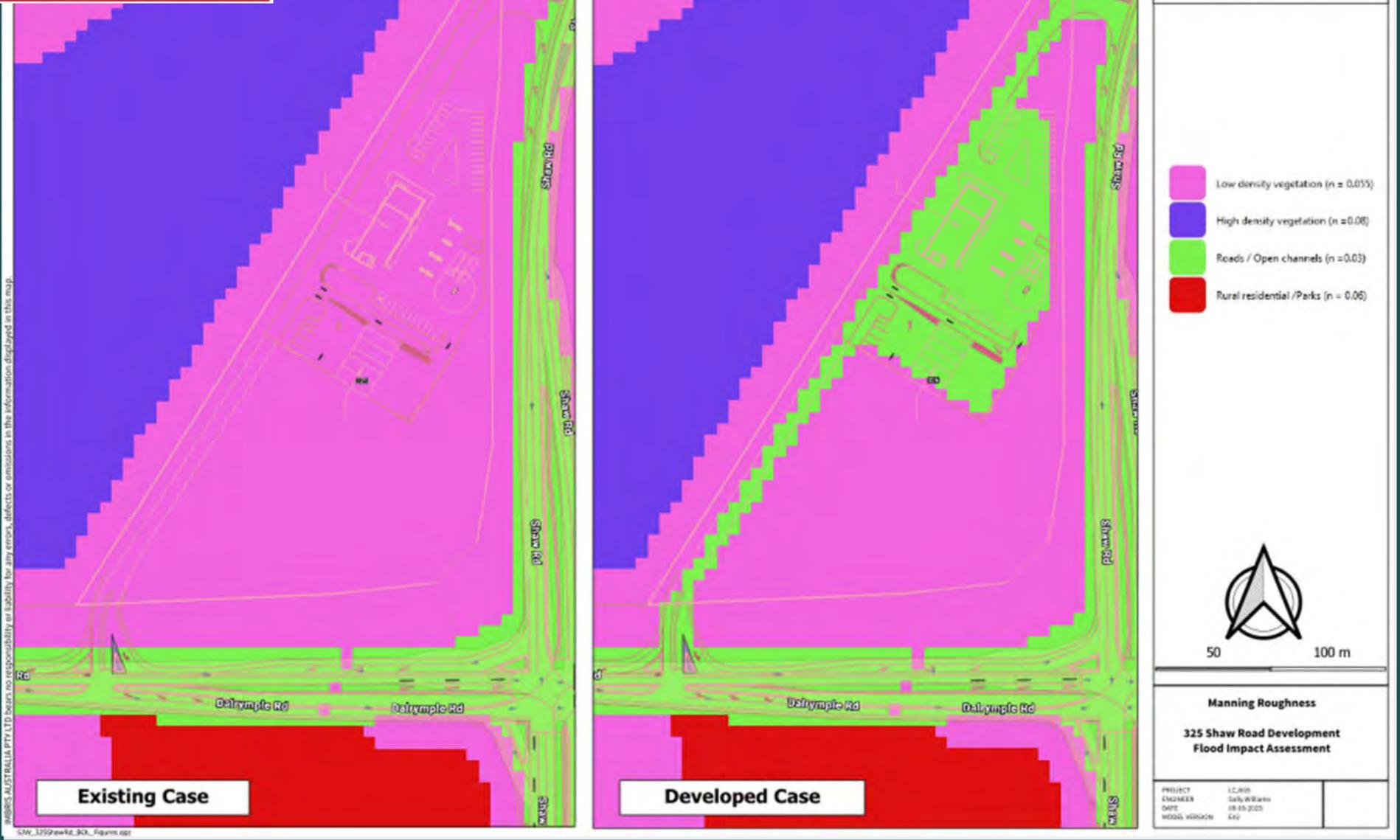


Figure 8 Hydraulic Model Manning Roughness (Existing and Developed)



## Findings and Discussion

The developed case model was run for the same critical durations and for all AEPs as the existing case. Maps of the maximum water depth and flow velocity, and the difference in water surface level (afflux) between the developed case and the existing case are provided in Appendix A.

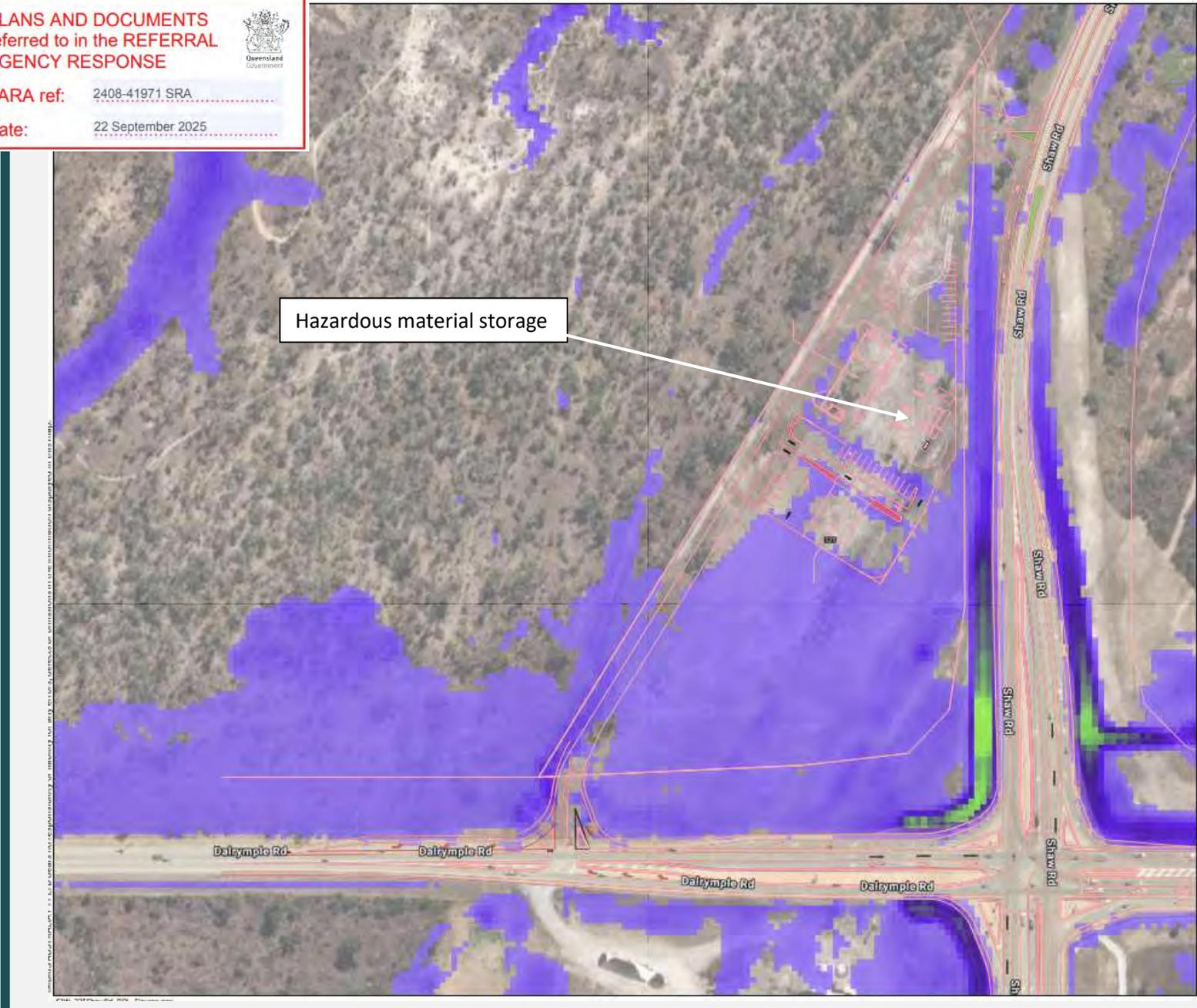
Key outcomes of the developed case flood impact assessment include:

- Up to the 1% Annual Exceedance Probability all building pads are above the predicted peak flood level. Peak water depths surrounding pads are in the order of 0.1 - 0.25 m.
- No increases in peak flood levels are predicted outside of the proposed development lot up to the 1% AEP incorporating climate change except in the immediate vicinity of road access points (Map A13).
- Overland flow velocities across the site remain below 0.5 m/s, assuming that adequate vegetation is maintained across the primary flow areas. This minimizes the risk of erosion and scour (Map A7-A12).
- The access road within the property is expected to remain trafficable (based on water depth below 0.15 m and flow velocity below 0.5 m/s) up to the 1% AEP flood event.
- Flood immunity in hazardous storage area is predicted to exceed 0.5% AEP flood event (Figure 9). The 0.5% AEP flood level in the vicinity of the proposed hazardous material storage is 15.30 m AHD. It is recommended that bunding and an additional freeboard is provided above this level.

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SARA ref: 2408-41971 SRA

Date: 22 September 2025



Water Depth (m)



50 100 m

**0.5% AEP Maximum Water Depth**

**325 Shaw Road Development**

**Flood Impact Assessment**

PROJECT	LC 2005
ENGINEER	Sally Williams
DATE	09-05-2025
MODEL VERSION	ED2

Figure 9 Predicted developed case 0.5% AEP maximum flood depths

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE

SARA ref: 2408-41971 SRA

Date: 22 September 2025



## 5.0 Conclusions

This flood impact assessment has been undertaken in relation to the proposed development of Lot 19 on SP107219 at 325 Shaw Road, Shaw, Queensland 4818.

The assessment has been completed in accordance with TCC Guidelines for Preparation of Flood Studies (Townsville City Plan, 2014). The base-line flood modelling study that was used for deriving the TCC flood hazard overlay was used for evaluating development impacts.

The impacts on floods have been evaluated up to the 1% AEP including climate change to confirm no adverse impacts on flood levels, depths, flow velocities and time of inundation external to the site, except in the vicinity of new road access points.

Townsville City Council (TCC) Flood Hazard Planning Scheme Policy (Part 8.2.6.3 and Schedule 6.7.3.1.1) outlines several assessment benchmarks associated for proposed developments. The development outcomes in relation to these benchmarks are summarised in Table 1.

Queensland SDAP State Code 1 outlines several assessment benchmarks associated for proposed developments. The development outcomes in relation to these benchmarks are summarised in Table 2.

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Date: 22 September 2025



# Appendix A - Mapping

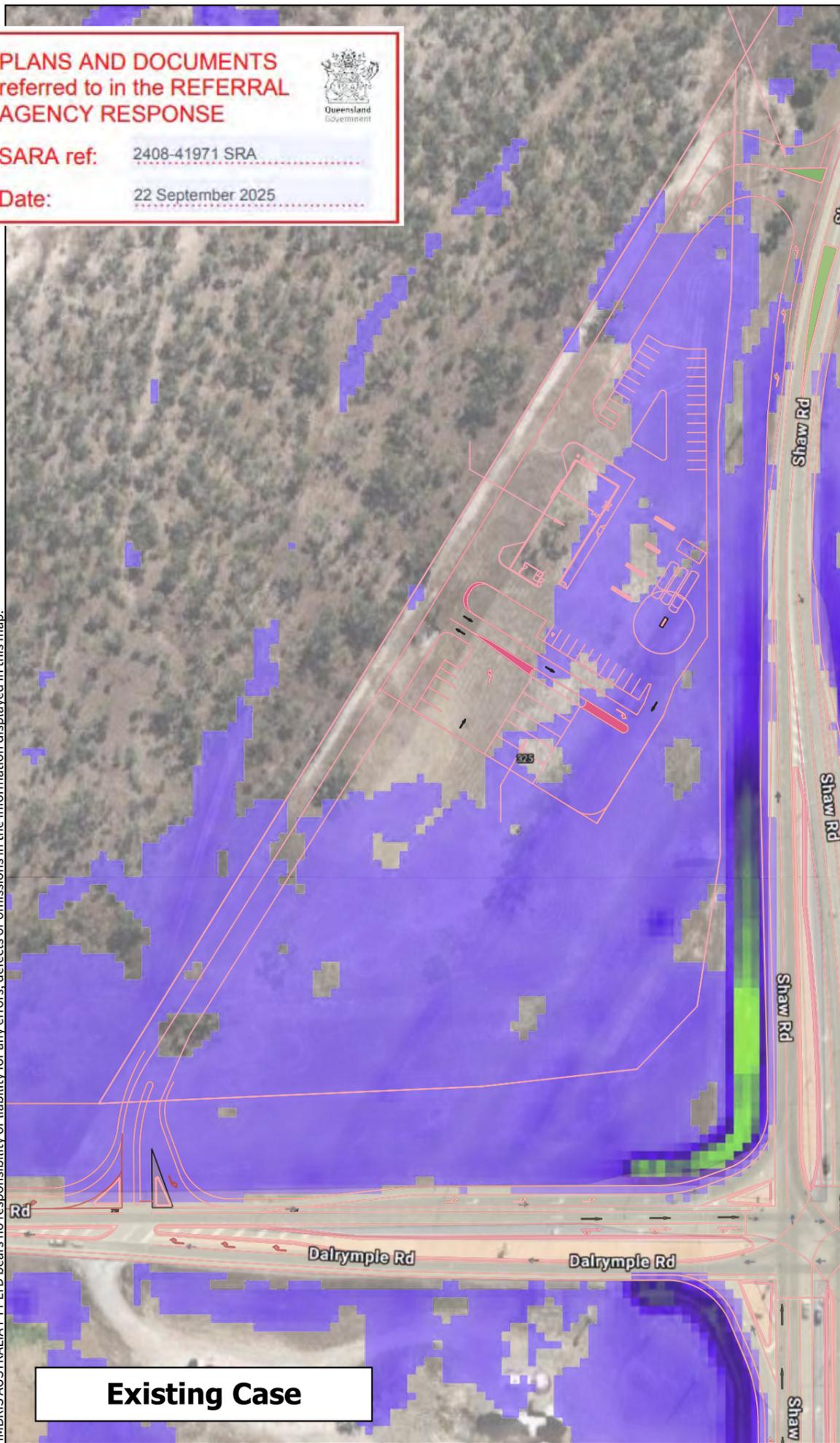
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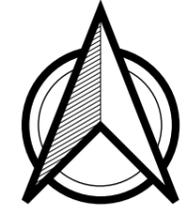
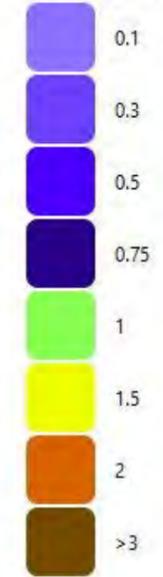
**Existing Case**



**Developed Case**



**Water Depth (m)**



50 100 m

**1% AEP - Maximum Water Depth**  
**325 Shaw Road Development**  
**Flood Impact Assessment**

PROJECT LCJ005  
ENGINEER Sally Williams  
DATE 09-05-2025  
MODEL VERSION E02

**Map**  
**A1**

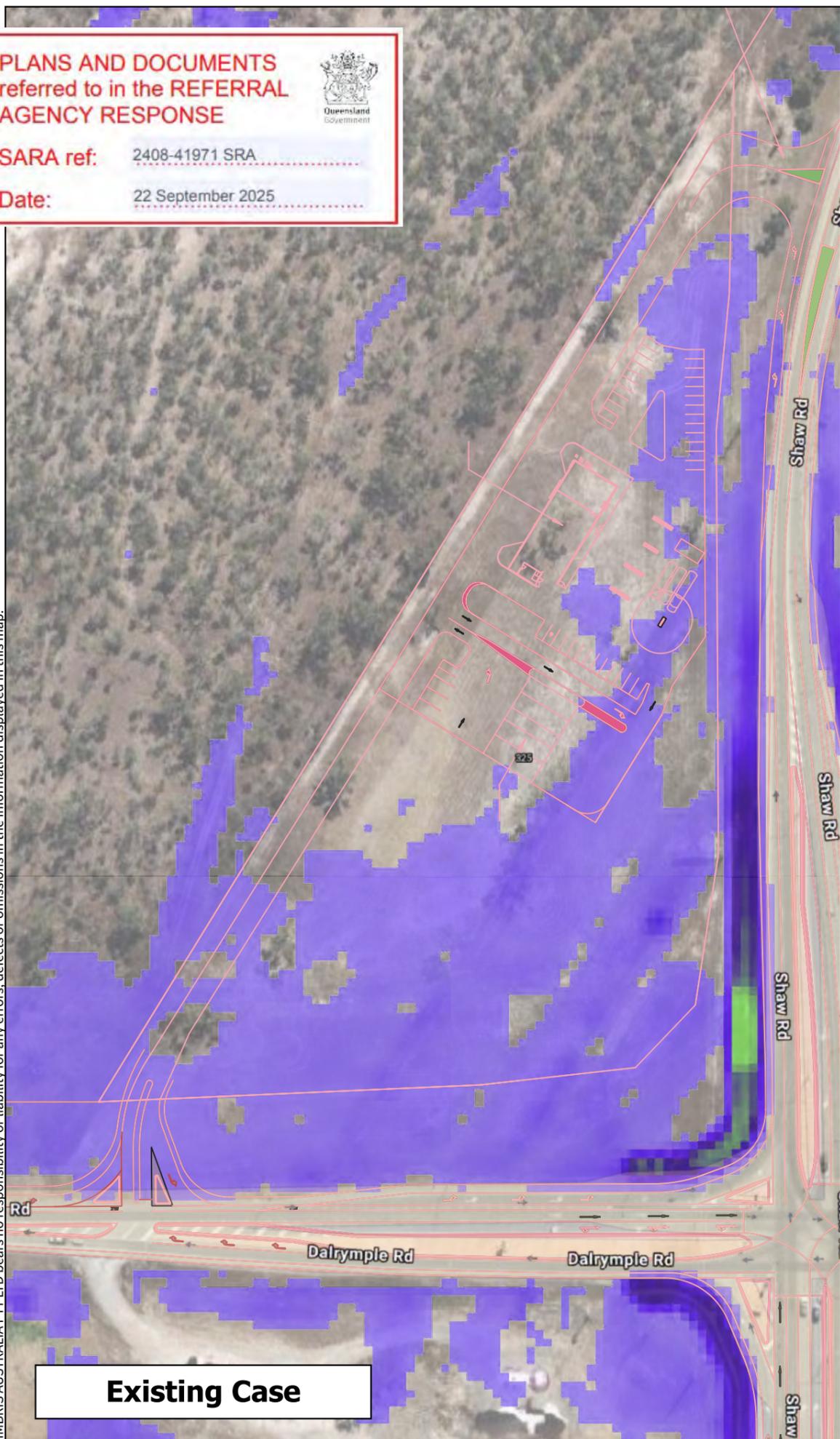
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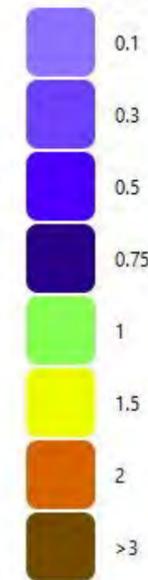
**Existing Case**



**Developed Case**

**imbris**

**Water Depth (m)**



50 100 m

**2% AEP - Maximum Water Depth**

**325 Shaw Road Development  
Flood Impact Assessment**

PROJECT LCJ005  
ENGINEER Sally Williams  
DATE 14-05-2025  
MODEL VERSION E02

**Map  
A2**

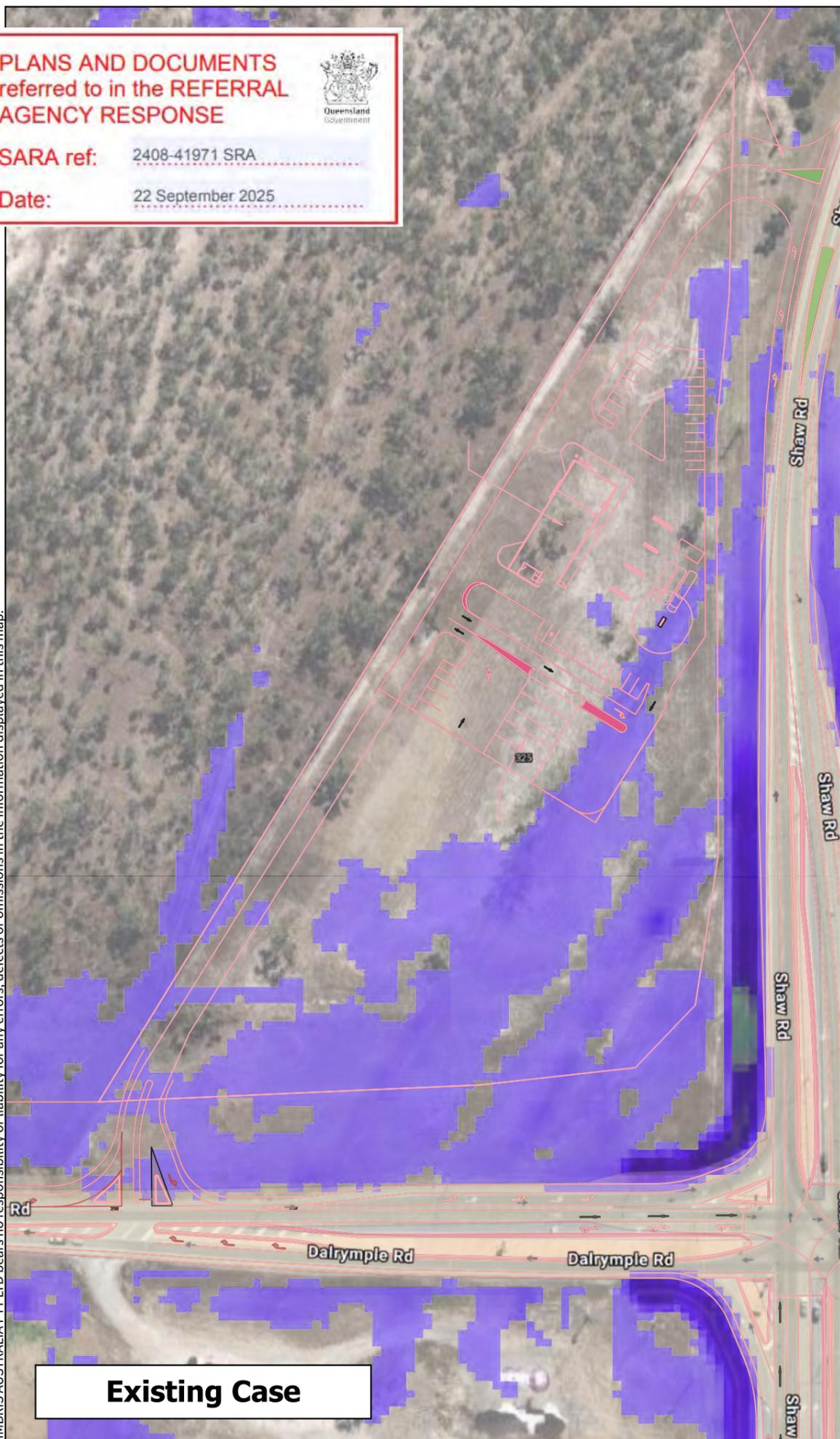
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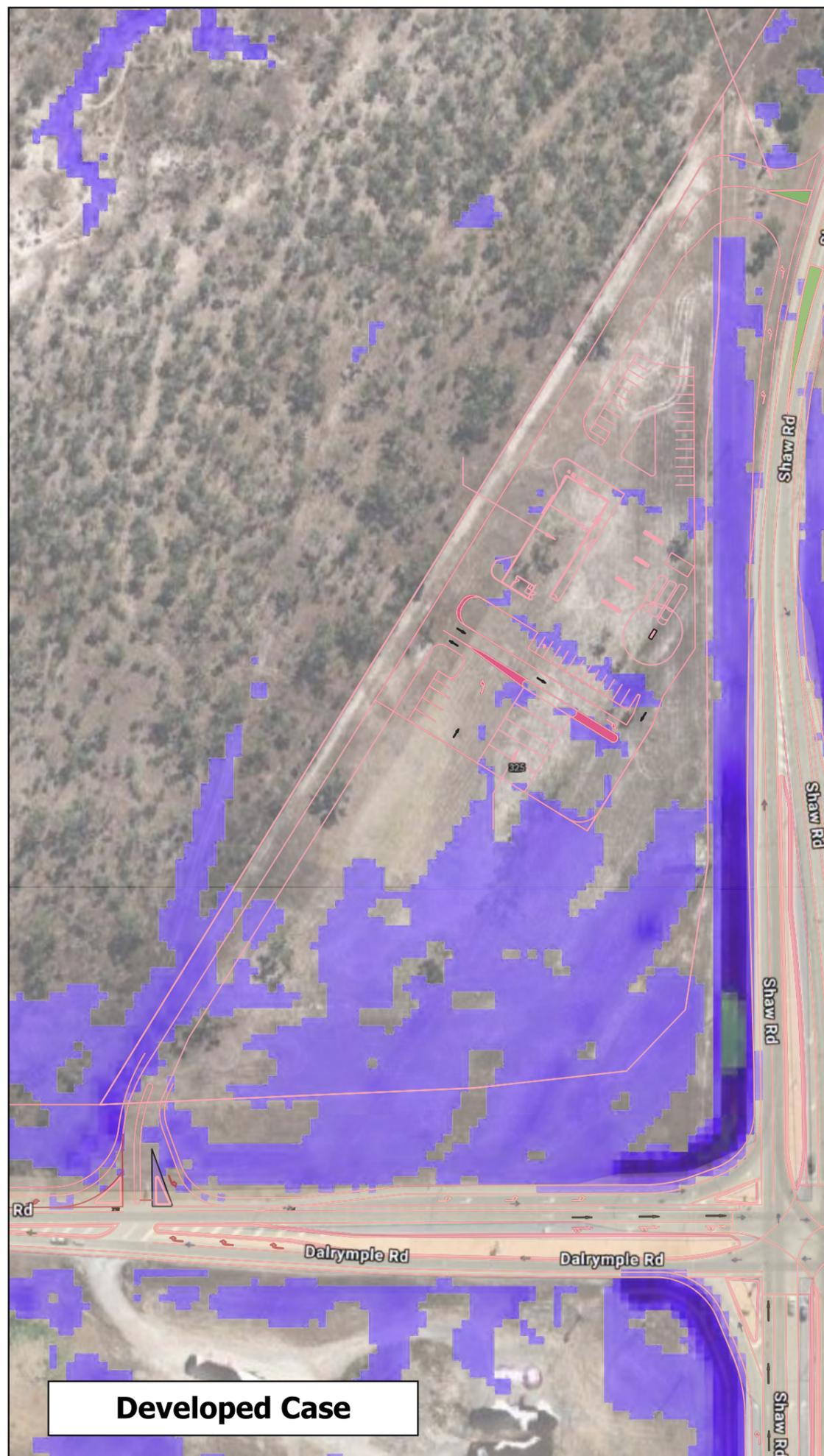
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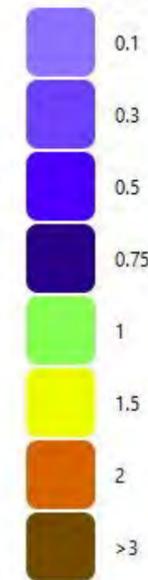
**Existing Case**



**Developed Case**



**Water Depth (m)**



50 100 m

**5% AEP - Maximum Water Depth**

**325 Shaw Road Development  
Flood Impact Assessment**

PROJECT LCJ005  
ENGINEER Sally Williams  
DATE 14-05-2025  
MODEL VERSION E02

**Map  
A3**

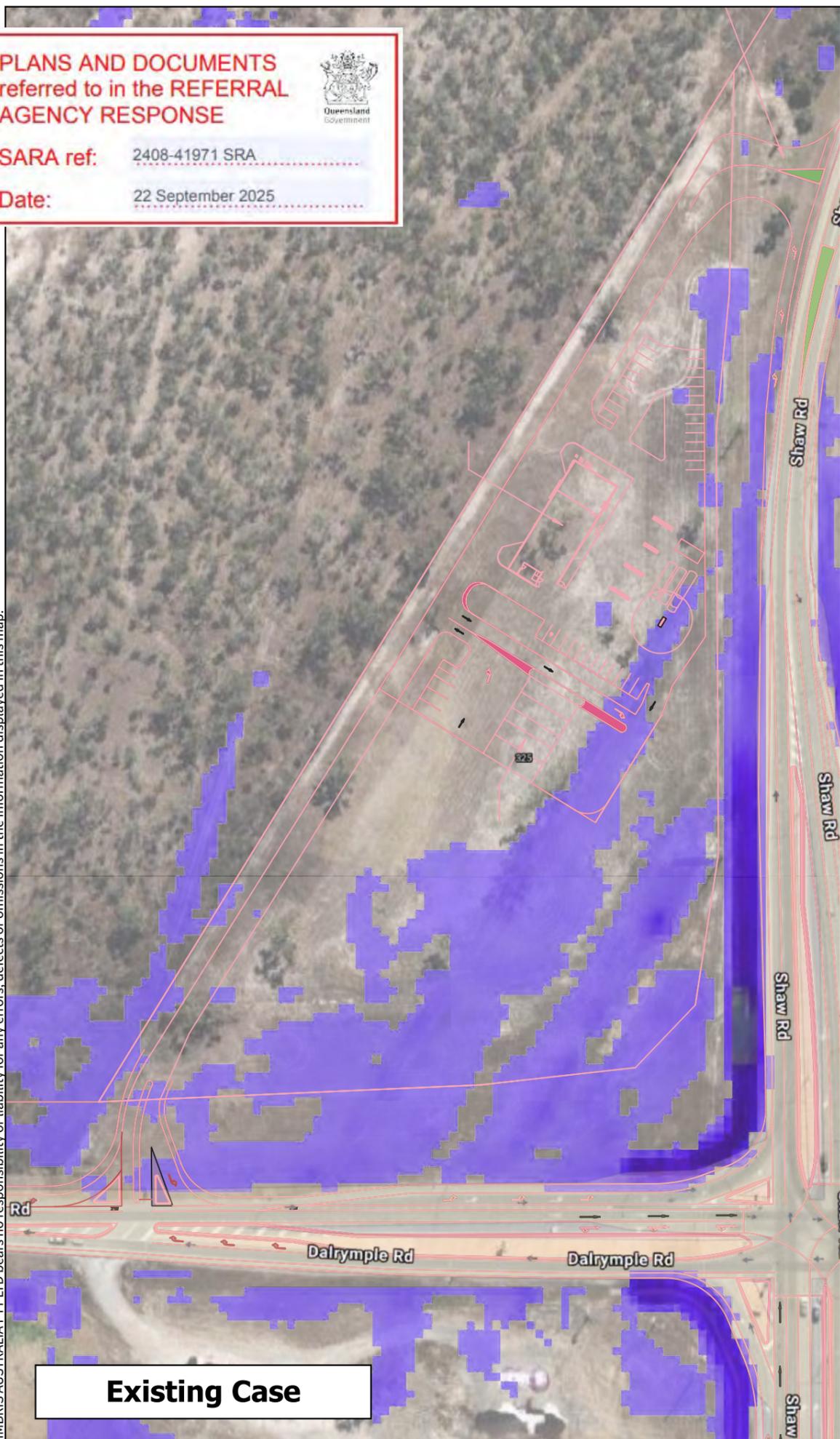
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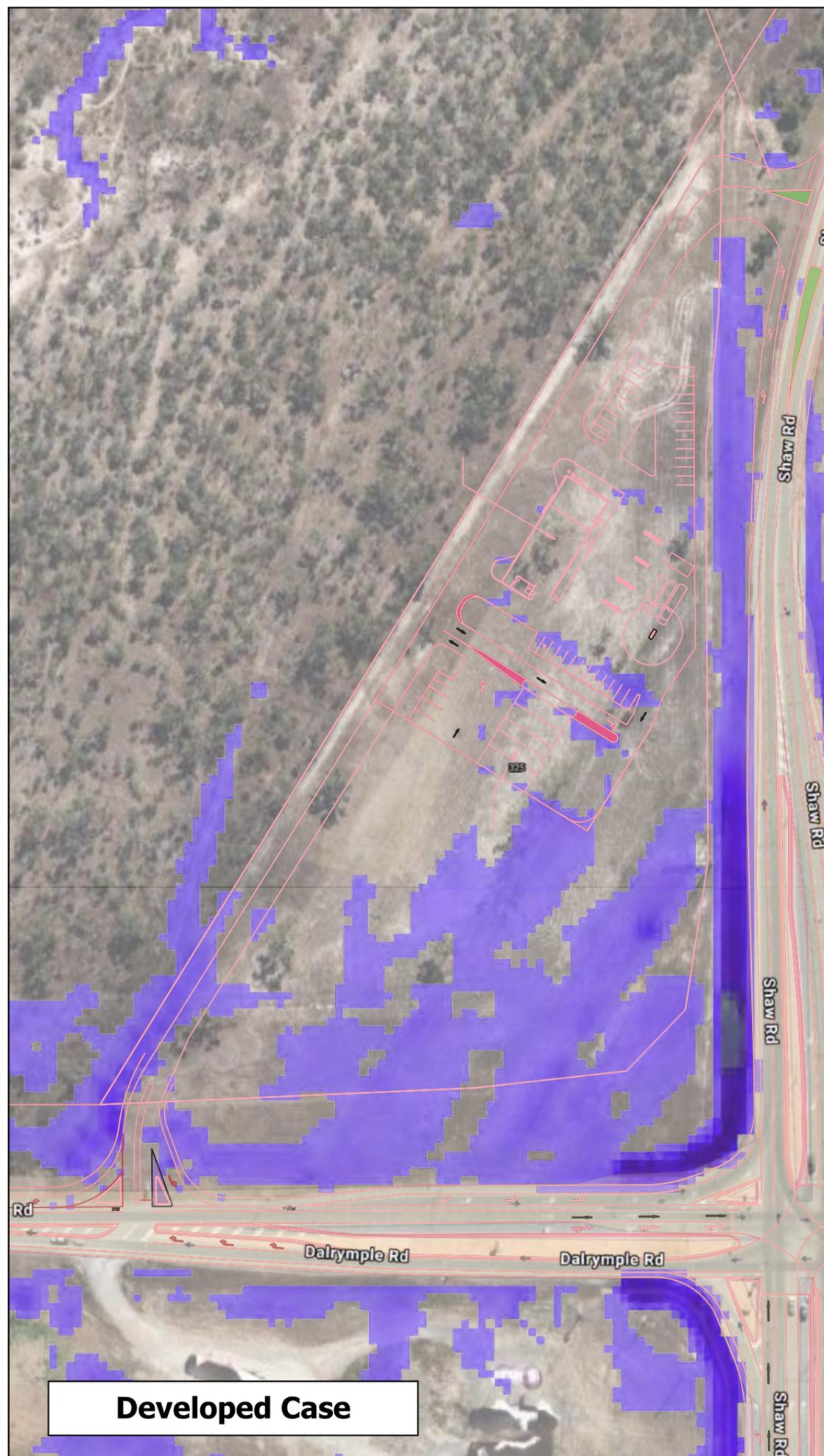
SARA ref: 2408-41971 SRA

Date: 22 September 2025

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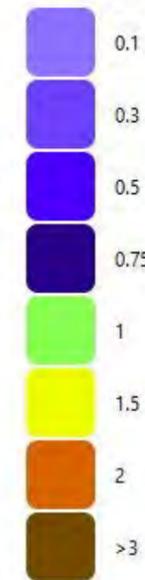
**Existing Case**



**Developed Case**

**imbris**

**Water Depth (m)**



50 100 m

**10% AEP - Maximum Water Depth**

**325 Shaw Road Development  
Flood Impact Assessment**

PROJECT LCJ005  
ENGINEER Sally Williams  
DATE 09-05-2025  
MODEL VERSION E02

**Map  
A4**

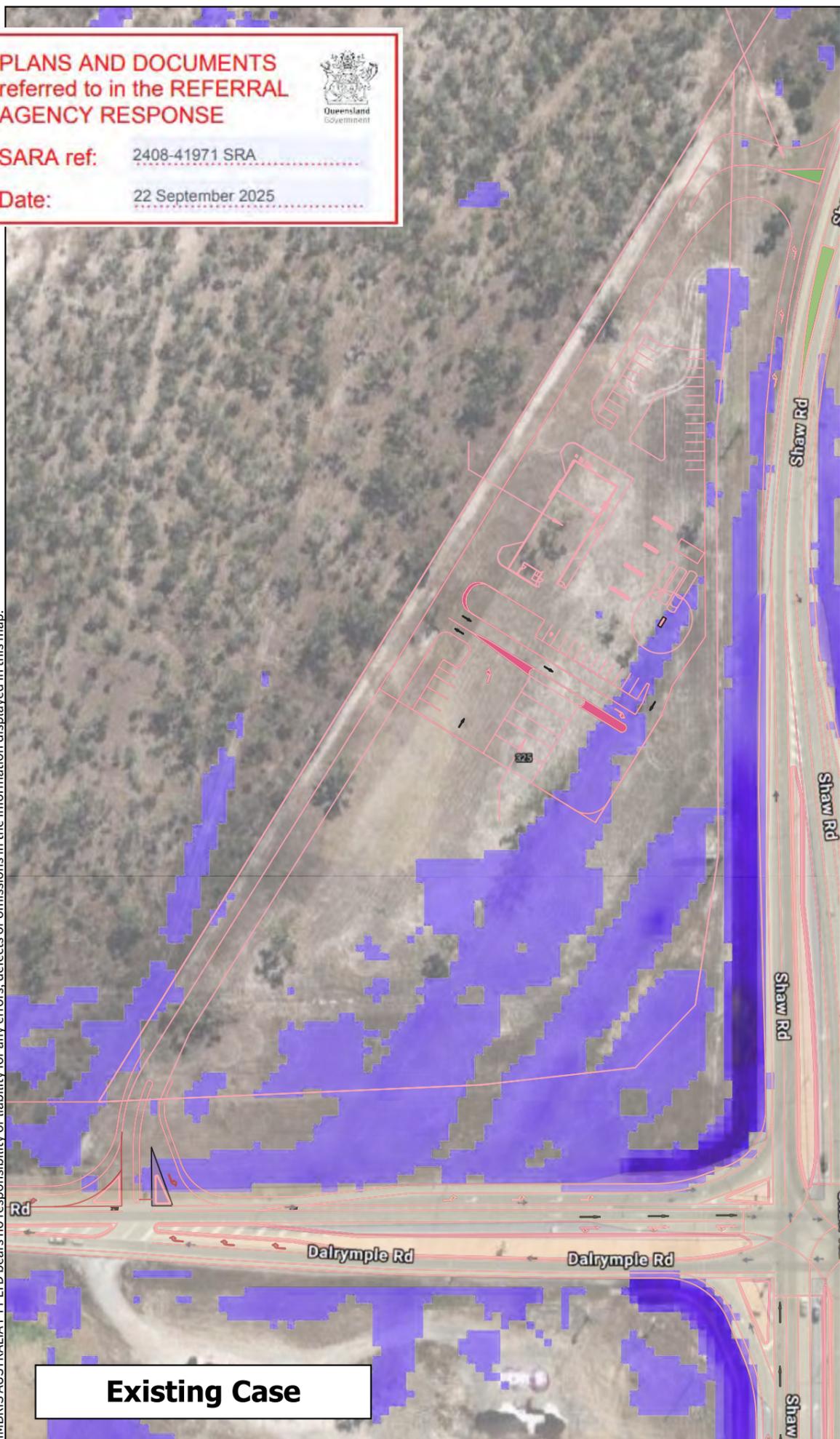
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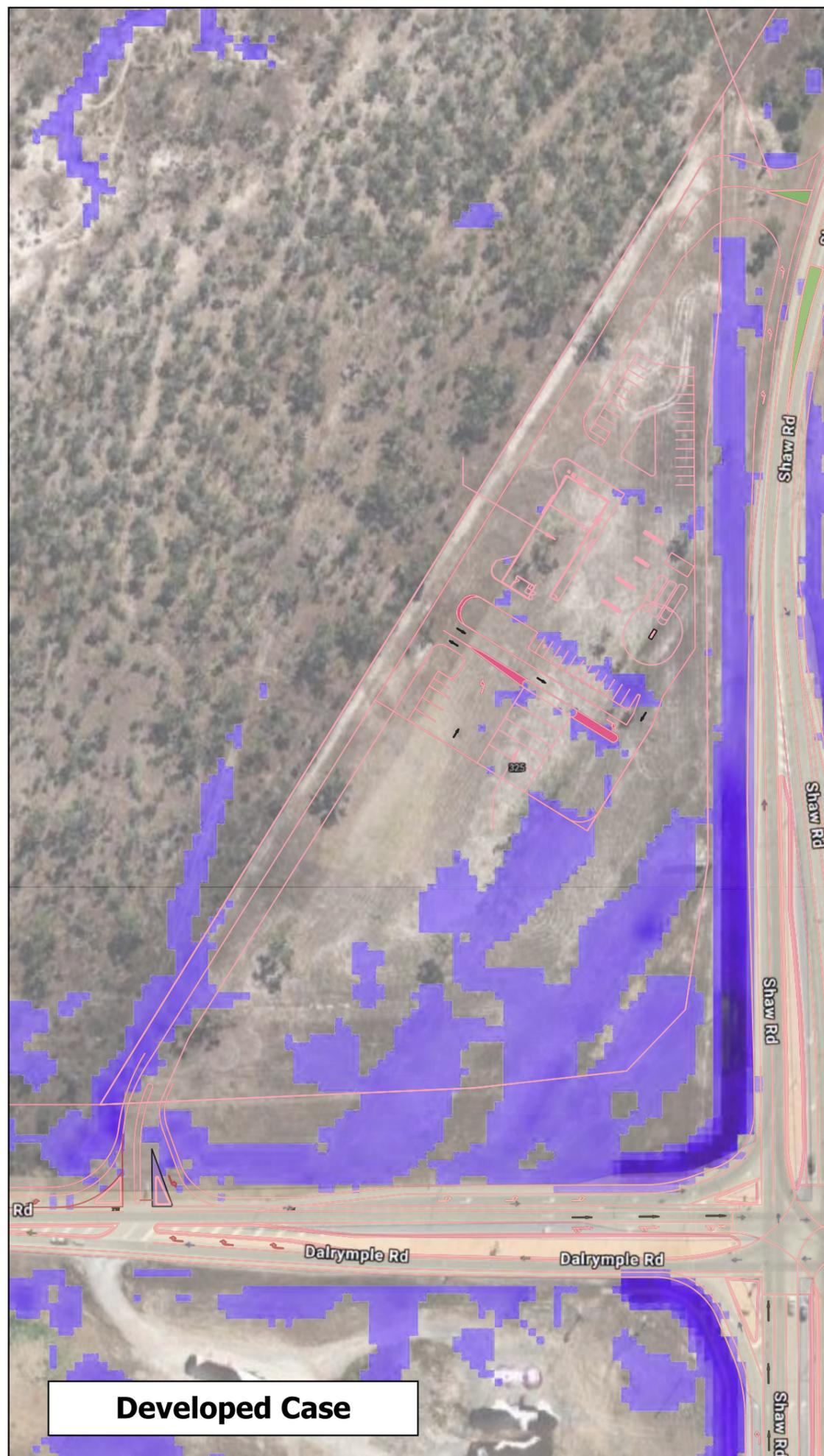
SARA ref: 2408-41971 SRA

Date: 22 September 2025

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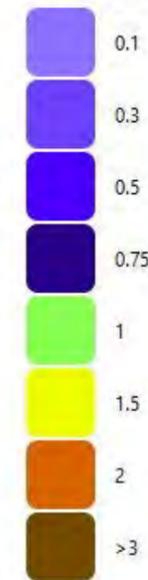
**Existing Case**



**Developed Case**



**Water Depth (m)**



50 100 m

**20% AEP - Maximum Water Depth**

**325 Shaw Road Development  
Flood Impact Assessment**

PROJECT LCJ005  
ENGINEER Sally Williams  
DATE 09-05-2025  
MODEL VERSION E02

**Map  
A5**

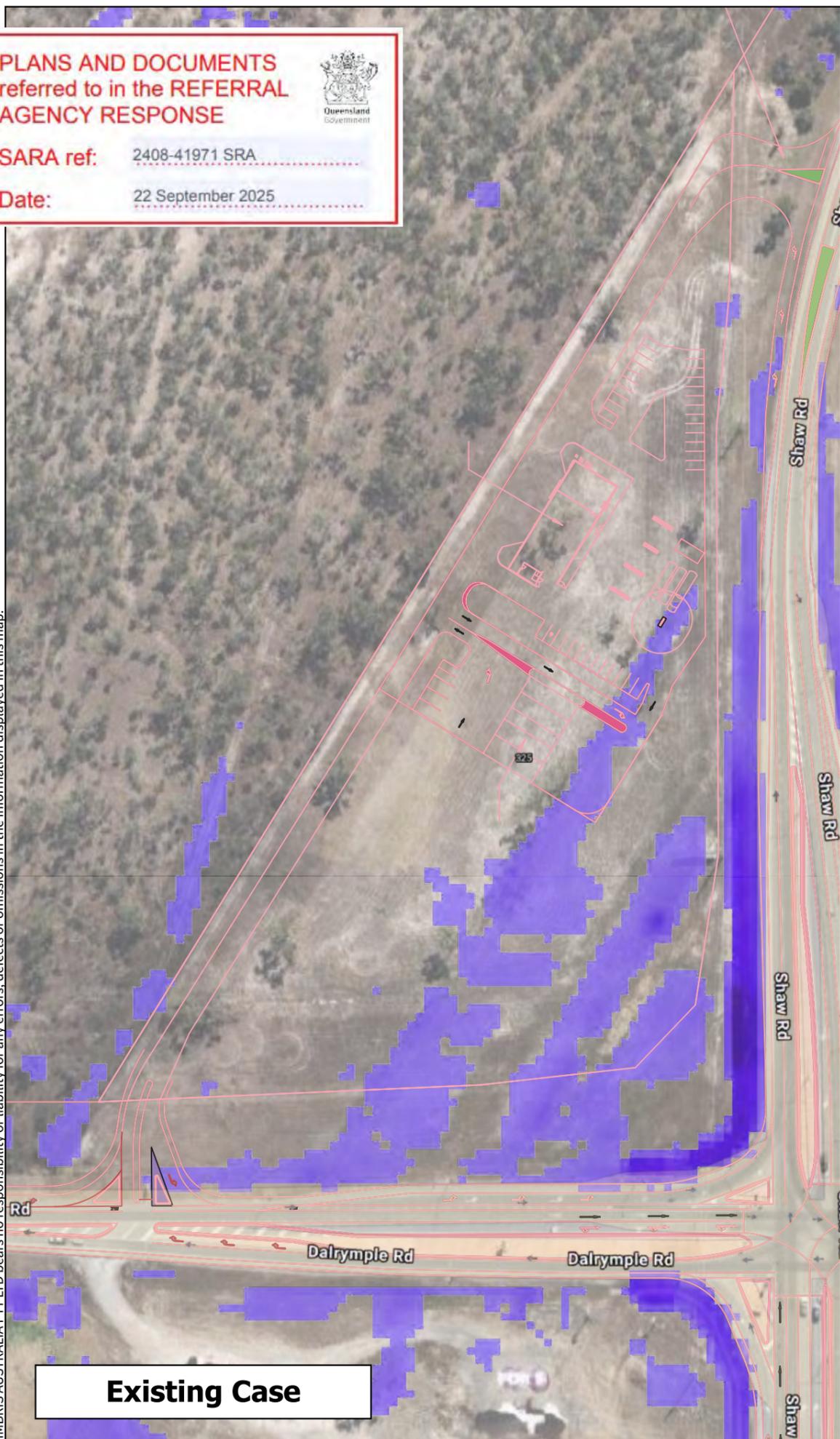
**PLANS AND DOCUMENTS**  
referred to in the REFERRAL  
AGENCY RESPONSE



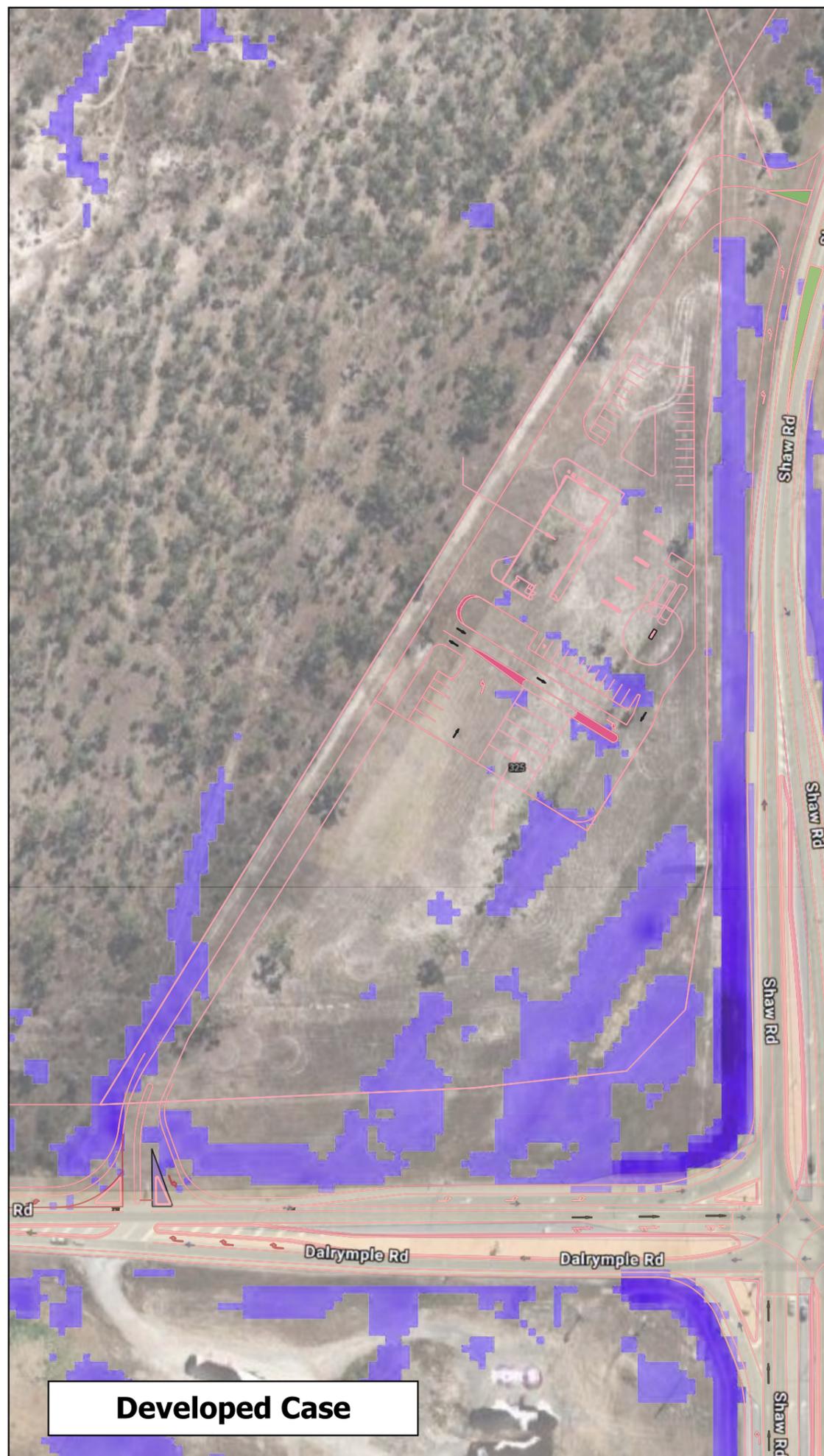
SARA ref: 2408-41971 SRA

Date: 22 September 2025

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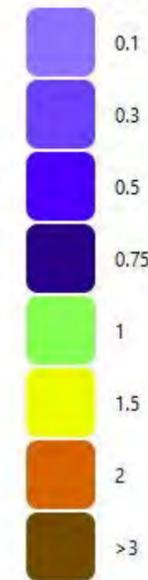
**Existing Case**



**Developed Case**



**Water Depth (m)**



50 100 m

**50% AEP - Maximum Water Depth**

**325 Shaw Road Development  
Flood Impact Assessment**

PROJECT LCJ005  
ENGINEER Sally Williams  
DATE 09-05-2025  
MODEL VERSION E02

**Map  
A6**

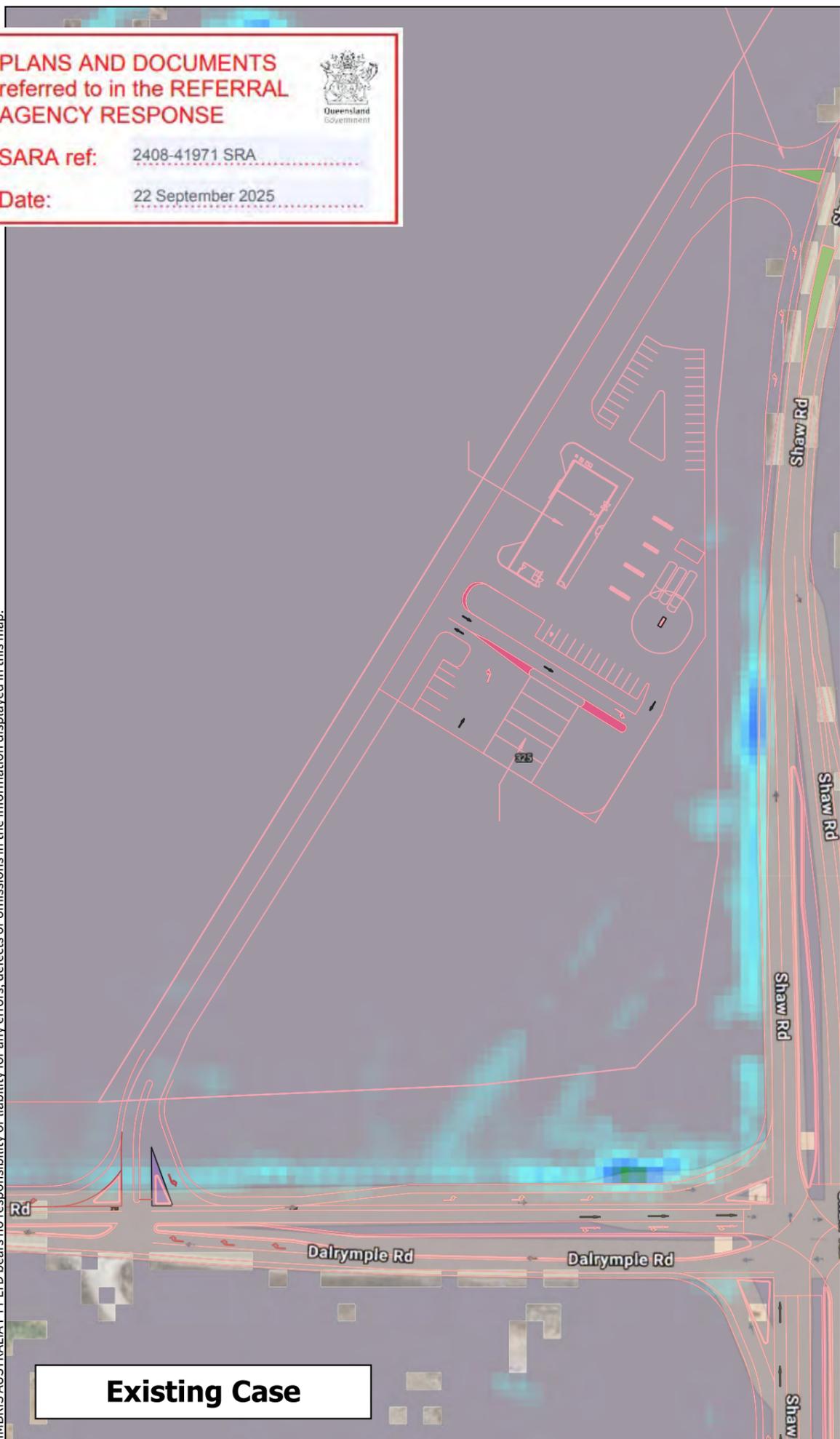
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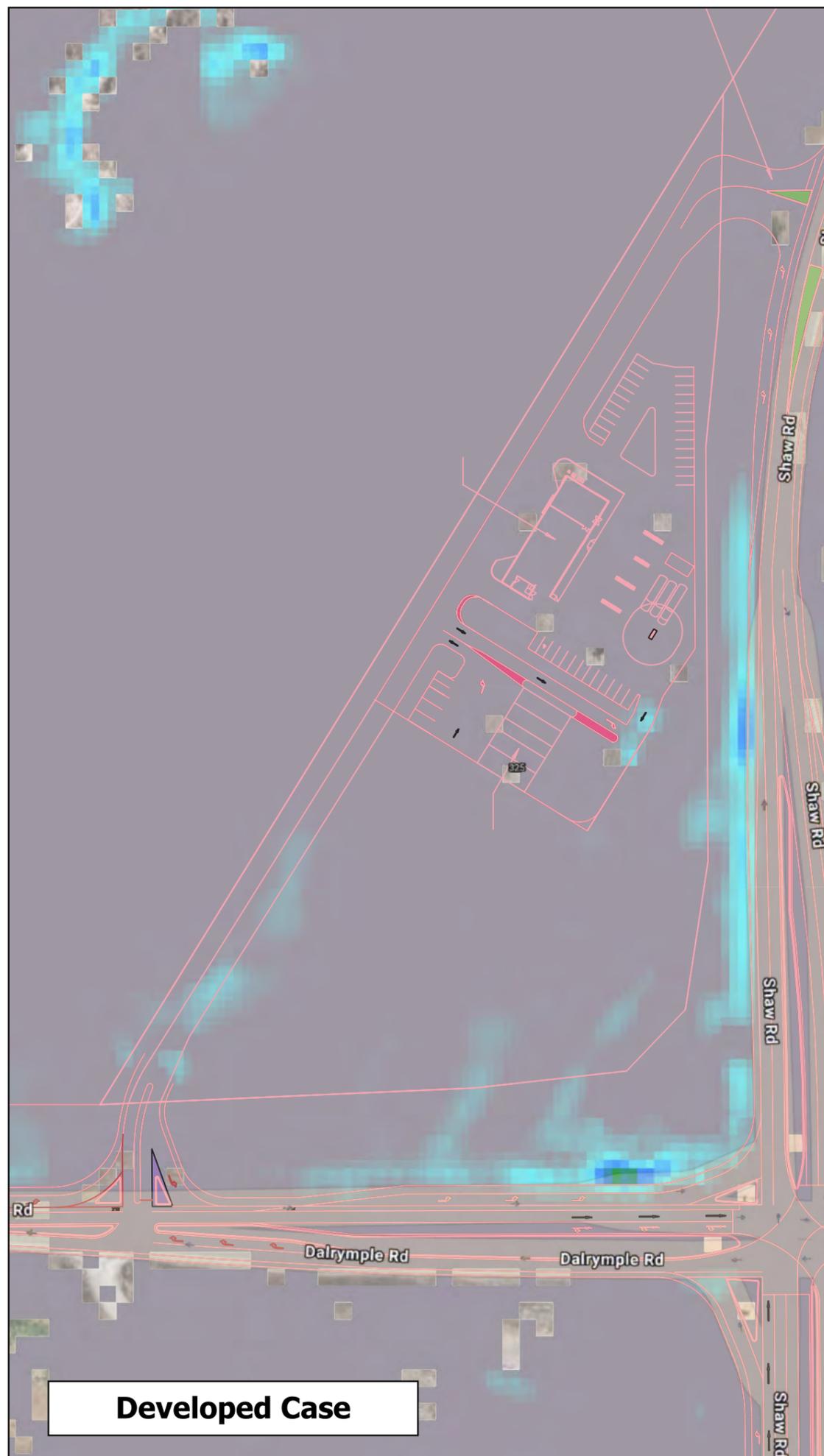
SARA ref: 2408-41971 SRA

Date: 22 September 2025

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**Existing Case**



**Developed Case**



50 100 m

**1% AEP - Peak Flow Velocity**

**325 Shaw Road Development  
Flood Impact Assessment**

PROJECT LCJ005  
ENGINEER Sally Williams  
DATE 09-05-2025  
MODEL VERSION E02

**Map  
A7**

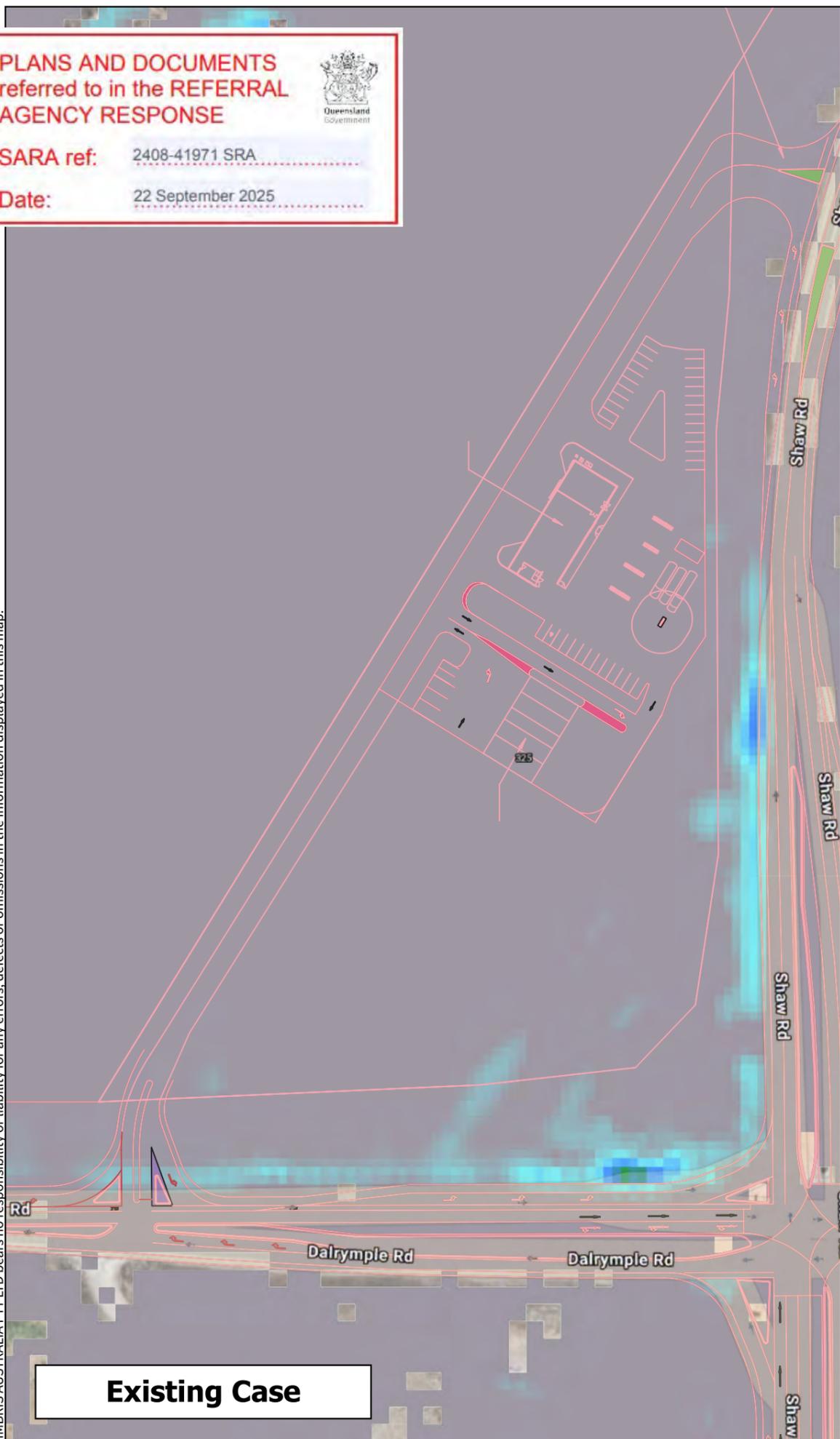
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AGENCY RESPONSE



SARA ref: 2408-41971 SRA

Date: 22 September 2025

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**Velocity (m/s)**

- < 0.25
- 0.25 - 0.50
- 0.50 - 0.75
- 0.75 - 1.00
- 1.00 - 1.25
- 1.25 - 1.50
- 1.50 - 2.00
- 2.00 - 2.50
- 2.50 - 3.00
- > 3.00



50 100 m

**2% AEP - Peak Flow Velocity**

**325 Shaw Road Development  
Flood Impact Assessment**

PROJECT LCJ005  
ENGINEER Sally Williams  
DATE 09-05-2025  
MODEL VERSION E02

**Map  
A8**

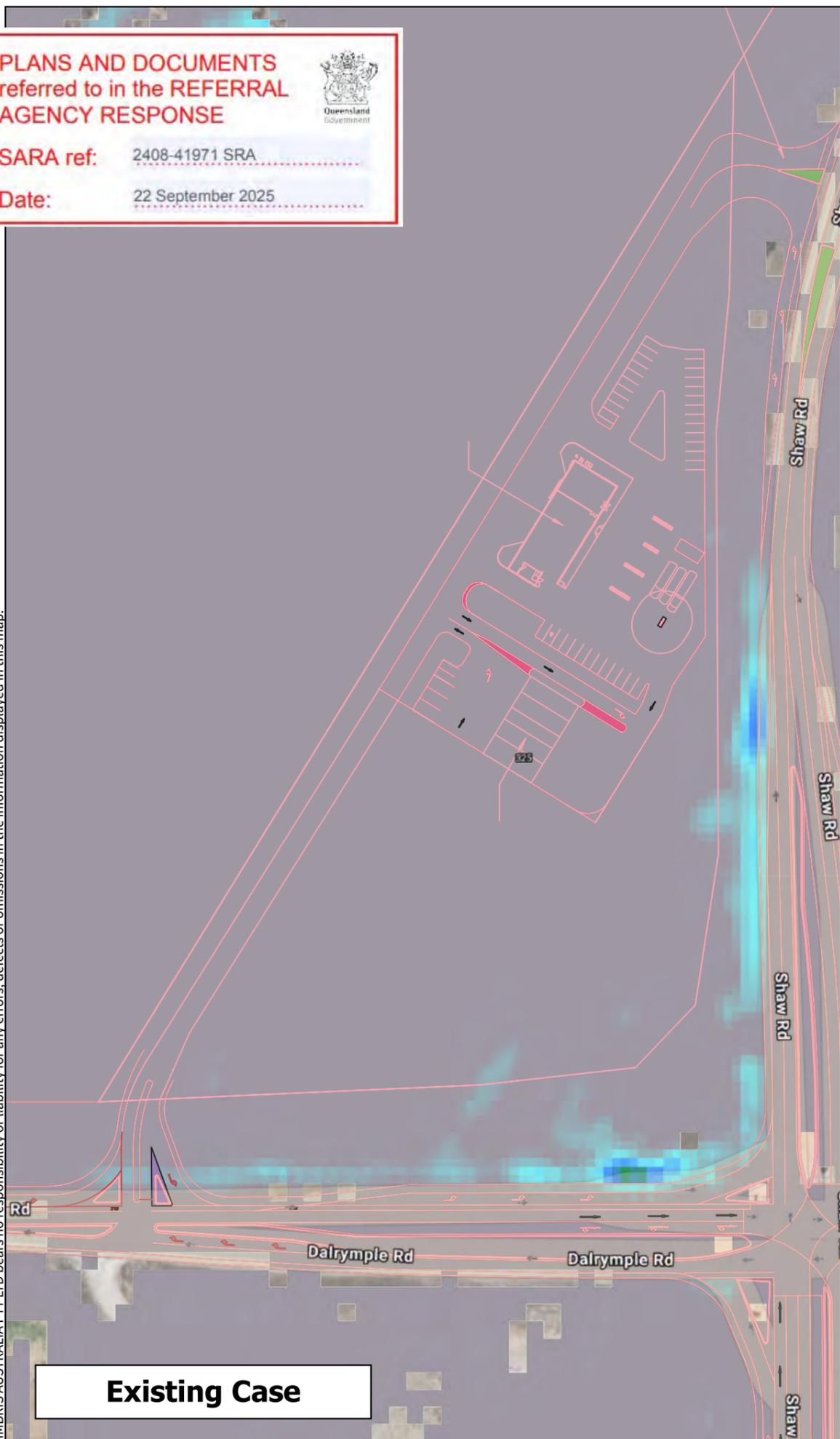
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AGENCY RESPONSE



SARA ref: 2408-41971 SRA

Date: 22 September 2025

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**Existing Case**



**Developed Case**



**Velocity (m/s)**

- < 0.25
- 0.25 - 0.50
- 0.50 - 0.75
- 0.75 - 1.00
- 1.00 - 1.25
- 1.25 - 1.50
- 1.50 - 2.00
- 2.00 - 2.50
- 2.50 - 3.00
- > 3.00



50 100 m

**5% AEP - Peak Flow Velocity**

**325 Shaw Road Development  
Flood Impact Assessment**

PROJECT	LCJ005
ENGINEER	Sally Williams
DATE	09-05-2025
MODEL VERSION	E02

**Map  
A9**

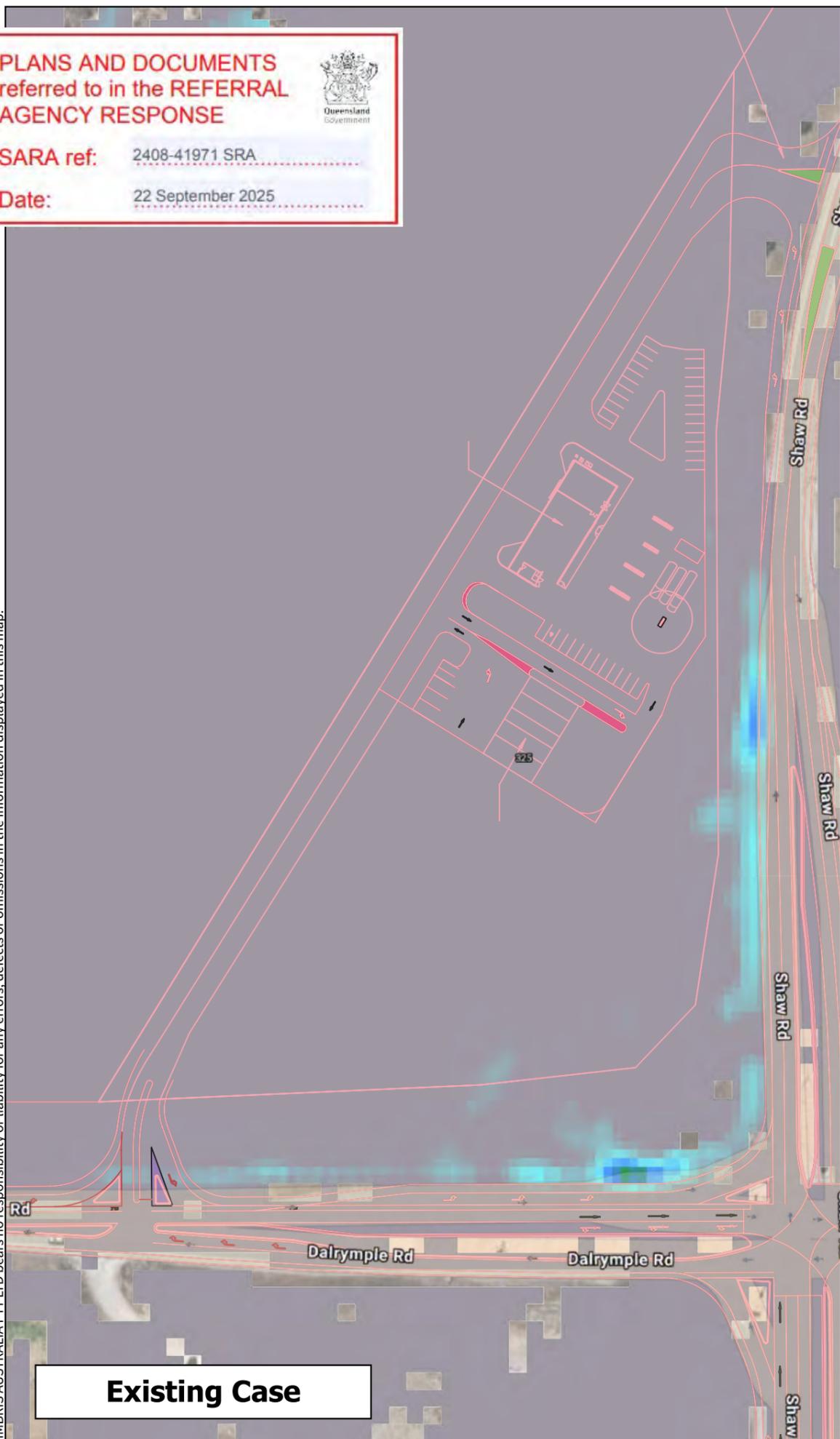
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referred to in the REFERRAL  
AGENCY RESPONSE



SARA ref: 2408-41971 SRA

Date: 22 September 2025

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**Velocity (m/s)**

- < 0.25
- 0.25 - 0.50
- 0.50 - 0.75
- 0.75 - 1.00
- 1.00 - 1.25
- 1.25 - 1.50
- 1.50 - 2.00
- 2.00 - 2.50
- 2.50 - 3.00
- > 3.00



50 100 m

**10% AEP - Peak Flow Velocity**

**325 Shaw Road Development  
Flood Impact Assessment**

PROJECT LCJ005  
ENGINEER Sally Williams  
DATE 09-05-2025  
MODEL VERSION E02

**Map  
A10**

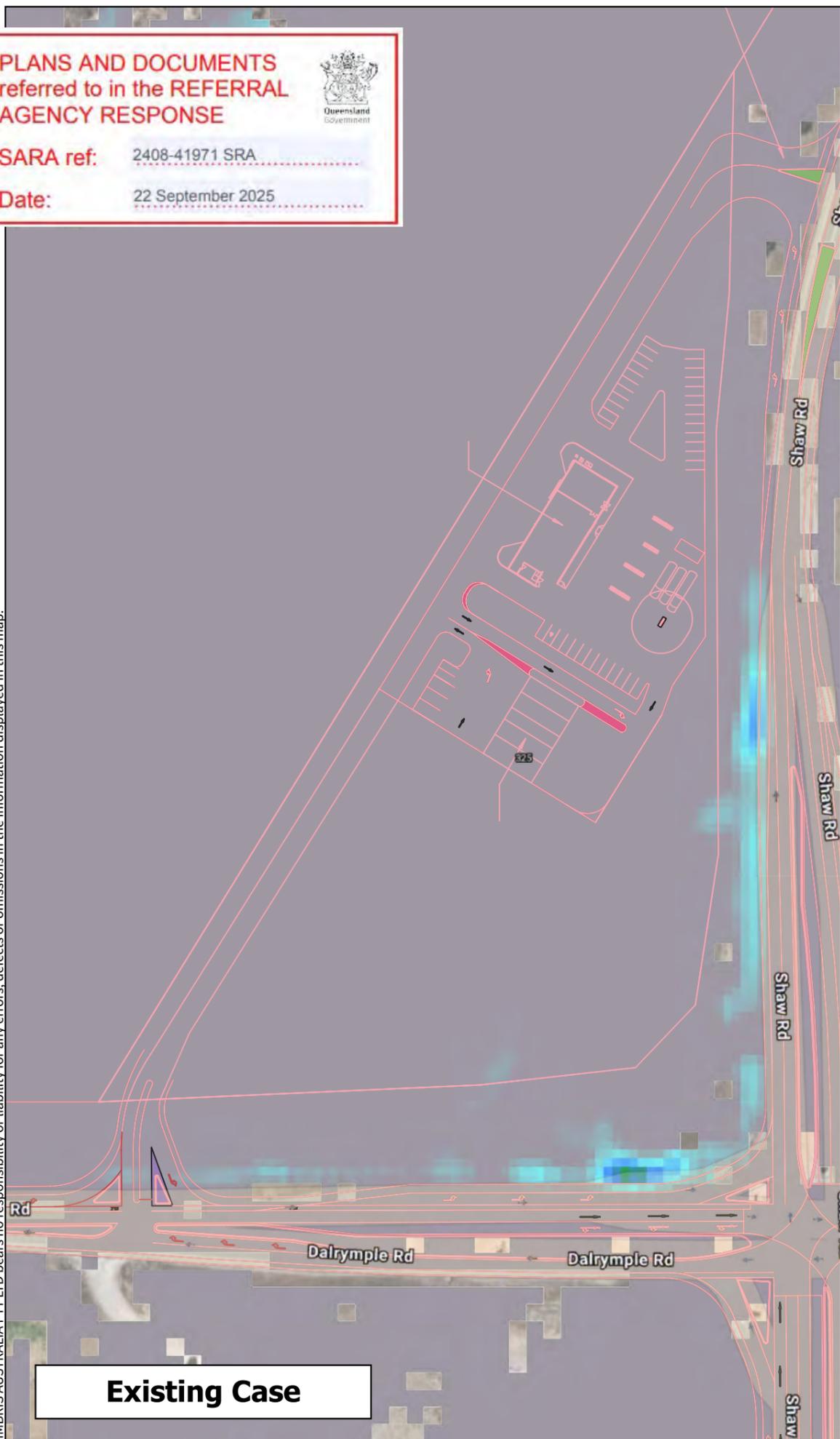
**PLANS AND DOCUMENTS**  
referred to in the REFERRAL  
AGENCY RESPONSE



SARA ref: 2408-41971 SRA

Date: 22 September 2025

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**Existing Case**



**Developed Case**



**Velocity (m/s)**

- < 0.25
- 0.25 - 0.50
- 0.50 - 0.75
- 0.75 - 1.00
- 1.00 - 1.25
- 1.25 - 1.50
- 1.50 - 2.00
- 2.00 - 2.50
- 2.50 - 3.00
- > 3.00



50 100 m

**20% AEP - Peak Flow Velocity**

**325 Shaw Road Development  
Flood Impact Assessment**

PROJECT LCJ005  
ENGINEER Sally Williams  
DATE 09-05-2025  
MODEL VERSION E02

**Map  
A11**

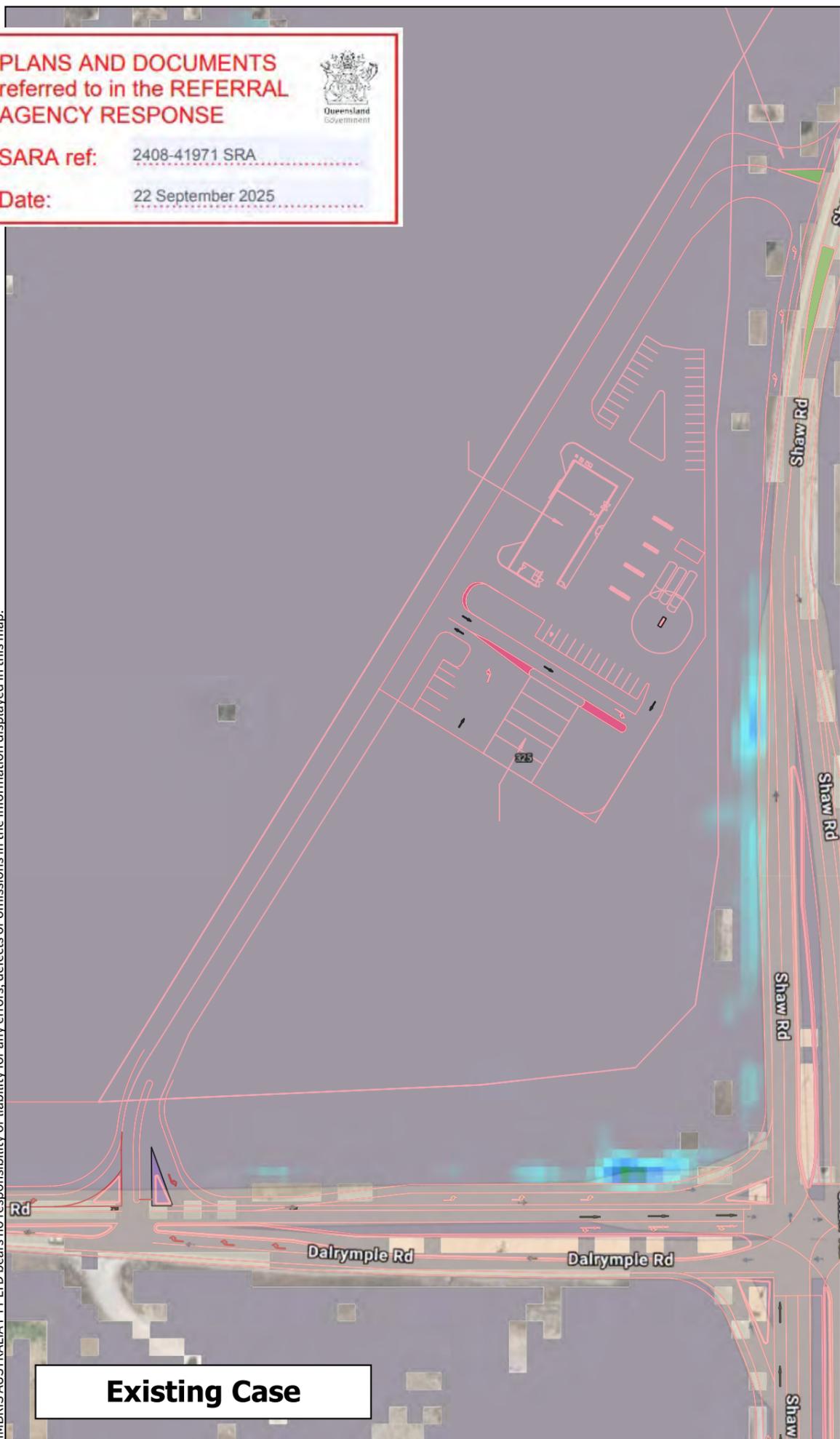
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referred to in the REFERRAL  
AGENCY RESPONSE



SARA ref: 2408-41971 SRA

Date: 22 September 2025

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Velocity (m/s)

- < 0.25
- 0.25 - 0.50
- 0.50 - 0.75
- 0.75 - 1.00
- 1.00 - 1.25
- 1.25 - 1.50
- 1.50 - 2.00
- 2.00 - 2.50
- 2.50 - 3.00
- > 3.00



50 100 m

**50% AEP - Peak Flow Velocity**

**325 Shaw Road Development  
Flood Impact Assessment**

PROJECT LCJ005  
ENGINEER Sally Williams  
DATE 09-05-2025  
MODEL VERSION E02

**Map  
A12**

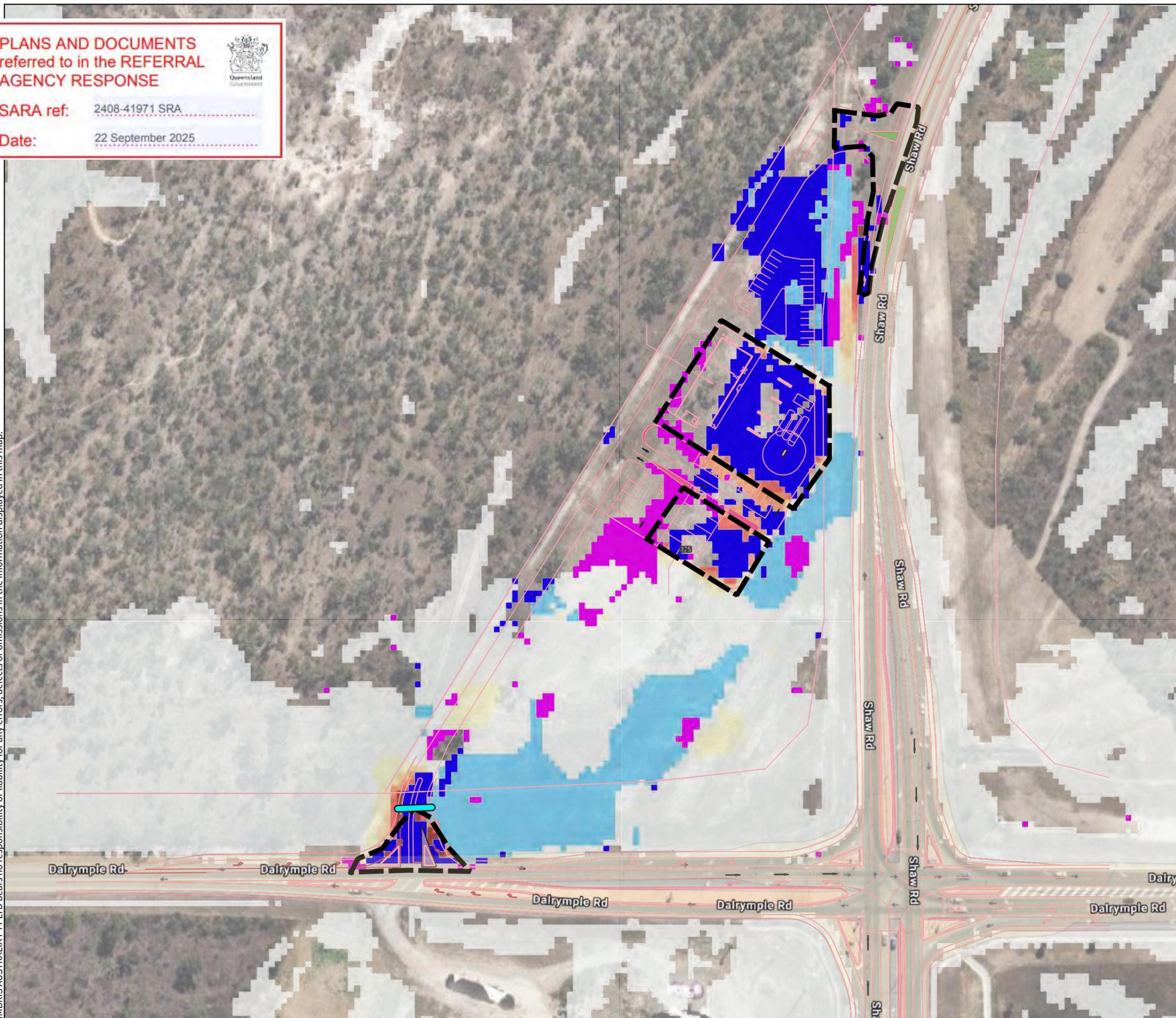
**PLANS AND DOCUMENTS**  
referred to in the REFERRAL  
AGENCY RESPONSE



SARA ref: 2408-41971 SRA

Date: 22 September 2025

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**Water Level Difference (m)**

- <-0.01
- 0.01 - 0.01
- 0.01 - 0.025
- 0.025 - 0.05
- 0.05 - 0.10
- 0.10 - 0.20
- >0.2
- Was Wet Now Dry
- Was Dry Now Wet

- Proposed Culvert
- Raised Area



50 100 m

**1% AEP Afflux**

**325 Shaw Road Development  
Flood Impact Assessment**

PROJECT LCJ005  
ENGINEER Sally Williams  
DATE 14-05-2025  
MODEL VERSION E02

**Map  
A13**

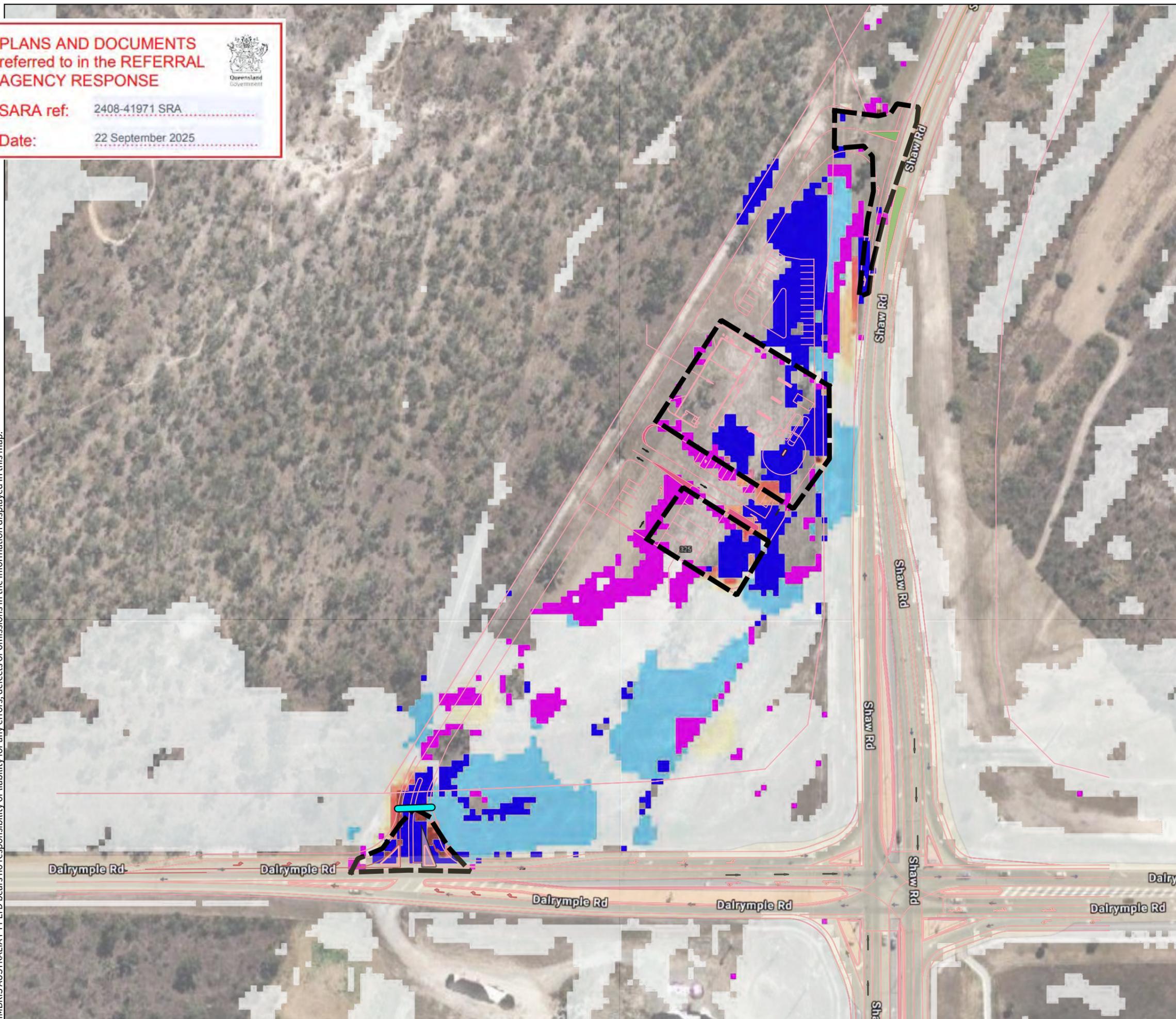
**PLANS AND DOCUMENTS**  
referred to in the REFERRAL  
AGENCY RESPONSE



SARA ref: 2408-41971 SRA

Date: 22 September 2025

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**Water Level Difference (m)**

- <-0.01
- 0.01 - 0.01
- 0.01 - 0.025
- 0.025 - 0.05
- 0.05 - 0.10
- 0.10 - 0.20
- >0.2
- Was Wet Now Dry
- Was Dry Now Wet

- Proposed Culvert
- Raised Area



50 100 m

**2% AEP Afflux**

**325 Shaw Road Development  
Flood Impact Assessment**

PROJECT LCJ005  
ENGINEER Sally Williams  
DATE 14-05-2025  
MODEL VERSION E02

**Map  
A14**

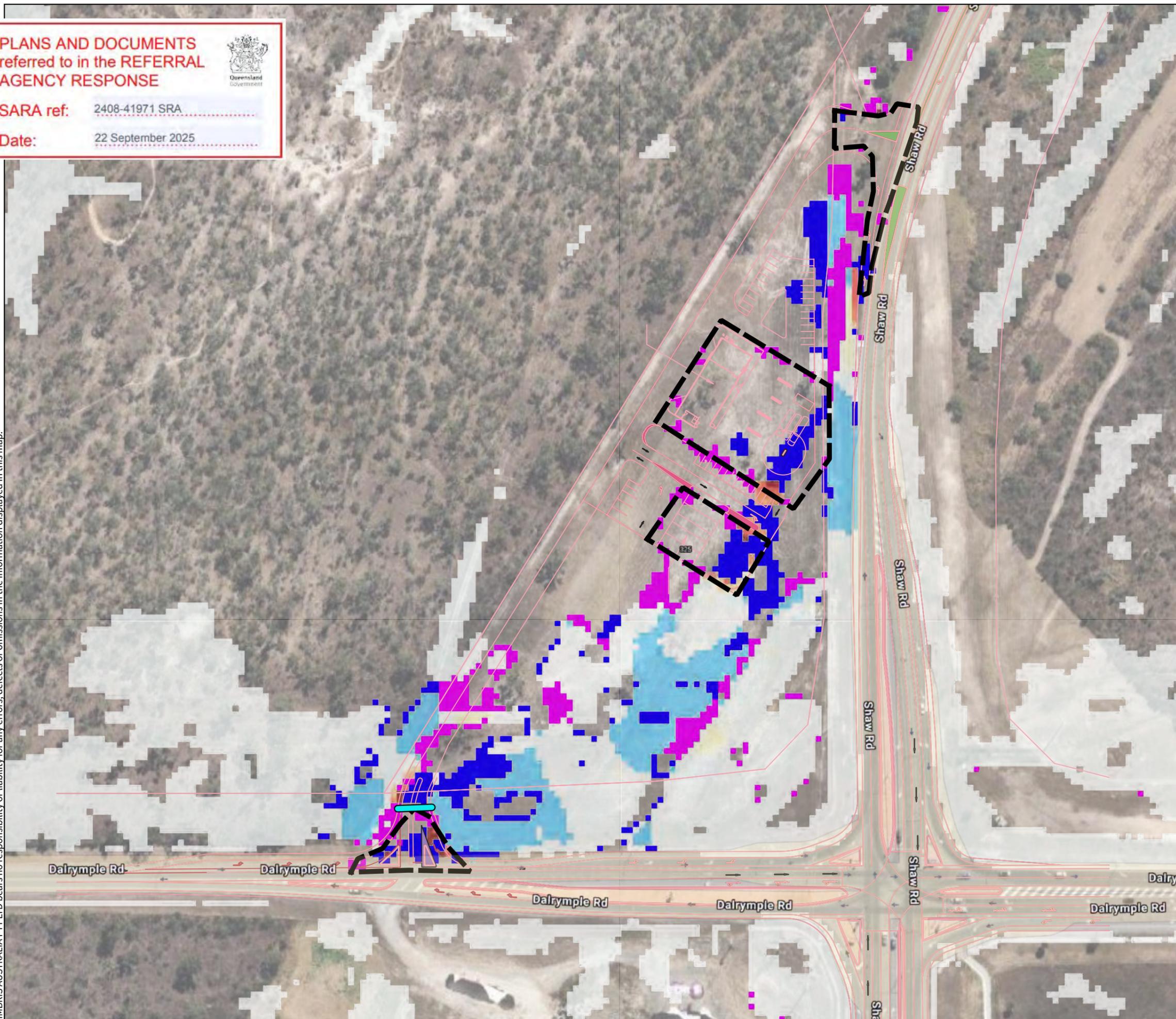
**PLANS AND DOCUMENTS**  
referred to in the REFERRAL  
AGENCY RESPONSE



SARA ref: 2408-41971 SRA

Date: 22 September 2025

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**Water Level Difference (m)**

- <-0.01
- 0.01 - 0.01
- 0.01 - 0.025
- 0.025 - 0.05
- 0.05 - 0.10
- 0.10 - 0.20
- >0.2
- Was Wet Now Dry
- Was Dry Now Wet

- Proposed Culvert
- Raised Area



50 100 m

**5% AEP Afflux**

**325 Shaw Road Development  
Flood Impact Assessment**

PROJECT LCJ005  
ENGINEER Sally Williams  
DATE 14-05-2025  
MODEL VERSION E02

**Map  
A15**

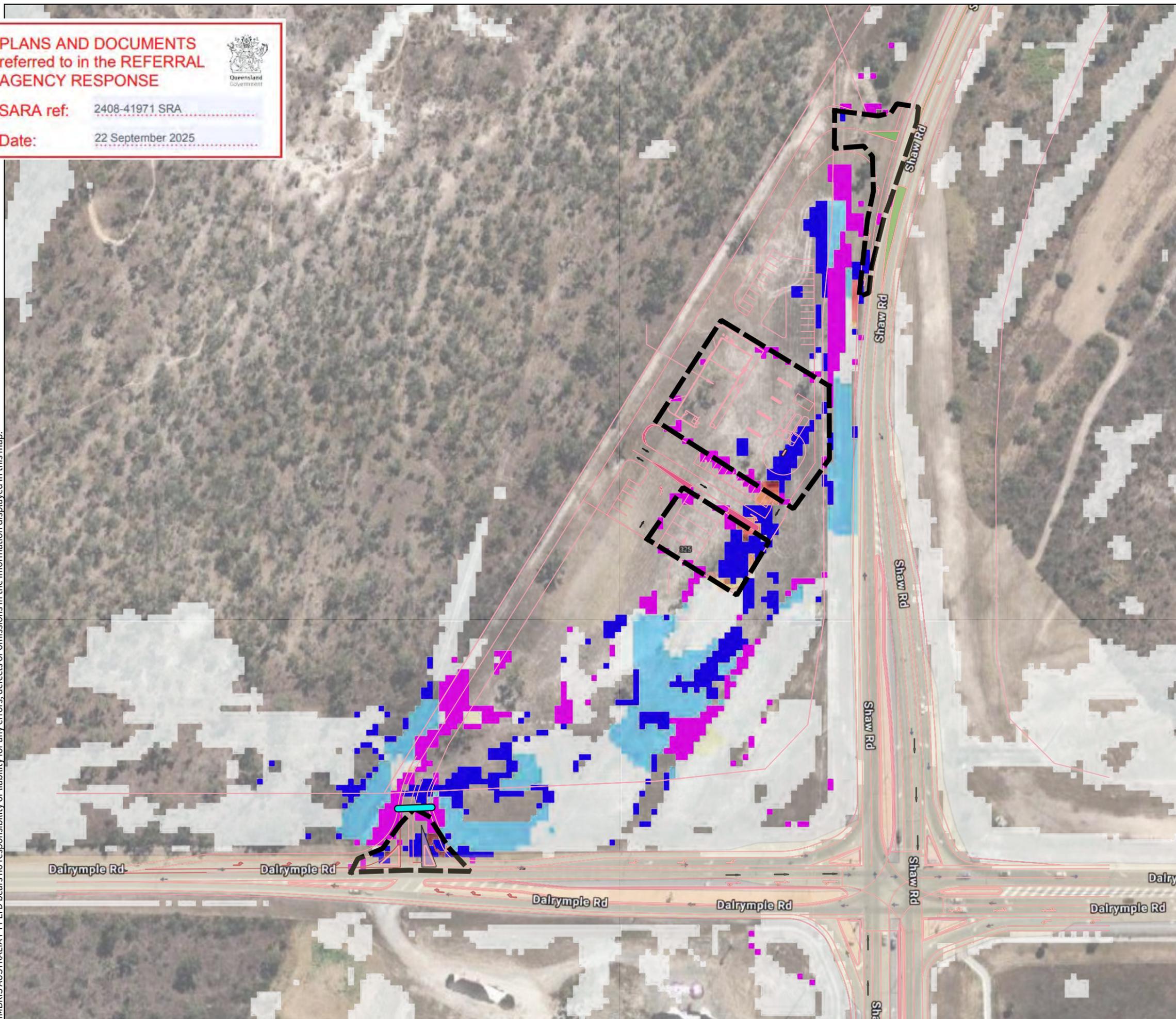
**PLANS AND DOCUMENTS**  
referred to in the REFERRAL  
AGENCY RESPONSE



SARA ref: 2408-41971 SRA

Date: 22 September 2025

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**Water Level Difference (m)**

- <-0.01
- 0.01 - 0.01
- 0.01 - 0.025
- 0.025 - 0.05
- 0.05 - 0.10
- 0.10 - 0.20
- >0.2
- Was Wet Now Dry
- Was Dry Now Wet

- Proposed Culvert
- Raised Area



50 100 m

**10% AEP Afflux**

**325 Shaw Road Development  
Flood Impact Assessment**

PROJECT LCJ005  
ENGINEER Sally Williams  
DATE 09-05-2025  
MODEL VERSION E02

**Map  
A16**

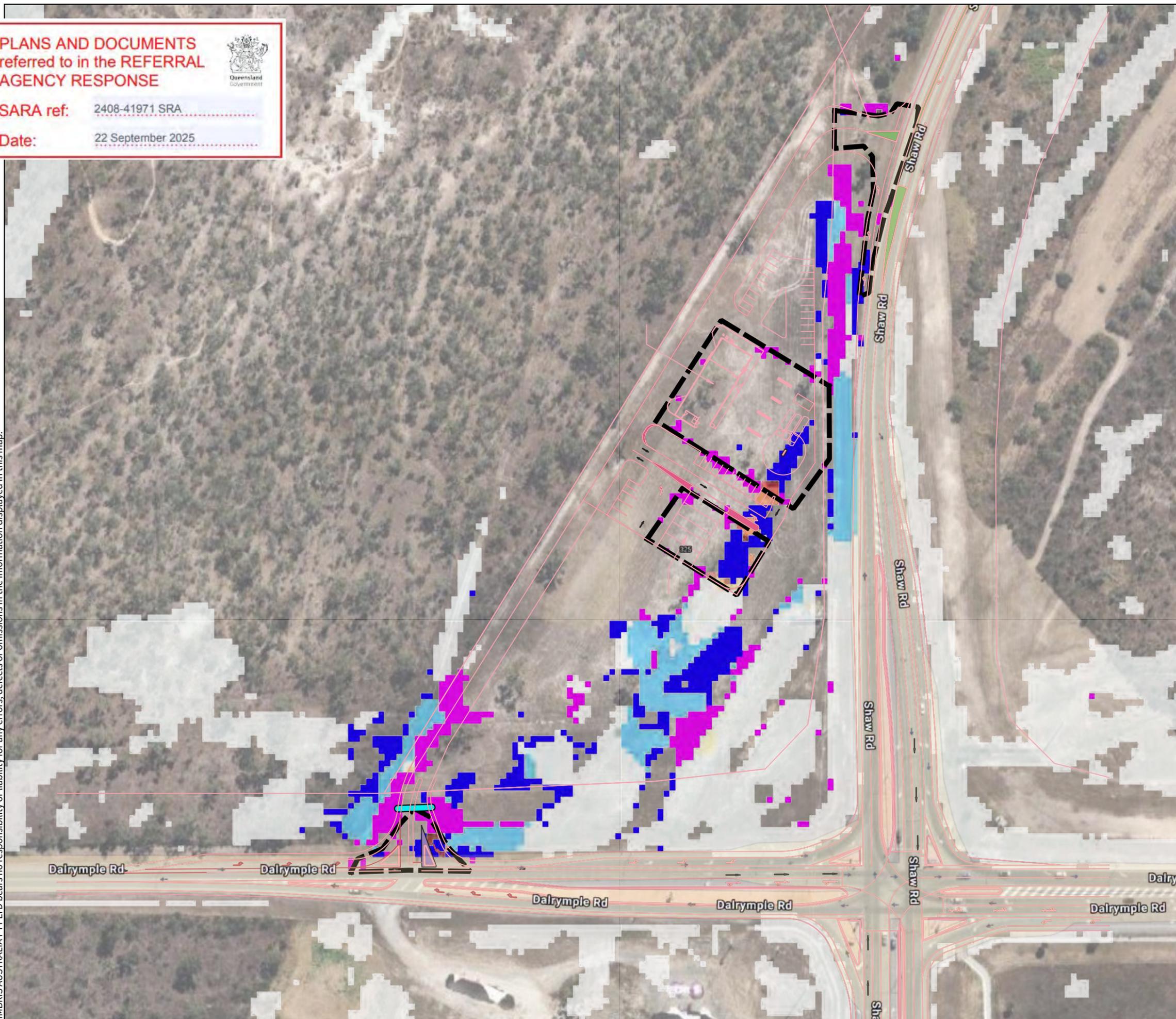
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AGENCY RESPONSE



SARA ref: 2408-41971 SRA

Date: 22 September 2025

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**Water Level Difference (m)**

- <-0.01
- 0.01 - 0.01
- 0.01 - 0.025
- 0.025 - 0.05
- 0.05 - 0.10
- 0.10 - 0.20
- >0.2
- Was Wet Now Dry
- Was Dry Now Wet

- Proposed Culvert
- Raised Area



50 100 m

**20% AEP Afflux**

**325 Shaw Road Development  
Flood Impact Assessment**

PROJECT LCJ005  
ENGINEER Sally Williams  
DATE 14-05-2025  
MODEL VERSION E02

**Map  
A17**

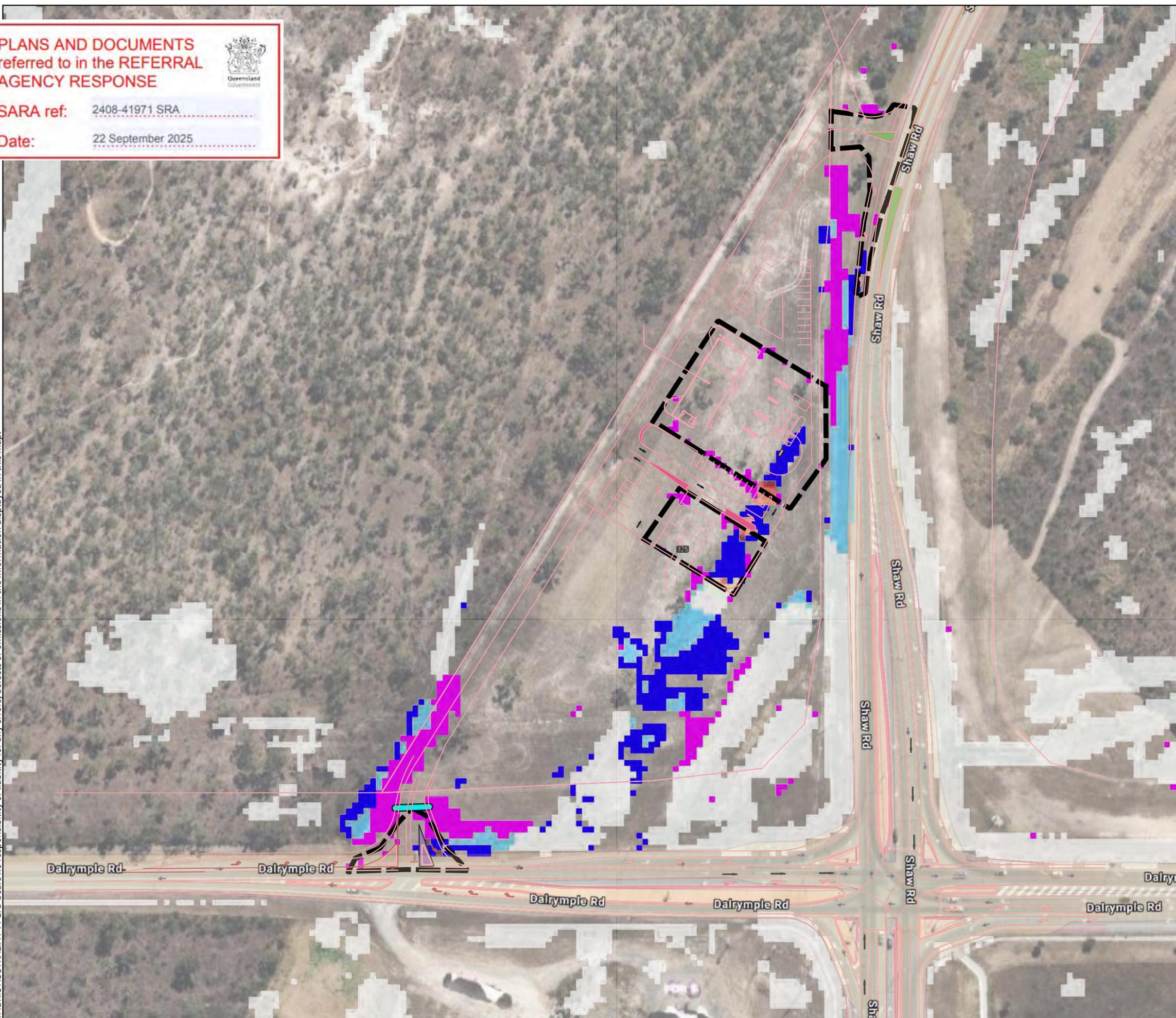
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AGENCY RESPONSE



SARA ref: 2408-41971 SRA

Date: 22 September 2025

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**Water Level Difference (m)**

- <-0.01
- 0.01 - 0.01
- 0.01 - 0.025
- 0.025 - 0.05
- 0.05 - 0.10
- 0.10 - 0.20
- >0.2
- Was Wet Now Dry
- Was Dry Now Wet

- Proposed Culvert
- Raised Area



50 100 m

**50% AEP Afflux**

**325 Shaw Road Development  
Flood Impact Assessment**

PROJECT LCJ005  
ENGINEER Sally Williams  
DATE 14-05-2025  
MODEL VERSION E02

**Map  
A18**

## ADDENDUM TO 325 SHAW RD DEVELOPMENT FLOOD IMPACT ASSESSMENT REPORT

TO	LCJ Engineers Pty Ltd
FROM	Sally Williams
REFERENCE	LCJ005-325SR-002-ADD1
PAGES (incl. this page)	4
SUBJECT	325 Shaw Rd Development Flood Impact Assessment
DATE	15 <sup>th</sup> August 2025

### 1.0 Introduction

This addendum to the 325 Shaw Road Flood Impact Assessment (FIA) Report (Ref: LCJ005-325SR-002, 14/05/2025) is provided in response to “Item 2: Flood Impact Assessment” of the Queensland State Assessment and Referral Agency (SARA) advice notice (Ref: 2408-41971 SRA, 18/07/2025) that was issued in relation to Townsville City Council (TCC) material change of use application (MCU21/009.003) relating to Lot 19 on SP107219 at 325 Shaw Road, Shaw (4818).

### 2.0 ISSUE/ACTION 1: PEAK FLOWS

Important parameters such as flood extent, flow velocities, water and flood hazard were used in the FIA to demonstrate no worsening of flood impacts on the state-controlled road relative to pre-development conditions. SARA also requests peak runoff calculations are provided from the model results.

Table ADD1 provides a comparison of the predicted peak flows within the road drainage reserve from the existing case and post-development TUFLOW model simulations for a range of flood events. Figure ADD1 shows the locations of cross-sections used to extract the discharge hydrographs from the model.

Table ADD1 demonstrates that flows remain largely unchanged upstream of the new culvert at the proposed Dalrymple Road access (DR1). Flows in the drain are reduced relative to existing flows immediately downstream of the proposed embankment and culvert however further downstream towards the Shaw Road crossing (DR3) peak flows in the Dalrymple Road drain are similar.

Table ADD1 also shows that post-development peak flows in the Shaw Road drain are generally reduced relative to existing. Figure ADD2 provides the timeseries flow hydrographs within the drain adjacent to Shaw Road (location SR1 on Figure ADD1). Although initial runoff is higher post-development, the peak flows are generally reduced relative to existing. The overall catchment critical storm duration remains at 90 minutes despite the increase in impervious area and initial fast runoff response.

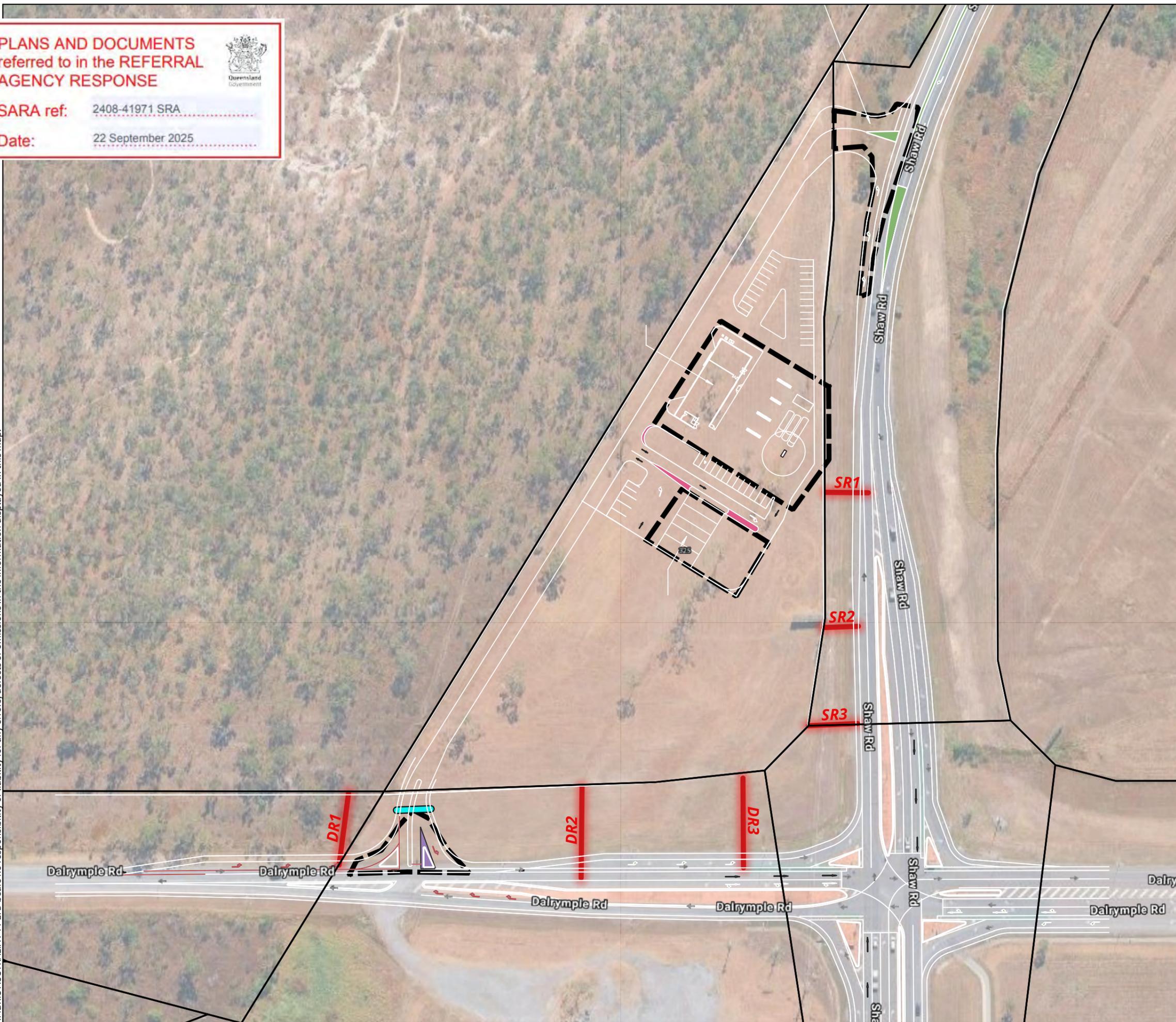
**PLANS AND DOCUMENTS**  
referred to in the REFERRAL  
AGENCY RESPONSE



SARA ref: 2408-41971 SRA

Date: 22 September 2025

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- ✓ Proposed Culvert
- ✓ Raised Area
- ✓ Flow Locations



50 100 m

**FLOW EXTRACTION LOCATIONS**

**325 Shaw Road Development  
Flood Impact Assessment**

PROJECT LCJ005  
ENGINEER Sally Williams  
DATE 14-08-2025  
MODEL VERSION E02

**Figure  
ADD1**



Extracted from the TUFLOW model

	Post-Development Flow (m <sup>2</sup> /s)						Pre-Development Flow (m <sup>2</sup> /s)						Difference					
	DR1	DR2	DR3	SR1	SR2	SR3	DR1	DR2	DR3	SR1	SR2	SR3	DR1	DR2	DR3	SR1	SR2	SR3
1% AEP (+CC)	0.81	0.73	1.43	0.80	1.77	2.42	0.81	0.87	1.43	0.87	1.92	2.55	0%	-19%	0%	-10%	-8%	-6%
2% AEP	0.65	0.59	1.15	0.64	1.41	1.83	0.64	0.70	1.15	0.69	1.51	1.96	1%	-19%	0%	-8%	-7%	-7%
5% AEP	0.49	0.45	0.86	0.44	1.09	1.40	0.48	0.53	0.85	0.51	1.15	1.46	1%	-18%	1%	-15%	-6%	-4%
10% AEP	0.43	0.40	0.75	0.35	0.89	1.13	0.43	0.48	0.74	0.44	0.96	1.20	1%	-18%	1%	-25%	-7%	-6%
20% AEP	0.36	0.35	0.63	0.30	0.76	0.95	0.36	0.40	0.61	0.37	0.81	1.01	1%	-16%	2%	-22%	-7%	-6%
50% AEP	0.24	0.25	0.39	0.21	0.51	0.59	0.24	0.27	0.38	0.25	0.54	0.62	1%	-9%	5%	-22%	-7%	-6%

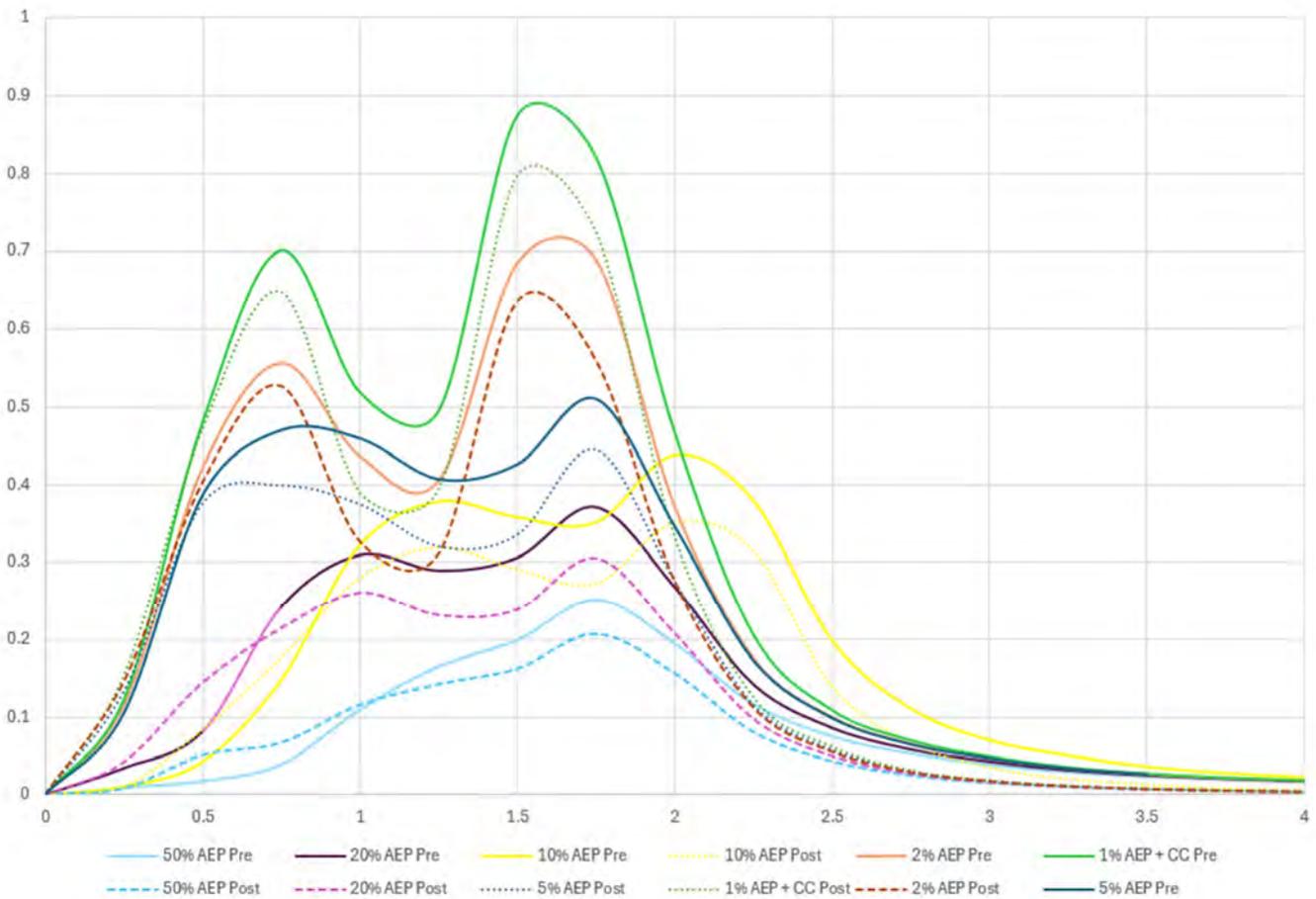


Figure ADD2 – Peak Flow Hydrographs Extracted from the TUFLOW model for Shaw Road Drain (SR1)



**AFFLUX**

Proposed works “are causing some localised afflux at 1% and 2% AEP (refer to Maps A13 and A14 of the FIA). Although the afflux has not been mentioned in the report, the coloured banding on the maps suggests up to greater than 100mm adjacent to Shaw Road pavement. The latter is not only caused by the new access, but also the adjacent car park filling, which is causing a restriction that is resulting in some residual afflux”.

The afflux and an area that “was dry now wet” is caused by the necessary re-alignment of the existing table drain to accommodate a new access turnout lane. The proposed development car park area has 5% AEP flood immunity under existing conditions and therefore significant filling of the car park area is not proposed.

The afflux occurs due to how the TUFLOW interprets and interpolates wet/dry surfaces on sloping embankments when direct rainfall and sub-grid sampling are used. A similar afflux can be observed at the edges some raised parts of the proposed development.

Figure ADD3 shows a cross-section of pre and post-development water and ground surface elevations through the area of afflux on Map A13. It is shown that the post-development freeboard at the edgeline of the state-controlled road (which is moved west in the developed case) remains above 200 mm.

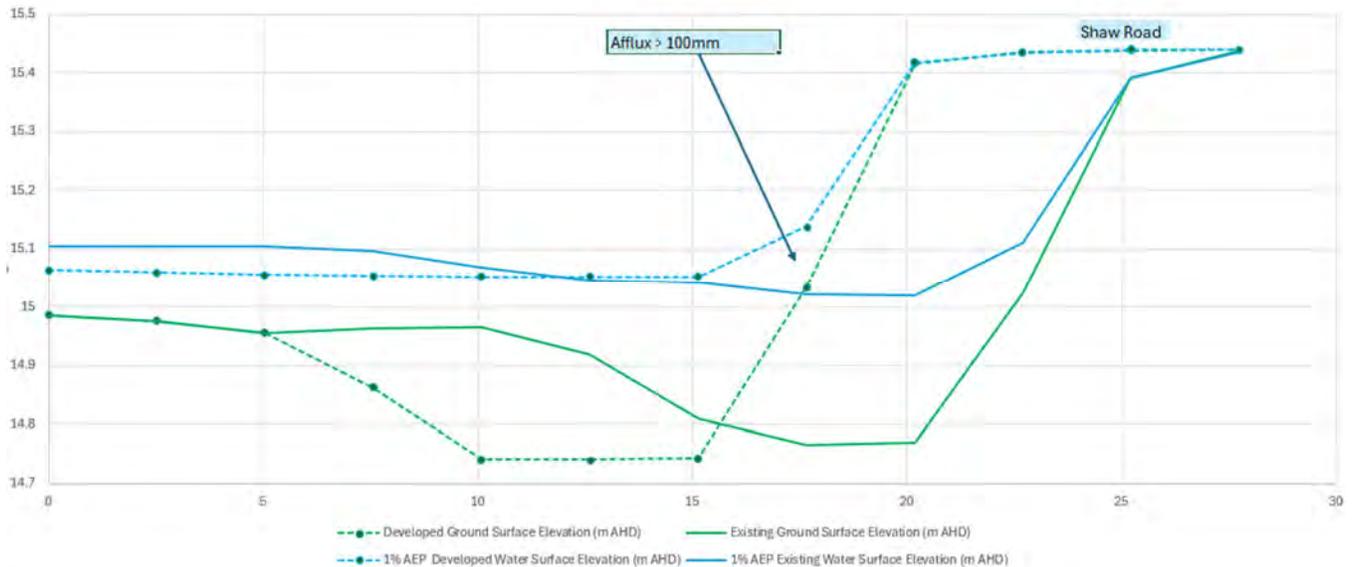


Figure ADD3 – Profile of pre- and post-development surface water levels adjacent to Shaw Road where afflux is present

Yours faithfully  
for Imbris Australia Pty Ltd

Sally Williams  
Principal (RPEQ: 19353)  
Date: 15<sup>th</sup> August 2025

# Development Assessment Rules—Representations about a referral agency response

The following provisions are those set out in sections 28 and 30 of the Development Assessment Rules<sup>1</sup> regarding **representations about a referral agency response**

## Part 6: Changes to the application and referral agency responses

---

### 28 Concurrence agency changes its response or gives a late response

- 28.1. Despite part 2, a concurrence agency may, after its referral agency assessment period and any further period agreed ends, change its referral agency response or give a late referral agency response before the application is decided, subject to section 28.2 and 28.3.
- 28.2. A concurrence agency may change its referral agency response at any time before the application is decided if—
- (a) the change is in response to a change which the assessment manager is satisfied is a change under section 26.1; or
  - (b) the Minister has given the concurrence agency a direction under section 99 of the Act; or
  - (c) the applicant has given written agreement to the change to the referral agency response.<sup>2</sup>
- 28.3. A concurrence agency may give a late referral agency response before the application is decided, if the applicant has given written agreement to the late referral agency response.
- 28.4. If a concurrence agency proposes to change its referral agency response under section 28.2(a), the concurrence agency must—
- (a) give notice of its intention to change its referral agency response to the assessment manager and a copy to the applicant within 5 days of receiving notice of the change under section 25.1; and
  - (b) the concurrence agency has 10 days from the day of giving notice under paragraph (a), or a further period agreed between the applicant and the concurrence agency, to give an amended referral agency response to the assessment manager and a copy to the applicant.

---

<sup>1</sup> Pursuant to Section 68 of the *Planning Act 2016*

<sup>2</sup> In the instance an applicant has made representations to the concurrence agency under section 30, and the concurrence agency agrees to make the change included in the representations, section 28.2(c) is taken to have been satisfied.

## Part 7: Miscellaneous

### 30 Representations about a referral agency response

- 30.1. An applicant may make representations to a concurrence agency at any time before the application is decided, about changing a matter in the referral agency response.<sup>3</sup>

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<sup>3</sup> An applicant may elect, under section 32, to stop the assessment manager's decision period in which to take this action. If a concurrence agency wishes to amend their response in relation to representations made under this section, they must do so in accordance with section 28.

SARA reference: 2408-41971 SRA  
 Council reference: MCU21/0089.003  
 Applicant reference: -

22 September 2025

Townsville City Council  
 PO Box 1268  
 Townsville QLD 4810  
 developmentassessment@townsville.qld.gov.au

Attention: Development Assessment

Dear Sir/Madam

## **SARA referral agency response— Change application (other) - Material change of use - 325 Shaw Road, Shaw**

(Referral agency response given under section 56 of the *Planning Act 2016*)

The development application described below was confirmed as properly referred by the State Assessment and Referral Agency (SARA) on 2 September 2024.

### **Response**

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Outcome:	Referral agency response – with conditions
Date of response:	22 September 2025
Conditions:	The conditions in <b>Attachment 1</b> must be attached to any development approval
Advice:	Advice to the applicant is in <b>Attachment 2</b>
Reasons:	The reasons for the referral agency response are in <b>Attachment 3</b>

### **Development details**

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Description:	Development permit	Material change of use for Service Station including Fast Food Outlet and Carwash
SARA role:	Referral agency	
SARA trigger:	Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 - Material change of use of premises near a state transport corridor or that is a future state transport corridor (10.9.4.2.4.1) (Planning Regulation 2017)	
SARA reference:	2408-41971 SRA	

Assessment manager: Townsville City Council

Street address: 325 Shaw Road, Shaw

Real property description: Lot 19 on SP107219

Applicant name: Mr Robert Henwood

Applicant contact details: 5 Kanbara Street  
Flinders Park SA 5025  
rahplanning@bigpond.com

State-controlled road access permit: This referral included an application for a road access location, under section 62A(2) of *Transport Infrastructure Act 1994*. Below are the details of the decision:

- Approved
- Reference: TMR24-043542
- Date: 12 September 2025

If you are seeking further information on the road access permit, please contact the Department of Transport and Main Roads at [corridor.northern@tmr.qld.gov.au](mailto:corridor.northern@tmr.qld.gov.au)

*Human Rights Act 2019* considerations: A consideration of the *Human Rights Act 2019* sections 15 to 35 has been undertaken as part of this response. It has been determined that this response does not limit human rights.

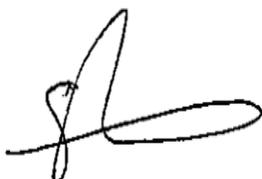
## Representations

An applicant may make representations to a concurrence agency, at any time before the application is decided, about changing a matter in the referral agency response (s.30 Development Assessment Rules). Copies of the relevant provisions are in **Attachment 4**.

A copy of this response has been sent to the applicant for their information.

For further information please contact Kirsty Geaney, Principal Planning Officer, on 47583414 or via email [NQSARA@dasilgp.qld.gov.au](mailto:NQSARA@dasilgp.qld.gov.au) who will be pleased to assist.

Yours sincerely



Carl Porter  
A/ Manager Planning

cc Mr Robert Henwood, rahplanning@bigpond.com

enc Attachment 1 - Referral agency conditions  
Attachment 2 - Advice to the applicant  
Attachment 3 - Reasons for referral agency response  
Attachment 4 - Representations about a referral agency response provisions  
Attachment 5 - Documents referenced in conditions

## Attachment 1—Referral agency conditions

(Under section 56(1)(b)(i) of the *Planning Act 2016* the following conditions must be attached to any development approval relating to this application) (Copies of the documents referenced below are found at Attachment 5)

No.	Conditions	Condition timing
<b>Material change of use</b>		
Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 - Material change of use of premises near a state transport corridor or that is a future state transport corridor (10.9.4.2.4.1)The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of Department of Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):		
1.	The development must be carried out generally in accordance with Proposed Commercial Development, prepared by Brett Hodkinson Building Design, dated 14 June 2024, reference 24-06 KIN, Sheet No A01 Rev B.	Prior to the commencement of use and to be maintained at all times.
2.	Carry out the stormwater management of the development generally in accordance with: <ul style="list-style-type: none"> <li>• The Flood Impact Assessment prepared by prepared by Imbris, dated 14 May 2025, report number LCJ005-325SR-002</li> <li>• Addendum to 325 Shaw Rd Development Flood Impact Assessment Report, prepared by Imbris, dated 15 August 2025, reference LCJ005-325SR-002-ADD1</li> </ul>	At all times
3.	<p>(a) Stormwater management of the development must not cause worsening to the operating performance of the State transport corridor, such that any works on the land must not:</p> <ol style="list-style-type: none"> <li>i. create any new discharge points for stormwater runoff onto the state transport corridor;</li> <li>ii. concentrate or increase the velocity of flows to the State-transport corridor;</li> <li>iii. interfere with and/or cause damage to the existing stormwater drainage on the state transport corridor;</li> <li>iv. surcharge any existing culvert or drain on the state transport corridor;</li> <li>v. reduce the quality of stormwater discharge onto the state transport corridor;</li> <li>vi. impede or interfere with any overland flow or hydraulic conveyance from the state transport corridor;</li> <li>vii. reduce the floodplain immunity of the state transport corridor.</li> </ol> <p>(b) Submit RPEQ certification with supporting documentation to the Team Leader – Corridor Management within the Department of Transport and Main Roads, confirming that the development has been designed in accordance with part (a) of this condition.</p> <p>(c) Submit RPEQ certification with supporting documentation to Team Leader – Corridor Management within the Department of Transport and Main Roads, confirming that the development has been constructed in accordance with parts (a) and (b) of this</p>	<p>(a) At all times.</p> <p>(b) Prior to the commencement of building work</p> <p>(c) Within 20 business days of the completion of works.</p>

	condition.	
4.	<p>(a) Road access is located generally in accordance with:</p> <ul style="list-style-type: none"> <li>• Functional Layout prepared by Cambray Consulting Traffic Engineering and Transport Planning, dated 10/01/2024, reference KIN0323-01//SK01, Rev A</li> <li>• Dimensions prepared by Cambray Consulting Traffic Engineering and Transport Planning, dated 10/01/2024, reference KIN0323-01//SK02 Rev A</li> <li>• Swept Path Assessment 19m AV prepared by Cambray Consulting Traffic Engineering and Transport Planning, dated 10/01/2024, dated 10/01/2024, reference KIN0323-01//SK03 –, Rev A</li> <li>• Safe Intersection sight distances prepared by Cambray Consulting Traffic Engineering and Transport Planning, dated 10/01/2024, reference KIN0323-01//SK02, Rev A</li> </ul> <p>(b) Provide road access works comprising standard vehicle access, at the road access location referred to in part (a) of this condition generally in accordance with the plans listed in part (a) of this condition.</p> <p>(c) Design and construct the road access works, referred to in part (b) of this condition, in accordance with</p> <ol style="list-style-type: none"> <li>i. the Department of Transport and Main Roads' <i>Road Planning and Design Manual, 2<sup>nd</sup> Edition</i>;</li> <li>ii. the Department of Transport and Main Roads' <i>Policies and Technical Specifications</i>;</li> <li>iii. the Department of Transport and Main Roads' <i>Standard Drawings Roads</i>; and</li> <li>iv. Townsville City Council Standard Drawings.</li> </ol>	<p>(a) At all times</p> <p>(b) and (c):</p> <p>Prior to the commencement of use</p>
5.	<p>(a) Any excavation, filling/backfilling/compaction, retaining structures, stormwater management measures, and other works involving ground disturbance must not encroach upon or de-stabilise the road corridor, including all transport infrastructure or the land supporting this infrastructure, or cause similar adverse impacts.</p> <p>(b) Submit RPEQ certification, with supporting documentation, to the North Queensland Program Delivery and Operations Branch (North.Queensland.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads, confirming that the development has been constructed in accordance with part (a) of this condition.</p>	<p>(a)</p> <p>At all times</p> <p>(b)</p> <p>Within 20 business days of the completion of works</p>

## Attachment 2—Advice to the applicant

General advice	
1.	Terms and phrases used in this document are defined in the <i>Planning Act 2016</i> , its regulation or the State Development Assessment Provisions (SDAP) (version 3.0). If a word remains undefined it has its ordinary meaning.
2.	This development approval does not include approval for any works located within the road reserve of the State-controlled Road. Further approval from the Department of Transport and Main Roads is required pursuant to the provisions of the <i>Transport Infrastructure Act 1994</i> .
3.	<p>Under section 33 of the <i>Transport Infrastructure Act 1994</i>, written approval is required from the Department of Transport and Main Roads to carry out work on a State-controlled Road. Even though a development approval may have been given by a local Council, it is still necessary to obtain approval to construct road works within a State-controlled Road from the Department of Transport and Main Roads.</p> <p>To make an application for road works approval, please contact the Department of Transport and Main Roads via <a href="mailto:corridor.northern@tmr.qld.gov.au">corridor.northern@tmr.qld.gov.au</a>, and include a completed Road Works/Road Access Works in a State-controlled road Application Form (Form F5082) available at: <a href="https://www.tmr.qld.gov.au/community-and-environment/planning-and-development/other-matters-requiring-approval">https://www.tmr.qld.gov.au/community-and-environment/planning-and-development/other-matters-requiring-approval</a></p> <p>This approval must be obtained <u>prior</u> to commencing any works on the state-controlled road reserve. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ). Please contact the Department of Transport and Main Roads as soon as possible to ensure that gaining approval does not delay construction.</p>

## Attachment 3—Reasons for referral agency response

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(Given under section 56(7) of the *Planning Act 2016*)

### The reasons for the SARA's decision are:

- SARA assessed the development against the following code(s) of the State Development Assessment Provisions (SDAP), version 3.0:
  - State code 1: Development in a state-controlled road environment.
- The development complies with the assessment benchmarks of State code 1 of SDAP in that the development:
  - does not adversely impact the structural integrity or physical condition of the state-controlled road
  - does not adversely impact the function and efficiency of the state-controlled road

### Material used in the assessment of the application:

- the development application material and submitted plans
- *Planning Act 2016*
- Planning Regulation 2017
- the SDAP (version 3.0), as published by SARA
- the Development Assessment Rules
- SARA DA Mapping system
- section 58 of the *Human Rights Act 2019*

## Attachment 4—Representations about a referral agency response provisions

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## Attachment 5—Documents referenced in conditions

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