

BNC Ref. DA110-25
IMPACT: MCU



Townsville City Council

**Received
02/10/2025**

Date >> 2 October 2025

ASSESSMENT MANAGER
TOWNSVILLE CITY COUNCIL
PO BOX 1268
TOWNSVILLE QLD 4810
Via: Email

Dear Assessment Manager,

**RE: LODGEMENT OF A DEVELOPMENT APPLICATION UNDER CHAPTER 3, PART 2 OF THE *PLANNING ACT 2016*
 DEVELOPMENT PERMIT FOR AN IMPACT ASSESSABLE MATERIAL CHANGE OF USE
 71 THE STRAND, NORTH WARD QLD 4810 (RPD: LOT 309 ON T1181)**

BNC Planning acting as the applicant submits the attached development application to the Townsville City Council in accordance Chapter 3, Part 2 of the *Planning Act 2016*. The development application is seeking a development permit for a material change of use to facilitate a mixed use Multiple dwelling and Food and drink outlet use over the above reference premises.

This development application is being made to the Townsville City Council as the relevant assessment manager under the *Planning Regulation 2017* and has been made in the *approved form* as required under s51 of the *Planning Act 2016*. The common material making up the development application includes:

- Relevant development application forms and written consent of the landowner(s).
- A detailed planning report and the relevant site detail.
- Development plans and other relevant supporting information.

Please contact me to confirm receipt of this development application and to confirm the assessment manager application fee amount and payment options. I trust this information is sufficient for acceptance of the development application as *properly made* subject to payment of the application fee. Please contact me should there be any issues or if you require any further information.

Kind regards,

A handwritten signature in black ink, appearing to read 'Bnk', written over a horizontal line.

Benjamin Collings
Director



BNC PLANNING



DEVELOPMENT APPLICATION PLANNING ACT 2016

DEVELOPMENT PERMIT

MATERIAL CHANGE OF USE

at
71 The Strand, North Ward QLD 4810
Lot 309 on T1181

for
Multiple Dwelling & Food and Drink Outlet

bncplanning.com.au



PLANNING REPORT

DEVELOPMENT APPLICATION FOR A DEVELOPMENT PERMIT
PLANNING ACT 2016

IMPACT ASSESSABLE MATERIAL CHANGE OF USE

71 THE STRAND, NORTH WARD QLD 4810
being
LOT 309 ON T1181
for
MULTIPLE DWELLING AND FOOD AND DRINK OUTLET

Report Matrix

APPLICATION SUMMARY	
Applicant:	BNC Planning Pty Ltd
Application Type:	Development Application for a Development Permit
Development Type:	Material Change of Use
Category of Development (Level of Assessment):	Impact Assessable
Development Description:	15 x 3, 4 & 5 bedroom apartments and food and drink outlet
Assessment Manager:	Townsville City Council
Referral Agencies:	NA
Planning Scheme:	Townsville City Plan 2014
Planning Scheme Definition(s):	Multiple dwelling and Food and drink outlet
Zoning:	Medium density residential zone
Precincts/Sub-Precincts:	The Strand precinct
Overlays:	Airport environs, Cultural heritage and Flood hazard overlay
SITE DESCRIPTION	
Property Address:	71 The Strand, North Ward QLD 4810
Real (Legal) Property Description:	Lot 309 on T1181
Site Area:	1,012m2
Landowner:	Waburton Investments Pty Ltd
Tenure:	Freehold
Relevant Encumbrances:	NA
Local Government Area:	Townsville City Council
Road Frontage(s)	The Strand
Existing Use(s)	Vacant

DOCUMENT CONTROL

Prepared by		Client	File Ref.	Report
BNC Planning		BNC Planning Pty Ltd	DA110-25	Report No. DA110-25-PR
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1. EXECUTIVE SUMMARY

This development application is made in accordance with the provisions of Chapter 3, Part 2 of the *Planning Act 2016* (the Act) and is seeking a development permit for a material change of use to facilitate a Multiple dwelling and Food and drink outlet use. The subject premises is addressed as 71 The Strand, North Ward QLD 4810 more particularly described as Lot 309 on T1181 . The premises is within the Medium density residential zone and The Strand precinct under the Townsville City Plan 2014 (the planning scheme) and is currently vacant.

For the purpose of this development application the applicant is *BNC Planning Pty Ltd*.

Following a detailed assessment of the proposal against the applicable local and state assessment benchmarks it has been determined that the development proposal is consistent with all applicable codes and policies. The development application therefore warrants approval in accordance with rules of impact assessment as established under Act, subject to the imposition of reasonable and relevant conditions and any referral agency responses. A summary of the development application is provided below:

Table 1.0: Development application summary

APPLICATION SUMMARY	
Applicant:	BNC Planning Pty Ltd
Application Type:	Development Application for a Development Permit
Development Type:	Material Change of Use
Category of Development (Level of Assessment):	Assessable Development – Impact Assessable
Development Description:	15 x 3, 4 & 5 bedroom apartments and food and drink outlet
Assessment Manager:	Townsville City Council
Referral Agencies:	NA
CATEGORISING INSTRUMENTS	
Planning Scheme:	Townsville City Plan 2014
Planning Scheme Defined Uses/Works:	Multiple dwelling and Food and drink outlet
Zoning:	Medium density residential zone
Precincts/Sub-Precincts:	The Strand precinct
Overlays:	Airport environs, Cultural heritage and Flood hazard overlay
SITE DESCRIPTION	
Property Address:	71 The Strand, North Ward QLD 4810
Real (Legal) Property Description:	Lot 309 on T1181
Site Area:	1,012m ²
Landowner:	Waburton Investments Pty Ltd
Tenure:	Freehold
Relevant Encumbrances:	NA
Local Government Area:	Townsville City Council

2. INTRODUCTION

BNC Planning Pty Ltd prepare this town planning assessment report to support a development application which seeks Townsville City Council (Council) approval for a Material Change of Use for a Multiple dwelling and Food and drink outlet.

The land subject of this development application is addressed as 71 The Strand, North Ward (the Site). This report addresses the merits of the development with regard to the provisions of the latest version of the Townsville City Plan 2014 (the Planning Scheme) and relevant sections of the *Planning Act 2016* (Planning Act).

This report is to be read in conjunction with the drawings and technical reports accompanying this development application.

The assessment of the application is to be undertaken in accordance with Section 45(5) of the Planning Act and Sections 30 and 31 of the *Planning Regulation 2017*. This report provides the Applicant's assessment of the proposed development against these provisions.

Project Purpose Statement

The development intent is to enhance the Strand precinct as Townsville and the region's pre-eminent residential and tourist destination, leveraging from the social and lifestyle infrastructure established along the Strand foreshore. The development will further invigorate an extremely prominent Strand gateway by contributing to the diversity of residential and commercial uses and activities in the area. The built form and urban design outcomes will achieve high levels of visual amenity which reinforces the Strand as the central focus of activity and concentration of medium density residential accommodation for the region, complemented by a modern, vibrant and safe built form and urban design outcome.

A range of high amenity residential products will be offered from 3-bedroom to 5-bedroom apartments integrated into a medium rise built form complemented by communal and private open green space across both horizontal and vertical planes. The ground floor commercial space will provide food and drink services to further activate the locality and foster a vibrant and active public realm. The built form incorporates the commercial and residential communal space within the podium base of the site, with the residential uses setback from the boundaries to maintain residential amenity, for a total height of ten storeys. The modern design elements and strong geometric features direct the attention of the development towards the Strand frontage which is anchored by the commercial tenancy and an engaging front façade. A diversity of building material, horizontal sectional relevance and seamless lateral integration all assist in achieving a landmark urban form outcome that does justice to the location and community.

3. SITE AND LOCALITY

The subject premises is a standard Freehold lot addressed as 71 The Strand, North Ward QLD 4810 more particularly described as Lot 309 on T1181. The premises is within the Medium density residential zone and The Strand precinct under the planning scheme and is currently vacant. This zoning is a key medium density residential land use category for the City with a clear and articulated intent to encourage medium rise development outcomes.

The site is a 20m x 50m land parcel which is fully cleared and contains no existing built form or structures. The adjoining property at 70 and 70A The Strand contains a similar sized multiple dwelling and food and drink development, with the opposite adjoining property at 72-74 The Strand being the 5 storey Watermark development again involving apartments and food and drink activities. Of particular note is the recently approved hotel, function facility and food and drink outlet development at 68 & 69 The Strand which is of comparable overall height. The premises is 20m from the foreshore area, 1km from the Rockpool facility, 200m from Strand Park, less than 1km from Castle Hill, less than 1.5km from the Townsville CBD and 2.7km from the North Queensland Stadium.

Any pertinent existing approvals which may affect the assessment of the proposal are identified in the table below:

APPLICATION REF.	DECISION AND DATE	ASSESSMENT MANAGER
MCU22/0086 at 71 The Strand, North Ward	Final order dated 25 March 2024	Planning and Environment Court
MCU22/0046 at 68 & 69 The Strand, North Ward	Negotiated development permit 17 March 2023	Townsville City Council
MCU20/0016 at 99 The Strand et al, North Ward	Development permit dated 02 June 2021	Townsville City Council
MCU19/0054 at 70 The Strand, North Ward	Development permit dated 30 September 2019	Townsville City Council

The following table describes the key characteristics of the site:

Table 2.0: Site characteristics

SITE AND LOCALITY DESCRIPTION	
Property Address:	71 The Strand, North Ward QLD 4810
Real (Legal) Property Description:	Lot 309 on T1181
Site Area:	1,012m ²
Landowner:	Waburton Investments Pty Ltd
Tenure:	Freehold
Relevant Encumbrances:	NA
Local Government Area:	Townsville City Council
Zoning:	Medium density residential Zone
Precincts/Sub-Precincts:	The Strand precinct
Existing Use(s):	Vacant
Road Frontage:	20m to The Strand
Significant Site Features:	The site is vacant, clear and contains not significant features
Topography:	The site slopes from the rear to the Strand frontage with no notable topographic features.
Surrounding Land Uses:	Commercial, residential and community space

4. PROPOSAL SUMMARY

The proposal involves the establishment of new development and land use rights to facilitate the construction of a new fifteen (15) dwelling unit apartment complex and supporting ground floor commercial food and drink space. The proposal is a mixed-use development made up of two separately defined uses, being a *multiple dwelling* and *food & drink outlet*, which are defined by the planning scheme as follows:

Multiple dwelling - Premises containing three or more dwellings for separate households.

Food and drink outlet - Premises used for preparation and sale of food and drink to the public for consumption on or off the site. The use may include the ancillary sale of liquor for consumption on site.

A range of high amenity residential products will be offered from 3-bedroom and 4-bedroom units and a 5-bedroom penthouse. Given the setting there is limited communal recreation space proposed to encourage the use of the regionally significant public recreation infrastructure immediately available to residents along the Strand. The 210m² of ground floor commercial space will provide food and drink services with onsite dining and internalised utilities to avoid amenity impacts. The modern design elements and strong geometric features direct the attention of the development towards the Strand frontage which is anchored by the commercial tenancy and an engaging front façade. A diversity of building material, horizontal sectional relevance and seamless lateral integration all assist in achieving a landmark urban form outcome that does justice to the location and community.

4.1 Key Design Considerations

The proposed development outcome and built form has been the subject of extensive design consideration over a number of months and borrows from development outcomes accepted and stabilised through past approvals, both on the site and in the general locality. The purpose of this design strategy was to identify the key design considerations, specifically built form elements such as boundary setbacks and building heights as well as matters relating to on and off-street parking facilities, footpath grading, waste management and services. The applicant has considered all design and policy factors and worked through the competing development constraints to reach a balanced and considered built form and development outcome.

There is a fundamental need to build economic resilience and commercial flexibility into a property development project in order for it to remain viable. The current market conditions relating to inflationary pressures and the cost of material and labour, make this mandatory for a project of this type and construction value to proceed. The development acknowledges the approval of a similar development on the site, and considers the proposal an improvement, having been adapted to further suit the established character of the precinct and adapted to meet changes in the market to for a highly appealing product as both commercial and residential space.

The proposed built form and urban design outcomes are the result of a balanced considered of the various competing interests which govern the project, one of which is objective compliance with the planning scheme. The word *objective* is used given a development proposal can be inconsistent with a lower level component of a planning scheme, such as an acceptable or performance outcome from a code, yet remain consistent with the purpose and strategic framework. This is a key matter of assessment for a development application of this nature as the planning scheme has not been drafted, and if fact could never be drafted, such that it could be 100% fluid with the ability to shift policy positions in real time to address changes in market dynamics. It is this exact characteristic of the planning system which gives rise to the performance-based assessment framework within which this development application is being processed. A planning scheme and any assessment against its outcomes needs to have the flexibility to consider any given proposal on its merits and to then take into account economic, social and environmental factors on a site and proposal specific basis.

The proposed building height and boundary setbacks are acknowledged as not being objectively consistent with the relevant acceptable, performance and overall outcomes from the medium density residential zone code. However, the predominate setback outcome, being the distance from boundaries to the façade itself, are compliant with the overall development able to remain consistent with the purpose of the zone code and the strategic framework. A summary of how these key design outcomes were taken into consideration is provided below.

Building Height

The proposal involves built form outcomes which exceed the 5-storey benchmark nominated for the Strand precinct under the Medium density residential zone code. Despite this, the development outcome remains consistent with the purpose of the zone code and strategic framework in that achieves a medium rise environment which maintains a high level of residential amenity to create accessible, well serviced and well designed communities. Despite the number of storeys, the proposed built form:

- results in a medium rise outcome consistent with surrounding built form, including the established built form at 70 The Strand and the built form approved for 68 & 69 The Strand ;
- maintains a high level of residential amenity within the area and for adjoining properties;
- is an accessible, well serviced and well-designed development;
- provides an intensification of residential density within a key infill location at a major gateway to The Strand;
- creates an attractive and pedestrian scaled streetscape;
- improves the cost effective provision of infrastructure by way of increased residential density within a key urban infill location;
- and

- supports public and active transport forms by maximising density in a key infill area, assisting in creating a more compact city.

The factors which have been taken into consideration in reaching the nominated building height include:

- The existing character of The Stand precinct, demonstrated by the established and approved building heights along the streetscape.
- The overall building height is a factor of the distance from ground level to the highest most projection of the building, not the number of storeys.
- The slope of the site which involves over 2.25m of fall from the rear to the Strand frontage.
- The site ground level sits well below that of the rear adjoining properties.
- The influence of the basement levels.
- The resulting RL height above natural ground level.
- The ability to minimise overall bulk and scale regardless of the number of levels.
- Achievement of a gateway/wayfinding urban design statement in a key node along the Strand.

Boundary Setbacks

The proposed boundary setbacks are clearly delineated on the plans of development and are reflective of the setback established by adjoining developments and other comparable development decisions along the Strand and in North Ward. The proposed boundary setbacks represent a carefully considered design outcome which accounts for the constraints of the site while applying the outcomes requirements from the medium density residential zone code. Specifically, the proposed setbacks present an improvement on the existing approved plans and further aligns with the purpose and performance outcomes of the medium density residential zone code and The Stand precinct. Specifically, the rear setback of 6m along with the rear façade not including balconies will more than adequately address any reverse amenity issues with adjoining properties to the rear.

4.2 Infrastructure and Services

Roadworks, Traffic, Access and Parking

A comparison between the approved development on the site and proposed development with respect to development generated traffic, shows that the proposed development generates less trips than the immediate past approved development. Therefore, the proposed development will have a reduced impact on the surrounding road network when compared to the traffic impacts already assessed in the previous Geleon TTA report. The previous Geleon TTA report for the approved development on the site determined that the proposed development is not expected to have significant impact on the surrounding road network. An updated TTA is included in **Appendix 4**.

Access aisles and parking spaces to the basement parking level have been designed in accordance with AS/NZS 2890.1:2004. A total of 38 spaces are proposed on the site for the residential tenancies, with the current on-street parking being maintained for the commercial component. There is the ability to dedicate one parking space at the basement level as a manager's space for the commercial tenancy. There are dedicated on-street service vehicle and disabled parking spaces located approximately 25m north of the site along the same side of The Strand, disabled parking on the immediate opposite side of the road, as well as at the Kennedy Street intersection.

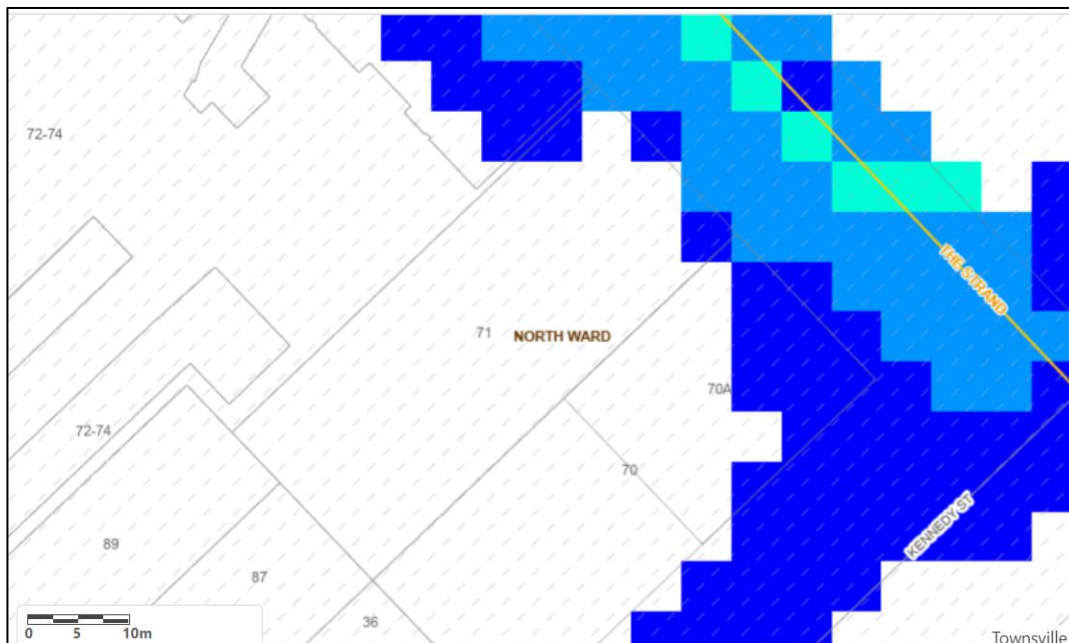
All existing driveway crossings will be removed, and the kerbs and verges reinstated. A new dual driveway crossing will be constructed, in accordance with TCC Standards, for access to the basement and ground parking levels from The Strand. Driveway levels at the street boundary will be graded from existing kerb invert level to existing boundary level.

Footpath grading can be undertaken to ensure the interaction between the finished surface level of the footpath at the boundary and the finished floor level of the commercial tenancy do not result in any safety or accessibility impacts.

Stormwater and Flood

The site drains towards the Strand frontage with adjoining properties drainage toward their respective road frontages. According to the Townsville City Council Flood Study, see figure below, the site is currently identified as being partially

prone to inundation from Flood for a very small portion along the front boundary. The Defined Flood Event (DFE) for the AEP 1% flood level at The Strand frontage is RL 5.42m AHD. The site is not subject to inundation from Storm Tide. Minimum habitable floor level for the development should be set at RL 5.72m AHD or 300mm above the DFE for residential areas and above the DFE for commercial areas.



All roof, balcony and pavement runoff are to be collected in grated field inlets and piped to the lawful point of discharge being The Strand road reserve. The entrance level to the basement parking is to be set at 300mm above the higher of the road crown or kerb level immediately adjacent. These levels are to be determined by detailed site survey.

As the site impervious area will increase from around 0% to +90%, an assessment of the on-site detention requirements will be necessary as part of this development. Pre- and post-development runoff calculations will be provided at operational works stage. As the area of the subject site is less than 2500m², a Site-Based Stormwater Quality Management Plan (SBSQMP) will not be required, in accordance with the State Planning Policy.

Water and Sewerage

The site has direct and functional access to a 150mm water main and water meter, and a 150mm gravity sewer main along the immediate road frontage. The existing property sewer connection through 70A The Strand is to be capped with a new connection to be established along the road frontage. There are no adjoining property services running through the site.

Based on recent audits of the existing infrastructure networks as part of the development at 70 The Strand and the proposed development at 68 & 69 The Strand, there is sufficient capacity available to accommodate the demands of the development, and no upgrading of either water or sewer infrastructure will be required. Please see attached Water supply and sewer planning report attached in **Appendix 4**.

Earthworks

The site generally falls from approximately RL7.5m at the rear to RL5.25m at the front. The rear and sides of the site are in cut and bounded by retaining features resulting from the adjoining developments. These retaining elements will be integrated into the design of the proposed development, including at basement level.

Electricity and Telecommunications

The site is currently serviced by reticulated electricity, telecommunications and NBN. Network capacity and site demand will be determined by the electrical consultant at detailed design stage.

5. STATUTORY ASSESSMENT

5.1 Legislative Framework

The relevant legislation and statutory instruments applicable to the development application and its assessment are considered below.

Commonwealth

Environmental Protection and Biodiversity Conversation Act 1999 - The development application is not likely to impact upon matters of national environment significance and as such is not subject to referral to the Commonwealth Department of Environment and Science for assessment against the *Environmental Protection and Biodiversity Conversation Act 1999*.

Defence (Areas Control) Regulations 1989 – Reg. - The development exceeds the relevant 15m building height and operational airspace intrusion limit which will require dispensation approval from the Commonwealth Department of Defence who operate the Townsville RAAF airbase. Given past approvals and the context of surrounding buildings and landforms, there is no tangible risk of the dispensation not being granted and as such there is no tangible risk to the development. This will be further formalised through referral to the Department of Defence for approval under the *Defence (Areas Control) Regulations 1989 – Reg.*

State

State legislation provides the overarching framework for assessment of the development application under the head of power established by the *Planning Act 2016* (the Act) and supported by the *Planning Regulation 2017*. This legislative framework also provides for the articulation of specific state interests through a range of policy documentation, collectively termed state planning instruments. These include the State planning policy and the State development assessment provisions. The Act also allows for the preparation of statutory supporting instruments such as the Development Assessment Provisions. Development applications are subject to assessment against any applicable state planning instruments with the preparation, lodgement, assessment, processing and deciding of the application governed by the Act, Regulation and Development Assessment Rules. See section 5.2 below.

Planning Act 2016 - The purpose of the *Planning Act 2016* is to establish an efficient, effective, transparent, integrated, coordinated, and accountable system of land use planning (planning), development assessment and related matters that facilitates the achievement of ecological sustainability. This development application is made in accordance with the provisions of Chapter 3, Part 2 of the Act. The application involves both impact and code assessable development and as such will be subject to processing in accordance with Parts 1 – 5 of the Development Assessment Rules and a decision in accordance with section 60 of the Act.

Planning Regulation 2017 - The *Planning Regulation 2017* identifies state interests and when these interests are applicable to the assessment of a development application. This includes identification of any referral agency involvement and the associated referral jurisdiction and matters of assessment. For this development application, there are no applicable state interests, referral agencies or referral jurisdictions/matters.

Local

The proposed Multiple dwelling and Food and drink outlet use is identified as *impact assessable* in the material change of use table of assessment for the Medium density residential zone. There are no other components of the planning scheme or *Planning Regulation 2016* which effect the level of assessment for the proposal. The development application is therefore subject to an unbound assessment against the planning scheme as a whole. See section 5.3 below.

5.2 Assessment Benchmarks Pertaining to State Planning Instruments

Matters Prescribed by Regulation

There are no relevant assessment benchmarks prescribed by Regulation which are relevant to the assessment of this development application

State Planning Policy

Townsville City Plan 2014 confirms in section 2.1 *State planning policy* that it has ministerial approval as having adequately integrated the *State Planning Policy July 2014* into the planning scheme. While the SPP has been amended overtime, there are no stand-alone components which are relevant to the assessment of this development application.

Regional Plan

Townsville City Plan 2014 confirms in section 2.2 *Regional plan* that it does not have ministerial approval as having adequately integrated the *North Queensland Regional Plan* into the planning scheme. Despite this, there are no stand-alone components which are relevant to the assessment of this development application.

State Development Assessment Provisions

Under Schedule 10 of the *Planning Regulation 2017*, the development application triggers the following referral agency assessments:

<i>Planning Regulation 2017 Trigger</i>	<i>Referral agency</i>	<i>Matters of Assessment</i>
NA	NA	NA

Assessment Benchmarks Summary

A summary of the relevant state level assessment benchmarks is provided in the table below:

<i>State Planning Instruments</i>	
NA	NA

5.2.1 State Codes

Not applicable.

5.3 Assessment Benchmarks Pertaining to Local Planning Instruments

The applicable planning scheme for the application is the Townsville City Plan 2014. There are no other identified applicable local planning instruments.

Townsville City Plan 2014

The Townsville City Plan 2014 (the planning scheme) includes tables of assessment which nominate the categories of development and assessment (levels of assessment) and nominate the assessment benchmarks for assessable development and the requirements for accepted development. The applicable tables of assessment for this development application are:

- Categories of development and assessment – Material change of use; and
- Categories of development and assessment – Overlays.

Local Government Infrastructure Plan

The development will not impact on the delivery of any planned trunk infrastructure in the immediate locality.

Assessment Benchmarks Summary

A summary of the relevant local level assessment benchmarks is provided in the table below:

Local Planning Instruments	
Planning Scheme	Strategic Framework Medium density residential zone code Healthy waters code Landscape code Transport impact, access and parking code Works code Airport environs overlay code Flood hazard overlay code

The development application has been assessed against each of the applicable local level assessment benchmarks and found to be:

- compliant with the purpose and applicable outcomes from the relevant codes; and
- consistent with the strategic framework for the planning scheme.

Any pertinent issues arising from the assessment against the local level assessment benchmarks are addressed below. For clarity, any codes or outcomes not specifically addressed below or in the proposal justification report are considered to be objectively satisfied.

5.3.1 Strategic Framework

The Strategic Intent, and the Strategic Framework (the Framework) as a whole is a set of high order strategic outcomes and land use strategies which set the overarching policy intent for the lower order, more detailed components of the planning scheme i.e. zones, codes and policies. The Framework is split into 4 themes which cover the main aspects of land use planning and development governance. Given the level the Framework operates at, it is sometimes difficult to provide a direct, development specific assessment of a proposal against its many components. However, a proposal that satisfies the lower order components of the planning scheme, i.e. zone codes, development codes, overlay codes, planning scheme policies, etc. inherently satisfies the intent of the Framework.

This proposal justification report demonstrates how the proposal satisfies the most applicable lower order components of the planning scheme. This justification demonstrates how the proposal is a good land use outcome for the site and how it

has been designed to adequately address any environmental, economic or social impacts. Each code has been satisfied by addressing each acceptable outcome individually. Where the requirements of an acceptable outcome were impractical or inappropriate to address, the performance outcome was addressed and satisfied. Where the requirements of a performance outcome were impractical or inappropriate to address, the overall outcomes were addressed and satisfied. By satisfying the requirements of the overall outcomes, the purpose of the code was inherently satisfied, as is the Strategic Framework as a whole.

The proposal furthers the outcomes sought by the themes and outcomes of the Strategic Framework, particularly when considering:

- the proposed development will contribute to Townsville's growth and evolution, and will further Townsville's role as the second capital of Queensland;
- the development offers an ideal mix of boutique, short stay accommodation, dining and small scale function space, all of which are essential to advancing the tourism and hospitality industry in Townsville;
- the proposal will maximise the potential of this well located site and will optimise community interaction through exceptional social design and quality;
- the subject site is ideal to accommodate the proposed development given its location in The Strand Precinct.
- the development builds upon the city's centres hierarchy by creating employment, entertainment, and business opportunities within the existing precinct;
- the proposal maintains the area's identity and is a use which appropriately integrates with the surrounding social and residential uses; and
- given Townsville's climate, the development will respond through the proposed design and layout that will incorporate energy efficient techniques.

With specific regard to *Part 3 Strategic Framework, 3.3 Theme – Shaping Townsville - 3.3.2 Element – City shape and housing*:

(5) Development in North Ward facilitates medium density residential choices within a high amenity environment. Development is primarily focussed on walkable, mixed use village nodes, with a pedestrian-friendly, active frontage along The Strand. Built form reinforces gateway corridors along Gregory and Landsborough Streets, but does not intensify uses in areas subject to likely flooding or storm surge risk. Buildings exceeding 5 storeys in height do not occur in the Medium density residential zone fronting The Strand. Open space and strong visual connections are maintained between Castle Hill and The Strand (Figure 3.3 – North Ward strategy plan).

While the proposed development exceeds the prescribed five (5) storey building height anticipated by the strategic framework for the Strand Precinct, it has been specifically designed to incorporate a building height and scale consistent with the character desired for the precinct. The ground and podium are built to the front boundary to heighten interactivity with the street. All built form above the podium is setback 5.4m from the front, 6m from the rear and 3m from both sides. This provides appropriate setback for the proposed residential uses to reduce overshadowing and overlooking onto adjoining sites and maintaining appropriate access to sunlight and ventilation. The building is orientated to the street, allowing for pedestrians to directly access ground floor services.

From the streetscape, the development has a height of ten storeys. This is comparable to the eight storey development at the recently approved 68 & 69 The Strand and the seven storey development on adjoining site 70 and 70A The Strand, and significantly less than the fifteen storey development at nearby 75-77 The Strand. Buildings above the prescribed five (5) storey building height are not uncommon along The Strand streetscape, and they contribute to the distinguished character of the precinct. Where the development maintains the character of the precinct in amenity, the height of building will further accentuate the character of precinct and further demonstrate the precinct's values. Please see the attached plans in Appendix 3.

From a more generic stand point, the following further justification for the development compliance with the Strategic framework is provided:

Strategic Framework
Note: a large portion of the outcomes within the Framework themes are not relevant to the development proposal or the site. As such, only the applicable components have been identified and addressed. Theme – Shaping Townsville Strategic outcome The strategic outcome, as it relates to the proposal, seeks to achieve a more compact and efficient built form for the city, with a range of housing choices while protecting character and amenity. There is also a strong encouragement to improve public transport use and infrastructure and service efficiencies. The proposal represents an infill development within a key public destination which improves residential densities and achieve efficiencies in access to public transport, services and infrastructure. North Ward strategy plan The development is consistent with the site’s role in the intensification of development with a residential focus and ground floor commercial. The 5-storey building height matter is a component of this strategy, however this proposal presents a unique and creative urban design outcome which is able to further the achievement of all other elements of the strategy specifically by not achieving this one particular element. It is this one inconsistent element of the proposal that also allows the development to better achieve the strategic outcome for this theme, the sustainable economic growth theme, as well as the overall strategic intent. For clarity, while the proposal does not meet one of the outcomes identified with the North Ward strategy plan, it is able to meet all other components as well as being able to meet the strategic intent despite this inconsistency. Theme – Strong and connected community Strategic outcome The proposal provides an increase in direct resident access to the Strand as a major open space and recreation asset within the city-wide network. The built form, site layout and urban design outcomes significantly further the achievement of the outcomes for this theme for the immediate locality. Theme – Environmentally sustainable future Strategic outcome There are no significant environmental values associated with the site. There are no impacts on natural assets or biodiversity values. Integrated water cycle management is proposed to be integrated, where practical, into the on-street landscaping with stormwater drainage management systems to be put in place. Theme – Sustainable economic growth Strategic outcome It is important to acknowledge that the first step to sustainable economic growth, is economic growth itself. This development proposal represents a potential catalyst to economic growth for the City and has been designed wherever possible to build economic resilience into the development program.

5.3.2 Medium Density Residential Zone Code

Purpose

The proposal furthers the achievement of the purpose of the zone code and The Strand precinct. The development intent is to enhance the Strand as Townsville and the region's pre-eminent residential and tourist destination leveraged off the social and lifestyle infrastructure established along the foreshore. The development reinforces the Strand as the central focus of activity and concentration of medium density residential accommodation for the region, complemented by a modern, vibrant and safe built form and urban design outcome.

The development will invigorate a relatively dormant yet extremely prominent Strand gateway by contributing to the diversity of residential and commercial uses and activities in the area. The built form and urban design outcomes will achieve extremely high levels of visual amenity with modern design elements and strong geometric features directing the attention of the development towards the Strand frontage which is anchored by the commercial tenancy and an engaging front façade. A diversity of building material, horizontal sectional relevance and seamless lateral integration all assist in achieving a landmark urban form outcome that does justice to the location and community.

The site is well suited for the development as the proposal provides a value adding opportunity to an existing residential locality within the inner suburbs of the City approximately 1km from the Townsville CBD. The new building work and site layout has been designed to be compatible with the strategic framework, medium density residential zone code as well as the applicable development and overlay codes from the planning scheme. This includes strategically nominated building heights, siting and setbacks, on-site car parking, landscaping, vehicle manoeuvring areas, waste management systems and mitigating measures to address environmental impacts and potential resident amenity issues. The site design reflects the need to protect and enhance the character of the streetscape and to provide a high level of internal user amenity. The site layout and amenity features, such as landscaping and car parking, reflect the nature and specific operational dynamics of the use. As such, the proposal meets the requirements set out in the zone code and is consistent with its Strategic Framework.

Code Outcomes

6.2.2.3 Assessment benchmarks

Table 6.2.2.3-Accepted development subject to requirements and assessable development

Performance outcomes	Acceptable outcomes	Proposal justification
For accepted development subject to requirements and assessable development		
Home based business		
PO1	AO1.1	The proposal does not involve any home-based business use. Not Applicable.
	AO1.2	
	AO1.3	
	AO1.4	
Sales office		
PO2	AO2	The proposal does not involve any sales office use. Not Applicable.
Secondary Dwelling		
PO3	AO3	The proposal does not involve a secondary dwelling use. Not Applicable.
Amenity		
PO4	NA	The proposal is a common form of mixed-use medium rise residential and food and drink outlet development within the locality and is of a scale and intensity generally anticipated by the planning scheme that will not result in any unmanaged noise, odour, traffic or any other impacts. Hours of operation for the

		commercial component will reflect normal dining operations in the area and will not adversely intrude on residential hours for the adjoining residential uses. Complies with PO4.
PO5	NA	Landscaping will be provided to increase internal user amenity, to soften boundaries, foster interaction with the streetscape and with adjoining properties and to present neatly to the near-by open space areas. Complies with PO5.
Crime prevention through environmental design		
PO6	NA	The new building and site layout do not present any opportunities for anti-social behaviour, will have outdoor lighting installed to the relevant Australian standards and provides direct sight lines into the property to encourage passive surveillance opportunities from the two street frontages. Complies with PO6.
PO7	AO7.1	The building presents to the street frontage with open and interactive facades with clearly defined building entrances and a significant amount of elevation treatments. Complies with AO7.1.
	AO7.2	No fencing is proposed. Compliance with AO7.2 can be conditioned.
Built form		
PO8	NA	The built form and urban design outcomes will achieve extremely high levels of visual amenity with modern design elements and strong geometric features directing the attention of the development towards the Strand frontage which is anchored by the commercial tenancy and an engaging front façade. A diversity of building material, horizontal sectional relevance and seamless lateral integration all assist in achieving a landmark urban form outcome that does justice to the location and community. Complies with PO8.
PO9	NA	Compliance with PO9 can be conditioned.
Parking and services		
PO10	AO10	The location of on-site car parking is by way of the basement and ground levels as well as strategic on-street parking. Complies with PO10.
PO11	NA	Compliance with PO11 can be conditioned.
For assessable development – were a non-residential use		
PO12	NA	The proposed commercial component is a low scale non-residential use which will take place at ground level, addressing the streetscape directly. It is open and interactive with the streetscape and predominately uninterrupted viewing. This will become a unique feature of the area and is consistent with the character and amenity of the precinct. Complies with PO12.
For assessable development – where a multiple dwelling, residential care facility, retirement facility or short-term accommodation with a building height of less than 3 storeys		
PO13-PO19		The proposal involves more than 4 storeys. Not Applicable.
For assessable development – where a multiple dwelling, residential care facility, retirement facility or short-term accommodation with a building height of 4 storeys or more		
PO20	NA	The proposed architecturally designed building will provide a unique and highly interactive pedestrian environment for the site, specifically with a commercial use at the ground level addressing the streetscape. Complies with PO20.
PO21	AO21.1	Minor alternative setbacks have been proposed in order to efficiently utilise the site and achieve the desired streetscape, urban design and boundary interaction outcomes required by the planning scheme. Although alternative setbacks have been proposed the development is still considered not to prejudice development of adjoining properties. The desired built form of The Strand precinct supports building to boundary at the ground floor to facilitate streetscape interactivity. All balconies have been configured in such a way to be orientated towards the street, minimising overlooking onto adjoining lots. The uniform setback of 3m on

		both sides (excluding very minor intrusions for articulation) and 6m to the rear maintains appropriate levels of light and solar penetration, air circulation, privacy and residential amenity. Complies with PO21.
	AO21.2	It is considered a better urban design outcome to seamlessly merge the building and footpath area as opposed to screening the building and internal activity with landscaping. This facilitates interactions between the streetscape and the site, fostering site character and improved commercial experience. On-street embellishment and frontage landscaping will still be implemented. Although alternative landscaping has been proposed, the development is still considered to create an attractive, consistent and cohesive scale along the street frontages. A detailed landscape plan can be provided at operational works stage, as is standard practice. Complies with PO21.
	AO21.3	Rear landscaping is not practically achievable or necessary. The on-street embellishments and façade planting achieves an attractive, consistent and cohesive scale. Complies with PO21.
PO22	NA	The roof form integrates with the articulation of the façade. Complies with PO22.
PO23	NA	Compliance with PO23 can be conditioned.
PO24	AO24.1	The proposed designs demonstrates compliance and can be formalised through conditions. Complies with AO24.1.
	AO24.2	No clothes drying facilities are proposed as part of the building design. Not Applicable.
	AO24.3	Compliance with AO24.3 can be conditioned.
PO25	NA	A large communal area is provided to residents, including areas for recreational and physical activity in a pool, hot spa, sauna, gym, barbeque, dining and general seating areas that are treated with greenery. Furthermore, the sites proximity to the Strand and the associated high order recreation and open space areas provides additional outlets for recreation. Complies with PO25 and PO26.
PO26	NA	
Additional benchmarks for assessable development within precincts		
The Strand precinct		
PO63	AO63.1	While the proposed development exceeds the prescribed five (5) storey building height anticipated by the strategic framework for the Strand Precinct, it has been specifically designed to incorporate a building height and scale consistent with the character desired for the precinct. The ground and podium are built to the front boundary to heighten interactivity with the street. All built form above the podium is setback 5.4m from the front, 6m from the rear and 3m from both sides. This provides appropriate setback for the proposed residential uses to reduce overshadowing and overlooking onto adjoining sites and maintaining appropriate access to sunlight and ventilation. The building is orientated to the street, allowing for pedestrians to directly access ground floor services. From the streetscape, the development has a height of ten storeys. This is comparable to the eight storey development at the recently approved 68 & 69 The Strand and the seven storey development on adjoining site 70 and 70A The Strand, and significantly less than the fifteen storey development at nearby 75-77 The Stand. Buildings above the prescribed five (5) storey building height are not uncommon along The Stand streetscape, and they contribute to the distinguished character of the precinct. Where the development maintains the character of the precinct in amenity, the height of building will further accentuate the character of precinct and further demonstrate the precinct’s values. Please see the attached plans in Appendix 3 . Complies with AO63.1
	AO63.2	The premises is greater than 1,000m ² . Complies with AO63.2.

PO64	NA	The food and drink outlet is at ground level, is directly linked to the street frontages and incorporates frontage dining. This element provides a unique signature to the development without compromising the achievement of an efficient residential density or creating unmanageable amenity impacts. There is not sufficient space along the frontage footpath to allow on on-street dining in addition to a pedestrian pathway. Complies with PO64.
PO65	AO65.1	The site achieves a 0m setback from the street frontages to maximise activation and interaction with the streetscape. Matters relating to footpath grading and how this will impact the interface between the footpath and the finished floor level have been investigated and it is confirmed that a practical solution is achievable which can be addressed at detailed design stage. This is achievable through recessed access steps and ramps. Complies with AO65.1.
	AO65.2	The proposed variation in material, cladding and a footpath awning as well as streetscape embellishments and planting provide a high level of visual interest along the frontages. Employing 0.5m changes in the glazing plane is not a necessary requirement and would simply serve to create redundant floor space. Complies with PO65.
	AO65.3	Complies with AO65.3.
PO66	AO66	Awnings are provided over the footpath area along the building façade fronting The Strand. Complies with AO66.

The development is able to objectively satisfy the outcomes and purpose of the zone code. Formalisation of compliance with the code can be ensured through the imposition of standard conditions of approval including the requirements for the development to occur generally in accordance with the plans of development.

5.3.3 Development Codes

Healthy waters code, Landscape code, Transport impact, access and parking code & Works code

The development has been designed with detailed consideration given to the management of elements such as reticulated sewer and water supply, electricity and telecommunications services, stormwater drainage, landscaping outcomes and parking and access facilities. Sufficient detail is provided on the plans of development and in section 4.2 above to confirm compliance with the development codes and that solutions to addressing the servicing and utility needs of the development can be achieved. The site is to be fully development, predominantly hardstand, and can be serviced by all required forms of urban infrastructure. Accordingly, it is requested that conditions of approval be used to allow the material change of use decision to be reached as quickly as possible with the operational works and compliance assessment processes left to confirm the more detailed design solutions, if required at all. These may include a site-based stormwater management plan, landscape plan and design certification for car parking and access facilities. It is at this stage where application of the works code and demonstration of compliance with the civil/engineering works design standards becomes more relevant.

Car Parking Rationale

The planning provides the following car parking rate benchmark for the proposed use:

Multiple Dwelling – One point five (1.5) spaces per dwelling; and point two (0.2) spaces per dwelling for visitors (and one (1) dedicated car washing bay* for the entire development).

Food and Drink Outlet – One (1) space per 10m² of GFA available to the public (including outdoor dining), one (1) space per 50m² of GFA for food preparation; and one (1) space per 100m² of GFA used for storage.

With fifteen (15) dwelling units proposed, the multiple dwelling use aspect of the development requires a total of 26 on site car parking spaces. One (1) car parking space is dedicated to the restaurant manager. This requirement for a total of 27 on site car parking spaces is achieved for through the provided 38 on site car parking spaces.

Car parking spaces for the Food and drink outlet use is fulfilled by existing on street parking, which is available fronting the site. This is the established and accepted solution for food and drink based activities of this nature fronting The Strand.

The site has an existing approval that would require 66 car parking space, while approved to provide a minimum of 32 on site spaces. The development improves upon this existing approval, providing an additional six (6) on site car parking spaces. Please see the Traffic and Transport Assessment attached in **Appendix 4** for further details.

Accordingly, the development is able to objectively satisfy the outcomes and purpose of the development codes. Given the extent to which the proposal objectively satisfies the codes, a direct assessment against each of the outcomes is not considered necessary in order to demonstrate compliance. Formalisation of compliance with the code can be ensured through the imposition of standard conditions of approval including the requirements for the development to occur generally in accordance with the plans of development and the standard landscaping, civil works and design certification requirements to be provided at operational works stage.

5.3.4 Overlay Codes

Airport environs overlay code

The site and development are affected by the airport environs overlay, specifically the operational airspace height intrusion limits set by the Department of Defence. The outcomes from the overlay code are either not applicable or are objectively satisfied. The overlay code is primarily drafted to manage building heights and uses that have the potential to impact airspace. The proposed development does exceed the nominated building height but does not involve any elements or activities that would compromise operational airspace. This will be further formalised through referral to the Department of Defence for approval under the *Defence (Areas Control) Regulations 1989 – Reg.* Given the extent to which the proposal objectively satisfies the overlay code, a direct assessment against the outcomes is not considered necessary in order to demonstrate compliance. Formalisation of compliance with the codes can be ensured through the imposition of standard conditions of approval requiring development to occur in accordance with the plans of development.

Cultural heritage overlay code

The outcomes from the overlay code are either not applicable or are objectively satisfied. The site is identified to be adjoining to a heritage place, being 70 and 70A The Strand. However, this lot does not contain a heritage place, as recent development has removed the heritage place from the adjoining lot. Therefore, despite being identified as such, the site does not adjoin to a heritage place, and the Cultural heritage overlay code cannot be applied to this application.

Flood hazard overlay code

The outcomes from the overlay code are either not applicable or are objectively satisfied. The overlay code is primarily drafted to manage the design and siting of built form to avoid hazards as well as limiting changes to hydrology. The extent of the site affected by the overlay mapping is minimum. This impact is even less when applying the DFE Q100 model mapping. The proposed development will have no effect on the extent of flood hazard or its impacts on people or property. Given the extent to which the proposal objectively satisfies the overlay code, a direct assessment against the outcomes is not considered necessary in order to demonstrate compliance. Formalisation of compliance with the codes can be ensured through the imposition of standard conditions of approval requiring development to occur in accordance with the plans of development.

5.4 External Referrals

The development application will not trigger any formal Planning Act referral agency assessments, as discussed in section 5.2 above.

6. PUBLIC NOTIFICATION

The application is *impact assessable* and will be subject to the public notification requirements as outlined in the *Planning Act 2016* and Development Assessment Provisions.

7. CONCLUSION

This development application is made in accordance with the provisions of Chapter 3, Part 2 of the *Planning Act 2016* (the Act) and is seeking a development permit for a material change of use to facilitate a new Multiple dwelling and Food and drink outlet use. The subject premises is addressed as 71 The Strand, North Ward QLD 4810 more particularly described as Lot 309 on T1181. The premises is within the Medium density residential zone and the The Strand precinct under the Townsville City Plan 2014 (the planning scheme) and is currently vacant.

An assessment of the proposal was undertaken against the applicable assessment benchmarks which confirms that it is consistent with the provisions of the applicable planning instruments, specifically the local government planning scheme. Council is therefore required to **approve** the development application pursuant to the rules of impact assessment established under the Act and issue a development permit subject to the imposition of reasonable and relevant conditions.

RECOMMENDATION

That this development application seeking a development permit for a Multiple dwelling and Food and drink outlet use over the subject premises situated at 71 The Strand, North Ward QLD 4810 more particularly described as Lot 309 on T1181, be approved subject to reasonable and relevant conditions.

STATEMENT OF REASONS

Subject to the imposition of reasonable and relevant conditions, the development is able to comply with the following applicable assessment benchmarks against which the application was required to be assessed.

Applicable Assessment Benchmarks:

State Planning Instruments	
NA	NA
Local Planning Instruments	
Planning Scheme	Strategic Framework Medium density residential zone code Healthy waters code Landscape code Transport impact, access and parking code Works code Airport environs overlay code Flood hazard overlay code

REASON FOR APPROVAL DESPITE NON-COMPLIANCE WITH ASSESSMENT BENCHMARKS

Sufficient justification has been provided, and satisfactory grounds have been established to conclude that the proposed development is consistent with the strategic intent and overall outcomes of the planning scheme. In substantive terms, this conclusion is based on the following reasons:

- The development allows the site to better contribute to the achievement of the Strategic Framework.
- The proposed Multiple dwelling and Food and drink outlet land use outcome directly aligns with the Purpose of the zone code.
- The proposal is consistent with past development decisions in the zone and precinct.
- The development can be adequately serviced.
- The built form outcome is consistent with the relevant assessment benchmarks and will not result in any adverse impacts on residential amenity of surrounding properties.
- The site is not identified as being susceptible to any unacceptable or unmanageable natural hazard or infrastructure constraints.
- The development outcome reflects a community expectation for development of this nature given the existing built form pattern for the immediate locality and past development decisions made by council.
- The development does not increase the susceptibility of people or property to natural hazards or other health risks.
- The development will maintain the existing level and standard of servicing provided by the relevant infrastructure networks.
- The proposal addressed an established planning need for the development
- The proposal does not undermine the planning scheme
- The proposal does not establish precedence that could result in the future undermining of the planning scheme

APPENDIX 1

DEVELOPMENT APPLICATION FORMS

DA Form 1 – Development application details

Approved form (version 1.6 effective 2 August 2024) made under section 282 of the Planning Act 2016.

This form **must** be used to make a development application **involving code assessment or impact assessment**, except when applying for development involving only building work.

For a development application involving **building work only**, use *DA Form 2 – Building work details*.

For a development application involving **building work associated with any other type of assessable development (i.e. material change of use, operational work or reconfiguring a lot)**, use this form (*DA Form 1*) and parts 4 to 6 of *DA Form 2 – Building work details*.

Unless stated otherwise, all parts of this form **must** be completed in full and all required supporting information **must** accompany the development application.

One or more additional pages may be attached as a schedule to this development application if there is insufficient space on the form to include all the necessary information.

This form and any other form relevant to the development application must be used to make a development application relating to strategic port land and Brisbane core port land under the *Transport Infrastructure Act 1994*, and airport land under the *Airport Assets (Restructuring and Disposal) Act 2008*. For the purpose of assessing a development application relating to strategic port land and Brisbane core port land, any reference to a planning scheme is taken to mean a land use plan for the strategic port land, Brisbane port land use plan for Brisbane core port land, or a land use plan for airport land.

Note: All terms used in this form have the meaning given under the Planning Act 2016, the Planning Regulation 2017, or the Development Assessment Rules (DA Rules).

PART 1 – APPLICANT DETAILS

1) Applicant details	
Applicant name(s) (individual or company full name)	BNC Planning Pty Ltd
Contact name (only applicable for companies)	Benjamin Collings
Postal address (P.O. Box or street address)	PO Box 5493
Suburb	Townsville
State	QLD
Postcode	4810
Country	Australia
Contact number	(07) 4724 1763
Email address (non-mandatory)	enquire@bncplanning.com.au & bnc@bncplanning.com.au
Mobile number (non-mandatory)	
Fax number (non-mandatory)	
Applicant's reference number(s) (if applicable)	DA110-25
1.1) Home-based business	
☐ Personal details to remain private in accordance with section 264(6) of <i>Planning Act 2016</i>	
2) Owner's consent	
2.1) Is written consent of the owner required for this development application?	
☒ Yes – the written consent of the owner(s) is attached to this development application	
☐ No – proceed to 3)	

PART 2 – LOCATION DETAILS

3) Location of the premises (complete 3.1) or 3.2), and 3.3) as applicable)

Note: Provide details below and attach a site plan for any or all premises part of the development application. For further information, see [DA Forms Guide: Relevant plans](#).

3.1) Street address and lot on plan

- ☒ Street address **AND** lot on plan (all lots must be listed), **or**
☐ Street address **AND** lot on plan for an adjoining or adjacent property of the premises (appropriate for development in water but adjoining or adjacent to land e.g. jetty, pontoon. All lots must be listed).

a)	Unit No.	Street No.	Street Name and Type	Suburb
		71	The Strand	North Ward
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4810	309	T1181	Townsville City
b)	Unit No.	Street No.	Street Name and Type	Suburb
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)

3.2) Coordinates of premises (appropriate for development in remote areas, over part of a lot or in water not adjoining or adjacent to land e.g. channel dredging in Moreton Bay)

Note: Place each set of coordinates in a separate row.

- ☐ Coordinates of premises by longitude and latitude

Longitude(s)	Latitude(s)	Datum	Local Government Area(s) (if applicable)
		☐ WGS84 ☐ GDA94 ☐ Other:	

- ☐ Coordinates of premises by easting and northing

Easting(s)	Northing(s)	Zone Ref.	Datum	Local Government Area(s) (if applicable)
		☐ 54 ☐ 55 ☐ 56	☐ WGS84 ☐ GDA94 ☐ Other:	

3.3) Additional premises

- ☐ Additional premises are relevant to this development application and the details of these premises have been attached in a schedule to this development application
☒ Not required

4) Identify any of the following that apply to the premises and provide any relevant details

- ☐ In or adjacent to a water body or watercourse or in or above an aquifer

Name of water body, watercourse or aquifer:

- ☐ On strategic port land under the *Transport Infrastructure Act 1994*

Lot on plan description of strategic port land:

Name of port authority for the lot:

- ☐ In a tidal area

Name of local government for the tidal area (if applicable):

Name of port authority for tidal area (if applicable)

- ☐ On airport land under the *Airport Assets (Restructuring and Disposal) Act 2008*

Name of airport:

☐ Listed on the Environmental Management Register (EMR) under the <i>Environmental Protection Act 1994</i>
EMR site identification:
☐ Listed on the Contaminated Land Register (CLR) under the <i>Environmental Protection Act 1994</i>
CLR site identification:

5) Are there any existing easements over the premises?

Note: Easement uses vary throughout Queensland and are to be identified correctly and accurately. For further information on easements and how they may affect the proposed development, see [DA Forms Guide](#).

- ☐ Yes – All easement locations, types and dimensions are included in plans submitted with this development application
- ☒ No

PART 3 – DEVELOPMENT DETAILS

Section 1 – Aspects of development

6.1) Provide details about the first development aspect

a) What is the type of development? *(tick only one box)*

- ☒ Material change of use ☐ Reconfiguring a lot ☐ Operational work ☐ Building work

b) What is the approval type? *(tick only one box)*

- ☒ Development permit ☐ Preliminary approval ☐ Preliminary approval that includes a variation approval

c) What is the level of assessment?

- ☐ Code assessment ☒ Impact assessment *(requires public notification)*

d) Provide a brief description of the proposal *(e.g. 6 unit apartment building defined as multi-unit dwelling, reconfiguration of 1 lot into 3 lots):*

15 x apartments

e) Relevant plans

Note: Relevant plans are required to be submitted for all aspects of this development application. For further information, see [DA Forms guide: Relevant plans](#).

- ☒ Relevant plans of the proposed development are attached to the development application

6.2) Provide details about the second development aspect

a) What is the type of development? *(tick only one box)*

- ☒ Material change of use ☐ Reconfiguring a lot ☐ Operational work ☐ Building work

b) What is the approval type? *(tick only one box)*

- ☒ Development permit ☐ Preliminary approval ☐ Preliminary approval that includes a variation approval

c) What is the level of assessment?

- ☒ Code assessment ☐ Impact assessment *(requires public notification)*

d) Provide a brief description of the proposal *(e.g. 6 unit apartment building defined as multi-unit dwelling, reconfiguration of 1 lot into 3 lots):*

Restaurant

e) Relevant plans

Note: Relevant plans are required to be submitted for all aspects of this development application. For further information, see [DA Forms Guide: Relevant plans](#).

- ☐ Relevant plans of the proposed development are attached to the development application

6.3) Additional aspects of development

- ☐ Additional aspects of development are relevant to this development application and the details for these aspects that would be required under Part 3 Section 1 of this form have been attached to this development application
- ☒ Not required

6.4) Is the application for State facilitated development?

- ☐ Yes - Has a notice of declaration been given by the Minister?
- ☒ No

Section 2 – Further development details**7) Does the proposed development application involve any of the following?**

Material change of use	☒ Yes – complete division 1 if assessable against a local planning instrument
Reconfiguring a lot	☐ Yes – complete division 2
Operational work	☐ Yes – complete division 3
Building work	☐ Yes – complete <i>DA Form 2 – Building work details</i>

Division 1 – Material change of use

Note: This division is only required to be completed if any part of the development application involves a material change of use assessable against a local planning instrument.

8.1) Describe the proposed material change of use

Provide a general description of the proposed use	Provide the planning scheme definition (include each definition in a new row)	Number of dwelling units (if applicable)	Gross floor area (m ²) (if applicable)
15 x apartments	Multiple Dwelling	15	3,481m ²
Restaurant	Food and Drink Outlet	NA	210m ²

8.2) Does the proposed use involve the use of existing buildings on the premises?

- ☐ Yes
- ☒ No

8.3) Does the proposed development relate to temporary accepted development under the Planning Regulation?

- ☐ Yes – provide details below or include details in a schedule to this development application
- ☒ No

Provide a general description of the temporary accepted development	Specify the stated period dates under the Planning Regulation

Division 2 – Reconfiguring a lot

Note: This division is only required to be completed if any part of the development application involves reconfiguring a lot.

9.1) What is the total number of existing lots making up the premises?

--

9.2) What is the nature of the lot reconfiguration? (tick all applicable boxes)

☐ Subdivision (complete 10)	☐ Dividing land into parts by agreement (complete 11)
☐ Boundary realignment (complete 12)	☐ Creating or changing an easement giving access to a lot from a constructed road (complete 13)

10) Subdivision				
10.1) For this development, how many lots are being created and what is the intended use of those lots:				
Intended use of lots created	Residential	Commercial	Industrial	Other, please specify:
Number of lots created				

10.2) Will the subdivision be staged?	
☐ Yes – provide additional details below ☐ No	
How many stages will the works include?	
What stage(s) will this development application apply to?	

11) Dividing land into parts by agreement – how many parts are being created and what is the intended use of the parts?				
Intended use of parts created	Residential	Commercial	Industrial	Other, please specify:
Number of parts created				

12) Boundary realignment			
12.1) What are the current and proposed areas for each lot comprising the premises?			
Current lot		Proposed lot	
Lot on plan description	Area (m ²)	Lot on plan description	Area (m ²)
12.2) What is the reason for the boundary realignment?			

13) What are the dimensions and nature of any existing easements being changed and/or any proposed easement? (attach schedule if there are more than two easements)				
Existing or proposed?	Width (m)	Length (m)	Purpose of the easement? (e.g. pedestrian access)	Identify the land/lot(s) benefitted by the easement

Division 3 – Operational work

Note: This division is only required to be completed if any part of the development application involves operational work.

14.1) What is the nature of the operational work?		
☐ Road work ☐ Drainage work ☐ Landscaping ☐ Other – please specify:	☐ Stormwater ☐ Earthworks ☐ Signage	☐ Water infrastructure ☐ Sewage infrastructure ☐ Clearing vegetation
14.2) Is the operational work necessary to facilitate the creation of new lots? (e.g. subdivision)		
☐ Yes – specify number of new lots:		
☐ No		

14.3) What is the monetary value of the proposed operational work? (include GST, materials and labour)

\$

PART 4 – ASSESSMENT MANAGER DETAILS

15) Identify the assessment manager(s) who will be assessing this development application

Townsville City Council

16) Has the local government agreed to apply a superseded planning scheme for this development application?

- ☐ Yes – a copy of the decision notice is attached to this development application
- ☐ The local government is taken to have agreed to the superseded planning scheme request – relevant documents attached
- ☒ No

PART 5 – REFERRAL DETAILS

17) Does this development application include any aspects that have any referral requirements?

Note: A development application will require referral if prescribed by the Planning Regulation 2017.

- ☒ No, there are no referral requirements relevant to any development aspects identified in this development application – proceed to Part 6

Matters requiring referral to the **Chief Executive of the Planning Act 2016:**

- ☐ Clearing native vegetation
- ☐ Contaminated land (*unexploded ordnance*)
- ☐ Environmentally relevant activities (ERA) (*only if the ERA has not been devolved to a local government*)
- ☐ Fisheries – aquaculture
- ☐ Fisheries – declared fish habitat area
- ☐ Fisheries – marine plants
- ☐ Fisheries – waterway barrier works
- ☐ Hazardous chemical facilities
- ☐ Heritage places – Queensland heritage place (*on or near a Queensland heritage place*)
- ☐ Infrastructure-related referrals – designated premises
- ☐ Infrastructure-related referrals – state transport infrastructure
- ☐ Infrastructure-related referrals – State transport corridor and future State transport corridor
- ☐ Infrastructure-related referrals – State-controlled transport tunnels and future state-controlled transport tunnels
- ☐ Infrastructure-related referrals – near a state-controlled road intersection
- ☐ Koala habitat in SEQ region – interfering with koala habitat in koala habitat areas outside koala priority areas
- ☐ Koala habitat in SEQ region – key resource areas
- ☐ Ports – Brisbane core port land – near a State transport corridor or future State transport corridor
- ☐ Ports – Brisbane core port land – environmentally relevant activity (ERA)
- ☐ Ports – Brisbane core port land – tidal works or work in a coastal management district
- ☐ Ports – Brisbane core port land – hazardous chemical facility
- ☐ Ports – Brisbane core port land – taking or interfering with water
- ☐ Ports – Brisbane core port land – referable dams
- ☐ Ports – Brisbane core port land – fisheries
- ☐ Ports – Land within Port of Brisbane's port limits (*below high-water mark*)
- ☐ SEQ development area
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – tourist activity or sport and recreation activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – community activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – indoor recreation
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – urban activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – combined use



Queensland
Government

- ☐ SEQ northern inter-urban break – tourist activity or sport and recreation activity
- ☐ SEQ northern inter-urban break – community activity
- ☐ SEQ northern inter-urban break – indoor recreation
- ☐ SEQ northern inter-urban break – urban activity
- ☐ SEQ northern inter-urban break – combined use
- ☐ Tidal works or works in a coastal management district
- ☐ Reconfiguring a lot in a coastal management district or for a canal
- ☐ Erosion prone area in a coastal management district
- ☐ Urban design
- ☐ Water-related development – taking or interfering with water
- ☐ Water-related development – removing quarry material *(from a watercourse or lake)*
- ☐ Water-related development – referable dams
- ☐ Water-related development – levees *(category 3 levees only)*
- ☐ Wetland protection area

Matters requiring referral to the **local government**:

- ☐ Airport land
- ☐ Environmentally relevant activities (ERA) *(only if the ERA has been devolved to local government)*
- ☐ Heritage places – Local heritage places

Matters requiring referral to the **Chief Executive of the distribution entity or transmission entity**:

- ☐ Infrastructure-related referrals – Electricity infrastructure

Matters requiring referral to:

- The **Chief Executive of the holder of the licence**, if not an individual
- The **holder of the licence**, if the holder of the licence is an individual
- ☐ Infrastructure-related referrals – Oil and gas infrastructure

Matters requiring referral to the **Brisbane City Council**:

- ☐ Ports – Brisbane core port land

Matters requiring referral to the **Minister responsible for administering the Transport Infrastructure Act 1994**:

- ☐ Ports – Brisbane core port land *(where inconsistent with the Brisbane port LUP for transport reasons)*
- ☐ Ports – Strategic port land

Matters requiring referral to the **relevant port operator**, if applicant is not port operator:

- ☐ Ports – Land within Port of Brisbane's port limits *(below high-water mark)*

Matters requiring referral to the **Chief Executive of the relevant port authority**:

- ☐ Ports – Land within limits of another port *(below high-water mark)*

Matters requiring referral to the **Gold Coast Waterways Authority**:

- ☐ Tidal works or work in a coastal management district *(in Gold Coast waters)*

Matters requiring referral to the **Queensland Fire and Emergency Service**:

- ☐ Tidal works or work in a coastal management district *(involving a marina (more than six vessel berths))*

18) Has any referral agency provided a referral response for this development application?

- ☐ Yes – referral response(s) received and listed below are attached to this development application
- ☒ No

Referral requirement	Referral agency	Date of referral response

Identify and describe any changes made to the proposed development application that was the subject of the referral response and this development application, or include details in a schedule to this development application *(if applicable)*.

PART 6 – INFORMATION REQUEST

19) Information request under the DA Rules

☒ I agree to receive an information request if determined necessary for this development application

☐ I do not agree to accept an information request for this development application

Note: By not agreeing to accept an information request I, the applicant, acknowledge:

- that this development application will be assessed and decided based on the information provided when making this development application and the assessment manager and any referral agencies relevant to the development application are not obligated under the DA Rules to accept any additional information provided by the applicant for the development application unless agreed to by the relevant parties
- Part 3 under Chapter 1 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules or
- Part 2 under Chapter 2 of the DA Rules will still apply if the application is for state facilitated development

Further advice about information requests is contained in the [DA Forms Guide](#).

PART 7 – FURTHER DETAILS

20) Are there any associated development applications or current approvals? (e.g. a preliminary approval)

☐ Yes – provide details below or include details in a schedule to this development application

☒ No

List of approval/development application references	Reference number	Date	Assessment manager
☐ Approval			
☐ Development application			
☐ Approval			
☐ Development application			

21) Has the portable long service leave levy been paid? (only applicable to development applications involving building work or operational work)

☐ Yes – a copy of the receipted QLeave form is attached to this development application

☐ No – I, the applicant will provide evidence that the portable long service leave levy has been paid before the assessment manager decides the development application. I acknowledge that the assessment manager may give a development approval only if I provide evidence that the portable long service leave levy has been paid

☒ Not applicable (e.g. building and construction work is less than \$150,000 excluding GST)

Amount paid	Date paid (dd/mm/yy)	QLeave levy number (A, B or E)
\$		

22) Is this development application in response to a show cause notice or required as a result of an enforcement notice?

☐ Yes – show cause or enforcement notice is attached

☒ No

23) Further legislative requirements

Environmentally relevant activities

23.1) Is this development application also taken to be an application for an environmental authority for an **Environmentally Relevant Activity (ERA)** under section 115 of the *Environmental Protection Act 1994*?

- ☐ Yes – the required attachment (form ESR/2015/1791) for an application for an environmental authority accompanies this development application, and details are provided in the table below
- ☒ No

Note: Application for an environmental authority can be found by searching “ESR/2015/1791” as a search term at www.qld.gov.au. An ERA requires an environmental authority to operate. See www.business.qld.gov.au for further information.

Proposed ERA number:		Proposed ERA threshold:	
Proposed ERA name:			

- ☐ Multiple ERAs are applicable to this development application and the details have been attached in a schedule to this development application.

Hazardous chemical facilities

23.2) Is this development application for a **hazardous chemical facility**?

- ☐ Yes – *Form 536: Notification of a facility exceeding 10% of schedule 15 threshold* is attached to this development application
- ☒ No

Note: See www.business.qld.gov.au for further information about hazardous chemical notifications.

Clearing native vegetation

23.3) Does this development application involve **clearing native vegetation** that requires written confirmation that the chief executive of the *Vegetation Management Act 1999* is satisfied the clearing is for a relevant purpose under section 22A of the *Vegetation Management Act 1999*?

- ☐ Yes – this development application includes written confirmation from the chief executive of the *Vegetation Management Act 1999* (s22A determination)
- ☒ No

Note: 1. Where a development application for operational work or material change of use requires a s22A determination and this is not included, the development application is prohibited development.
2. See <https://www.qld.gov.au/environment/land/vegetation/applying> for further information on how to obtain a s22A determination.

Environmental offsets

23.4) Is this development application taken to be a prescribed activity that may have a significant residual impact on a **prescribed environmental matter** under the *Environmental Offsets Act 2014*?

- ☐ Yes – I acknowledge that an environmental offset must be provided for any prescribed activity assessed as having a significant residual impact on a prescribed environmental matter
- ☒ No

Note: The environmental offset section of the Queensland Government's website can be accessed at www.qld.gov.au for further information on environmental offsets.

Koala habitat in SEQ Region

23.5) Does this development application involve a material change of use, reconfiguring a lot or operational work which is assessable development under Schedule 10, Part 10 of the Planning Regulation 2017?

- ☐ Yes – the development application involves premises in the koala habitat area in the koala priority area
- ☐ Yes – the development application involves premises in the koala habitat area outside the koala priority area
- ☒ No

Note: If a koala habitat area determination has been obtained for this premises and is current over the land, it should be provided as part of this development application. See koala habitat area guidance materials at www.desi.qld.gov.au for further information.

Water resources

23.6) Does this development application involve **taking or interfering with underground water through an artesian or subartesian bore, taking or interfering with water in a watercourse, lake or spring, or taking overland flow water under the *Water Act 2000***?

- ☐ Yes – the relevant template is completed and attached to this development application and I acknowledge that a relevant authorisation or licence under the *Water Act 2000* may be required prior to commencing development
- ☒ No

Note: Contact the Department of Resources at www.resources.qld.gov.au for further information.

DA templates are available from planning.statedevelopment.qld.gov.au. If the development application involves:

- Taking or interfering with underground water through an artesian or subartesian bore: complete DA Form 1 Template 1
- Taking or interfering with water in a watercourse, lake or spring: complete DA Form 1 Template 2
- Taking overland flow water: complete DA Form 1 Template 3.

Waterway barrier works

23.7) Does this application involve **waterway barrier works**?

- ☐ Yes – the relevant template is completed and attached to this development application
- ☒ No

DA templates are available from planning.statedevelopment.qld.gov.au. For a development application involving waterway barrier works, complete DA Form 1 Template 4.

Marine activities

23.8) Does this development application involve **aquaculture, works within a declared fish habitat area or removal, disturbance or destruction of marine plants**?

- ☐ Yes – an associated resource allocation authority is attached to this development application, if required under the *Fisheries Act 1994*
- ☒ No

Note: See guidance materials at www.daf.qld.gov.au for further information.

Quarry materials from a watercourse or lake

23.9) Does this development application involve the **removal of quarry materials from a watercourse or lake under the *Water Act 2000***?

- ☐ Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development
- ☒ No

Note: Contact the Department of Resources at www.resources.qld.gov.au and www.business.qld.gov.au for further information.

Quarry materials from land under tidal waters

23.10) Does this development application involve the **removal of quarry materials from land under tidal water under the *Coastal Protection and Management Act 1995***?

- ☐ Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development
- ☒ No

Note: Contact the Department of Environment, Science and Innovation at www.desi.qld.gov.au for further information.

Referable dams

23.11) Does this development application involve a **referable dam** required to be failure impact assessed under section 343 of the *Water Supply (Safety and Reliability) Act 2008* (the *Water Supply Act*)?

- ☐ Yes – the 'Notice Accepting a Failure Impact Assessment' from the chief executive administering the *Water Supply Act* is attached to this development application
- ☒ No

Note: See guidance materials at www.resources.qld.gov.au for further information.

Tidal work or development within a coastal management district

23.12) Does this development application involve **tidal work or development in a coastal management district**?

- ☐ Yes – the following is included with this development application:
- ☐ Evidence the proposal meets the code for assessable development that is prescribed tidal work (*only required if application involves prescribed tidal work*)
 - ☐ A certificate of title

☒ No

Note: See guidance materials at www.desi.qld.gov.au for further information.

Queensland and local heritage places

23.13) Does this development application propose development on or adjoining a place entered in the **Queensland heritage register** or on a place entered in a local government's **Local Heritage Register**?

☐ Yes – details of the heritage place are provided in the table below

☒ No

Note: See guidance materials at www.desi.qld.gov.au for information requirements regarding development of Queensland heritage places.

For a heritage place that has cultural heritage significance as a local heritage place and a Queensland heritage place, provisions are in place under the Planning Act 2016 that limit a local categorising instrument from including an assessment benchmark about the effect or impact of, development on the stated cultural heritage significance of that place. See guidance materials at www.planning.statedevelopment.qld.gov.au for information regarding assessment of Queensland heritage places.

Name of the heritage place:		Place ID:	
-----------------------------	--	-----------	--

Decision under section 62 of the Transport Infrastructure Act 1994

23.14) Does this development application involve new or changed access to a state-controlled road?

☐ Yes – this application will be taken to be an application for a decision under section 62 of the *Transport Infrastructure Act 1994* (subject to the conditions in section 75 of the *Transport Infrastructure Act 1994* being satisfied)

☒ No

Walkable neighbourhoods assessment benchmarks under Schedule 12A of the Planning Regulation

23.15) Does this development application involve reconfiguring a lot into 2 or more lots in certain residential zones (except rural residential zones), where at least one road is created or extended?

☐ Yes – Schedule 12A is applicable to the development application and the assessment benchmarks contained in schedule 12A have been considered

☒ No

Note: See guidance materials at www.planning.statedevelopment.qld.gov.au for further information.

PART 8 – CHECKLIST AND APPLICANT DECLARATION

24) Development application checklist

I have identified the assessment manager in question 15 and all relevant referral requirement(s) in question 17

☒ Yes

Note: See the *Planning Regulation 2017* for referral requirements

If building work is associated with the proposed development, Parts 4 to 6 of [DA Form 2 – Building work details](#) have been completed and attached to this development application

☐ Yes

☒ Not applicable

Supporting information addressing any applicable assessment benchmarks is with the development application

Note: This is a mandatory requirement and includes any relevant templates under question 23, a planning report and any technical reports required by the relevant categorising instruments (e.g. local government planning schemes, State Planning Policy, State Development Assessment Provisions). For further information, see [DA Forms Guide: Planning Report Template](#).

☒ Yes

Relevant plans of the development are attached to this development application

Note: Relevant plans are required to be submitted for all aspects of this development application. For further information, see [DA Forms Guide: Relevant plans](#).

☒ Yes

The portable long service leave levy for QLeave has been paid, or will be paid before a development permit is issued (see 21)

☐ Yes

☒ Not applicable

25) Applicant declaration

- ☒ By making this development application, I declare that all information in this development application is true and correct
- ☒ Where an email address is provided in Part 1 of this form, I consent to receive future electronic communications from the assessment manager and any referral agency for the development application where written information is required or permitted pursuant to sections 11 and 12 of the *Electronic Transactions Act 2001*

Note: It is unlawful to intentionally provide false or misleading information.

Privacy – Personal information collected in this form will be used by the assessment manager and/or chosen assessment manager, any relevant referral agency and/or building certifier (including any professional advisers which may be engaged by those entities) while processing, assessing and deciding the development application. All information relating to this development application may be available for inspection and purchase, and/or published on the assessment manager's and/or referral agency's website.

Personal information will not be disclosed for a purpose unrelated to the *Planning Act 2016*, Planning Regulation 2017 and the DA Rules except where:

- such disclosure is in accordance with the provisions about public access to documents contained in the *Planning Act 2016* and the Planning Regulation 2017, and the access rules made under the *Planning Act 2016* and Planning Regulation 2017; or
- required by other legislation (including the *Right to Information Act 2009*); or
- otherwise required by law.

This information may be stored in relevant databases. The information collected will be retained as required by the *Public Records Act 2002*.

PART 9 – FOR COMPLETION OF THE ASSESSMENT MANAGER – FOR OFFICE USE ONLY

Date received: Reference number(s):

Notification of engagement of alternative assessment manager

Prescribed assessment manager	
Name of chosen assessment manager	
Date chosen assessment manager engaged	
Contact number of chosen assessment manager	
Relevant licence number(s) of chosen assessment manager	

QLeave notification and payment

Note: For completion by assessment manager if applicable

Description of the work	
QLeave project number	
Amount paid (\$)	Date paid (dd/mm/yy)
Date receipted form sighted by assessment manager	
Name of officer who sighted the form	

Landowner's consent to the making of a development application under the *Planning Act 2016*

I,

Luke Filei

Delegate Representative of the entity mentioned below.

Of

Warburton Investments Pty Ltd

the entity being the owner of the premises identified as follows:

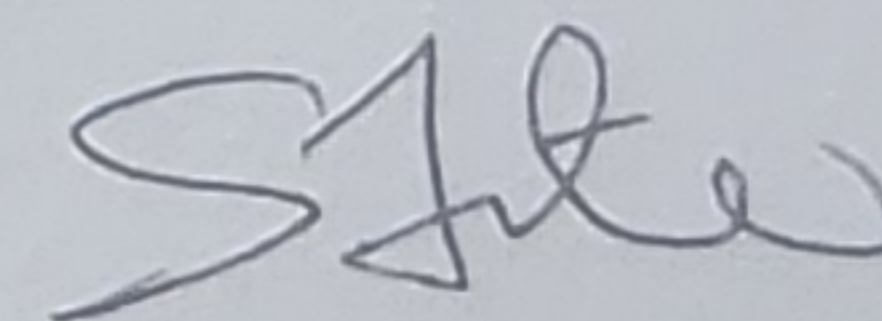
71 The Strand NORTH WARD QLD 4810, being Lot 308 ON T1181

consent to the making of a development application under the *Planning Act 2016* by:

BNC Planning Pty Ltd

on the premises described above for:

Material change of use



Signature of Delegate

25/8/2025

Date

The *Planning Act 2016* is administered by the Department of Local Government, Infrastructure and Planning, Queensland Government.

Queensland Titles Registry Pty Ltd
ABN 23 648 568 101

Title Reference:	20779227	Search Date:	02/10/2025 11:04
Date Title Created:	25/06/1969	Request No:	53576823
Previous Title:	20299159		

ESTATE AND LAND

Estate in Fee Simple

LOT 309 CROWN PLAN T1181

Local Government: TOWNSVILLE

REGISTERED OWNER

WARBURTON INVESTMENTS PTY LTD

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 10136127 (ALLOT 19 SEC 18)

ADMINISTRATIVE ADVICES

NIL

UNREGISTERED DEALINGS

NIL

** End of Current Title Search **

APPENDIX 2

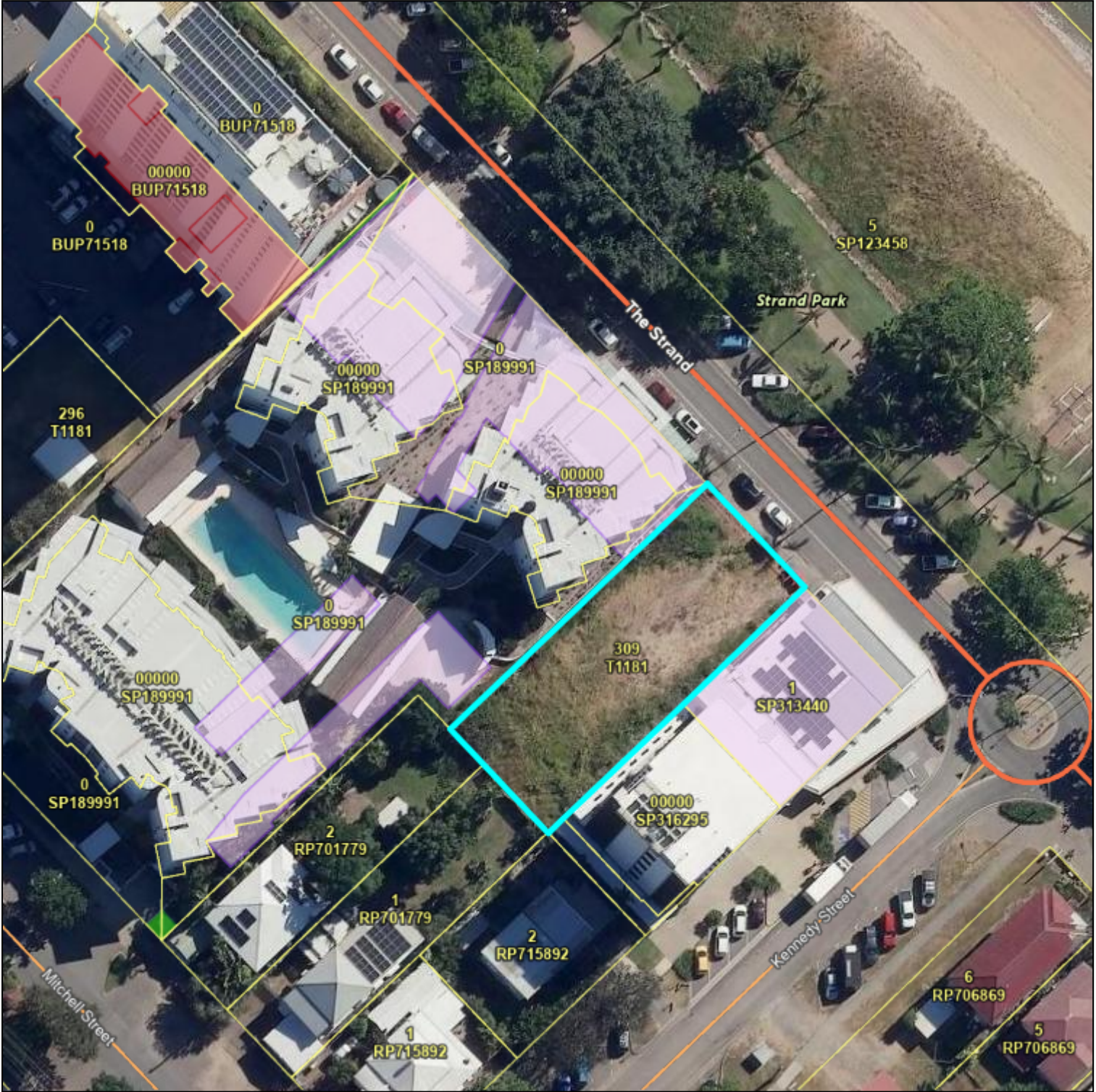
SITE DETAILS

Aerial

71 The Strand, North Ward QLD 4810

19°14'51"S 146°48'43"E

19°14'51"S 146°48'48"E



19°14'56"S 146°48'43"E

19°14'56"S 146°48'48"E

A product of

Legend located on next page



0 25 metres

Scale: 1:824

Printed at: A4

Print date: 29/9/2025

Not suitable for accurate measurement.

Projection: Web Mercator EPSG 102100 (3857)

For more information, visit
<https://qldglobe.information.qld.gov.au/help-info/Contact-us.html>



**Queensland
Government**

Department of Natural Resources and Mines,
Manufacturing, and Regional and Rural Development

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Watercourse parcel



Land parcel



Parcel

Land parcel - gt 1 ha



Parcel

Land parcel - gt 10 ha



Parcel

Easement parcel



Strata parcel



Volumetric parcel



Land parcel - gt 1000 ha



Parcel

Land parcel label

Land parcel label - gt 1 ha

Land parcel label - gt 10 ha

Land parcel label - gt 1000 ha

Places: Land parcel



309T1181

Railway stations



Railways



Roads and tracks



Motorway



Highway



Secondary



Connector



Local



Restricted Access Road



Mall



Busway



Bikeway



Restricted Access



Bikeway



Walkway



Restricted Access



Walkway



Non-vehicular Track



Track



Restricted Access Track



Ferry



Proposed Thoroughfare

Green bridges



Bridges



Tunnels



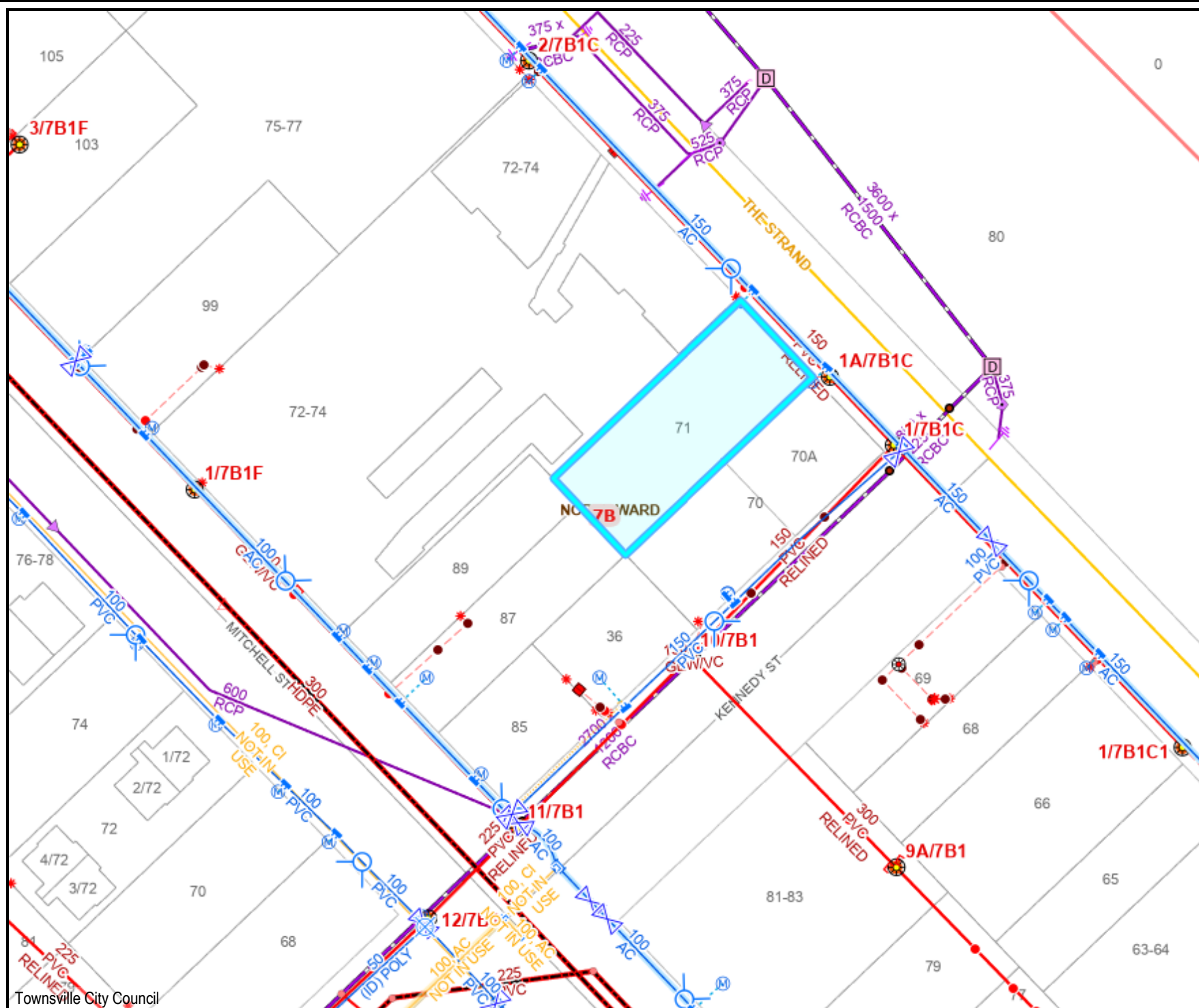
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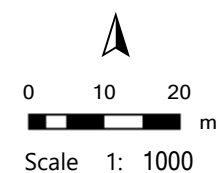
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Services

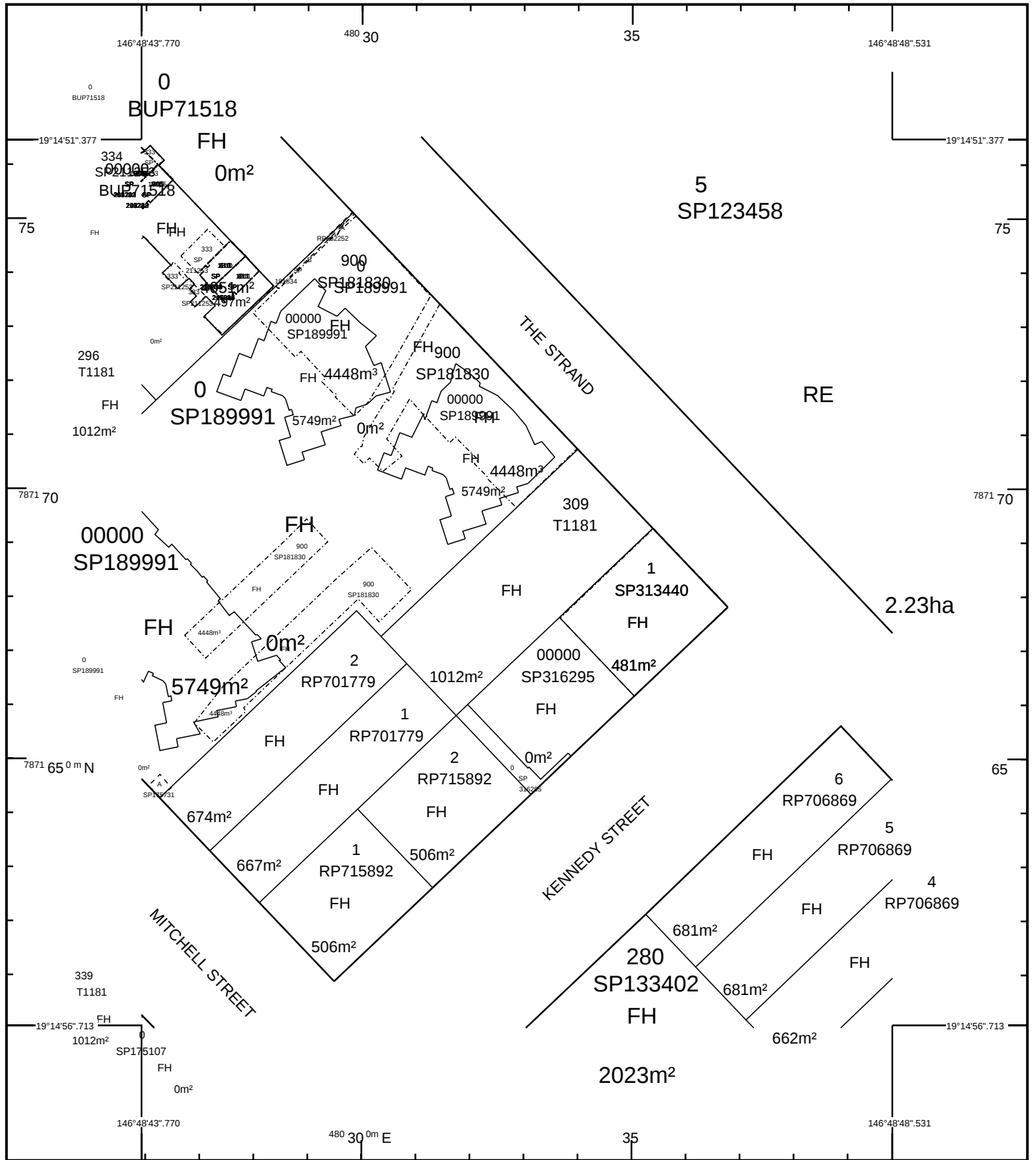
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STANDARD MAP NUMBER
8259-13233

0 20 40 60 80 100 m
HORIZONTAL DATUM:GDA94 ZONE:55 SCALE 1 : 1000

MAP WINDOW POSITION &
NEAREST LOCATION

146°48'46\"/>

SUBJECT PARCEL DESCRIPTION

DCDB	
Lot/Plan	309/T1181
Area/Volume	1012m ²
Tenure	FREEHOLD
Local Government	TOWNSVILLE CITY
Locality	NORTH WARD
Segment/Parcel	51051/9

CLIENT SERVICE STANDARDS

PRINTED 29/09/2025

DCDB 28/09/2025

Users of the information recorded in this document (the Information) accept all responsibility and risk associated with the use of the Information and should seek independent professional advice in relation to dealings with property.

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For further information on SmartMap products visit
<https://www.qld.gov.au/housing/buying-owning-home/property-land-valuations/smartmaps>

SmartMap

An External Product of
SmartMap Information Services

Based upon an extraction from the
Digital Cadastral Data Base

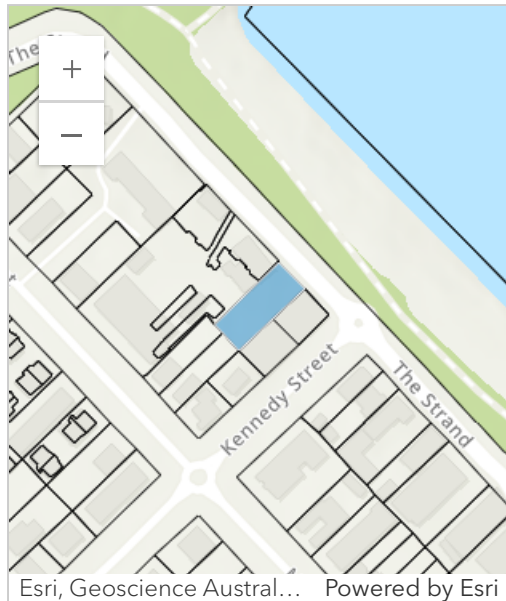


**Queensland
Government**

(c) The State of Queensland,
(Department of Resources) 2025.



Property Site Report



1 The Strand, NORTH WARD

This report has been automatically generated to offer a general overview of planning scheme related information for the site.

For more detailed information and to verify if the overlays mapped are relevant, please consult the Townsville City Council Planning Scheme. This report does not replace the need for a thorough assessment of Council and State regulations.

Council advises you to obtain professional guidance on town planning laws and other regulations that may affect the current or proposed use of the site. If you are pursuing development or building certification, it is recommended to request Council property searches, which may include, but are not limited to, building information searches, planning and development certificates, and flood information searches.

Local Government Infrastructure Plan

The purpose of the local government infrastructure plan is to:

- (a) integrate infrastructure planning with the land use planning identified in the planning scheme;
- (b) provide transparency regarding a local government's intentions for the provision of trunk infrastructure;
- (c) enable a local government to estimate the cost of infrastructure provision to assist its long term financial planning;
- (d) ensure that trunk infrastructure is planned and provided in an efficient and orderly manner; and
- (e) provide a basis for the imposition of conditions about infrastructure on development approvals.

For more information, please click the link below:

[Morningside City Plan – Part 4 Local Government Infrastructure Plan](#)

[Morningside City Plan – Schedule 3 Local Government Infrastructure Plan Mapping](#)

[Morningside Maps – Local Government Infrastructure Plan \(LGIP\)](#)

Local Government Infrastructure Plan Area

This property is within a Local Government Infrastructure Plan Area

Zones

The purpose of Zones are to ensure that:

- (1) Zones organise the planning scheme area in a way that facilitates the location of preferred or acceptable land uses.
- (2) Zones are mapped and included in [Schedule 2](#) of the Townsville City Plan.
- (3) The categories of development and assessment for development in a zone are in Part 5.
- (4) Assessment benchmarks for zones are contained in a zone code.
- (5) A precinct may be identified for part of a zone.
- (6) Precinct provisions are contained in the zone code.
- (7) Each zone code identifies the following:
 - (a) the purpose of the code;
 - (b) the overall outcomes that achieve the purpose of the code;
 - (c) the performance outcomes that achieve the overall outcomes and the purpose of the code;
 - (d) the acceptable outcomes that achieve the performance and overall outcomes and the purpose of the code; and
 - (e) the performance and acceptable outcomes for the precinct.

Below you will see how this applies to your property.

For more information, please click the link below:

[Townsville City Plan - Part 6 Zones](#)

Zoning

The subject site is located within the:
Medium density residential zone

For more information, please click the link below:

[Precincts](#)

The subject site is located within the:
The Strand precinct

Flood Hazard Overlay

The purpose of the Flood hazard overlay 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.

The subject site is located within the following Flood Hazard Overlay constraints:

For more information, please click the link below:

[High and Medium Hazard Area Table of Assessment](#)

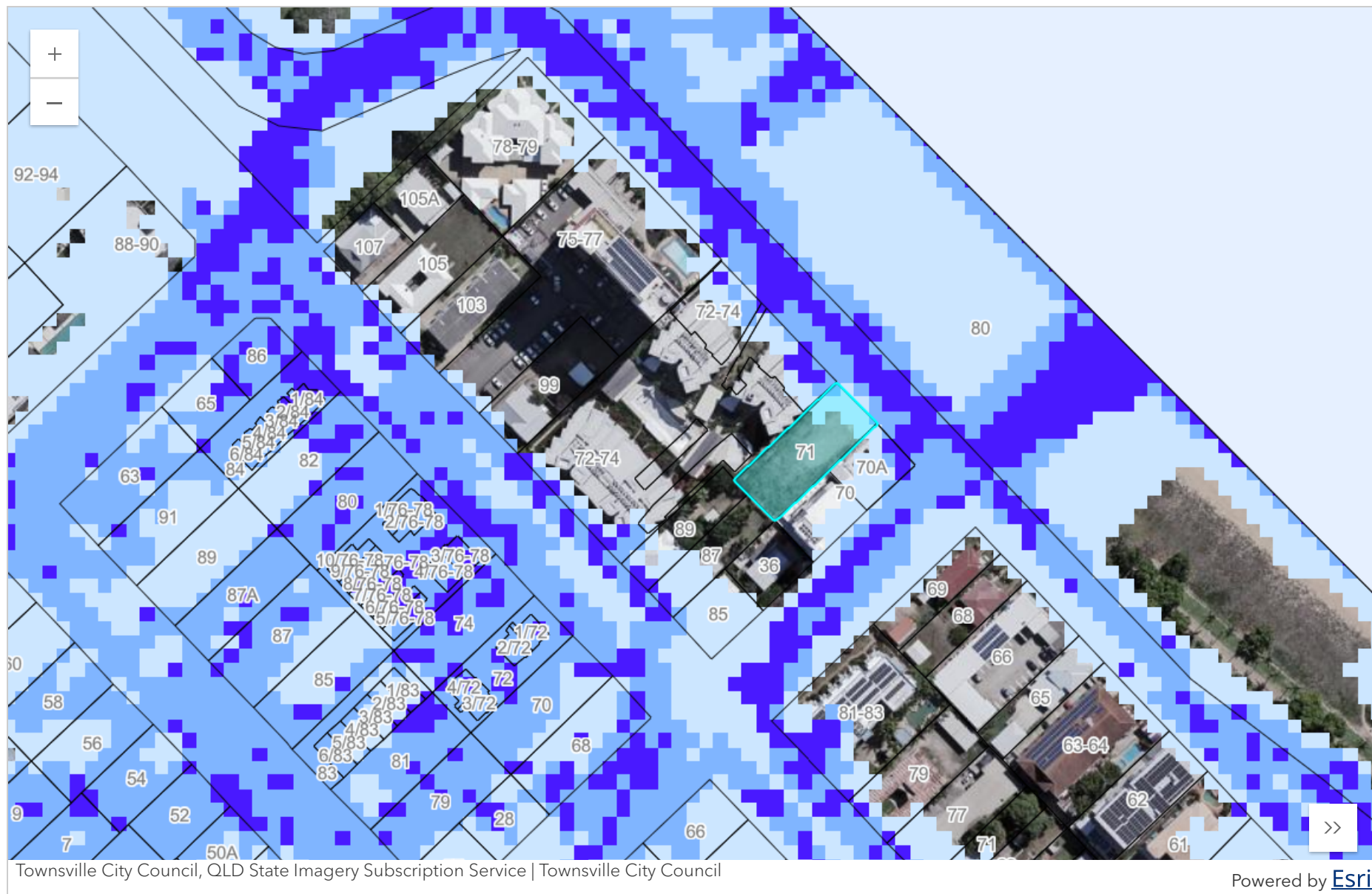
[Low Hazard Area Table of Assessment](#)

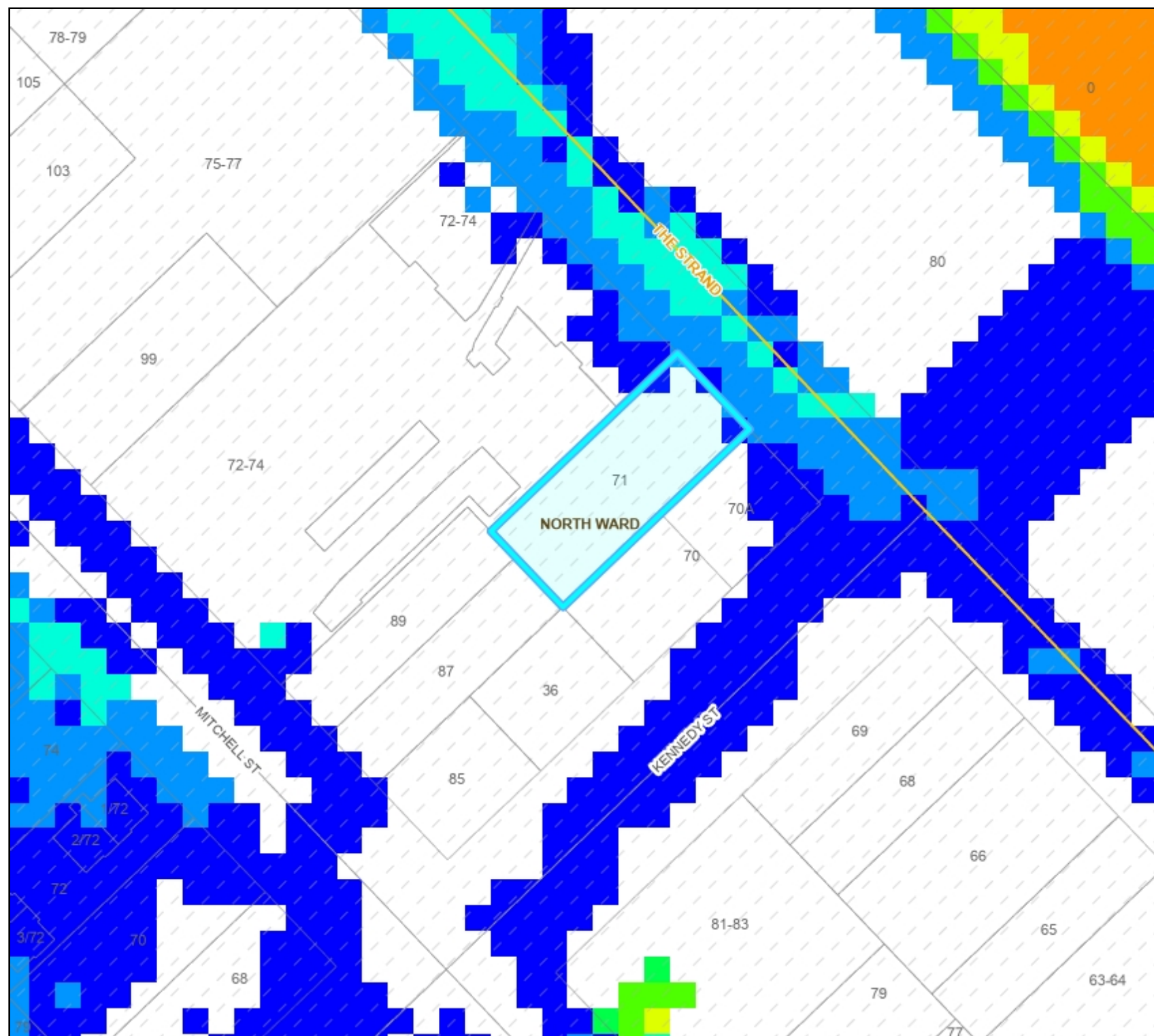
[Flood Hazard Overlay Code](#)

Flood Hazard

Development Constraints Overlay Map OM-06.1 to OM-06.2 - Flood hazard - Low hazard area

Development Constraints Overlay Map OM-06.1 to OM-06.2 - Flood hazard - Medium hazard area





Legend

- Properties
- Suburbs

FLOOD STUDY AREAS

- November 2014 to Present

WATER HEIGHT (1:250 - 1:5000)

- 2% AEP Height
- 1% AEP Height

1% AEP & 2% AEP DEPTH (1:250 - 1:5,000)

- Water Depth: 0.01 - 0.3m
- Water Depth: 0.3 - 0.5m
- Water Depth: 0.5 - 0.75m
- Water Depth: 0.75 - 1.0m
- Water Depth: 1.0 - 1.5m
- Water Depth: 1.5 - 2.0m
- Water Depth: 2.0 - 3.0m
- Water Depth: 3.0 - 25.0m



0 12.7 25.40
Meters

Date: 29/9/2025 12:08 PM

Scale 1: 1,000

DISCLAIMER: The information shown on this map has been produced from the Townsville City Council's digital database. There is no warranty implied or expressed regarding the accuracy or completeness of the data. The data has been compiled for information and convenience only, and it is the responsibility of the user to verify all information before placing reliance on it. For accurate service locations please contact the Customer Service Centre on 13 49 01. This is not a legal document and is published for information and convenience only. The Townsville City Council takes no responsibility for any errors or omissions herein or for any acts that may occur due to its use.

DISCLAIMER: Visible Scale - 1: 250 - 1:5,000. The flooding contained in this map does not in itself indicate whether any particular property has or has not been affected by floods. The flooding information depicted shows inundation resulting from rainfall of river flows resulting from rainfall and does not include inundation due to Storm Tide. The council considers that the information presented in the map is the best available at the time of preparation. However the modelling results contained in this map are based upon projections, assumptions and analysis is about circumstances that may not eventuate, or may eventuate in different combinations and with different outcomes. Because of that, the information in the map is not provided with the intention that persons will rely upon its accuracy or completeness for the purpose of making decisions with financial or legal implications. Neither the council nor its officers will be liable in contract, negligence or otherwise for the consequences of any deficiency, inaccuracy or error in the map or for the consequences of any person relying upon the map. The Flood Study Areas layer indicates the date of the flood study that has generated the flood map data. Infrastructure constructed since the completion of a flood study has the potential to alter flood levels and extents to those shown.



City of
Townsville

Cultural Heritage Overlay

The purpose of the Cultural heritage overlay code is to ensure:

- (a) the cultural heritage of Townsville continues to be a major contributor to the identity of the city and local communities;
- (b) the cultural heritage of Townsville is conserved for present and future communities;
- (c) development is consistent with the Burra Charter;
- (d) new development reflects and respects cultural heritage significance; and
- (e) places of cultural heritage significance are appropriately re-used.

For more information, please click the link below:

[Cultural Heritage Overlay Code](#)

[Statement of Assessment](#)

Heritage Character

Heritage Overlay Map OM-04.1 to OM-04.4 - Cultural heritage - Heritage character - Areas adjoining heritage

Airport Environs Overlay

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

To view the Airport Environs Overlay Maps select the Overlay Code link below.

The subject site is located within the following Airport Environs Overlay constraints:

For more information, please click the link below:

[Overlay Code](#)

[Table of Assessment](#)

Operational Airspace

Airport Environs Overlay Map OM-01.1 - Operational airspace - Airspace more than 15m above ground level

Wildlife Hazard Buffer Zones And Public Safety Areas

Airport Environs Overlay Map OM-01.2 - Wildlife hazard buffer zones and Public safety areas - Distance from airport runway - 8km

Lighting Area Buffer Zones

Airport Environs Overlay Map OM-01.5 - Light intensity - 6km radius

Additional Information

The following is provided for information awareness:

Acid Sulphate Soils

The subject site is located within an area of potential acid sulfate soils as identified in the Townsville City Plan on:
Acid sulphate soils Figure 9.2 - 5-20 metres AHD

For more information, please click the link below:

APPENDIX 3

PLANS OF DEVELOPMENT

October 2025

71 The Strand Development Application



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STRAND VIEW SOUTH



71 THE STRAND, APARTMENTS

PROPERTY ADDRESS

71 The Strand, North Ward QLD 4810

RPD

Lot 309 on T1181

DEVELOPMENT ASSESSMENT

TOTAL SITE AREA - 1013m²

LGA

Townsville City Council

PLANNING REQUIREMENTS

Zone: Medium Density Residential
Height: 10 Storeys or 35.3m

Setbacks

5.4m Front
6m Rear
3m Sides

Parking Requirements:

1.5 x Unit = Apartment Parking
1.5 x 15 = **23 Required**

0.2 x Unit = Visitor Parking
0.2 x 15 = **3 Required**

+ 1 Restaurant Manager Park Required
TOTAL REQUIRED: 27

YEILD SUMMARY

Basement - LV 2 of Car Parking,
Ground Level - LV 2 of Commerical, LV
3 - LV 10 of Apartments

Site Area: 1013m²
Council GFA: 3790m²
Floor to Floor: 3.15m (Typical)
Cars on Site: 38
Total Units: 15 Units

DRAWING LIST				
Sheet Number	Sheet Name	Sheet Issue Date	Drawn By	Checked By
DA-001	COVER SHEET	30/09/25	FT	JH
DA-101	FLOOR PLANS	30/09/25	IL	CA
DA-102	FLOOR PLANS	30/09/25	IL	CA
DA-500	SECTION	30/09/25	IL	CA
DA-100	FLOOR PLANS	30/09/25	IL	CA
DA-401	ELEVATIONS	30/09/25	IL	CA
DA-402	ELEVATIONS	30/09/25	IL	CA
DA-900	SHADING ANALYSIS	30/09/25	IL	CA



1 Site Plan
1 : 1000

COVER SHEET

2512_SD DA-001 Rev 1
Drawn: FT Check: JH

2/10/2025 9:17:05 AM
CONCEPT

Shaun McCarthy 1 : 1000 @ A3

0 10 20 30 40 50m
Scale 1:1000



71 The Strand, Apartments
2512

CA Architects

Cairns | Brisbane | Townsville | Darwin
e: reception@caarchitects.com.au t: +617 4031 6367

PARKING REQUIREMENTS

1.5 x Unit = Apartment Parking
1.5 x 15 = **23 Required**

0.2 x Unit = Visitor Parking
0.2 x 15 = **3 Required**

+ 1 Restaurant Manager Park
Required
TOTAL REQUIRED: 27

PARKING PROVIDED

BASEMENT

Parks: 13

SEMI-BASEMENT

Parks: 7

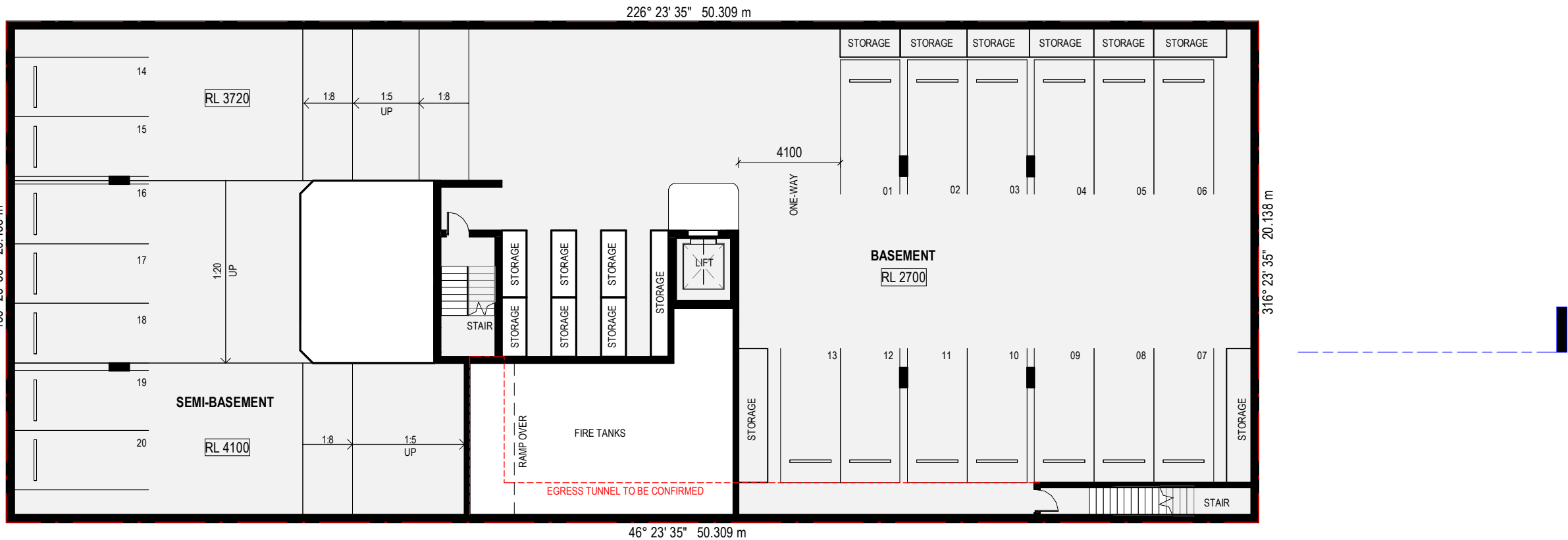
LEVEL 01 PARKING

Parks: 9

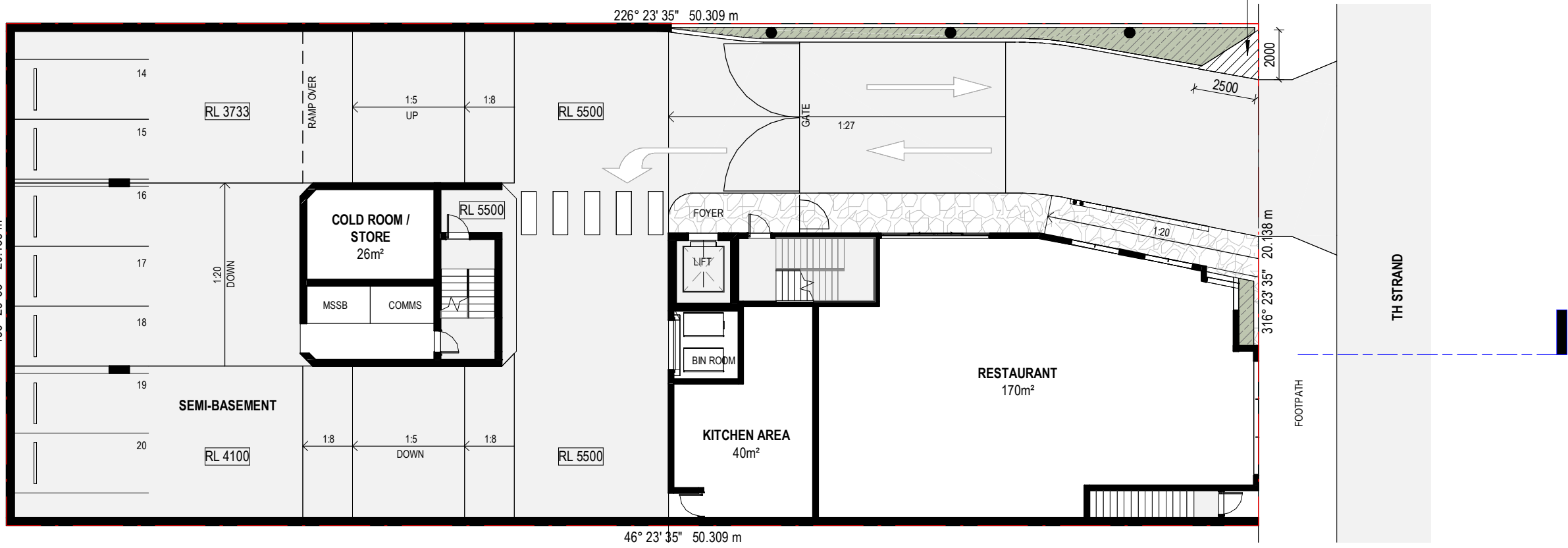
PODIUM PARKING

Parks: 9

TOTAL PARKS: 38



1 Basement
1 : 200



2 Ground Floor
1 : 200

**+ 1 Restaurant Manager Park
Required
TOTAL REQUIRED: 27**

PARKING PROVIDED

BASEMENT

Parks: 13

SEMI-BASEMENT

Parks: 7

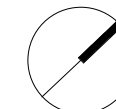
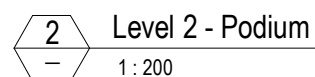
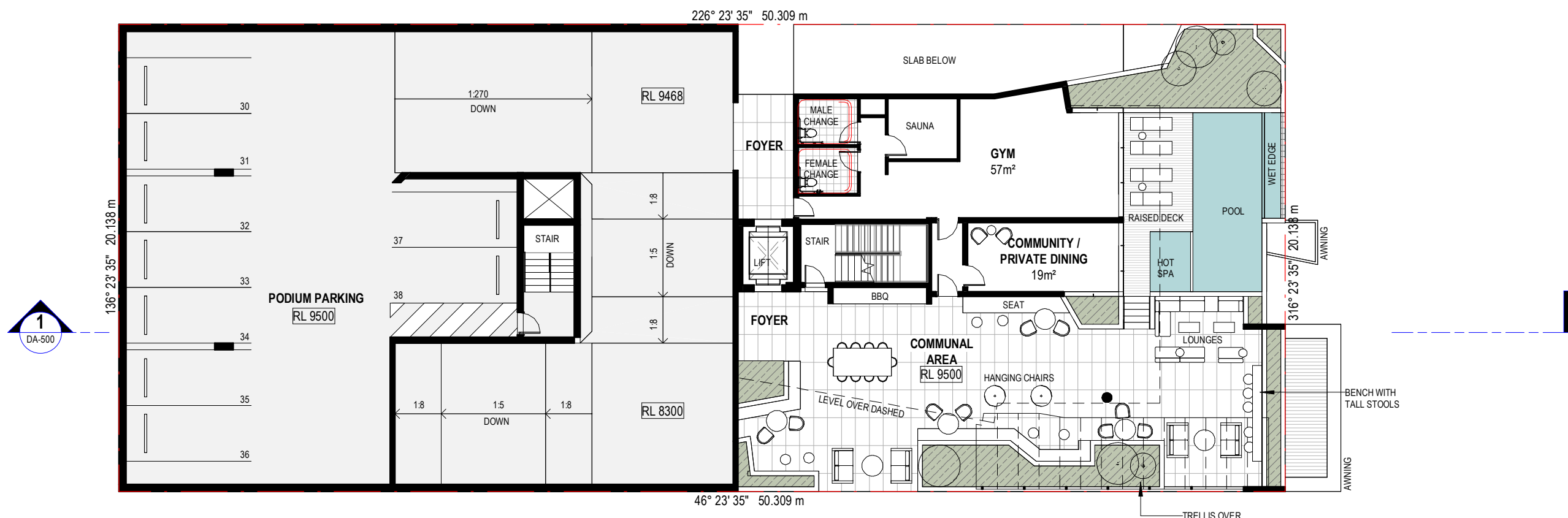
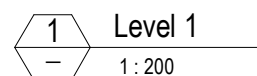
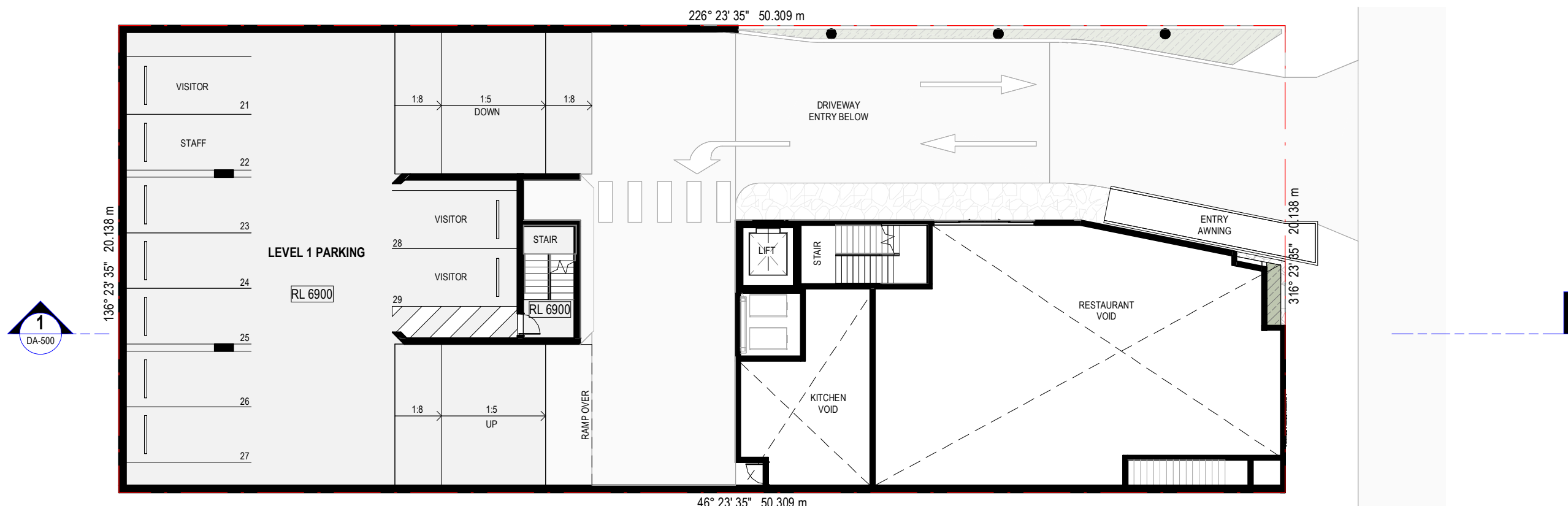
LEVEL 01 PARKING

Parks: 9

PODIUM PARKING

Parks: 9

TOTAL PARKS: 38



3 BED APARTMENT

INTERNAL GFA: 211m²
EXTERNAL GFA: 17m²
TOTAL: 228m²

4 BED APARTMENT

INTERNAL GFA: 227m²
EXTERNAL GFA: 21m²
TOTAL: 248m²

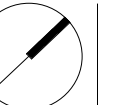
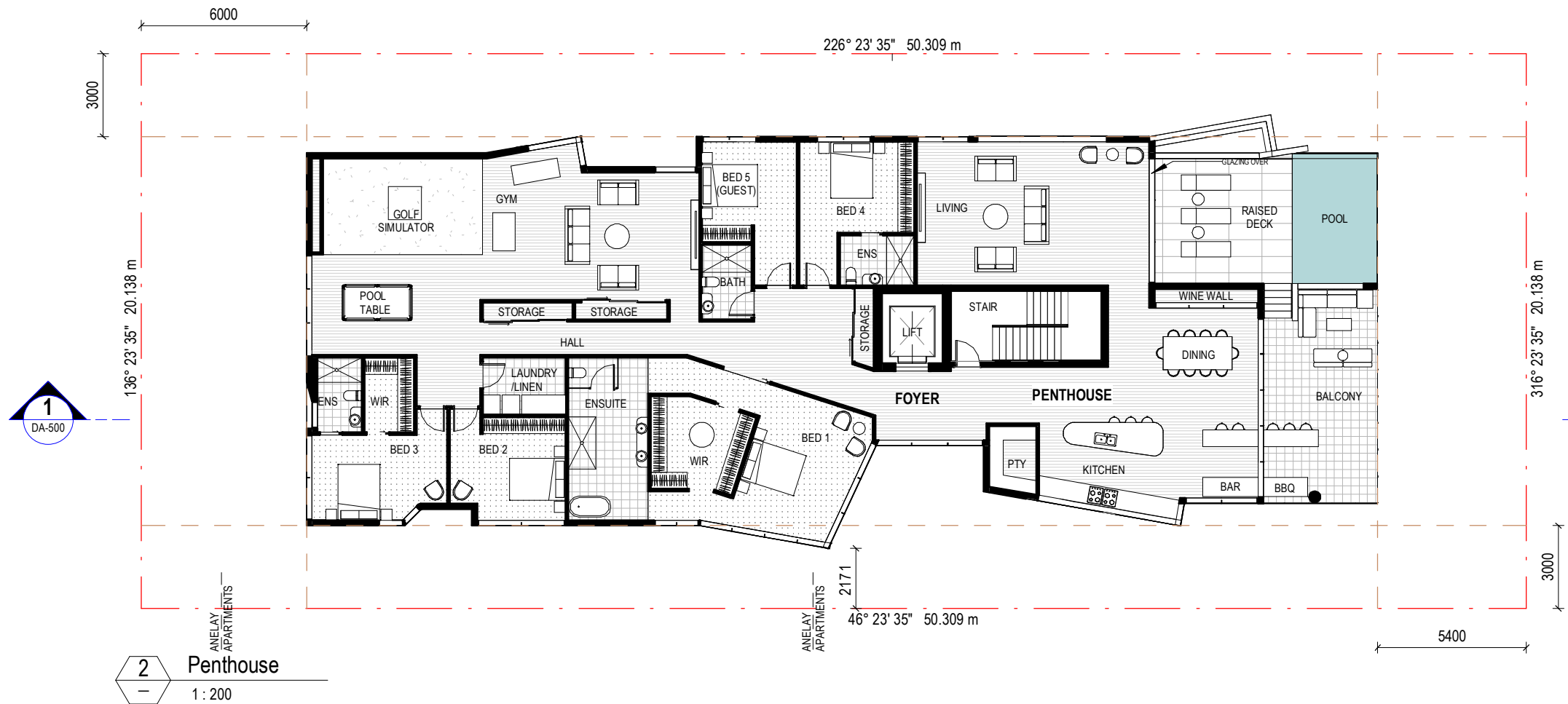
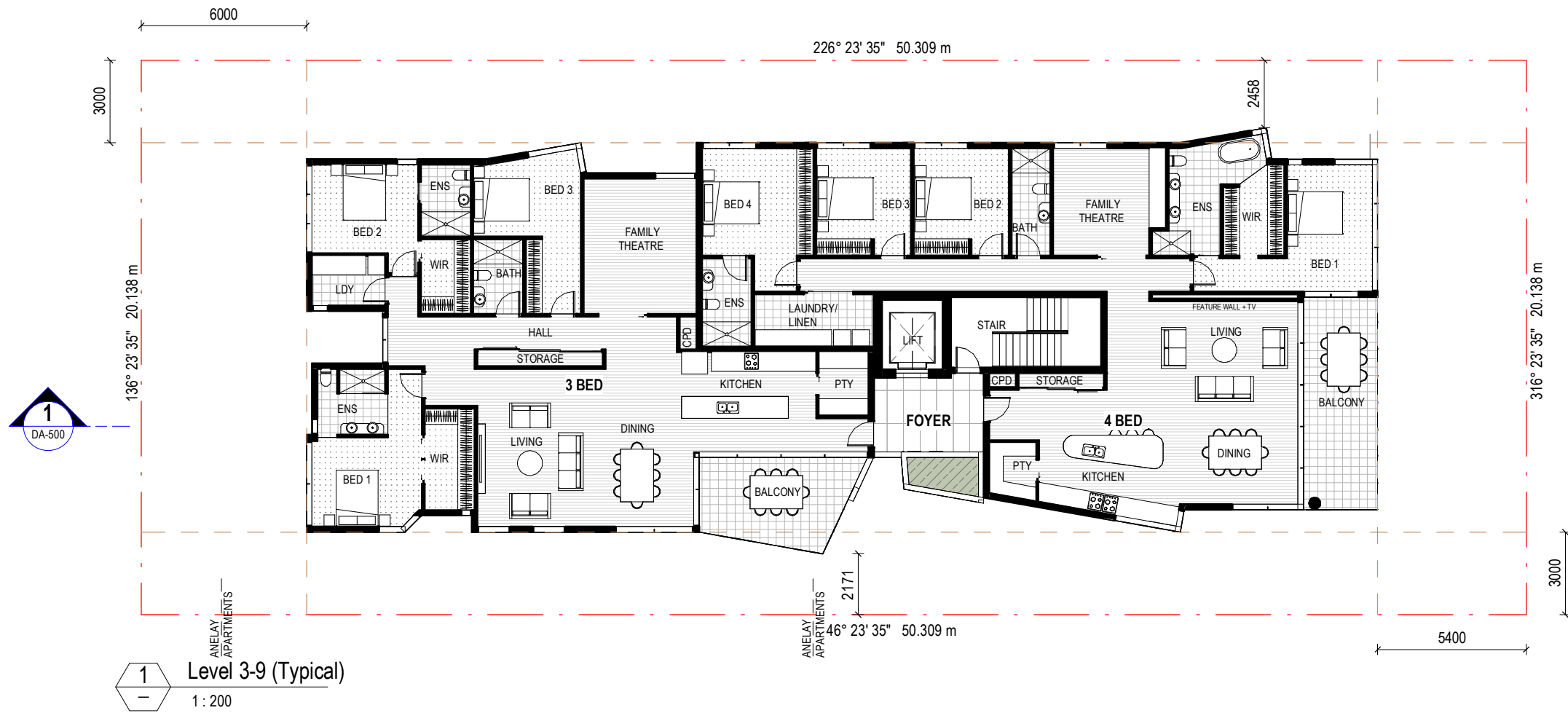
PENTHOUSE

INTERNAL GFA: 415m²
EXTERNAL GFA: 76m²
TOTAL: 491m²

APARTMENT YEILD

3 BED: 7
4 BED: 7
PENTHOUSE: 1

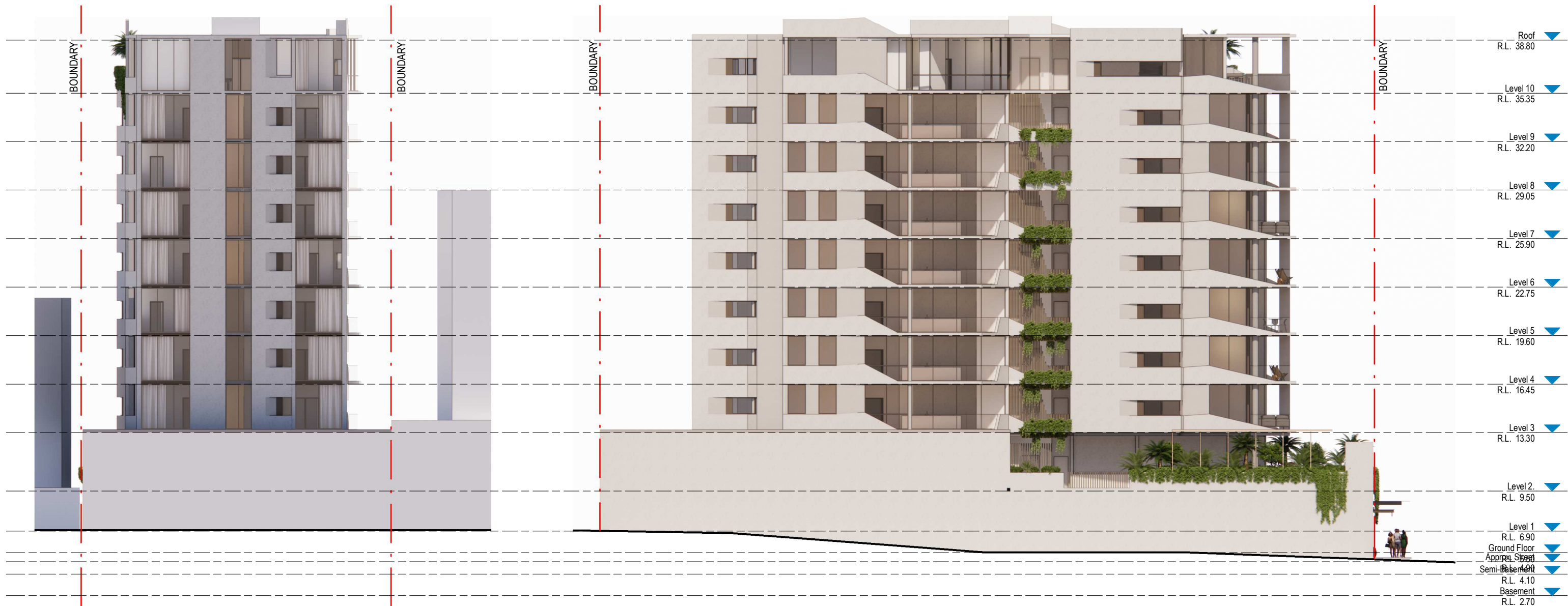
TOTAL: 15





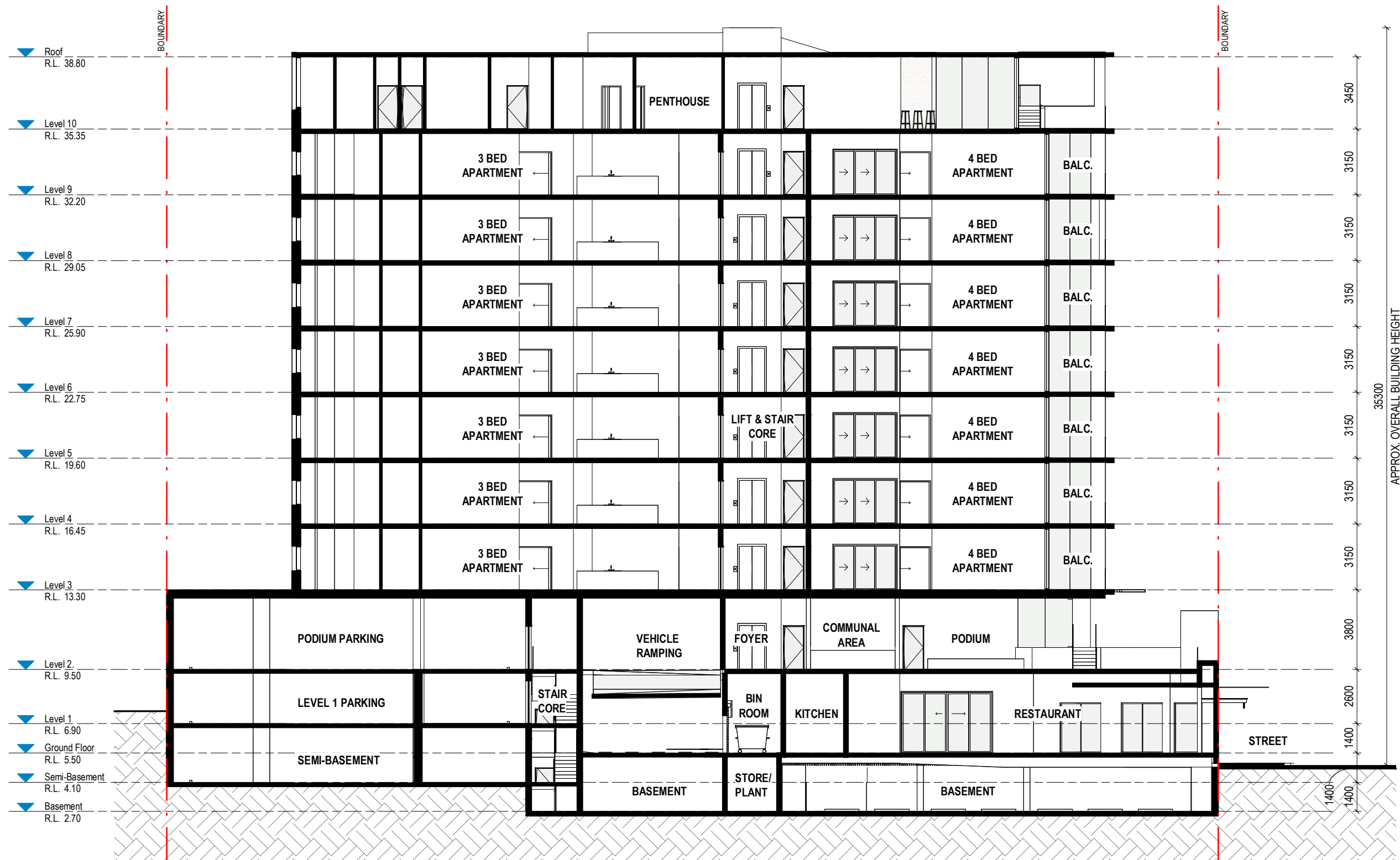
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1 : 250

2 Elevation 2 - NW
1 : 250

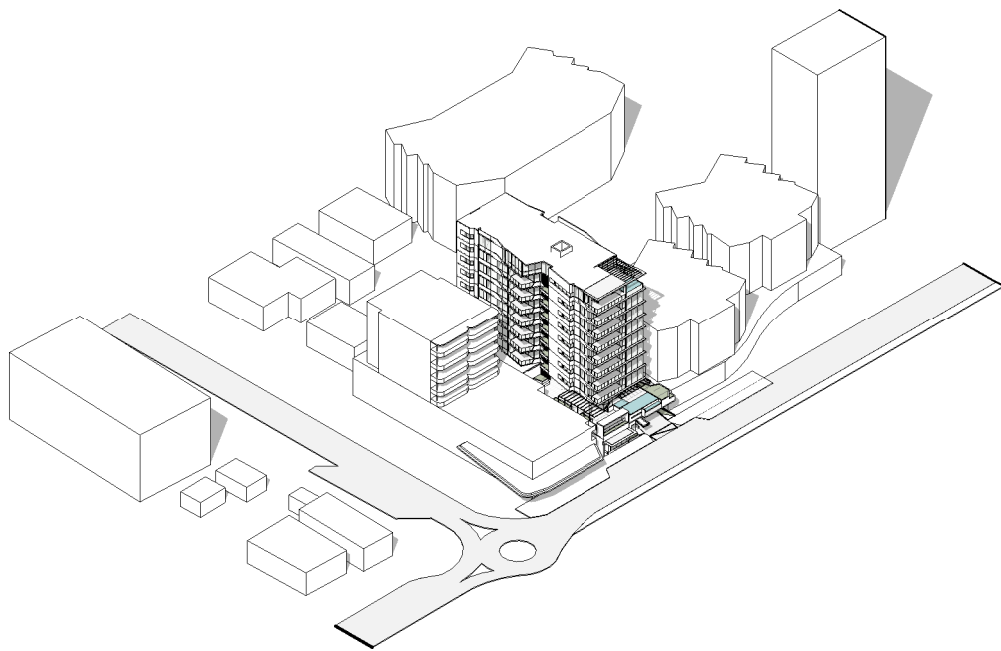


1 Elevation 3 - Rear
1 : 250

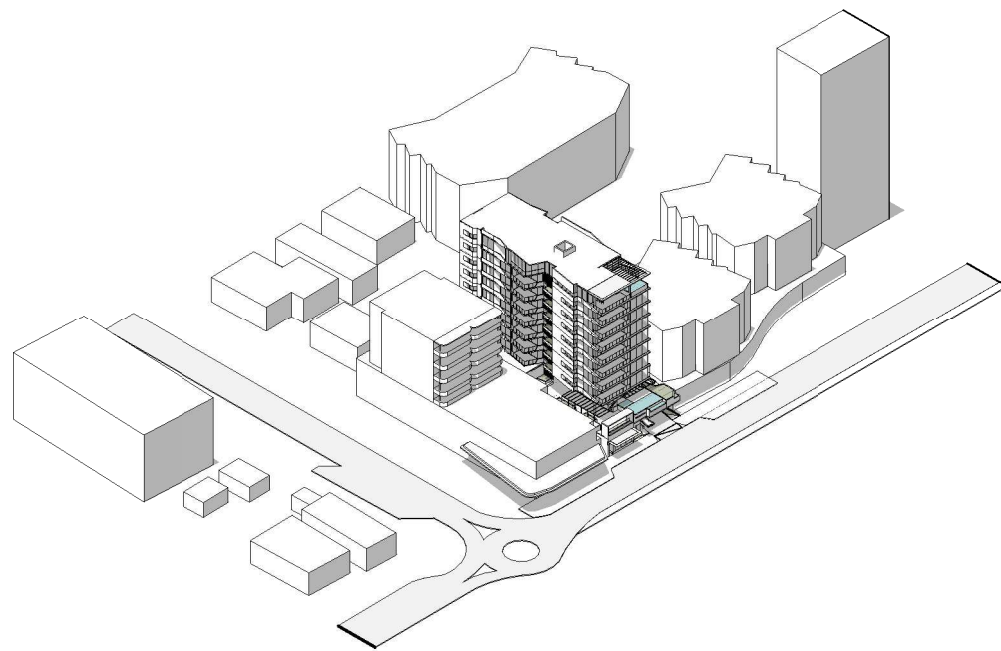
2 Elevation 4 - NE
1 : 250



1 Cross Section 1
1 : 200



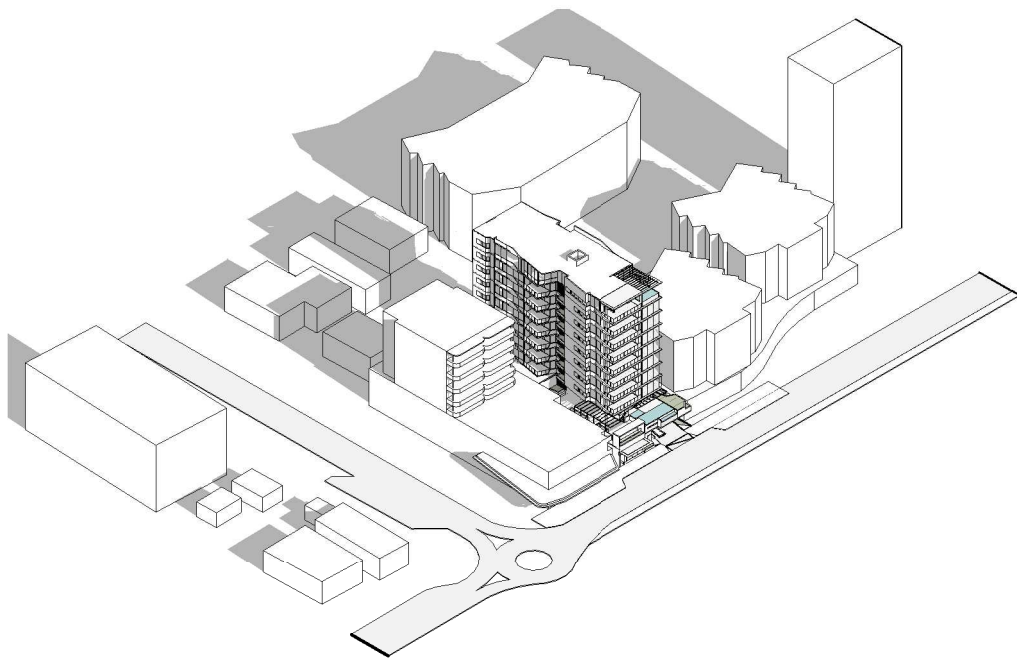
1 Summer - 9am



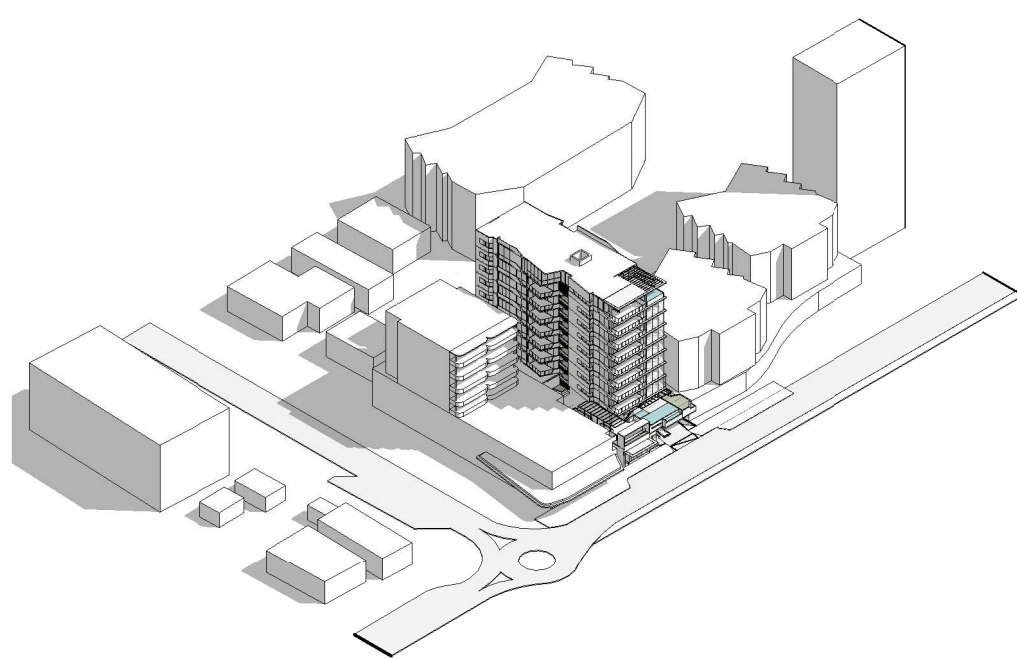
2 Summer - 12pm



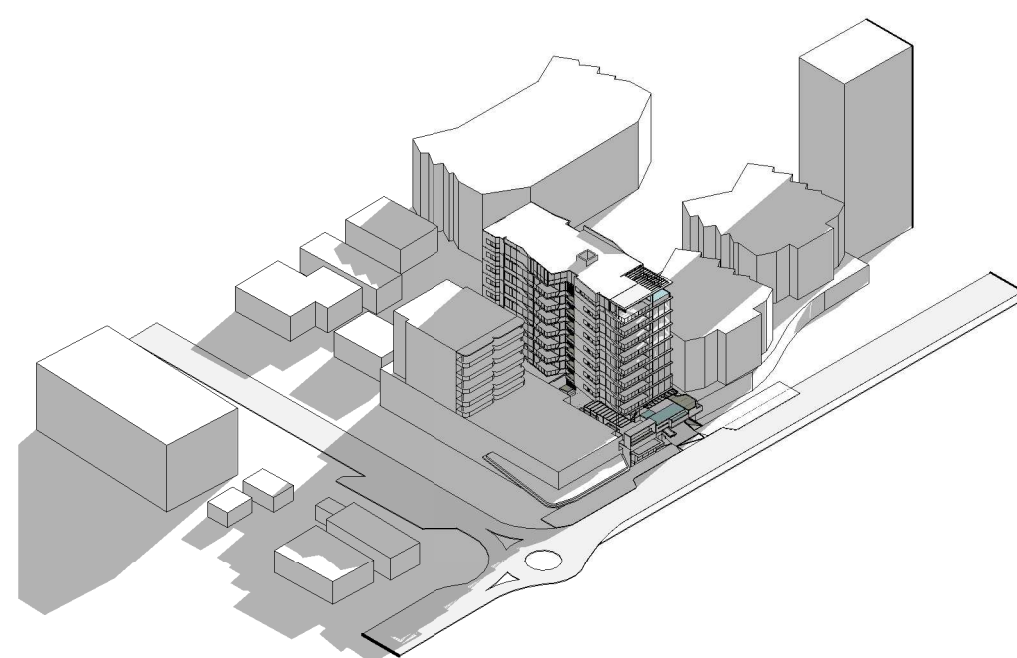
3 Summer - 4pm



4 Winter - 9am



5 Winter - 12pm



6 Winter - 4pm



ESPLANADE VIEW NORTH





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APPENDIX 4

OTHER SUPPORTING INFORMATION

Traffic and Transport Assessment

Proposed Mixed Use Development

71 The Strand, North Ward



20 August 2025

Prepared for:
Shaun McCarthy
Report: 50997-RP01-A

GELEON

Document Control Information

Document Title: Traffic and Transport Assessment
Document Reference: 50997-RP01-A
Prepared for: Shaun McCarthy
Prepared by: Alex Williams
Reviewed by: James Goodman
Project Reference: 50997

Revision History

Authorised for issue

Version	Issue date	Purpose of issue	Details	Name / position	Signature
A	20 August 2025	To support development application	Original issue	Luke Seeney RPEQ 23542 Principal Engineer	

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Appendices

Appendix A	Plans of development
Appendix B	Swept path assessment
Appendix C	Development code responses

1. Introduction

1.1 Project background

Geleon has been engaged by Shaun McCarthy (the **Applicant**) to prepare a Traffic and Transport Assessment (**TTA**) to accompany a Development Application (**DA**) for a multi-storey mixed-use building to establish multiple dwelling and food and drink outlet land uses at 71 The Strand, North Ward (Lot 309 on T1181) (**Figure 1.1**). The existing 1,012m² site is currently vacant however is approved for 18 multiple dwelling units and a 473m² food and drink outlet land use.

This TTA has been prepared as an update to the previous Geleon TTA report: 50774-RP01-A dated 6 July 2023 which was submitted with the most recent development permit over the development site (MCU22/0086).



Figure 1.1 Locality plan

1.2 Development details

The development proposes multiple dwelling and food and drink outlet land uses to establish a multi-storey mixed-use building on the subject site. Access to and from the development is proposed via a single two-way vehicle crossing on The Strand located on the north-eastern side of the development site that will provide access to the internal carpark.

Details of the approved and proposed development are provided in **Table 1.2**, with the proposed ground floor plan shown in **Figure 1.2**.

Relevant plans of development have been provided in **Appendix A**.

Table 1.2 Development details

Land use	Component	Number of units	Gross Floor Area (GFA)
Approved development			
Multiple Dwelling	2-bed units	4	-
	3-bed units	5	-
	4-bed units	9	-
Food and drink outlet	Dining GFA	-	300m ²
	Food preparation GFA	-	120m ²
	Storage GFA	-	53m ²
Sub-total		18 (59 bedrooms)	473m ²
Proposed development			
Multiple Dwelling	3-bed units	7	-
	4-bed units	7	-
	5-bed units	1	-
Food and drink outlet	Dining GFA	-	170m ²
	Food preparation GFA	-	40m ²
	Storage GFA	-	26m ²
Sub-total		15 (54 bedrooms)	236m ²
Change		-3 (-5 bedrooms)	-237m ²

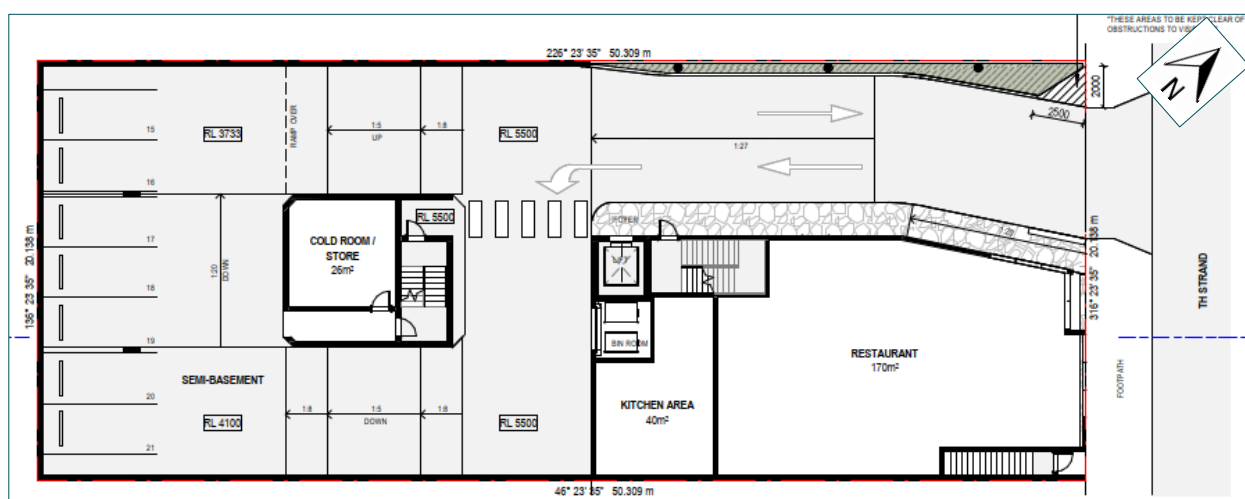


Figure 1.2 Plans of development – ground floor

1.3 Applicable planning scheme

The proposed development site falls under the jurisdiction of the City of Townsville (**Council**) and is governed by the *Townsville City Plan (Version 2024/01)*.

1.4 Scope

The scope of the assessment presented in this report is as follows:

- assess public transport, pedestrian and cycling accessibility to / from site and on site
- calculate the anticipated development traffic generation and its impact to the external road network
- assess proposed car parking supply against relevant Council requirements
- review design of on site traffic and transport operations against Australian Standards and Council's requirements
- assess site access and access configuration against Council requirements
- assess servicing arrangements, and
- complete Council development code templates.

2. Existing conditions

2.1 Road network

2.1.1 Key roads

The hierarchy of the road network surrounding the development is shown in **Table 2.1.1**.

Table 2.1.1 Surrounding road network

Road name	Jurisdiction	No. of lanes (two-way)	Posted speed limit	Median divided	Hierarchy	Footpath / bicycle lanes	On-street parking
Warburton Street	TMR ¹	4	60km/h	Yes	Arterial	Footpath and bicycle lanes both sides	Formal and informal parking
The Strand	Council	2	40km/h	No	Major collector	Footpath both sides / no bicycle lanes	Formal parking
Gregory Street	Council	2	40km/h	Yes	Major collector	Footpath both sides / no bicycle lanes	Formal parking
Kennedy Street	Council	2	50km/h	No	Local street	Footpaths both sides / no bicycle lanes	Formal and informal parking
Mitchell Street	Council	2	50km/h	No	Local street	Footpaths both sides / no bicycle lanes	Formal and informal parking

Note:
1. Department of Transport and Main Roads.

2.1.2 Key intersections

In addition to the surrounding road network, there are three key intersections in proximity to the proposed development which development generated traffic will utilise. These intersections are located as shown in **Figure 2.1.2** and are identified as:

1. The Strand / Kennedy Street 3-leg roundabout
2. The Strand / Gregory Street 3-leg roundabout
3. Mitchell Street / Kennedy Street 4-leg roundabout.

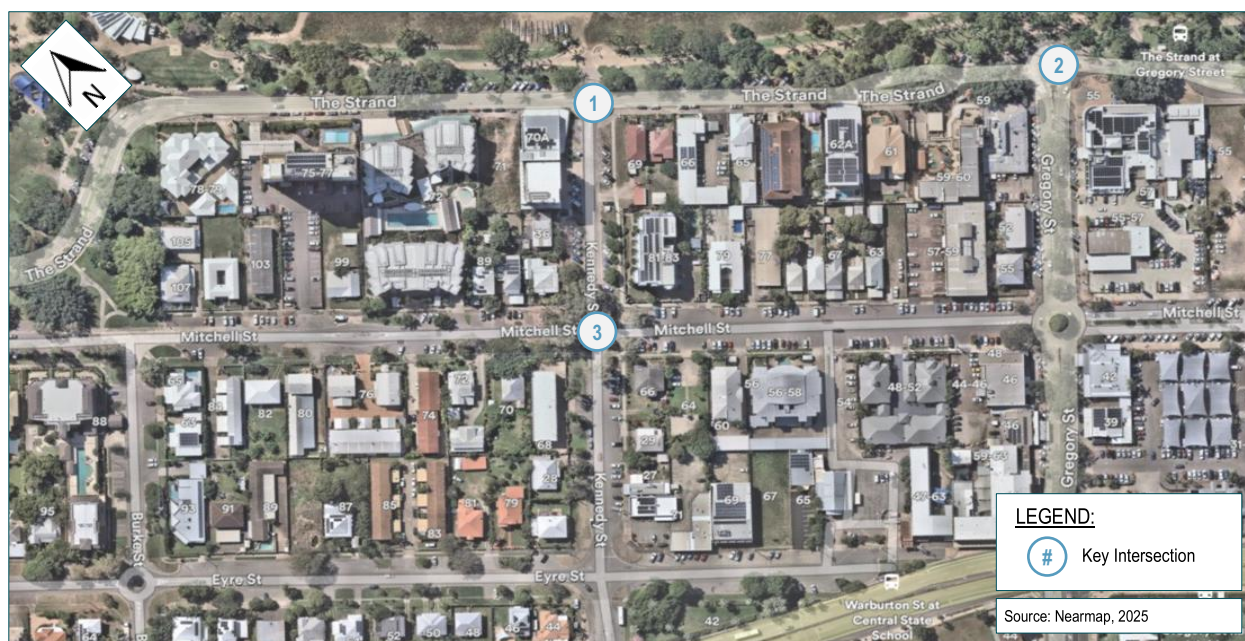


Figure 2.1.2 Key intersections

2.2 Public transport

The development is located within walking distance ($\leq 400\text{m}$) of two bus stops. The closest bus stop, known as 'The Strand at Gregory Street, North Ward' (Stop ID 890203) is located approximately 350m south-east of the development site (**Figure 2.2**). This bus stop is serviced by one public route known as '206' which has an average frequency of 60 to 90 minutes throughout the day.



Figure 2.2 Public transport in proximity to site

2.3 Active transport

The subject site is serviced by a comprehensive network of pedestrian footpaths as shown in **Figure 2.3.1**, which illustrates the active transport network surrounding the proposed development.

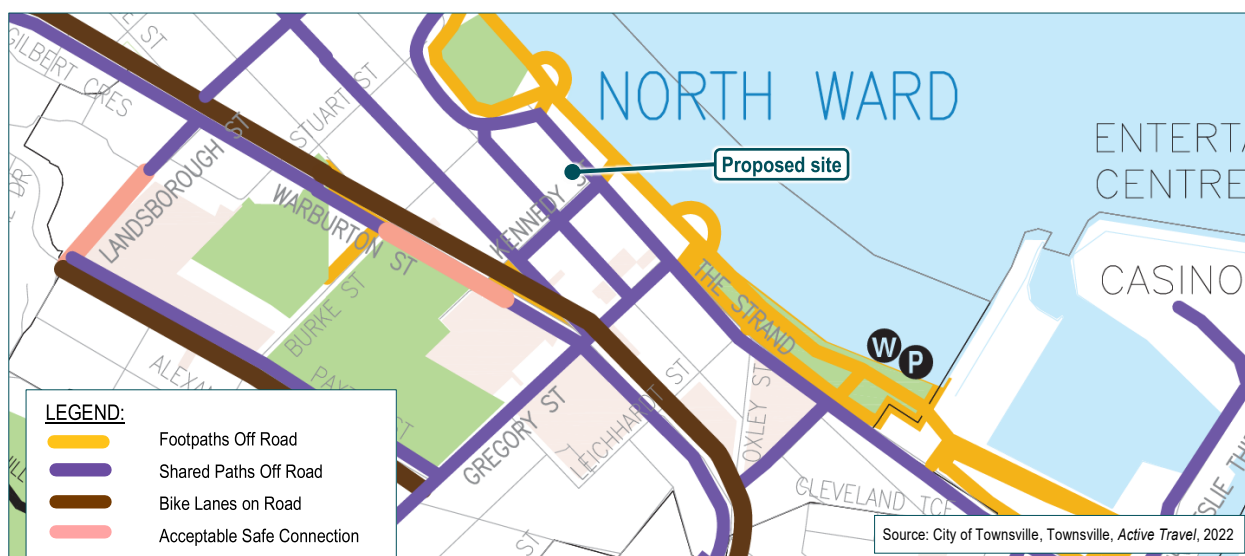


Figure 2.3.1 Active transport in proximity to site

The development site is in proximity to Warburton Street which is classified as a Priority Route A on TMR' *North Queensland Principal Cycle Network*. The principal cycle network surrounding the proposed development and route priorities are illustrated in **Figure 2.3.2** and **Figure 2.3.3**.



Figure 2.3.2 Principal cycle network

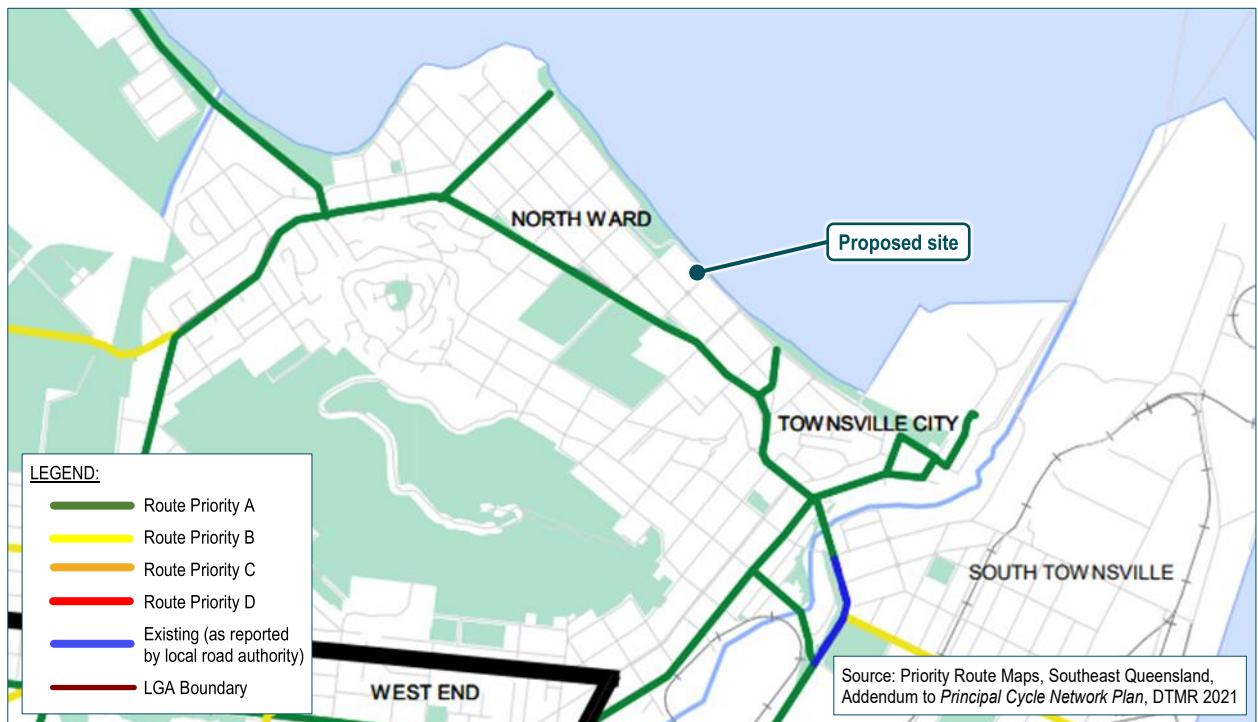


Figure 2.3.3 Priority route map

3. Traffic impact assessment

3.1 Traffic generation

A summary of the expected traffic generation for the approved and proposed development is shown in **Table 3.1**. The traffic generation rates adopted are consistent with the previous Geleon TTA report.

Table 3.1 Development traffic generation rates

Land Use	Quantity		Peak Period	Traffic Generation Rate		Traffic Generation Volume
Approved development						
Multiple dwelling	32	Car parking spaces	AM Peak	0.35	trips per car space	12
			PM Peak	0.26	trips per car space	9
Food and drink outlet	473	GFA m ²	AM Peak	5.0	trips per 100m ² GFA	24
			PM Peak	5.0	trips per 100m ² GFA	24
Subtotal AM peak hour trips						36
Subtotal PM peak hour trips						33
Proposed development						
Multiple dwelling	45	Car parking spaces	AM Peak	0.35	trips per car space	16
			PM Peak	0.26	trips per car space	12
Food and drink outlet	236	GFA m ²	AM Peak	5.0	trips per 100m ² GFA	12
			PM Peak	5.0	trips per 100m ² GFA	12
Subtotal AM peak hour trips						28
Subtotal PM peak hour trips						24
Total (net) AM peak hour trips						-8
Total (net) PM peak hour trips						-9

3.2 Traffic impacts

A comparison between the approved development and proposed development with respect to development generated traffic shows that the proposed development generates less trips than the approved development. Therefore, the proposed development will have a reduced impact on the surrounding road network when compared to the traffic impacts already assessed in the previous Geleon TTA report.

Therefore, no further traffic analysis investigations are required as part of this report.

4. Parking assessment

4.1 Car parking requirements

The car parking requirements for the development have been calculated in accordance with the land use requirements stipulated in Council's *City Plan – Transport impact, access and parking code (Version 2024/01)*. A summary of the approved and proposed car parking requirements is shown in **Table 4.1.1**.

Table 4.1.1 Car parking requirements

Land Use	Component	Quantity		Car parking rate	Parking requirement
Approved development					
Multiple dwelling	2-bedroom unit	4	units	1.5 per unit	6
	3-bedroom unit	5	units	1.5 per unit	8
	4-bedroom unit	9	units	1.5 per unit	14
	Visitor	18	total units	0.2 per unit	4
	Sub-total car parking requirement				32
Food and drink outlet	Public dining area	300	m² GFA	1 per 10m² GFA	30
	Food preparation area	120	m² GFA	1 per 50m² GFA	3
	Storage area	53	m² GFA	1 per 100m² GFA	1
	Sub-total car parking requirement				34
Approved car parking requirement					66
Proposed development					
Multiple dwelling	3-bedroom unit	7	units	1.5 per unit	10.5
	4-bedroom unit	7	units	1.5 per unit	10.5
	5-bedroom unit	1	units	1.5 per unit	1.5
	Visitor	15	total units	0.2 per unit	3
	Sub-total car parking requirement				26
Food and drink outlet	Public dining area	170	m² GFA	1 per 10m² GFA	17
	Food preparation area	40	m² GFA	1 per 50m² GFA	1
	Storage area	26	m² GFA	1 per 100m² GFA	1
	Sub-total car parking requirement				19
Proposed car parking requirement					45
Change					-21

The total car parking requirement for the development is 45 car parking spaces. The car parking requirements for people with disabilities (**PWD**) has been calculated in accordance with the *National Construction Code (NCC)* – Volume 1 as shown in **Table 4.1.2**.

Table 4.1.2 PWD parking requirements

Land Use	Class	Car Parking Rate
Multiple Dwelling	Class 2	No PWD car parking spaces required
Food and drink outlet	Class 6	1 space for every 50 car parking spaces or part thereof

4.2 Car parking provision

A summary of the approved and proposed car parking provision is provided in **Table 4.2.1** and **Table 4.2.2**, respectively. Except for one staff space, parking associated with the food and drink outlet land use is not proposed on-site. As only one parking space for the food and drink outlet land use is proposed, PWD parking provisions will not be provided. The provided parking provision / allocation is consistent with the previous approval over the development site (Council Reference: MCU22/0086).

Table 4.2.1 Approved car parking provision

Component	Multiple dwelling		Food and drink outlet	Total
	Resident spaces	Visitor spaces	Staff spaces	
Lower ground level	2	4	1	7
Basement 1	25	-	-	25
Totals (by user)	27	4	1	32
Surplus / shortfall	-1	0	-33	-34

Table 4.2.2 Proposed car parking provision

Component	Multiple dwelling		Food and drink outlet	Total
	Resident spaces	Visitor spaces	Staff spaces	
Podium	9	-	-	9
Level 1	5	3	1	9
Semi-basement	7	-	-	7
Basement	14	-	-	14
Totals (by user)	35	3	1	39
Surplus / shortfall	+12	0	-18	-6

Car parking design for the proposed development has been undertaken generally in accordance with Australian Standard *AS2890.1 – Parking Facilities*. **Table 4.2.3** shows design parameters for each user class in accordance with *AS2890.1*. Visitor and staff parking will remain freely accessible and not be located behind a security gate.

Table 4.2.3 Car parking design parameters

User Class	Minimum Parking Bay Width (m)	Minimum Parking Bay Length (m)	Minimum Aisle Width (m)	Use
1A	2.4	5.4	5.8	Resident
2	2.5	5.4	5.8	Visitor

Other specific design parameters relating to the parking and internal road layout design have been developed generally in accordance with *AS2890.1 – Parking Facilities* and Council's *City Plan – Transport impact, access and parking code (Version 2024/01)*.

No turnaround bay is provided as there is sufficient space available for a B99 passenger vehicle to perform a turnaround manoeuvre and exit the development site in a forward gear in accordance with the clearances stipulated in *AS2890.1* if all visitor parking spaces are occupied (**Appendix B**).

4.3 Car parking occupancy survey

The approved development resulted in an overall car parking shortfall of 34 spaces. The proposed development results in an overall parking shortfall of six spaces. However, in isolation the food and drink outlet land use results in an 18-space shortfall.

Documented within the previous Geleon TTA report are the results of a four-day car parking occupancy survey undertaken in September 2022 for 903 on-street car parking spaces within proximity to the development site. The results of the car parking occupancy survey concluded:

- on the Thursday, the average number of available on-street parking spaces was 476, while the absolute minimum number of on-street parking spaces available for use at any one time (i.e. worst case scenario) was 402
- on the Friday, the average number of available on-street parking spaces was 458, while the absolute minimum number of on-street parking spaces available for use at any one time (i.e. worst case scenario) was 351
- on the Saturday, the average number of available on-street parking spaces was 469, while the absolute minimum number of on-street parking spaces available for use at any one time (i.e. worst case scenario) was 405, and
- on the Tuesday, the average number of available on-street parking spaces was 470, while the absolute minimum number of on-street parking spaces available for use at any one time (i.e. worst case scenario) was 349.

The survey results demonstrate that there is a large amount of on-street car parking available for use in proximity to the development site. Therefore, it can be concluded that there is sufficient car parking available to accommodate potential overflow parking from the proposed development. Overflow parking will only be associated with the food and drink outlet land use.

5. Access and servicing assessment

5.1 Access arrangement

The development proposes access from The Strand via a single two-lane, two-way 6.3m wide vehicle crossing designed generally in accordance with City of Townsville *Standard Drawing SD-030* for 'Urban Residential Access' type vehicle crossing (**Figure 5.1**). The proposed access will allow for all movements.

The existing vehicle crossings servicing the development site along The Strand will be demolished and the kerb and channel reinstated. The proposed vehicle crossing will result in the loss of two marked on-street car parking spaces, however the removal of the existing vehicle crossing will create an on-street parking space. Therefore, the on-street car parking supply along the development site frontage will be reduced by one space post development.

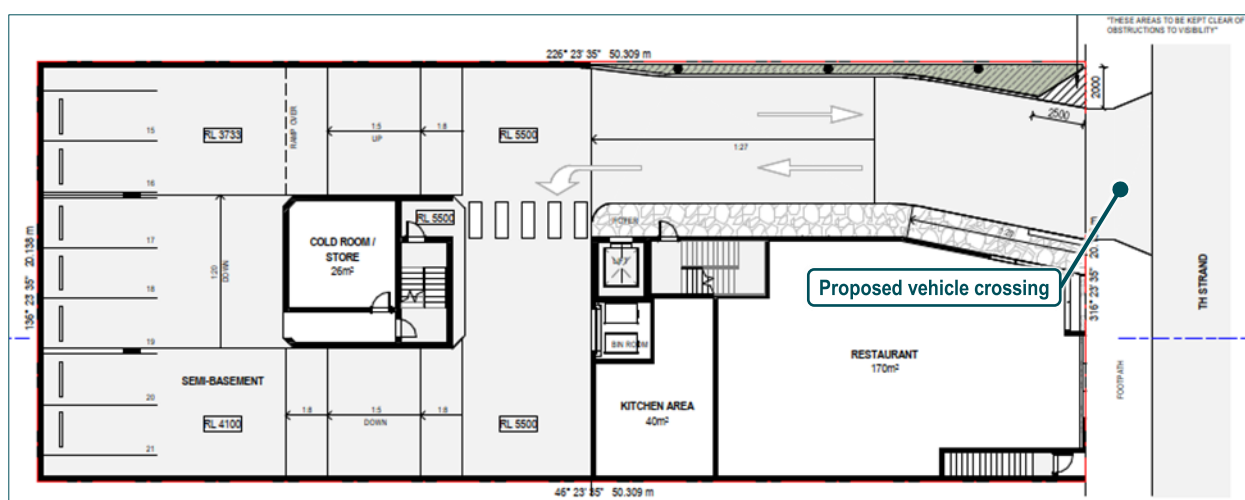


Figure 5.1 Proposed access arrangement

5.2 Sight distance assessment

A sight distance assessment has been undertaken in accordance with AS2890.1 to ensure that the location of the proposed access provides sufficient sight distance for road users to find a safe gap in oncoming traffic when leaving the site. The minimum gap sight distance requirements (MGSD) for a vehicle departing the site are provided in **Table 5.2**. The required sight distance has been calculated based on a frontage road speed of 40km/h along The Strand.

With respect to vehicles turning onto The Strand from the roundabout at Kennedy Street located approximately 35m south-east of the development site, it is anticipated that vehicles will be travelling at a speed of 30km/h when exiting the intersection.

Table 5.2 Sight distance requirements

Frontage road	Vehicle speed assessed (km/h)	Sight distance requirement
The Strand	40km/h	55m
Vehicles exiting the roundabout onto The Strand	30km/h	42m

Figure 5.2 shows the required sight distance and associated sight lines for vehicles travelling along The Strand to vehicles departing the development site, demonstrating compliance with specified requirements.

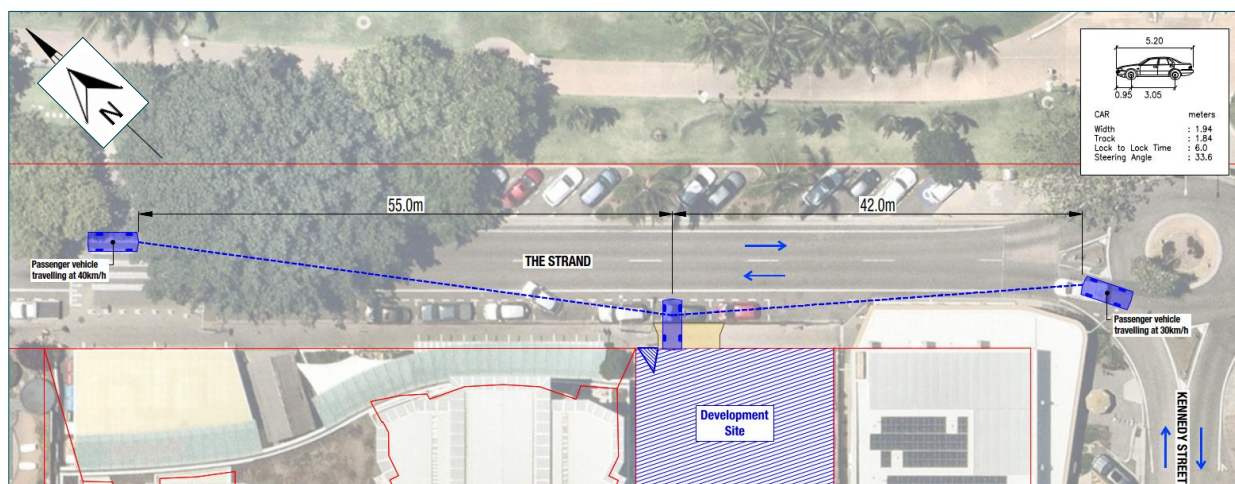


Figure 5.2 Sight distance assessment

5.3 Servicing

Review of Council's *City Plan (Version 2024/01)* has not identified any specific service vehicle requirement for the proposed development. Therefore, the service vehicle requirement has been based on the operation of the proposed development.

Based on the proposed land uses, it is expected that an 8.8m Medium Rigid Vehicle (MRV) / removalist vehicle will be required for the multiple dwelling land use and a 6.4m Small Rigid Vehicle (SRV) for the food and drink outlet land use. Servicing by these vehicles is expected to take place within an existing on-street loading zone located approximately 40m north-west of the development, along The Strand road frontage (**Figure 5.3**).

Review of the car parking occupancy results documented in the previous Geleon TTA report demonstrates that the loading zone is available at least 50% of the time. Therefore, the existing loading zone has sufficient availability to cater for the proposed development's service vehicle requirements.

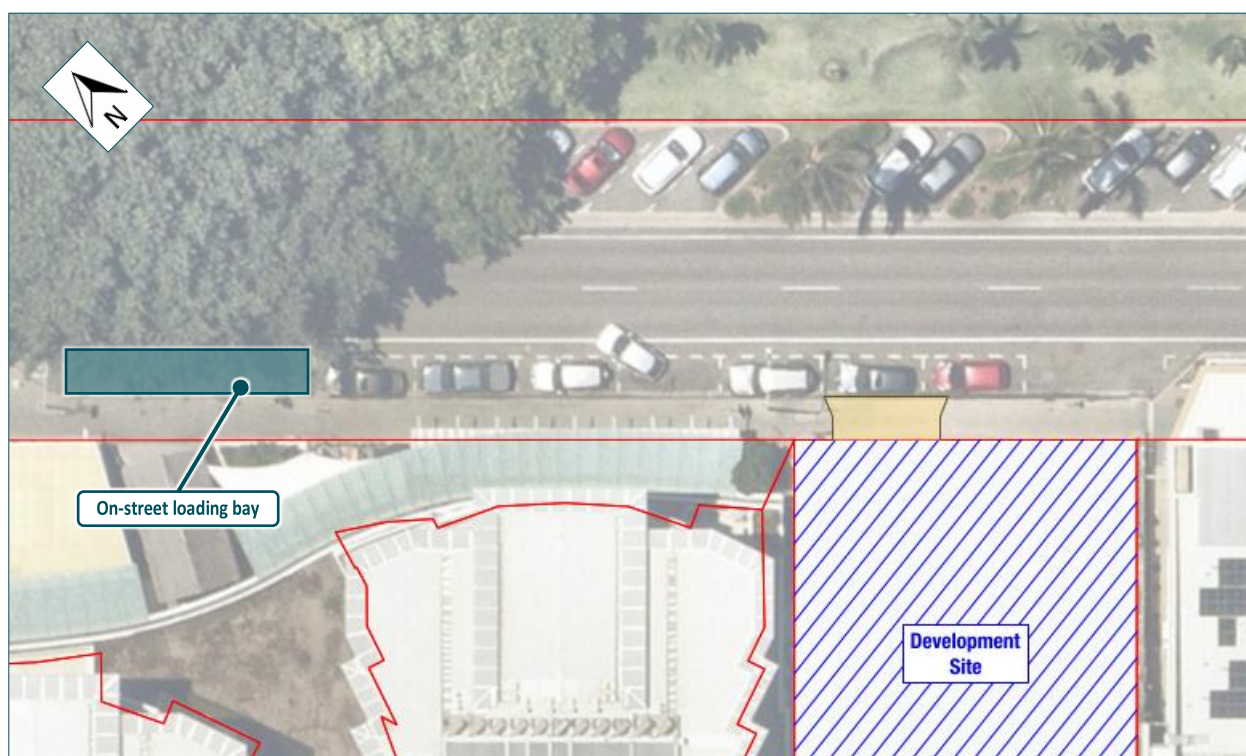


Figure 5.3 Proposed servicing arrangement

6. Response to development codes

A detailed review of the proposed development against the *Townsville City Plan (Version 2024/01) – Transport impact, access and parking code* is provided in **Appendix C**.

7. Conclusion

This report presents the findings related to assessment of traffic and transport related matters for a proposed development located at 71 The Strand, North Ward. Based on the assessment undertaken, it can be concluded that the proposed development will not introduce any adverse traffic or transport impacts which would prevent its approval with appropriate conditions.

8. References

1. City of Townsville, *Townsville City Plan (Version 2024/01)*, Townsville.
2. Australian Building Codes Board, *National Construction Code (NCC) Volume 1*, May 2022.
3. Standards Australia/Standards New Zealand 2004, *AS2890.1: Off-street Car Parking Facilities*.

Appendix A Plans of development

PARKING REQUIREMENTS

1.5 x Unit = Apartment Parking
1.5 x 14 = **21 Required**

0.2 x Unit = Visitor Parking
0.2 x 14 = **3 Required**

+ 1 Restaurant Manager Park
Required
TOTAL REQUIRED: 25

PARKING PROVIDED

BASEMENT

Parks: 14

SEMI-BASEMENT

Parks: 7

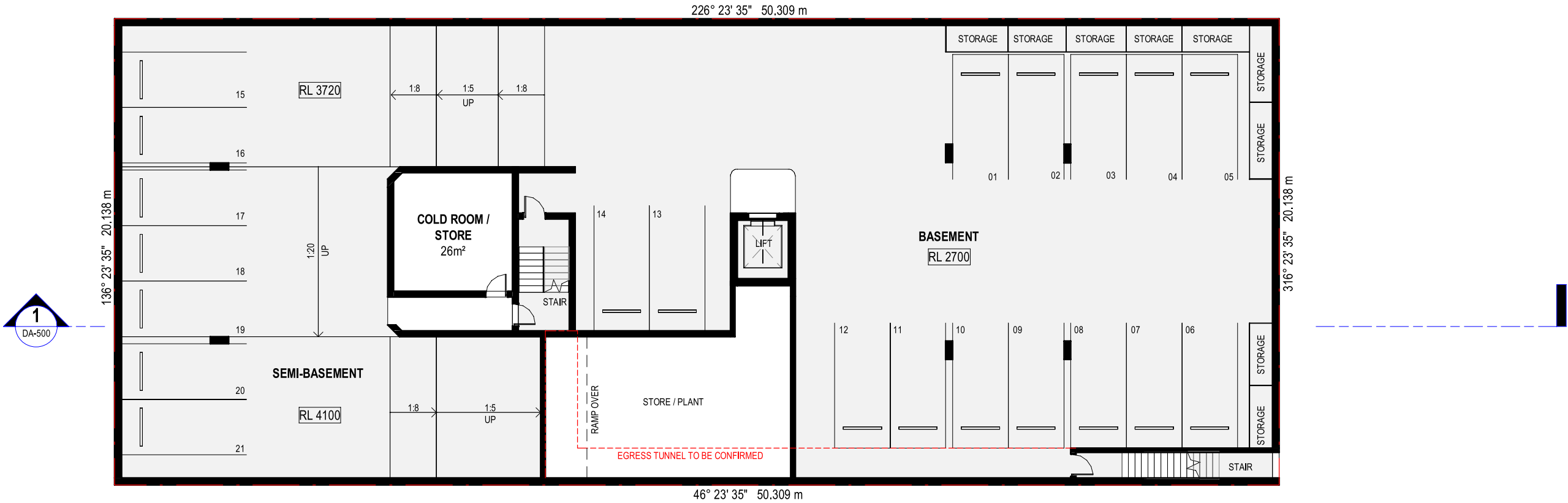
LEVEL 01 PARKING

Parks: 9

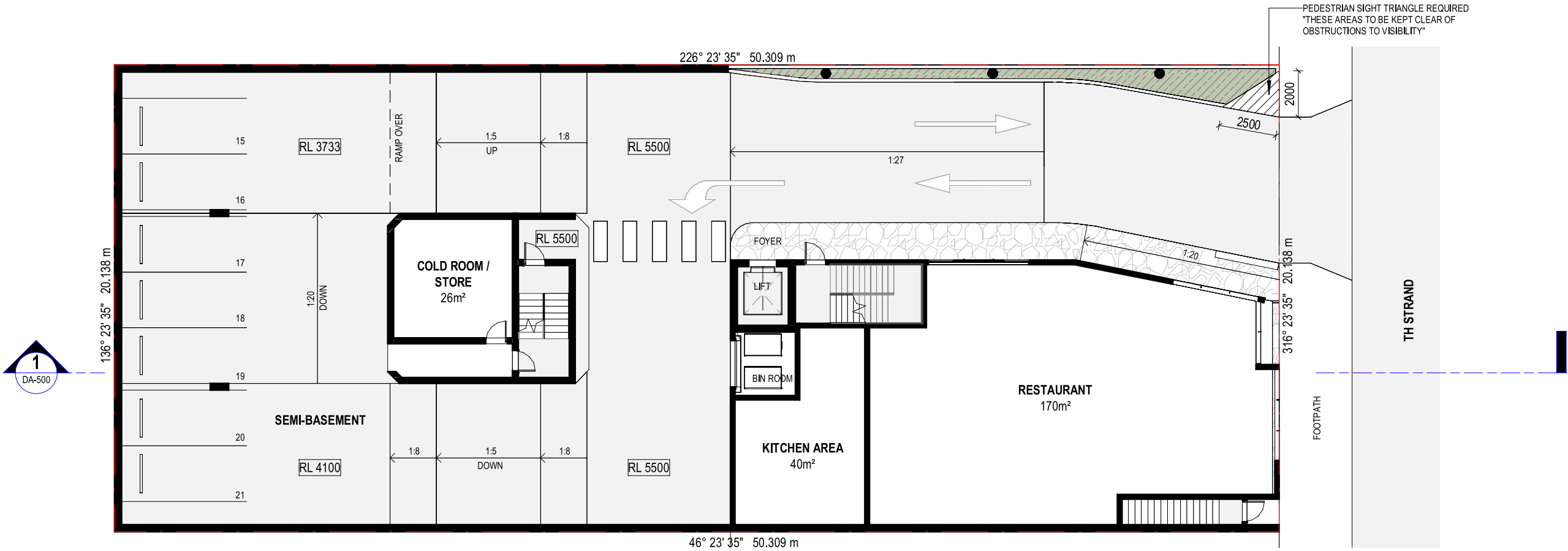
PODIUM PARKING

Parks: 9

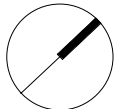
TOTAL PARKS: 39



1 Basement
1 : 200



2 Ground Floor
1 : 200



PARKING REQUIREMENTS

1.5 x Unit = Apartment Parking
1.5 x 14 = **21 Required**

0.2 x Unit = Visitor Parking
0.2 x 14 = **3 Required**

+ 1 Restaurant Manager Park
Required
TOTAL REQUIRED: 25

PARKING PROVIDED

BASEMENT

Parks: 14

SEMI-BASEMENT

Parks: 7

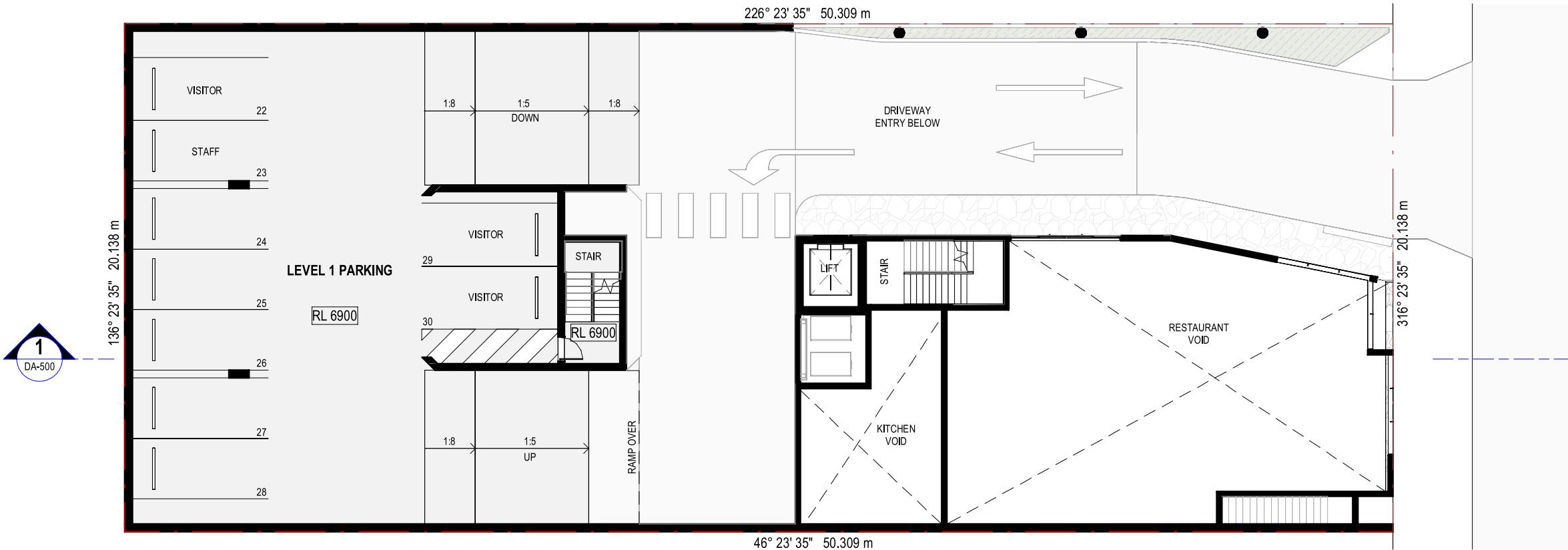
LEVEL 01 PARKING

Parks: 9

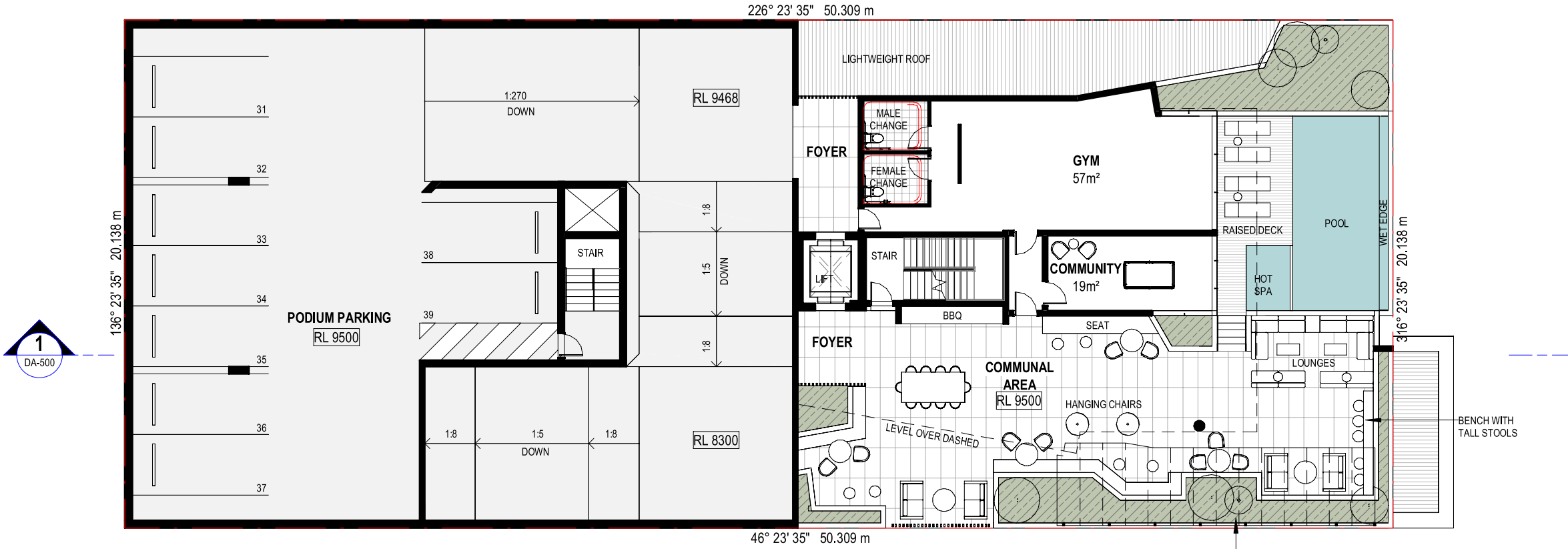
PODIUM PARKING

Parks: 9

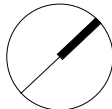
TOTAL PARKS: 39



1 Level 1
1 : 200

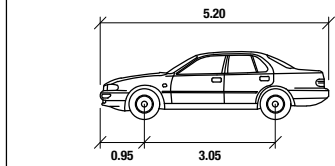
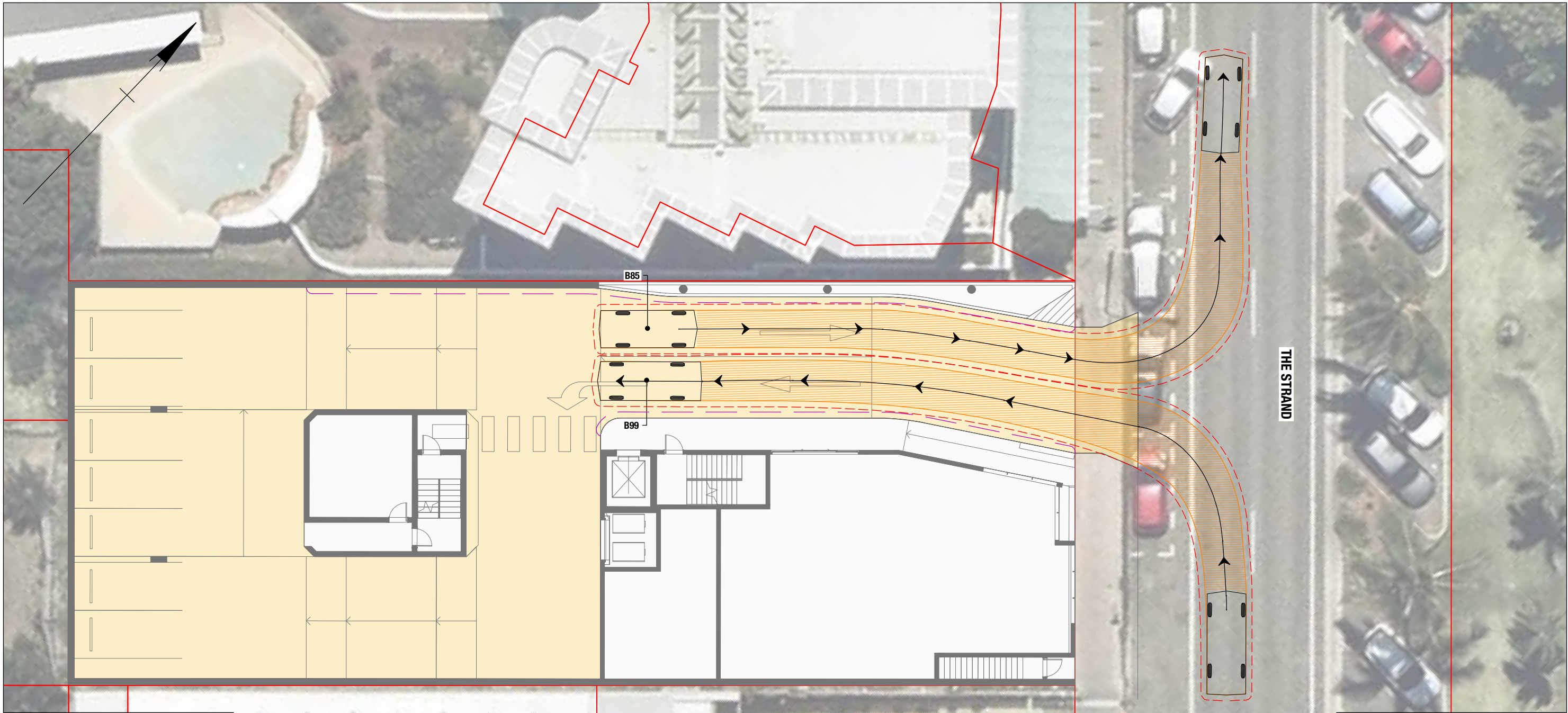


2 Level 2 - Podium
1 : 200



Appendix B

Swept path assessment

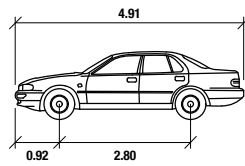


B99 PASSENGER VEHICLE

Width : 1.94m
Track : 1.84m
Lock to Lock Time : 6.0s
Steering Angle : 33.9°

LEGEND

- Vehicle Swept Path Forward Envelope
- Vehicle Swept Path Reverse Envelope
- Vehicle Body Clearance (300mm)
- Additional 300mm Outside Clearance



B85 PASSENGER VEHICLE

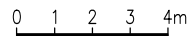
Width : 1.87m
Track : 1.77m
Lock to Lock Time : 6.0s
Steering Angle : 34.1°

LEGEND

- Vehicle Swept Path Forward Envelope
- Vehicle Swept Path Reverse Envelope
- Vehicle Body Clearance (300mm)
- Additional 300mm Outside Clearance



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tel +61 7 5594 4473



71 THE STRAND, NORTH WARD
PROPOSED MIXED USE DEVELOPMENT

SWEPT PATH ASSESSMENT
B99 AND B85 PASSENGER VEHICLE
B99 ENTRY INTO DEVELOPMENT SITE

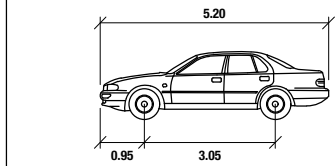
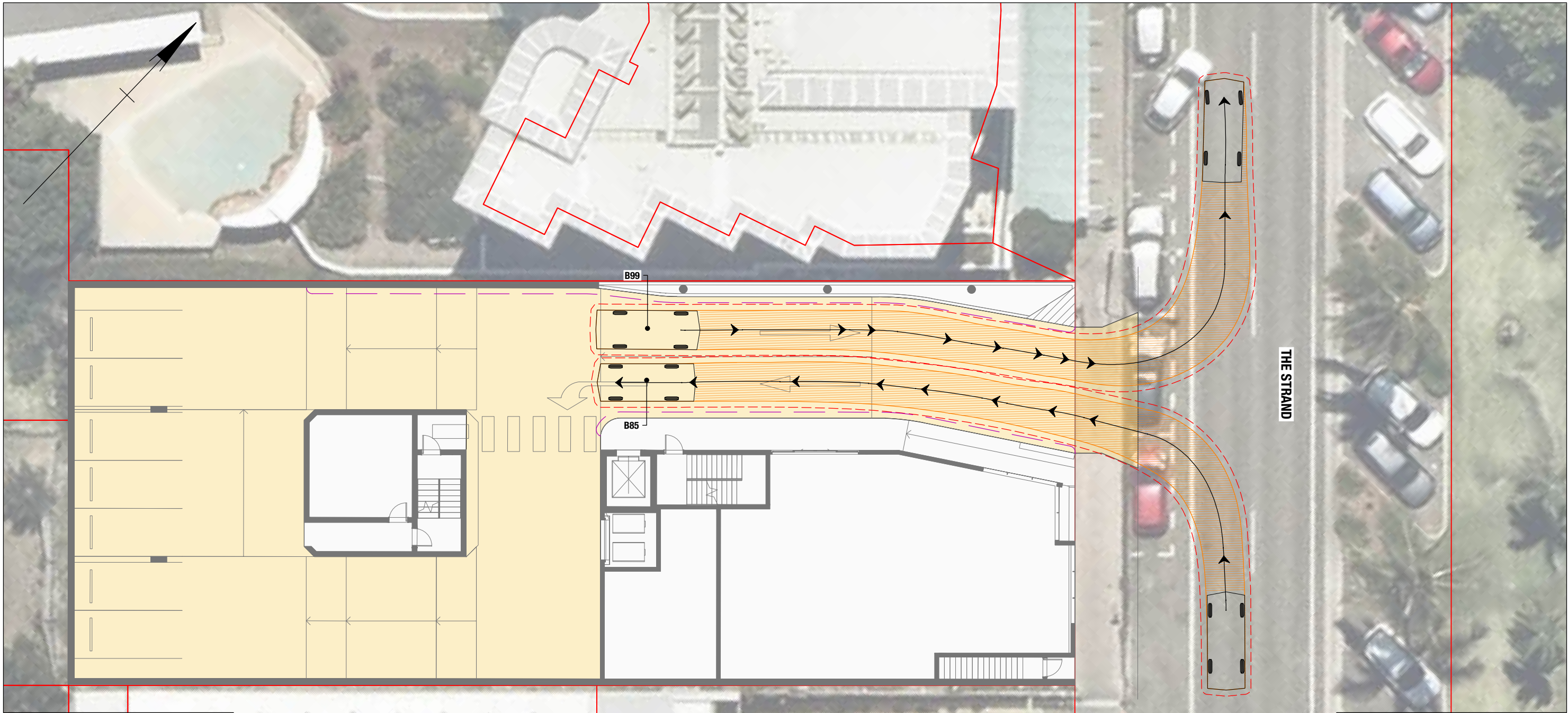
Project No.
50997

Issue Date
19/08/25

Drawing No.

50997-SP001-A

Series No. 1 of 4

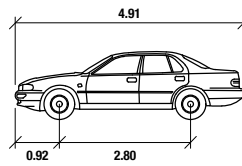


B99 PASSENGER VEHICLE

Width : 1.94m
Track : 1.84m
Lock to Lock Time : 6.0s
Steering Angle : 33.9°

LEGEND

- Vehicle Swept Path Forward Envelope
- Vehicle Swept Path Reverse Envelope
- Vehicle Body Clearance (300mm)
- Additional 300mm Outside Clearance



B85 PASSENGER VEHICLE

Width : 1.87m
Track : 1.77m
Lock to Lock Time : 6.0s
Steering Angle : 34.1°

LEGEND

- Vehicle Swept Path Forward Envelope
- Vehicle Swept Path Reverse Envelope
- Vehicle Body Clearance (300mm)
- Additional 300mm Outside Clearance



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0 1 2 3 4m

71 THE STRAND, NORTH WARD
PROPOSED MIXED USE DEVELOPMENT

SWEPT PATH ASSESSMENT
B99 AND B85 PASSENGER VEHICLE
B99 EXIT FROM DEVELOPMENT SITE

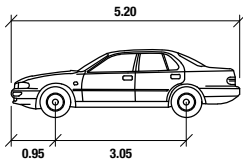
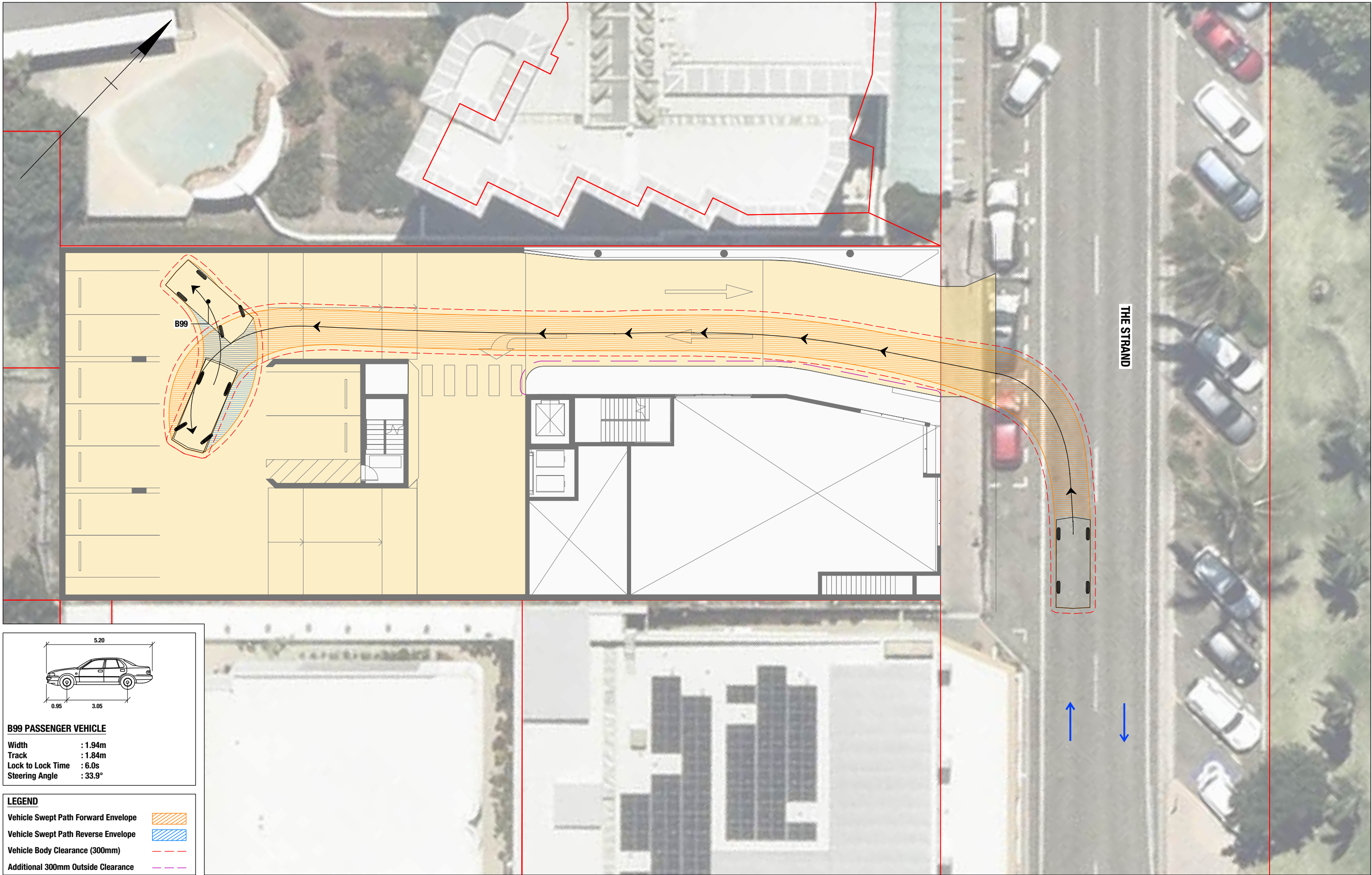
Project No.
50997

Issue Date
19/08/25

Drawing No.

50997-SP002-A

Series No. 2 of 4



B99 PASSENGER VEHICLE

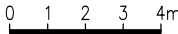
Width : 1.94m
Track : 1.84m
Lock to Lock Time : 6.0s
Steering Angle : 33.9°

LEGEND

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- Vehicle Swept Path Reverse Envelope
- Vehicle Body Clearance (300mm)
- Additional 300mm Outside Clearance



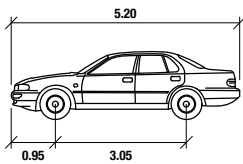
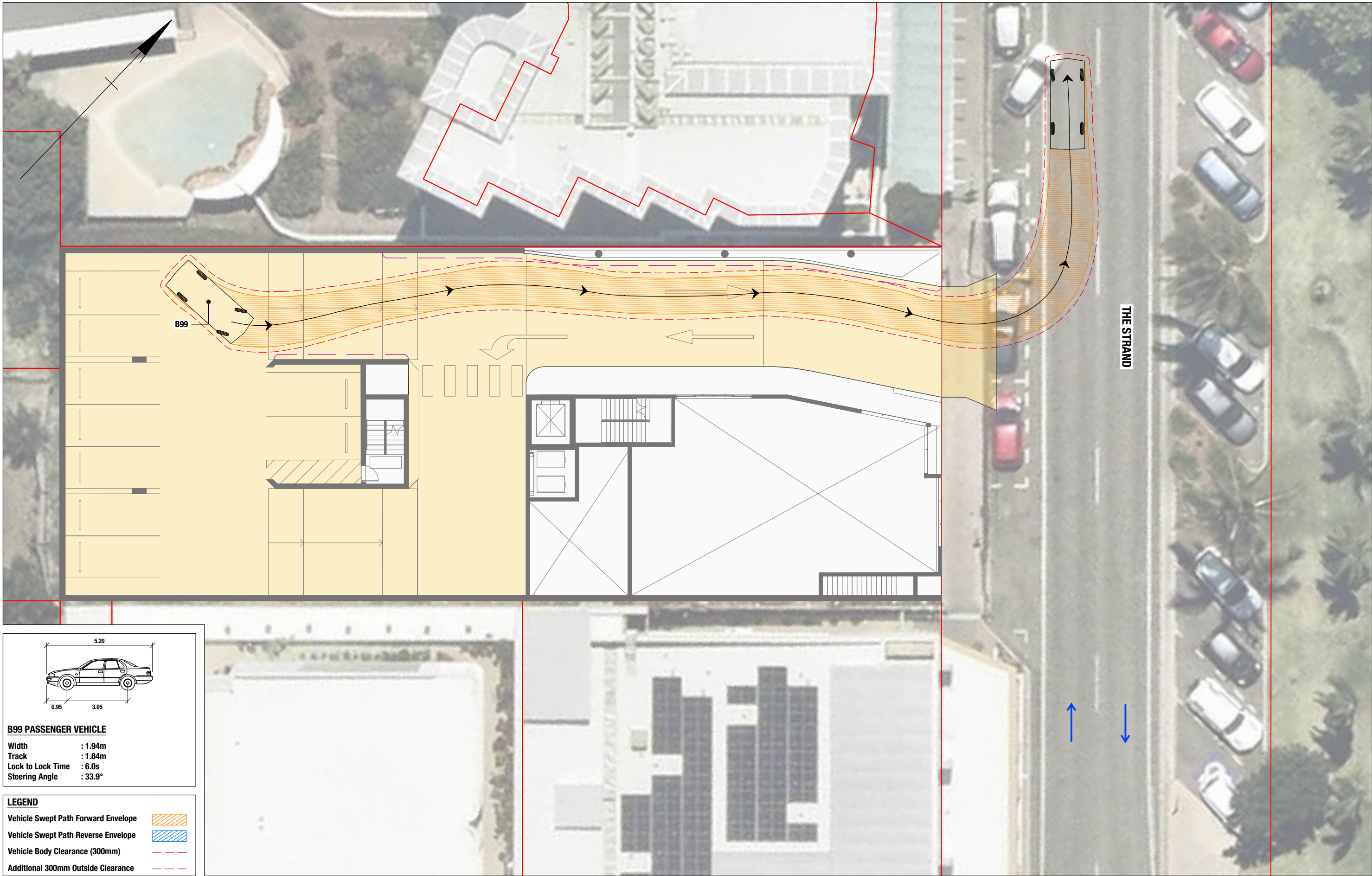
ABN 58 668 001 303
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Emerald Lakes, Carrara
PO Box 454 Nerang Qld 4211
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71 THE STRAND, NORTH WARD
PROPOSED MIXED USE DEVELOPMENT

SWEPT PATH ASSESSMENT
B99 PASSENGER VEHICLE
TURNAROUND MANOEUVRE

Project No. 50997	Issue Date 19/08/25
Drawing No. 50997-SP003-A	
Series No.	3 of 4



B99 PASSENGER VEHICLE

Width : 1.94m
Track : 1.84m
Lock to Lock Time : 6.0s
Steering Angle : 33.9°

LEGEND

- Vehicle Swept Path Forward Envelope
- Vehicle Swept Path Reverse Envelope
- Vehicle Body Clearance (300mm)
- Additional 300mm Outside Clearance



ABN 58 668 001 303
Suite 12, Level 1, 3029 The Boulevard
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tel +61 7 5594 4473

0 1 2 3 4m

71 THE STRAND, NORTH WARD
PROPOSED MIXED USE DEVELOPMENT

SWEPT PATH ASSESSMENT
B99 PASSENGER VEHICLE
EXIT FROM DEVELOPMENT SITE

Project No.
50997

Issue Date
19/08/25

Drawing No.
50997-SP004-A

Series No. 4 of 4

Appendix C

Development code responses

9.3.5 Transport Impact, Access and Parking Code

Performance outcomes	Acceptable outcomes	Comment
Transport impact		
P01 The development is located on roads that are appropriate for the nature of traffic generated, having regard to the safety and efficiency of the transport network, and the functions and characteristics identified of the road hierarchy.	AO1 No acceptable outcome is nominated.	COMPLIES WITH P01. Refer to Section 3.0 of Geleon Traffic and Transport Assessment report 50997-RP01-A which presents the findings of a traffic impact assessment on the external road network.
P02 Development does not compromise the orderly provision or upgrading of the transport network.	AO2 No acceptable outcome is nominated.	COMPLIES WITH P02. Refer to Section 3.0 of Geleon Traffic and Transport Assessment Report 50997-RP01-A which presents the findings of a traffic impact assessment on the external road network.
P03 On-site transport network infrastructure (including roads, parking, access and public transport, pedestrian and cyclist facilities) appropriately integrates and connects with surrounding networks.	AO3 No acceptable outcome is nominated.	COMPLIES WITH P03. Refer to Section 3.0 of Geleon Traffic and Transport Assessment Report 50997-RP01-A which presents the findings of a traffic impact assessment on the external road network.
Site access		
P04 As far as practicable, development is designed to encourage travel by public transport, walking and cycling.	AO4 No acceptable outcome is nominated.	COMPLIES WITH P03. Footpath connectivity is provided from The Strand road frontage into the development site separate to the vehicle access (refer to the plans of development).
P05 Access arrangements are appropriate for: (a) the capacity of the parking area; (b) the volume, frequency and type of vehicle usage; (c) the function and characteristics of the access road and adjoining road network; and (d) the safety and efficiency of the road network.	AO5 Access is provided in accordance with the standards identified in the Development manual planning scheme policy SC6.4 — SC6.4.5.5 Driveways, SC6.4.5.3 Public Transport Facilities and SC6.4.5.4 Car Parking.	COMPLIES WITH AO5. Access to / from the development site is proposed via The Strand. The vehicle crossing has been designed in accordance with SC6.4 – SC6.4.5.5 Driveways, SC6.4.5.3 Public Transport Facilities and SC6.4.5.4 Car Parking. For further details in relation to the location and form of the proposed driveway, refer to Section 5.0 of Geleon Traffic and Transport Assessment Report 50997-RP01-A .

Performance outcomes	Acceptable outcomes	Comment
P06 Where practical, access for cyclists and pedestrians is clearly distinguished from vehicle access.	AO6 No acceptable outcome is nominated.	COMPLIES WITH P06. Footpath connectivity is provided from The Strand road frontage into the development site separate to the vehicle access (refer to the plans of development).
P07 Access is located and designed to provide safe and easy access to the site, having regard to its position, width and gradient.	AO7 Access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.5.5 Driveways and SC6.4.3 Standard Drawings	COMPLIES WITH AO7. The development proposes access from The Strand via a single two-lane, two-way vehicle crossings designed generally in accordance with SC6.4 — SC6.4.5.5 Driveways and SC6.4.3 Standard Drawings. For further details in relation to the location and form of the proposed driveway, refer to Section 5.0 of Geleon Traffic and Transport Assessment Report 50997-RP01-A .
P08 All vehicles reasonably expected to use the site are able to travel the length of the driveway or driveway access without damage to vehicle or the driveway surface.	AO8 Access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.5.5 Driveways, SC6.4.5.3 Public Transport Facilities and SC6.4.5.4 Car Parking.	COMPLIES WITH AO8. Access to / from the development is proposed via The Strand road frontage. The access has been designed in accordance with the Development manual planning scheme policy SC6.4 — SC6.4.3.17 Driveways, SC6.4.5.3 Public Transport Facilities, and SC6.4.5.4 Car Parking. For further details in relation to the location and form of the proposed driveway, refer to Section 5.0 of Geleon Traffic and Transport Assessment Report 50997-RP01-A .
P09 A driveway does not cause change in the level of a footpath that is unsafe or inaccessible for people with mobility difficulties.	AO9 Access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.5.5 Driveways and SC6.4.3 Standard Drawings.	COMPLIES WITH AO9 Access to / from the development is proposed via The Strand road frontage. The access has been designed in accordance with the Development manual planning scheme policy SC6.4 — SC6.4.3.17 Driveways, SC6.4.5.3 Public Transport Facilities, and SC6.4.5.4 Car Parking. For further details in relation to the location and form of the proposed driveway, refer to Section 5.0 of Geleon Traffic and Transport Assessment Report 50997-RP01-A .
P010 Driveways are designed to withstand loadings from all vehicles reasonably expected to use the site.	AO10	COMPLIES WITH AO10

Performance outcomes	Acceptable outcomes	Comment
	Access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.5.5 Driveways.	The proposed access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.5.5 Driveways. For further details in relation to the location and form of the proposed driveway, as well as proposed service vehicle requirements refer to Section 5.0 of Geleon Traffic and Transport Assessment Report 50997-RP01-A .
PO11 A driveway does not allow water to pond on adjacent properties or adjacent buildings and does not allow water to enter a building or property.	AO11 Access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.5.5 Driveways.	COMPLIES WITH AO11 The proposed access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.5.5 Driveways. It should be noted that stormwater analysis of the proposed development has not been conducted as part of this assessment. For further details in relation to the location and form of the proposed driveway, refer to Section 5.0 of Geleon Traffic and Transport Assessment Report 50997-RP01-A
PO12 Construction of a driveway does not damage or interfere with the location, function of or access to any services and infrastructure.	AO12 Access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.5.5 Driveways, SC6.4.5.3 Public Transport Facilities, SC6.4.5.4 Car Parking and SC6.4.3 Standard Drawings.	COMPLIES WITH AO12 The proposed access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.5.5 Driveways, SC6.4.3.5 Public Transport Facilities, SC6.4.5.4 Car Parking, and SC6.4.4.8 Standard Drawings. It should be noted that stormwater analysis of the proposed development has not been conducted as part of this assessment. For further details in relation to the location and form of the proposed driveway, refer to Section 5.0 of Geleon Traffic and Transport Assessment Report 50997-RP01-A
PO13 All vehicles reasonably expected to access the site can safely manoeuvre to allow vehicles to exit and enter in a forward motion.	AO13 Access is provided in accordance with the standards identified in Development manual planning scheme policy no. SC6.4 - SC6.4.5.5 Driveways, SC6.4.5.3 Public Transport Facilities, SC6.4.5.4 Car Parking and SC6.4.3 Standard Drawings such that all vehicles reasonably expected to access the site, can exit and enter in a forward motion with no more than a three-point turn.	COMPLIES WITH PO13 Servicing is proposed to be undertaken by an 8.8m Medium Rigid Vehicle (MRV) utilising the on-street loading bay located approximately 40m north of the development site. For further details in this regard, refer to the plans of development and Section 5.3 of Geleon Traffic and Transport Assessment Report 50997-RP01-A .

Performance outcomes	Acceptable outcomes	Comment
Pedestrian and cyclist facilities		
PO14 Provision is made for the safe and convenient movement of pedestrians on-site and connecting to the external network, having regard to desire lines, legibility, safety, topographical constraints, shading and other weather protection and equitable access arrangements.	AO14 No acceptable outcome is nominated.	COMPLIES WITH PO14 Footpath connectivity is provided from The Strand road frontage into the development site separate to the vehicle access (refer to the plans of development).
PO15 Provision is made for safe and convenient cycle movement to the site and within the site and connecting to the external network having regard to desire lines, users' needs, safety, topographical constraints and legibility.	AO15 No acceptable outcome is nominated.	COMPLIES WITH PO15 Footpath connectivity is provided from The Strand road frontage into the development site separate to the vehicle access (refer to the plans of development).
PO16 Parking areas, pathways and other elements of transport network infrastructure are designed to enhance public safety by discouraging crime and antisocial behaviour, having regard to: (a) provision of opportunities for casual surveillance; (b) provision of lighting; (c) the use of fencing to define public and private spaces, whilst allowing for appropriate sight lines; (d) minimising potential concealment points and assault locations; (e) minimising opportunities for graffiti and other vandalism; and (f) restricting unlawful access to buildings and between buildings.	AO16 No acceptable outcome is nominated.	COMPLIES WITH PO16 The development will be designed at the detailed design stage to comply with these requirements.
Parking		
PO17 Provision is made for on-site vehicle parking to:	AO17 Parking is provided in accordance with the standards identified in Parking rates planning scheme policy no. SC6.10.	COMPLIES WITH PO17b and Overall Outcome 2f The total car parking requirement for the development is 45 car parking spaces. The development proposes a total of 39 spaces including 35 resident spaces, three visitor spaces and one staff space. Except for one

Performance outcomes	Acceptable outcomes	Comment
(a) meet the demand likely to be generated by the development; and (b) avoid on street parking that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity.		staff space, parking associated with the food and drink outlet land use is not proposed on-site. A car parking occupancy survey undertaken in 2022 near the development site confirmed that there is a large amount of on-street car parking available in proximity to the development site. Refer to plans of development, and Section 4.0 of Geleon Traffic and Transport Assessment Report 50997-RP01-A .
PO18 Parking ensures access is provided for people with disabilities.	AO18 Parking areas are designed in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.5.4 Car Parking.	Not applicable The development does not provide any PWD parking spaces.
PO19 Where the nature of the proposed development creates a demand, provision is made for set-down and pick-up facilities by bus, taxis or private vehicle, which: (a) are safe for pedestrians and vehicles; (b) are conveniently connected to the main component of the development by pedestrian pathway; and (c) provide for pedestrian priority and clear sight lines.	AO19 No acceptable outcome is nominated.	Not applicable.
PO20 Parking and servicing areas are designed to: (a) be clearly defined, marked and signed; (b) be convenient and accessible; (c) minimise large unbroken areas of hardstand to the extent practicable; (d) be safe for vehicles, pedestrians and cyclists; (e) provide shading; (f) be located to encourage multi-purpose trip ends and minimise vehicle movements within the site; and	AO20 No acceptable outcome is nominated.	Complies with PO20 The car parking design for the proposed development has been undertaken generally in accordance with Australian Standard AS2890.1 – <i>Parking Facilities</i> . Refer to the plans of development, Section 4.4 and Section 5.3 of Geleon Traffic and Transport Assessment Report 50997-RP01-A .

Performance outcomes	Acceptable outcomes	Comment
(g) minimise any adverse impacts on the amenity of surrounding land.		
PO21 Vehicle spaces have adequate dimensions to meet user requirements.	AO21 Parking areas are designed in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.5.3 Public Transport Facilities and SC6.4.5.4 Car Parking.	Complies with AO21 The car parking design for the proposed development has been undertaken generally in accordance with Australian Standard <i>AS2890.1 – Parking Facilities</i> . Refer to the plans of development and Section 4.4 of Geleon Traffic and Transport Assessment Report 50997-RP01-A .
PO22 Pavement is constructed to an appropriate standard.	AO22 No acceptable outcome is nominated.	COMPLIES WITH PO22 The development will be designed at the detailed design stage to comply with this requirement.
PO23 Parking and servicing areas are kept accessible and available for use as a parking area at all times during the normal business hours of the activity.	AO23 No acceptable outcome is nominated	COMPLIES WITH PO23 The development will comply with this requirement.
PO24 Visitor parking for accommodation activities remains accessible and useable to visitors at all times.	AO24 No acceptable outcome is nominated	COMPLIES WITH PO24 The development will comply with this requirement.
PO25 Multi-level parking areas are designed, articulated and finished to make a positive contribution to the local external streetscape character, as well as the internal user experience of the facility ensuring way finding technologies and aesthetic treatments are provided.	AO25 No acceptable outcome is nominated	Not applicable.
Servicing		
PO26 Provision is made for the on-site loading, unloading, manoeuvring and access by service vehicles that: (a) are adequate to meet the demands generated by the development;	AO26 Servicing areas are provided and designed in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.5.3 Public Transport Facilities and SC6.4.5.4 Car Parking.	Complies with PO26 Servicing is proposed to be undertaken by an 8.8m Medium Rigid Vehicle (MRV) utilising the on-street loading bay located approximately 40m north of the development site.

Performance outcomes	Acceptable outcomes	Comment
(b) are able to accommodate the design service vehicle requirements; and (c) does not unduly impede vehicular, cyclist and pedestrian safety and convenience both within the site and external to the site.		Refer to the plans of development and Section 5.3 of Geleon Traffic and Transport Assessment Report 50997-RP01-A .
PO27 Refuse collection vehicles are able to safely access on-site refuse collection facilities.	AO27 Refuse collection areas are provided and designed in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.22 Waste Management, SC6.4.5.3 Public Transport Facilities and SC6.4.5.4 Car Parking.	Refer to town planning report
PO28 Servicing arrangements minimise any adverse impact on the amenity of premises in the vicinity, having regard to operating hours, noise generation, proximity to sensitive uses, odour generation and dust.	AO28 No acceptable outcome is nominated	Complies with PO28 Servicing is proposed to be undertaken by an 8.8m Medium Rigid Vehicle (MRV) utilising the on-street loading bay located approximately 40m north of the development site. Refer to the plans of development and Section 5.3 of Geleon Traffic and Transport Assessment Report 50997-RP01-A.



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71 THE STRAND STRAND BEACH CLUB DEVELOPMENT

WATER SUPPLY & SEWER PLANNING REPORT

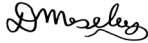
Date: 17 July 2025 (Rev 1)

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3	WATER SUPPLY PLANNING	3
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APPENDICES

Appendix A	Development Location & Layout Plan
Appendix B	Water Network Model Figure & Results
Appendix C	Fire Hydrant Flow & Pressure Test Results
Appendix D	SewerGEMS Modelling Figure

REPORT AUTHORISATION				
Revision	Revision Date	Details	Prepared by	Signature
1	17/7/2025	Initial Report	Desmond Moseley (RPEQ 7565)	

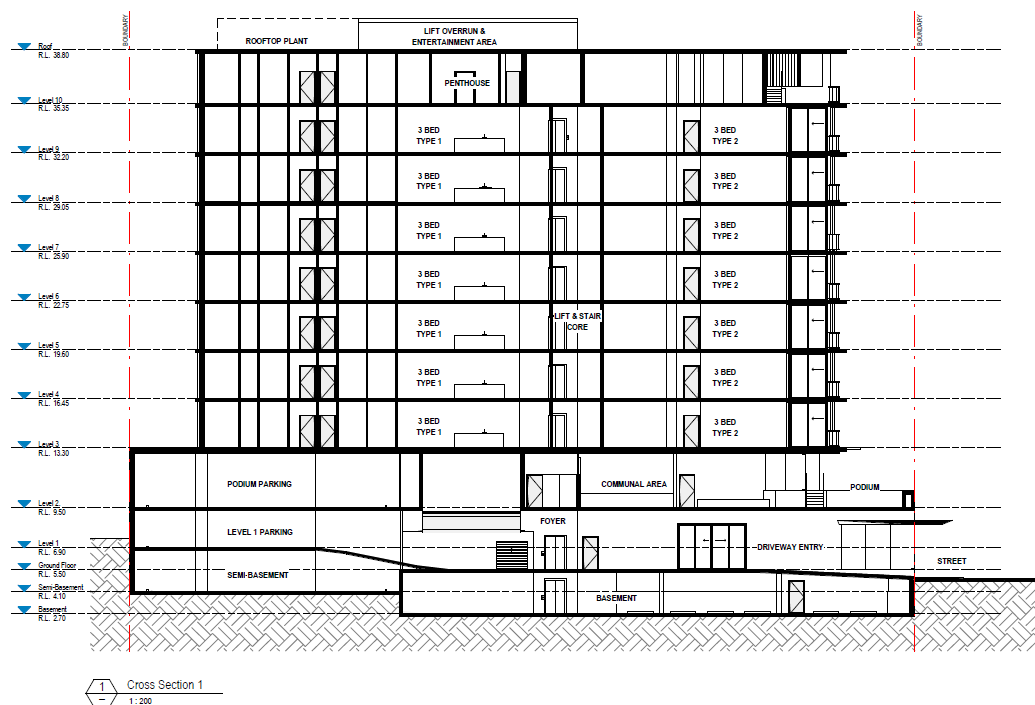
1 INTRODUCTION

A multi-story residential unit and commercial development is proposed for 71 The Strand. This site is located one lot to the north west from the intersection of The Strand and Kennedy St, North Ward. The development plans are included in Appendix A. The proposed development will involve the following:

- Commercial area on the ground level (expected to be a restaurant).
- Communal area on the first floor (expected to also include a gym and pool).
- Eight levels of residential units with a total of 22 units.

To ensure the development can be adequately serviced with a potable water supply and sewer system, an assessment of the existing system capacity has been undertaken. This report summarises the capacity assessment of the existing water and sewer networks with this illustrating the existing water and sewer network has sufficient capacity to service the proposed development with no upgrades required.

The water network modelling and sewer capacity assessment undertaken for this development is summarised in the following report sections with the modelling results provided in Appendix B & D. Figure 1 below illustrates the elevation of the proposed development with the full set of concept drawings provided in Appendix A.



71 The Strand, Apartments
2512

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SECTION

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CONCEPT

Shaun McCarthy 1:200 @ A3
0 2 4 6 8 10m Scale 1:200

Figure 1 – 71 Strand Apartments Section View

2 POPULATION ASSESSMENT

The following section provides the population assessment for the proposed multi-story mixed use development at 71 The Strand. The commercial equivalent population assessment has been developed based on the unit rates detailed in “Table 8.1 – Infrastructure Demand Unit Rates” of the Local Government Infrastructure Plan – DSS, Definitions & Demands (April 2017) that is extrinsic referenced material to the Townsville CityPlan.

Table 2.1 – Water Equivalent Population Assessment

	Area/Number	Rate	EP
Ground Floor Commercial (Restaurant)	263 m2	2.11 EP/100m2	12.5 EP
First Floor Communal Area	330 m2		
Residential Apartments	22	1.8	39.6 EP
Adopted Equivalent Population			52.1 EP

Table 2.2 – Sewer Equivalent Population Assessment

	Area/Number	Rate	EP
Ground Floor Commercial (Restaurant)	263 m2	2.74 EP/100m2	16.3 EP
First Floor Communal Area	330 m2		
Residential Apartments	22	1.8	39.6 EP
Adopted Equivalent Population			55.9 EP

The above equivalent population assessment has been used in the water and sewer system capacity assessment for the proposed development.

3 WATER SUPPLY PLANNING

3.1 Water Demand

Water demands have been calculated in accordance with Townsville City Council planning scheme and its latest amendments.

The following table provides the “residential” water demand parameters for the Townsville Planning Scheme for each equivalent person (EP).

Table SC6.4.3.21.2 Water supply unit demand parameters

Parameter	Unit Demand	Peaking Factor
Average Day (AD)	600 L/day/EP	
Mean Day Max Month (MDMM)	900 L/day/EP	1.5 AD
Peak Day (PD)	1125 L/day/EP	1.25 MDMM
Peak Hour (PH)	0.0333 L/s/EP	2.56 PD

The above peak hour residential water demands have been applied to the proposed eighteen (22) residential apartments, giving a peak residential water demand of $39.6 \text{ EP} \times 0.0333 \text{ l/s/EP} = 1.32 \text{ l/s}$.

The remainder of the proposed development will have commercial type uses with the following table providing the peak commercial water demands per equivalent person. This peak hour demand is based on Townsville Water’s “commercial” demand diurnal pattern that has a peaking factor of 1.5.

Table 3.1 - Commercial Water Demands (per EP)

Parameter	Unit Demand	Peaking Factor
Average Day (AD)	600 L/day/EP	
Mean Day Max Month (MDMM)	900 L/day/EP	1.5 AD
Peak Day (PD)	1125 L/day/EP	1.25 MDMM
Peak Hour (PH)	0.0195 L/s/EP	1.50 PD

The above peak hour commercial water demands have been applied to the proposed commercial uses on the site, giving a peak commercial water demand of $12.5 \text{ EP} \times 0.0195 \text{ l/s/EP} = 0.24 \text{ l/s}$.

In addition to the above, as the development is a high rise residential site with some commercial uses, a 30 l/s fire flow is required in accordance with Council’s design standards.

3.2 Water Supply Assessment & Network Modelling

The existing site for the proposed development is located one lot to the north west of the intersection of The Strand and Kennedy St. The site currently has the following existing water mains:

- DN150 AC water main along The Strand frontage of the site. This DN150 AC/PVC main extends the majority of the length of The Strand from Fryer St to the south to Howitt St to the north. There are multiple connections to this DN150 AC/PVC main at each of the side streets.
- A DN150 PVC water main on Kennedy St. This water main was constructed in 2021 as part of the multi-story development at No 70 The Strand (ie on the north west corner of Kennedy St and The Strand). This DN150 water main is located on the western side of Kennedy St and connects to the DN150 AC water main on The Strand and the DN100 AC main on Mitchell St.

Water network modelling has been performed to assess the capacity of the existing DN150 AC water main on The Strand and DN150 PVC main on Kennedy St to service the proposed development. The modelling was undertaken using the Council's WaterGEMS network model. WaterGEMS modelling for both the peak hour demands and fire flows has been performed with the results summarised below. The WaterGEMS figure and results table are provided in Appendix B.

The WaterGEMS network modelling results with the inclusion of the residential and commercial water demands from the proposed development shows:

- The peak hour water pressures at 7 pm (ie the peak residential demand) are reduced to 417 kPa. This meets the minimum water pressure of 220 kPa. The residential water pressures are lower due to the large amount of residential uses in the North Ward area.
- The peak hour water pressures at 12 noon (ie the peak commercial water demand) are reduced to 512 kPa. This meets the minimum water pressure of 220 kPa.
- The headloss gradient along the existing DN150 AC main on The Strand and the new DN150 water main along Kennedy St is up to 0.006 m/m with the velocities being up to 0.75 m/s. The headloss gradient (which is only a measure of the hydraulic efficiency of the water main) is just above the CTM Code recommended value of 0.005 m/m. Since the velocities in the existing water main are well within TCC standards and the existing main achieves the required minimum water pressures, the slightly higher headloss gradient is not an issue. The headloss gradients and pipe velocities along the other existing water mains in the vicinity of the proposed development site below these values. These both meet the Council design standards.
- With the inclusion of the 30 l/s fire flow the water pressures within the water mains are reduced to 373 kPa. This is the pressure at 7pm and is concurrent with the peak residential demand period and meets the minimum pressure requirement of 120 kPa. The velocity along the existing DN150 mains on The Strand and Kennedy St is up to 1.45 m/s and meets the Council design standards.

The above shows that the proposed development is able to be serviced with a reticulated water supply that meets Council's standards based on the connection to the existing DN150 AC water main on The Strand.

The following figures from the WaterGEMS model illustrate the equivalent population added to the model along with the peak hour and fire flow pressures and demands for the proposed high rise unit development.

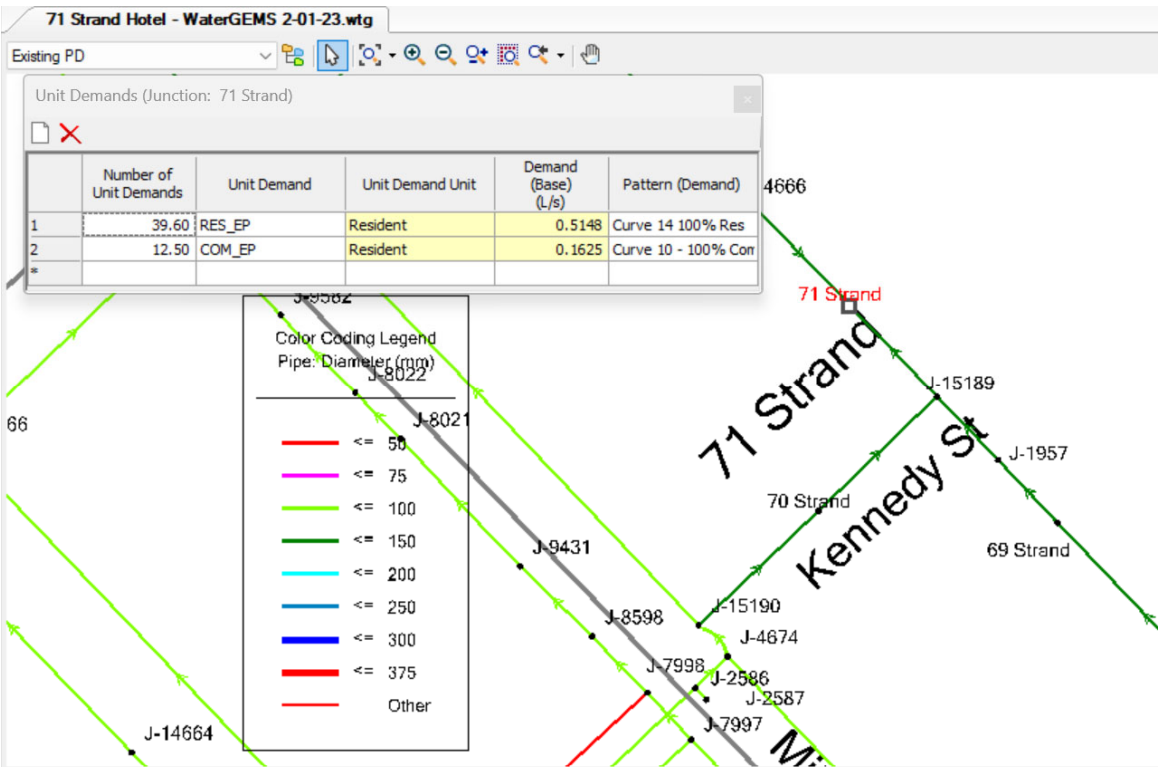


Figure 3.1 – Equivalent Population Loading

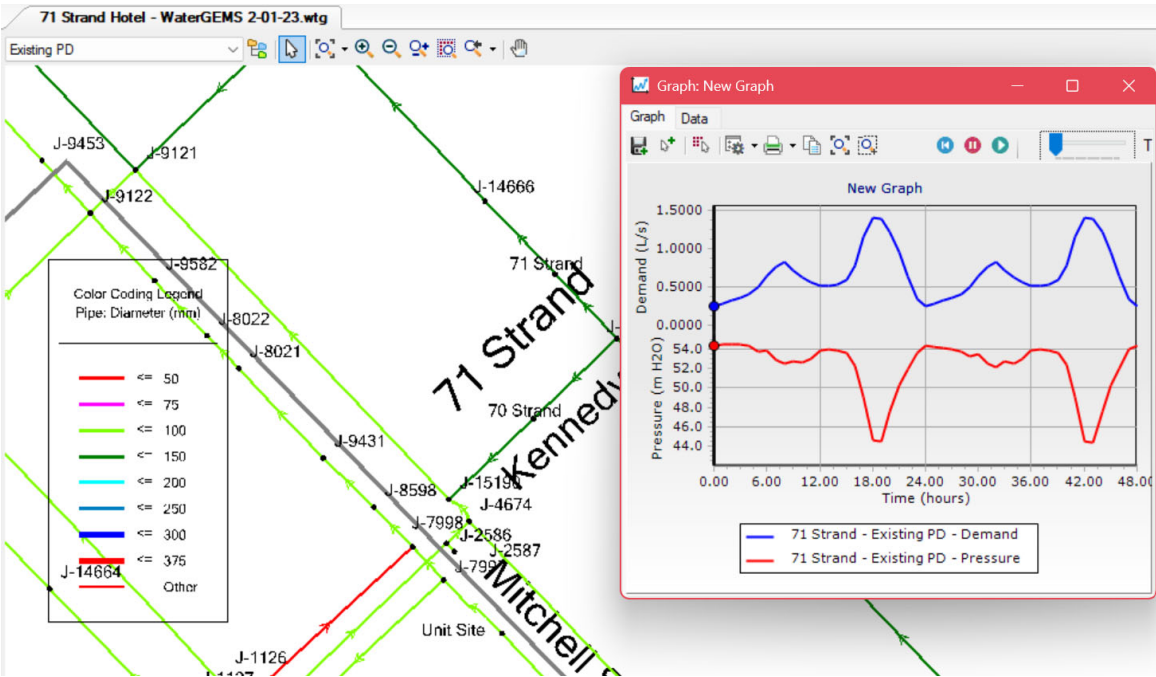


Figure 3.1 – Peak Hour Water Demand & Pressures

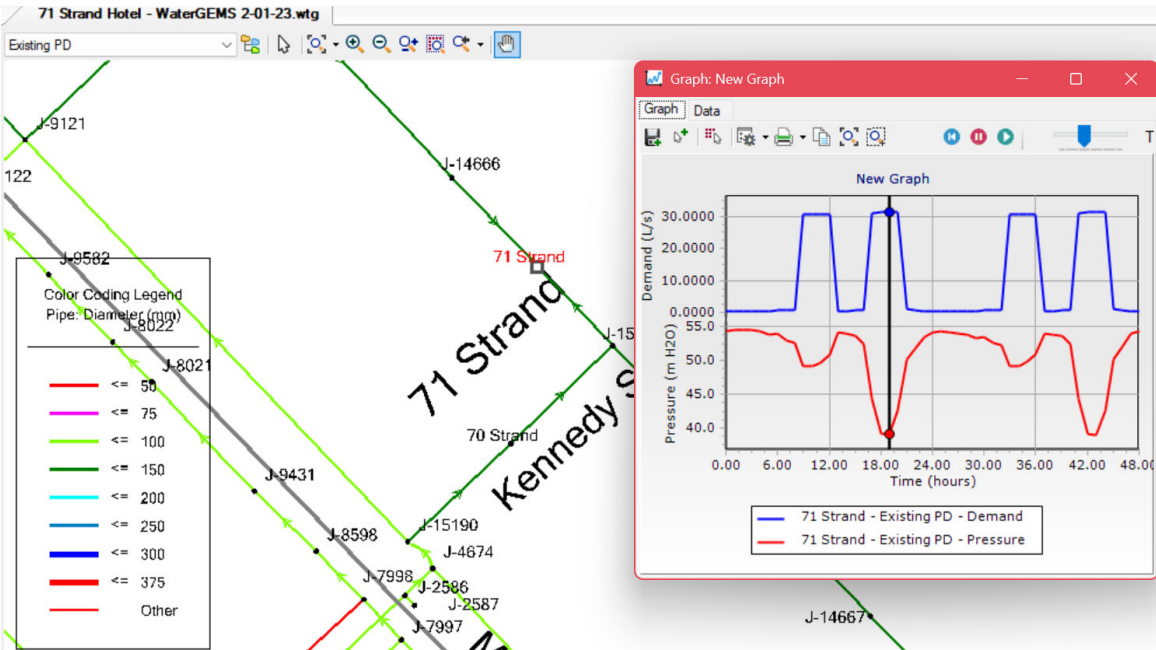


Figure 3.2 – 30 l/s Fire Flow Water Demand & Pressures

3.3 Fire Hydrant Testing & Results

Fire hydrant testing of the two existing hydrants that would likely service this development has been undertaken in 2023 as part of a previous development proposal for this site. The hydrant testing results are provided in Appendix C and generally illustrate:

- The performance of the two hydrants running concurrently show that they readily achieve 15 l/s @ 480 kPa each (ie a combined 30 l/s fire flow). This shows compliance with the Townsville Council standards of providing 30 l/s fire flows from up to three concurrent hydrants.
- The WaterGEMS modelling shows a residual pressure of 480 kPa with the 30 l/s fire flows so the hydrant testing shows general verification of the modelling results.
- The dual hydrants running concurrently also achieved a flow of 20 l/s @ 400 kPa (each hydrant) which would achieve the QRFS standards of 20 l/s @ 200 kPa.
- The single hydrant test at the hydrant on the frontage of 71 The Strand achieved the 15 l/s @ 200 kPa standard. It is noted that this was the initial hydrant that was tested and its flow/pressure result is lower than when it was run concurrently with the hydrant on Kenndey St. This is likely to be due to partial obstruction/corrosion build up on the hydrant tee/ball that cause the lower flow/pressure result when first tested.

The hydrant testing shows that the water network is able to provide the TCC required 30 l/s @ 120 kPa standard with two hydrants running concurrently.

3.4 Building Fire System Design (by Others)

The assessment undertaken in this report is to confirm that the proposed development is able to be serviced with a potable water system and fire flows from the Council's mains in accordance with Council standards. This assessment is provided in Section 3.2 & 3.3 above.

The assessment in this report does not include the sizing or design of the fire system for the proposed development. The fire system, including any booster assemblies or pumped systems is to be designed as part of the building hydraulic services by others in accordance with the building code, QRFS standards and Council requirements.

It is noted that the Townsville City Council standards in the Planning Scheme do NOT allow for a fire booster pump system to be directly connected to the Council water mains so a break tank will be needed as part of the development fire system works to meet the Council standards.

4 SEWER SYSTEM CAPACITY ASSESSMENT

The existing site for the proposed development is currently serviced with a reticulated gravity sewer. The existing gravity sewer system consists of:

- A DN150 PVC relined sewer that extends from existing MH 2/7B1C along The Strand frontage of the proposed development. The sewer extends to MH 1/7B1C that is located on the north western intersection of The Strand and Kennedy St.
- The DN150 sewer extends to the south west along Kennedy St to MH 10/7B1 that is located on Kennedy St (between Mitchell St and The Strand).
- A DN300 relined trunk sewer then extends to the south east from MH 10/7B1 to MH 2/7B1 (located on Leichhardt St between the intersection of Mitchell St and The Strand). This DN300 trunk sewer is located in the back yards of the existing residential lots and unit complexes on the northern side of Mitchell St.
- There is a final short section of DN450 CICL trunk sewer from MH 2/7B1 to PS 7B (Leichhardt St). PS 7B pumps sewage through to the Cleveland Bay STP.

Figure 4.1 on the following page is a plot from the Council GIS that illustrates the existing DN150 and DN225 reticulation sewer and part of the DN300 trunk sewer system that services the development site.

The capacity of the existing sewer system to service the proposed development is provided in the following report sections.



Figure 4.1 – GIS Plot of Existing Sewer System

4.1 Sewage Infrastructure Capacity

The capacity of the existing gravity sewer system to cater for the proposed development was assessed using the SewerGEMS model developed for the Eastern & Western suburbs of Townsville.

The SewerGEMS model includes the existing reticulation and trunk gravity sewer system from the development site through to PS 7B (Leichhardt St). The additional residential and commercial equivalent population has been added to MH 2/7B1C which is located on The Strand frontage of No 76 The Strand, which is on the DN150 sewer line that will service the development site.

The additional residential equivalent population loading on MH 2/7B1C is illustrated in the extracts from the SewerGEMS model on Figure 4.2 below. The figures in Appendix D show both the residential and commercial sewer equivalent population loading to the existing gravity sewer system.

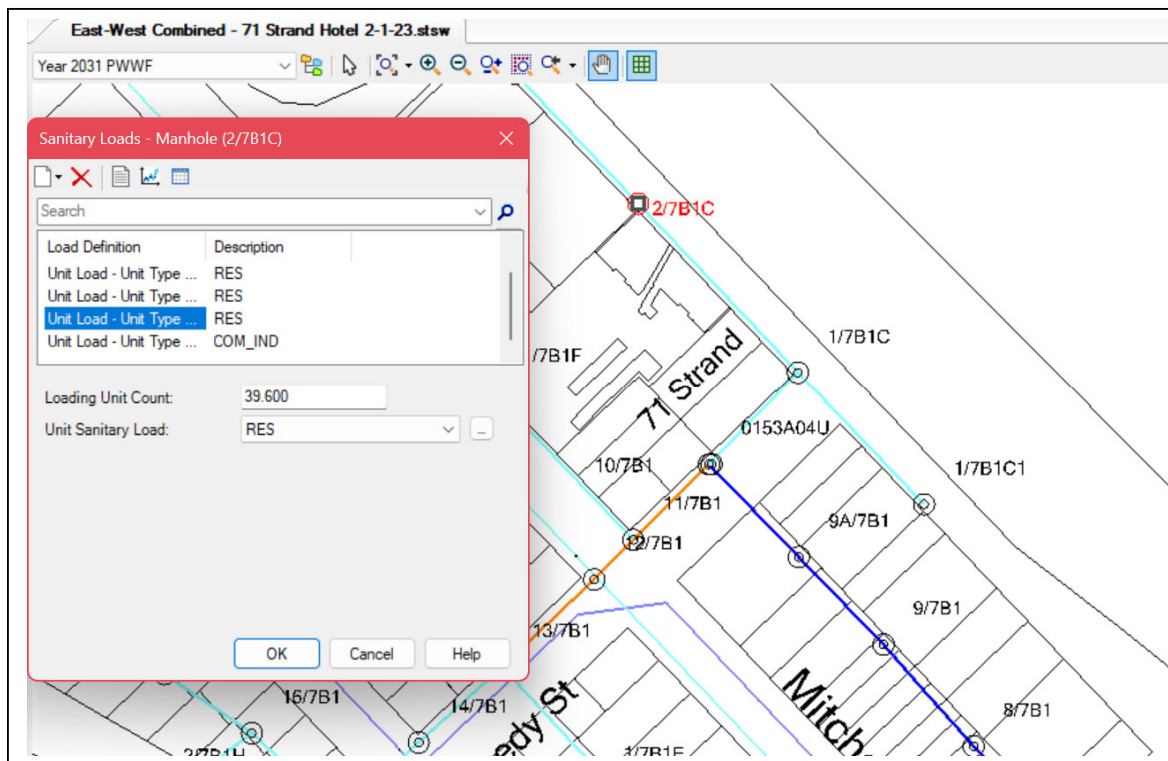


Figure 4.2 – Additional Residential Loading on MH 2/7B1C

With the inclusion of the additional equivalent population loading on the existing gravity sewer system, the SewerGEMS model has illustrated:

- The existing DN150 sewer from MH 2/7B1C to MH 10/7B1 (being the reticulation gravity sewer that will service the development site) flows up to 46% full for the peak wet weather flows.
- The existing DN300 trunk sewer from MH 10/7B1 to MH 2/7B1 and the DN450 trunk sewer from MH 2/7B1 to PS 7B (being the trunk sewer that directs flows from North Ward to PS 7B) flows up to 51% full for the peak wet weather flows.

- All the existing sewers flow less than 75% full which is the maximum value allowable in the CTM code.

The following Figure 4.3 provides the flows and performance of the existing gravity sewer system with the inclusion of the additional loading from the proposed development. A larger version of the modelling results is provided in Appendix D.

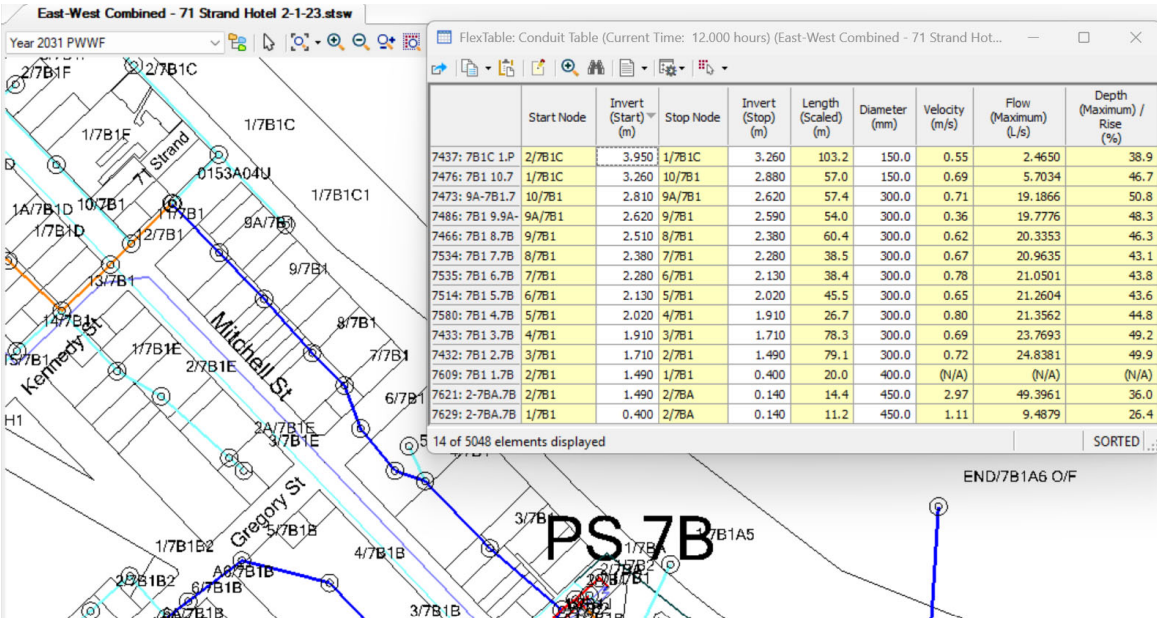


Figure 4.3 – SewerGEMS Modelling Results

The above assessment illustrates the existing gravity sewer system has sufficient capacity to cater for the proposed high rise development at No 71 The Strand.

5 SUMMARY AND CONCLUSIONS

This report assessed the capacity of the existing water and sewer network in North Ward to service the proposed multi-story development at No 71 The Strand.

The assessment showed:

- The development (22 residential units, restaurant and gym/communal area) will be serviced with a reticulated water supply off the existing DN150 AC water main on The Strand frontage of the development site.
- The theoretical modelling shows the existing DN150 AC water main along The Strand and the DN150 PVC water main along Kennedy St has sufficient capacity to service the proposed development with peak hour demand and fire flows. No upgrades to the existing water network are required to service the development.
- Fire hydrant testing was undertaken in 2023 that illustrates the development is able to be serviced with the 30 l/s @ 120 kPa fire flow requirement (from up to three street hydrants). Two hydrants running concurrently is able to provide the commercial fire flows in accordance with Townsville Council standards.
- The existing DN150 sewer that runs along The Strand frontage of the development site and along Kennedy St to MH 10/7B1 has sufficient capacity to service the development.
- The DN300 trunk sewer that is located behind the existing lots between Mitchel St and The Strand from MH 10/7B1 to PS 7B has capacity to service the proposed development so no upgrades to the sewer system are required.

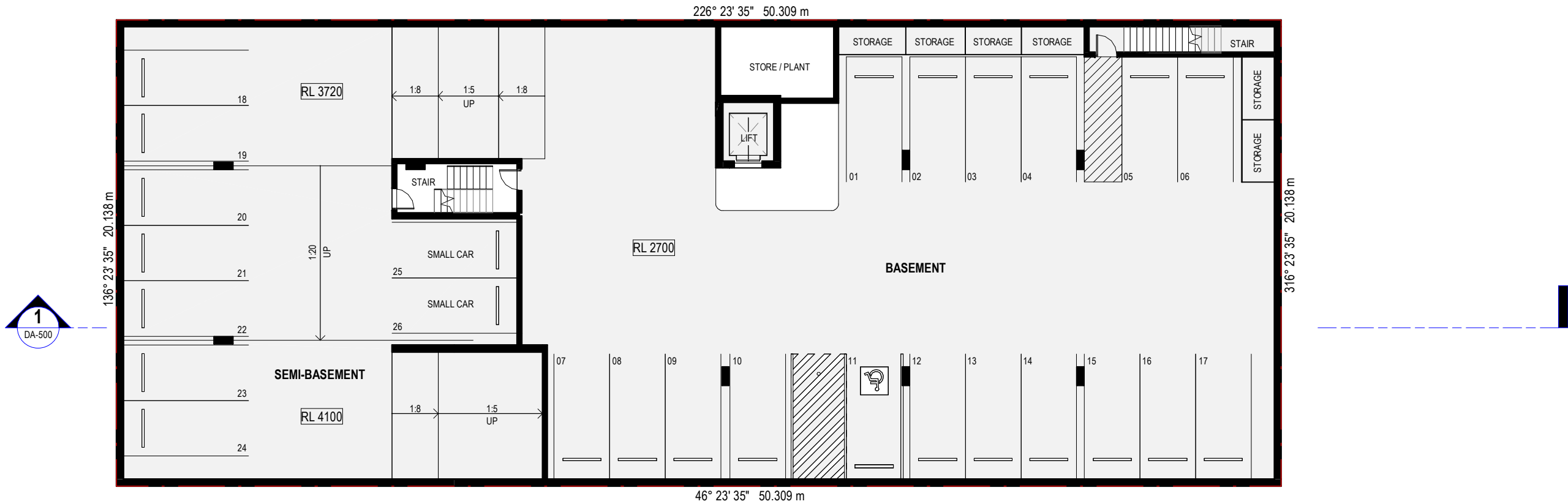
It is noted that the above assessment is to show the development meets the Townsville City Council standards and does not specifically assess the performance against the Building Code and QFRS standards for fire flows. The fire system design will need to be undertaken by others as part of the hydraulic services design for the building.

APPENDIX A

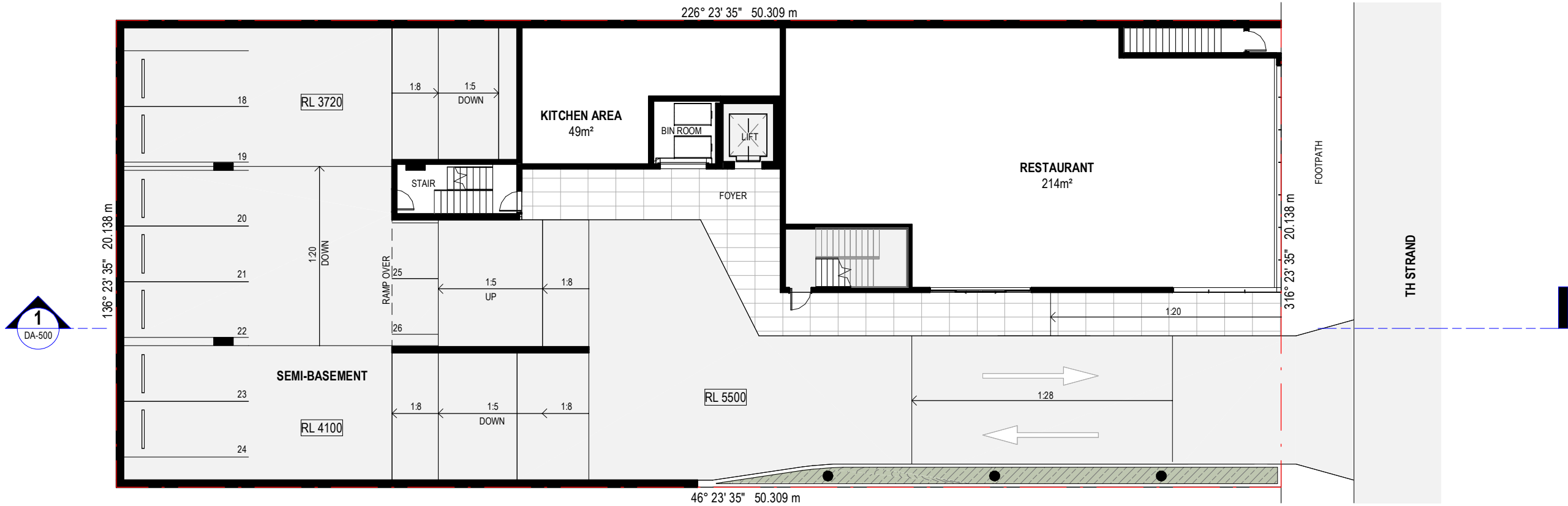
DEVELOPMENT LOCATION FIGURES

BASEMENT
PARKS: 17

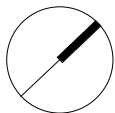
SEMI-BASEMENT
PARKS: 9



1 Basement
1 : 200



2 Ground Floor
1 : 200



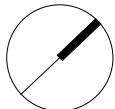
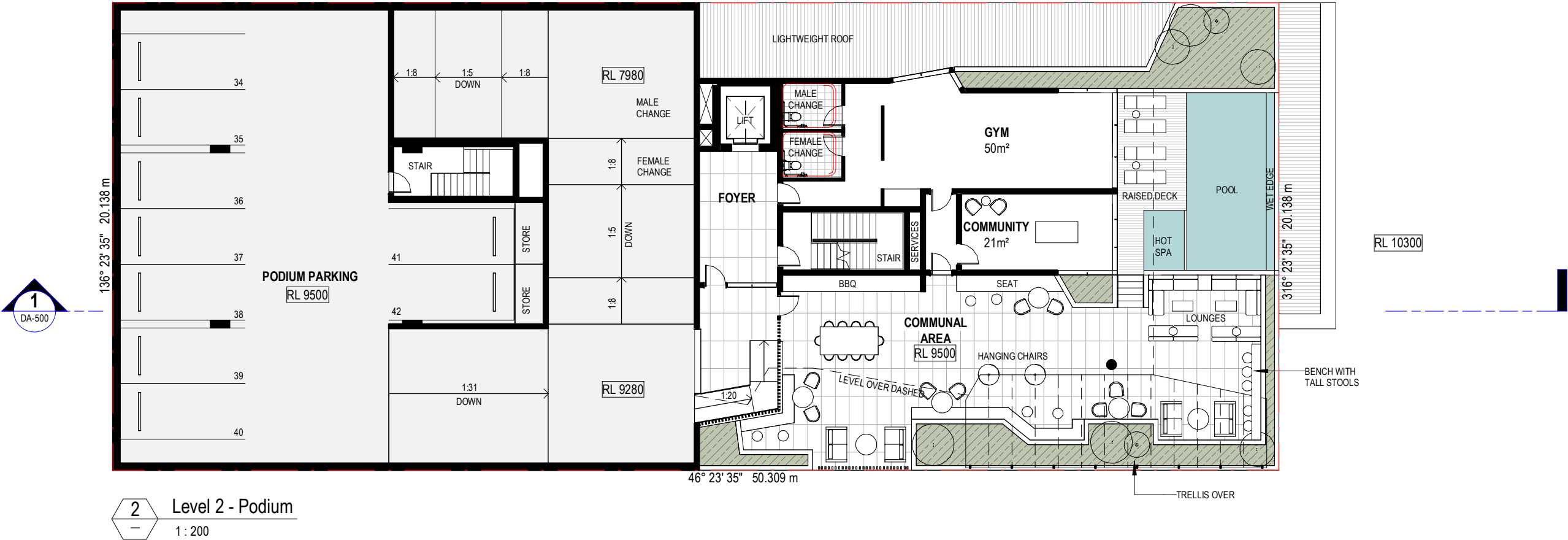
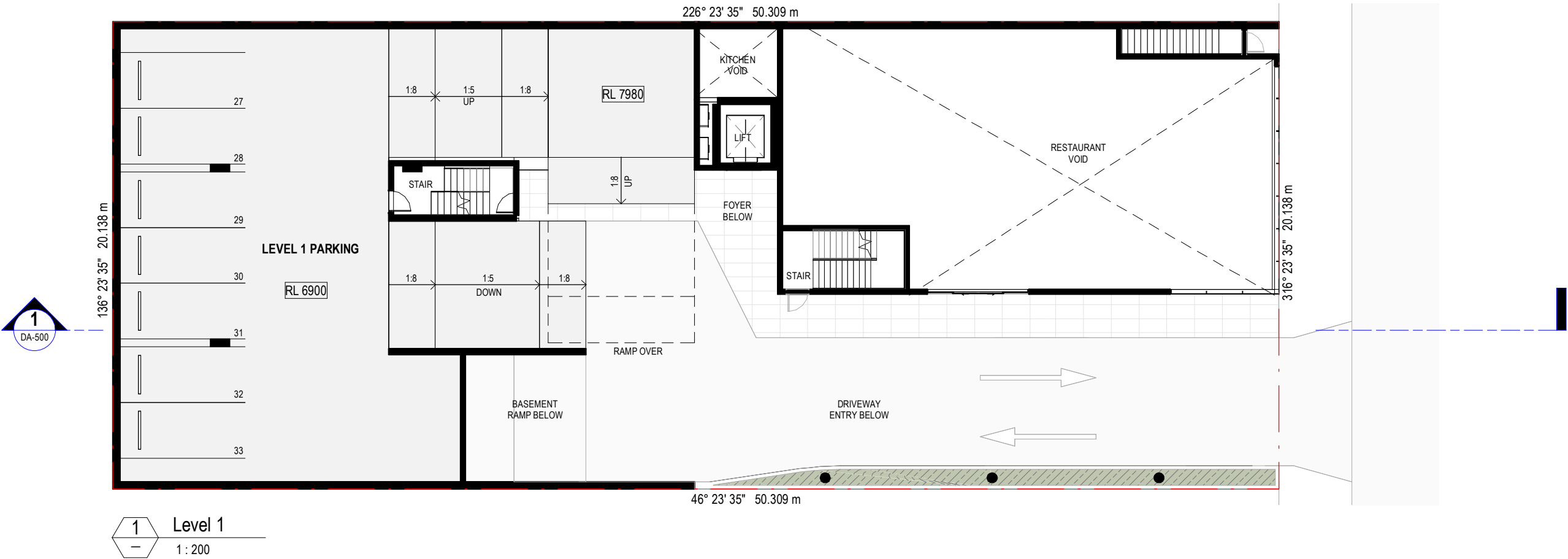
BASEMENT
PARKS: 17

SEMI-BASEMENT
PARKS: 9

LEVEL 01 PARKING
PARKS: 7

PODIUM PARKING
PARKS: 9

TOTAL PARKS: 42



2 BED

INTERNAL GFA: 134m²
EXTERNAL GFA: 9m²

3 BED TYPE 1

INTERNAL GFA: 153m²
EXTERNAL GFA: 11m²

3 BED TYPE 2

INTERNAL GFA: 162m²
EXTERNAL GFA: 24m²

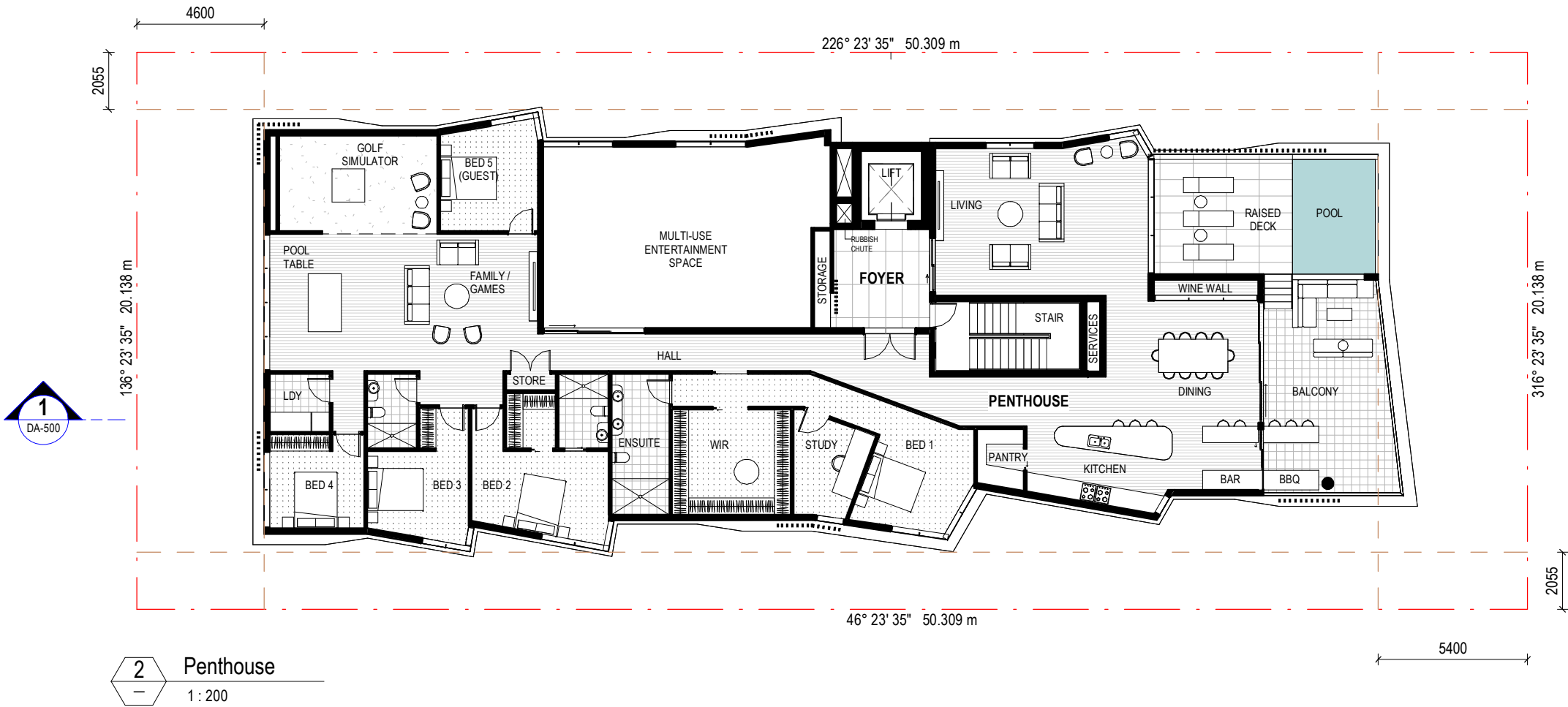
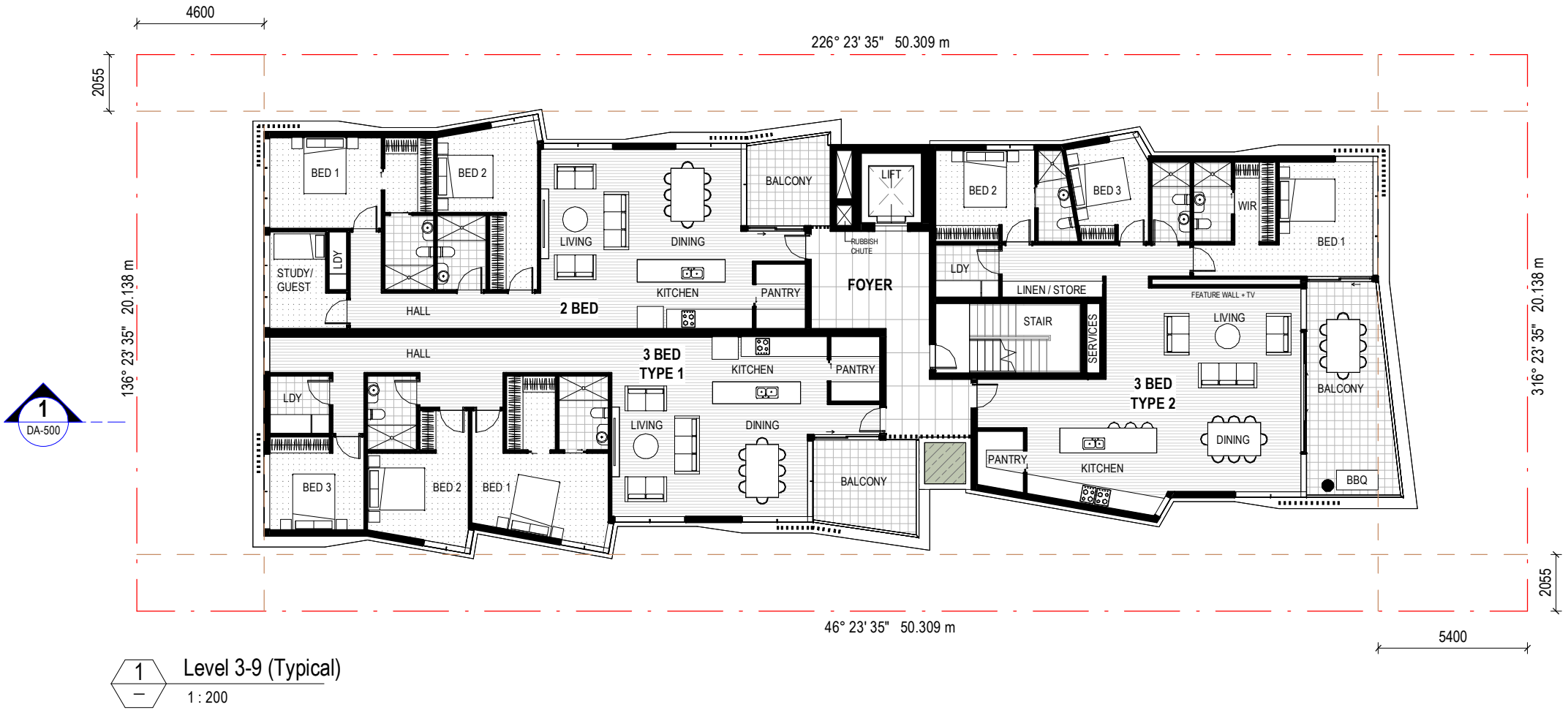
PENTHOUSE

INTERNAL GFA: 441m²
EXTERNAL GFA: 72m²

APARTMENT YEILD

2 BED: 7
3 BED: 14
PENTHOUSE: 1

TOTAL: 22



71 The Strand, Apartments
2512

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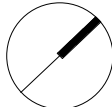
FLOOR PLANS

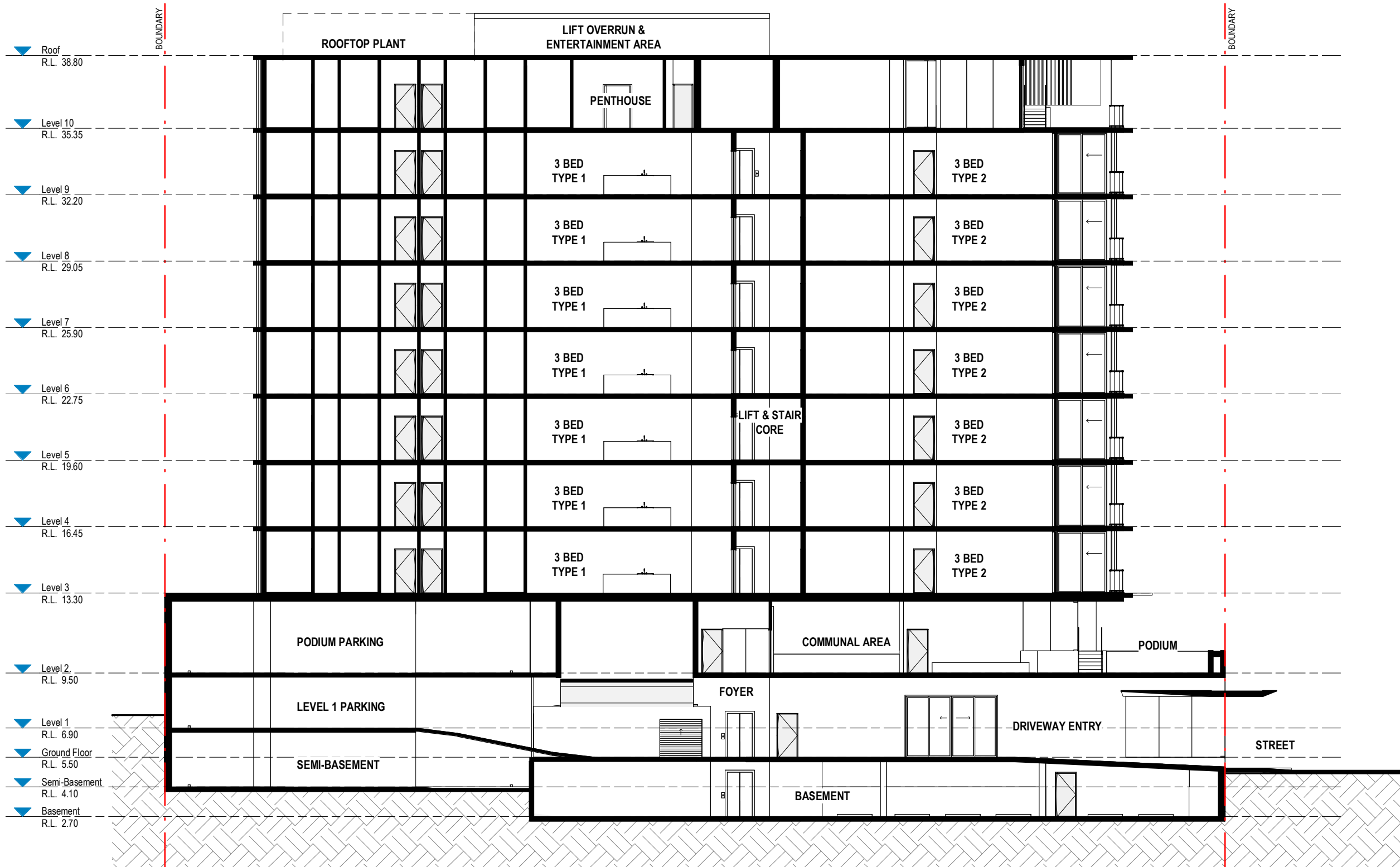
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CONCEPT

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0 2 4 6 8 10m
Scale 1:200





1 Cross Section 1
1 : 200



71 The Strand, Apartments 2512

CA Architects

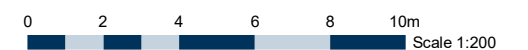
Cairns | Brisbane | Townsville | Darwin
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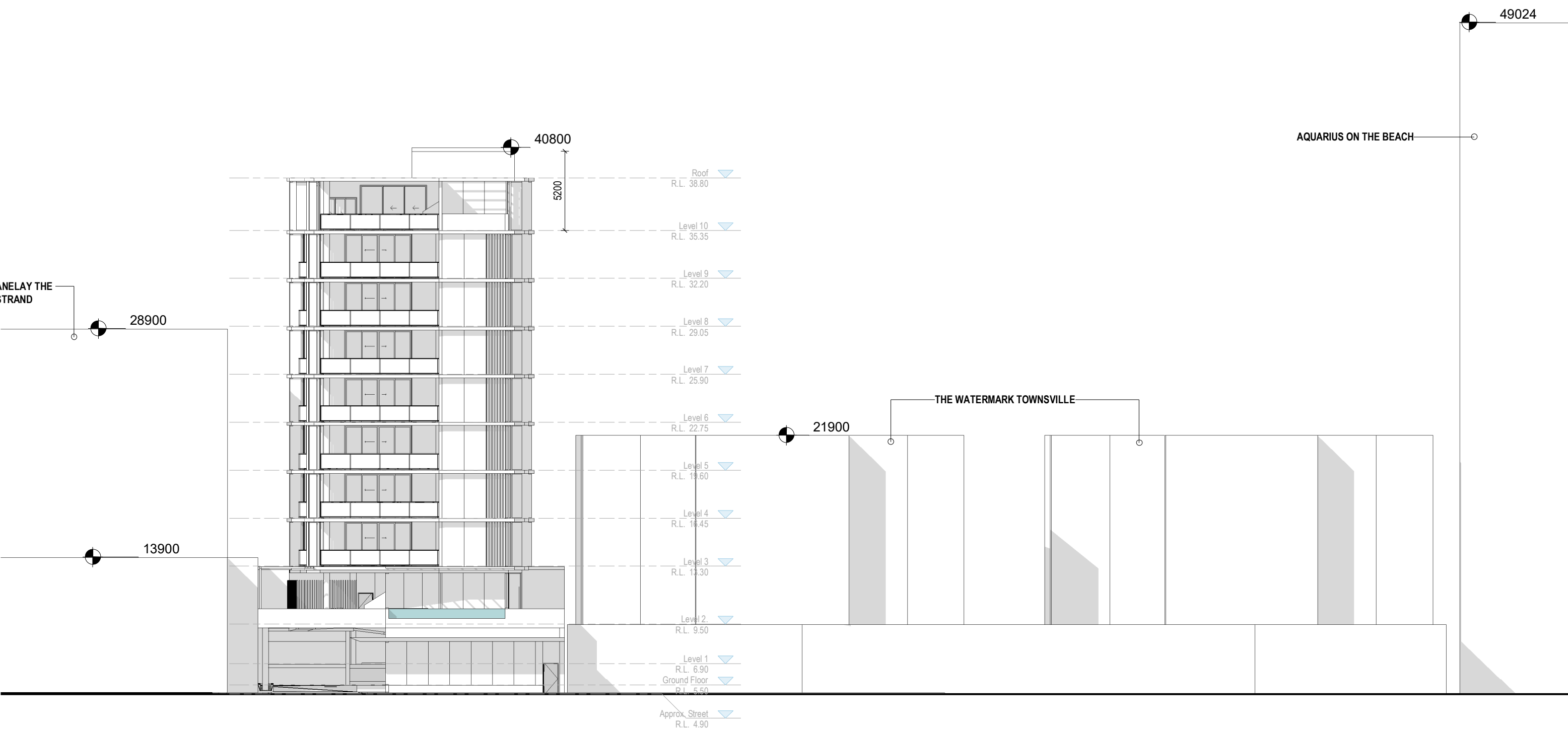
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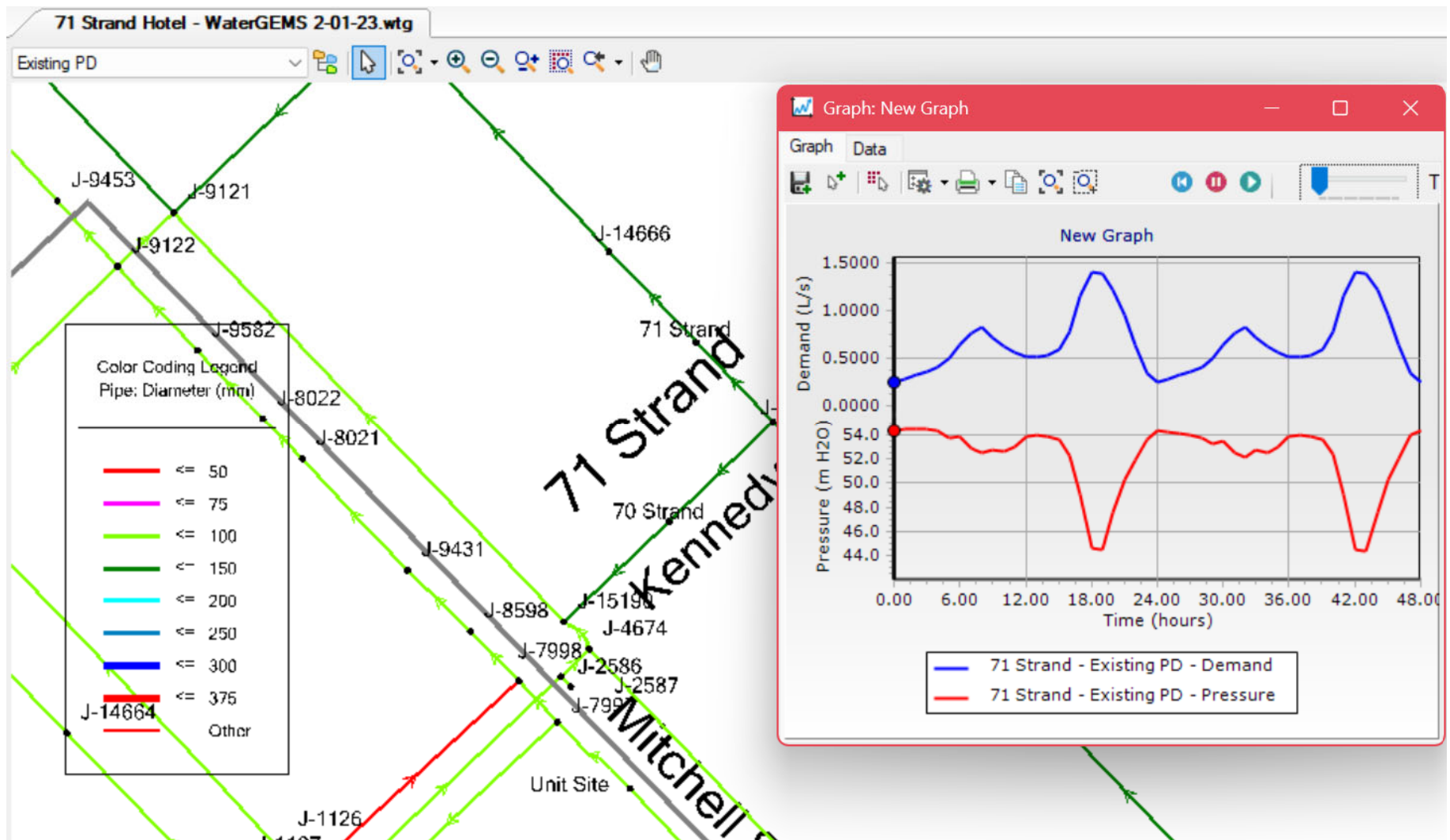




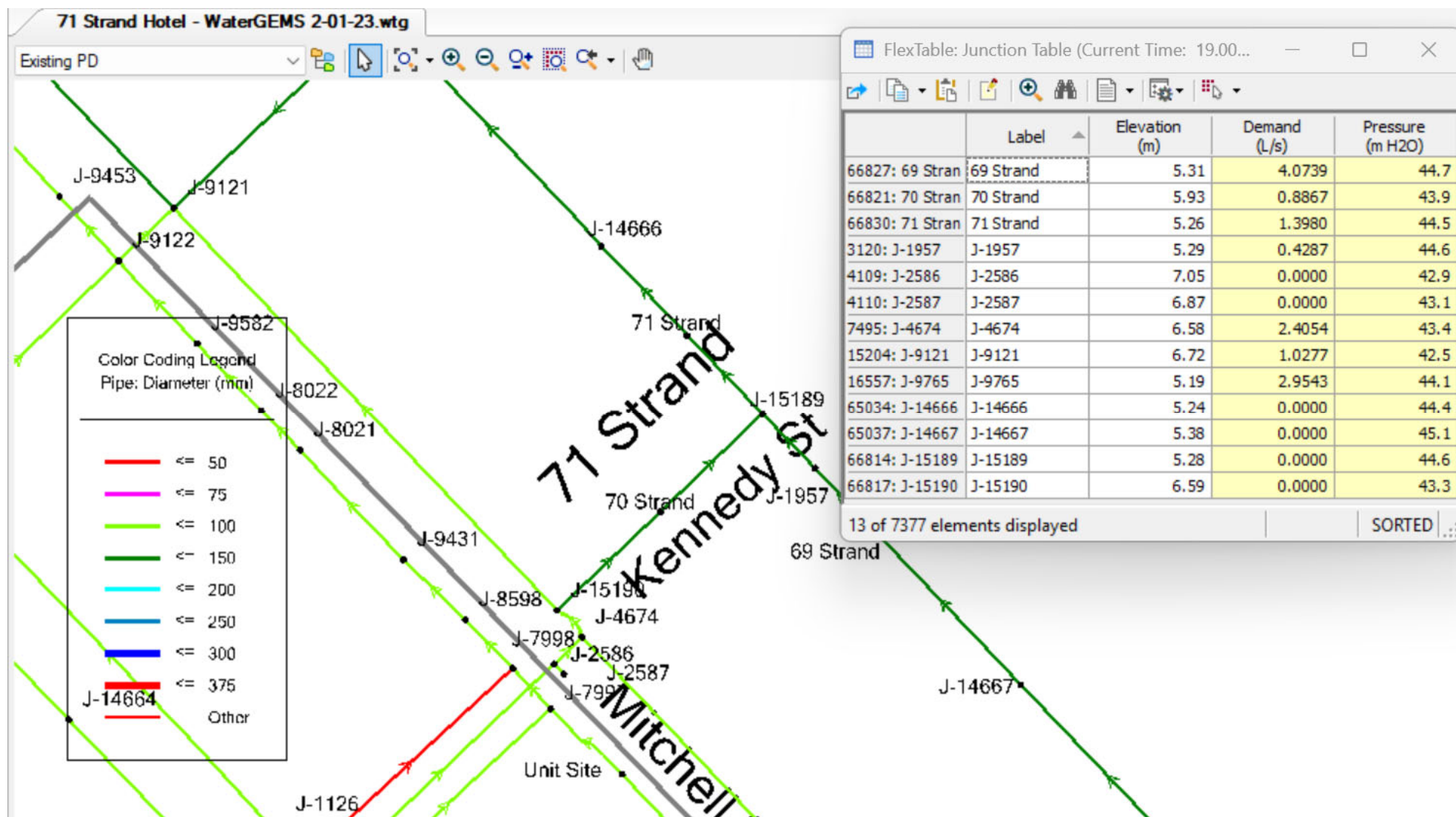
1 Elevation - Street
1 : 250

APPENDIX B

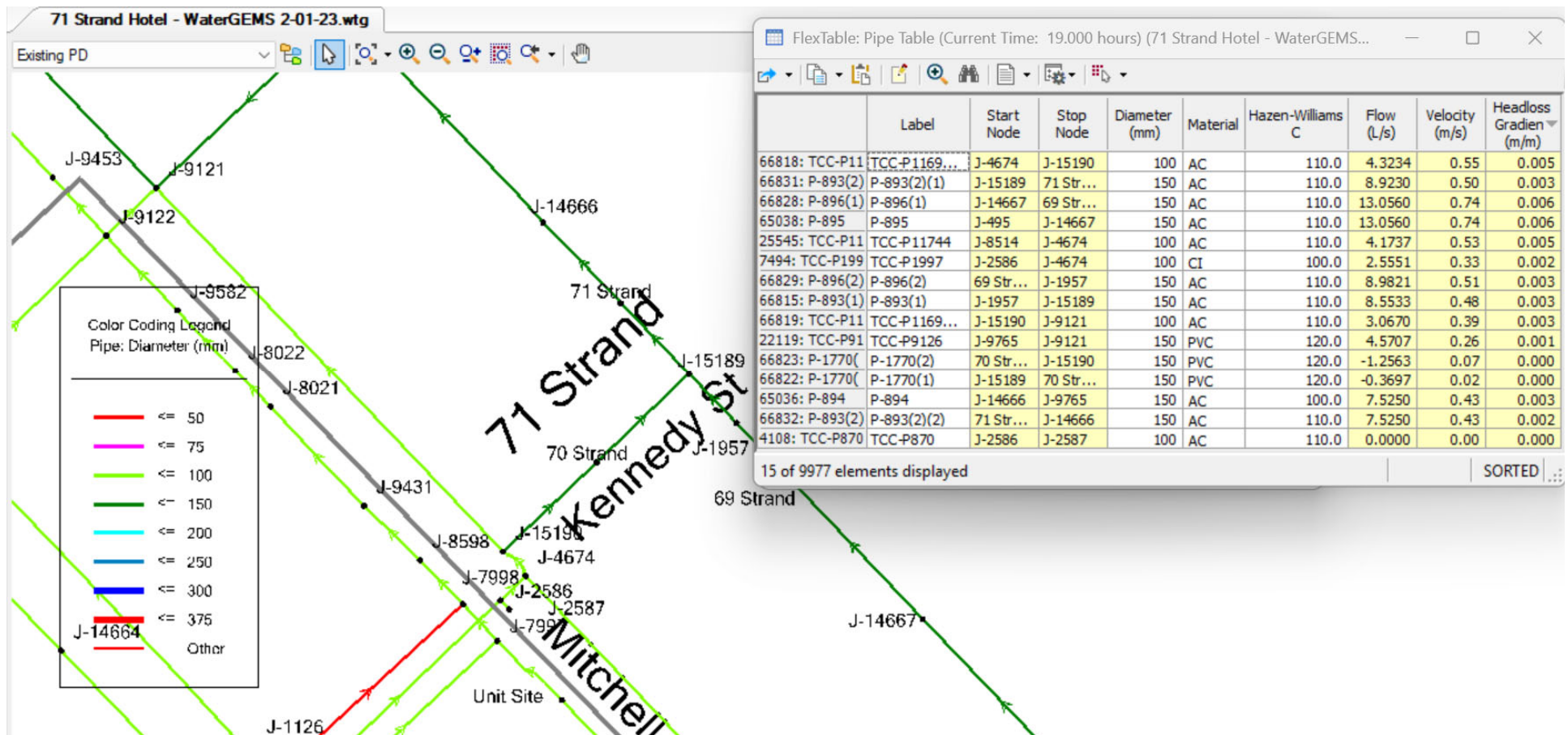
WATERGEMS MODEL FIGURE & RESULTS TABLE



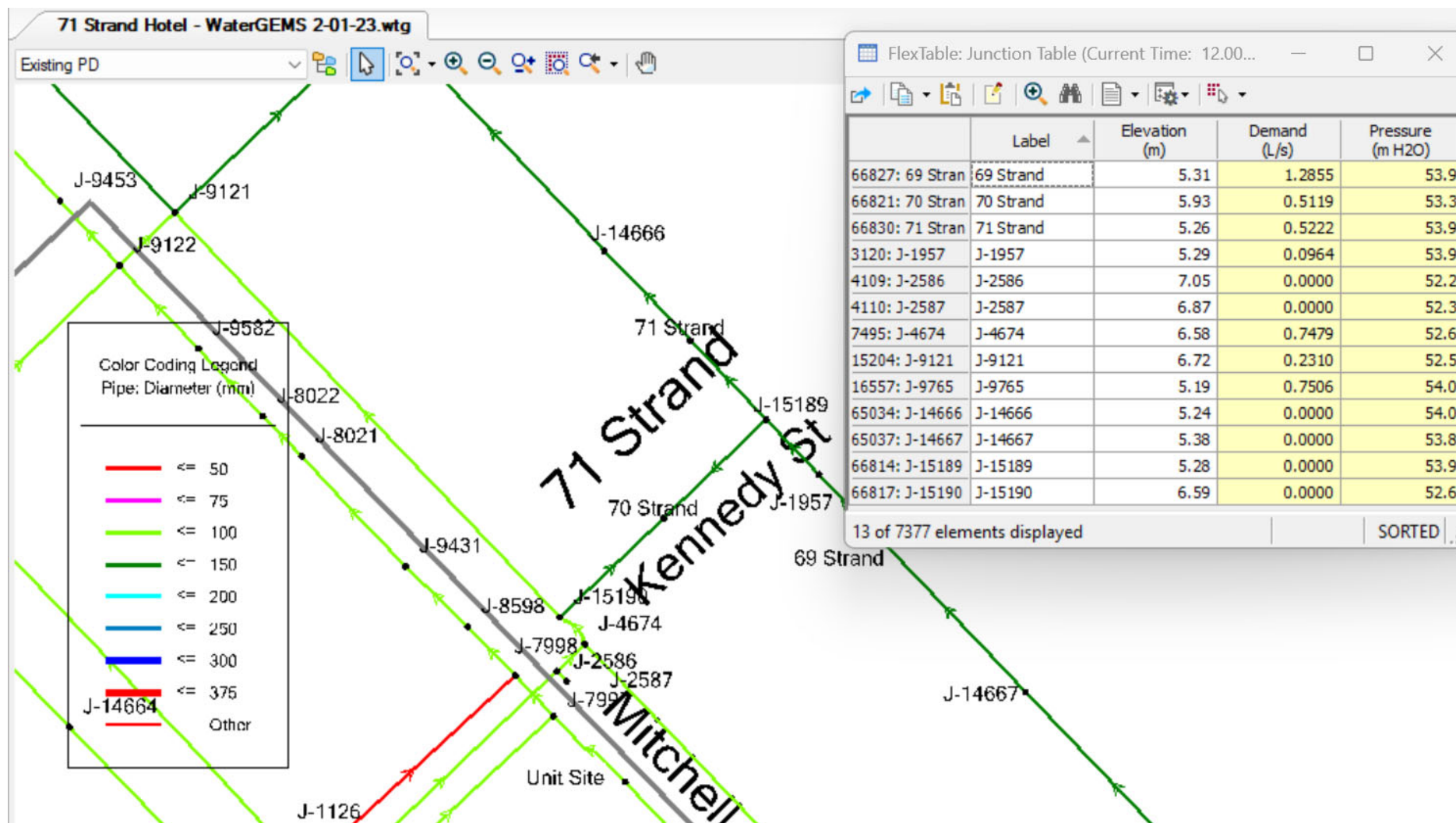
WATERGEMS Model Figure



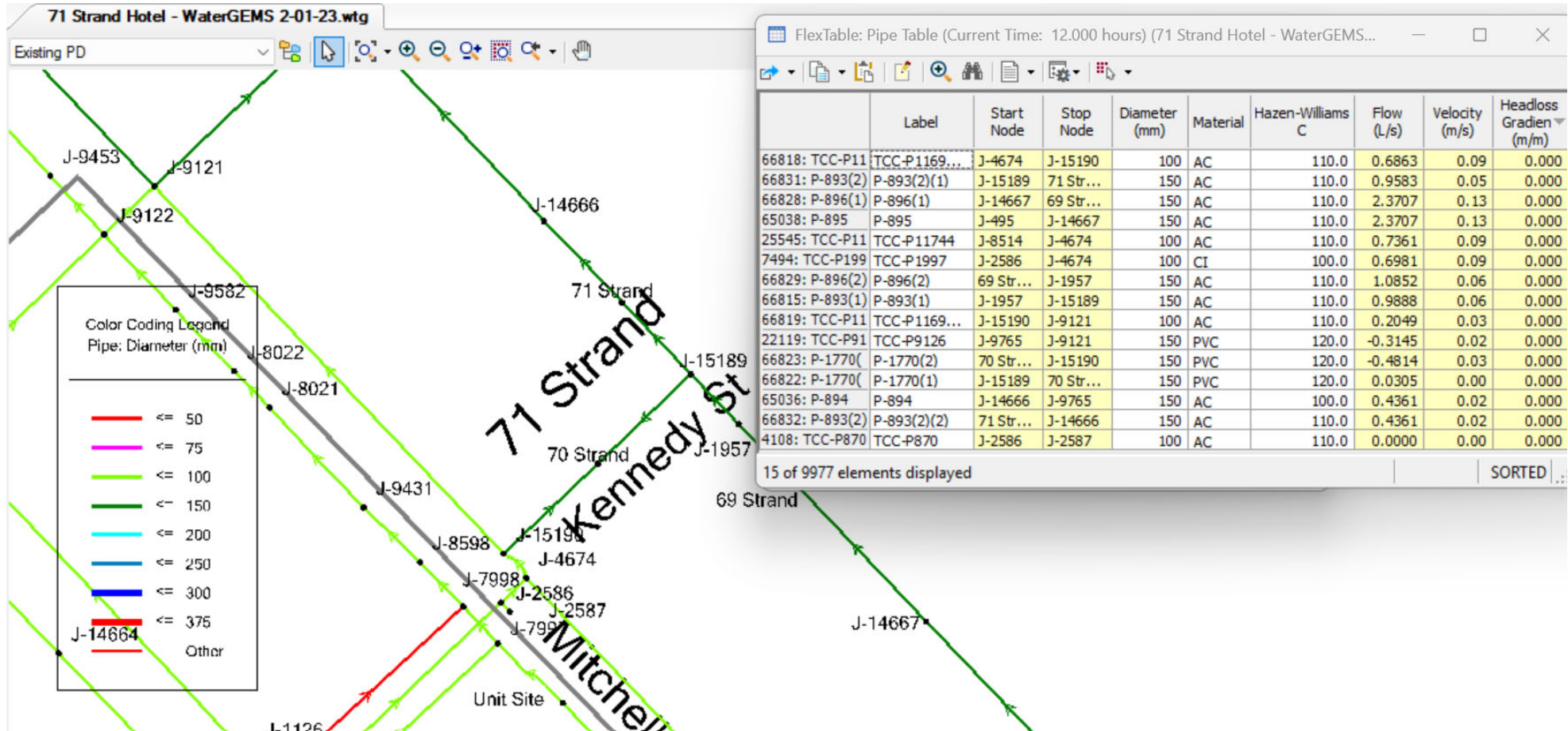
Peak Hour Node Modelling Results – 7 pm



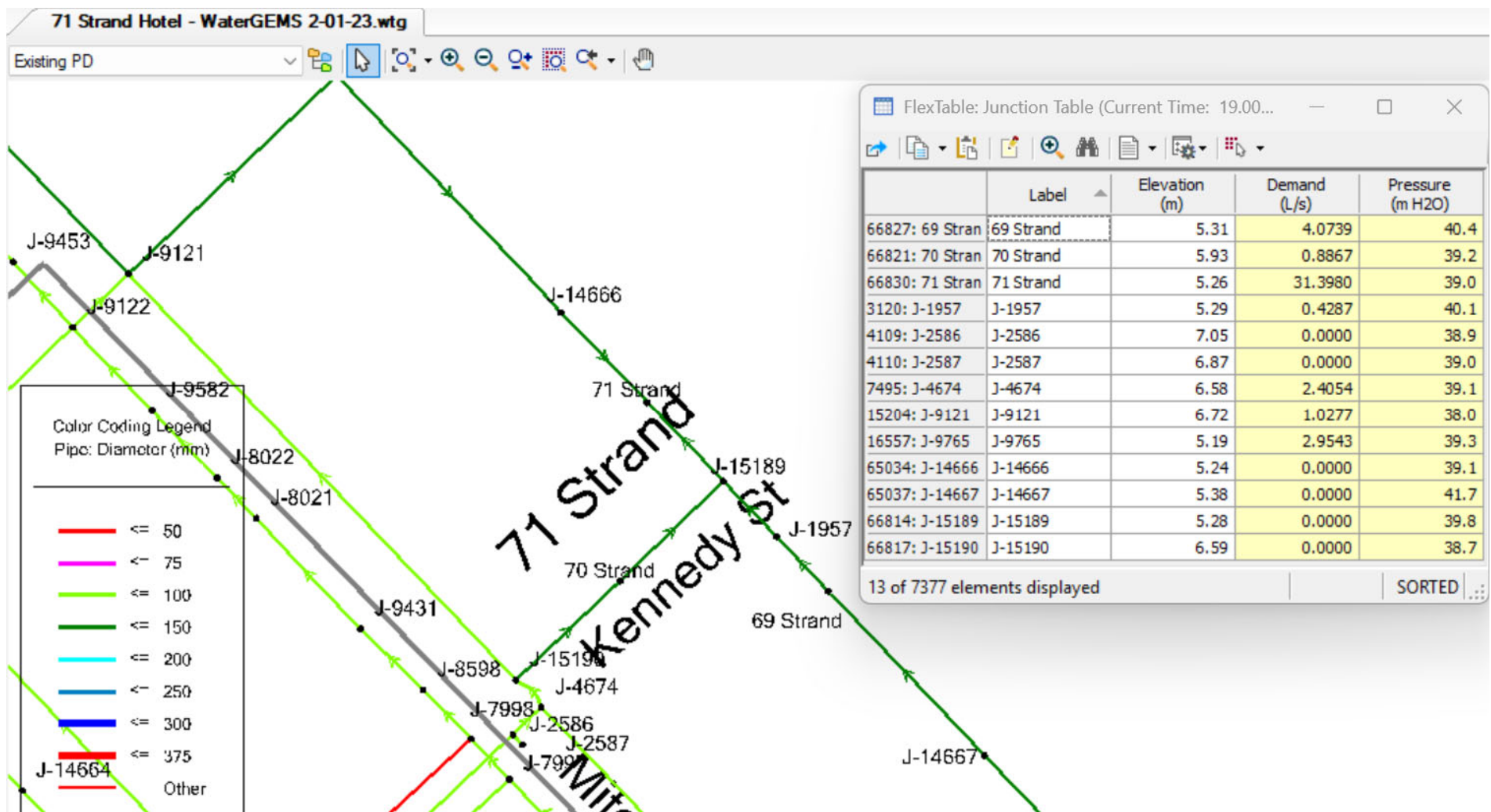
Peak Hour Pipes Modelling Results – 7 pm



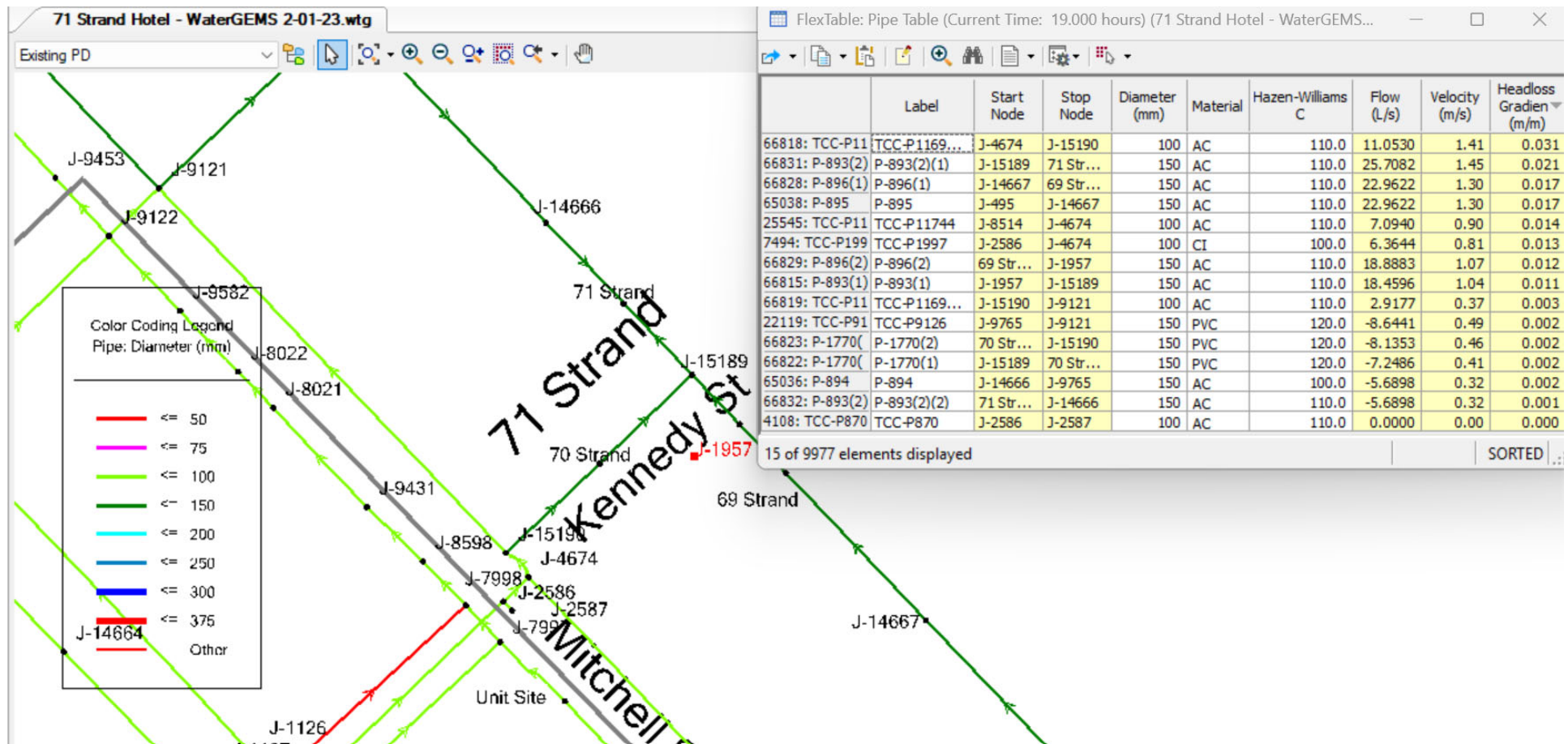
Peak Hour Node Modelling Results – 12 noon



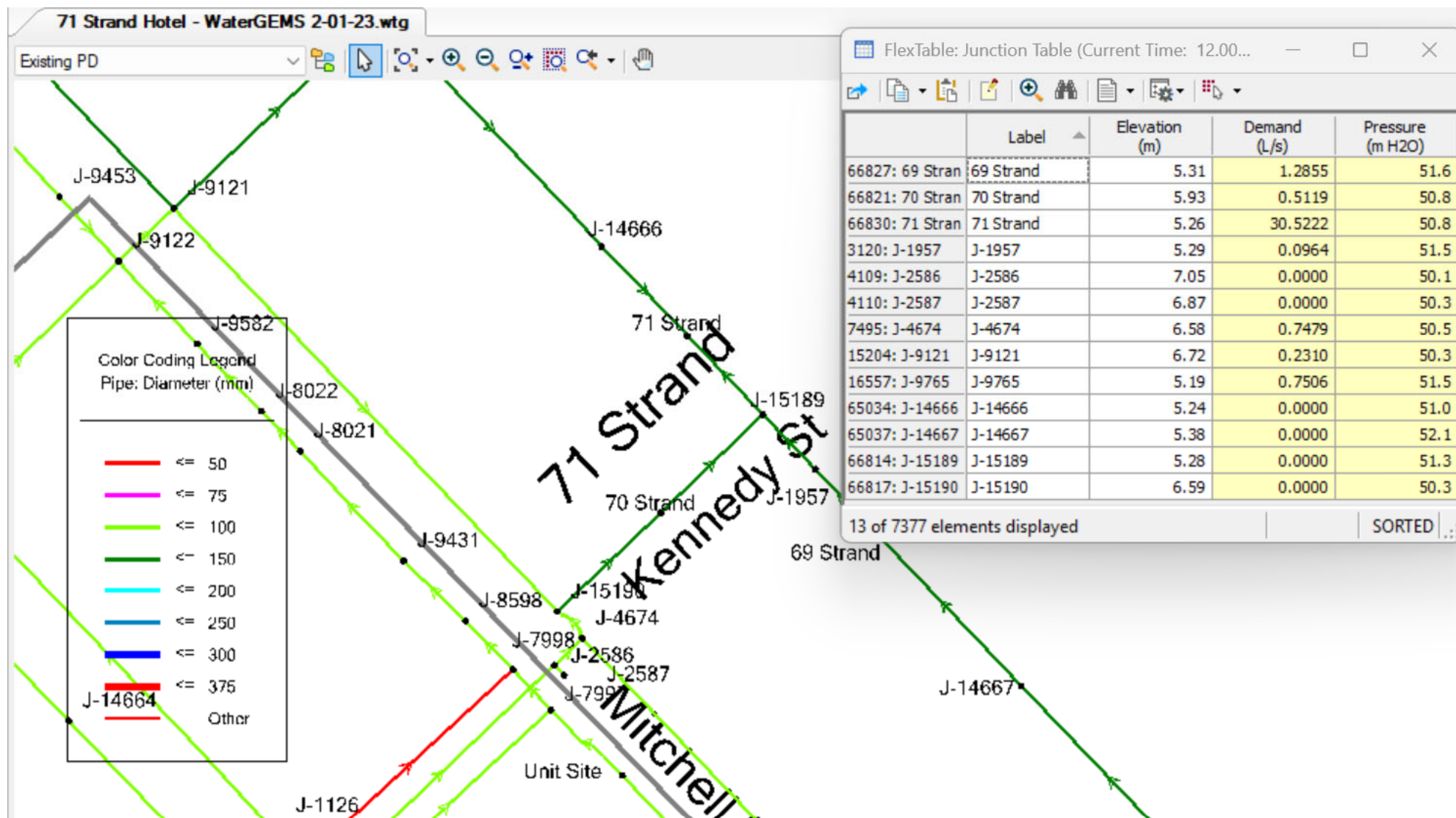
Peak Hour Pipe Modelling Results – 12 noon



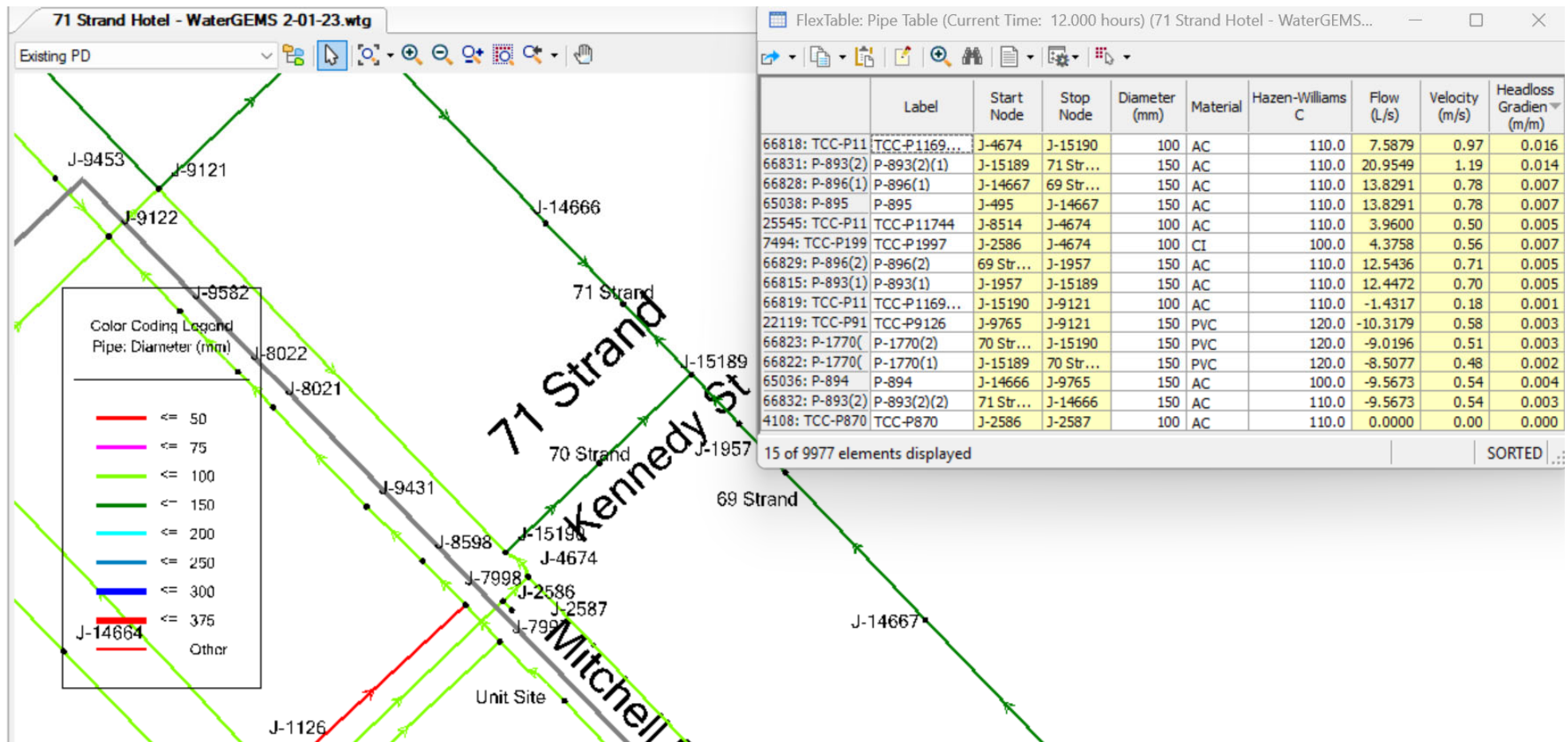
30 l/s Commercial Fire Flow Node Results – 7 pm



30 l/s Commercial Fire Flow Pipe Results – 7 pm



30 l/s Commercial Fire Flow Node Results – 12 noon



30 l/s Commercial Fire Flow Pipe Results – 12 noon

APPENDIX C

FIRE HYDRANT FLOW & PRESSURE TEST RESULTS

Street Hydrant Performance Testing.

Hydrant Testing. Data Sheet.

Site Name: 71 The Strand.

Date: 010/01/2023

Address: 71 The Strand North ward 4810

- Testing Requested details.
- A single flow test on each hydrant at around 5 l/s increments to full flow.
- A dual hydrant test with both hydrants running concurrently at 5 l/s increments to full flow.

Size of Hydrant Booster: N/A Street Hydrant

Duty

Build Class

N/A

20 L/s @ 200 Kpa Min

N/A

Locations of Flows.

Test Point 1	Test point A 71 The Strand (front of Coffee Bar in table area) Single hydrant Flowed
Test Point 2	Test Point B Located on Kennedy Street (adjacent to the Hydrant Pump Room) Single Hydrant Flowed.
Test 3	Both A & B Hydrants Flowed Simultaneously.

Testing Equipment used. Nata certified reference G14199 Date of Testing: 10/01/2023

Two Micrometres Tested in accordance with ISO 10012:2004

Two Hydrant stand pipes Tolerance +/- 2 %

Two Certified gauges Tester Nick Cooper

Serial: 19-1240

Signed



Serial: 5402V7J

71 The Strand Street hydrant Testing.

JOB # 373796

Location A The Strand Single Flowed Hydrant	
Litres Per Second	Kpa
05 L/s	450 kPa
10 L/s	375 kPa
15 L/s	200 kPa
20 L/s	50 kPa
25 L/s	N/A kPa
30 L/s	N/A kPa
Mains Static Pressure 550 kPa	



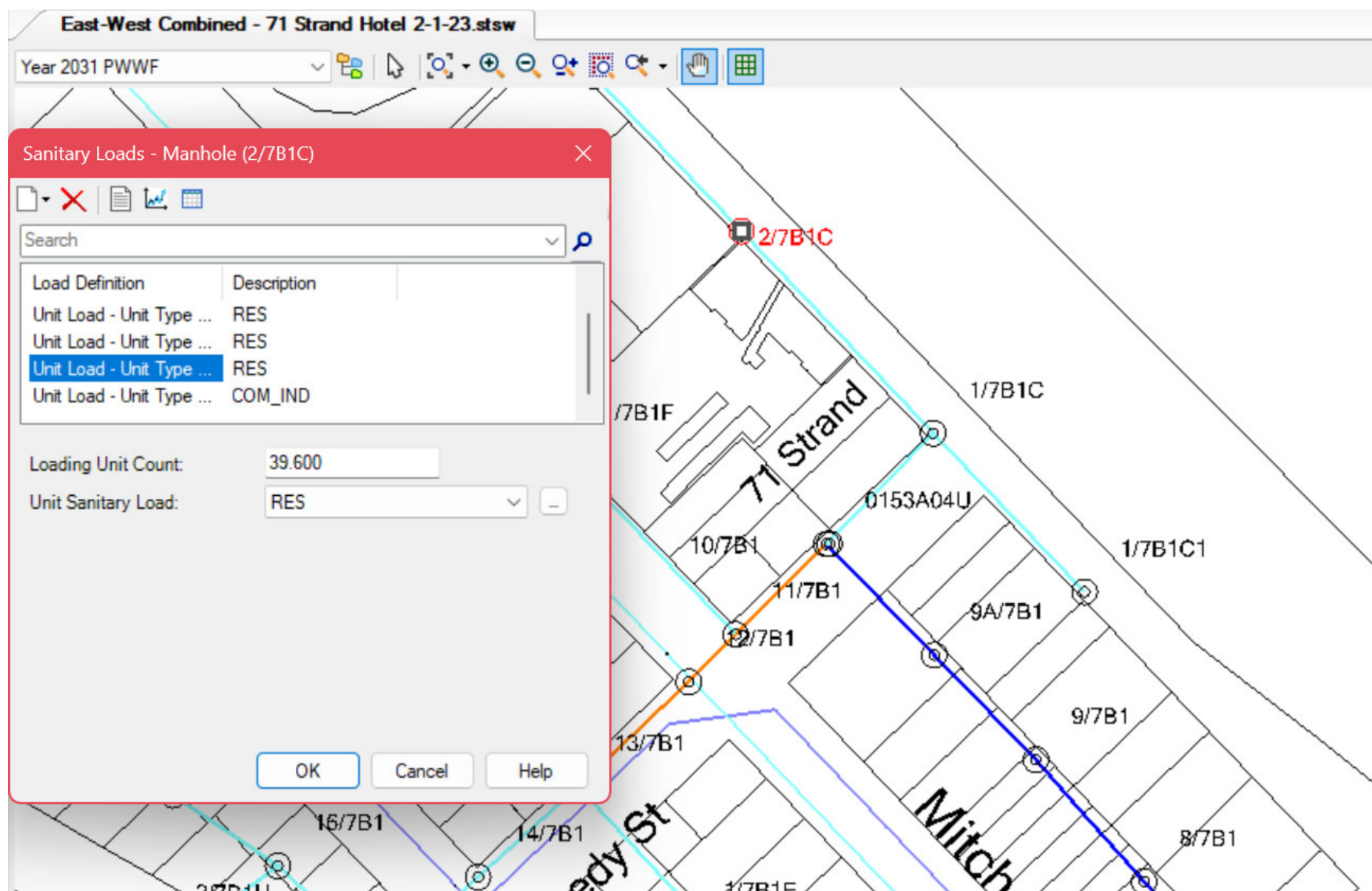
Location B Kennedy Street. Single Flowed Hydrant	
Litres Per Second	Kpa
05 L/s	500 kPa
10 L/s	480 kPa
15 L/s	450 kPa
20 L/s	375 kPa
25 L/s	325 kPa
30 L/s	275 kPa
Mains Static Pressure 550 kPa	

Hydrants A & B Flowed Simultaneously

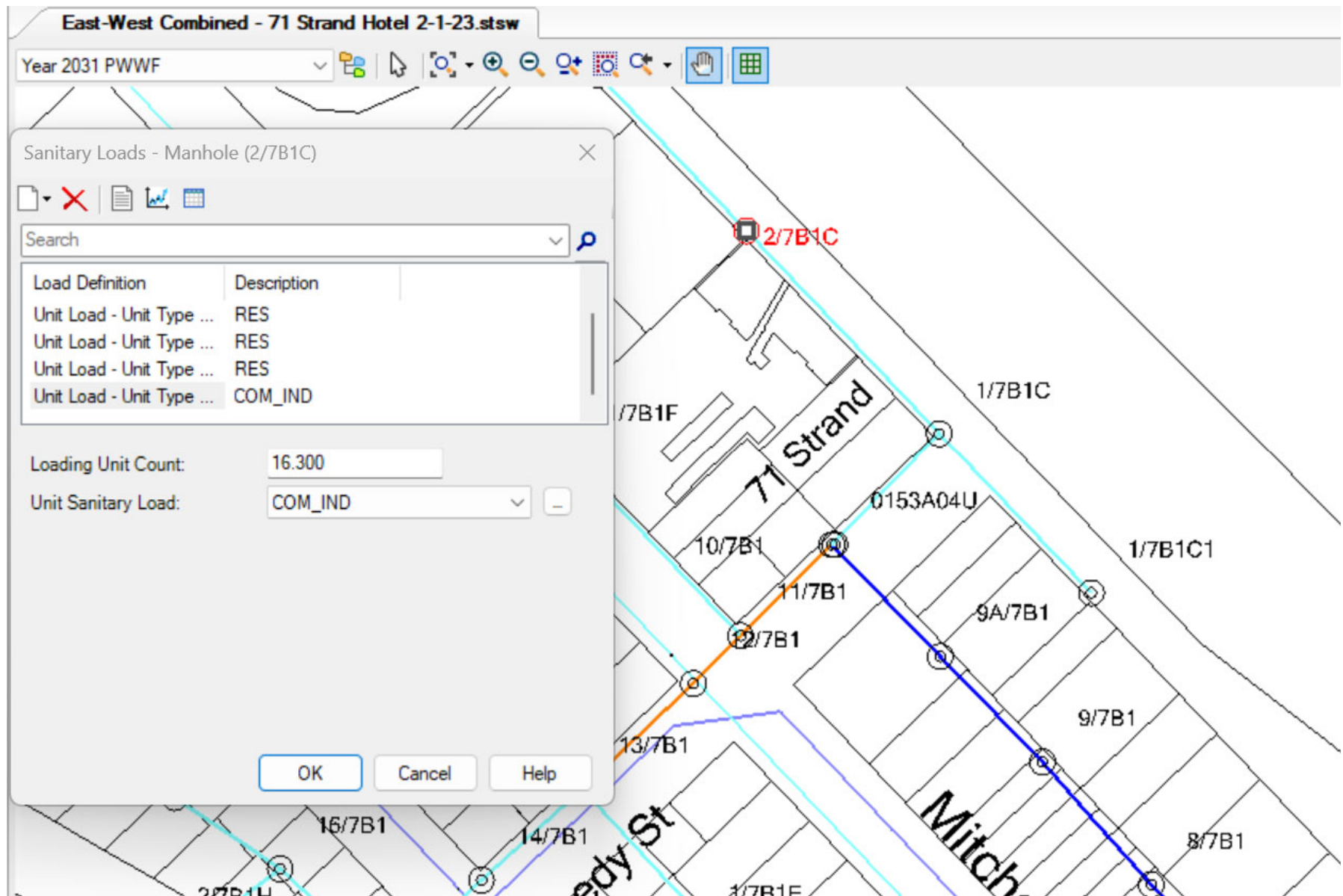
Litres Per Second	The Strand Hydrant A	Kennedy Street Hydrant B
5 L/s	550 kPa	500 kPa
10 L/s	500 kPa	500 kPa
15 L/s	500 kPa	480 kPa
20 L/s	400 kPa	475 kPa
25 L/s	375 kPa	425 kPa
30 L/s	200 kPa	400 kPa

APPENDIX D

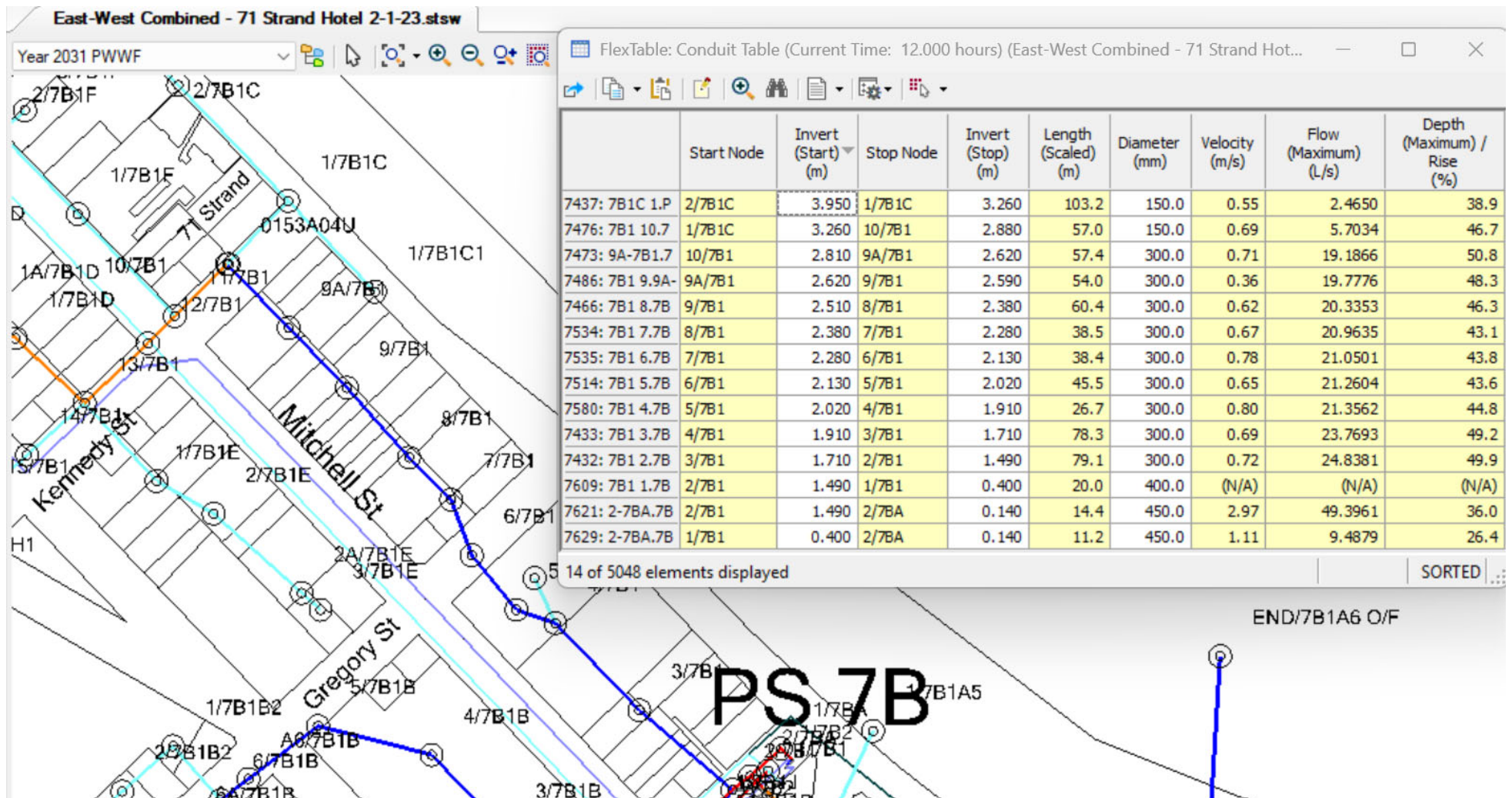
SEWERGEMS MODEL FIGURE & RESULTS TABLE



Residential Sewer Loading from 71 The Strand Development



Commercial Sewer Loading from 71 The Strand Development



PWWF Sewer Capacity Assessment Results