hello@northpointplanning.com.au
(07) 4440 5282
613 Flinders St. / PO Box 4
Townsville Q 4810
northpointplanning.com.au

Our Reference: NP26.357
HF. MH

7 October 2026

Assessment Manager
Townsville City Council
PO Box 1268
TOWNSVILLE QLD 4810

Attention: Planning and Development

Dear Sir/Madam,

Application for Material Change of Use – Multiple Dwelling (6x 2 Bed Units) located at 198 Ross River Road, Aitkenvale and formally identified as Lot 3 on RP711604

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

The application seeks a Development Permit for Material Change of Use – Multiple Dwelling (6x 2 Bed Units) located at 198 Ross River Road, Aitkenvale and formally identified as Lot 3 on RP711604.

In accordance with Council's schedule of fees and charges, the applicable assessment fee is $5,508.00, as per the below calculation. Payment will be issued on receipt of lodgement.

Material change of use - impact assessable applications (anything other than dwelling house or dual occupancy)	$1,224.00
Multiple dwelling (first 4 units)	$3,672.00
Additional 2 units (2x $306)	$612.00
Total	**$5,508.00**

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

Yours faithfully,

Hannah Flynn
TOWN PLANNER
Northpoint Planning

Encl. Development Application

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Development Application

Material Change of Use - Multiple Dwelling (6x 2 Bed Units)

Northpoint Planning

198 Ross River Road, Aitkenvale

Lot 3 on RP711604

7 October 2026

Reference: NP26.357

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Client: Hussar Investments

Project: 198 Ross River Road, Aitkenvale

Date: 7 October 2026

Project Reference: NP26.357

Contact: Hannah Flynn

Prepared by: Hannah Flynn – Northpoint Planning

Document Verification

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

Approval			
Author Signature		Approver Signature	
Name	H. Flynn	Name	M. Hutton
Title	Town Planner	Title	Principal Planner

Northpoint Planning

ABN 52 352 159 357

E hello@northpointplanning.com.au

W www.northpointplanning.com.au

Disclaimer: Northpoint Planning retains copyright and ownership of the contents of this document, including all tables, plans, drawings, figures and other work produced by Northpoint Planning. Unless expressly approved by Northpoint Planning, this document may not be reproduced in full or in part, except for the client and for the purpose for which it was created.

This report is commissioned by and prepared for the exclusive use of the Client and is subject to and issued in accordance with the agreement between the Client and Northpoint Planning. Northpoint Planning is not responsible and will not be liable to any other person or organisation for or in relation to any matter dealt within this report, or for any loss or damage suffered by any other person or organisation arising from matters dealt with or conclusions expressed in this report.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Table of Contents

1.0 EXECUTIVE SUMMARY 4
2.0 SITE AND SURROUNDING ENVIRONMENT 6
2.1. SUBJECT SITE AND SURROUNDS 6
3.0 PROPOSED DEVELOPMENT 7
3.1. GENERAL OVERVIEW 7
3.2. DESCRIPTION OF THE PROPOSED DEVELOPMENT 7
3.3. PROPOSAL PLANS 9
3.4. USE DEFINITION 9
3.5. ACCESS AND PARKING 9
3.6. INFRASTRUCTURE SERVICES 9
3.7. STORMWATER DRAINAGE 9
3.8. LANDSCAPING 10
4.0 LEGISLATIVE FRAMEWORK 11
4.1 STATE PLANNING POLICY 11
4.2 NORTH QUEENSLAND REGIONAL PLAN 11
4.3 STATE DEVELOPMENT ASSESSMENT PROVISIONS 11
4.4 LOCAL PLANNING INSTRUMENT 11
4.5 ASSESSMENT BENCHMARKS 11
5.0 STATE DEVELOPMENT ASSESSMENT PROVISIONS 13
5.1 STATE CODE 1: DEVELOPMENT IN A STATE-CONTROLLED ROAD ENVIRONMENT 13
6.0 PLANNING ASSESSMENT 14
6.1 STRATEGIC FRAMEWORK 14
6.2 LOW DENSITY RESIDENTIAL CODE (ROSS RIVER ROAD CORRIDOR PRECINCT) 15
6.3 HEALTHY WATERS CODE 16
6.4 LANDSCAPE CODE 16
6.5 TRANSPORT IMPACT, ACCESS AND PARKING CODE 16
6.6 WORKS CODE 17
6.7 AIRPORT ENVIRONS OVERLAY CODE 17
6.8 FLOOD HAZARD OVERLAY CODE 18
7.0 OTHER RELEVANT MATTERS 19
8.0 CONCLUSION AND RECOMMENDATIONS 20

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Appendices

Appendix 1: DA Form 1, Title search and Landowner's consent

Appendix 2: SmartMap and SARA mapping

Appendix 3: Subject site and surrounds

Appendix 4: Development plans

Appendix 5: Low density residential zone code table

Appendix 6: State Code 1 Table

Tables

Table 1: Application Summary

Table 2: Proposal Plans

Figures

Figure 1: Site Location

Figure 2: Proposed Perspective

Figure 3: Proposed Site Layout

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

1.0 Executive Summary

This development application is submitted pursuant to section 51 of the *Planning Act 2016* and seeks a Development Permit for a Material Change of Use for a Multiple Dwelling (six units) located at 198 Ross River Road, Aitkenvale. The proposed development comprises six two-bedroom residential units and is intended to provide an appropriate infill housing outcome within an established residential locality, providing additional housing diversity in a low-rise built form within the Ross River Road corridor precinct.

The subject site is formally described as Lot 3 on RP711604 and contains a building originally constructed as a dwelling house, which is currently used as an office. The property has frontage to Ross River Road to the north, with vehicular access provided via an existing crossover and driveway located along the eastern portion of the frontage. The site is regular in shape and well serviced, with convenient access to surrounding community facilities, public transport and local services.

Under the *Townsville City Plan*, the site is located within the Low density residential zone and the Ross River Road corridor precinct. As the proposed development is for a Multiple dwelling within this zone, the application is subject to impact assessment. The precinct specifically provides for redevelopment for low-rise multiple dwellings (overall outcome (4)(c)). The zone provides for low-rise multiple dwellings where they are within convenient walking distance of centres, public transport and community activities, and of a scale consistent with the local character (overall outcome (3)(g)).

The proposal has been carefully designed to ensure compatibility with surrounding development, maintaining appropriate building scale, separation, and orientation. The configuration of the dwellings provides an efficient and logical layout that complements the existing residential pattern, optimises the use of the site, and facilitates sustainable urban infill. The development also supports the broader objectives of the Strategic Framework, including providing housing choice, contributing to a strong and connected community, and promoting sustainable growth within the urban footprint.

Overall, the proposed development represents a high quality, well considered infill housing outcome that achieves the objectives of the Planning Scheme, maintains compatibility with the established character of Aitkenvale, and contributes to housing diversity within the locality. The proposal is consistent with the strategic vision for Townsville and promotes sustainable urban development. Accordingly, approval of this application is respectfully sought, subject to the imposition of reasonable and relevant conditions.

Table 1: Application Summary

Application Summary	
Address	198 Ross River Road, Aitkenvale
Real Property Description	Lot 3 on RP711604
Area of Lot	809m^2
Applicant	Hussar Investments
Purpose of Proposal	Multiple Dwelling – 6x 2 bedroom units
Type of Application	Material Change of Use
Category of Assessment	Impact
SARA Mapping	▪ *Area within 25m of a State-controlled road*
Referral Agencies	Yes
Public Notification	Required

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Application Summary	
Zoning	Low density residential zone (Ross River Road corridor precinct)
Overlays	▪ Airport Environs Overlay ▪ Flood Hazard Overlay

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

2.0 Site and Surrounding Environment

2.1. Subject Site and Surrounds

The subject site is located at 198 Ross River Road, Aitkenvale, within the Townsville local government area, and has a total area of 809m². The land is formally described as Lot 3 on RP711604 and is generally flat.

The site contains a single detached building, originally constructed as a dwelling house, which is currently used as an office. The site's frontage to Ross River Road provides convenient vehicle access via an existing crossover and driveway along the eastern side of the property.

Ross River Road is a State-controlled road that provides access to the broader street network and key transport corridors, including Nathan Street and Bowen Road. These connections provide efficient access to the Townsville CBD and regional destinations. The site benefits from proximity to local services, community facilities, educational institutions, parks, and public transport options, supporting a well-serviced and highly accessible inner-urban location.

The surrounding locality is characterised by a mixture of established single dwellings, multiple dwelling developments, and a limited range of commercial and light industrial activities, reflecting the mixed-use character of Aitkenvale. The area has undergone incremental urban consolidation, and multiple dwelling developments are becoming an increasingly accepted component of the streetscape. The site's location within this context supports an appropriate transition between existing low density dwellings and contemporary infill development.

The subject lot and surrounding locality are illustrated in Figure 1 overleaf.

Figure 1: Site location



Source: Qld Globe

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

3.0 Proposed Development

3.1. General Overview

The proposed development involves the demolition of the existing building and the construction of six residential units in a single two-storey building. The development adopts a modest built form that is consistent with, and responsive to, the established character of the surrounding low-density residential area.

The proposal incorporates appropriate on-site parking, building setbacks and separation, and efficient internal circulation. Collectively, these elements have been carefully considered to ensure the development integrates appropriately with the site and remains compatible with the surrounding neighbourhood in terms of scale, built form, functionality, and residential amenity.

3.2. Description of the Proposed Development

The proposed units are arranged in a single building along the western boundary of the site and are oriented towards the east, with vehicular access provided via a shared driveway from the street frontage. The layout has been designed to provide a functional and efficient arrangement while maintaining appropriate setbacks, building separation, and access throughout the site.

The ground floor comprises three residential units, each with an individual entrance and porch accessed from the eastern side of the building. Each unit provides two bedrooms, an open-plan living area, and a private patio on the western side of the building.

The first floor comprises a further three residential units, each accessed via a separate staircase located to the eastern side of the building. These units also provide two bedrooms and an open-plan living area, together with a private balcony on the western side of the building.

A total of ten covered car parking spaces are provided in two carports behind the building (six along the rear boundary and four adjoining the rear of the building), together with a dedicated wheelie bin storage area.

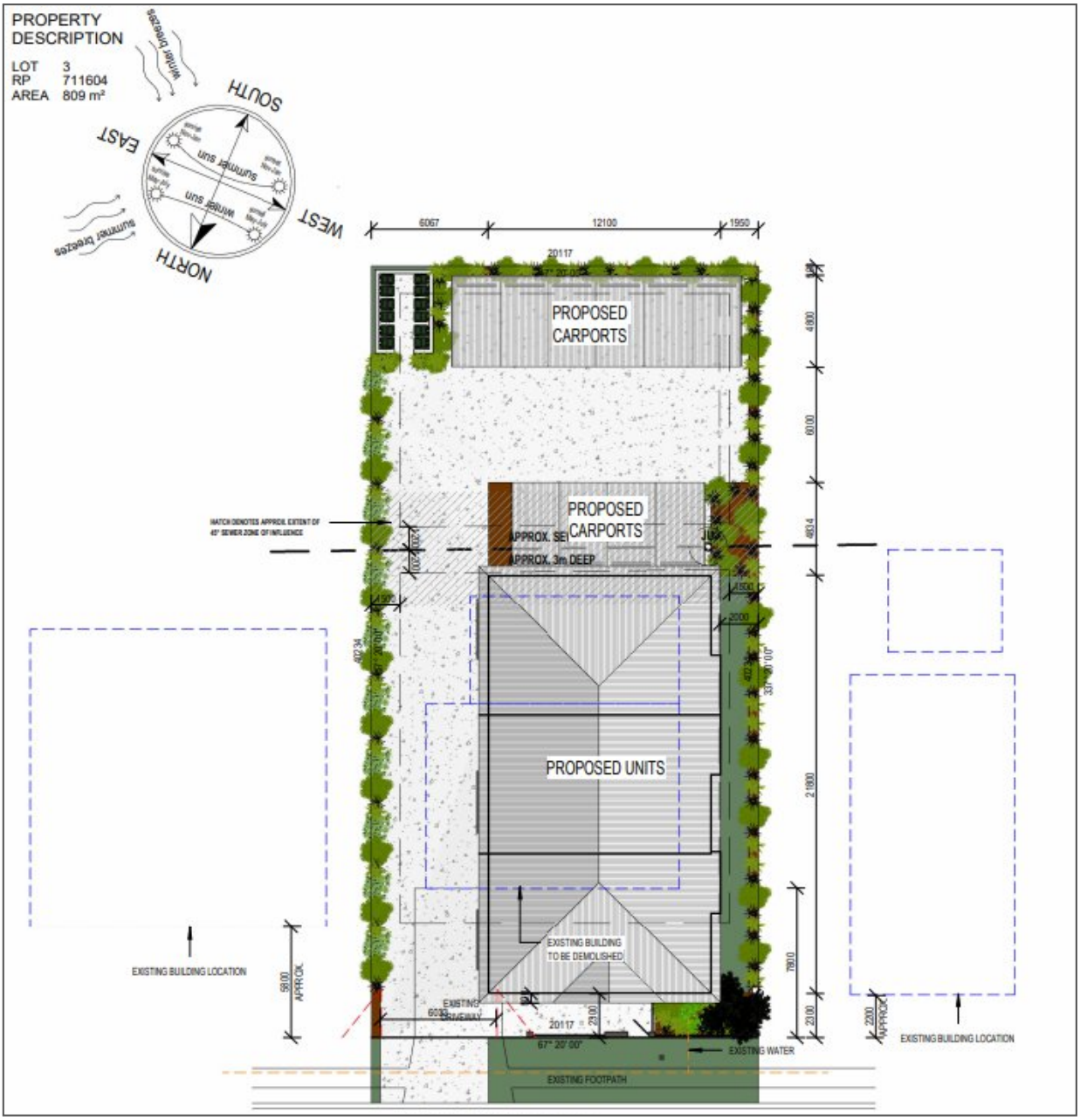
The overall site layout has been carefully considered to optimise vehicular access, manoeuvrability, and on-site parking provisions. Landscaping and areas of open space are incorporated throughout the site to soften the visual presentation of the built form, enhance the streetscape, and contribute positively to the residential amenity and established character of the locality.

Figure 2: Proposed Perspective



Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Figure 3: Proposed Site Layout



Source: C&B Designs

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

3.3. Proposal Plans

The proposed development is illustrated in the development plans listed below in Table 2 (refer **Appendix 4**).

Table 2 – Proposal Plans

Plan title	Number	Issue	Date
Site Plan	26-264 1	1	17/09/2026
Ground Floor Plan – Lower Unit	26-264 2	1	17/09/2026
First Floor Plan – Upper Unit	26-264 3	1	17/09/2026
Elevations – 1&3	26-264 4	1	17/09/2026
Elevations – 2&4	26-264 5	1	17/09/2026

3.4. Use Definition

In accordance with schedule 1 of the planning scheme, the proposed use is defined as a Multiple dwelling:

> *Multiple dwelling means a residential use of premises involving 3 or more dwellings, whether attached or detached.*

3.5. Access and Parking

The proposed development will utilise the existing vehicular access from Ross River Road. The existing crossover is located at the eastern end of the frontage and leads to a shared driveway along the eastern boundary. The driveway will provide direct access to the carports of all six units, allowing for convenient vehicle manoeuvring to and from the site.

All on-site parking and manoeuvring areas have been clearly defined and appropriately configured to facilitate safe, efficient, and convenient vehicle access throughout the property.

3.6. Infrastructure Services

The subject site is connected to Council's reticulated water and sewerage networks, and each unit will be connected to these networks. Existing connections to telecommunications and electricity networks will also be maintained.

A sewer main traverses the centre of the site, which has been carefully considered in the design of the proposed development. The units are located clear of the sewer main. The central carport, an open lightweight structure, is located over the sewer alignment and will be designed so that it does not affect access to, or the ongoing maintenance of, this infrastructure.

3.7. Stormwater Drainage

The proposed development has been suitably designed to maintain the existing drainage pattern of the subject site to the extent possible. Roof water and runoff from the driveway and carports will be collected and conveyed to the lawful point of discharge.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

3.8. Landscaping

The proposed development does not involve the clearing or removal of native vegetation. The site is largely cleared and new landscaping will be provided as part of the development.

Appropriate landscaping is proposed along the site boundaries to enhance visual amenity and reinforce the established streetscape character.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

4.0 Legislative Framework

4.1 State Planning Policy

In accordance with section 30 of the *Planning Regulation 2017*, assessment against the State Planning Policy (SPP) is required to the extent the SPP is not appropriately integrated in the planning scheme.

Part 2 of the planning scheme states that all State interests in the State Planning Policy 2017 apply to the planning scheme area and that, in accordance with section 8(4)(a) of the *Planning Act 2016*, the SPP applies to the extent of any inconsistency with the planning scheme. The State interests relevant to this proposal (housing supply and diversity, natural hazards, and strategic airports and aviation facilities) are reflected in the zone and overlay provisions addressed in Section 6, and the proposal is not inconsistent with the SPP.

4.2 North Queensland Regional Plan

The subject site is located within the urban area of Townsville as identified under the North Queensland Regional Plan (NQRP). A review of the proposed development against the relevant provisions of the NQRP indicates that matters applicable to the assessment of the proposal are appropriately addressed through the Townsville City Plan. As the proposal is located within the established urban footprint and is consistent with the intended urban development outcomes for the locality, the relevant matters of the NQRP are considered to be appropriately reflected in the Planning Scheme. Accordingly, no further detailed assessment against the NQRP is considered necessary.

4.3 State Development Assessment Provisions

In accordance with schedule 10 of the *Planning Regulation 2017*, the application requires referral to the State Assessment and Referral Agency (SARA), as the premises are within 25m of a State-controlled road (Ross River Road) under Schedule 10, Part 9, Division 4, Subdivision 2, Table 4. The relevant assessment benchmark is State Code 1: Development in a state-controlled road environment of the State Development Assessment Provisions, which is addressed in Section 5.

4.4 Local Planning Instrument

In accordance with section 45 of the *Planning Act 2016*, the proposed development requires assessment against the local government planning scheme.

In accordance with Table 5.5.1 of the planning scheme, the proposed development requires impact assessment as a Multiple dwelling is not listed in Table 5.5.1 for the Low density residential zone and is therefore impact assessable.

4.5 Assessment Benchmarks

Pursuant to Table 5.5.1 of the planning scheme the proposal requires impact assessment and is therefore assessable against the planning scheme in its entirety.

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

- Strategic framework
- Low density residential zone code
- Healthy waters code
- Landscape code

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

- Transport impact, access and parking code
- Works code
- Airport environs overlay code
- Flood hazard overlay code

Assessment against the relevant benchmarks is provided within Section 6.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

5.0 State Development Assessment Provisions

5.1 State Code 1: Development in a State-controlled Road Environment

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

Specifically, this code seeks to ensure:

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

The subject site fronts Ross River Road, which is a State-controlled road under the jurisdiction of the Department of Transport and Main Roads. Accordingly, the proposed development is subject to referral to the State Assessment and Referral Agency for assessment against State Code 1: Development in a State-controlled road environment.

The proposal has been assessed against the relevant performance outcomes of State Code 1 and is not anticipated to adversely impact the safety, function, or efficiency of the State-controlled road network. In particular, no works are proposed within the State-controlled road corridor, and the development maintains appropriate setbacks and access arrangements.

The proposed development is considered to comply with the purpose and intent of State Code 1. In particular, the development:

- Does not introduce safety risks to users of the State-controlled road network, nor increase the likelihood of conflict, injury, or fatality;
- Does not compromise the structural integrity or operational performance of the State-controlled road or the surrounding transport network;
- Does not involve any works within the State-controlled road corridor, and all buildings are located wholly within the site;
- Does not prejudice the delivery, operation, or maintenance of existing or future State-controlled road infrastructure; and
- Ensures stormwater drainage is directed to a lawful point of discharge, with no adverse impacts on the road corridor.

Further assessment against State Code 1 is provided at **Appendix 6**.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

6.0 Planning Assessment

6.1 Strategic Framework

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

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

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

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

- The strategic intent recognises that while established suburbs will not experience substantial change, some new housing options in accessible locations are intended. It also identifies Ross River Road as an initial focus for public transport linking the CBD with the Aitkenvale and Thuringowa Central major centres. Six two-bedroom units on a site fronting Ross River Road respond directly to these intentions.
- The proposal gives effect to specific outcome 3.3.2.1(7), which provides for smaller scale opportunities for greater housing choice, including townhouses, in locations near shops, community facilities or major streets. The site fronts Ross River Road, which specific outcome 3.3.5.1(2) identifies as a core public transport corridor supporting consolidation around the principal centre and the major centres on the corridor.
- Specific outcome 3.3.2.1(9) seeks buildings that are well matched to the size of lots, with open space at ground level appropriate to the character of the neighbourhood. The building occupies approximately 46% of the site, well below the 65% site cover anticipated for multiple dwellings in the zone. It is set back from Ross River Road in line with the adjoining dwelling to the west, and landscaping is provided along all site boundaries.
- Specific outcomes 3.3.5.1(8) and 3.3.6.1(8) seek that development is located and designed to mitigate impacts from transport emissions, and that transport noise is managed through siting and design. The site was originally developed as a dwelling house within an established residential frontage, and the proposal returns it to residential use in a precinct the planning scheme specifically identifies for low-rise multiple dwellings. Habitable rooms facing Ross River Road will be designed and constructed in accordance with relevant standards, and all private open space is located on the western side of the building, away from the road frontage.
- The development supports sustainable urban growth by utilising a serviced allotment within the existing urban footprint, responding appropriately to the environmental context, and maintaining the amenity of the surrounding area.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

6.2 Low Density Residential Code (Ross River Road Corridor Precinct)

The purpose of the Low density residential zone code is to provide for *a variety of low density dwelling types, and community uses, and small-scale services, facilities and infrastructure, to support local residents.*

While the subject site is located within the Low density residential zone under the planning scheme, overall outcome (3)(g) of the zone provides that low-rise multiple dwellings may be acceptable where they are within a convenient walkable distance to centres, public transport and community activities, and are of a scale consistent with the local character. The development comprises the construction of six residential units over two levels following demolition of the existing building.

The intent of the Low density residential zone is to accommodate primarily dwelling houses and dual occupancies, while preserving a high standard of residential amenity and reinforcing the established suburban character. In this context, the proposed development has been carefully designed to respond to, and remain consistent with, the prevailing low density character of the locality.

Importantly, the subject site is also located within the Ross River Road corridor precinct, which, under precinct overall outcome (4)(c), recognises that redevelopment of sites within the precinct may occur for the purposes of low-rise multiple dwellings. The precinct provisions also seek to ensure that additional non-residential development is not established, avoiding the continuation of strip commercial development along the corridor. The proposal replaces the existing commercial use of the site with a wholly residential use, removing a non-residential use from the precinct, and therefore aligns with the precinct's intended approach to redevelopment by providing low-rise multiple dwellings.

The proposed units adopt a domestic scale and form comparable to surrounding residential development. The building is two storeys with a maximum wall height of 5.4m, and site cover is approximately 46%, well below the 65% nominated for multiple dwellings in the zone.

The proposal is also designed to ensure that the established streetscape character of Ross River Road is retained. Adequate separation distances to adjoining properties are provided, mitigating potential impacts associated with overlooking, overshadowing, and noise. The two-storey built form and overall scale of the development are considered consistent with the low-rise character contemplated for redevelopment within the Ross River Road corridor precinct.

The site has convenient access to public transport services along Ross River Road, with a bus stop directly opposite the site and a further stop approximately 175m to the west on the same side of the road. It is also within walking distance of a number of parks and recreational facilities, including Aitkenvale Park (approximately 580m), Arthur Fadden Park and Anderson Park Botanic Gardens (each approximately 1km) and Aplins Weir Rotary Park (approximately 1.2km). While the nearest park is beyond the 400m walking distance nominated in the zone code, these facilities provide a range of open space and recreation opportunities within a reasonable walking distance of the site, complementing the private open space provided for each unit.

Accordingly, the proposal is considered to achieve the purpose and overall outcomes of the Low density residential zone and Ross River Road corridor precinct by maintaining an appropriate built form and protecting residential amenity. While the Low density residential zone primarily accommodates dwelling houses and dual occupancies, the proposal is supported on the basis of its modest scale, sensitive design, and demonstrated compatibility with the surrounding residential context. In particular, the proposal gives effect to the precinct's recognition that redevelopment may occur for the purposes of low-rise multiple dwellings.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

A detailed assessment against the Low density residential zone code is provided in **Appendix 5**.

6.3 Healthy Waters Code

The purpose of the Healthy waters code is to *ensure development manages stormwater and wastewater as part of the integrated total water cycle and in ways that help protect the environmental values specified in the Environmental Protection (Water and Wetland Biodiversity) Policy 2019.*

The proposed development is consistent with the purpose and overall outcomes of the Healthy waters code. The development does not involve the diversion or modification of any watercourse, works within a mapped waterway, or the clearing of riparian vegetation. Existing overland flow paths across the site will be maintained, and the proposal will not obstruct or materially alter the established drainage regime.

The proposal will not change the overall drainage direction of the site. Overland flow paths, drainage patterns, and stormwater discharge points will remain generally consistent with the existing conditions. While the proposal increases the impervious area of the site, the site is less than 2,500m² and the development does not trigger the stormwater quality design objectives that apply to larger urban development. Roof water and hardstand runoff will be conveyed to a lawful point of discharge.

Given the modest scale and low intensity nature of the development, and in the absence of works within waterways or defined drainage corridors, the proposal is not anticipated to adversely impact upstream or downstream hydrology or surrounding properties.

Accordingly, the development is considered to achieve the intent and relevant outcomes of the Healthy waters code.

6.4 Landscape Code

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

The subject site is largely cleared, with minimal existing vegetation. The proposed development incorporates new landscaping along the site boundaries, as detailed in the plans provided in **Appendix 4**. This landscaping will assist in integrating the development with the surrounding neighbourhood, enhancing the visual presentation of the site, and providing increased privacy for both future residents and adjoining properties.

The proposal does not include any works to, or removal of, existing street trees, thereby maintaining the established streetscape character.

On this basis, the proposed development is considered to achieve the purpose and overall outcomes of the Landscape code by delivering a suitable balance between built form and landscape treatment, while enhancing site amenity and reinforcing the character of the locality.

6.5 Transport Impact, Access and Parking Code

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

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Vehicular access to the site is currently established via an existing crossover from Ross River Road, which serves the existing commercial use. This crossover is appropriate to accommodate the proposed development. The access location is appropriate and is designed to maintain safe interaction with the surrounding road network, with sufficient capacity to accommodate the anticipated level of traffic generation without compromising safety or operational efficiency.

The internal layout has been carefully designed to facilitate safe and efficient vehicle circulation, incorporating adequate driveway widths, turning areas, and manoeuvring space.

Car parking is provided entirely on site. The parking areas are designed to be convenient and accessible for residents, while being integrated within the overall site layout to avoid adverse impacts on the streetscape and adjoining properties.

Given the modest scale and low intensity nature of the development, traffic generation is expected to be minimal and will not materially impact the function, capacity, or safety of the surrounding transport network, including Ross River Road. The proposal will not result in unacceptable impacts in terms of congestion, access, or on-street parking demand.

Accordingly, the development provides a well-considered and efficient access and parking arrangement that minimises potential conflict points, supports safe vehicle movement, and integrates effectively with the surrounding transport network. The proposal is therefore considered to achieve the intent, performance outcomes, and overall outcomes of the Transport impact, access and parking code.

6.6 Works Code

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

The proposed development is consistent with the purpose and overall outcomes of the Works code. The site can be adequately serviced and accessed, with existing connections to telecommunications and electricity networks to be maintained. The site is connected to Council's reticulated water and sewerage networks, and the units can be connected to these networks.

The proposed development layout has been designed to avoid any encroachment by enclosed structures on the sewer. Appropriate setbacks and clearances consistent with the Council standards have been incorporated into the site plan to ensure access and maintenance can be safely conducted.

This approach demonstrates that the proposed development satisfies the intent, performance outcomes, and overall outcomes of the Works code, maintaining the integrity of essential utility services while facilitating a context-sensitive residential development.

6.7 Airport Environs Overlay Code

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

The proposed development is low rise in scale and will not penetrate, encroach upon, or otherwise interfere with the prescribed airspace. Accordingly, the development is not expected to adversely affect aviation safety, operational efficiency, or the ongoing function of aviation infrastructure.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Given the modest scale, height, and nature of the proposal, the development is unlikely to result in any impacts relevant to the Airport environs overlay. On this basis, the proposal is considered to achieve the intent and overall outcomes of the Airport environs overlay code, and no further detailed assessment is required.

6.8 Flood Hazard Overlay Code

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

The subject site is mapped within the Flood hazard overlay as entirely comprising areas of low flood hazard. Council's flood depth mapping does not identify any flooding within the site that would impact new or existing residential development.

The proposed units are located wholly within the low hazard area, and the ground floor of each unit is set 400mm above natural ground level. Flooding will therefore not adversely affect the development.

Accordingly, the proposal is considered to be consistent with the purpose and overall outcomes of the Flood hazard overlay code and does not compromise the flood management objectives for the locality.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

7.0 Other Relevant Matters

In accordance with section 45(5)(b) of the *Planning Act 2016*, the following are other relevant matters considered applicable to assessment of this development application. In support of the proposed development the following matters are considered relevant:

- The development replaces an existing commercial use with six dwellings on a site originally developed for residential purposes, delivering a modest increase in housing supply and contributing to housing diversity within the locality. This aligns with broader strategic objectives to support a range of housing options and address local demand.
- The site is within the Ross River Road corridor precinct, where the planning scheme specifically anticipates redevelopment for low-rise multiple dwellings, and fronts Ross River Road, which the strategic framework identifies as a core public transport corridor. The proposal makes efficient use of a serviced site and existing infrastructure in a location the planning scheme identifies for this form of housing.
- The proposal has been designed to maintain a high standard of residential amenity. The built form is two storey and domestic in scale, incorporating building separation and landscaping. The development does not give rise to unacceptable impacts on adjoining properties, including overlooking, overshadowing, noise, or traffic generation.
- The siting of the dwellings ensures the established streetscape character is retained. Access and car parking arrangements are appropriately located and designed to minimise visual impacts while providing safe and efficient vehicle movement throughout the site.
- Landscaping along site boundaries further enhances visual amenity, privacy, and integration with surrounding properties.
- The development aligns with the strategic intent of the Townsville City Plan, supporting low-intensity residential development that maintains neighbourhood character, enhances residential amenity, and achieves a well-integrated and contextually appropriate land use outcome within an established urban area.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

8.0 Conclusion and Recommendations

This town planning report has been prepared by Northpoint Planning on behalf of Hussar Investments in association with a Development Application for a Material Change of Use – Multiple Dwelling (6x 2 Bed Units) located at 198 Ross River Road, Aitkenvale and formally described as Lot 3 on RP711604.

The subject site is located within the Low density residential zone and the Ross River Road corridor precinct of the planning scheme. An assessment against the relevant benchmarks has been undertaken and is outlined in detail in this town planning report.

The proposal is consequently considered appropriate development in the context in which it is located and is supportable when assessed against the planning scheme as a whole, notwithstanding the departures from the acceptable outcomes identified in the zone code assessment. It is therefore recommended Council approve the proposed development, subject to reasonable and relevant conditions.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Appendix 1

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

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*)	Hussar Investments C/- Northpoint Planning
Contact name *(only applicable for companies)*	Hannah Flynn
Postal address *(P.O. Box or street address)*	PO Box 4
Suburb	Townsville
State	Queensland
Postcode	4810
Country	Australia
Contact number	07 4440 5282
Email address *(non-mandatory)*	hello@northpointplanning.com.au
Mobile number *(non-mandatory)*	
Fax number *(non-mandatory)*	
Applicant's reference number(s) *(if applicable)*	NP26.357

1.1) Home-based business

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

2) Owner's consent

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

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

PART 2 – LOCATION DETAILS

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

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

3.1) Street address and lot on plan

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

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

a)	Unit No.	Street No.	Street Name and Type	Suburb
		198	Ross River Road	Aitkenvale
	Postcode	Lot No.	Plan Type and Number *(e.g. RP, SP)*	Local Government Area(s)
		3	711604	Townsville City Council
b)	Unit No.	Street No.	Street Name and Type	Suburb
	Postcode	Lot No.	Plan Type and Number *(e.g. RP, SP)*	Local Government Area(s)

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

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

☐ Coordinates of premises by longitude and latitude

Longitude(s)	Latitude(s)	Datum	Local Government Area(s) *(if applicable)*
		☐ WGS84 ☐ GDA94 ☐ Other:	

☐ Coordinates of premises by easting and northing

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

3.3) Additional premises

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

☒ Not required

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

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

Name of water body, watercourse or aquifer:

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

Lot on plan description of strategic port land:

Name of port authority for the lot:

☐ In a tidal area

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

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

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

☐ 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)*:

Multiple Dwelling – Six Residential Units

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)*
Six residential units	Multiple dwelling	6	

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 ☐ 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).*

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

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 ☐ Development application			
☐ Approval ☐ Development application			

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

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

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

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

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

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

☐ Yes – show cause or enforcement notice is attached

☒ No

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

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:		Place ID:	

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

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

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

☒ No

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

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

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

☒ No

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

PART 8 – CHECKLIST AND APPLICANT DECLARATION

24) Development application checklist	
I have identified the assessment manager in question 15 and all relevant referral requirement(s) in question 17 ***Note**: See the Planning Regulation 2017 for referral requirements*	☒ Yes
If building work is associated with the proposed development, Parts 4 to 6 of *DA Form 2 – Building work details* have been completed and attached to this development application	☐ Yes ☒ Not applicable
Supporting information addressing any applicable assessment benchmarks is with the development application ***Note**: This is a mandatory requirement and includes any relevant templates under question 23, a planning report and any technical reports required by the relevant categorising instruments (e.g. local government planning schemes, State Planning Policy, State Development Assessment Provisions). For further information, see DA Forms Guide: Planning Report Template.*	☒ Yes
Relevant plans of the development are attached to this development application ***Note**: Relevant plans are required to be submitted for all aspects of this development application. For further information, see DA Forms Guide: Relevant plans.*	☒ Yes
The portable long service leave levy for QLeave has been paid, or will be paid before a development permit is issued *(see 21)*	☒ Yes ☐ Not applicable

Queensland Government

25) Applicant declaration
☒ By making this development application, I declare that all information in this development application is true and correct ☒ Where an email address is provided in Part 1 of this form, I consent to receive future electronic communications from the assessment manager and any referral agency for the development application where written information is required or permitted pursuant to sections 11 and 12 of the *Electronic Transactions Act 2001* ***Note**: It is unlawful to intentionally provide false or misleading information.*
Privacy – Personal information collected in this form will be used by the assessment manager and/or chosen assessment manager, any relevant referral agency and/or building certifier (including any professional advisers which may be engaged by those entities) while processing, assessing and deciding the development application. All information relating to this development application may be available for inspection and purchase, and/or published on the assessment manager's and/or referral agency's website. Personal information will not be disclosed for a purpose unrelated to the *Planning Act 2016*, Planning Regulation 2017 and the DA Rules except where: • such disclosure is in accordance with the provisions about public access to documents contained in the *Planning Act 2016* and the Planning Regulation 2017, and the access rules made under the *Planning Act 2016* and Planning Regulation 2017; or • required by other legislation (including the *Right to Information Act 2009*); or • otherwise required by law. This information may be stored in relevant databases. The information collected will be retained as required by the *Public Records Act 2002.*

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

Date received: | Reference number(s):

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

QLeave notification and payment *Note: For completion by assessment manager if applicable*			
Description of the work			
QLeave project number			
Amount paid ($)		Date paid (dd/mm/yy)	
Date receipted form sighted by assessment manager			
Name of officer who sighted the form			

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Current Title Search

Queensland Titles Registry Pty Ltd
ABN 23 648 568 101

Title Reference:	**20443101**	**Search Date:**	22/09/2026 16:15
Date Title Created:	20/11/1950	**Request No:**	57723185
Previous Title:	20405181		

ESTATE AND LAND

Estate in Fee Simple

LOT 3 REGISTERED PLAN 711604
Local Government: TOWNSVILLE

REGISTERED OWNER

Dealing No: 712582385 09/07/2009

JASON CAMERON CAMPBELL

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 10287063 (POR 3A)

2. MORTGAGE No 712582388 09/07/2009 at 11:07
BANK OF QUEENSLAND LIMITED A.B.N. 32 009 656 740

ADMINISTRATIVE ADVICES

NIL

UNREGISTERED DEALINGS

NIL

Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **

COPYRIGHT QUEENSLAND TITLES REGISTRY PTY LTD [2026]
Requested by: D-ENQ TITLES QUEENSLAND

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

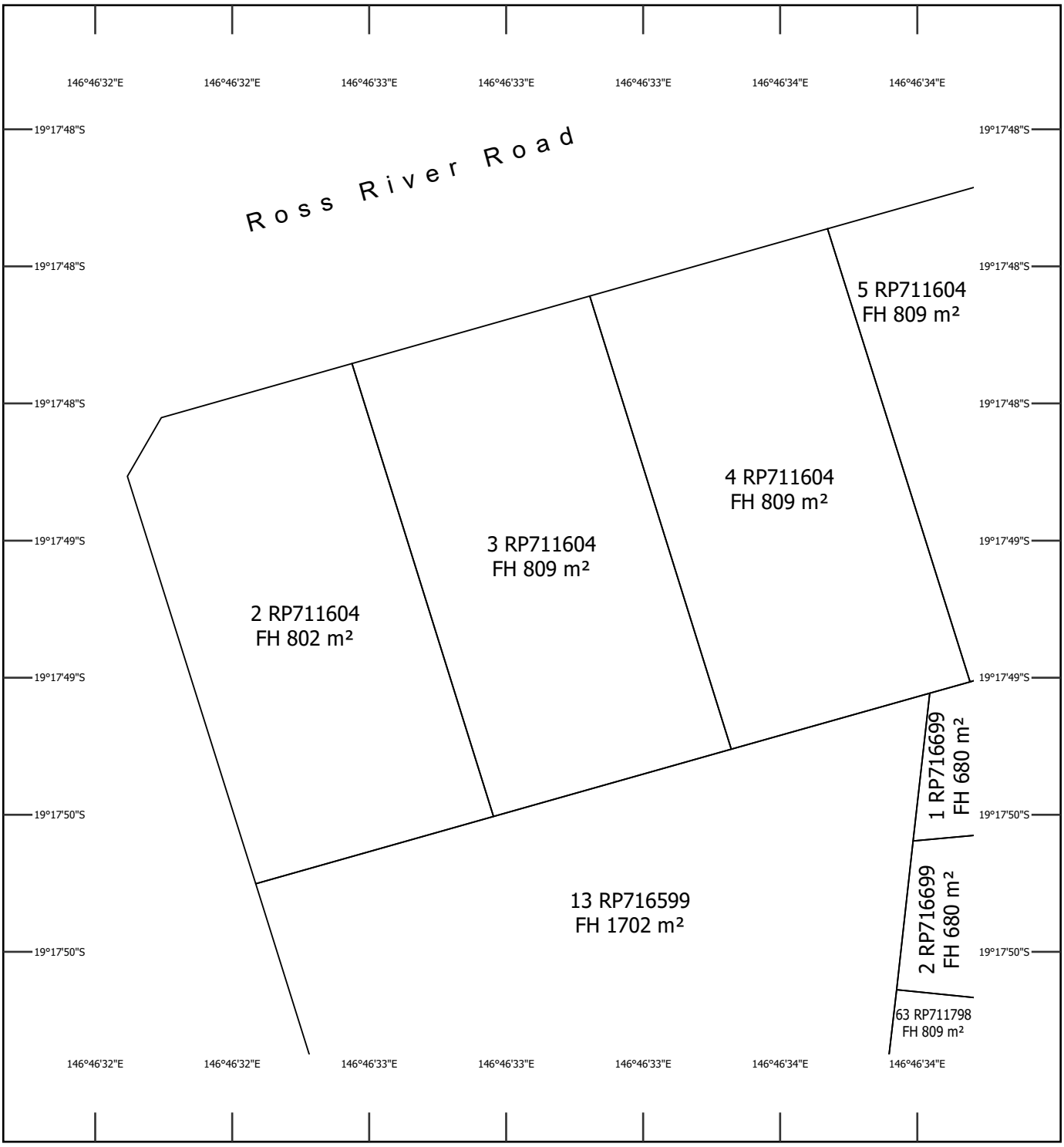
Landowner's consent to the making of a development application under the *Planning Act 2016*

I, JASON CAMERON CAMPBELL,
as owner(s) of premises identified as:
Lot 3 on RP711604 and located at 198 Ross River Road, Aitkenvale
consent to the making of a development application under the *Planning Act 2016* by Northpoint Planning on the premises described above.
 02/10/2026 *Signature* *Date*

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Appendix 2

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026



STANDARD MAP NUMBER
8259-24432

0 10 20 30 40 50 m

Datum: GDA2020 ZONE: 55 Scale: 1:500

SmartMap
Based upon an extraction from the Queensland Spatial Cadastral Framework

SUBJECT PARCEL DESCRIPTION CLIENT SERVICE STANDARDS

QSCF

Lot/Plan	3RP711604
Area/Volume	809.0
Tenure	Freehold
Local Government	Townsville City
Locality	Aitkenvale
Unique ID	50548008

PRINTED 10/09/2026

QSCF: 10/09/2026 (Lots with an area less than 10.000 ha are not shown)

Users of the information recorded in this document (the Information) accept all responsibility and risk associated with the use of the Information and should seek independent professional advice in relation to dealings with property.

Despite Department of Natural Resources and Mines, Manufacturing and Regional and Rural Development best efforts, NRMMRRD makes no representations or warranties in relation to the Information, and, to the extent permitted by law, exclude or limit all warranties relating to correctness, accuracy, reliability, completeness or currency and all liability for any direct, indirect and consequential costs, losses, damages and expenses incurred in any way (including but not limited to that arising from negligence) in connection with any use of or reliance on the Information.

GDA 2020

Queensland Government

© State of Queensland (Department of Natural Resources and Mines, Manufacturing and Regional and Rural Development) 2026

Matters of Interest for all selected Lot Plans

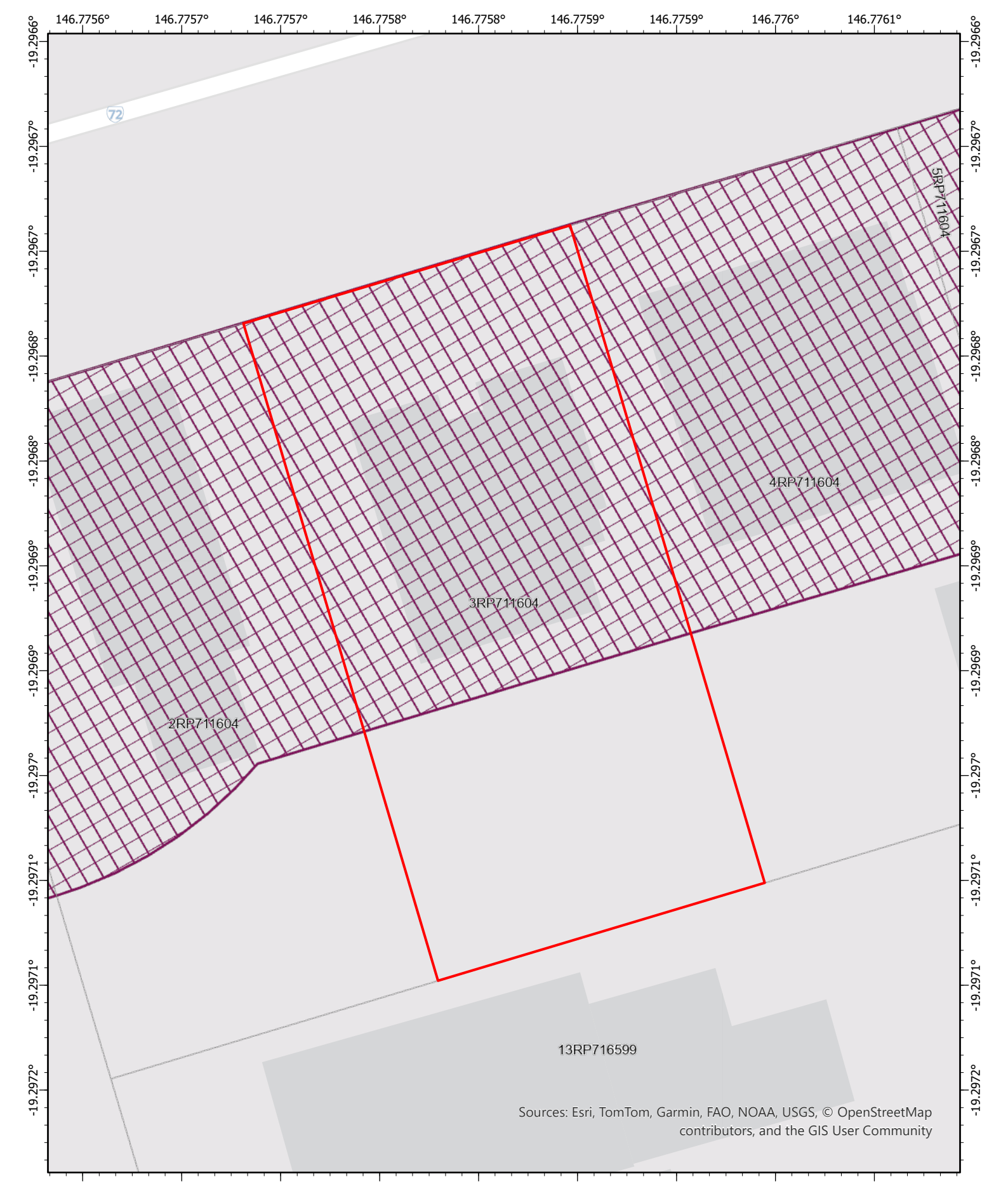
Area within 25m of a State-controlled road

Matters of Interest by Lot Plan

Lot Plan: 3RP711604 (Area: 809 m²)

Area within 25m of a State-controlled road

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026



Area within 25m of a State-controlled road

Date: 10/09/2026

N

Scale: 1:300

0 3 6 9 12

Metres

Queensland Government

Disclaimer This map has been generated from the information supplied to the Queensland Government for the purposes of the Development Assessment Mapping System. The map generated has been prepared with due care based on the best available information at the time of publication. The State of Queensland holds no responsibility for any errors, inconsistencies or omissions within this document. Any decisions made by other parties based on this document are solely the responsibility of those parties. The information is supplied subject to the full terms and conditions available on the department's website.

© The State of Queensland 2026.

Queensland Government

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Appendix 3

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Subject Site & Surrounds

198 Ross River Road, Aitkenvale | Lot 3 on RP711604

19°17'47"S 146°46'29"E

19°17'47"S 146°46'35"E



19°17'51"S 146°46'29"E

19°17'51"S 146°46'35"E

A product of Queensland Globe



N

0 10 metres

Scale: 1:564

Printed at: A3

Print date: 1/10/2026

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

Includes material © State of Queensland 2026. You are responsible for ensuring that the map is suitable for your purposes. The State of Queensland makes no representation or warranties in relation to the map contents and disclaims all liability.

If imagery is displayed, imagery includes material © CNES reproduced under license from Airbus DS, all rights reserved © 21AT © Earth-i, all rights reserved, © Planet Labs PBC, 2025

Queensland Government

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

Subject Site & Surrounds

198 Ross River Road, Aitkenvale | Lot 3 on RP711604

Attribution

Includes material © State of Queensland (Department of Natural Resources and Mines, Manufacturing and Regional and Rural Development); © Commonwealth of Australia (Geoscience Australia); © 21AT, © Earth-i, all rights reserved, 2026.

© State of Queensland (Department of Natural Resources and Mines, Manufacturing and Regional and Rural Development) 2025

© State of Queensland (Department of Resources) 2024

© State of Queensland (Department of Natural Resources and Mines, Manufacturing and Regional and Rural Development) 2026

Appendix 4

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

DESIGNS

BUILDING DESIGN & DRAFTING

REMIVIA PROJECTS

FOR:

REMIVIA PROJECTS

AT:

198 ROSS RIVER ROAD
AITKENVALE
TOWNSVILLE



DRAWING SCHEDULE:

0	COVERSHEET
1	SITE PLAN
2	GROUND FLOOR PLAN
3	FIRST FLOOR PLAN
4	ELEVATIONS
5	ELEVATIONS

Job No.- 26-264

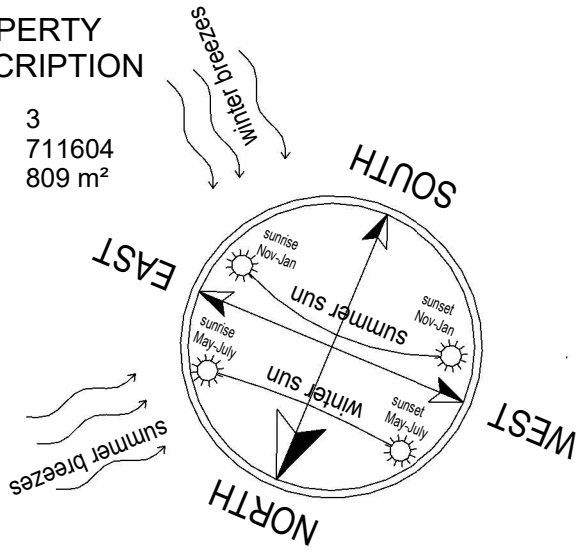
PRINT DATE:

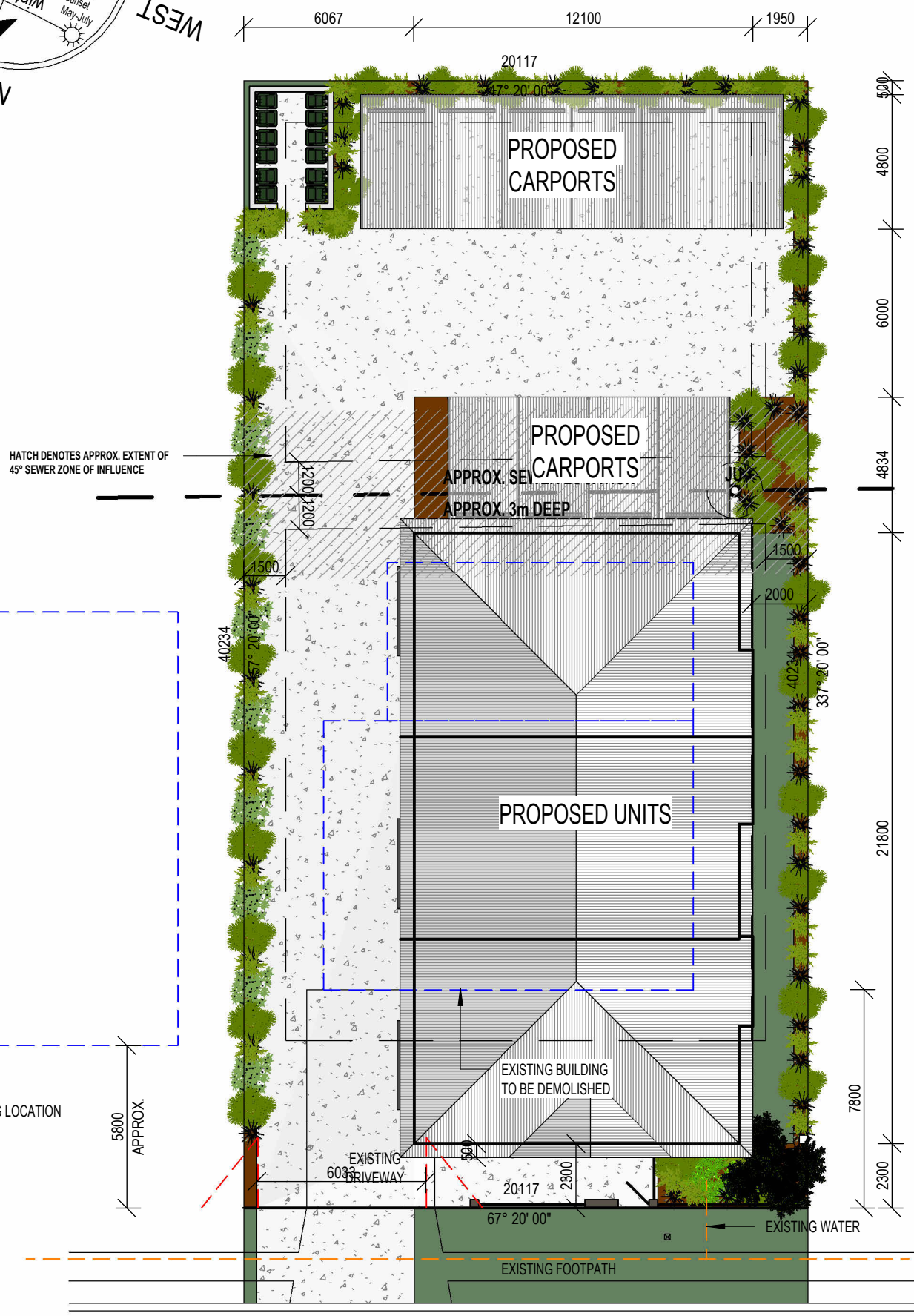
17/09/2026 3:32:12 PM

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

PROPERTY DESCRIPTION

LOT 3
RP 711604
AREA 809 m²





1 SITE PLAN

1 : 200 AT A3 SHEET SIZE

PROPERTY SITE COVERAGE

SITE AREA	BUILDING FOOTPRINT	SITE COVER
809 m²	373.95 m²	46.20%

PROJECT ISSUE & DESCRIPTION

PRELIMINARY

NOTES:
THIS DRAWING IS ONLY INTENDED TO OBTAIN A LOCAL AUTHORITY BUILDING PERMIT.
COMPLY WITH ALL RELEVANT AUTHORITY REG. & B.S.A.
FIGURED DIMENSIONS TO TAKE PRECEDENCE OVER SCALED MEASUREMENTS - DO NOT SCALE DRAWING.
VERIFY ALL ON SITE DIMENSIONS & LEVELS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

DESIGNS
BUILDING DESIGN & DRAFTING
ABN: 112 837 297
Licence No. 1072298
66 Bayswater Road, Hyde Park QLD 4812
PO Box 3257, Vincent QLD 4814
Tel: (07) 4779 4199

PROJECT:
REMIVIA PROJECTS

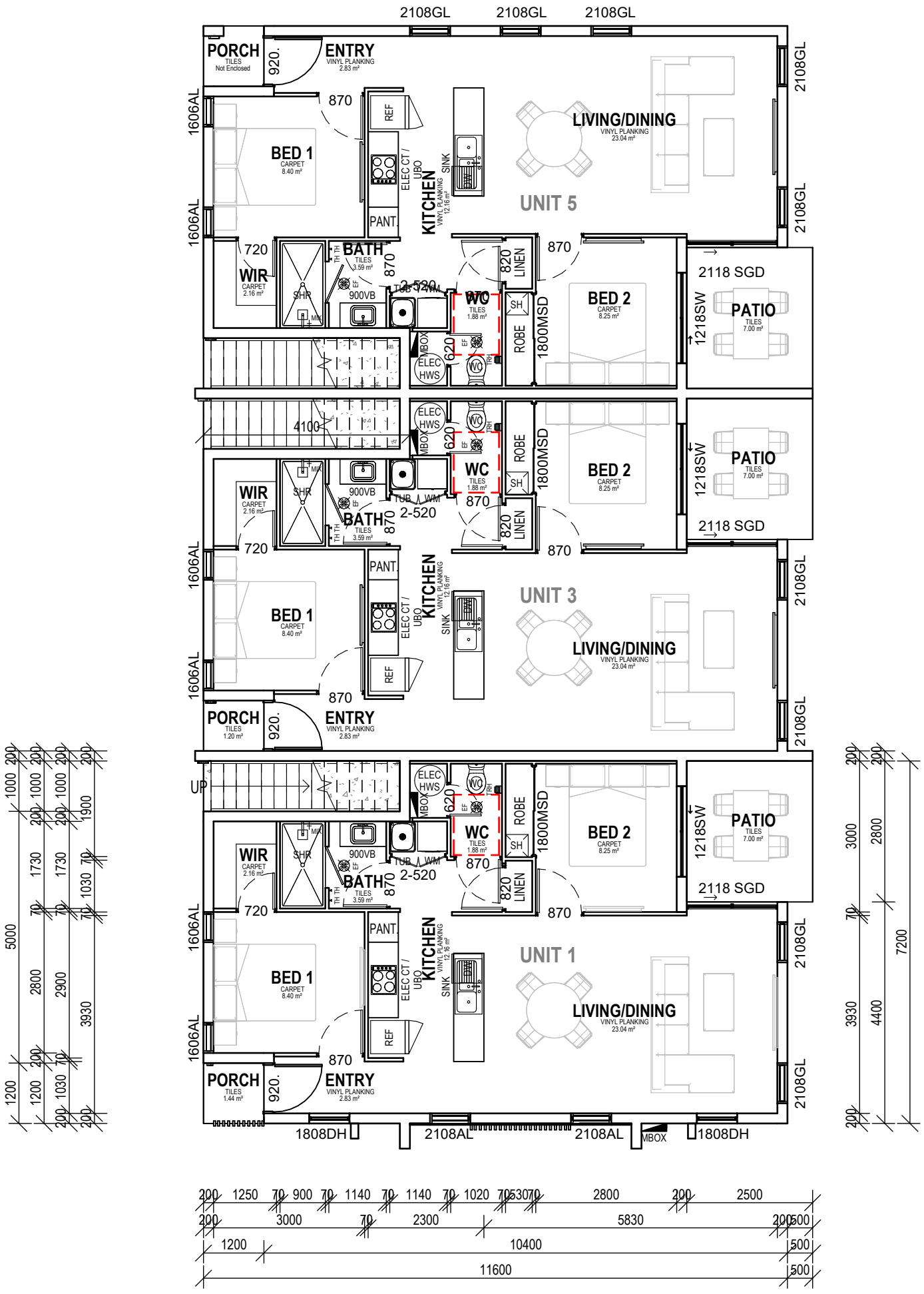
CLIENT:
REMIVIA PROJECTS

SITE:
198 ROSS RIVER ROAD
AITKENVALE
TOWNSVILLE

BUILDER:

DATE:	17/09/2026 3:32:14 PM	JOB NO. 26-264
DRAWN:	CE	
SCALE:	1 : 200	
SHEET No.	1	CLIENT JOB NO.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026



1 GROUND FLOOR PLAN - LOWER UNIT

1 : 100 **AT A3 SHEET SIZE**

INTERNAL TIMBER FRAMED WALLS :
TIMBER STUD WALLS WITH 70x35 MGP10 STUDS AT 450 CRS,1/ROW OF NOGGING, SHEET BOTH SIDES WITH 10mm PLASTERBOARD, 6.0mm F/C SHEETING TO WET AREAS.

INTERNAL LOAD BEARING TIMBER FRAMED WALLS : ILBW
TIMBER STUD FRAMING WITH 90x35 MGP12 STUDS AT 450 MAX CRS, 1/ROW OF NOGGING. PROVIDE DOUBLE STUD BELOW GIRDER TRUSSES. PROVIDE 35x90 MGP12 BOTTOM PLATE. PROVIDE 2/45x90 MGP12 TOP PLATES. PROVIDE M12 CYCLONE RODS AT 900 MAX CRS DIRECTLY TIED DOWN TO FOOTING, ENSURE CYCLONE RODS ARE WITHIN 100mm OF THE TRUSSES. ALTERNATIVELY USE CHEMSET 801 SERIES INSTALLED TO MANUF. SPEC. WITH 150mm EMBEDMENT. SHEET BOTH SIDES WITH 10mm PLASTERBOARD, 6.0mm F/C SHEETING TO WET AREAS.

TRUSSES OVER INTERNAL LOAD BEARING TIMBER WALLS TO BE DIRECTLY TIED DOWN TO FOOTING

NOTE :
THE KITCHEN CUPBOARD LAYOUT SHOWN ON THIS PLAN IS ONLY AN INDICATIVE LAYOUT. THE FINAL DESIGN SHALL BE DETERMINED BY THE BUILDER'S P.C. ALLOWANCE SHOWN IN THE BUILDING CONTRACT.

AIR CONDITIONERS :
VERIFY AIR CONDITIONER SIZES PRIOR TO COMMENCEMENT OF CONSTRUCTION. A/C UNITS SHOWN ON THE DRAWINGS ARE INDICATIVE ONLY.

GARAGE DOORS :
ALL GARAGE ROLLER DOORS AND PANEL LIFT DOORS TO BE PROVIDED WITH WINDLOCKS AND COMPLY TO AS1170.2 AND AS4055.

DOWNPIPES :
ALL DOWNPIPES TO BE DISCHARGED ONTO 300x300 CONCRETE SPLASHPADS. ALTERNATIVELY PIT AND PIPE STORMWATER TO KERB & CHANNEL AS PER BUILDER'S SPEC.

NOTE :
TOILET DOORS TO BE PROVIDED WITH LIFT OFF HINGES TO ALL RELEVANT BCA REQUIREMENTS.

CONDENSATION MANAGEMENT:
1. PLIABLE BUILDING MEMBRANE TO COMPLY WITH PART 10.8.1 OF THE ABCB HOUSING PROVISIONS 2022.
2. FLOW RATE & DISCHARGE OF EXHAUST SYSTEMS TO COMPLY WITH PART 10.8.2 OF THE ABCB HOUSING PROVISIONS 2022.
3. VENTILATION OF ROOF SPACES TO COMPLY WITH PART 10.8.3 OF THE ABCB HOUSING PROVISIONS 2022.

LEGEND

SD	INTERLINKED SELF CONTAINED SMOKE ALARMS TO COMPLY WITH AS3786 AND BE CONNECTED TO THE CONSUMER MAINS POWER WITH BATTERY BACK UP.
MBOX	METER BOX POWER SUPPLY
HWS	ELECTRIC HOT WATER SYSTEM
GAS HWS	GAS HOT WATER SYSTEM
GB	GAS BOTTLES
EF	EXHAUST FAN 25Ltrs/sec for bath/wc rooms
	EXHAUST FAN 40Ltrs/sec for laundry/kitchen
FW	FLOOR WASTE
TAP	EXTERNAL GARDEN TAP
WO	WALL OVEN
GAS	EXTERNAL GAS POINT
dp	90mm UPVC DOWN PIPE
TRH	TOILET ROLL HOLDER
TR	TOWEL RAIL
HT	HAND TOWEL HOLDER
	SHELVES
	SHOWER HEAD
CSH	CEILING SHOWER HEAD
WINDOW & DOOR SIZING	EXAMPLE: 1518 = 1500 HIGH x 1800 WIDE

ELEVATION KEY
3 / 4 2 / 1

AREAS

GROUND FLOOR PLAN	
LIVING	73.15 m²
PATIO	7.25 m²
EXTRA PATIO CONC.	2.40 m²
PORCH	1.44 m²
GROUND FLOOR PLAN	84.24 m²
FIRST FLOOR PLAN	
LIVING	73.44 m²
PATIO	7.35 m²
STAIRS	4.29 m²
PORCH	1.16 m²
FIRST FLOOR PLAN	86.23 m²
TOTAL RESIDENCE	170.47 m²

PROJECT ISSUE & DESCRIPTION

PRELIMINARY

NOTES:
THIS DRAWING IS ONLY INTENDED TO OBTAIN A LOCAL AUTHORITY BUILDING PERMIT.
COMPLY WITH ALL RELEVANT AUTHORITY REG. & B.S.A.
FIGURED DIMENSIONS TO TAKE PRECEDENCE OVER SCALED MEASUREMENTS - DO NOT SCALE DRAWING.
VERIFY ALL ON SITE DIMENSIONS & LEVELS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

C&B DESIGNS
BUILDING DESIGN & DRAFTING
ABN: 112 837 297
Licence No. 1072298
66 Bayswater Road, Hyde Park QLD 4812
PO Box 3257, Vincent QLD 4814
Tel: (07) 4779 4199

PROJECT:
REMIVIA PROJECTS

CLIENT:
REMIVIA PROJECTS

SITE:
198 ROSS RIVER ROAD
AITKENVALE
TOWNSVILLE

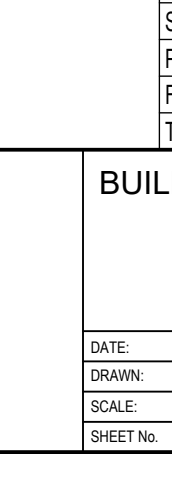
BUILDER:

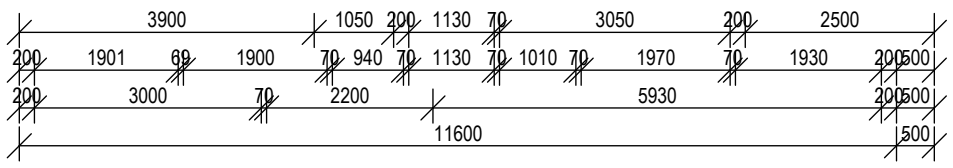
DATE:	17/09/2026 3:32:15 PM	JOB NO.	26-264
DRAWN:	CE		
SCALE:	1 : 100		
SHEET No.	2	CLIENT JOB NO.	

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026









AREAS	
GROUND FLOOR PLAN	
LIVING	73.15 m²
PATIO	7.25 m²
EXTRA PATIO CONC.	2.40 m²
PORCH	1.44 m²
GROUND FLOOR PLAN	84.24 m²
FIRST FLOOR PLAN	
LIVING	73.44 m²
PATIO	7.35 m²
STAIRS	4.29 m²
PORCH	1.16 m²
FIRST FLOOR PLAN	86.23 m²
TOTAL RESIDENCE	170.47 m²

1 FIRST FLOOR PLAN - UPPER UNIT

1 : 100 **AT A3 SHEET SIZE**

PROJECT ISSUE & DESCRIPTION

PRELIMINARY

NOTES:
THIS DRAWING IS ONLY INTENDED TO OBTAIN A LOCAL AUTHORITY BUILDING PERMIT.
COMPLY WITH ALL RELEVANT AUTHORITY REG. & B.S.A.
FIGURED DIMENSIONS TO TAKE PRECEDENCE OVER SCALED MEASUREMENTS - DO NOT SCALE DRAWING.
VERIFY ALL ON SITE DIMENSIONS & LEVELS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

C&B DESIGNS
BUILDING DESIGN & DRAFTING
ABN: 112 837 297
Licence No. 1072298
66 Bayswater Road, Hyde Park QLD 4812
PO Box 3257, Vincent QLD 4814
Tel: (07) 4779 4199

PROJECT:
REMIVIA PROJECTS

CLIENT:
REMIVIA PROJECTS

SITE:
198 ROSS RIVER ROAD
AITKENVALE
TOWNSVILLE

BUILDER:

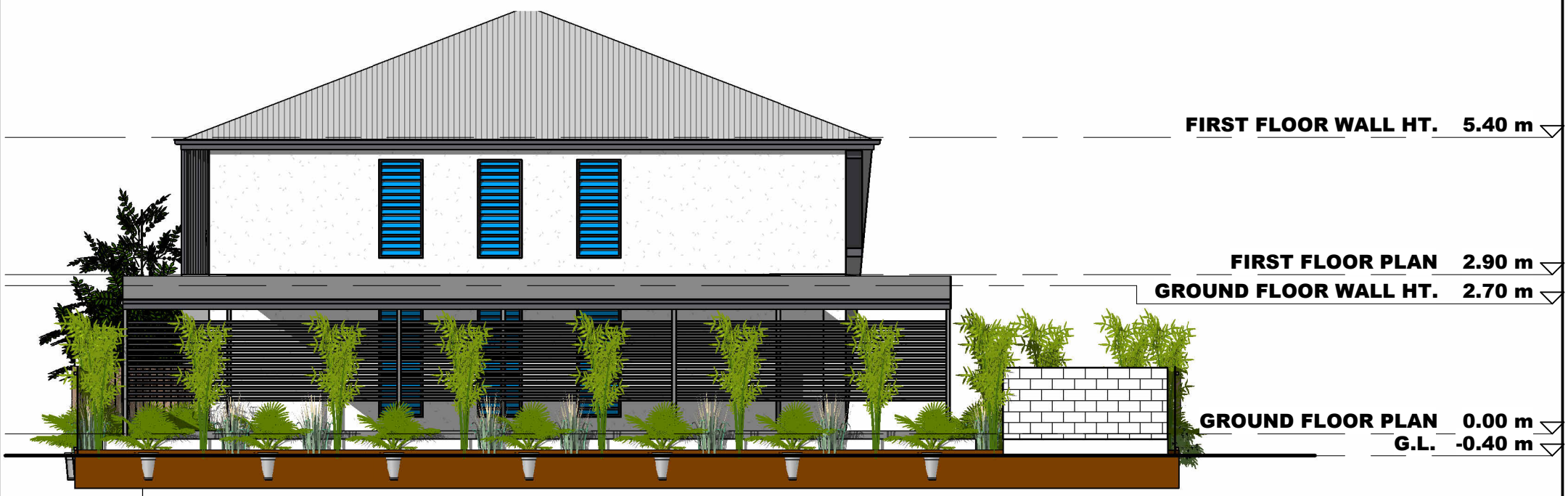
DATE:	17/09/2026 3:32:16 PM		JOB NO. 26-264
DRAWN:	CE		
SCALE:	1 : 100		
SHEET No.	3	CLIENT JOB NO.	

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026



1 ELEVATION 1

1 : 100 AT A3 SHEET SIZE



2 ELEVATION 3

1 : 100 AT A3 SHEET SIZE

PROJECT ISSUE & DESCRIPTION

PRELIMINARY

NOTES:
THIS DRAWING IS ONLY INTENDED TO OBTAIN A LOCAL AUTHORITY BUILDING PERMIT.
COMPLY WITH ALL RELEVANT AUTHORITY REG. & B.S.A.
FIGURED DIMENSIONS TO TAKE PRECEDENCE OVER SCALED MEASUREMENTS - DO NOT SCALE DRAWING.
VERIFY ALL ON SITE DIMENSIONS & LEVELS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

DESIGNS
BUILDING DESIGN & DRAFTING
ABN: 112 837 297
Licence No. 1072298
66 Bayswater Road, Hyde Park QLD 4812
PO Box 3257, Vincent QLD 4814
Tel: (07) 4779 4199

PROJECT:
REMIVIA PROJECTS

CLIENT:
REMIVIA PROJECTS

SITE:
198 ROSS RIVER ROAD
AITKENVALE
TOWNSVILLE

BUILDER:

DATE:	17/09/2026 3:32:20 PM	JOB NO. 26-264
DRAWN:	CE	
SCALE:	1 : 100	
SHEET No.	4	CLIENT JOB NO.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026



1 ELEVATION 2

1 : 100 AT A3 SHEET SIZE



2 ELEVATION 4

1 : 100 AT A3 SHEET SIZE

PRELIMINARY

NOTES:
THIS DRAWING IS ONLY INTENDED TO OBTAIN A LOCAL AUTHORITY BUILDING PERMIT.
COMPLY WITH ALL RELEVANT AUTHORITY REG. & B.S.A. FIGURED DIMENSIONS TO TAKE PRECEDENCE OVER SCALED MEASUREMENTS. VERIFY ALL ON SITE DIMENSIONS & LEVELS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

PROJECT ISSUE & DESCRIPTION

DESIGNS
BUILDING DESIGN & DRAFTING
ABN: 112 837 297
Licence No. 1072298
66 Bayswater Road, Hyde Park QLD 4812
PO Box 4257, Vincent QLD 4814
Tel: (07) 4779 4199

PROJECT:
REMIVIA PROJECTS
CLIENT:
REMIVIA
PROJECTS
SITE:
198 ROSS RIVER ROAD
AITKENVALE
TOWNSVILLE

DATE:	17/09/2026 3:32:25 PM
DRAWN:	CE
SCALE:	1 : 100
JOB NO.	26-264
SHEET No.	5

Appendix 5

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Townsville City Plan – Low Density Residential Zone Code

Purpose

The purpose of the Low density residential zone code is to provide for a variety of low density dwelling types, and community uses, and small-scale services, facilities and infrastructure, to support local residents.

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

- *(a) built form is of a house compatible scale and consistent with the local streetscape character;*
- *(b) reconfiguration facilitates a range of lot sizes to accommodate dwelling houses and dual occupancy dwellings, typically on lots 400m^2 or greater (unless otherwise intended in a precinct);*
- *(c) development maintains a high level of residential amenity on the site and in the neighbourhood;*
- *(d) residential development is protected from the impacts of any nearby industrial activities, transport corridors, infrastructure, installations and major facilities such as the port, airport and Department of Defence landholdings;*
- *(e) the design of development promotes accessibility by walking, cycling and public transport;*
- *(f) the design of development is responsive to the city's climate and promotes sustainable practices including energy efficiency and water conservation;*
- *(g) low-rise multiple dwellings, residential care or retirement facilities may be acceptable within this zone where provided in locations that are within a convenient walkable distance to centres, public transport and community activities, and where of a scale that is consistent with the local character;*
- *(h) non-residential uses only occur within the zone where they primarily support the day-to-day needs of the immediate residential community, do not unreasonably detract from the residential amenity of the area and are not better located in nearby centre zones;*
- *(i) development minimises impacts on remaining areas of ecological significance within the zone; and*
- *(j) the natural bushland setting and village character of the northern beaches and Magnetic Island townships are maintained. Tourism accommodation in these communities is of a house compatible scale.*

Performance Outcome/Acceptable Outcomes		Response
For accepted development subject to requirements and assessable development		
Home Based Business		
PO1 The use does not adversely impact on the amenity of the surrounding residential land uses and local character.	**AO1.1** The home-based business: (a) is carried out in an existing building or structure; (b) does not use more than 60m² of the	**Not applicable**

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance Outcome/Acceptable Outcomes		Response
	gross floor area of the building or structure; (c) involves at least one or more residents of the dwelling house; (d) involves not more than one non-resident employee; (e) where bed and breakfast accommodation, does not exceed three bedrooms; (f) does not generate more than 1 heavy vehicle trip per week; **Editor's note—**a heavy vehicle is a vehicle with more than 4.5 tonnes gross vehicle mass. (g) does not generate more than 28 vehicle trips per day by other vehicles, where one trip includes arriving at the site and a second trip is departing the site. These trips are additional to normal domestic trips associated with the dwelling; (h) contains visitor parking within the site; (i) does not involve hiring out of materials, goods, appliances or vehicles; and (j) does not involve the repair or maintenance of vehicles, other than minor maintenance of vehicles used in conjunction of the home-based business on the site. **Editor's note—**home based business operators should also refer to signage requirements under Table 5.8.2 -Operational work being placing an advertising device on a premises and Section 9.3.1-Advertising devices code.	

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance Outcome/Acceptable Outcomes		Response
	AO1.2 Functional aspects of the use such as service areas, material storage or use activities are not visible from the street.	**Not applicable**
	AO1.3 Other than where a bed and breakfast or home based childcare, the business use does not operate outside the hours of 8am to 5pm Monday to Friday, 8am to 2pm Saturday and does not operate on Sunday.	
	AO1.4 Noise levels do not exceed acoustic quality objectives under the Environmental Protection (Noise) Policy 2019.	
PO2 Commercial vehicle parking: (a) has a direct nexus with a home based business carried out on the site; and (b) does not adversely affect the amenity of neighbouring properties.	**AO2.1** Not more than one commercial vehicle is parked on the site.	**Not applicable**
	AO2.2 While on-site, vehicles: (a) are not left idling for more than 5 minutes at any one time; and (b) do not have a refrigeration unit running.	
	AO2.3 Any commercial vehicle does not exceed 4.5 tonnes gross vehicle mass and is housed behind the building line.	
Sales Office		
PO3 The use does not adversely impact on the amenity of the surrounding land uses and local character.	**AO3** Development of the sales office is in place for no more than two years.	**Not applicable**
Secondary Dwelling		
PO4 Secondary dwellings are: (a) are subordinate, small-scaled dwellings; (b) contribute to a safe and pleasant living environment; and (c) does not cause adverse impacts on adjoining properties.	**AO4** The secondary dwelling: (a) has a GFA, exclusive of a single carport or garage, of not more than 90m^2; and (b) is located not more than 20m from the primary house.	**Not applicable**

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance Outcome/Acceptable Outcomes		Response
Stables Precinct		
PO5 Only dwelling houses or caretaker's accommodation are established in the precinct.	**AO5** The development does not involve a dual occupancy, rooming accommodation, multiple dwelling, retirement facility, residential care facility, short-term accommodation or tourist park.	**Not applicable**
PO6 Reconfiguration does not result in additional lots being created.	**AO6** Lot size is no less than 1,000m^2.	**Not applicable**
PO7 The site is of a size to accommodate stables and associated service areas and allows for setback of stables from adjacent houses.	**AO7** Where stables are proposed, the site has a minimum area of 1,000m^2.	**Not applicable**
PO8 Stables are established where provision is made for a manager living on-site.	**AO8** Stables are established on the same site as a dwelling house or caretaker's accommodation.	**Not applicable**
PO9 Residential uses in the precinct do not intensify.	**AO9.1** Not more than one dwelling house or caretaker's accommodation unit is established on each lot. **AO9.2** The caretaker's accommodation unit has a gross floor area of no more than 70m^2.	**Not applicable**
Amenity		
PO10 Development minimises impacts on surrounding land and provides for an appropriate level of amenity within the site, having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) visual impact; (e) odour and emissions; (f) lighting; (g) access to sunlight; (h) privacy; and (i) outlook.	No acceptable outcome is nominated.	**Complies** The building is two storeys with a site cover of approximately 46%, and car parking and bin storage are located behind the building. Private open space faces west towards the adjoining dwelling on Lot 2 on RP711604. Landscaping and boundary treatments are incorporated to soften the development and provide additional screening, contributing positively to both on-site and neighbouring amenity. Overall, the development is not expected to give rise to adverse amenity impacts and is consistent with the intent of the PO10.
PO11 Landscaping is provided to enhance the appearance of the development, screen unsightly components, create an attractive	No acceptable outcome is nominated.	**Complies** The proposal complies as landscaping has been thoughtfully integrated throughout the site to enhance

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance Outcome/Acceptable Outcomes		Response
on-site environment and provide shading.		the appearance of the development, create an attractive on-site environment, and provide shading to outdoor areas. Planting along site boundaries assists in screening ancillary structures and reducing visual bulk, while also contributing to privacy. The landscaping design softens the built form and provides a positive interface with the streetscape, thereby contributing to the overall amenity of both the site and the surrounding area.
PO12 Development for the purposes of a sensitive land use within 500m of land included in the High impact industry zone or Special purpose zone, or within 250m of land in the Medium impact industry zone: (a) achieves indoor noise levels consistent with the objectives set out in the Environmental Protection (Noise) Policy 2019; (b) achieves air quality levels consistent with the objectives set out in the Environmental Protection (Air) Policy 2019 and the relevant national standard; and (c) does not experience offensive odours.	No acceptable outcome is nominated.	**Not applicable**
Crime Prevention through Environmental Design		
PO13 Development facilitates the security of people and property having regard to: (a) opportunities for casual surveillance and sight lines; (b) exterior building design that promotes safety; (c) adequate lighting; (d) appropriate signage and wayfinding;	No acceptable outcome is nominated.	**Complies** The development provides clear sight lines and opportunities for casual surveillance through the orientation of dwellings toward the street and internal driveway, with active frontages and regularly spaced openings (windows and entries) overlooking the shared driveway and parking areas. This promotes passive surveillance

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance Outcome/Acceptable Outcomes		Response
(e) minimisation of entrapment locations; and (f) building entrances, loading and storage areas that are well lit and lockable after hours. **Editor's note—**Applicants should have regard to Crime Prevention through Environmental Design Guidelines for Queensland.		and enhances occupant awareness of on-site activity. The built form and site layout minimise potential entrapment areas by avoiding concealed or isolated spaces, while maintaining clear and legible access paths throughout the site. Building entrances are clearly defined and directly accessible from the shared driveway, supporting safe and intuitive movement. Appropriate lighting will be provided to key areas including the driveway, parking spaces, and pedestrian entry points, ensuring visibility and safety during night-time hours. In addition, entrances and storage areas are capable of being secured, further contributing to resident safety.
General		
PO14 Development minimises impacts on remaining areas of ecological significance within the zone.	No acceptable outcome is nominated.	**Not applicable**
PO15 On elevated or steeply sloping sites: (a) development is sympathetic to the natural landform through the use of terraced or split level building forms; (b) the understoreys of buildings are screened to maintain the quality of views from public vantage points below; and (c) buildings avoid highly reflective finishes.	No acceptable outcome is nominated.	**Not applicable**
Parking and Servicing		
PO16 Parking facilities are located to be concealed from public view to ensure an attractive streetscape.	**AO16** Vehicle parking structures are located: (a) behind the building setback; or (b) behind the building; or	**Complies** All car parking is provided in two carports located behind the building.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance Outcome/Acceptable Outcomes		Response
	(c) at basement level. Figure 6.4 – Concealment of parking structure illustrates.	
PO17 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.	**Complies** The proposal complies as all waste disposal and servicing areas are located and designed to be fully screened from public view. Enclosures and screening treatments ensure that bins and service areas are visually contained, while maintaining safe and convenient access for collection. The location and management of these areas prevent adverse amenity impacts on adjoining properties, including noise, odour, or visual intrusion, ensuring compatibility with the surrounding low-density residential environment.
For Assessable development – where a non-residential or tourist accommodation use		
PO18 Non-residential uses are established only where: (a) compatible with local character and amenity; (b) limited in scale and supporting the day-to-day needs of the local community; and (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. **Editor's note—**Applicants should have regard to Economic impact assessment planning scheme policy no. SC6.5 for guidance on how to demonstrate compliance with this performance outcome.	**Not applicable**
PO19 Tourist accommodation occurs only within the townships of Paluma, Balgal Beach, Toomulla, Toolakea and Saunders Beach and the Magnetic Island townships, and is compatible with the village character of these communities.	No acceptable outcome is nominated.	**Not applicable**
PO20 Development is of a house compatible scale.	**AO20.1** The use does not involve any building work or only minor building work. OR	**Not applicable**

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance Outcome/Acceptable Outcomes		Response
	AO20.2 Where a new building is proposed: (a) buildings and other structures do not exceed 8.5m or 2 storeys, whichever is the lesser; (b) the building does not exceed 250m^2 in gross floor area; (c) site cover does not exceed 60%; and (d) the maximum length of any wall is 12m.	
For assessable development – where a multiple dwelling, residential care facility or retirement facility development		
PO21 Multiple dwelling, residential care facility or retirement facility development occur only in locations where: (a) they can be designed to be compatible with local character and low-density scale of development; (b) having convenient walkable access to the city's network of centres; (c) having convenient walkable access to public transport; and (d) having convenient walkable access to recreational facilities.	**AO21** The premises: (a) is located within 400m of a centre zone or public transport stop on a major road; (b) has a minimum site area of 1,000m² and 20m frontage where for a multiple dwelling; (c) has a minimum site area of 3,000m² and 20m frontage where for a residential care facility or retirement facility; and (d) is located within 400m of a park.	**Complies** The site fronts Ross River Road, which the strategic framework identifies as a core public transport corridor. A bus stop is located directly opposite the site, with a further stop approximately 175m to the west on the same side of the road. The site has a frontage of approximately 20m to Ross River Road, meeting the frontage requirement of AO21(b). The site area of 809m² is below the 1,000m² minimum. The site is within the Ross River Road corridor precinct, where the planning scheme specifically provides for redevelopment for low-rise multiple dwellings. Lots in this part of the precinct are around 800m² (the adjoining Lot 2 on RP711604 is 802m²), so a 1,000m² site could generally only be achieved through amalgamation. The nearest park, Aitkenvale Park, is approximately 580m walking distance from the site. Arthur Fadden Park and Anderson Park Botanic Gardens are each approximately 1km away, and Aplins Weir Rotary Park approximately 1.2km. Together these provide a range

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance Outcome/Acceptable Outcomes		Response
		of open space and recreation opportunities within a reasonable walking distance of the site.
PO22 Buildings are low-rise and of a house compatible scale.	**AO22** Building design achieves: (a) a site cover that does not exceed 65% of site area; (b) a building height that does not exceed 2 storeys and 8.5m if it is within 10m of a site boundary, and 3 storeys if it is 10m or more from a site boundary; and (c) the maximum length of any wall is 12m.	**Complies** The building is two storeys, with a maximum wall height of 5.4m. The building is approximately 21.8m long, exceeding the 12m maximum wall length in AO22(c). The length is divided into three unit modules. The eastern elevation is broken by three separate external stairs and entry porches, and the western elevation by the patios and balconies of each unit, with variation in materials and a hipped roof with a central gable facing the street.
PO23 Building setbacks and landscaping: (a) create an attractive, consistent and cohesive streetscape; (b) maintain appropriate levels of light and solar penetration, air circulation, privacy and amenity for existing and future buildings; and (c) do not prejudice the development or amenity of adjoining sites.	**AO23.1** Buildings are set back from street frontages: (a) within 20% of the average front setback of adjoining buildings; or (b) where there are no adjoining buildings, 3m. Figure 6.5 – Appropriate front setbacks illustrates. **AO23.2** A landscape area with a minimum dimension of 1m is provided along the full frontage of any road frontage (excluding crossover and pedestrian access only). Figure 6.6 – Appropriate front and rear setbacks illustrates. **AO23.3** The side boundary setback is a minimum of: (a) 1.5m for a wall up to 4.5m high; (b) 2m for a wall up to 7.5m high; and (c) 2.5m for any part of a wall over 7.5m high. **Editor's note—**Development should also comply with the requirements of AO21 (b), such that any part of the building that is 3 storeys is 10m or more from a site boundary.	**Complies** The proposal complies as building setbacks and landscaping have been designed to create an attractive, consistent, and cohesive streetscape while maintaining the amenity of both existing and future residents. The dwellings are oriented and sited to optimise solar access, natural ventilation, and internal amenity, while maintaining appropriate separation from neighbouring properties. Landscaping has been incorporated along street frontages, between buildings, and adjacent to boundaries to soften the built form, provide privacy, and enhance the overall visual presentation. The arrangement of buildings and open space ensures that adjoining properties are not adversely impacted and that the development integrates harmoniously within the low-density residential context. The proposal complies with the relevant acceptable outcomes.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance Outcome/Acceptable Outcomes		Response
	AO23.4 The rear boundary setback is a minimum of 6m. Figure 6.6 - Appropriate front and rear setbacks illustrates.	
PO24 Built to boundary walls do not impact on the amenity or privacy of adjoining premises.	**AO24** Built to boundary walls: (a) are for non-habitable rooms or spaces only; (b) are not located within the front or rear setback; (c) are not located within 1.5m of a habitable room or house on an adjoining lot; (d) have a maximum height of 3m; and (e) have a maximum length of 9m.	**Not applicable**
PO25 Buildings are designed to achieve good solar access by: (a) minimising the extent of shadows on usable private open space or public spaces; and (b) providing adequate sunlight to habitable rooms.	No acceptable outcome is nominated.	**Complies** The proposed development is designed to achieve good solar access and minimise the extent of shadows on usable private open space on the site.
PO26 Design elements contribute to an interesting and attractive streetscape and building through: (a) the provision of projections and recesses in the façade which reflect changes in internal functions of buildings, including circulation; (b) variations in material and building form; (c) modulation in the façade, horizontally or vertically; (d) articulation of building entrances and openings; (e) corner treatments to address both street frontages; (f) elements which assist in wayfinding and legibility; and	No acceptable outcome is nominated.	**Complies** The proposed building design reflects that of the surrounding area and character and offers a modern design with a variation in materials and built form. Overall, the proposal achieves a visually appealing and articulated streetscape.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance Outcome/Acceptable Outcomes		Response
(g) elements which relate to the context including surrounding buildings, parks, streets and open spaces. Figure 6.7 – Building design elements provides indicative guidance.		
PO27 Roof form assists in reducing the appearance of building bulk by: (a) articulating individual dwellings; and (b) incorporating variety in design through use of roof pitch, height, gables and skillions. Figure 6.7 – Building design elements provides indicative guidance.	No acceptable outcome is nominated.	**Complies** The proposal incorporates a variety in roof design through the use of differing roof pitches, heights, and gables, which articulate the individual dwellings and reduce the visual bulk of the development, contributing to a house-compatible appearance.
PO28 Development promotes the safety of residents and visitors, particularly through casual surveillance of the street and public spaces.	**AO28.1** Buildings are designed to have balconies, windows and building openings overlooking streets and other public spaces. Figure 6.8 – Design for casual surveillance illustrates. **AO28.2** Fences or walls along a street frontage have a maximum height of 1.2m where solid, or 1.8m where that portion of the fence above 1.2m high is at least 50% transparent.	**Complies** The proposal complies as the development has been designed to promote the safety of residents and visitors through opportunities for casual surveillance of the street and public spaces. Building orientation, window placement, and dwelling entrances provide clear sightlines to the street and shared driveway, enhancing passive surveillance and supporting a safe and legible environment.
PO29 Development provides private open space that is: (a) well-proportioned, appealing, functional and easily accessible, and promotes outdoor living as an extension of the dwelling; (b) provides a high level of privacy for residents and neighbours; and (c) has sufficient size and shape to meet	**AO29.1** For a ground floor dwelling (where a multiple dwelling), ground floor private open space is provided with: (a) a minimum area of 35m²; (b) a minimum dimension of 3m; and (c) clear of any utilities such as gas, water tanks or air-conditioning units.	**Complies** Each ground floor unit has a patio of 7.25m², plus a further 2.4m² of paved area, and each upper floor unit has a balcony of 7.35m², each with a depth of approximately 2.4m. Each patio and balcony is located on the western side of the building, away from Ross River Road, and is directly accessible from the unit.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance Outcome/Acceptable Outcomes		Response
the needs of a diversity of potential residents.	**AO29.2** For a dwelling above ground storey, private open space is provided as a balcony with: (a) a minimum area of 9m² for a 1 bedroom unit or 16m² for a 2 or more bedroom unit; (b) a minimum dimension of 3m; and (c) clear of any utilities such as air conditioning units or drying space.	
	AO29.3 Where clothes drying areas are provided on private balconies they are screened from public view and do not take up more than 10% of the balcony area.	
	AO29.4 Private open space is located or screened so it does not directly overlook main living areas or private open space of adjoining dwellings. Where screening is used, it is at least 50% translucent.	
PO30 Sufficient communal open space is provided to create flexible spaces suitable for a range of activities.	No acceptable outcome is nominated.	**Complies**
PO31 Communal open space provides facilities including seating, landscaping and shade. Treatments such as green roofs, green walls or community gardens contribute to the attractiveness of these spaces.	No acceptable outcome is nominated.	**Complies**
PO32 Air conditioning units are insulated so that adjoining properties are not affected by the noise source and are not significantly visible from the street.	No acceptable outcome is nominated.	**Complies**
Ross River Road Corridor		
PO33 No new non-residential development is established within the precinct.	No acceptable outcome is nominated.	**Complies** The proposal is wholly residential and replaces the existing office use of the site, so no non-residential development is established.
PO34 Expansion of existing non-	**AO34** New gross floor area is only added	**Not applicable**

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance Outcome/Acceptable Outcomes		Response
residential development is minor in nature and does not significantly increase the intensity of non-residential activity.	through internal building work to an existing building.	The proposal does not expand a non-residential use. The existing office use of the site will cease.
Marlow Street Precinct		
PO35 Reconfiguration creates large residential lots which support the protection of environmental values.	**AO35** Lots are not smaller than 750m^2 and the minimum average lot size across the whole of the precinct is not less than 1,700m^2.	**Not applicable**
PO36 Residential development occurs primarily in the form of dwelling houses on large lots with a limited site cover.	No acceptable outcome is nominated.	**Not applicable**
PO37 Built form and infrastructure is subordinate to vegetation and the natural landform.	No acceptable outcome is nominated.	**Not applicable**

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Appendix 6

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

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

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

Table 1.1 Development in general

Performance outcomes	Acceptable outcomes	Response
Buildings, structures, infrastructure, services and utilities		
PO1 The location of the development does not create a safety hazard for users of the **state-controlled road.**	**AO1.1** Development is not located in a state-controlled road. AND **AO1.2** Development can be maintained without requiring access to a state-controlled road.	**Complies** The proposed development is not situated within the State-controlled road corridor. The scale and nature of the proposed development are not anticipated to generate a significant increase in traffic volumes. Accordingly, the development is not expected to adversely impact the safety or operational efficiency of the State-controlled road network.
PO2 The design and construction of the development does not adversely impact the **structural integrity** or physical condition of the **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** The proposed development has been designed and sited to ensure that construction and ongoing operation will not compromise the structural integrity or physical condition of Ross River Road or associated road transport infrastructure. The development is not expected to adversely impact the function, capacity or performance of the State-

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance outcomes	Acceptable outcomes	Response
		controlled road or associated transport infrastructure.
PO3 The location of the development does not obstruct **road transport infrastructure** or adversely impact the operating performance of the **state-controlled road**.	No acceptable outcome is prescribed.	**Complies** The development is setback in accordance with the prevailing built form context and is contained wholly within the subject site. Accordingly, it will not obstruct State-controlled road transport infrastructure and is not anticipated to adversely impact the safety, function or operational performance of the State-controlled road network.
PO4 The location, placement, design and operation of advertising devices, visible from the **state-controlled road**, do not create a safety hazard for users of the **state-controlled road**.	No acceptable outcome is prescribed.	**Not applicable** The proposed development does not involve the installation of any advertising device visible from the State-controlled road.
PO5 The design and construction of buildings and **structures** does not create a safety hazard by distracting users of the **state-controlled road**.	**AO5.1** Facades of buildings and **structures** fronting the **state-controlled road** are made of non-reflective materials. AND **AO5.2** Facades of buildings and **structures** do not direct or reflect point light sources into the face of oncoming traffic on the **state-controlled road**. AND **AO5.3** External lighting of buildings and **structures** is not directed into the face of oncoming traffic on the **state-controlled road**.	**Complies** The proposed building adopts a design approach consistent with the adjoining development context, as demonstrated in the development application plans. Building materials and finishes will be selected to minimise potential glare impacts on road users. External lighting will be appropriately designed, shielded and directed to prevent light spill or distraction to traffic on the State-controlled road.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance outcomes	Acceptable outcomes	Response
	AND **AO5.4** External lighting of buildings and **structures** does not involve flashing or laser lights.	
PO6 Road, pedestrian and bikeway bridges over a **state-controlled road** are designed and constructed to prevent projectiles from being thrown onto the **state-controlled road**.	**AO6.1** Road, pedestrian and bikeway bridges over the **state-controlled road** include throw protection screens in accordance with section 4.11 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2020.	**Not applicable** The proposed development does not involve the construction or alteration of a road, pedestrian or bikeway bridge over the State-controlled road.
Landscaping		
PO7 The location of landscaping does not create a safety hazard for users of the **state-controlled road**.	**AO7.1** Landscaping is not located in a **state-controlled road**. AND **AO7.2** Landscaping can be maintained without requiring access to a **state-controlled road**. AND **AO7.3** Landscaping does not block or obscure the sight lines for vehicular access to a **state-controlled road**.	**Complies** Landscaping associated with the proposed development is fully contained within the subject site and can be established and maintained without requiring access to the State-controlled road. The proposed landscaping is low-scale and will be designed and maintained to ensure that sight lines are not obstructed and safe vehicular movement and access are maintained.
Stormwater and overland flow		
PO8 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the **state-controlled road**.	No acceptable outcome is prescribed.	**Complies** Stormwater management for the proposed development will appropriately collect and convey stormwater to a lawful point of discharge in accordance with applicable engineering requirements. The development will not create or exacerbate stormwater runoff or overland flow

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance outcomes	Acceptable outcomes	Response
		impacts that would create a safety hazard for users of the State-controlled road.
PO9 Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** The proposed stormwater management system will appropriately manage runoff from the development site and will not materially worsen stormwater impacts on the State-controlled road or associated road transport infrastructure. Accordingly, the development is not expected to adversely impact the safety, function or operational performance of the State-controlled road network.
PO10 Stormwater run-off or overland flow from the development site does not adversely impact the **structural integrity** or physical condition of the **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** The proposed development will appropriately manage stormwater runoff to ensure that there are no adverse impacts on the structural integrity or physical condition of the State-controlled road or associated road transport infrastructure. Stormwater will be directed to a lawful point of discharge, with no uncontrolled discharge to the State-controlled road.
PO11 Development ensures that stormwater is lawfully discharged.	**AO11.1** Development does not create any new points of discharge to a **state-controlled road.** AND **AO11.2** Development does not concentrate flows to a **state-controlled road**. AND **AO11.3** Stormwater run-off is discharged to a **lawful point of discharge**.	**Complies** Stormwater runoff generated by the proposed development will be lawfully directed to an appropriate lawful point of discharge in accordance with the applicable engineering requirements. The development will not create or concentrate flows to the State-controlled road and will not adversely affect or worsen the condition of any existing lawful point of discharge.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance outcomes	Acceptable outcomes	Response
	AND **AO11.4** Development does not worsen the condition of an existing **lawful point of discharge** to the **state-controlled road**.	
Flooding		
PO12 Development does not result in a material worsening of flooding impacts within a **state-controlled road**.	**AO12.1** For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (within +/- 10mm) to existing flood levels within a **state-controlled road**. AND **AO12.2** For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a **state-controlled road**. AND **AO12.3** For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (up to a 10% increase) to existing time of submergence of a **state-controlled road**.	**Complies** The proposed development will not result in a material worsening of existing flooding conditions within the State-controlled road. Stormwater and overland flow will be appropriately managed as part of the development to ensure that the development does not adversely affect flood levels, flow velocities or the duration of inundation affecting the State-controlled road.
Drainage Infrastructure		
PO13 Drainage infrastructure does not create a safety hazard for users in the **state-controlled road**.	**AO13.1** Drainage infrastructure is wholly contained within the development site, except at the **lawful point of discharge**. AND	**Complies** All drainage infrastructure associated with the proposed development will be located within the subject site, except where connection to the lawful point of discharge is required. The drainage infrastructure will be designed and managed to

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance outcomes	Acceptable outcomes	Response
	AO13.2 Drainage infrastructure can be maintained without requiring access to a **state-controlled road**.	ensure that it does not create a safety hazard for users of the State-controlled road and can be maintained without requiring access to the State-controlled road.
PO14 Drainage infrastructure associated with, or within, a **state-controlled road** is constructed, and designed to ensure the **structural integrity** and physical condition of existing drainage infrastructure and the surrounding drainage network.	No acceptable outcome is prescribed.	**Complies** The development does not involve the provision of additional drainage infrastructure, as the existing drainage arrangements are considered sufficient to service the proposed use without requiring augmentation or upgrade.

Table 1.2 Vehicular access, road layout and local roads

Performance outcomes	Acceptable outcomes	Response
Vehicular access to a state-controlled road or within 100 metres of a state-controlled road intersection		
PO15 The location, design and operation of a **new or changed access** to a **state-controlled road** does not compromise the safety of users of the **state-controlled road**.	No acceptable outcome is prescribed.	**Complies** The proposed development will utilise the existing access to Ross River Road. No new access is proposed, and the existing access arrangement will be retained. Accordingly, the development will not introduce a new or changed access arrangement that would compromise the safety of users of the State-controlled road.
PO16 The location, design and operation of a **new or changed access** does not adversely impact the **functional requirements** of the **state-controlled road**.	No acceptable outcome is prescribed.	**Complies** The proposed development will utilise the existing access to Ross River Road, with no new access proposed. The existing access arrangement will be retained and will not adversely impact the functional requirements or operating performance of the State-controlled road.
PO17 The location, design and operation of a **new or changed access** is consistent with the **future intent** of the **state-controlled road**.	No acceptable outcome is prescribed.	**Complies** The proposed development will utilise the existing access to Ross River Road, with no new or changed access proposed. The access currently

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance outcomes	Acceptable outcomes	Response
		serves the existing office use of the site. The retention of the existing access arrangement is consistent with the existing road environment and does not prejudice the future intent of the State-controlled road.
PO18 New or changed access is consistent with the access for the relevant **limited access road policy**: 1. **LAR 1** where direct access is prohibited; or 2. **LAR 2** where access may be permitted, subject to assessment.	No acceptable outcome is prescribed.	**Complies** The proposed development will utilise the existing access to Ross River Road, with no new or changed access proposed. The existing access arrangement will be retained and does not introduce an additional access arrangement that would be inconsistent with the applicable Limited Access Road policy.
PO19 New or changed access to a **local road** within 100 metres of an intersection with a **state-controlled road** does not compromise the safety of users of the **state-controlled road**.	No acceptable outcome is prescribed.	**Complies** The proposed development does not involve a new or changed access to a local road within 100 metres of an intersection with the State-controlled road. Accordingly, the development will not compromise the safety of users of the State-controlled road.
PO20 New or changed access to a **local road** within 100 metres of an intersection with a **state-controlled road** does not adversely impact on the operating performance of the intersection.	No acceptable outcome is prescribed.	**Complies** The proposed development does not involve a new or changed access to a local road within 100 metres of an intersection with the State-controlled road. Accordingly, the development will not adversely impact the operating performance of the intersection.
Public passenger transport and active transport		
PO21 Development does not compromise the safety of users of **public passenger transport infrastructure**, **public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** The proposed development does not compromise the safety of users of public passenger transport infrastructure, public passenger services or active transport infrastructure. The design and operation of the development maintain safe and appropriate

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance outcomes	Acceptable outcomes	Response
		access conditions for all transport users and do not introduce conflicts or adverse impacts on existing or planned transport infrastructure within the State-controlled road environment.
PO22 Development maintains the ability for people to access **public passenger transport infrastructure, public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** The proposed development maintains existing and future access to public passenger transport infrastructure, public passenger services and active transport infrastructure. The development does not obstruct, impede or diminish the accessibility, connectivity or safe use of these transport modes within the State-controlled road environment.
PO23 Development does not adversely impact the operating performance of **public passenger transport infrastructure, public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** The proposed development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services or active transport infrastructure. The scale, function and access arrangements of the development are compatible with the existing transport network and will not result in a reduction in efficiency, safety or service performance within the State-controlled road environment.
PO24 Development does not adversely impact the **structural integrity** or physical condition of **public passenger transport infrastructure** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** The proposed development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure or active transport infrastructure. All development works will be contained within the subject site and will not interfere with existing transport infrastructure.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Table 1.3 Network impacts

Performance outcomes	Acceptable outcomes	Response
PO25 Development does not compromise the safety of users of the **state-controlled road** network.	No acceptable outcome is prescribed.	**Complies** The proposed development does not compromise the safety of users of the State-controlled road network. Access is provided via Ross River Road, and the development incorporates adequate on-site parking, manoeuvring and circulation areas to ensure safe and efficient vehicle movements within the site. These arrangements will prevent queuing or congestion from extending onto the State-controlled road and will maintain safe operating conditions for road users.
PO26 Development ensures **no net worsening** of the operating performance of the **state-controlled road** network.	No acceptable outcome is prescribed.	**Complies** The proposed development is of a modest residential scale and is not expected to generate a level of traffic that would materially affect the operating performance of the State-controlled road network. The existing access arrangement will be retained, and traffic generated by the development can be safely accommodated within the existing road network without a net worsening of its operating performance.
PO27 Traffic movements are not directed onto a **state-controlled road** where they can be accommodated on the **local road** network.	No acceptable outcome is prescribed.	**Complies** The subject site is directly accessed from Ross River Road, which is the available road frontage serving the site. There is no alternative local road access available that would enable traffic movements associated with the development to be accommodated on the local road network. The proposal retains the existing access arrangement and does not introduce additional traffic movements onto the State-controlled road where those movements could reasonably be accommodated via a local road.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance outcomes	Acceptable outcomes	Response
PO28 Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a **state-controlled road**.	No acceptable outcome is prescribed.	**Complies** Development does not involve this.
PO29 Development does not impede delivery of **planned upgrades** of **state-controlled roads**.	No acceptable outcome is prescribed.	**Complies** Development does not impede delivery of planned upgrades of state controlled roads.
PO30 Development does not impede delivery of **corridor improvements** located entirely within the **state-controlled road corridor**.	No acceptable outcome is prescribed.	**Complies** The development is contained wholly within the subject site and does not encroach into the State-controlled road corridor. Accordingly, the development will not impede the delivery of corridor improvements located entirely within the State-controlled road corridor.

Table 1.4 Filling, excavation, building foundations and retaining structures

Performance outcomes	Acceptable outcomes	Response
PO31 Development does not create a safety hazard for users of the **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** Any proposed filling, excavation and structural works can be undertaken without adverse impact to the state controlled road or users of the state transport network.
PO32 Development does not adversely impact the operating performance of the **state-controlled road**.	No acceptable outcome is prescribed.	**Complies** Any proposed filling, excavation and structural works can be undertaken without adverse impact to the state controlled road or users of the state transport network.
PO33 Development does not undermine, damage or cause subsidence of a **state-controlled road**.	No acceptable outcome is prescribed.	**Complies** Any proposed filling, excavation and structural works can be undertaken without adverse impact to the state controlled road or users of the state transport network.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance outcomes	Acceptable outcomes	Response
PO34 Development does not cause ground water disturbance in a **state-controlled road**.	No acceptable outcome is prescribed.	**Complies** Any proposed filling, excavation and structural works can be undertaken without adverse impact to the state controlled road or users of the state transport network.
PO35 Excavation, boring, piling, blasting and fill compaction do not adversely impact the physical condition or **structural integrity** of a **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** Any proposed filling, excavation and structural works can be undertaken without adverse impact to the state controlled road or users of the state transport network.
PO36 Filling and excavation associated with the construction of **new or changed access** do not compromise the operation or capacity of existing drainage infrastructure for a **state-controlled road.**	No acceptable outcome is prescribed.	**Complies** Any proposed filling, excavation and structural works can be undertaken without adverse impact to the state controlled road or users of the state transport network.

Table 1.5 Environmental emissions

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

Performance outcomes	Acceptable outcomes	Response
Reconfiguring a lot		
Involving the creation of 5 or fewer new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO37 Development minimises free field noise intrusion from a **state-controlled road.**	**AO37.1** Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic	**Not applicable** The proposed development does not involve the creation of new residential allotments.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance outcomes	Acceptable outcomes	Response
	Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR **AO37.2** Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound. OR **AO37.3** Development provides a **solid gap-free fence** or other **solid gap-free structure** along the full extent of the boundary closest to the **state-controlled road**.	
Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO38 Reconfiguring a lot minimises free field noise intrusion from a **state-controlled road.**	**AO38.1** Development provides noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic	**Not applicable** The proposed development does not involve the creation of new residential allotments.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance outcomes	Acceptable outcomes	Response
	Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR **AO38.2** Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.	
Material change of use (accommodation activity)		
Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor		
PO39 Development minimises noise intrusion from a **state-controlled road** in **private open space**.	**AO39.1** Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for **private open space** at the ground floor level; 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;	**Complies** The private open space areas are located away from the frontage to Ross River Road and are screened by the proposed built form. This separation and screening assist in minimising direct noise intrusion from Ross River Road into the private open space areas. The arrangement provides an appropriate response to the potential noise impacts associated with the state-controlled road.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance outcomes	Acceptable outcomes	Response
	c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR **AO39.2** Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for **private open space** by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.	
PO40 Development (excluding a **relevant residential building** or **relocated building)** minimises noise intrusion from a **state-controlled road** in **habitable rooms** at the facade.	**AO40.1** Development (excluding a **relevant residential building** or **relocated building**) provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for **habitable rooms**; 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR	**Not applicable** The proposed development comprises a relevant residential building and is therefore excluded from the application of PO40. Notwithstanding this exclusion, the development has been designed having regard to the potential for noise impacts associated with Ross River Road.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance outcomes	Acceptable outcomes	Response
	AO40.2 Development (excluding a **relevant residential building** or **relocated building**) achieves the maximum building façade acoustic level in reference table 1 (item 1.1) for **habitable rooms** by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.	
PO41 Habitable rooms (excluding a **relevant residential building** or **relocated building**) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	**Not applicable** The proposed development comprises a relevant residential building and is therefore excluded from the application of PO41. Accordingly, the requirement to achieve the maximum internal acoustic levels specified in Reference Table 3 (Item 3.1) does not apply to the proposed development.
Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO42 Balconies, podiums, and roof decks include: 1. a continuous **solid gap-free structure** or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks.	No acceptable outcome is provided.	**Complies** The relevant private outdoor patio and balcony areas associated with the proposed development are not located adjacent to the state-controlled road (Ross River Road). The location and orientation of these areas provide separation from the road and assist in minimising potential noise intrusion associated with traffic along Ross River Road.
PO43 Habitable rooms (excluding a **relevant residential building** or **relocated building**) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	**Not applicable** The proposed development comprises a relevant residential building and is therefore excluded from the application of PO43.
Material change of use (other uses)		
Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO44 Development: 1. provides a noise barrier or earth mound that is designed, sited and constructed:	No acceptable outcome is provided.	**Not applicable**

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance outcomes	Acceptable outcomes	Response
a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all **outdoor education areas** and **outdoor play areas**; b. in accordance with: i. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 2. achieves the maximum free field acoustic level in reference table 2 (item 2.3) for all **outdoor education areas** and **outdoor play areas** by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.		The proposed development does not involve a childcare centre, educational establishment or hospital use.
PO45 Development involving a **childcare centre** or **educational establishment**: 1. provides a noise barrier or earth mound that is designed, sited and constructed: 2. to achieve the maximum building facade acoustic level in reference table 1 (item 1.2); 3. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management	No acceptable outcome is provided.	**Not applicable** The proposed development does not involve a childcare centre, educational establishment or hospital use.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance outcomes	Acceptable outcomes	Response
Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 4. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.		
PO46 Development involving: 1. **indoor education areas** and **indoor play areas**; or 2. sleeping rooms in a **childcare centre**; or 3. **patient care areas** in a **hospital** achieves the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is provided.	**Not applicable** The proposed development does not involve a childcare centre, educational establishment or hospital use.
Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO47 Development involving a **childcare centre** or **educational establishment** which have balconies, podiums or elevated **outdoor play areas** predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from a **state-controlled road** are provided with: 1. a continuous **solid gap-free structure** or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia);	No acceptable outcome is provided.	**Not applicable** The proposed development does not involve a childcare centre, educational establishment or hospital use.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance outcomes	Acceptable outcomes	Response
2. highly acoustically absorbent material treatment for the total area of the soffit above balconies or elevated **outdoor play areas**.		
PO48 Development including: 1. **indoor education areas** and **indoor play areas** in a **childcare centre** or **educational establishment**; or 2. sleeping rooms in a **childcare centre**; or 3. **patient care areas** in a **hospital** located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is provided.	**Not applicable** The proposed development does not involve a childcare centre, educational establishment or hospital use.
Air, light and vibration		
PO49 Private open space, **outdoor education areas** and **outdoor play areas** are protected from air quality impacts from a **state-controlled road**.	**AO49.1** Each dwelling or unit has access to a **private open space** which is shielded from a **state-controlled road** by a building, **solid gap-free fence**, or other **solid gap-free structure**. OR **AO49.2** Each **outdoor education area** and **outdoor play area** is shielded from a **state-controlled road** by a building, **solid gap-free fence,** or other **solid gap-free structure**.	**Not applicable** The proposed development does not involve a childcare centre, educational establishment or hospital use.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance outcomes	Acceptable outcomes	Response
PO50 Patient care areas within **hospitals** are protected from vibration impacts from a **state-controlled road** or **type 1 multi-modal corridor**.	**AO50.1 Hospitals** are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of $0.1m/s^{1.75}$. AND **AO50.2 Hospitals** are designed and constructed to ensure vibration in the ward of a **patient care area** does not exceed a vibration dose value of $0.4m/s^{1.75}$.	**Not applicable** The proposed development does not involve a childcare centre, educational establishment or hospital use.
PO51 Development is designed and sited to ensure light from infrastructure within, and from users of, a **state-controlled road** or **type 1 multi-modal corridor**, does not: 1. intrude into buildings during night hours (10pm to 6am); 2. create unreasonable disturbance during evening hours (6pm to 10pm).	No acceptable outcomes are prescribed.	**Not applicable** The proposed development does not involve a childcare centre, educational establishment or hospital use.

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

Performance outcomes	Acceptable outcomes	Response
PO52 Development does not impede delivery of a **future state-controlled road**.	**AO52.1** Development is not located in a **future state-controlled road**. OR ALL OF THE FOLLOWING APPLY: **AO52.2** Development does not involve filling and excavation of, or material changes to, a **future state-controlled road**.	**Not applicable** The proposed development is not located in a future state controlled road.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

Performance outcomes	Acceptable outcomes	Response
	AND **AO52.3** The intensification of lots does not occur within a **future state-controlled road**. AND **AO52.4** Development does not result in the landlocking of parcels once a **future state-controlled road** is delivered.	
PO53 The location and design of **new or changed access** does not create a safety hazard for users of a **future state-controlled road**.	**AO53.1** Development does not include **new or changed access** to a **future state-controlled road**.	**Not applicable** The proposed development is not located in a future state controlled road.
PO54 Filling, excavation, building foundations and **retaining structures** do not undermine, damage or cause subsidence of a **future state-controlled road**.	No acceptable outcome is prescribed.	**Not applicable** The proposed development is not located in a future state controlled road.
PO55 Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a **future state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**Not applicable** The proposed development is not located in a future state controlled road.
PO56 Development ensures that stormwater is lawfully discharged.	**AO56.1** Development does not create any new points of discharge to a **future state-controlled road**. AND **AO56.2** Development does not concentrate flows to a **future state-controlled road**. AND	**Not applicable** The proposed development is not located in a future state controlled road.

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026

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

Document Set ID: 28938575
Version: 1, Version Date: 09/10/2026