

JFP URBAN CONSULTANTS



PLANNING REPORT

PLANNING REPORT

Proposed Development at
16 Poole Way, Bushland Beach
For
Poole Way No.2 Pty Ltd

M3306P – Rev A

JAN 2026

JFP Urban Consultants Pty Ltd

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1. EXECUTIVE SUMMARY

JFP Urban Consultants have been engaged by Poole Way No.2 Pty Ltd to prepare and lodge a development application for a material change of use of premises for a medical centre, food and drink outlet, shop (pharmacy) and dual occupancy at 16 Poole Way Bushland Beach.

The planning assessment report provides a detailed assessment of how the subject development complies with the relevant assessment benchmarks of Council's planning scheme and other relevant statutory instruments.



1.1 SITE DETAILS

Street Address	16 Poole Way Bushland Beach	
Real Property Description	Lot 6 on SP 333154	
Easements and Encumbrances	Not applicable	
Site Area	2,435m ²	
Registered Owners	Poole Way No.2 Pty Ltd	
Local Government	Townsville City Council	
Planning Scheme	Townsville City Plan	
Strategic Plan Classification	Urban Land	
Council Area Classification	Not applicable	
Neighbourhood Plan	Not applicable	
Applicable Council Overlays	Operational airspace airport environs (more than 90m)	Flood hazard area – Medium to low hazard
	Wildlife hazard buffer zone and public safety – Runway separation 13km	Landslide hazard – Very low
	Aviation facilities – building restriction area – Area of interest	Acid sulfate soils – Area 2 - 5m - 20m AHD

Nature Conservation Act 1992	Not applicable	
State Planning Policy Mapping	BIODIVERSITY <ul style="list-style-type: none"> • MSES - Regulated vegetation (category R) NATURAL HAZARDS RISK AND RESILIENCE <ul style="list-style-type: none"> • Flood hazard area - local government flood mapping area 	<ul style="list-style-type: none"> • Flood hazard area - Level 1 - Queensland floodplain assessment overlay STRATEGIC AIRPORTS AND AVIATION FACILITIES <ul style="list-style-type: none"> • Wildlife hazard buffer zone • Height restriction zone 90m • Aviation facility
Koala Habitat Area Mapping	Not applicable	
Development Assessment Mapping System	No layers	

1.2 APPLICATION DETAILS

Applicant	Poole Way No.2 Pty Ltd
Application Type	Material change of use for a Health care centre including pathology, Food and drink outlet, Shop (pharmacy) and Dual occupancy units.
Level of Assessment	Impact assessment

1.3 APPLICABLE LEGISLATION

This application has been prepared in accordance with the relevant provisions of the *Planning Act 2016* (PAct), the *Planning Regulation 2017* (the Regulation) and *Development Assessment Rules* (DA Rules). The application will also require assessment against the Townsville City Plan. The provisions of the PAct and Townsville City Plan are addressed in **Section 5** of this report.

1.4 DEFINITION OF USE

In accordance with the *Planning Act 2016*, the proposed development is identified as a material change of use in accordance with Schedule 2 of the *Planning Act 2016*, which states:

Material Change of Use means -

material change of use, of premises, means any of the following that a regulation made under section 284(2)(a) does not prescribe to be minor change of use—

- (a) *the start of a new use of the premises;*
- (b) *the re-establishment on the premises of a use that has been abandoned;*
- (c) *a material increase in the intensity or scale of the use of the premises.*

The Townsville city plan defines the proposed uses as follows:

Health care centre

Health care service means the use of premises for medical purposes, paramedical purposes, alternative health therapies or general health care, if overnight accommodation is not provided on the premises.

Food and drink outlet

Food and drink outlet means the use of premises for—

- a) *preparing and selling food and drink for consumption on or off the premises; or*
- b) *providing liquor for consumption on the premises, if the use is ancillary to the use in paragraph (a)*

Shop

Shop means the use of premises for displaying, selling or hiring goods; or providing personal services or betting to the public.

Dual occupancy

Dual occupancy—

- a) *means a residential use of premises involving—*
 - (i) *2 dwellings (whether attached or detached) on a single lot or 2 dwellings (whether attached or detached) on separate lots that share a common property; and*
 - (ii) *any domestic outbuilding associated with the dwellings; but*
- b) *does not include a residential use of premises that involves a secondary dwelling.*

1.5 LEVEL OF ASSESSMENT AND PUBLIC NOTIFICATION

In accordance with Part 5 - Tables of Assessment of the Townsville City Plan, the proposed mixed use development is Impact assessable in the Low Density Residential zone, as the use involves non-residential uses.

The application will be required to be assessed against the whole Townsville City Plan and undergo public notification in accordance with the requirements of the *Planning Act 2016* and *DA Rules*.

The impact assessment requirements are outlined in s45(5) of the *Planning Act 2016*; an extract of this section is reproduced below:

Impact assessment is an assessment that—

- a) *must be carried out—*
 - 1. *against the assessment benchmarks in a categorising instrument for the development; and*
 - 2. *having regard to any matters prescribed by regulation*
- b) *may be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise.*

Examples of another relevant matter—

- *a planning need*
- *the current relevance of the assessment benchmarks in the light of changed circumstances*
- *whether assessment benchmarks or other prescribed matters were based on material errors*

Section 30 of the Regulation states: -

- (1) *For section 45(5)(a)(i) of the Act, the impact assessment must be carried out against the assessment benchmarks for the development stated in schedule 9 and 10.*
- (2) *Also, if the prescribed assessment manager is the local government, the impact assessment must be carried out against the following assessment benchmarks-*
 - (a) *the assessment benchmarks stated in-*

- (i) *the regional plan for a region, to the extent the regional plan is not identified in the planning scheme as being appropriately integrated in the planning scheme; and*
 - (ii) *the State Planning Policy, part E, to the extent part E is not identified in the planning scheme as being appropriately integrated in the planning scheme; and*
 - (iii) *a temporary State planning policy applying to the premises;*
 - (b) *if the development is not a local government area – any local planning instrument for a local government area that may be materially affected by the development;*
 - (c) *if the local government is an infrastructure provider – the local government’s LGIP.*
- (3) *However, an assessment manager may, in assessing development requiring impact assessment, consider an assessment benchmark only to the extent the assessment benchmark is relevant to the development.*

1.6 REFERRAL AGENCIES

No referral agencies are applicable to this development.

1.7 SUPPORTING SPECIALIST REPORTS AND DOCUMENTATION

REPORT	CONSULTANT	APPENDICES
ARCHITECTURAL PLANS	BLACKBURNE JACKSON DESIGN	APPENDIX A
STORMWATER MANAGEMENT PLAN	JFP URBAN CONSULTANTS	APPENDIX B
INFRASTRUCTURE REPORT	JFP URBAN CONSULTANTS	APPENDIX C
ECONOMIC IMPACT ASSESSMENT	URBAN ECONOMICS	APPENDIX D
TRAFFIC ENGINEERING REPORT	COLLIERS INTERNATIONAL	APPENDIX E
LANDSCAPE CONCEPT PLAN	JFP URBAN CONSULTANTS	APPENDIX F
DETAILED SURVEY	VISION SURVEYS	APPENDIX G
TCC ASSESSMENT BENCHMARKS	JFP URBAN CONSULTANTS	APPENDIX H

2. SITE IN CONTEXT

2.1 LAND USE AND AREA CLASSIFICATION

2.1.1 DEVELOPMENT SITE

The site is an irregular but broadly square shaped allotment with a 45m frontage to Poole Way and a 45m frontage to Lynwood Avenue. The frontage to Poole Way is slightly curved and also includes a truncated corner. The site is relatively flat with a gentle fall away from Lynwood Avenue to the north-northeast. This results in a fall of approximately 1m across the site.

The site is currently vacant with no formed driveway access. It is served by an existing footpath which is located along the Poole Way frontage and wraps around the site's frontage to and terminates at a pram ramp on Lynwood Ave. The footpath continues along the other side of the Lynwood Ave.

The site is cleared of any significant vegetation, with 3 street trees located within the Poole Way verge and 6 mature trees located within the Lynwood Ave verge. There is also an overland flow path or drainage reserve adjacent to the site's western boundary.

Figure 2: Site Aerial Photograph



Figure 3: Site Photographs



2.1.2 SURROUNDING LOCALITY

The site is located in the heart of the Bushland Beach suburb which is positioned 1.2 km south of the Bushland Beach waterfront. Bushland Beach suburb is located 2km north of the Mount Low township and is approximately 20km north west of Townsville’s CBD.

Bushland Beach’s surrounding locality is predominantly low density residential to the north and west. The site is also situated on the edge of Bushlands Beach’s local centre precinct, which is located nearby and immediately east of Mount Low Parkway as shown in Figure 5 below.

Figure 4: Site Locality



2.1.3 SURROUNDING DEVELOPMENT

The land surrounding the site to north and west is predominantly low density residential. Land immediately to the north is currently undeveloped but is approved as a low density residential subdivision. Land to the east of Poole Way includes an existing service station and car wash. Further to the east is the Bushland Beach Plaza, which includes a full line supermarket and several speciality shops

and convenience outlets. Immediately south of the shopping centre is a local skatepark and local sporting fields.

In close proximity and south of Lynwood Ave is an existing childcare centre. In addition, there is an existing childcare centre at 1 Marina Dr off Mount Low Parkway, circa 250m north east of the site and an approved but not yet developed child care centre over 2 Poole Way.



Figure 5 – Surrounding locality

2.2 SITE AND ENVIRONMENT DESCRIPTION

2.2.1 TOPOGRAPHY AND DRAINAGE PATTERNS

The site is generally flat with a gentle fall to the north. There is overland flow path or drainage reserve which abuts the site's west boundary and flows to the north. The contours for the site are illustrated in Figure 6 below.

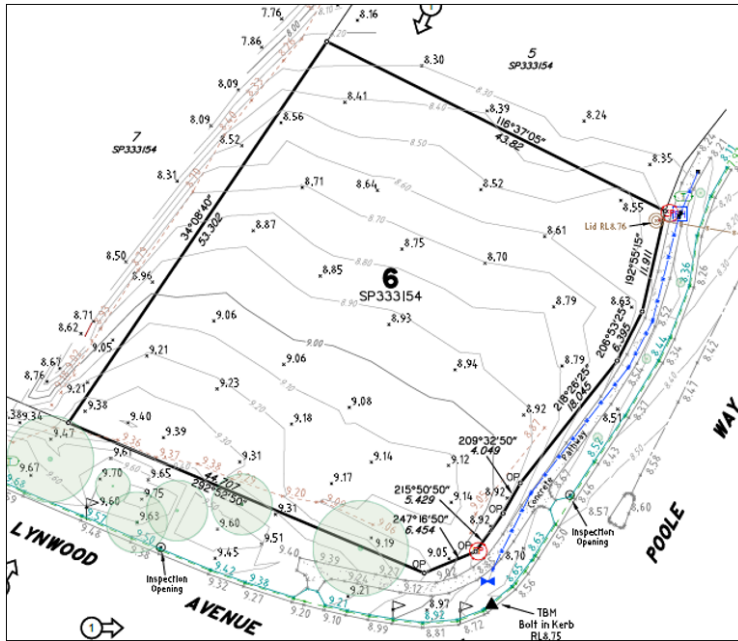


Figure 6 – Contours at 0.1m intervals

2.2.2 ECOLOGICAL MAPPING

Not applicable

2.2.3 LOCAL MAPPING

Not applicable

2.2.4 WATERWAYS, WETLANDS, FLOODING AND ACID SULFATE SOILS

The site is mapped as containing medium and low flood hazard area. However, it is understood that flood issues were addressed as part of the higher order approval by filling the site.

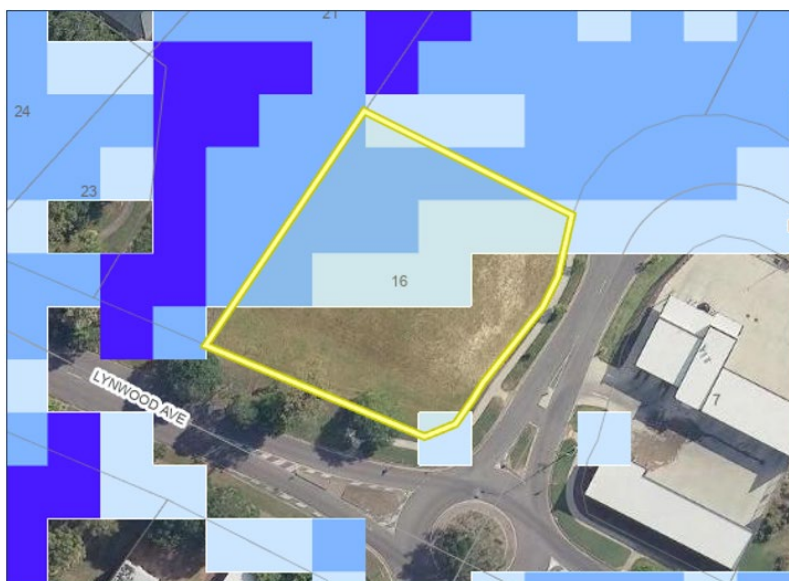


Figure 7 – Council flood hazard mapping

2.2.5 BUSHFIRE HAZARD

Not applicable

2.2.6 LANDSLIDE HAZARD

The site is mapped as having a very low landslide hazard risk.



Figure 8 – Council's landslide hazard mapping

2.2.7 SITE CONTAMINATION

Not applicable

2.2.8 HERITAGE

Not applicable

2.3 ACCESS AND MOBILITY

2.3.1 VEHICULAR ACCESS

Vehicular access will be provided via a single lane access only entry point off Lynwood Ave and a dual two way access point off Poole Way.

2.3.2 PEDESTRIAN, CYCLE AND PUBLIC TRANSPORT

Poole Way includes a pedestrian footpath in front of the site. The local footpath network includes connections to the nearby Bushland Beach Plaza and associated bus stops on Mount Low Parkway via footpaths on Poole Way and Lynwood Ave.

No bicycle infrastructure is evident on the existing road networks.

2.4 INFRASTRUCTURE/LOCAL GOVERNMENT INFRASTRUCTURE PLAN

2.4.1 SERVICES

The site is connected to all urban services and infrastructure including:

- Reticulated water and sewer
- Electricity and telecommunication services
- Fire hydrant in Poole Way

2.4.2 LOCAL GOVERNMENT INFRASTRUCTURE PLAN

The site is located within the Priority Infrastructure Area (PIA).

3. SITE HISTORY

3.1 PRELODGEEMENT MEETING

On 20 August 2025, a prelodgement meeting was held with Council to discuss the proposed mixed use development over the site.

The description of the proposal was for a Medical centre – 450m², Pathology – 30m², Food and Drink outlet – 150m², and 2 dwelling units above ground. The proposal also involved 50m² of outdoor dining associated with the food and drink outlet and 33 commercial parks and 4 residential spaces.

The key findings from the prelodgement discussions included:

Issue	Advice	Comment
Level of assessment	Impact assessment and public notification required.	Noted.
Planning considerations	<ul style="list-style-type: none"> ▪ Compatibility with residential character ▪ Noise ▪ Hours of operation ▪ Integration with the surrounding area. 	<p>The proposal has been designed to ensure the proposal is highly compatible with and conveniently located in terms of the adjoining and nearby residential areas. The proposal incorporates a double lapped 1.8m timber acoustic fence along the northern boundary (adjoining residential) to mitigate potential noise impacts from the development.</p> <p>The proposed hours of operation are 7am -7pm for the medical centre and 6am to 3pm for the café/ food and drink outlet. Accordingly, the mixed use proposal will not involve any night time hours of operation, except in the case of a medical emergency.</p>
	Provide brief needs assessment to demonstrate the non-residential uses area compatible with local character and amenity, limited in scale and supporting the day to day needs of the local community and will not impact the role of the role and function of council centres hierarchy.	<p>An economic impact assessment has been prepared by Urban Economics and is included as Appendix D of this application.</p> <p>This report substantiates that the development is limited in scale, does not adversely impact on the function of the nearby centre precinct and is unable to be located in the centre precinct.</p>

Traffic	Provide traffic impact assessment	A traffic engineering report has been prepared and included as Appendix E of this application.
Stormwater	Prepare a Stormwater Management plan. Site is less than 2500m ² , so water quality is not required.	A stormwater management plan has been prepared and is included as Appendix B
Works	Provide a simplified water and sewer network analysis. Water connection application required	Noted. This reporting is still being finalised and will be furnished to Council upon completion.
Flood hazard	Mapped as low to medium hazard. This will need to be addressed.	In accordance with the Stormwater management plan accompanying this application (refer to Appendix B), the proposed development includes finished surface levels above the adjacent drainage channel 1% AEP flood levels (levels obtained from Council's latest flood modelling) and generally achieves compliance with QUDM. Based on this assessment, a flood impact assessment is not warranted for the development.
Geotechnical reporting	No geotechnical report required	Noted
Bushfire hazard mapping	Currently medium hazard so needs to be addressed	The site is no longer mapped as having a Bushfire hazard overlay as a result of the amended planning scheme, which is consistent with the current SPP mapping.
Landscaping design	Importance of retaining the existing vegetation. Should refer the streetscape and provide visual appeal. Parking areas to include shade trees.	Street trees are retained as far as possible. This matter is addressed as part of the Landscape plan included as Appendix F.
Planning scheme amendments	Upcoming changes to the planning scheme are expected to be adopted in October.	Noted.

4. THE DEVELOPMENT PROPOSAL

4.1 PROPOSAL DETAILS

The proposal is for a mixed use development comprising a medical centre, food and drink outlet, shop at ground level and Dual occupancy units above ground.



Figure 9 - Architectural perspective viewed from Poole Way (Source: Blackburne Jackson Design)

The proposed building is located on the corner of Poole Way and Lynwood Ave with Lynwood Ave being the higher order street. The site's primary access is proposed via Poole Way, which provides two way vehicular access. A new secondary access is also proposed off Lynwood Ave providing one way all-turns entry access only.

All commercial uses associated with the development are provided on the ground floor and the residential units are provided above ground resulting in total building height of 6.43m. The proposed built form addresses the streets and includes awnings to the site's frontage which assist in activating the site's frontage and will provide year round weather protection. All car parking is discretely hidden behind the proposed built form and supplementary landscape treatments. In doing so, the proposed mixed use development delivers a contemporary conveniently located neighbourhood meeting place which will service the existing and emerging needs of the surrounding residential community.

A summary of the proposed use areas is provided below

Level	Use	GFA
Ground	Medical centre	450m ²
Ground	Pathology	30m ²
Ground	Retail (T1 + T2)	153m ²
Ground	T1 - Food and drink outlet	63m ²
Ground	T2 - Shop	68m ²
Ground	Outdoor dining	50m ²
First floor	Dual occupancy	219m ²
Total		852m²

Table 1 – Proposed GFA's

The proposed retail tenancies will incorporate a covered outside dining area for the café (food and drink outlet) as well as shared public amenities in the form of public toilets on the ground level. A foyer and stairwell will provide access to the upstairs dwelling units.

Each dual occupancy unit will include 3 bedrooms, kitchen, bathroom and living rooms. A generous balcony is also proposed for each dwelling unit. The units are also supported by 2 covered car parks for each unit.

4.2 BUILT FORM

The proposal delivers a high-quality, architecturally designed contemporary building that responds sensitively to the site's residential context. The design incorporates varied rooflines, articulated facades, integrated balconies and projections, which collectively reduce the perceived bulk and scale when viewed from the street or adjoining properties. This articulation, combined with a mix of materials, finishes, textures, and a light-toned colour palette, ensures that the development aligns with and enhances the existing streetscape character as illustrated in Figure 10 below.



Figure 10 - Architectural perspective viewed from Lynwood Ave (Source: Blackburne Jackson Design)

The proposed skillion roof form provides a design element commonly found in modern dwelling houses and reinforces compatibility with the nearby and adjoining residential built form. Furthermore, the retention of existing mature trees along the Lynwood Avenue frontage, complemented by the proposed landscaping treatments, will soften the building's presentation and further facilitate a seamless transition between the proposed development and the established and emerging neighbourhood character envisaged for this locality.

From a functional perspective, the mixed-use component introduces active frontage opportunities that enhance street vitality and promote passive surveillance, improving safety and walkability. This integration of residential and non-residential uses supports local economic activity and provides convenient access to services, reducing reliance on private vehicles and aligning with principles of sustainable urban development.

The proposal also highlights pedestrian comfort and connectivity, with clear and legible access points, landscaped setbacks, and articulated ground-level interfaces that promote engagement with the public realm. These design responses deliver a development that is not only visually compatible but will contribute to a vibrant and well-serviced residential neighbourhood.

4.3 AMENITY

The development has also been designed to minimise potential amenity impacts on adjoining and surrounding premises, whilst also ensuring an appropriate level of amenity from within the site. Some of the amenity considerations are outlined below:

4.3.1 VISUAL SCREENING:

The boundaries of the site are proposed to incorporate a minimum 2m landscape buffer consisting of a mix of shade trees, understory shrubs and groundcovers. Additional planting is also proposed for the site's frontages to both Lynwood Ave and Poole Way. Feature plantings are proposed along Poole Way to be complementary to the built form and enhance streetscape amenity.

The site's bin storage area is proposed to be located in the far north west corner of the site and setback approximately 40 metres from the Poole Way frontage. The bin enclosure will be fitted with powder coated aluminium gates to assist screening the enclosure when viewed from the street and access driveway.

4.3.2 NOISE IMPACTS:

Potential acoustic impacts associated with waste collection and vehicle movements are proposed to be effectively managed through the installation of 1.8-metre-high, gap-free, double-lapped timber paling fence along the full length of the site's northern boundary abutting the access driveway. This fencing, in addition to the proposal landscaping treatments, will assist in screening and will minimise any noise impacts on adjoining residences.

4.3.3 HOURS OF OPERATION:

To ensure an acceptable level of neighbourhood amenity is achieved the hours of operation of the commercial uses are proposed to be limited to day time hours of operation. The medical centre and pathology will operate between 7:00am and 7:00pm, and the food and drink outlet between 6:00am and 3:00pm and pharmacy 7:00am and 5:00pm seven days a week. An exception to these hours of operation are sought in the event that the medical centre is required during a medical emergency.

These operating hours are consistent with community expectations for mixed-use development and reflect the nature and operating hours of existing non-residential uses occurring in the locality. The proposed day time hours of operation aim to ensure minimal disturbance during night time noise sensitive hours.

4.3.4 COMPATIBILITY WITH THE LOCAL CHARACTER:

As highlighted in the built form section above, the proposed design has been specifically designed to appropriately integrate within the low density residential zone by incorporating built form elements to assist the development suitably integrate with adjoining residential premises.

Notwithstanding this, it should be noted that the immediate area is already characterised by a range of non-residential activities, including a car wash, service station and childcare centre. Not only will the proposed medical centre and café serve the needs of the local community, but it will also create a highly accessible meeting point and small scale social hub for the local community.

4.3.5 LOW-RISE BUILT FORM OUTCOME:

The development involves a low rise, two storey building comprising commercial uses at grade and two dwelling units above. This configuration maintains a low-rise built form that aligns with both the existing and planned character of the locality, while also supporting an appropriate interface with surrounding residential development.

Having regard to the visual, acoustic and operational mitigation measures proposed, and the broader mixed-use context of the area, the development is not anticipated to generate unacceptable adverse impacts on surrounding residential amenity and will comply with Performance Outcome PO10 of the Low density residential zone code.

4.4 ECONOMIC NEED

The proposed development seeks to establish non-residential uses in addition to residential units in a low density residential zone. The Low density residential zone code includes provisions which allow non-residential uses to be established in the zone under certain circumstances. These circumstances are outlined in PO18 of the LDR Code, which states:

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.*

Following prelodgement discussions with Council, it was recommended that a brief need assessment should be included in the application material to demonstrate compliance with the outcomes sought by PO18.

Accordingly, an economic need assessment was prepared by Urban Economics who have extensive experience in the preparation of strategic advice and need assessments for a range of commercial, community and government industry sectors. A copy of this assessment is provided as Appendix D to this report.

The report aims to establish the need for the proposed development and assess its potential impact on nearby centres. The reporting was informed by an overview of the following:

- Reviewing development plans and health centre operations
- Inspecting the site and surrounding centres for land use, vacancies, and future development potential
- Identifying other approved or proposed facilities
- Examining council planning policies and centres hierarchy
- Defining a study area and analysing population growth, demographics, and healthcare needs
- Assessing demand for health services and the proposed uses
- Providing commentary on the development's impact in Bushland Beach

Following an assessment of community needs and future growth projections, the report identifies Bushland Beach as a relatively isolated residential area with limited access to health care services, indicating an under-provision. This is significant given the suburb's role as a designated growth area.

The proposed medical centre will also deliver essential GP services, consulting rooms for visiting specialists, and allied health professionals alike, thus enhancing local access to health care services.

The report also identifies a lack of casual dining options, with only two venues operating limited hours. Introducing a café will boost local amenity and strengthen the Bushland Beach Local Centre as a community hub.

Moreover, the proposed development will deliver critical health services, a new social space, and conveniently located housing. The report suggest these benefits will improve access to medical care, provide greater opportunities for social interaction within proximity to an existing centre.

It was also identified that no other sites within the nearby centre zone can accommodate this mix of uses. The proposal complements surrounding non-residential uses, consolidates the Local Centre's role, and improves choice and accessibility for the Bushland Beach community.

In summary the report concludes the development is:

- Small in scale and meets the day-to-day needs of the local community
- Compatible with surrounding uses such as childcare, car wash, service station, and Bushland Beach Plaza
- Strengthens the Local Centre without impacting its role or performance; and
- Cannot be accommodated within nearby existing centres in Bushland Beach.

This report demonstrates the proposed mixed use development complies with PO18 of the Low density residential zone code.

4.5 TRAFFIC

A traffic impact assessment was undertaken by Colliers International and is included as Appendix C. An overview of the traffic arrangement are contained below:

4.5.1 ACCESS

The proposed development will include two access arrangements for the site, these include:

- An entry only (left in/ right in) 4.1m wide general wide crossover from Lynwood Avenue (Entry Only).
- An all movement 6.2m wide general wide general wide crossover to/ from Poole Way.

4.5.2 PARKING

The proposed development also involves 34 onsite parking spaces located at the rear of the development and to be provided as follows:

- 28 commercial spaces, including 1 Van space
- 4 covered residential spaces
- 1 person with disability (PDW) parking space with shared area
- 1 dedicated ambulance bay

As outlined in section 5 of the traffic assessment, there is a minor short fall of car spaces compared with the provisions in the Transport impact, access and parking code (TIAP Code). Accordingly, a performance solution has been proposed to demonstrate that the proposed 20 spaces for the Medical centre is appropriate for the use compared to the desired 24 spaces as per the TIAP Code.

The traffic assessment reviews the anticipated staff structure and provides a conservative assessment assuming all staff and patients will drive and park on site. It also considers that there will be an overlap between consult patients (being attended to) and patients arriving at the site. This methodology to

determine car parking numbers results in a total demand of 20 spaces, which is equivalent to the proposed number of spaces provided for the medical centre.

The traffic assessment confirms that the proposed parking supply is adequate for anticipated demand. However, it also notes that this demand estimate does not consider potential changes in travel mode share, drop-off activity, or staggered appointment scheduling which could reduce demand. Additionally, opportunities for reciprocal or shared parking between land uses could further reduce overall demand. Taking these factors into account, the proposed parking provision is considered appropriate and fit for purpose for the development.

4.5.3 SERVICES VEHICLES

The traffic report reviews the service vehicle requirements for the various land uses and likely vehicle types, which will predominantly include vans, SRVs, and periodic MRVs. The internal layout accommodates these vehicle types, with swept-path assessments confirming that each can enter, manoeuvre within and exit the site.

It assumes refuse collection will be undertaken by a 10.5m front-lift RCV, with access provided via the Lynwood Avenue entry and forward gear egress via Poole Way.

Overall, the proposed service vehicle arrangements are considered adequate to meet the needs of the proposed development.

The traffic report also demonstrates compliance with relevant assessment benchmarks and design standards for resident and visitor parking, traffic generation, on-site servicing, and manoeuvring. The report also addresses key traffic-related considerations, including sight distances, on-site manoeuvring, and potential impacts on the surrounding street network.

The traffic report concludes that, based on the assessment contained within the report, Colliers see no traffic engineering reasons why the proposed development should not be supported.

4.6 STORMWATER

In support of the application a site based stormwater management plan has been prepared by JFP Urban Consultants (Refer to **Appendix B**).

The outcomes of this report include:

4.6.1 STORMWATER QUANTITY AND FLOOD MITIGATION

The lawful points of discharge (“LPD”) for the site are:

- the existing drainage channel, discharge location at the north-western corner of the site, and
- kerb and channel, within Poole Way on the south-eastern boundary of the site.

The proposed surface levels and finished floor levels provide flood immunity from the street and adjacent drainage channel during 1% AEP flood event in accordance with QUDM.

The site’s impervious area is 86%. In accordance with the Council approved engineering report prepared for the higher order RAL approval, specifies on-site detention is not required where impervious area is less than 90%. Therefore, no on-site detention is proposed.

4.6.2 STORMWATER QUALITY

In accordance with pre-lodgement meeting minutes for the proposal, Water Quality Treatment measures are not required. It is proposed to install 3x Atlan Storm Sacks (or approved equivalent) to all inlets within the carparking area to provide a “best practices” water quality treatment solution.

4.7 INFRASTRUCTURE

The subject site is located within a well-established urban area with access to all essential urban infrastructure. An engineering infrastructure report has been prepared in support of the application and is included as **Appendix C**.

This infrastructure includes connections to reticulated water and sewer. A sewer man hole, fire hydrant, electrical pillar and Telstra pit are all located within the site and verge near the north east corner of the site as shown in the Detailed survey included as **Appendix G**.

4.8 EARTHWORKS

Bulk earthworks for the development are proposed to ensure suitable grades are provided to accommodate the proposed development, including some fill to achieve appropriate driveway grading, servicing and to provide suitable building platforms for each of the proposed buildings. As a result, low rise retaining walls are required to accommodate the fill. The proposed earthworks and retaining walls are detailed in the Engineering Infrastructure report, included as **Appendix C**.

4.9 LANDSCAPING

Landscape treatments for the development will be delivered in accordance with the Landscape Concept Plan (refer to Figure 11 below). The design retains much of the existing vegetation along the Lynwood Avenue frontage and introduces additional street trees to offset the removal of one tree required for the access driveway. A 2-metre landscape buffer is proposed along the northern and western boundaries, incorporating shade trees and a tiered understory of shrubs and groundcovers. These buffers will provide shade for the car park and enhance privacy and amenity for adjoining residential properties. Feature plantings along the site frontage will complement the built form and improve streetscape character and amenity.

All landscaping will use native species local to the area, as detailed in the planting palette within the Landscape Concept Plan (refer to Appendix E). Landscaping will be provided on all sides of the development, with 15% of the site dedicated to landscaped areas, including deep planting across 11% of the site (representing 74% of the total landscaped area).



Figure 11 – Landscape concept plan prepared by JFP Urban Consultants

5. STATUTORY PROVISIONS AND COMPLIANCE

5.1 STATE INTERESTS

5.1.1 NORTH QUEENSLAND REGIONAL PLAN (NQRP)

Urban growth under the NQRP is managed by establishing an urban consolidation policy. This policy supports Townsville's urban residential growth within the bounds of the mapped urban areas as identified by the Townsville City Plan and the Townsville Urban Area identified on Map 6 of the NQRP. The proposed mixed use development is considered consistent with this urban consolidation policy and therefore advances the purposes of the regional plan.

5.1.2 ADOPTED INFRASTRUCTURE CHARGES

The proposed development will be subject to the infrastructure charges in accordance with the requirements of the Infrastructure Charges Resolution 2025/26 FY.

5.1.3 REFERRAL AGENCIES AND STATE DEVELOPMENT ASSESSMENT PROVISIONS

No State Government referral agencies are applicable to this application.

5.1.4 STATE PLANNING POLICY

State Interest	Comment
Liveable Communities	The state interest requires material change of use applications to incorporate fire hydrants to enable fire services to access water safely, effectively and efficiently. An existing fire hydrant is present on the eastern side of the Poole Way frontage as illustrated in an Appendix G.
Water Quality	The site is less than 2,500m ² and does not create more than 6 new dwellings. Accordingly, water quality treatment requirements are not required. Refer to the Stormwater Management Report included in Appendix B.
Natural Hazards, Risk & Resilience	The site is mapped as being affected by the Local government flood mapping area and Level 1 QLD floodplain assessment overlay. Flooding and minimum ground height were addressed as part of the higher order RAL approval which created the subject site. Refer to Appendix B.
Strategic Airports & Aviation Facilities	The site is identified as a Wildlife hazard buffer zone, Aviation facility and height restriction zone 90m. The development is not considered to impact on the nearest aviation facilities operational air space nor its ability to operate in a safe and efficient manner.
Biodiversity	Not applicable

5.1.5 PLANNING REGULATIONS 2017

5.1.5.1 SCHEDULE 10: DEVELOPMENT ASSESSMENT (REFERRAL AGENCIES AND STATE DEVELOPMENT ASSESSMENT PROVISIONS)

As no referral agencies were triggered by this development application, assessment against the State Development Assessment Provisions (SDAP) modules is not required.

5.1.5.2 SCHEDULE 12A: ASSESSMENT BENCHMARKS FOR PARTICULAR RECONFIGURING A LOT

The proposal does not involve reconfiguring a lot.

5.2 COUNCIL INTERESTS & PLANNING SCHEME

5.2.1 STRATEGIC PLAN

The strategic framework sets the overarching policy direction for the planning scheme and provides the basis for ensuring sound development outcomes over the life of the planning scheme.

It comprises a strategic intent and four key themes that collectively represent the policy intent of the scheme. These themes include:

1. *Shaping Townsville;*
2. *Strong, connected community;*
3. *Environmentally sustainable future;*
4. *Sustaining economic growth*

Bushland Beach is mapped as an 'Urban Area' on the Strategic Frameworks Map SFM-001 – *Shaping Townsville*.

The proposed mixed-use development aligns with the Strategy's intent across its four themes by:

- Supporting Townsville's vision for a compact city through infill development within an established activity centre network.
- Reinforcing the centres hierarchy by delivering small-scale, complementary retail and health care services near the existing local centre.
- Creating high-quality public spaces that foster community interaction and enhance safety.
- Sustaining economic growth by expanding health care and professional services in line with the area's growing population, improving wellbeing and quality of life.
- Concentrating development in areas with strong public and active transport connections.
- Providing diverse housing options to cater for current and future residents.
- Maximising existing infrastructure and services, with land already designated for urban use and close to community facilities.
- Delivering a built form that respects the low-rise character of surrounding residential areas while ensuring high amenity.
- Generating local employment during construction and ongoing operations.
- Sensitively integrating with adjoining land uses to maintain neighbourhood compatibility.

5.2.2 ZONING

The site is zoned as Low density residential.

The purpose of the Low density residential zone is to provide for:

- a) *a variety of low density dwelling types, and*
- b) *community uses, and small-scale services, facilities and infrastructure, to support local residents.*

The local government's purpose for the zone is to:

- a) *primarily accommodate dwelling houses and dual occupancy dwellings;*
- b) *provide for housing choice and affordability by allowing for a range of lot sizes;*
- c) *maintain the low-rise and lower density character of Townsville's suburbs;*
- d) *maintain a high level of residential amenity; and*
- e) *achieve accessible, well-serviced and well-designed communities.*

The purpose of the code 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) ...
- c) *development maintains a high level of residential amenity on the site and in the neighbourhood;*
- d) ...
- 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) ...
- 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.*

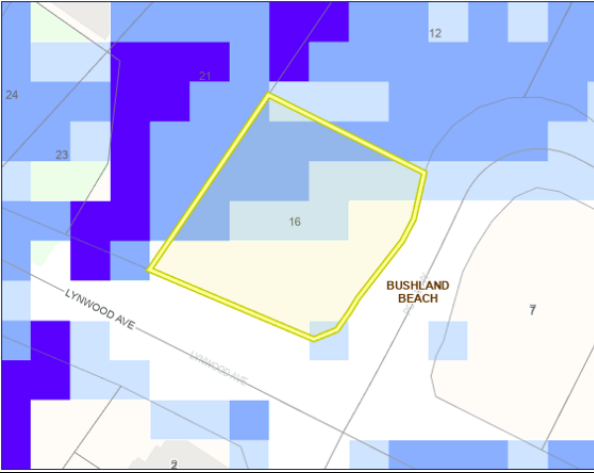
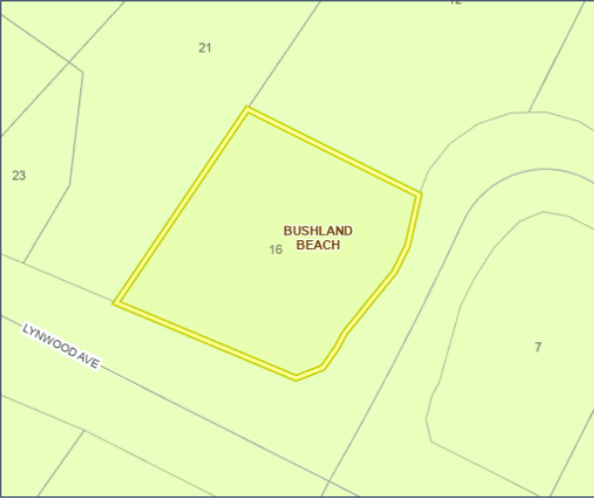
The proposed development is considered to advance the purpose and overall outcomes of the Low density residential zone code by incorporating the following key attributes:


- Provides a low rise mixed use development that focuses on health care facilities in close proximity to an existing centre precinct
- Supports the day to day needs of the surrounding residential community, does not unreasonably detract from the residential amenity of the area and is not better to be located in the nearby local centre.
- Is highly accessible, well serviced and establishes an attractive social hub for the local community.
- Provides diverse housing choice for permanent residents near existing urban services and local centre facilities.
- Contributes positively to the neighbourhood character by maintaining a low scale built form, featuring well-designed contemporary buildings and complementary landscaping that enhances the streetscape.
- Maintains a high level of residential amenity for both the site and surrounding neighbourhood, with appropriate consideration given to noise, traffic, lighting, and odour.
- Promotes active and public transport accessibility, supporting walkability and cycling.
- Responds to the local climate through sustainable design principles that enhance energy efficiency and water conservation.
- Minimises impacts on ecologically significant areas within or adjacent to the zone.

A comprehensive assessment against the applicable codes is provided in Appendix G. Overall, the development is generally compliant with the relevant benchmarks. Any minor inconsistencies can be appropriately addressed through reasonable and relevant conditions of approval.

5.2.3 OVERLAYS

The site is mapped as being affected by the following overlays.

Overlay	Comment
<p>Flood Hazard overlay</p> 	<p>The site has been developed in accordance with a higher order ROL application (RAL21/0061) which was required to develop the subject allotment above the 1% AEP flood level in accordance with Council’s applicable flood modelling. This is confirmed in the Site based stormwater management plan included in Appendix B.</p> <p>It is therefore considered that the site has been developed to comply with the requirements of the flood hazard overlay code.</p>
<p>Landslide hazard</p> 	<p>The site is identified as having very low landslide hazard. As mentioned above, the site has been developed in accordance with the higher order ROL application (RAL21/0061), which involved reshaping the land for future development of the site. As such, it is considered that the landslide hazard overlay has also been superseded by events, given the englobo site has recently been approved / developed for urban purposes.</p>
<p>Airport environs overlay</p> <ul style="list-style-type: none"> ▪ Operational airspace – Air space more than 90m above ground ▪ Wildlife hazard buffer zones and public safety areas – distance away from airport runway - 13km ▪ Aviation facilities – Building restriction area – Area of interest 	<p>The site has been developed in accordance with the higher order ROL application (RAL21/0061), which would have anticipated that the site would have been developed for residential purposes.</p> <p>Notwithstanding this, the proposed mixed use development supports the purpose of the Airport environ overlay code through:</p> <ul style="list-style-type: none"> ▪ Avoiding adverse impacts on airport operational safety, airspace efficiency, or aviation facility functions; ▪ The site is approximately 10km from the airport; and ▪ the development does not increase the risk to public safety near airport runways.

<p>Acid sulfate soils</p>  <p>Acid sulfate soils – 5-20m ADH</p>	<p>Some minor filling is proposed over the site as illustrated in the infrastructure services report included in Appendix C.</p> <p>It is considered that there will be a low risk of disturbance to acid sulfate soils. However, precautionary measures could be incorporated through any conditions of approval if required.</p>
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5.2.4 APPLICABLE ASSESSMENT BENCHMARKS

The application has been assessed against the relevant development assessment codes applicable to the proposed mixed use development on land zoned Low Density Residential. The applicable assessment benchmarks include the following codes:

- Low Density Residential Zone Code
- Works Code
- Healthy Waters Code
- Transport Impact, Access and Parking Code
- Landscape Code

An assessment against the provisions of these codes is provided in **Appendix G**. This assessment demonstrates that the proposed development is highly consistent with the relevant performance outcomes. Where strict compliance with the acceptable outcomes is not achieved, it is considered that reasonable and relevant conditions of approval can be applied to ensure compliance with the relevant performance outcome/ assessment benchmark.

With respect to overlay codes, it is considered that all applicable overlays were appropriately addressed as part of the higher order Reconfiguring a Lot (ROL) approval (Council Ref: RAL21/0061).

6. CONCLUSION

6.1 SUMMARY

This town planning report accompanies a development application for a material change of use - mixed use development comprising a medical centre (including pathology), food and drink outlet, shop (pharmacy) and Dual occupancy units on behalf of Poole Way No.2 Pty Ltd.

The subject site is located at 16 Poole Way, Bushland Beach, and is legally described as Lot 6 on SP333154. The site is zoned as low density residential and is located on the corner of Poole Way and Lynwood Ave. The site also adjoins an undeveloped residential lot to the north and drainage reserve to the west.

This report demonstrates that the proposed development aligns with the Townsville City Plan's strategic intent, relevant assessment benchmarks and other relevant matters which support approval of the development.

Grounds for approval of the mixed use development, including "other relevant matters" are provided as follows:

- The proposal is consistent with the North Queensland Regional Plan
- It aligns with the Strategic framework, which supports the centres hierarchy by providing a small scale retail and health care uses in close proximity to and complementary to an existing local centre.
- The mixed use development is supported in this location as the development is: -
 - Small in scale and meets the day-to-day needs of the local community
 - Compatible with surrounding land uses including residential, childcare, car wash, service station, and Bushland Beach Plaza
 - Strengthens the Local Centre without impacting its role or performance; and
 - Cannot be accommodated within nearby existing centres in Bushland Beach.

An economic needs assessment supports the above assertions.

- The proposal delivers diverse housing options in close proximity to existing services and public transport infrastructure.
- The proposal maintains the existing low rise character of the area and minimises any potential amenity impacts on adjoining premises.
- The proposal represents a high quality, contemporary built form with generous landscaping, providing a positive contribution to the adjoining streetscapes and surrounding area.
- The architectural design includes articulation, varied roof forms and a mix of materials and finishes, which assist reducing building bulk.
- The development generally complies with all the relevant assessment benchmarks. Any minor non-compliances have demonstrated compliance through an appropriate performance outcome and/ or can suitably addressed through reasonable and relevant conditions of approval.
- All mapped overlays and constraints were adequately addressed as part of the higher order reconfiguring a lot approval (Council ref: RAL21/0061).

- Traffic impact assessment confirms compliance with the relevant standards and concludes that: *'based on the assessment contained within the report, Colliers see no traffic engineering reasons why the proposed development should not be supported'*.
- All essential infrastructure including reticulated water and sewer, stormwater, telecommunications and electricity is already available or able to be adequately supplied as part of the development.

This application presents a highly compliant and compatible proposal for the subject site. Any matters raised during the notification period can be appropriately considered and addressed as part of Council's assessment of the application and we look forward to working with Council to obtain a favourable and supportable outcome for the site.



7. APPENDICES