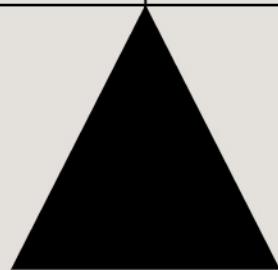


PROPERTY
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Town Planning Report

10-32 LIONEL TURNER DRIVE, BUSHLAND BEACH QLD 4818

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Town Planning Report

10-32 LIONEL TURNER DRIVE, BUSHLAND BEACH QLD 4818

- Development Permit for Material Change of Use – Food and Drink Outlet and Indoor Sport and Recreation (Stage One (1)); and
- Development Permit for Material Change of Use – Office and Shop (Stage Two (2)).

Assessable Development (Impact Assessment)

Prepared by Property Projects Australia Pty Ltd
Prepared for Swanland Group Pty Ltd

9 October 2025

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1. DEVELOPMENT SUMMARY

An overview of the site and proposal is provided at Table 1.

Table 1 - Site Details and Proposal Overview

Applicant:	Swanland Group Pty Ltd C/- Property Projects Australia
Address of Site:	10-32 Lionel Turner Drive, Bushland Beach QLD 4818 ("the subject site") Refer to Figure 1
Property Description:	Lot 2 on SP218628
Area of Site:	47,490m ² (4.749 ha)
Land Owner:	Swan Land Group Pty Ltd A.C.N. 651 039 422 Trustee Under Instrument 721019580 Refer to Appendix A
Easement:	Easement 707573580 - The site benefits from a stormwater drainage easement located to the north.
Contaminated Land:	Nil
Regional Plan:	North Queensland Regional Plan 2020 Refer to Appendix A
Planning Scheme:	Townsville City Plan (Version 2024/01) ("the planning scheme")
Zone and Precinct:	General Residential - Low Density Residential Refer to Figure 2
Neighbourhood / Local Plan:	Not Applicable Refer to Figure 2
Overlays:	<ul style="list-style-type: none">■ OM-01.1 Development Constraints Operational Airspace■ OM-03.1 Environment Coastal Hazard Areas - Storm Tide Inundation Areas and Erosion Areas from Sea Level Rise<ul style="list-style-type: none">○ Stormtide Inundation Areas■ OM-06.1 Development Constraints Flood Hazard<ul style="list-style-type: none">○ Low Hazard Area○ Medium Hazard Area○ High Hazard Area
Proposal Overview:	The proposal seeks to establish a mixed-use precinct on the 'Future Development Parcel' in the Reconfiguring a Lot development application under assessment by Townsville City

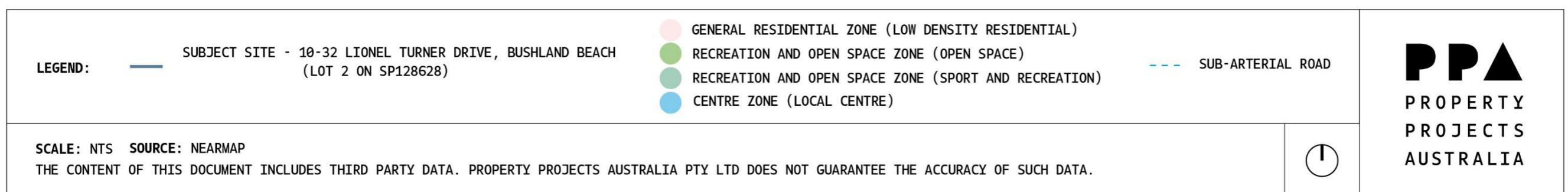
	<p>Council (TCC File Ref: RAL25/0065). The two-staged mixed-use precinct will comprise:</p> <ul style="list-style-type: none"> ■ Stage 1 <ul style="list-style-type: none"> ○ Building One (1) providing for a gym and café; and ○ 23 car parking spaces. ■ Stage 2 <ul style="list-style-type: none"> ○ Building Two (2) providing for six (6) commercial or retail tenancies; and ○ Nine (9) car parking spaces. <p>Refer to Section 2</p>
Aspects of Development:	<ul style="list-style-type: none"> ■ Development Permit for Material Change of Use – Food and Drink Outlet and Indoor Sport and Recreation (Stage One (1)); and ■ Development Permit for Material Change of Use – Office and Shop (Stage Two (2)).
Category of Assessment:	<input checked="" type="checkbox"/> Impact Assessment
Assessment Manager:	Townsville City Council
Referral Agency:	Not Applicable
Applicant Contact:	<p>Grace Forno (Senior Town Planner) Property Projects Australia PO Box 1264 New Farm Queensland 4005 P: 07 3254 1566 E: grace@propertyprojectsaustralia.com.au</p>

Figure 1 – Context Plan – Aerial



LEGEND: —	SUBJECT SITE - 10-32 LIONEL TURNER DRIVE, BUSHLAND BEACH (LOT 2 ON SP128628)	1 BUSHLAND BEACH SKATEPARK 2 NORTH THURINGOWA RUGBY LEAGUE CLUB 3 BASKETBALL & TENNIS COURTS 4 CHILDRENS PLAYGROUND 5 BUSHLAND BEACH DOG PARK 6 GROW - CHILDCARE CENTRE 7 7-ELEVEN - CONVENIENCE STORE 8 BUSHLAND BEACH PLAZA	TRANSLINK - BUS STOP 	 PROPERTY PROJECTS AUSTRALIA
SCALE: NTS SOURCE: NEARMAP THE CONTENT OF THIS DOCUMENT INCLUDES THIRD PARTY DATA. PROPERTY PROJECTS AUSTRALIA PTY LTD DOES NOT GUARANTEE THE ACCURACY OF SUCH DATA.				

Figure 2 – Context Plan – Planning Scheme



2. BACKGROUND

2.1. The Applicant – Swanland Group

Swanland Group is a privately-owned, integrated developer and civil contractor with a strong reputation for delivering high-quality, master-planned communities. Its flagship Bushland Beach development in Townsville, commenced in 2005, has delivered over 1,000 residential lots with a neighbourhood shopping centre, open space networks, and sporting facilities. The project reflects Swanland's commitment to integrated urban design and the creation of connected, liveable communities. With a vertically integrated structure, Swanland ensures streamlined coordination across design, construction, and delivery, maintaining quality throughout the development lifecycle. This approach supports market-responsive outcomes while embedding long-term value through socially and environmentally conscious planning.

2.2. Development Background

It is acknowledged that there has been ongoing correspondence with Townsville City Council with regard to the site and an anticipated development application. For completeness, this correspondence is briefly summarised as follows:

- A prelodgement meeting was held with Townsville City Council on 22 October 2024 (TCC File Ref: PLM24/0193); and
- A subsequent prelodgement meeting was held with Townsville City Council on 19 March 2025 (TCC File Ref: PLM25/0036).

These prelodgement meetings related to the wider development of the site, including the residential subdivision sought over the balance land. A development application (TCC File Ref: RAL25/0065) has been submitted to Townsville City Council over this balance land, seeking reconfiguring a lot from one (1) lot into 81 lots, which this proposed development relies on.

As indicated in **blue** outlined area in Figure 3, the proposed subdivision includes a 'Future Development Parcel', with an area of 3,745m², that this application relates to. This proposal has been considered in conjunction with the proposed residential subdivision, recognising that future residents will benefit from services and amenities provided at the mixed-use precinct.

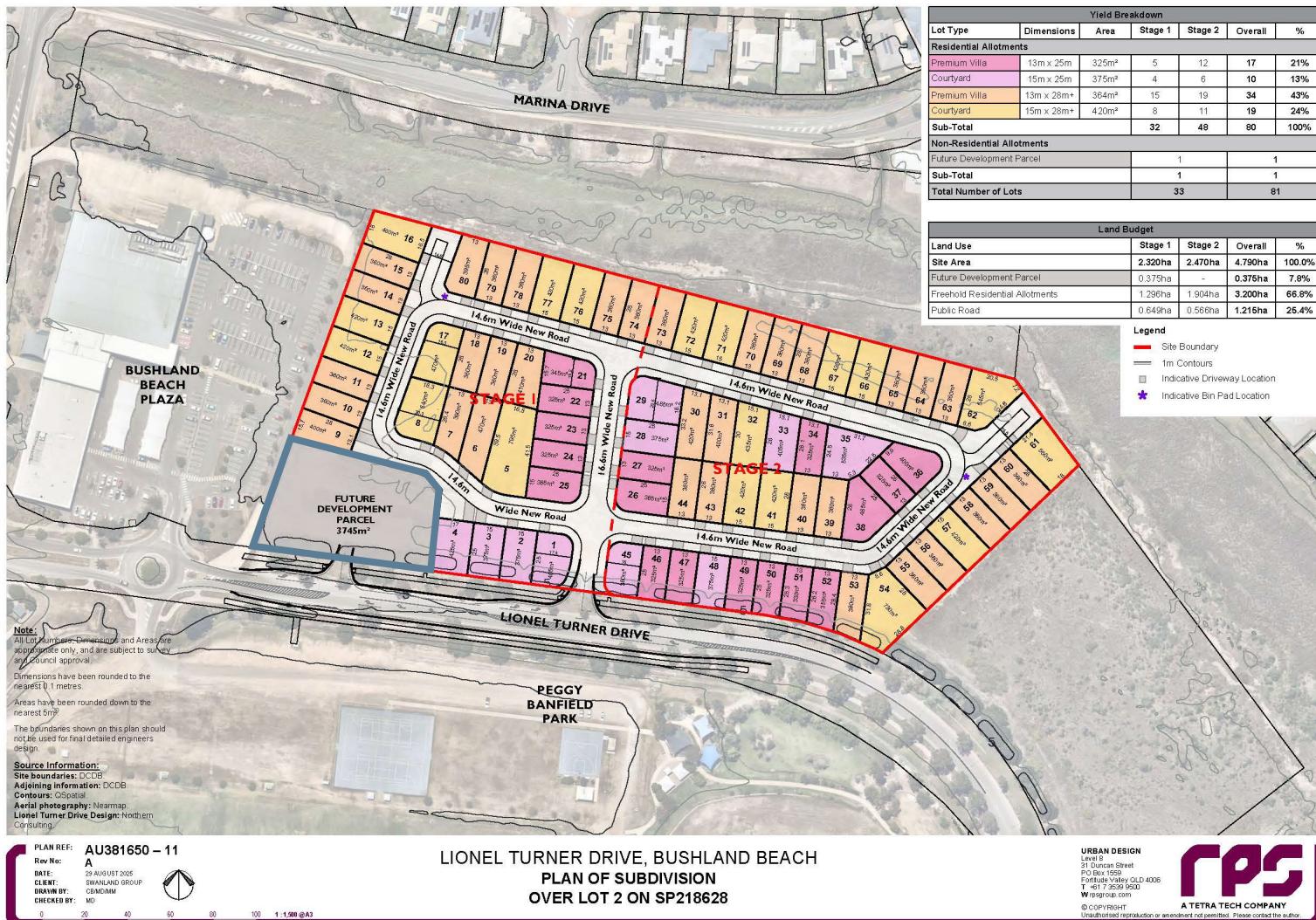


Figure 3 – Proposed Subdivision over Lot 2 on SP218628 (TCC File Ref: RAL25/0065)

2.3. Site Overview and Context

The site is located at 10-32 Lionel Turner Drive, Bushland Beach, QLD 4818, formally described as Lot 2 on SP218628. The site is generally rectangular in configuration, encompassing a total site area of 47,490m² (4.749 ha), with frontage to Lionel Turner Drive. The site is currently underutilised, presenting an opportunity for intensification in alignment with local and regional planning strategies. For the purpose of this application, the proposed development site will be on the proposed 'Future Development Parcel' in the Reconfiguring a Lot development application under assessment by Townsville City Council (TCC File Ref: RAL25/0065). The 'Future Development Parcel', referred to as the '**development site**' in this development application, has an area of 3,745m² and frontage to Lionel Turner Drive.

The site is primarily characterised as a large greenfield site with earthworks undertaken to establish a level development pad. As a result, the site is unconstrained by significant topographical variation or vegetation and benefits from flood and storm tide immunity, ensuring suitability for urban development without the need for substantial site remediation works.

The site is surrounded by a diverse range of zones and land uses, as outlined below:

- **North:** The land immediately north of the site is designated Recreation and Open Space Zone (Open Space) and functions as a natural drainage reserve. Beyond the drainage reserve, the area transitions into General Residential Zone (Low Density Residential), accommodating established residential uses.
- **East:** The adjoining land to the east is vacant and unimproved, zoned General Residential Zone (Low Density Residential), and presents an opportunity for future residential development.
- **South:** Opposite Lionel Turner Drive, the land comprises various recreational facilities, including tennis courts, a dog park, a children's playground, and multiple sporting fields, all within the Recreation and Open Space Zone (Sport and Recreation).
- **West:** The site directly adjoins Bushland Beach Plaza, a retail centre offering a mix of convenience and specialty stores including a full line supermarket, serving the local community and broader catchment.

The site is mapped within the General Residential Zone (Low Density Residential Precinct) under the Townsville City Plan. Development within this zone is intended to primarily accommodate detached dwellings, while also permitting non-residential uses that support the day-to-day needs of the local community, contributing to well-serviced, accessible, and high-quality urban environments.

The site is well-serviced by existing infrastructure, with reticulated water, electricity, and telecommunications available at the Lionel Turner Drive frontage. Additionally, the site benefits from proximity to sewerage infrastructure, located along its northern, eastern, and western boundaries, facilitating efficient servicing and development feasibility.

3. DEVELOPMENT PROPOSAL

The proposal seeks to establish a mixed-use precinct at the development site, comprising two (2) buildings, across two (2) stages.

Stage One (1) includes Building One (1), located along the eastern boundary of the site, which will provide for a gym, classified as Indoor Sport and Recreation use, and a café, classified as Food and Drink Outlet use. There will be 23 car parking spaces associated with Stage One (1).

Stage Two (2) includes Building Two (2), located along the western boundary of the site, which will comprise six (6) commercial/retail tenancies, classified as either an Office or Shop use. There will be nine (9) car parking spaces associated with Stage Two (2).

For completeness, the defined uses are outlined in Table 2.

Table 2 – Defined Uses

Use	Definition
Food and Drink Outlet	Premises used for preparation and sale of food and drink to the public for consumption on or off the site. The use may include the ancillary sale of liquor for consumption on site.
Indoor Sport and Recreation	Premises used for leisure, sport or recreation conducted wholly or mainly indoors.
Office	Premises used for an administrative, secretarial or management service or the practice of a profession, where no goods or materials are made, sold or hired and where the principal activity provides for one or more of the following: <ul style="list-style-type: none">■ business or professional advice;■ service of goods that are not physically on the premises;■ office based administrative functions of an organisation.
Shop	Premises used for the display, sale or hire of goods or the provision of personal services or betting to the public.

The development site is strategically positioned to respond to demand of the growing Bushland Beach population, offering accessible services that complement the surrounding mix of land uses.

3.1. Indoor Sport and Recreation

The proposal seeks to establish an Indoor Sport and Recreation facility to operate a commercial gym, which will have a total gross floor area of 657.9m².

The typical hours of operation for the gym are 24 hours a day, seven (7) days a week.

3.2. Office or Shop

The proposal seeks to establish six (6) flexible Office or Shop tenancies, as follows:

- Tenancy One (1): 129.4m²
- Tenancy Two (2): 115.6m²
- Tenancy Three (3): 112.3m²
- Tenancy Four (4): 109.1m²
- Tenancy Five (5): 105.9m²
- Tenancy Six (6): 102.7m²

The six (6) tenancies form the entirety of Building Two (2). The specific occupant for each tenancy is yet to be determined, however these will be typical commercial and retail vendors.

The typical hours of operation for these tenancies are 9:00 to 17:00, seven days a week.

3.3. Food and Drink Outlet

The proposal seeks to establish one (1) Food and Drink Outlet, providing for a 50.9m² café. This will be located at the south-western corner of Building One (1) to provide activation to the building façade and mixed-use precinct as visitors enter the development.

The typical hours of operation for the café are 6:00 to 22:00, seven days a week.

3.4. Building Design

As aforementioned, the proposed mixed-use precinct includes two (2) buildings, that have been designed to integrate with the surrounding context, specifically the adjoining Bushland Beach Plaza and residential subdivision (TCC File Ref: RAL25/0065).

The key building design aspects of the proposal are provided at Table 3.

Table 3 – Building Design Summary

Design:	
Building Form:	<p>The proposed development comprises two (2) buildings. Each building will include a low-set, single storey form, in line with the residential nature of the surrounding Bushland Beach area.</p> <p>Building One (1):</p> <ul style="list-style-type: none">■ Gross Floor Area: 708.8m²■ Length: 39.4m■ Width: 24.8m■ Height: 6.3m <p>Building Two (2):</p> <ul style="list-style-type: none">■ Gross Floor Area: 675m²■ Length: 38m■ Width: 20.5m■ Height: 6.3m

Orientation:	<p>The development site is orientated towards Lionel Turner Drive along the southern boundary, providing the primary public interface. Each proposed building is internally oriented, with frontage and access directed towards the internal carpark area, facilitating efficient vehicular circulation and on-site functionality while maintaining a cohesive built form relationship across the development site.</p> <p>Both buildings have been located parallel along the side boundaries, being the eastern and western boundaries, to reduce the perceived intensity of the built form when viewed from Lionel Turner Drive.</p>
Setbacks:	<p>The proposed setbacks, giving effect to the proposed residential subdivision (TCC File Ref: RAL25/0065), are as follows:</p> <ul style="list-style-type: none"> ■ North / Rear Boundary (from Building One (1)): 0.8m ■ East / Side Boundary (from Building One (1)): 1.3m ■ South / Front Boundary (from Building One (1)): 2.7m ■ West / Side Boundary (from Building Two (2)): 1.5m
Materials & Finishes:	<p>The proposed buildings will feature complimentary cladding (of two types), concrete panels (of two paint finish types) and vertical screen batten to create articulation of the built form.</p>
Landscaping:	<p>Landscaping is proposed along all development site boundaries and internally throughout the site to enhance visual amenity and site integration.</p>

3.5. Access and Parking

Vehicle access to the proposed development will be facilitated via one (1) new all access vehicle crossover to Lionel Turner Drive, located on the southern boundary of the development site, providing direct access centrally to the proposed mixed-use precinct.

Internal vehicle circulation operates in a one-way clockwise manner, with vehicles entering the development site and moving in a clockwise direction through the formed carpark area before exiting the development site onto Lionel Turner Drive. This enables efficient, safe forward movement through the development site.

The formed carpark will provide 32 car parking spaces, including two (2) People with Disabilities car parking spaces, which will be designed and constructed to AS2890 Guidelines. The car parking spaces will be compliant with a width of 2.6m and length of 5.4m. The People with Disabilities car parking spaces will be compliant with a width of 2.4m and length of 5.4m, and a shared area width of 2.4m and length of 5.4m.

Pedestrian access to the development site is proposed via a footpath along the southern boundary which connects to the external pedestrian infrastructure network along Lionel Turner Drive. An internal pedestrian network is provided within the site, providing safe movement between Building One (1) and Building Two (2), connected to the external network.

3.6. Loading and Servicing

The aforementioned new all access vehicle crossover to Lionel Turner Drive has been designed to accommodate both light and heavy vehicles, including service vehicles necessary for servicing and loading requirements.

The proposed development provides a dedicated servicing and loading bay at the north-western corner of the development site. The loading bay is designed to accommodate heavy vehicles, with adequate turning areas and clear access provided by the internal circulation road, ensuring compliance with relevant design standards and minimising disruption to visitor traffic.

Waste collection will be facilitated via a dedicated and screened refuse storage areas, located by the loading bay to ensure convenient and efficient waste management for all proposed tenancies. This area is designed to accommodate standard waste collection vehicles and are sited to minimise visual impact and avoid conflict with pedestrian and vehicle movements.

3.7. Infrastructure and Servicing

An overview of the proposed infrastructure services connections and stormwater management strategies are provided at Table 4.

Table 4 - Infrastructure, Services and Assets

Aspect	Response
Water:	Water network modelling demonstrates the existing water network in Bushland Beach and the proposed water mains are adequately sized to service the proposal. Refer to the Engineering Report provided at Appendix D .
Sewer:	Sewer infrastructure assessment demonstrates the existing gravity sewer network to service the additional sewage flows from the proposal. Refer to the Engineering Report provided at Appendix D .
Stormwater Quantity:	The site has undergone bulk earthworks (TCC File Ref: 0P13/0053), to establish flood-immune pad level suitable for residential development. The raised level provides flood immunity resulting in no actionable afflux, indicating no adverse off-site impacts of stormwater quantity. Refer to the Engineering Report provided at Appendix D .
Stormwater Quality:	As the proposed development involves an urban purpose greater than 2,500m ² in size, stormwater treatment must be provided in accordance with the State Planning Policy water quality targets. The proposed development will establish an underground stormwater cartridge treatment system to manage stormwater, which will

Aspect	Response
	ensure that the water discharged from the site post-development meets the quality objectives and is therefore compliant. Refer to the Engineering Report provided at Appendix D .
Electricity, Data and Telecommunications:	The proposed development is capable of being connected to all required services and connections.
Street Tree:	The development site's frontage to Lionel Turner Drive features existing street trees planted at varying spacings, all of which will be retained as part of the proposed development. No additional street tree plantings are proposed to the Lionel Turner Drive frontage, ensuring the preservation of the existing streetscape character while maintaining sightlines and access requirements.

3.8. Supporting Information

The following technical documentation has been lodged in support of the development application.

3.8.1. Traffic

A Traffic Impact Assessment has been prepared by *Northern Consulting Engineers* at [Appendix C](#). The key findings of the report are outlined below:

- Development generated traffic associated with the use of the proposed development has been assessed and requires the installation of an All-movements intersection inclusive of a Channelised Right Turn and Auxiliary Left-turn AUL for safe traffic movement.
- Sufficient separation distance exists between the adjacent existing roundabout between Lionel Turner Drive and the access to the nearby Bushland Beach Plaza to allow the construction of the proposed intersection with the recommended AUL(s).
- Provision of connecting shared pedestrian / bicycle facilities between the proposed development and existing shared facilities are recommended to facilitate the safe and efficient movement of pedestrians and cyclists.
- Utilisation of the existing pedestrian crossing facilities east and west of the development are recommended to limit the number of conflict points along Lionel Turner Drive.
- The proposed car parking arrangement has been assessed against AS2890 and is compliant with all design aspects.

3.8.2. Civil Engineering

An Engineering Report has been prepared by *Northern Consulting Engineers* at [Appendix D](#). The key findings of the report are outlined below:

- **Lawful Point of Discharge:** It has been identified that the Lawful Point of Discharge ("LPOD") for the development has been located as the drainage easement (open channel) which adjoins the site along the northern boundary. Stormwater will be discharged via sheet flow to the LPOD.

- **Stormwater Quantity Management:** The site has undergone bulk earthworks (TCC File Ref: OP13/0053), to establish a raised, flood-immune pad level suitable for residential development. The raised level provides flood immunity resulting in no actionable afflux, indicating no adverse off-site impacts of stormwater quantity.
- **Stormwater Quality Management:** As the proposed development involves an urban purpose greater than 2,500m² in size, stormwater treatment must be provided in accordance with the State Planning Policy water quality targets. The proposed development will establish an underground stormwater cartridge treatment system to manage stormwater, which will ensure that the water discharged from the site post-development meets the quality objectives and is therefore compliant.
- **Water Network:** The existing water network currently servicing the site has sufficient capacity to service the proposed development and the proposed DN100 PVC and DN63 PE water mains in the proposed development are appropriately sized to integrate with the network.
- **Sewer Network:** The existing sewer network can service the proposed subdivision, and the additional sewage flows from the proposed development.

4. ASSESSMENT BENCHMARKS

4.1. Compliance with Assessment Benchmarks

The development application involves assessable development subject to impact assessment and, therefore, in accordance with Section 45 of the *Planning Act 2016*, the assessment of the development application is limited to:-

- the assessment benchmarks included in a categorising instrument; and
- the matters prescribed at Part 4, Division 4 of the *Planning Regulation 2017*.

4.1.1. State Planning Framework

A response to the State Government legislative framework is provided at [Appendix E](#). The response demonstrates that the development application complies with all of the applicable assessment benchmarks.

4.1.2. Local Planning Framework

A response to the Local Government planning scheme is provided at [Appendix F](#). The response demonstrates that the development application complies with all of the applicable assessment benchmarks and is consistent with the planning scheme overall.

5. KEY PLANNING MATTERS

The detailed assessment contained in the appendices demonstrates that the proposed development is consistent with the assessment benchmarks that are relevant to a development application which involves assessable development subject to impact assessment.

The following section provides further discussion regarding key aspects of the proposed development and clearly demonstrates that the proposed development is responsive to the site's context and constraints and, therefore, is an appropriate development outcome.

5.1. Strategic Framework

The strategic framework sets the policy direction for the planning scheme and forms the basis for ensuring that appropriate development occurs within the planning scheme area for the life of the planning scheme. The strategic framework includes four (4) themes that collectively represent the policy intent of the planning scheme, as follows:

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

Based on the assessment against the strategic framework detailed within [Appendix G](#), the proposed development aligns with the strategic framework and progresses the intent of the planning scheme.

5.2. Site Context

While the site is zoned Low Density Residential, it is uniquely positioned between primarily non-residential uses, including directly adjoining the Bushland Beach Plaza to the west, Bushland Beach Park to the south (across Lionel Turner Drive), and Townsville City Council's stormwater reserve to the north. Figure 1 illustrates the location of other existing non-residential land uses along Lionel Turner Drive, which are predominantly community serving and demonstrate the accessibility and convenience supported by a frontage along Lionel Turner Drive.

Further to this, the site is proposed to be developed beyond what is outlined in this development application, with a development application (TCC File Ref: RAL25/0065) currently being assessed by Townsville City Council seeking reconfiguring a lot from one (1) lot into 81 lots. This proposed subdivision provides for the creation of 80 residential lots and one 'Future Development Parcel', being the development proposed in this development application. This residential development forms the area to the north and east of the proposed mixed-use precinct. This proposed development benefits from the Applicant delivering the anticipated residential development as it is intended to deliver the residential development alongside the mixed-use precinct. Future residents will be purchasing or renting properties with the knowledge of the mixed-use precinct, which provides them with high-quality, accessible amenities and services.

The site context, together with an absence of off-site amenity impacts as discussed below, demonstrated that on balance the proposed development is a logical land use planning outcome and acceptable.

5.3. Suitability of Proposed Land Uses

The proposed development involves establishing a mixed-use precinct, comprising six (6) commercial or retail tenancies, a café, and a gym, on the site which is located within the Low Density Residential Zone.

Overall Outcome (3)(h) of the *Low Density Residential Zone Code* states, *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*. Compliance with Overall Outcome (3)(h) is demonstrated by the unique characteristics of the site and wider development, and its integration with the surrounding area, as detailed as follows:

- The proposed development utilises a site with direct access to Lionel Turner Drive, a Sub-Arterial Road, providing efficient connectivity while being easily accessible to local residents within the community and avoiding impacts on local residential streets;
- The development site adjoins large areas of open space with Bushland Beach Park to the south (across Lionel Turner Drive);
- The development site primarily adjoins a new transport corridor to the north, based on the proposed residential subdivision under the development application currently being assessed by Townsville City Council (TCC File Ref: RAL25/0065). There will be an interface with the proposed allotment 9 of this proposed residential subdivision, however the proposed building will be appropriately setback;
- The proposed development is strategically and appropriately located beside the existing Local Centre for Bushland Beach to ensure it does not impact the role and function of this centre as it provides for complementary land uses, adding to supply to fulfill a latent and growing demand in the locality. The tenancy sizes ensure that the proposed development will not compete with the adjoining Bushland Beach Plaza, particularly the full line supermarket;
- Each of the proposed land uses directly service the day-to-day convenience needs of the immediate local community, particularly the gym as there is only one (1) known comparable facility (of a smaller scale). The provision for smaller tenancy sizes make them suited to small scale offices, such as accountants or doctors, and retail, such as a newsagent, which are all uses that provided local services and do not attract out of catchment visits;
- The proposed built form reflects the low density scale and character of the area, being one (1) storey in height, incorporating visually cohesive materials of a colour palette that is appropriate for a residential context;
- The architectural design is supported by landscaping to soften the visual impact of the built form, provide the screening of servicing areas, and integrate with the character of the surrounding area;
- The proposed buildings have been located and oriented to reduce their perceived bulk when viewed from Lionel Turner Drive, with a maximum building length along the frontage of 24.8m;

- The proposed development is able to accommodate sufficient car parking for the expected demand of the land uses to ensure there is no impact on the transport network and on-street car parking;
- The proposed development supports the growing population of Bushland Beach, including the anticipated future residents of the proposed 80 lot residential subdivision adjoining the mixed-use precinct;
- The site is identified as unconstrained under the relevant planning overlay mapping, with no significant ecological, topographical, or environmental constraints limiting its suitability for development.

Further to the above, the proposal is consistent with Performance Outcome P018 of the *Low Density Residential Zone Code*, that states:

Non-residential uses are established only where:

- compatible with local character and amenity;*
- limited in scale and supporting the day-to-day needs of the local community; and*
- not impacting on the role and function of the city's network of centres or more appropriately located in another zone.*

Compliance with Performance Outcome P018 is demonstrated by the aforementioned discussion, in addition to the following:

- The proposed development is compatible with the local character and amenity as it of a low profile design, limited to one (1) storey), with variation of materials used to provide articulation;
- The proposed land uses are appropriate for the locality and support the day-to-day needs of the existing and future local community without saturating the area;
- The proposed development does not impact or undermine the role and function of Bushland Beach's sole Local Centre, as it directly adjoins and integrates with it by providing smaller scale tenancies and the alternative land use of a gym;
- The proposed buildings have been located and oriented to ensure level of amenity is maintained, orienting the buildings into the development site to avoid overlooking and maintain privacy;
- The proposed land uses are not considered to result in excessive noise, beyond what is anticipated in the Low Density Residential Zone; and
- The proposed development is not considered to result in adverse odour and emissions.

Based on the above, the proposed development complies with the relevant outcomes prescribed under the *Low Density Residential Zone Code*.

5.4. Built Form and Design

Performance Outcome P020 of the *Low Density Residential Zone Code*, that states, *[d]evelopment is of a house compatible scale*. Compliance with Performance Outcome P020 is achieved as outlined in the assessment below.

The proposed development includes two (2) buildings with centrally located vehicle access off Lionel Turner Drive into the manoeuvring and parking area. The low-rise built form,

restricted to one (1) storey, is compatible with the Low Density Residential Zone to ensure amenity impacts are minimised.

The proposed buildings are oriented and located to reduce the perceived bulk when reviewed from Lionel Turner Drive, as they are located along the side boundaries and oriented inward to ensure the shortest building length is visible from the public realm.

The building design features a variety of materials and colours, integrated with signage along the facades, to create a high-quality, articulated built form that contributes to the amenity of the area. The choice in materials and colours have considered that locality and character, as demonstrated in Figure 4.



Figure 4 – Proposed Built Form (source: CPO Architects)

The proposed development incorporates landscaping, specifically along the boundaries and within the car park, to reduce the perceived dominance of the built form. Ample landscaping is proposed, with a landscaped area of 771m², comprising 21% of the development area. The proposed landscaping will provide screening of the built form, while positively contributing to the streetscape of Lionel Turner Drive.

Whilst the proposed development is not a multiple dwelling, residential care facility or retirement facility development and is not required to consider the Acceptable Outcomes related to site cover and building setbacks, it is noted that the proposed development is generally compliant with site cover and building setbacks prescribed in the Low Density Residential Zone.

Acceptable Outcome A022 seeks a building design of a site cover that does not exceed 65% of the development site area. The proposed development results in a site cover of 36%, significantly less than the prescribed maximum, further mitigated by the separation of the two (2) buildings to reduce the perceived bulk of the built form. This aligns with the intent of the Low Density Residential Zone, maintaining the desired open space and character of the area.

Acceptable Outcome A023.1 seeks a minimum front boundary setback of 3m, which the proposed development generally achieves with the proposed buildings setback between 2.7m and 8m from the front boundary (to Lionel Turner Drive). The portion of the building that does not achieve a setback of 3m is limited to a small portion of the corner of Building One (1) due to the logical orientation of the building to the irregularly shaped allotment.

Following the proposed subdivision sought under aforementioned development application (TCC File Ref: RAL25/0065), a secondary frontage will be established and there will be a second front boundary. Building One (1) will not achieve the front boundary setback to the new transport corridor, as it is setback 0.8m from the northern boundary. This is a technical non-compliance, as it relies on the property boundary resultant from the proposed subdivision sought under aforementioned development application (TCC File Ref: RAL25/0065). The Applicant acknowledges the reduced setback and accepts that this will integrate with the future adjoining residential development, as it directly adjoins a new transport corridor.

Acceptable Outcome A023.3 seeks a minimum side boundary setback of 2m, which the proposed development infringes with Building One (1) setback 1.3m from the eastern side boundary and Building Two (2) setback 1.5m from the western side boundary. It is acknowledged that Building One (1) does not achieve the typical side boundary, however this is a technical non-compliance, as it relies on the property boundary resultant from the proposed subdivision sought under aforementioned development application (TCC File Ref: RAL25/0065). The Applicant acknowledges the reduced setback and accepts that this will integrate with the future adjoining residential development.

Further, Building Two (2) does not achieve the typical side boundary setback of 2m, however this is acceptable as it adjoins the hardstand carpark of the adjoining property, providing for the Bushland Beach Plaza, and is therefore well separated from the nearest building.

Based on the above, the proposed development is compatible with the intent and character of the Low Density Residential Zone.

5.5. Hours of Operation

The proposed development stipulates the following hours of operation:

- Gym (Indoor Sport and Recreation): 24 hours a day, seven (7) days a week
- Café (Food and Drink Outlet): 6:00 to 22:00, seven days a week
- Commercial and Retail Tenancies (Office and Shop): 9:00 to 17:00, seven days a week

For the purpose of this assessment, the proposed hours of operation of the commercial and retail tenancies are appropriate, particularly given the location of the development site in relation to the Bushland Beach Plaza. The proposed hours of operation of the café will not adversely impact on the amenity or privacy of the Low Density Residential Zone, as the café is located to the south-eastern corner of the development site with generous setbacks to anticipated future residential uses.

As is often the case with gyms, the proposed hours of operation are 24 hours a day, seven (7) days a week, which is acceptable as the location of Building One (1) will screen the car park to reduce noise emissions from users and vehicle movements. Further to this,

Building One (1) does not include windows along the building façade adjoining the future residential development which will ensure noise does not project from the gym.

The proposed loading bay adjoins proposed allotment 9 of the proposed residential subdivision under the development application currently being assessed by Townsville City Council (TCC File Ref: RAL25/0065). Servicing can be managed to ensure there is no amenity impact, including limiting frequency and timing of servicing to during the daytime in the week.

Where required, acoustic attenuation can be provided to mitigate potential amenity impact, particularly along the northern boundary to the proposed residential subdivision.

All outdoor lighting will and can be conditioned to comply with AS4282 - Control of the Obtrusive Effects of Outdoor Lighting, preventing light spill onto adjoining properties.

5.6. Transport

The proposed development includes one (1) new vehicle crossover to Lionel Turner Drive, which will be the sole access, that will be constructed in accordance with Townsville City Council's Development Manual Planning Scheme Policy.

Internal vehicle circulation operates in a one-way clockwise manner, with vehicles entering the development site and moving in a clockwise direction through the formed carpark area before exiting the development site onto Lionel Turner Drive. This enables efficient, safe forward movement through the development site.

The formed carpark will provide 32 car parking spaces, including two (2) People with Disabilities car parking spaces, which will be designed and constructed to AS2890 Guidelines. Table 5 outlines the car parking requirements for the proposed development. Technically a total of 30 car parking spaces is required, however this does not address the Indoor Sport and Recreation use which is subject to the accommodating the amount of vehicle traffic likely to be generated.

The proposed development provides sufficient car parking, particularly in relation to the Indoor Sport and Recreation use, as the proposed land uses will generate vehicle traffic at different periods of the day. Further to this, it is anticipated that vehicle movements will not be as high as they would typically be for a mixed-use precinct due to the directly adjoining future residential development.

Table 5 – Parking Assessment

Use	Parking Rate
Food and Drink Outlet	<ul style="list-style-type: none">■ One (1) space per 10m² of GFA available to the public (including outdoor dining);■ One (1) space per 50m² of GFA for food preparation; and■ One (1) space per 100m² of GFA used for storage.
Indoor sport and recreation	Sufficient spaces to accommodate the amount of vehicle traffic likely to be generated by the particular use.

Office	One (1) space per 30m ² of GFA.
Shop	<p>One (1) space per 25m² of total retail area* available to the public and one (1) space for each 100m² of total storage GFA.</p> <p>*The total retail area available to the public excludes:</p> <ol style="list-style-type: none"> building services, plant and equipment; access between levels; ground floor public lobby; a mall; and the parking, loading and manoeuvring of motor vehicles.
Total	<u>30 car parking spaces</u>

Pedestrian access to the development site is proposed via a footpath along the southern boundary which connects to the external pedestrian infrastructure network along Lionel Turner Drive. An internal pedestrian network is provided within the development site, providing safe movement between Building One (1) and Building Two (2), connected to the external network.

As outlined in the Traffic Impact Assessment at **Appendix C**, the proposed development is anticipated to generate a weekday peak traffic volume of 229 vehicles per hour.

The Traffic Impact Assessment, at **Appendix C**, provides support for the proposed development, subject to the following mitigation:

- Installation of an all-movements intersection inclusive of a CHR(s) and AUL(s) to safely and efficiently move traffic in and out of the proposed development; and
- Integration of the proposed pedestrian and bicycle facilities with the existing network.

5.7. Landscaping

The proposed development will provide for landscaping, specifically within the verge profile and provision of street trees, in accordance with Townsville City Council's Development Manual Planning Scheme Policy. A standard condition can be imposed on the development approval to ensure compliance.

The overall landscape character intent for the proposed development is demonstrated in the renders provided in the Proposal Plans at **Appendix B**, as shown in Figure 5. This intent ensures both functional and visual integration of landscaping elements into the broader urban design framework.



Figure 5 – Proposed Landscaping (source: CPO Architects)

5.8. Flood Hazard

The site is located within the Flood Hazard Overlay, encompassing areas identified as low, medium, and high hazard zones, as per the Townsville City Plan interactive mapping system.

As part of the approved development (TCC File Ref: OP13/0053), the site has undergone bulk earthworks to establish a raised, flood-immune pad level suitable for the proposed development. The approved earthworks plan under OP13/0053 specifies the use of engineered fill to achieve a finished surface level with a maximum RL of 5.148, ensuring compliance with flood immunity requirements. The site has been graded to fall from south to north at a 1 in 200 slope, directing surface water towards the dedicated drainage corridor along the

northern boundary, ensuring effective stormwater management. It is understood that the earthworks have been completed in accordance with the approved development plan.

Furthermore, discussions during pre-lodgement meeting PLM24/0193 between Council and the applicant confirmed that the works completed under OP13/0053 provide 1% AEP flood and storm tide immunity. As such, a flood impact assessment is not required as part of this application.

This is further supported by the Engineering Report provided at [Appendix D](#).

5.9. Other Relevant Matters

This development application is subject to impact assessment. Section 45(5)(b) of the *Planning Act 2016* notes that "an impact assessment is an assessment that... may be carried out against, or having regard to, any other relevant matter...".

Several other relevant matters are discussed within this report. For clarity, these are summarised below:

- This development application has demonstrated that the proposed development has been designed to minimise adverse impacts on adjoining sensitive uses, and can otherwise condition be mitigated through an appropriate condition of the approval;
- Whilst located in the Low Density Residential Zone, the site is primarily adjoined by non-residential uses;
- The proposed development is strategically and appropriately located beside the existing Local Centre for Bushland Beach to ensure it does not impact the role and function of this centre as it provides for different uses and tenancy sizes, whilst acknowledging that the growing population of Bushland Beach requires further amenities and services; and
- Each of the proposed land uses directly service the day-to-day convenience needs of the immediate local community, particularly the gym as there is only one (1) known comparable facility (of a smaller scale). The provision for smaller tenancy sizes make them suited to small scale offices, such as accountants or doctors, and retail, such as a newsagent, which are all uses that provided local services and do not attract out of catchment visits.

6. CONCLUSIONS AND RECOMMENDATION

This town planning report has been prepared by *Property Projects Australia Pty Ltd* on behalf of *Swanland Group Pty Ltd* ("the applicant") in support of a development application lodged over land located at 10-32 Lionel Turner Drive, Bushland Beach QLD 4818 being more formally described as Lot 2 on SP218628.

Specifically, this development application seeks a development approval for the following aspect:-

- Development Permit for Material Change of Use – Food and Drink Outlet and Indoor Sport and Recreation (Stage One (1)); and
- Development Permit for Material Change of Use – Office and Shop (Stage Two (2)).

This town planning report demonstrates that the development application complies with the relevant acceptable outcomes or performance outcomes of the assessment benchmarks or achieves compliance with the purpose and overall outcomes of the assessment benchmarks.