



# TOWN PLANNING REPORT

500-502 ROSS RIVER ROAD  
CRANBROOK

LOT 2 ON SP130958

AUGUST 2025

PREPARED FOR KAENETTO  
INVESTMENTS

US  
URBAN SPACE  
US  
CONSULTING

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# Executive Summary

## Proposed Development

Type of Approval	Category of Assessment	Planning Scheme Use
Development Permit	Impact Assessment	Multiple Dwelling

## Subject Site Details

Subject Site Address	500-502 Ross River Road, Cranbrook QLD 4814
Property Description	Lot 2 on SP130958
Site Area	6,115m <sup>2</sup>
Landowner	Kaenetto Investments Pty Ltd A.C.N 684 140 485
Local Government	Townsville City Council
Planning Scheme	Townsville City Plan
Zoning	Low Density Residential Zone
Relevant Overlays	OM1.1 – Operational Airspace and Wildlife Hazard Buffer Overlay OM6.1 – Flood Hazard Overlay OM10.1 – Infrastructure Road Noise Corridor
State Referrals	Schedule 10, Part 9, Division 4, Subdivision 2, Table 4 <ul style="list-style-type: none"><li>Within 25m of a State transport corridor (State-controlled road)</li></ul>
State Planning Policy	Natural Hazards Risk and Resilience Transport Infrastructure Strategic Airports and Aviation Facilities

## Applicant Details

Applicant	Contact Details	Reference
Kaenetto Investments C/- Urban Space Consulting	<a href="mailto:urbanspaceconsulting@outlook.com">urbanspaceconsulting@outlook.com</a> 0404 539 291 PO Box 5161 West End QLD 4101	USC114



- Appendix I – SPP Mapping Report
- Appendix J – SARA Mapping
- Appendix K – SDAP Code Responses, prepared by Urban Space Consulting
- Appendix L – Planning Scheme Assessment Benchmarks, prepared by Urban Space Consulting

# 2.0 Subject Site and Surrounds

## 2.1 Subject Site

The proposed development is located at 500-502 Ross River Road, Cranbrook shown in **Figure 2**. The subject site is located within the residential area of Cranbrook and is surrounded by low density residential zoning east and west, Ross River Road to the North and Janilla Avenue to the south, as shown in **Figure 3**.



Figure 2: Subject Site and Surrounding locality (source: Nearmap)



Figure 3: Planning Scheme Land Use Zoning (source: Townsville City Plan)

## 2.2 Surrounding Context

The subject site is situated in a predominantly residential area that combines suburban charm. Cranbrook is known for its family-friendly atmosphere and accessibility to local amenities. The surrounding context features a mix of established homes, green spaces and neighbourhood centres, with a charming neighborhood feel. The locality blends modern developments in the area with existing character. The location benefits from its proximity to key roads and public transportation, offering a balance between suburban living and convenient access to the broader city infrastructure, as shown in **Figure 4**.

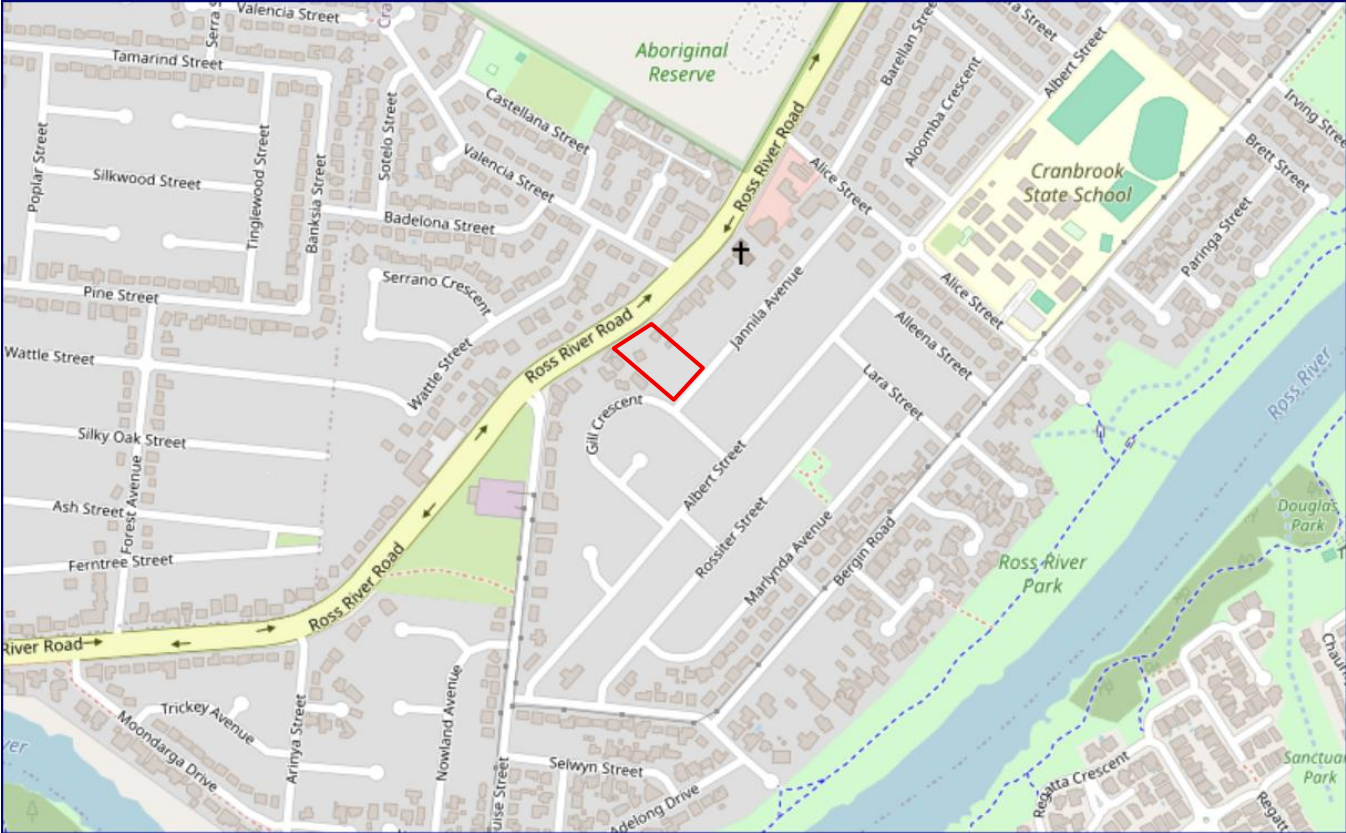


Figure 4: Subject Site and Surrounding locality (source: Open Street Map)

## 2.4 Easements and Encumbrances

There are currently no easements or encumbrances over the subject site, as shown in **Figure 5**.



**Figure 5:** Lot Boundaries and Easements (source: Queensland Globe)

## 3.0 Proposed Development

The proposal seeks a Development Permit for a Material Change of Use for a Multiple Dwelling.

The proposed development is for a multiple dwelling development to accommodate family dwellings, designed to blend seamlessly with the surrounding neighbourhood. This visionary project will feature state-of-the-art amenities, including elegant dwellings and a vibrant community hub. Residents will enjoy a lifestyle rich in beautiful green spaces, all while having access to top-tier centres access along Ross River Road. This development promises not only a comfortable and active lifestyle but a thriving, supportive community where every need is met with excellence and warmth.

Architectural plans of the proposed development have been provided in **Appendix D**.



**Figure 6:** Proposed Development 3D Render (source: Arvo Architecture)

## 3.1 Development Details

A summary of the key components of the development proposal are summarised below in Table 2.

**Table 2:** Summary of Development

Key Development Parameter	Proposed Development
Defined Land Uses	Multiple Dwelling
Staging	The development will be constructed as one stage
Number of dwellings	32 dwellings
Dwelling mix	Duplex Type 1: <ul style="list-style-type: none"> <li>▪ 2 bedroom, 2 bathroom</li> </ul> Duplex Type 2, 3 and 4: <ul style="list-style-type: none"> <li>▪ 2 bedroom, 2 bathroom, multi purpose room</li> </ul>
Building Height	Ross River Road frontage: <ul style="list-style-type: none"> <li>▪ 2 storey</li> </ul> Jannila Avenue frontage: <ul style="list-style-type: none"> <li>▪ 1 storey</li> </ul>
Access	Access to all dwellings will be from Jannila Avenue
Car Parking	<ul style="list-style-type: none"> <li>▪ 42 resident carparking spaces</li> <li>▪ 7 visitor carparking spaces</li> </ul>
Servicing	HRV loading onsite and access provided from Jannila Avenue

## 3.2 Description of Proposed Development

This development application seeks approval for a Development Permit for Material Change of Use for a Multiple Dwelling. The development provides an exciting opportunity to deliver much needed housing, with a primary focus being conveniently located with suburban amenity. The proposal provides an efficient use of residential zoned land and is consistent with the establishing pattern of development in the immediate context and the wider urbanised area and suburb of Cranbrook.

The proposed development application for a multiple dwelling directly aligns with the objectives of the Townsville City Council Local Housing Action Plan 2024–2027, which seeks to increase housing supply, promote infill development, and diversify housing options across the region. By delivering medium-density housing within an existing urban footprint, the proposal supports Council’s goal of boosting the proportion of infill development from less than 5% to at least 10% annually. The design responds to the Plan’s emphasis on housing diversity by offering an alternative to detached dwellings, catering to evolving household structures and affordability needs. Additionally, the development leverages existing infrastructure and services, consistent with Council’s strategy to optimise land use and reduce urban sprawl. This application contributes to the Plan’s broader vision of

creating vibrant, walkable communities that accommodate Townsville’s projected population growth while maintaining liveability and economic resilience.

Furthermore, the Queensland Government’s Securing our Housing Foundations plan outlines a strategic approach to addressing housing challenges across the state. With a commitment to delivering 1 million new homes by 2044, the plan aims to ensure sustainable growth and accessibility for all Queenslanders. By focusing on infrastructure, affordability, and long-term planning, the initiative seeks to create a more resilient housing market that meets the needs of both urban and regional communities. The proposed application directly contributes to these goals, offering a practical solution to Queensland’s housing crisis.

## 4.0 Specialist Supporting Material

The following specialist material has been undertaken in support of the proposed development:

- Architectural Design and Plans, prepared by Arvo Architecture
- Landscape Concept Plans, prepared by MO'D Landscape Architecture
- Traffic Engineering Report, prepared by Modus Transport and Traffic Engineering
- Civil Engineering Services and Site Based Stormwater Management Plan Report, prepared by STP Consultants
- Waste Management Letter, prepared by Modus Transport and Traffic Engineering

A summary of the key findings of each of the technical reports is provided below, including the key elements proposed for the application and the matters that affect the assessment of the application.

### 4.1 Architectural Design

A consistent theme has been applied to all towers for uniformity and sense of community with subtle changes provided in colour. The theme is 'simplistic modern elegance' and responds to the immediate built environment of nearby residences. The design seeks to maximize and leverage from a northerly aspect and is achieved with a north/south orientation.

The intentional architectural outcome of the development represents an exemplar outcome for modern and sustainable design, providing the following qualities:

- Sawtooth roof allows central rooms (first floor) a high-level window & light Plans feature maximum north openings
- Shade buildings with (low-maintenance) native planting Increase green space to reduce heat island effect Exposed concrete as thermal mass Plans allow cross-ventilation
- Limit additional materials to reduce trades required and increase building longevity
- Simple materiality (concrete, FC sheet, strategic use of timber) to reduce cost
- Permeable surfaces to support drainage in tropical weather
- Opportunity for water collection for greenspace maintenance
- Light, ventilated buildings, front patios allow greater connection
- Neighbourhood pride - strategic use of timber to elevate duplex appearance

The proposed development has been designed in accordance with advice from structural engineers to ensure the design is capable to be built in a cost effective and efficient manner.

### 4.2 Landscape Concept Plan

The landscape design incorporates a subtropical character which utilises both native and exotic species. Responding to the context of the site, the proposed planting design creates a lush and shady, yet hardy landscape

character. The hardscape will incorporate elements including concrete, durable furniture and site fixtures which continue the modern aesthetic demonstrated by the built form. Key features of the landscaping design include pedestrian pathways connecting Ross River Road, communal barbeque area, seating and shady areas for small gatherings and picnics.

### 4.3 Traffic Engineering Report

The Traffic Engineering Report prepared by Modus for the proposed 32-dwelling multiple residential development, concludes the project is acceptable from a traffic and transport engineering perspective. It confirms compliance with driveway and crossover design standards, identifies modest traffic generation, and shows no significant impact on surrounding intersections, all of which operate within acceptable thresholds.

While the proposal falls short of Townsville City Council's resident parking requirements by 13 spaces, it fully complies with the Transport for NSW Guide to Transport Impact Assessment, which recommends 42 resident and 7 visitor spaces—totalling 49 spaces as provided. To manage parking allocations, a car parking management plan will be implemented, prioritising additional spaces to some dwellings and overseen by a Body Corporate or site manager. Layout compliance is achieved through wider bays that offset narrower aisle widths, and swept path assessments confirm safe vehicle manoeuvring, reinforcing the report's recommendation that no mitigation upgrades are required for external road networks.

### 4.4 Civil Engineering Services and Site Based Stormwater Management Plan Report

The Civil Engineering Services and Site-Based Stormwater Management Plan for the proposed development confirms the site is suitable for urban residential intensification from both engineering and hydraulic perspectives. The report validates that the site is not affected by flood or coastal hazard overlays and establishes compliant minimum finished floor levels above the Defined Flood Event (DFE). Earthworks are minor and will not require significant excavation, while stormwater management integrates proprietary treatment devices (e.g. Atlan FlowFilter and FlowGuard) that meet Townsville City Council and State Planning Policy water quality objectives. Drainage design ensures lawful discharge to Ross River Road and Jannila Avenue, with post-development runoff either reduced or only minimally increased—negating the need for detention. The site is serviced by existing water and sewer infrastructure, and design provisions support internal grading and future hydraulic connections. Overall, the report concludes that there are no engineering impediments to approval, provided appropriate and justifiable conditions are applied

### 4.7 Operational Waste Management Plan

The Waste Management Letter confirms that the refuse arrangements comply with Townsville City Council's SC6.4.22 waste management standards. The development will provide eight 1100L bulk bins, four for general waste and four for recycling, housed in screened enclosures with wash-down facilities. Residents will dispose of waste directly into these shared bins, with no dwelling located more than 50 meters from a refuse point.

Servicing will be undertaken on-site by Council's rear-loading collection vehicles, which will access the bins via Jannila Avenue in forward gear using an informal driveway loading zone. Swept paths validated in the Traffic Engineering Report confirm compliant manoeuvring and servicing conditions. Overall, the waste strategy ensures operational efficiency, amenity protection, and full alignment with Council servicing expectations.

# 5.0 Prelodgement Discussions

On 20 February 2025, representatives of Urban Space Consulting and Kanetto Investments met with Townsville City Council officers to discuss the proposed development (Council Ref: PLM25/0016). The table below provides a summary of Council’s advice, as well as how the proposed development has considered the advice.

**Table 3:** Summary of Prelodgement Meeting Discussion

Item	Council’s comments	Proposal Response
Low Density Residential Code	<p>PO10 – The application must demonstrate negligible amenity impacts on the adjoining properties have particular regard to privacy.</p> <p>PO17 – The development plans must detail the location of the bin storage area.</p> <p>PO21 – PO32 of the Low Density Residential Zone are the particular performance outcomes for multiple dwellings. In particular, the application should address the following items:</p> <ul style="list-style-type: none"> <li>- Proposed walls exceeding 12m in length should include articulation to break up the façade. Where this cannot be achieved, the development plans should detail varying building materials or paint colours.</li> <li>- Increased setbacks to east and west boundaries for the proposed two storey dwellings are recommended to achieve compliance with AO23.3.</li> <li>- Development plans should provide details of the proposed fencing of for the front boundary - refer AO28.2.</li> <li>- Development plans to confirm each dwelling is provided with the required private open space.</li> <li>- Development plans should provide details of how the proposed communal open space area is to be used by the residents (ie shade structures, bbq, communal vegetable garden).</li> </ul>	<p>An assessment against the Low density residential code has been provided in Appendix L which demonstrates the developments compliance with the relevant assessment benchmarks and concerns raised in the prelodgement meeting.</p>
Traffic Impact, Access and Parking Code	<p>A Traffic Impact Assessment (TIA) prepared by a qualified RPEQ should be supplied to demonstrate there will not be adverse traffic impacts as a</p>	<p>A Traffic Engineering Report has been prepared by Modus Transport and Traffic Engineering to support the development application.</p>

	result of the development, to identify any external upgrades required to accommodate the development, and to address site access, internal functioning of parking and driveways, and pedestrian/cycle movements and connectivity.	
Traffic Impact, Access and Parking Code	Car parking is to be provided in accordance with SC6.10 Parking rates planning scheme policy and SC6.4.5.4 Car Parking. Should the development propose a car parking short fall, it is recommended that a car parking management plan be included with the application.	A Traffic Engineering Report has been prepared by Modus Transport and Traffic Engineering to support the development application addressing car parking.
Traffic Impact, Access and Parking Code	To the extent possible whilst not impeding access to the new duplexes, the internal driveway paralleling Ross River Road must not extend to the property boundaries as shown, but stop with sufficient space for a landscaping strip between the driveway ends and the property boundaries. A pedestrian footpath between the development and the existing footpath along Ross River Road for use by the development residents is encouraged.	A Traffic Engineering Report prepared by Modus Traffic and Transport Engineers has been provided to support the development application. It is noted the Architectural Plans demonstrated a pedestrian footpath between the development and the existing footpath along Ross River Road has been provided.
Works Code	The application should include an engineering report to be prepared by a qualified RPEQ in accordance with City Plan Policy guidelines, addressing the adequacy of the water and sewer service to the development. The report should address the following items: - water supply and water pressure for domestic use and fire protection; - any impacts to the external water and sewer reticulation network and users within surrounding areas; and - any internal, connection and/or external water and sewer upgrades likely to be required.	A Civil Engineering Services Report has been provided by STP Consulting Engineers to support the development application.
Landscape Code	The application should provide details of the proposed landscaping areas for the development in accordance with Part 9.3.3 Landscape code. If detailed	A Landscape Concept Plan has been prepared by MO'D Landscape Architecture to support the development application.

	landscaping plans are provided with the MCU, they can be assessed as part of the application.	
Healthy Waters Code -	The application must include a Stormwater Management Plan prepared by a qualified RPEQ, demonstrating that the objectives of this code and the State Planning Policy (in particular not increasing peak discharge rates, providing water quality treatment to meet pollutant load reduction requirements, and ensuring a lawful point of discharge) are achieved. The development must not causing ponding or worsening of runoff on external roads and properties. It is noted that the property is split into two primary catchments, with a smaller northern one draining toward Ross River Road and the larger one toward Jannila Avenue. Where discharging to the Council road network, the development runoff should be conveyed via a pipe network to existing pipe/pit network (i.e. not discharged to the kerb and channel).	A Site Based Stormwater Management Plan has been prepared by STP Consulting Engineers to support the development application.
Flood Hazard Overlay Code	No major concerns are raised, but this code must be touched on with any application. A proportion of the primary and secondary frontage of the site is identified within the Low level flood hazard, however Council's Draft Flood Model Mapping (yet to be formally adopted into the City Plan) nominates the site as not being affected by the 1% AEP Flood. Refer to TCC Flood Information Portal for further details.	An assessment against the Flood hazard overlay code has been undertaken, refer to Appendix L as well as further commentary in the Civil Engineering Services Report.
TCC Local Action Housing Plan	It is recommended the application discuss how the proposal addresses the Townsville City Council Housing Action Plan 2025-2027.	Refer to Section 3.2 of this Town Planning Report which discusses compliance with the Local Action Housing Plan.

# 6.0 State Planning

## 6.1 Legislative Framework

The Planning Act provides a legislative framework for planning and development matters across most areas of Queensland. It is identified that this framework established by the Planning Act 2016 is relevant to the proposed development. To this end, the proposed development is not located within a Priority Development Area, State Development Area, Infrastructure Designation area, other or specific land use planning jurisdiction.

The Planning Act nominates several types of works within the definition of development.

Specifically, relevant to the proposed development, Schedule 2 of the Planning Act identifies the following types of works as being classified as *development making a material change of use of premises*. A *material change of use, of premises, means any of the following that a regulation made under section 284(2)(a) does not prescribe to be minor change of use—*

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

In view of the above definitions, the proposed development reflects a Material Change of Use.

## 6.2 State Planning Policy

The State Planning Policy (SPP) was introduced on 3 July 2017 as part of the new State planning system. The SPP defines the Queensland Government's policies about matters of state interest in land use planning and development and provides direction for the preparation of local planning instruments and assessment of development applications. The SPP also includes assessment benchmarks for some development applications, if a planning scheme does not appropriately integrate the relevant state interest.

The SPP provides supporting mapping to assist in spatially representing policies and requirements contained within the SPP (refer **Appendix I**).

The mapping indicates that the following SPP matters apply to the site:

- Strategic Airports and Aviation Facilities:
  - Wildlife hazard buffer zone
  - Aviation facility
  - Height restriction zone – 90m
- Transport Infrastructure:
  - State-controlled road
- Natural Hazards Risk Resilience:
  - Flood Hazard Area – Level 1 – Queensland floodplain assessment overlay
  - Flood Hazard Area – Local government flood mapping area

It is noted that the Planning Scheme has not been prepared to fully reflect the latest SPP, and assessment of any proposed development against the Planning Scheme will therefore require assessment against SPP.

The SPP contains assessment benchmarks that are expressed as performance outcomes for the purpose of development assessment. Importantly, these assessment benchmarks apply to the extent the SPP has not been identified in the Townsville City Plan as appropriately integrated. The proposed development has been assessed against and demonstrated to comply with the SPP assessment benchmarks for Natural Hazards Risk and Resilience, Transport Infrastructure and Strategic Airports and Aviation Facilities.

## 6.4 State Assessment Referral Agency

The State Assessment and Referral Agency (SARA), introduced on 1 July 2013, seeks to deliver a coordinated, whole-of-government approach to the state's assessment of development applications. The State Development Assessment Provisions (SDAP) is an outcome of the SARA and a statutory instrument made under the Planning Act which sets out matters of interest of the state for development assessment, where the chief executive of administering the Planning Act is the assessment manager or a referral agency.

Importantly, the SDAP provide assessment benchmarks for the assessment by the chief executive officer or a referral agency and provides applicants with the opportunity to address performance criteria to demonstrate that a development appropriately manages any impacts on a matter of state interest, and/or protects a development from impacts of matters of state interests. An extract from the SDAP Mapping is shown in Figure 13 below. An assessment of Schedule 10 of the Planning Regulation has identified the application will require referral to SARA. A response to the relevant SDAP codes is provided in **Appendix K**.

Specifically, the proposed development is required to be referred in accordance with the following sections of the Planning Regulation:

- Schedule 10, Part 9, Division 4, Subdivision 2, Table 4
  - Within 25m of a State transport corridor (State-controlled road)

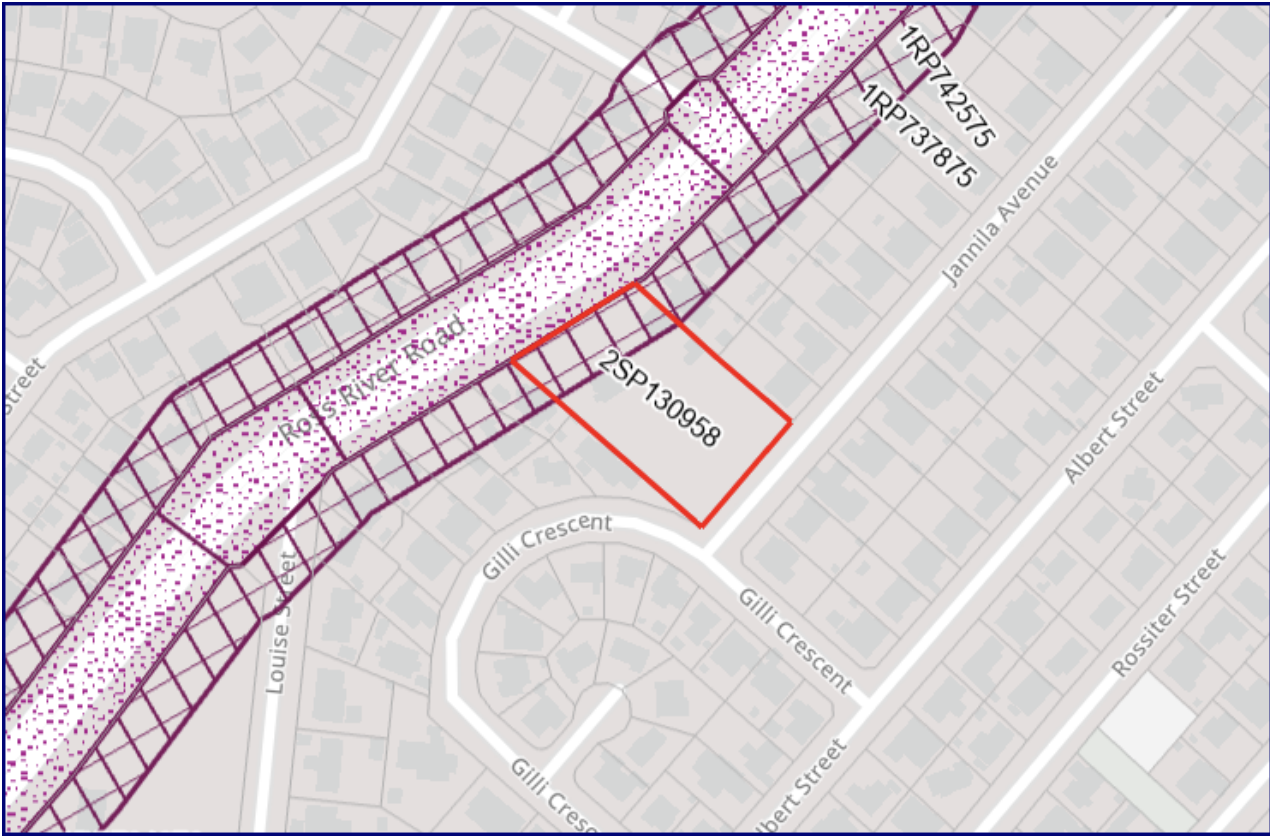


Figure 6: SARA DA Mapping (source: Development Assessment Mapping System)

# 7.0 Local Government Planning

## 7.1 Local Planning Instrument

The Townsville City Plan is the local planning instrument that is used to assess the proposed development. The following sections of this report provide an assessment of the proposed development against the assessment benchmarks under the Townsville City Plan.

## 7.2 Definitions

The proposed development is identified within the Townsville City Plan as Multiple. The Planning Scheme identifies:

### **Multiple Dwelling**

- Premises containing three or more dwellings for separate households.

## 7.3 Zoning

The subject site is included in the Low Density Residential Zone of the Planning Scheme, as shown in **Figure 7** below.

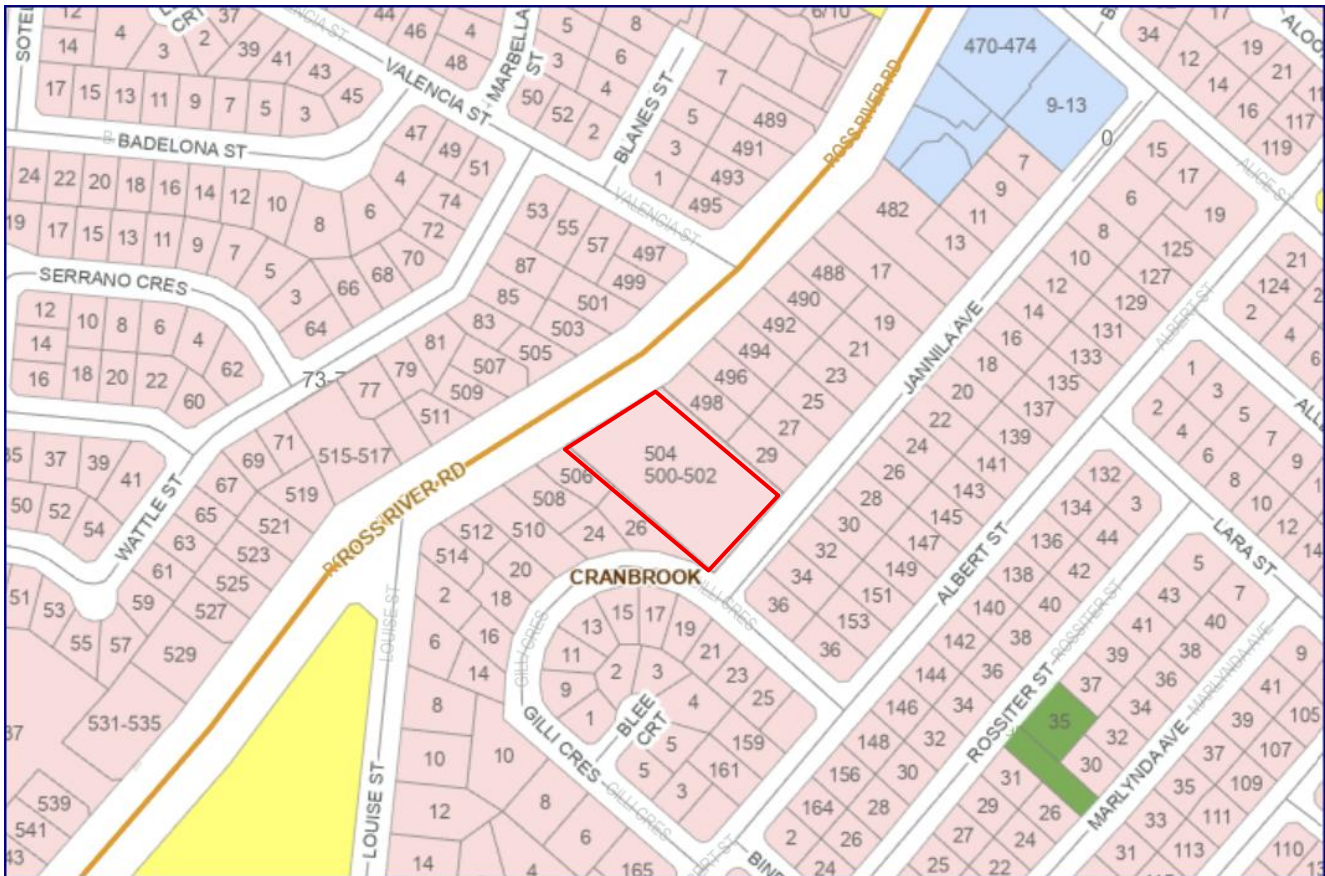


Figure 7: Subject Site Zone Mapping (source: Townsville City Plan)

The purpose of the Residential Low Density Zone is to 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<sup>2</sup> 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.*

In particular, AO22 of the Low density residential zone code identifies:

Location	
<p><b>PO21</b> Multiple dwelling, residential care facility or retirement facility development occur only in locations where:</p> <ul style="list-style-type: none"> <li>a) they can be designed to be compatible with local character and low density scale of development;</li> <li>b) having convenient walkable access to the city's network of centres;</li> <li>c) having convenient walkable access to public transport; and</li> <li>d) having convenient walkable access to recreational facilities.</li> </ul>	<p><b>AO21</b> The premises:</p> <ul style="list-style-type: none"> <li>a) is located within 400m of a centre zone or public transport stop on a major road;</li> <li>b) has a minimum site area of 1,000m<sup>2</sup> and 20m frontage where for a multiple dwelling;</li> <li>c) has a minimum site area of 3,000m<sup>2</sup> and 20m frontage where for a residential care facility or retirement facility; and</li> <li>d) is located within 400m of a park.</li> </ul>

**Figure 8** below shows the subject sites optimal location to centres, public transport, parks and has suitable site area and dimensions for a multiple dwelling.



**Figure 8:** Locality Map (source: Urban Space Consulting)

The proposed development is able to fulfil the intent of the Residential Low Density Zone as it is for a residential use that provides full urban services and is well located to provide sense of place.

## 7.4 Category of Assessment

The development application includes a Development Permit for Material Change of Use.

Table 5.5.1: Low density residential zone, does not identify a multiple dwelling within the table, and therefore requires **Impact Assessment** and assessment against the Townsville City Plan is required.

## 7.5 Codes of Assessment

The following Assessment Benchmarks are considered relevant to the proposed development:

- Low density residential code
- Airport environs overlay code
- Flood hazard overlay code
- Healthy waters code
- Landscape code
- Traffic, impact, access and parking code
- Works code

## 7.6 Assessment Against Strategic Framework

The proposed development within the Low Density Residential Zone, while impact assessable, can demonstrate strong compliance with the Townsville City Plan strategic framework as it responds to the broader planning vision for housing diversity, urban consolidation, and community resilience.

The strategic framework encourages a compact urban form that supports infill development and efficient use of existing infrastructure. By delivering medium-density housing in an established suburb, the proposal contributes to the Townsville City Plan's goal of increasing housing choice and affordability, particularly in areas well-served by transport, education, and employment hubs. This aligns with the framework's emphasis on shaping Townsville as a connected and sustainable city that accommodates growth without compromising liveability.

Furthermore, the development supports the strategic outcome of creating a strong and connected community by integrating communal open space, pedestrian connectivity, and landscaping that enhances neighbourhood character. Although the Low Density Residential Zone typically anticipates detached dwellings, the impact assessment process allows for a merit-based evaluation where the proposal can demonstrate negligible amenity impacts, appropriate setbacks, and architectural articulation. The proposed development is supported by traffic, engineering, and waste management reports confirming operational suitability, the multiple dwelling use can be considered consistent with the strategic intent, particularly when it contributes to housing supply targets and aligns with the Townsville Local Housing Action Plan 2024–2027.

Therefore, it is considered the development aligns with:

- 3.3.2 Element – City shape and housing
  - 3.3.2.1(1)
  - 3.3.2.1(7)
  - 3.3.2.1(8)
  - 3.3.2.1(9)
- 3.4.2 Element – Urban design
  - 3.4.2.1(1)
  - 3.4.2.1(4)

# 8.0 Conclusion

Urban Space Consulting, has prepared this town planning report in support of a development application on behalf of Kaenetto Investments. This development application seeks approval for a:

- Development Permit for a Material Change of Use for a Multiple Dwelling

The proposed development represents a strategically sound, technically supported and policy-aligned response to Townsville’s evolving housing needs. Drawing upon best-practice design principles and a suite of expert assessments, the application achieves strong compliance with local and state planning frameworks. Key strengths of the proposal include:

- **Strategic Location:** Delivers medium-density infill housing within walking distance of centres, public transport, and open space—fulfilling AO21 locational criteria under the Low Density Residential Zone Code.
- **Built Form Integration:** Low-rise design and articulated facades complement existing neighbourhood character while elevating streetscape amenity.
- **Policy Alignment:** Directly addresses Townsville City Council’s Housing Action Plan 2024–2027 and Queensland’s Securing our Housing Foundations agenda, supporting increased housing supply and diversity.
- **Traffic & Parking Compliance:** Traffic impacts are negligible; alternative car parking benchmarks and a robust management plan address policy shortfalls.
- **Engineering Certainty:** Civil and hydraulic reports confirm capacity, lawful discharge, water quality compliance and negligible post-development runoff.
- **Efficient Servicing:** Waste management strategy aligns with SC6.4.22 policy and enables safe on-site collection through rear-loading vehicles.
- **Landscape & Amenity:** Subtropical planting, communal spaces, and pedestrian connections strengthen neighbourhood cohesion and outdoor liveability.
- **Strategic Framework alignment:** The proposed development is considered to meet the intent of the Townsville City Plan. Comprehensive documentation demonstrates that the development is compatible with its zone, maintains amenity, and supports planning scheme outcomes.

This report provides an assessment against all the relevant categorising instruments identified under section 45(3) of the Planning Act. From this assessment, it has been determined that the proposed development complies with, or can be conditioned to comply with, all relevant assessment benchmarks and should therefore be approved.

In view of the above information and the assessment carried out within this application, we recommend that the proposed development is approved, subject to reasonable and relevant conditions.

## **Appendix:**

### **Appendix A – DA Form**

# Appendix B – Title Search

# Appendix C – Land Owner’s Consent

# Appendix D – Architectural Design and Plans

# Appendix E – Landscape Concept Plans

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