

**From:** "Ben Collings - BNC Planning" <bnc@bncplanning.com.au>  
**Sent:** Wed, 8 Apr 2026 21:41:39 +1000  
**To:** "Luke Acreman" <lacreman@charterstowers.qld.gov.au>  
**Cc:** "Development" <Development@charterstowers.qld.gov.au>  
**Subject:** RAL2025-0015 - One Lot into Seven Lots over 2 Stages - 9 Blacks Road, Broughton QLD 4820  
**Attachments:** DAS s13 IR Response.pdf, MemorandumTraffic Count update.pdf  
**Categories:** Upload;Deb

Hi Luke,

I confirm that the SARA information request issued for the above development application has now been responded to. Please find attached a copy for Council record. SARA now have until 5 May 2026 to issue their referral agency response. Given the pressures on this project and history of this application process, and the fact that Council did not need to issue any information request themselves, it would be great to try and use the SARA period to progress the final council assessment. Please let me know if there are any outstanding matters to discuss.

We will also now lodge the Council IR response for the associated operational works development application (OPW2025-0003). We had been waiting to progress the parent RAL before doing this.

Thank you.

Kind Regards,

Ben Collings  
**Director**

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BNC Ref. DA005-25  
CTRC Ref. RAL2025/0015  
SARA Ref. 2601-50118 SRA

>> **8 April 2026**

STATE ASSESSMENT AND REFERRAL AGENCY  
NORTH AND NORTH WEST REGIONAL OFFICE  
PO BOX 5666  
TOWNSVILLE QLD 4810

**RE: APPLICANT RESPONSE TO REFERRAL AGENCY INFORMATION REQUEST – RECONFIGURING A LOT DEVELOPMENT APPLICATION FOR A ONE (1) INTO SEVEN (7) LOT SUBDIVISION OVER TWO (2) STAGES AT 9 BLACKS ROAD, BROUGHTON QLD 4820 (RPD: LOT 4 ON SP200726)**

*BNC Planning* acting on behalf of the applicant submits this response to the *information request* issued by the State Assessment and Referral Agency (SARA) as a referral agency, in accordance with section 13 of the Development Assessment Rules. The information request is dated 2 February 2026 and is associated with a reconfiguring a lot development application lodged with the Charters Towers Regional Council over the above referenced premises.

The applicant has responded by providing all of the information requested or has provided a suitable alternative outcome. A detailed response to each item from the requests is provided below.

### **1. Impacts to State-controlled road network**

#### **Response requested:**

*Please provide a traffic engineering memorandum certified by a suitably qualified RPEQ, which includes the following assessments of the Flinders Highway/Depot Road intersection:*

- *Identify all vehicle types to be used as part of the development.*
- *Identify the number of peak hour trips generated as a result of the proposed development.*
- *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).*
- *Recommend any mitigation measures where required to demonstrate that no adverse impacts occur upon the safety and operating conditions of the State-controlled road network in accordance with the GTIA.*

#### **Applicant's response**

The applicant provides the attached traffic engineering memorandum in response to this item. The assessment concludes that there is very little material change to the heavy vehicle counts, with some growth in light vehicles. There is no significant change to traffic patterns on the Flinders Highway and even less change to heavy vehicles accessing Clara Road. As such,

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there are no additional mitigation measures required compared to what was originally approved for the proposed development.

### **Summary**

I trust the additional common material included in this response provides sufficient information to allow the assessment of the development application to proceed. Should there be any issues, or should additional information be required, please contact me.

Kind regards,

A handwritten signature in black ink, appearing to read 'Bnk', written in a cursive style.

**Benjamin Collings, Director**  
*BNC Planning Pty Ltd*

Att.

## MEMORANDUM

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To: Ben Collins  
From: Peter Duncan CPEng 144221  
Subject: **Traffic /Intersection**  
Date: 23 March 2026  
Project Reference: Ref: 230711

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The report covers an update to the traffic and Road safety analysis for the intersection at Depot Road and Flinders Highway.

The report, originally for the Clarke subdivision project, is updated to specifically address the Pacific Petroleum site at Lot 1 Clara Road, Charters Towers and traffic count data from 2024.

The report has been updated to include Charters Towers Regional Council data as well as investigations and documentation of the safe intersection sight distance from the Depot Road connection in 2023.

The commercial vehicle traffic attending the IOR and Pacific Petroleum sites at the end of Clara Road, travel along Clara Road. Clara Road has an intersection with the Flinders Highway. The fuel stations at the end of Clara Road can only accept heavy vehicles from the available traffic on the Flinders Highway.

The local road traffic counts include a section of Clara Road between the Flinders Highway and the intersection with Depot Road. The Counts indicated 20% Commercial vehicles which is consistent with the use of the sites along Clara Road and the Location of the Charters Towers Council Construction depot located on Depot Road.

The updated memorandum report discusses key issues related to the traffic counts published for 2024.

In summary, the increase in traffic numbers at the Traffic Count site 350m from the Depot Road intersection between 2022 and 2024 do not represent a significant change to the total vehicle count.

The local vehicle count is unlikely to have changed. The reason is that the majority of vehicles on this road using the Depot Road and Flinders Highway have their terminus at the Council Depot. Heavy vehicles currently accessing the Clark subdivision are indicated at 5 vehicles per day (excluding light cars and utilities accessing the site from Blacks Road).



The peak times for the intersection are morning before 7:30AM and afternoon at 4:30PM on work days.

The data for double and triple road train class does not show any significant increase in traffic between 2017 and 2024. While the majority of Depot related vehicle movements is likely during peak times, the larger road trains with low vehicle counts can travel through the intersection at any time ie 147vpd AADT compared to 143 vpd AADT.

## Conclusion

With small increases traffic count numbers the data indicates that there is no significant growth in in the traffic counts.

It is difficult to conclude that there is any significant growth in traffic or change to traffic demand on the Flinders Highway Depot Road Intersection.

Vehicles accessing any site on Clara Road can only be drawn from the total traffic count numbers available at the closest count location.



Peter D Duncan CPEng 144221