



SARA reference: 2408-41795 SRA
 Applicant reference: DA064-24
 Council reference: MCU24/0066

23 August 2024

Woolcock St Investments Pty Ltd
 C/- BNC Planning
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Attention: Mr Benjamin Collings

Dear Mr Collings

SARA information request - 36-48 Kings Road, Hyde Park

(Given under section 12 of the Development Assessment Rules)

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

Traffic Impact Assessment	
1.	<p>Issue:</p> <p>The existing access points to Woolcock Street were not designed, assessed or approved to cater for traffic generated by additional centre zone uses. The existing access points onto Woolcock Street may be inadequate to deal with additional traffic generated by uses under an expanded Major Centre zone, thereby undermining the safety and operating conditions of Woolcock Street. The existing access points at King Street might also be inadequate to deal with the additional traffic generated by additional centre zone uses. Any increase in vehicles using the Woolcock/Kings Street intersection might impact the safe and efficient functioning of this intersection.</p> <p>As future uses and their traffic generation can have an impact on the safety of the state-controlled road, its structural integrity and physical condition, as well as its operating performance, a Traffic Impact Assessment (TIA) considering the impact of the highest and best uses anticipated for the site is required.</p> <p>Action:</p>

Provide a TIA, certified by a suitably qualified Registered Professional Engineer of Queensland (RPEQ) and prepared in accordance with the Department of Transport and Main Roads' Guide to Traffic Impact Assessment – December 2018 (GTIA), that:

- demonstrates that the development will not compromise the safety or operating performance of the state-controlled road network;
- demonstrates that the development will not increase the likelihood or severity of crashes with the potential to result in a fatality or serious injury on the state-controlled road network;
- provides details of mitigation works or road-use management strategies to address any existing or development associated safety impacts; and
- demonstrates that the development will avoid, manage or mitigate any adverse impacts on the operating performance of the state-controlled road network and provides supporting information demonstrating that development will not impact on the operation of road transport infrastructure.

The TIA must address the following items at a minimum:

- Provide a detailed safety and risk assessment, completed in accordance with the GTIA, considering the access and queuing, and identifying whether there are any unacceptable safety risks at this location (either pre-existing or post-development).
- Confirm the sight lines and demonstrate vehicles associated with the proposed use can safely enter and exit the site.
- Identify all vehicle types to be used as part of the development.
- Identify hours of operation.
- Identify the number of employees associated with the development.
- Identify the expected traffic that will be generated by the development.
- Identify peak hour trips.
- Identify the expected traffic distribution on the road network as a result of the development, including destinations.
- Provide indicative details of construction haulage routes (for filling the site), volume of vehicles, vehicle types, expected distribution on the road network, etc.
- Identify the impact the development may have on the safety and efficiency of Woolcock Street.
- Identify whether the existing turn treatments at the Woolcock/King Street intersection have sufficient capacity to cater for the development traffic. If insufficient capacity exists, provide recommended upgrades to cater for the additional traffic generation.
- Demonstrate that any required upgrades will not compromise existing or future public passenger transport and active transport routes.
- Recommend mitigation measures to ensure the development does not have an adverse impact on the safety and operating condition of the state-controlled road network, and how the measures comply with relevant Department of Transport and Main Roads' design requirements and Road Planning and Design Manual (2nd Edition).

Stormwater and Flood Management Report

2.	<p>Issue: The portion of the subject site that is currently located within the Hyde Park medium density residential precinct of the Medium density residential zone is located within the Medium and High hazard area of the Townsville City Council Flood hazard overlay mapping. The development application material does not include any aspects of development and as such no information has been provided in relation to stormwater, overland flow, flooding, or</p>
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drainage associated with future development. As this portion of the subject site is mostly undeveloped, any future development is foreseen to potentially result in a material worsening of stormwater and flooding impacts on the state-controlled road.

Action:

Provide a RPEQ certified stormwater management plan and flood impact assessment:

- demonstrating compliance with PO8 - PO14 of the State Development Assessment Provisions (SDAP) State code 1: Development in a state-controlled road environment; and
- demonstrating that the management of stormwater post development can achieve a no worsening impact (on the pre-development condition) for all flood and stormwater events that exist prior to development and up to a 1% Annual Exceedance Probability (AEP). This should include at least the following flood and stormwater events: 63.2%, 50%, 20%, 10%, 5%, 2% and 1% AEP. Stormwater management for the proposed development must ensure no worsening or actionable nuisance to the state-controlled road corridor, including rail transport infrastructure, caused by peak discharges, flow velocities, water quality, sedimentation and scour effects.

In particular, the following should be addressed:

- *Pre-development condition.* Provide information to verify the existing drainage characteristics of the site, particularly in relation to the road corridor. All legal points of discharge for the development site should be identified.
- *Catchment Analysis.* Provide pre-development and post-development catchment plans that clearly identify all internal catchments on the site, external catchments draining into the site, the flow paths (direction of flow) within each catchment, the size of each catchment and the legal point of discharge for each catchment.
- *Maintain the pre-development condition.* The pre-development flow scenario will need to be replicated in the post development condition. The proposed development should not impede or interfere with any drainage, stormwater, or floodwater flows, including sheet flows, from the road corridor or vice versa. The development design will need to address any concentration of flows, potential for back-up/ponding and scour/erosion which may undermine the road corridor.
- *Water quantity assessment.* The peak discharge analysis should provide adequate details of the pre and post development impervious area of the site and give adequate consideration to the detention basin requirements of the Queensland Urban Drainage Manual (QUDM), Fourth Edition. The design flood peak discharges should be shown for the mitigated case to demonstrate there is no worsening impact on the road corridor.
- *Conceptual drainage layout.* Provide a conceptual stormwater drainage layout plan showing the proposed internal stormwater network on the site, including roof water connections, pit and pipe network, field inlets and any detention basins/tanks and demonstrating how all roof and surface water flows will be collected and conveyed to the legal points of discharge.
- *Mitigation measures.* include details of the mitigation measures proposed to address any potential stormwater and flooding impacts of the proposed development. All mitigation measures must be located on the site and not in the road corridor.

The following advice is provided for consideration:

Advice	
Future intent, type of development, scale and traffic generation	
3.	<p>Issue:</p> <p>As this application is for a preliminary approval for a variation request, effectively overriding the planning scheme, limited information pertaining to potential future uses is provided and the applicant has deferred assessments to future applications. However, being a Major centre zone, it is highly likely that many of the uses to be established in the current Medium Density Residential zone portion of the subject site will become accepted development and will therefore not trigger referral to SARA in future. The impact of such uses under the Major centre zone were not previously assessed for the current Medium Density Residential zone portion of the subject site and there is the potential that future uses might include, for example, shopping centre expansion.</p> <p>Action:</p> <p>Provide further information as to the future intent, the type and scale of development on the part of the subject site which is currently zoned as Medium Density residential zone (as well as information as to whether there is the potential for this part of the subject site to be reconfigured in future). Any future development should demonstrate compliance with the performance outcomes of SDAP State code 1: Development in a state-controlled road environment.</p>
Environmental emissions – Noise	
4.	<p>Issue:</p> <p>The proposed extension of the Major centre zone over the entire subject site will allow for accommodation activities and uses (such as childcare centre, educational establishment, and hospital) that are accepted development in the Major centre zone. Such uses will not be required to be referred to SARA at the time of development. The northern part of the subject site is located within the Category 2 and Category 3 noise level area ranging from 63 dB(A) to 68 dB(A) and 68 dB(A) to 73 dB(A). Noise impacts cannot currently be determine based on information provided in the development application.</p> <p>Action:</p> <p>Any future development should demonstrate compliance with PO39 to PO48 of SDAP State code 1: Development in a state-controlled road environment.</p>

How to respond

You have three months to respond to this request and the due date to SARA is 23 November 2024. You may respond by providing either: (a) all of the information requested; (b) part of the information requested; or (c) a notice that none of the information will be provided. Further guidance on responding to an information request is provided in section 13 of the [Development Assessment Rules](#) (DA Rules).

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

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

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

If you require further information or have any questions about the above, please contact Bronwyn Bignoux, Principal Planning Officer, on 4747 3907 or via email NQSARA@dsdilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Anthony Walsh
Manager Planning

cc Townsville City Council, developmentassessment@townsville.qld.gov.au

Development details	
Description:	Preliminary approval Material change of use for Variation Request under Section 61 of the <i>Planning Act 2016</i> to Override the Planning Scheme
SARA role:	Referral agency
SARA trigger:	Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 (Planning Regulation 2017) State transport corridors and future state transport corridors
SARA reference:	2408-41795 SRA
Assessment criteria:	SDAP state code 1: Development in a state-controlled road environment