SURVEYING
TOWN PLANNING
PROJECT MANAGEMENT
MAPPING & GIS

brazier motti

DEVELOPMENT APPLICATION SEEKING A DEVELOPMENT PERMIT FOR:

Reconfiguring a Lot (One (1) Lot into Four (4) Lots and New Road) combined with Material Change of Use (Retirement Facility)

on behalf of
PARKSIDE DEVELOPMENT PTY LTD

at
33 UNIVERSITY ROAD, ANNANDALE

on
LOT 1 ON SP343205

PARKSIDE DEVELOPMENT

Brazier Motti have prepared this report for the sole purposes of Parkside Development Pty Ltd for the specific purpose of a Development Application seeking a Development Permit for Reconfiguring a Lot (One (1) Lot into Four (4) Lots and New Road) combined with Material Change of Use (Retirement Facility) at 33 University Road, Annandale.

In preparing this report we have assumed that all information and documents provided to us by others, such as the client, other consultants acting on the client's behalf or government agencies, to be complete, accurate and current.

Signed on behalf of Brazier Motti Pty Ltd

EMMA STAINES
Town Planner
Brazier Motti Pty Ltd

Signed by reviewer

ANNE ZAREH
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1.0 INTRODUCTION

This town planning report has been prepared on behalf of the Applicant, Parkside Development Pty Ltd, in support of a Development Application seeking a Development Permit for Reconfiguring a Lot combined with Material Change of Use, to establish a Retirement Facility at 33 University Road, Annandale.

The development application is made in accordance with section 51 of the *Planning Act 2016* and contains the mandatory supporting information specified in the applicable development application form (version 1.6), included in ***Appendix A.***

The subject site is located within the Townsville City Council local government area and the applicable planning scheme for use by the Assessment Manager is the Townsville City Plan 2014 (Version 2024/01) ("the Planning Scheme").

In accordance with the Planning Scheme, the application is subject to impact assessment and therefore public notification is required.

To assist in Council's determination of this development application, this planning report covers the following matters:

Section 2:- A site description including the site characteristics and its immediate surrounds.

Section 3:- A detailed description of the development proposal.

Section 4:- A review of the relevant legislation provisions.

Section 5:- A review of the planning framework.

Section 6:- An assessment of the proposal against the Townsville City Plan, 2014.

Section 7:- Conclusion and recommendation.

2.0 THE SUBJECT SITE

The subject site is land at 33 University Road, Annandale, formally described as Lot 1 on SP343205, and comprises a total area of 19.58ha. The certificate of title confirming ownership of the site by Parkside Development Pty Ltd is included ***Appendix B.***

Figure 1 below shows an aerial image of the subject site and its immediate surrounds. It is bound by Stuart Drive and vacant Lot 2 on SP343205 to the north-east, University Road to the south, Shanahan Drive to the west, and Gartrell Drive to the north-west.

Figure 1: Aerial image of the subject site and immediate surrounds

Source: Queensland Globe, 2024

Stuart Drive forms part of the Townsville Connection Road which is currently under construction and is being upgraded to dual lanes between University Road and Bowen Road Bridge. Completion of the work is expected in mid-2025, weather and construction conditions permitting. The upgrades also include:

- Replacement of the roundabout at the Townsville Connection Road and Mervyn Crossman Drive/Fairfield Waters Drive with a signalised intersection;
- Signalisation of the Gartrell Drive and Kokoda Street intersections to allow safer side street access; and
- Safety upgrades for pedestrians and bicycle riders, including wider paths, better connections, and safer crossings.

The site is burdened by one (1) easement as referenced in Table 1. The Smart Map and survey plan are included in ***Appendix B*** which confirm the site area, tenure and surrounding cadastre.

Table 1 – Easement Schedule

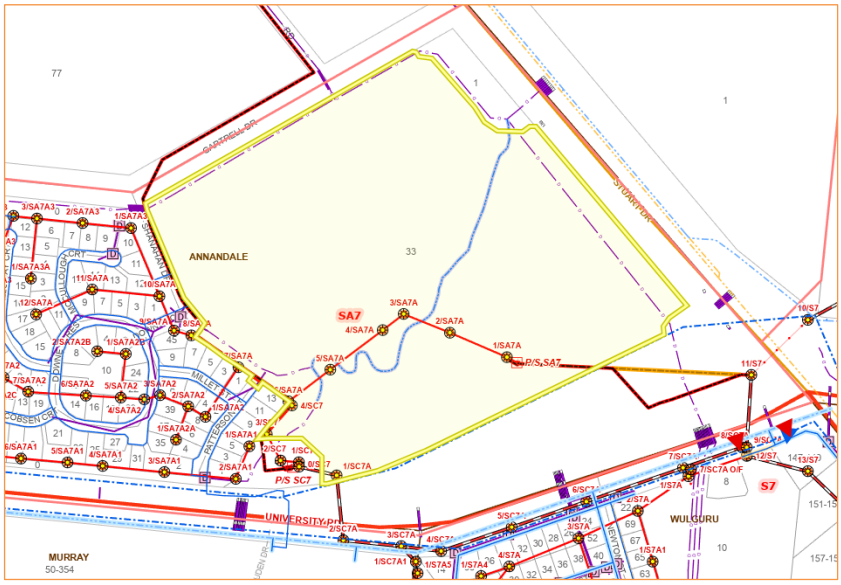
Easement	Burdening	Type	Entity	Purpose
A on SP327484	Lot 1	In Gross	Townsville City Council	Wastewater Infrastructure

The land falls from west to east toward Stuart Drive and contains dense vegetation of no State significance. A water course traverses the subject site, discharging to the east towards Stuart Drive.

The site is connected to Council's reticulated water, sewer and stormwater networks as confirmed in *Figure 2*. A 900 PVC water main is located along the southern boundary of the development site. A 300 Polypipe sewer pressure

main (1252232) is located along the western boundary of the site and along the Shanahan Road frontage. Stormwater infrastructure is located at each road frontage and drainage systems exist throughout the site, including the watercourses. An open drain is located along the north-western boundary of the site parallel to Gartrell Drive, discharging flows to the same culvert under Stuart Drive.

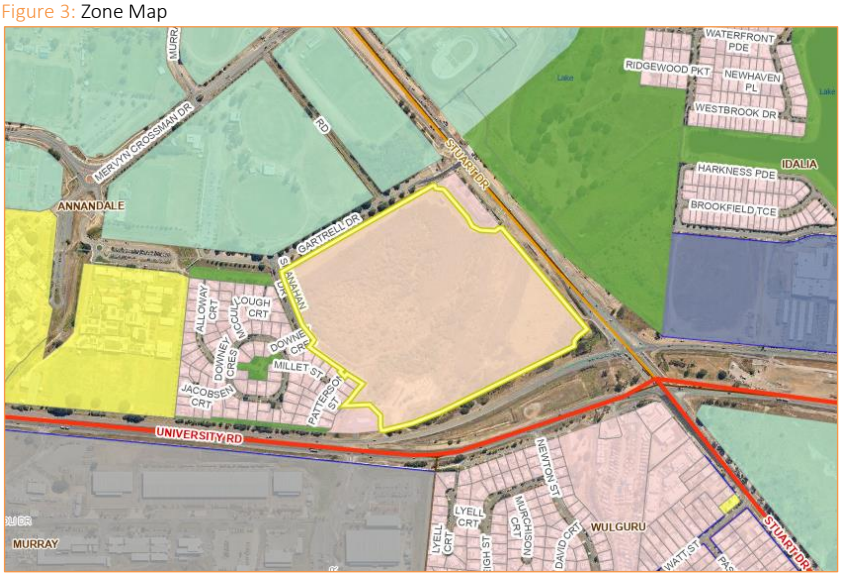
Figure 2: Townsville City Council services



Source: TownsvilleMAPS – Community, 2024

The land is wholly contained within the low density residential zone for the purposes of the Planning Scheme. *Figure 3* shows an extract of the Planning Scheme zone map.

Figure 3: Zone Map



Source: Townsville City Plan, 2014

Overall, the pattern and zoning of development, in the vicinity of the site, is characterised by low density residential development. This comprises mainly single detached dwellings directly west and south adjacent to University Drive. Sports and recreation facilities and open space are to the north and east (Football Clubs, Pony Club), and community facilities such as Southern Cross Catholic College exist within the locality to the west.

3.0 THE PROPOSAL

This development application is seeking a Development Permit for Reconfiguring a Lot combined with Material Change of Use, to allow the orderly development of a large site within an existing urban footprint.

3.1 RECONFIGURING A LOT

To rationalise the existing tenure arrangement, the application seeks a Development Permit for Reconfiguring a Lot, one (1) lot into four (4) lots which will be developed on over time. It includes the creation of one (1) new road to service the proposed lots.

The proposed reconfiguration is shown on the proposal plan included in ***Appendix C***, prepared by Brazier Motti. It depicts the creation of Lots 1 – 4 cancelling Lot 1 on SP343205. It includes new road which is an extension to the eastern leg of the Shanahan Drive and Downey Crescent roundabout. A summary of the reconfiguration is provided in Table 2.

Table 2 – Proposed Reconfiguration

Lot	Area	Easements (Existing/Proposed)
New Road	8,693m^2	N/A
Proposed Lot 1 (Retirement Facility)	6.228ha	N/A
Proposed Lot 2	2.259ha	Easement A (Access and Utilities) – Existing
Proposed Lot 3	5,610m^2	Easement A (Access and Utilities) – Existing
Proposed Lot 4	9.660ha	N/A

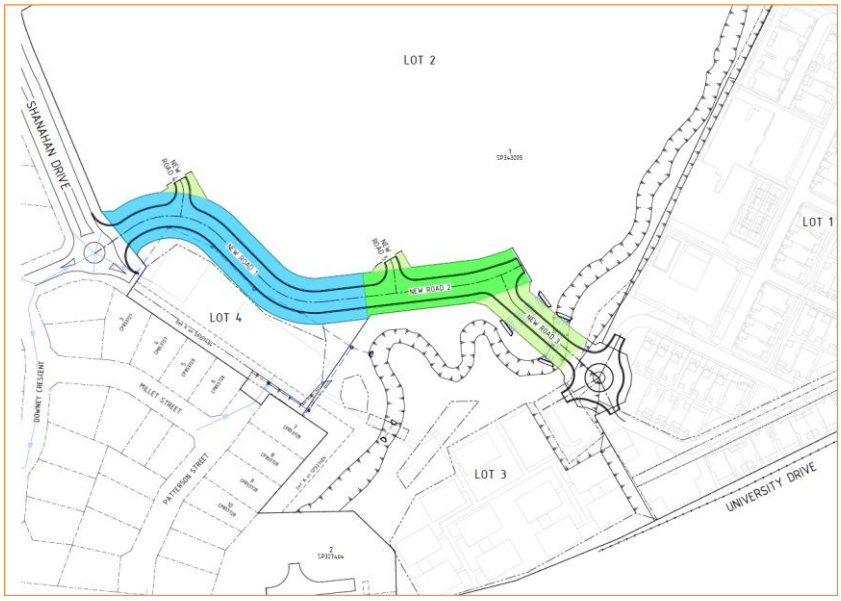
Proposed Lot 1 has dual road frontage to University Drive and Stuart Drive and access is afforded via a roundabout at the end of the proposed new road extending from Shanahan Drive which connects to Gartrell Drive and ultimately Stuart Drive.

Proposed Lot 2 has frontage to University Drive and the new road. Proposed Lot 3 adjoins existing residential development to the south and will have frontage to the new road. Proposed Lot 4 is bound by road on three sides including Gartrell Drive, Shanahan Drive and the proposed new road. Access locations arrangements for Lots 2 – 4 will be confirmed in the future when a land use outcome is committed to for each site.

The proposed new road was designed by Northern Consulting Engineers and will be constructed in accordance with TCC standard drawings. It extends to the east from the existing roundabout at the intersection of Shannahan Drive and Downey Crescent. This road extension from the existing roundabout up to the crossing of the drainage feature will be a minor collector road. The roadway required from the culvert crossing of the drainage feature is an Access Street and a roundabout is proposed on the eastern side of the drainage crossing to access Lots 1 and 2.

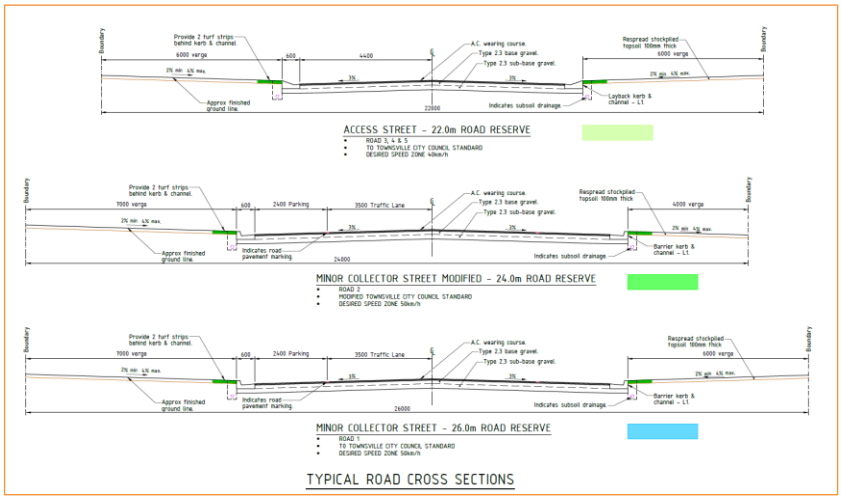
The road design and road cross sections are shown in *Figures 4* and *5* below which are extracted from Drawing PARK0014/A05 in Appendix i of the Engineering Report in ***Appendix E***.

Figure 4: Road design



Source: Engineering Report prepared by Northern Consulting Engineers

Figure 5: Road cross sections



Source: Engineering Report prepared by Northern Consulting Engineers

3.2 MATERIAL CHANGE OF USE

This application seeks a Development Permit for Material Change of Use for a retirement facility comprising 159 units and associated ancillary state-of-the-art social, leisure and sporting facilities.

3.2.1 Definition of Proposed Use

In accordance with Schedule 1.1 of the Planning Scheme, the proposed development is defined as follows:

Retirement Facility:

> *A residential use of premises for an integrated community and specifically built and designed for older people.*
>
> *The use includes independent living units and may include serviced units where residents require some support with health care and daily living needs.*
>
> *The use may also include a manager's residence and office, food and drink outlet, amenity buildings, communal facilities and accommodation for staff.*

3.2.2 Proposed Development

The retirement facility is situated in the south-east corner of the subject site, contained within proposed Lot 1. The development will assist in relieving the pressures currently being faced by local and state governments, to provide additional housing. The retirement facility offers a higher density living arrangement with high end facilities to encourage people to move out of single detached dwellings. This village offers a lifestyle built on convenience and community.

The retirement facility comprises 159 units, 65 of which are provided across 2 apartment buildings and the other 94 are detached villas. Descriptions of each are provided below.

Apartments

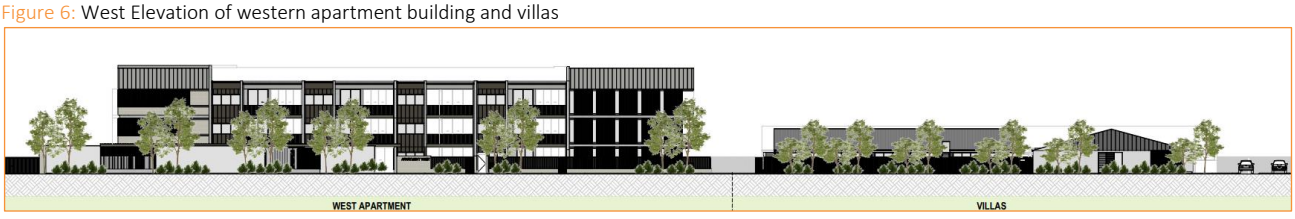
Two apartment buildings are proposed on site, one in the west overlooking the natural drainage course and balance Lot 3. The other building is sited in the northern corner of the development site fronting Stuart Drive.

Six different variations of units are proposed within the apartment buildings ranging from 75m^2 to 128m^2 in Gross Floor Area (GFA) to ensure a wide variety of housing choice is being offered to the community, at different price points. The units include 1, 2- and 3-bedroom variations combined with 1.5, 2- and 2.5-bathroom variations.

The ground floor apartments are provided ample open space comprising a patio and a low maintenance yard. The apartments on levels 1 and 2 have balconies that are a minimum of 16m^2 in area.

The apartment buildings are three (3) storeys in height and incorporate a contemporary design. *Figures 6* and *7* depict the scale of the apartments in comparison to the villas.

Figure 6: West Elevation of western apartment building and villas



Source: Cottee Parker

Figure 7: Artist impression – Aerial view of Retirement Village

Source: Cottee Parker

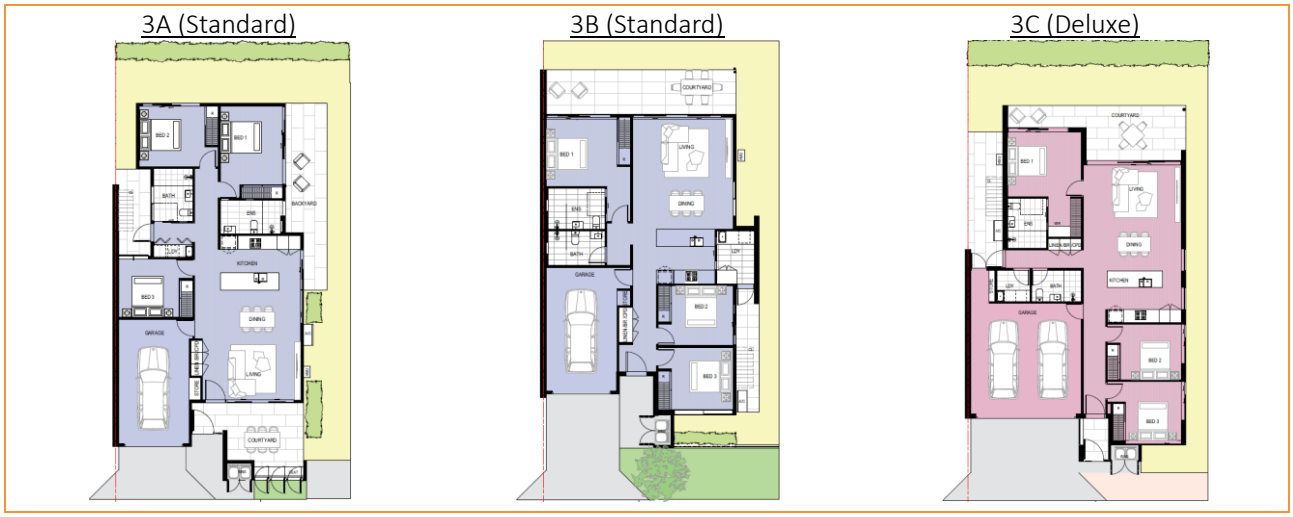
For details on the apartment floors plans, roof plans and elevations, refer to the architectural drawings included in ***Appendix D.***

Villas

Six different variations of villas are proposed (*Figure 8*) across the site ranging from 105m^2 to 168m^2 in GFA to ensure a variety is being provided, as with the units in the apartment buildings. They include 2- and 3-bedroom variations combined with 1, 1.5- or 2-bathroom variations. Some have yards located at the front of the villa and others at the rear.

They are low rise and of a scale that is consistent with the adjoining low density residential uses to the west of the proposed development. The villas incorporate a contemporary design and are sited to respond to local climate conditions.

Figure 8: Villa floor plan – all types



Source: Cottee Parker

The village incorporates a community centre that will accommodate a range of activities, interactions and events. Upon arrival, the centre has a pick up/ drop off zone, mobility scooter parking and an awning over the main entrance (*Figure 9*).

Figure 9: Artist impression of community centre entrance

Source: Cottee Parker

The floor plan of the community centre includes:

- Administration desk
- Parcel room
- Manager's office
- Kitchenette/staff lunch room
- Meeting room
- 2 multi-purpose rooms
- Gym/fitness studio
- Cinema
- Amenities
- Entertainment
- Virtual golf room
- Library/ seating room
- Residents lounge
- Café
- Dining room/ bar
- Front of house and back of house kitchens

- Billard room
- Games room

Outside, the large central courtyard is complimented with:

- Swimming pool
- Pool deck
- Outdoor shower
- Outdoor barbeque area

The centre is provided with appropriately serviced with a large bin room, refuse loading bay, storage rooms, services and plant rooms and fire tank / pump.

In addition to the community centre, the retirement village provides a range of other recreational opportunities for its residents including:

- Pickleball courts and bocce lawn
- Internal parks and open space
- Outdoor barbeque space on the eastern side of the northern apartment building
- Dog grooming park
- Dog off leash park
- Chook pen and community garden
- Resident workshop & maintenance shed

A secure fence is proposed to be provided around the perimeter of the development site, and controlled entry points at each driveway entrance to maintain a high level of security for the residents and their guests.

Access, Internal Road Network and Parking

Access to the site is provided directly off the eastern and southern legs of the new roundabout constructed as part of the road extension from the Shanahan Road/Downey Crescent roundabout.

The internal road network is shown in *Figure 10* and comprises roads (grey) and shared zones (orange). The road design is generally a grid in pattern and arranged to provide efficiency and connectivity across the site. The network will be a low-speed environment and will incorporate directional signage and pavement marking to delineate direction of traffic entering, exiting and manoeuvring the site.

Figure 10: Site Plan and Internal Road Network

Source: Cottee Parker

125 car parks are provided on site, exclusive of the garages and driveways provided to each villa. In addition, 14 bays have been dedicated for caravans and boats including 1 wash bay.

Water and Sewer Infrastructure

An Engineering Report was prepared by Northern Consulting Engineers, dated 13 December 2024 and is included in ***Appendix E***. The report demonstrates how the development will connect to Council's reticulated water and sewer networks, achieve stormwater drainage requirements, and connect to electrical and telecommunications networks.

The development will be serviced by the existing reticulated water mains in Patterson Street and Shanahan Drive and via a new water main to be built within the new road. A new gravity sewer main will be constructed and connect to the existing manhole 1/SC7A at the south west of the site.

A Water Supply and Sewerage Network Planning Report was prepared DPM Water which determined that the existing infrastructure is adequate to accommodate the additional demand generated by the proposed development and no upgrades are required. A copy of the water supply and sewerage planning report is included in Appendix v of the Engineering Report.

Stormwater Infrastructure

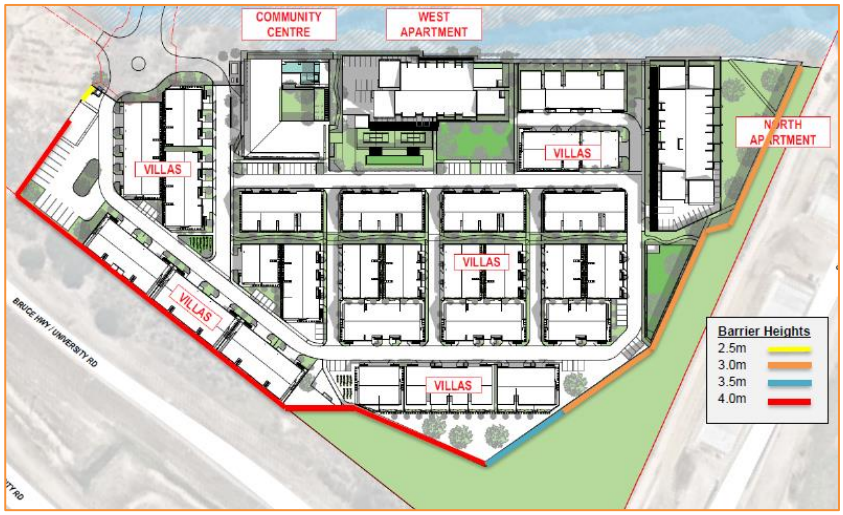
An underground pit and pipe network is proposed to be constructed to allow conveyance of local run-off within the site to legal points of discharge with surcharge flows to be conveyed overland in the roadways and open corridors. Overbank widening of the drainage corridor and detention storage is proposed to manage and mitigate stormwater flows, post development.

Stormwater quality is demonstrated to be mitigate through a treatment train and utilising best practice stormwater quality improvement devices. The primary stormwater quality measures utilised include a bioretention device with a minimum area of 600m^2 and wetlands with minimum areas of 1,000m^2 each. Refer to drawing PARK0014/A06 for the location of the bioretention and wetlands which are proposed to be designed in accordance with the Stormwater quality section of the development manual planning scheme policy. For further information regarding stormwater drainage, quantity and quality management, refer to Section 3.0 of the Engineering Report.

Acoustic Barrier

The development will be screened by an acoustic barrier given the location of the site on the corner of two major transport routes. The barrier will vary in height from 2.5m in some locations to 4m in others demonstrated in *Figure 11*.

Figure 11: Noise Barrier Design – Fence heights

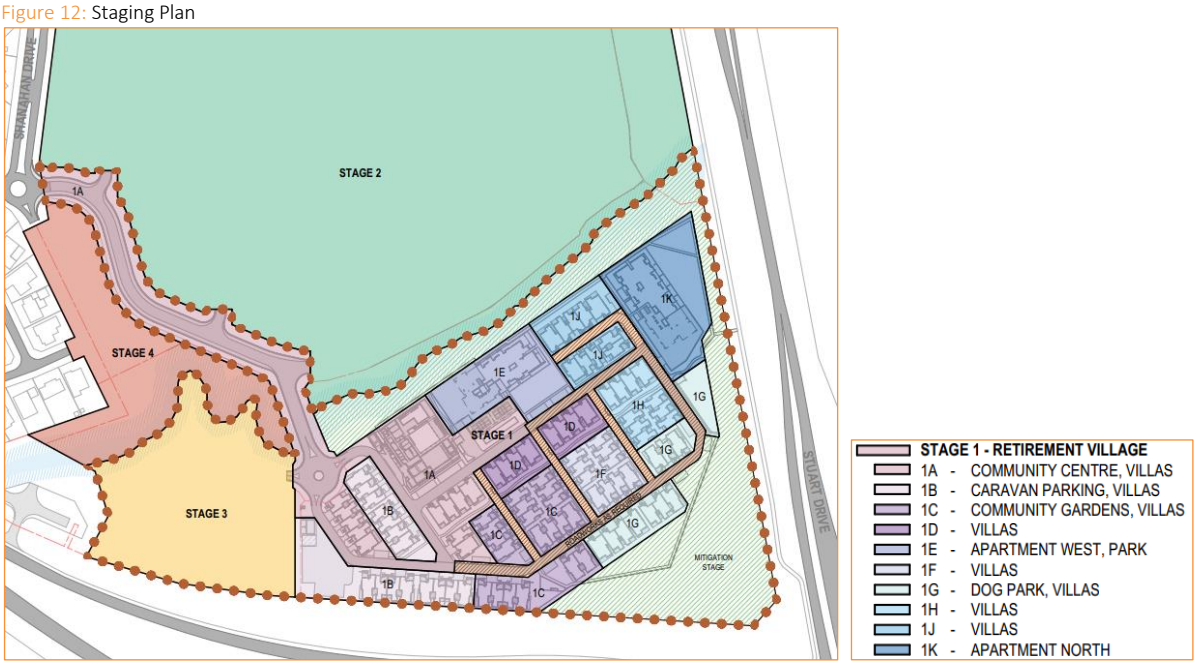


Source: Simpson Engineering Group

Staging

The retirement village will be delivered over multiple stages (Stage 1A to 1K) to maintain commercial viability. The staging is represented on drawing SDA-2802 included in the development plans prepared by Cottee Parker in ***Appendix D***. It is shown in *Figure 12 below* and should be noted, is indicative only. Staging may be subject to change as detailed design progresses.

Figure 12: Staging Plan



Source: Cottee Parker

3.3 DEVELOPMENT PLANS

The proposed development is illustrated in the proposal plans listed in Table 3, prepared by Cottee Parker and included in ***Appendix D.***

Table 3 – Development Plans

Plan Name	Plan No.	Revision No.	Revision Date
Master Plan			
Title Sheet	A-0001	P01	11/12/2024
3D Render – Site	A-0201	P01	11/12/2024
3D Render – Residential	A-0202	P01	11/12/2024
3D Render – Community Centre	A-0203	P01	11/12/2024
Development Summary	A-0601	P01	11/12/2024
Marco Plan	A-1001	P01	11/12/2024
Location Plan	A-1002	P01	11/12/2024
Site Plan – Site Reconfiguration	A-1003	P01	11/12/2024
Site Plan – Retirement Village	A-1004	P01	11/12/2024
Master Plan – Retirement Village	A-1005	P01	11/12/2024
Materials and Finishes	A-2801	P01	11/12/2024
Staging and Site Cover	A-2801	P01	11/12/2024
Streetscape – West Elevation	A-3001	P01	11/12/2024
Streetscape – East Elevation	A-3002	P01	11/12/2024
Streetscape – South Elevation	A-3003	P01	11/12/2024
Streetscape – North Elevation	A-3004	P01	11/12/2024

Site Sections	A-3101	P01	11/12/2024
Site Sections	A-3102	P01	11/12/2024
Community Centre			
Community Centre Floor Plan	B-2001	P01	11/12/2024
Community Centre Roof Plan	B-2002	P01	11/12/2024
Community Centre Elevations	B-3001	P01	11/12/2024
Community Centre Sections	B-3101	P01	11/12/2024
Apartments			
Apt West – Ground Floor Plan	C-2001	P01	11/12/2024
Apt West – Typical Floor Plan	C-2002	P01	11/12/2024
Apt West – Roof Plan	C-2003	P01	11/12/2024
Apt West – Elevations	C-3001	P01	11/12/2024
Apt West – Sections	C-3101	P01	11/12/2024
Apt North – Ground Floor Plan	D-2001	P01	11/12/2024
Apt North – Typical Floor Plan	D-2002	P01	11/12/2024
Apt North – Roof Plan	D-2003	P01	11/12/2024
Apt North – Elevations	D-3001	P01	11/12/2024
Apt North – Sections	D-3101	P01	11/12/2024
Villas			
Villa Floor Plan & Elevation – 2A	E-2001	P01	11/12/2024
Villa Floor Plan & Elevation – 2B	E-2002	P01	11/12/2024
Villa Floor Plan & Elevation – 2C	E-2003	P01	11/12/2024
Villa Floor Plan & Elevation – 3A	E-2004	P01	11/12/2024
Villa Floor Plan & Elevation – 3B	E-2005	P01	11/12/2024
Villa Floor Plan & Elevation – 2C	E-2006	P01	11/12/2024

4.0 RELEVANT LEGISLATION

4.1 COMMONWEALTH LEGISLATION

The application is not subject to assessment against Commonwealth legislation. It is not anticipated that development of this land will trigger assessment against the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC), as it is not anticipated that the development will significantly impact upon a matter of national environmental significance.

4.2 THE PLANNING ACT 2016

The *Planning Act 2016* provides the framework for coordinating local, regional and state planning. Given the nature of the development, the application requires assessment against this legislation.

4.3 STATE ASSESSMENT AND REFERRALS

The Development Assessment Rules 2.0 incorporates a referral process, established through the *Planning Regulation 2017*, enabling relevant State agencies to have input in the assessment process.

Consideration of the proposed development against Schedule 10 of the *Planning Regulation 2017* determined that the proposal triggers referral for the matters identified in Table 4 below.

Table 4 – Referral Triggers

MATTER	STATUATORY TRIGGER
State Transport Infrastructure	Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1 Development application for reconfiguring a lot that is assessable development under section 21, if— (a) all or part of the premises are within 25m of a State transport corridor; and (b) 1 or more of the following apply— (i) the total number of lots is increased; (ii) the total number of lots adjacent to the State transport corridor is increased; (iii) there is a new or changed access between the premises and the State transport corridor; (iv) an easement is created adjacent to a railway as defined under the Transport Infrastructure Act, schedule 6; and (c) the reconfiguration does not relate to government supported transport infrastructure
	Schedule 10, Part 9, Division 4, Subdivision 2, Table 2, Item 1 Development application for reconfiguring a lot that is assessable development under section 21, if— a) all or part of the premises are a future State transport corridor; and b) the total number of lots is increased; and c) the reconfiguration does not relate to government supported transport infrastructure

	Schedule 10, Part 9, Division 4, Subdivision 2, Table 3, Item 1 Development application for reconfiguring a lot that is assessable development under section 21, if— (a) all or part of the premises are— (i) adjacent to a road (the relevant road) that intersects with a State-controlled road; and (ii) within 100m of the intersection; and (b) 1 or more of the following apply— (i) the total number of lots is increased; (ii) the total number of lots adjacent to the relevant road is increased; (iii) there is a new or changed access between the premises and the relevant road; and (d) the reconfiguration does not relate to government supported transport infrastructure
	Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 Development application for a material change of use, other than an excluded material change of use, that is assessable development under a local categorising instrument, if all or part of the premises— (a) are within 25m of a State transport corridor; or (b) are a future State transport corridor; or (c) are— (i) adjacent to a road that intersects with a State-controlled road; and (ii) within 100m of the intersection.

A copy of the Matters of Interest Report is included in ***Appendix G.*** The Report demonstrates that a miniscule portion of the site, in the south west corner, is mapped as Future State-controlled Road (Townsville Southern Access Corridor Stage 2) which has been delivered.

A pre-lodgement meeting was held on 22 April 2024 between SARA, the Applicant, the development engineer and Brazier Motti (SARA Ref: 2404-39801 SPL). The key issues identified in relation to the proposed development include the ongoing major project works on Bowen Road (Stuart Drive) and University Road, network connectivity including vehicle transport and active transport, and site access arrangements given the proximity to the state-controlled road and the state-controlled intersection. A copy of the meeting minutes and pre-lodgement advice is included in ***Appendix H.***

For State Transport Infrastructure, referral will be undertaken to the State Assessment and Referral Agency (SARA). Development will be guided by outcomes sought by the State Development Assessment Provisions to the extent relevant for State Transport being *State Code 1: Development in a State Controlled Road Environment.*

An assessment against State Code 1 is included in ***Appendix I.***

4.4 STATE PLANNING POLICY

In accordance with section 2.1 – State Planning Policy, of the Planning Scheme, the Minister has identified that all aspects of the State Planning Policy (SPP) (2014) have been integrated into the Planning Scheme. It is understood that Townsville City Council is currently in the process of implementing a major amendment to the City Plan which incorporates all aspects of the 2017 SPP.

For the purposes of this development, we consider that separate assessment of the proposal against the provisions of the State Planning Policy (SPP) is not required, and all relevant matters will be dealt with under the provisions of the Planning Scheme.

4.5 NORTH QUEENSLAND REGIONAL PLAN

The subject site is included within the Townsville Urban Area as identified in the North Queensland Regional Plan (NQRP). The NQRP identifies efficient patterns of development to put an end to Townsville's urban sprawl, thereby reducing cost pressures on infrastructure provision and services.

The plan also recognises that catering for population growth in a consolidated manner will assist in creating new communities that respond to the changing needs of the region.

The plan states that the concept of consolidation promotes the development of greater housing mix in those locations that are most appropriate. Particularly locations in close proximity to activity centres (town centres and commercial precincts), where increased residential development can help activate the existing spaces, whilst enjoying easy access to services, public transport and amenities.

The proposal aligns with the outcomes sought by the NQRP, as it permits orderly development in accordance with best practice neighbourhood planning principles for accessibility, density, land use mix, street networks and lot configuration.

4.6 ASSESSMENT MANAGER AND PLANNING SCHEME

Townsville City Council is nominated as the Assessment Manager for the application. The applicable planning scheme is the Townsville City Plan, 2014.

4.7 PUBLIC NOTIFICATION

The proposed development on the subject site does require public notification under the provisions of the *Planning Act 2016.* Public notification will be undertaken for a period of 15 business days.

5.0 THE PLANNING FRAMEWORK

The Planning Scheme seeks to achieve the purpose and particular purpose of codes through the identification of a number of overall outcomes, performance outcomes and acceptable outcomes.

The Planning Scheme is performance based meaning that the acceptable outcomes are to be read as offering one way of achieving compliance with a code but do not prohibit alternate outcomes where the performance outcomes can be shown to be met.

Land identified within the Planning Scheme is categorised by a number of zones and precincts to guide development across the region. The Planning Scheme further identifies a range of overlays that may impact the land, these are governed by overlay codes.

5.1 LAND DESIGNATION

In accordance with the Planning Scheme, the site is included within the low density residential zone.

The site is also identified as affected by the following overlays:

- Airport Environs Overlay Map OM-01.1 - Operational airspace - Airspace more than 90m above ground level;
- Airport Environs Overlay Map OM-01.2 - Wildlife hazard buffer zones and Public safety areas - Distance from airport runway – 13km;
- Coastal Environment Overlay Map OM-03.1 - Coastal hazard areas - storm tide inundation areas and erosion areas from sea level rise – Medium – high hazard;
- Development Constraints Overlay Map OM-06.1 to OM-06.2 - Flood hazard – Low – high hazard area; and
- Natural Assets Overlay Map OM-08.0 - Environmental importance – High.

5.2 LEVEL OF ASSESSMENT, ASSESSMENT BENCHMARKS AND APPLICABLE CODES

Table 5.5.1 of the Planning Scheme identifies material change of use for a retirement facility and as assessable development in the low density residential zone and is subject to impact assessment.

Table 5.6.1 of the Planning Scheme identifies reconfiguring a lot as assessable development in the low density residential zone and is subject to code assessment.

The assessment tables identify that impact assessable applications require assessment against the entire Planning Scheme. Hence, the Strategic Framework and the following codes:

- Low density residential zone code;
- Healthy waters code;
- Landscape code;
- Reconfiguring a lot code;
- Transport impact, access, and parking code;
- Works code;
- Airport environs overlay code;
- Flood hazard overlay code; and
- Natural assets overlay code.

6.0 TOWNSVILLE CITY PLAN 2014

A complete assessment of the proposed development against the Planning Scheme is discussed below.

6.1 STRATEGIC FRAMEWORK

The strategic framework, described in Part 3 of the City Plan provides sensible measures that are of assistance in determining the suitability of development to meet the needs of the community. It establishes four themes that represent the policy intent of the Scheme. The themes are:

(a) Shaping Townsville;
(b) Strong Connected Community;
(c) Environmentally Sustainable future; and
(d) Sustainable Economic Growth.

The themes, on balance, seek to create opportunities for a diversity of lifestyle options in settings that are efficiently and affordably serviced, and that are respectful of environmental values. The proposed development achieves this balance.

The theme, Shaping Townsville, seeks to ensure adequate land for housing, business and community uses, sufficient to meet Townsville's needs for at least 25 years, is allocated appropriately. In doing so, the theme ensures a range of housing and lifestyle choices will be provided in accessible and affordable locations not creating conflict with potential surrounding uses (i.e. rural uses, extractive industry operations, natural assets and environmental values).

The proposal responds to this outcome as the development is expected to:

- Utilise vacant land within the nominated urban footprint, delivering intensified development, to ensure the city becomes more compact and efficient;
- Offer a higher density housing choice in an accessible and affordable location;
- Facilitate a design that is commensurate to the scale and form of surrounding development, safeguarding the low density nature of the zone;
- Improve the streetscape along Stuart Drive and University Drive, two major thoroughfares in Townsville;
- Integrate into the existing community, infrastructure and open space networks; and
- Connect to existing pedestrian network on adjoining sites to maximise connectivity and ease of mobility.

The theme, Strong and Connected Community, seeks to strengthen the character and identity of communities in urban and rural areas through good urban design of places.

The proposal responds to this outcome as the development is expected to:

- Incorporate open space to provide recreational opportunities for residents;
- Utilise the drainage corridor as a key natural assets and landscape feature in the design;
- Provide ample recreational opportunities for residents to utilise which will assist in forming a strong community in the Retirement Facility; and
- Facilitate a contemporary design that is consistent with the existing character of the area and enhances the quality of the streetscape being situated on the corner of two major transport routes.

The theme, Environmentally Sustainable Future, seeks to protect Townsville's natural assets, to provide life supporting capacities for present and future generations.

The proposal responds to this outcome as the development is expected to:

- Embrace and incorporate the drainage corridor that contains high environmental value, as a natural feature;
- Implement drainage, stormwater and waste water management measures that protect ground and surface water quality and the environmental values of water; and

- Mitigate, where practical, the extent or the severity of flood hazard on and off site.

The theme, **Sustainable Economic Growth**, seeks to ensure economic and employment growth is primarily located in Townsville's centres and industrial areas. Sensitive land uses are prevented from encroaching on the city's freight routes, special purpose areas, industrial areas and specialised centres, to ensure their ongoing efficient operation, minimise risks and avoid conflicts.

The proposal responds to this outcome as the development is expected to:

- Generate economic and employment growth in an established urban area, situated on the fringe of the Idalia District;
- Utilise existing transport networks including public transport; and
- Protect the city's freight routes, special purpose areas, industrial areas and specialised centres by focusing on infill development in a residential area without impacting on adjoining low density residential uses.

Overall, the proposed development appropriately responds the themes nominated by the Strategic Framework and enables a suitable land use on the subject site.

6.2 ZONE CODE PROVISIONS

6.2.1 Low Density Residential Zone Code

The proposed development is nominated for assessment against the low density residential zone code.

The purpose of this code is to *provide for predominately dwelling houses.*

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

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

Response

The proposed development is consistent with the purpose and overall outcomes of the zone code, specifically noting that it provides additional housing and greater lifestyle choices for people over 50, within an existing urban area to assist in addressing the current housing supply constraints.

The proposal facilitates infill development without impacting on existing infrastructure networks, as demonstrated in the engineering assessment undertaken by Northern Consulting Engineers and DPM Water, included in ***Appendix E.***

The low density residential zone code anticipates low-rise, retirement facilities where provided in locations that are within a convenient walkable distance to centres, public transport and community activities, and where of a scale that is consistent with the local character. All of which are applicable to the development at this location.

The retirement facility is generally low-rise with the highest building being three (3) storeys. The siting and design of the development is suitable for this location.

Fairfield Central Shopping Centre and Fairfield & Co Homemaker Centre are located to the east of the development site. New footpaths and pedestrian facilities have been established along University Drive to ensure convenient access to the centre.

A detailed assessment against PO21 – PO32 of the zone code is provided below to demonstrate the development at this location is suitable and will meet the needs of the community.

Performance Outcomes	Acceptable Outcomes	Response
For assessable development – where a multiple dwelling, residential care facility or retirement facility development		
Location		
PO21 Multiple dwelling, residential care facility or retirement facility development occur only in locations where: (a) they can be designed to be compatible with local character and low density scale of development; (b) having convenient walkable access to the city's network of centres; (c) having convenient walkable access to public transport; and (d) having convenient walkable access to recreational facilities.	**AO21** The premises: (a) is located within 400m of a centre zone or public transport stop on a major road; (b) has a minimum site area of 1,000m² and 20m frontage where for a multiple dwelling; (c) has a minimum site area of 3,000m² and 20m frontage where for a residential care facility or retirement facility; and (d) is located within 400m of a park.	**R21 – Complies** The Idalia District Centre Zone is located to the immediate east of the site, which contains the Fairfield Shopping Centre. The site area (proposed Lot 1) is over 6ha and has ample road frontage. Refer to the proposed reconfiguration plan in ***Appendix C.*** The development includes the provision of ample open space including a private park and is within walking distance of Annandale Gardens Park (Council Asset 1032016). Given the above, the proposed development is located in a convenient location having access to public transport and recreational facilitates.

PO22 Buildings are low-rise and of a house compatible scale.	**AO22** Building design achieves: (a) a site cover that does not exceed 65% of site area; (b) a building height that does not exceed 2 storeys and 8.5m if it is within 10m of a site boundary, and 3 storeys if it is 10m or more from a site boundary; and (c) the maximum length of any wall is 12m.	**R22 – Alternate Outcome** The building design is demonstrated on the development plans prepared by Cottee Parker included in ***Appendix D.*** Total site cover of proposed Lot 1 is approximately 30%. The two apartment buildings are 3 storeys in height. The north apartments are setback approximately 16m from the Stuart Drive boundary and the western apartments have minimal setback to the proposed boundary. This design is suitable given the adjoining drainage corridor to the north will act as a permanent separation method to any future development on the northern Lot 3.
PO23 Building setbacks and landscaping: (a) create an attractive, consistent and cohesive streetscape; (b) maintain appropriate levels of light and solar penetration, air circulation, privacy and amenity for existing and future buildings; and (c) do not prejudice the development or amenity of adjoining sites.	**AO23.1** Buildings are set back from street frontages: (a) within 20% of the average front setback of adjoining buildings; or (b) where there are no adjoining buildings, 3m.	**R23.1 – Alternate Outcome** Setbacks of all buildings to road frontages are shown on drawing SDA-1004 prepared by Cottee Parker included in ***Appendix D.***
	AO23.2 A landscape area with a minimum dimension of 1m is provided along the full frontage of any road frontage (excluding crossover and pedestrian access only).	**R23.2 – Complies** The development will be screened by an acoustic barrier given the location of the site on the corner of two major transport routes. The barrier will vary in height from 2.5m in some locations to 4m in others (*Figure 11*). The bio basins, wetlands and drainage corridor will be appropriately embellished to enhance the streetscape, and other landscaping will be incorporate along the road frontages where practical. Landscaping treatment is provided to the entrance of the development at the new roundabout.

		Technical details will be provided to Council for assessment at Operational Work stage.
	AO23.3 The side boundary setback is a minimum of: (a) 1.5m for a wall up to 4.5m high; (b) 2m for a wall up to 7.5m high; and (c) 2.5m for any part of a wall over 7.5m high.	**R23.3 – Complies** Setbacks of all buildings to road frontages are shown on drawing SDA-1004 prepared by Cottee Parker included in ***Appendix D.***
	AO23.4 The rear boundary setback is a minimum of 6m.	**R23.4 – Not applicable** Given the irregular shaped of proposed Lot 1 (the development site) and its location on a corner of two roads, no rear boundary setback is provided.
PO24 Built to boundary walls do not impact on the amenity or privacy of adjoining premises.	**AO24** Built to boundary walls: (a) are for non-habitable rooms or spaces only; (b) are not located within the front or rear setback; (c) are not located within 1.5m of a habitable room or house on an adjoining lot; (d) have a maximum height of 3m; and (e) have a maximum length of 9m.	**R24 – Complies** The workshop & site maintenance shed is built to the boundary (western boundary). It is less than 3m in height and there are currently no structures on the adjoining, proposed Lot 2.
PO25 Buildings are designed to achieve good solar access by: (a) minimising the extent of shadows on usable private open space or public spaces; and (b) providing adequate sunlight to habitable rooms.	No acceptable outcome is nominated.	**R25 – Complies** The buildings have been designed and sited to best utilise the site and to provide direct access between buildings. All areas of the facility are provided with ample windows and openings to convey sunlight.
PO26 Design elements contribute to an interesting and attractive streetscape and building through: (a) the provision of projections and recesses in the façade which reflect changes in internal functions of buildings, including circulation; (b) variations in material and building form; (c) modulation in the façade, horizontally or vertically;	No acceptable outcome is nominated.	**R26 – Complies** Design considerations and treatments are shown on the development plans prepared by Cottee Parker, included in ***Appendix D.*** They demonstrate: (a) changes in depth of the façade of each building; (b) materials include but are not limited to glass, render, timber cladding, powder coat, fibre cement cladding, metal

(d) articulation of building entrances and openings; (e) corner treatments to address both street frontages; (f) elements which assist in wayfinding and legibility; and (g) elements which relate to the context including surrounding buildings, parks, streets and open spaces.		classing, brick, weatherboard, tile and concrete; (c) changes in depth of the façade of each building; (d) building entrances clearly articulated with canopies and awnings; (e) the development cannot address the street frontages of University Road or Stuart Drive given the acoustic mitigation requirements; (f) internal driveways with directional signage and changes in pavement and landscaping to direct traffic and pedestrians; and (g) development address the drainage course.
PO27 Roof form assists in reducing the appearance of building bulk by: (a) articulating individual dwellings; and (b) incorporating variety in design through use of roof pitch, height, gables and skillions.	No acceptable outcome is nominated.	R27 – Complies Details on the roof form for each building is shown on the roof plans and elevations for each building type. Refer to the set of development plans in ***Appendix D.***
PO28 Development promotes the safety of residents and visitors, particularly through casual surveillance of the street and public spaces.	AO28.1 Buildings are designed to have balconies, windows and building openings overlooking streets and other public spaces.	R28.1 – Complies Where practical, outlook to public places is provided in the building design.
	AO28.2 Fences or walls along a street frontage have a maximum height of 1.2m where solid, or 1.8m where that portion of the fence above 1.2m high is at least 50% transparent.	R28.2 – Alternate Outcome The acoustic fence will vary in height from 2.5m in some locations to 4m in others (Figure 11). The findings of the Noise Impact Assessment suggest that it may be desirable to incorporate transparent elements in parts of the acoustic fence. Final design outcomes will be provided at detail design stage.
PO29 Development provides private open space that is: (a) well-proportioned, appealing, functional and easily accessible, and promotes outdoor living as an extension of the dwelling;	AO29.1 For a ground floor dwelling (where a multiple dwelling), ground floor private open space is provided with: (a) a minimum area of 35m^2; (b) a minimum dimension of 3m; and	R29.1 – Not applicable The development is for a Retirement Facility not a Multiple Dwelling, however, ample open space is provided to each unit/dwelling within the development. The areas of open space range in size for each style of unit or villa but are suitable for

(b) provides a high level of privacy for residents and neighbours; and (c) has sufficient size and shape to meet the needs of a diversity of potential residents.	(c) clear of any utilities such as gas, water tanks or air-conditioning units.	the nature of the development proposed. Patios are clear of utilities.
	AO29.2 For a dwelling above ground storey, private open space is provided as a balcony with: (a) a minimum area of 9m² for a 1 bedroom unit or 16m² for a 2 or more bedroom unit; (b) a minimum dimension of 3m; and (c) clear of any utilities such as air conditioning units or drying space.	R29.2 – Not applicable The development is for a Retirement Facility not a Multiple Dwelling, however, ample open space is provided to each unit in the proposed development. The areas of open space range in size for each style of unit on the second and third stories of the apartment buildings but are suitable for the nature of the development proposed. They are generally provided as follows: - 2-bedroom units – 16m^2 - 3-bedroom units – 23-24m^2 Balconies are clear of utilities.
	AO29.3 Where clothes drying areas are provided on private balconies they are screened from public view and do not take up more than 10% of the balcony area.	R29.3 – Complies All balconies on levels 1 and 2 of the apartment buildings incorporate screening for privacy.
	AO29.4 Private open space is located or screened so it does not directly overlook main living areas or private open space of adjoining dwellings. Where screening is used, it is at least 50% translucent.	R29.4 – Complies No private open space of the units on levels 1 and 2 of the apartment buildings directly overlook the main living areas of the units on the ground flood or the villas.
PO30 Sufficient communal open space is provided to create flexible spaces suitable for a range of activities.	No acceptable outcome is nominated.	R30 – Complies Ample space is nominated on site to provide communal open space. Refer to Section 3.2 of this report for details on the community centre and other recreational facilities provided as part of the development.
PO31 Communal open space provides facilities including seating, landscaping and shade. Treatments such as green roofs, green walls or community gardens contribute to the attractiveness of these spaces.	No acceptable outcome is nominated.	R31 – Complies Ample space is nominated on site to provide communal open space. Refer to Section 3.2 of this report for details on the community centre and other recreational facilities provided as part of the development.

		Green spaces have been incorporated into the design as far as practical.
PO32 Air conditioning units are insulated so that adjoining properties are not affected by the noise source and are not significantly visible from the street.	No acceptable outcome is nominated.	R32 – Complies All air conditioning and other mechanical equipment will be screened from view to enhance visual amenity and insulated to reduce potential noise impacts.

Based on the above assessment, the proposed development is considered consistent with the purpose, overall outcomes and relevant performance outcomes of the low density residential zone code.

6.3 DEVELOPMENT CODES

6.3.1 Healthy Waters Code

The proposed development is nominated for assessment against the healthy waters code.

The purpose of this code is to *ensure development manages stormwater and wastewater as part of the integrated total water cycle and in ways that help protect the environmental values specified in the Environmental Protection (Water) Policy 2009.*

Response

Stormwater quantity and quality has been addressed in the Engineering Report prepared by Northern Consulting Engineers, included in ***Appendix E.***

Stormwater is to be conveyed through the site through 2 primary culverts at the crossing of the drainage. Local run-off within the site will be conveyed to legal points of discharge via an underground pit and pipe network, with surcharge flows conveyed overland in the roadways and open corridors. Stormwater quantity and mitigation of post-development flows is addressed utilising the overbank widening and detention storage as well as using the major culverts.

Stormwater quality is demonstrated to be mitigate through a treatment train and utilising best practice stormwater quality improvement devices. The primary stormwater quality measures utilised include a bioretention device and wetlands. The bioretention and wetlands are proposed to be designed in accordance with the Stormwater quality section of the development manual planning scheme policy.

Furthermore, the proposed development does not include any constructed lakes, artificial waterways or ship source pollutants that would require assessment.

Given the above, the proposal is considered to comply with the purpose and overall outcomes of the healthy waters code.

6.3.2 Landscape Code

The proposed development is nominated for assessment against the landscape code.

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

Response

Extensive landscaping treatment has been provided throughout the development to create a sense of place within the retirement village. The landscaping provision softens built form, reduces illumination impacts of the hardstand areas and enhance the aesthetic of the development site.

The inclusion of this treatment clearly defines access to the development, the parking areas and internal road network, the buildings entrances and communal open space and recreational areas. *Figure 13* depicts an artist's impression of an aerial view of the retirement village which incorporates landscaping throughout.

Figure 13: Artist impression – Aerial view of landscaping throughout the Retirement Village

Source: Cottee Parker

Where appropriate, the acoustic barriers and long fences along road University Road and Stuart Drive and within the development will be softened by landscaping or architectural embellishment to improve visual amenity of the development.

Plant species, landscape materials and surface treatments will be selected in accordance with the development manual planning scheme policy no. SC6.4 - SC6.4.12 Landscaping and Open Space. Technical details will be provided to Council for approval as part of an application for Operational Work.

The proposed development is considered generally consistent with the purpose and overall outcomes of the landscape code as it adequately incorporates landscaping treatments into its design.

6.3.3 Reconfiguring a Lot Code

The proposed development is nominated for assessment against the Reconfiguring a lot code.

The purpose of this code is to:

a) *facilitate the creation of attractive, accessible and functional neighbourhoods and districts, and a well-integrated, compact and sustainable city form; and*
b) *protect the productive capacity, landscape character and ecological and physical functions of Townsville's diverse natural resources.*

Response

The proposed development creates four (4) developable lots to rationalise the tenure arrangement for the proposed retirement village subject of this application and future development of the balance lots. The natural drainage feature that traverses the site and the associated hydrological regimes will be maintained with the development.

The minimum lot size for land in the low density residential zone is 400m^2 and all four (4) of the proposed lots are well above that minimum requirement.

Infrastructure and servicing requirements have been addressed by Northern Consulting Engineers in the Engineering Report in ***Appendix E.*** The proposal also ensures existing infrastructure is utilised in a safe, efficient, coordinated and sequenced manner, which minimises whole of life cycle costs and is sensitive to the environment in which they are provided.

Given the proposal is simply to rationalise the tenure arrangement to allow the orderly development of urban land, it is considered consistent with the purpose and overall outcomes of the reconfiguring a lot code and does not propose any non-compliances.

6.3.4 Transport Impact, Access and Parking Code

The proposed development is nominated for assessment against the transport impact, access and parking code.

The purpose of this code is to *ensure appropriate provision for transport and end of trip facilities, and to facilitate, as far as practicable, an environmentally sustainable transport network.*

Response

The site is located on the corner of two state-controlled road corridors including University Road and Stuart Drive. Significant road works are being completed along Stuart Drive (The Townsville Connection Road). The network is being upgraded by the Department of Transport and Main Roads, to dual lanes between University Road and Bowen Road Bridge. The project includes upgrades at 3 intersections including Gartrell Drive, Mervyn Crossman Drive/Fairfield Waters Drive and Kokoda Street. The section of road carries around 24,000 vehicles daily and it has been identified that the surrounding area is experiencing residential and commercial growth, and increased traffic is forecast.

Given scale and intensity of the proposed development, its proximity to high traffic roadways and the above-mentioned upgrades currently being carried out, a Traffic Impact Assessment (TIA) was required to be undertaken to ensure the development would comply with local and state government requirements.

A TIA was prepared by Northern Consulting Engineers which concluded that with the implementation of appropriate mitigation measures, the development is not expected to impact the road network. The assessment demonstrates that the existing intersection of Gartrell Drive and Shanahan Drive is expected to operate at acceptable levels of service inclusive of the proposed development generated traffic through to the design year 2036

The TIA also confirms that the upgrades to the Gartrell Drive / Stuart Drive intersection currently being performed by TMR will be suitable for the overall development of the subject site.

A copy of the TIA is included in Appendix iv of the Engineering Report in ***Appendix E.***

Access

As shown on the proposal plans in ***Appendix D,*** access to the site is provided directly off the eastern and southern legs of the roundabout constructed as part of the new road extension from the Shanahan Road/Downey Crescent roundabout. The crossovers and internal driveways are to be constructed in accordance with Townsville City Council standard drawings.

Parking

79 car parking spaces are to be provided in accordance with the standards identified in Parking rates planning scheme policy no. SC6.10 for a Retirement Facility, as follows:

One (1) space per 2 self-contained or service units, plus one (1) space per 5 nursing home beds of the premises.

125 car parks are provided on site, exclusive of the garages and driveways provided to each villa. In addition, 14 bays have been dedicated for caravans and boats including 1 wash bay.

Given the above, the proposed development is considered consistent with the purpose and overall outcomes of the code.

6.3.5 Works Code

The proposed development is nominated for assessment against the works code.

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

Response

The development is considered generally consistent with the purpose and overall outcomes of the works code as the subject site will be connected to Council's reticulated water, sewer and stormwater infrastructure networks and are afforded adequate access arrangements. These arrangements are confirmed in the Engineering Report prepared by Northern Consulting Engineers, in ***Appendix E.***

Earthworks will be required to fill and shape to site to achieve a minimum lot level above the defined flood event. A conceptual cut and fill plan has been developed by Norther Consulting Engineers based on the findings of a Flood Impact Assessment that was undertaken. The plan is included in Appendix i of the Engineering report.

A Water Supply and Sewerage Network Planning Report was prepared DPM Water which determined the existing infrastructure is adequate to accommodate the additional demand generated by the proposed development and no upgrades are required. A copy of the water supply and sewerage planning report is included in Appendix v of the Engineering Report.

The development will be serviced by the existing reticulated water mains in Patterson Street and Shanahan Drive and via a new water main within the new road and a new gravity sewer main will be constructed and connect to the existing manhole 1/SC7A at the south0west of the site.

Stormwater quantity and quality was addressed to demonstrate the development will have no impact on or off site. The assessment concluded that local run-off will be conveyed to legal points of discharge via overland flow and an internal pit and pipe network.

Electricity (ergon) and telecommunication (telstra and nbn) services are located within the road corridor. Negotiations with the service provides will be required for the supply of electricity and telecommunications to the development. Any electrical reticulation design for the proposed internal works will be completed by a qualified Electrical Engineer during the detailed design phase, and all appropriate approvals sought from the relevant authority.

Each villa will be provided individual wheelie bins and commercial sized bins will be provided for the two apartment buildings and the community centre. The development provides bin container storage areas that have an imperviously sealed pad and will be screened to the height of the bins. Waste will be collected as required.

Given the above, the proposed development complies with the performance outcomes and acceptable outcomes of the works code.

6.4 OVERLAY CODES

6.4.1 Airport Environs Overlay Code

The proposed development is nominated for assessment against the airport environs overly code.

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

Response

The subject site is identified in operational airspace more than 90m above ground level. The proposed development does not involve buildings, structures or landscaping that will enter operational airspace. None of the proposed land uses will generate gaseous plums, smoke, dust or ash therefore, it is not anticipated Stage 1 of the District Centre will directly or indirectly impact upon the operational airspace.

The subject site is also located within 13km of the airport runway however the development does not involve a putrescible waste disposal facility or any other activities that would attract a significant number of flying vertebrates.

The development is considered consistent with the overall outcomes, performance outcomes and acceptable outcomes of the code. A detailed assessment against the code is not warranted for this development application.

6.4.2 Coastal Environment Overlay Code

The proposed development is nominated for assessment against the coastal environment overly code.

The purpose of this code is to ensure development in the coastal zone is planned, designed, constructed and operated to:

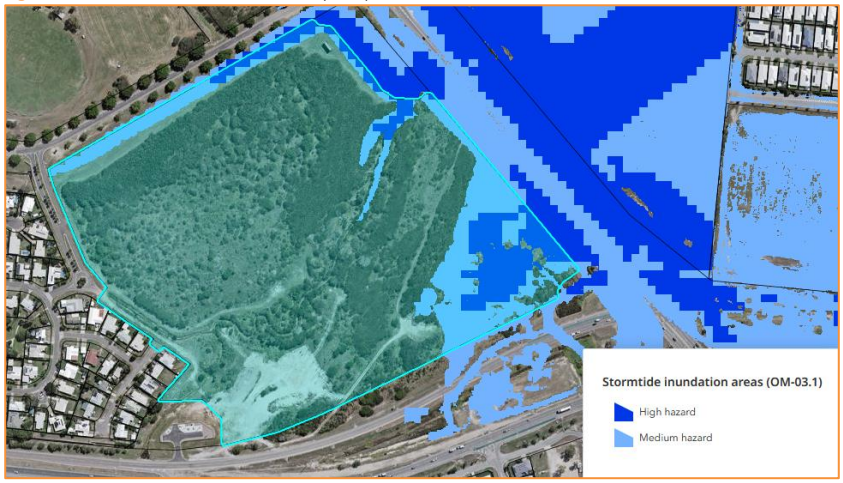
(a) avoid risk to people and property from coastal hazards, including storm tide inundation and coastal erosion, and taking into account the predicted effects of climate change; and

(b) manage the coast to protect coastal resources and allow for the natural fluctuations of coastal processes as far as possible.

Response

The subject site is designated in the medium and high hazard storm tide inundation areas which is concentrated along the eastern boundary, adjoining Stuart Drive and in the south east corner of the site where the proposed retirement village is sited (*Figure 14*).

Figure 14: Coastal Environment Overly Map OM-03.1 - Coastal Hazard Areas – Storm tide inundation areas



Source: Townsville City Plan, 2014

The development has been assessed and designed to ensure that habitable rooms of all built structures are located above the defined storm tide event level (0.5% AEP event for retirement facilities). Furthermore, no underground parking is proposed as part of the development.

The development also maintains the safety of people living and working within the retirement facility as one evacuation route remains passable for emergency evacuations during a defined storm tide event.

6.4.3 Flood Hazard Overlay Code

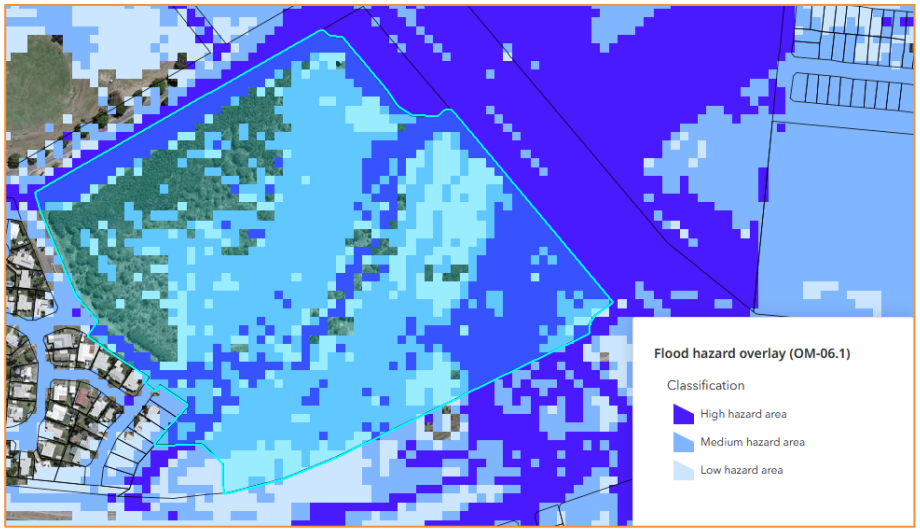
The proposed development is nominated for assessment against the flood hazard overly code.

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

Response

The subject site is designated in the low-high flood hazard area which is concentrated along the Gartrell Drive and Stuart Drive frontages and along the existing drainage corridor that traverses the site. High hazard flood is also concentrated in the south east corner of the site where the retirement facility is proposed refer *Figure 15* below.

Figure 15: Development Constraints Overlay Map OM-06.1 to OM-06.2 - Flood hazard areas



Source: Townsville City Plan, 2014

Given the magnitude of flood hazard over the site, Northern Consulting Engineers were engaged to carry out an extensive flood impact assessment (FIA) using a fine scale mini TUFLOW model based on inputs and boundary conditions derived from Townsville City Council's new Ross River Flood Study 2021. The scope included:

- Model the 1% Annual Exceedance Probability (AEP) critical duration design event to compare the mini-model baseline to the Ross River (2021) model; and
- Model the 0.5%, 1% and 50% AEP critical duration design events to determine the extent and magnitude of impacts to the existing flood characteristics.

The FIA demonstrates that the proposed development can proceed without any actionable impacts to the surrounding properties or the adjacent state-controlled roads.

The outcome of the assessment incorporates mitigation measures inclusive of significant detention storage and overbank widening in the north east, overbank widening either side of the natural stream in the upstream section, use of a new creek crossing to moderate flows and a low height levee in the north of the site.

For further information, refer to the FIA included in Appendix iii of the Engineering Report in ***Appendix E***. Given the above, the development complies with the flood hazard overlay code.

The detail design including all mitigation measures are to be confirmed as part of the Operational Works application and implemented prior to the release of the Plan of Survey / commencement of the use on site.

6.4.4 Natural Assets Overlay Code

The proposed development is nominated for assessment against the natural assets overly code.

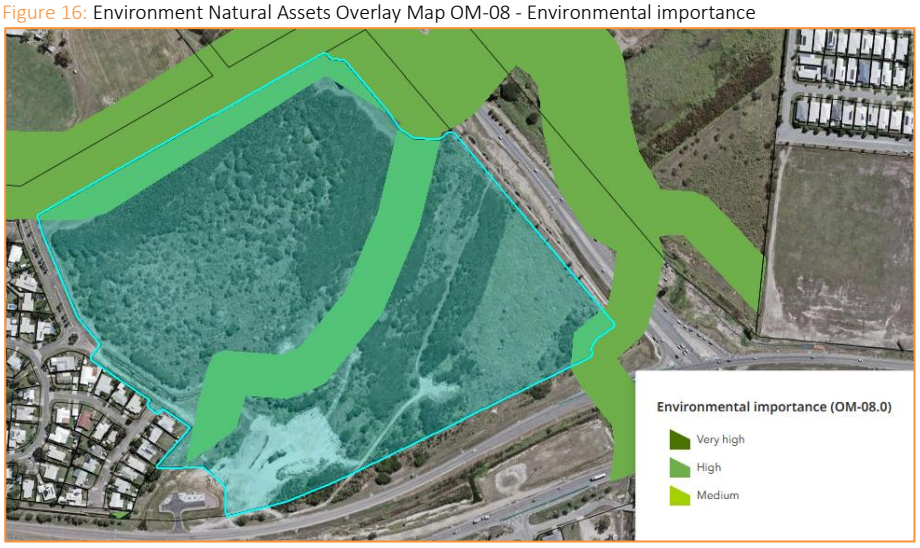
The purpose of this code is to:

(a) protect areas of environmental significance, and the ecological processes and biodiversity values of terrestrial and aquatic ecosystems;
(b) maintain ecosystem services and other functions performed by Townsville's natural areas; and
(c) protect water quality, ecosystem health and the natural hydrological functioning of waterways, wetlands and their riparian areas.

Response

The subject site is identified as containing area of high environmental importance shown in *Figure 16*. The mapped area follows the natural drainage corridor that traverses the site.

Figure 16: Environment Natural Assets Overlay Map OM-08 - Environmental importance



Source: Townsville City Plan, 2014

The site does not contain any ecological corridors or core habitat as depicted on figures SC6.9.3 and SC6.9.4 of the Planning Scheme. Additionally, the site does not contain any vegetation of significance or essential habitat in accordance with the State development assessment mapping system.

The natural hydrological functioning of the water course will be maintained as demonstrated in the Engineering Report and FIA prepared by Northern Consulting Engineers.

The proposed development aligns with the performance outcomes of the code, as the design of the proposed development will incorporate appropriate buffering and mitigation strategies to avoid or minimise potential damage to natural areas and other environmental assets.

7.0 CONCLUSION

This proposal details a development application to Townsville City Council seeking a seeking a Development Permit for Reconfiguring a Lot combined with Material Change of Use to establish a retirement facility on site (proposed Lot 1).

The purpose of the reconfiguration is to rationalise the existing tenure arrangement. The application also seeks to create four (4) lots suitable for future residential development, over time, and a portion of new road to service the proposed lots.

The retirement facility is located on proposed lot 1, situated on the corner of University Road and Stuart Drive, two (2) state-controlled transport corridors.

The development application is depicted on the proposal plans prepared by Cottee Parker Architects and support by detailed engineering assessment carried out by Northern Consulting Engineers. Simpson Engineering Group prepared a Noice Impact Assessment to ensure the residential uses will not be subject to adverse road transport noise.

The proposed development aligns with the provisions prescribed by the Planning Scheme, State Planning Policy and the North Queensland Regional Plan.

An assessment against the relevant planning instruments confirms the proposal can be supported at this location and in this circumstance, given:

- the development site is within a nominated urban footprint and will integrate into the existing residential community and surrounding suburbs ensuring the city becomes more compact and efficient;
- the proposal permits the adaptive use of vacant land, appropriately zoned for this purpose;
- the development benefits the local community providing more housing variety and generating economic activity;
- the additional housing will assist in addressing the current housing supply constraints;
- access, car parking and manoeuvring areas can reasonably be accommodated on site;
- the proposed development ensures cost-effective provision and operation of existing infrastructure networks;
- the proposal does not increase the exposure of risk to people and property to coastal or flood hazards; and
- design treatments and performance can be secured by the provision of reasonable and relevant conditions.

Given the above facts and circumstances, we submit the proposal can be favourably considered subject to reasonable and relevant conditions.