

JFP URBAN CONSULTANTS



PLANNING REPORT

PLANNING REPORT

Proposed Development at
10 Poole Way Bushland Beach
For
Poole Way Pty Ltd

B4818– Rev A

Nov - 25

JFP Urban Consultants Pty Ltd

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1. EXECUTIVE SUMMARY

Urban Consultants have been engaged by Poole Way Pty Ltd to prepare a development application for a Material Change of Use (Multiple Dwellings – 20 Units) in respect of land at 10 Poole Way Bushland Beach.

This Planning Assessment Report provides detailed assessment of how the subject development proposal complies with the relevant assessment benchmarks of Council’s planning scheme and other relevant statutory provisions.



1.1 SITE DETAILS

Street Address	10 Poole Way, Bushland Beach	
Real Property Description	Lot 4 on SP333154	
Easements and Encumbrances	EMT B on SP333154 (Stormwater drainage)	
Site Area	4,674m ²	
Registered Owners	Poole Way Pty Ltd	
Local Government	Townsville City Council	
Planning Scheme	Townsville City Plan (version 2024/01)	
Strategic Plan Classification	Urban	
Zoning	Low density residential	
Neighbourhood Plan	N/A	
Applicable Council Overlays	<ul style="list-style-type: none"> ▪ Flood hazard -High, Medium and Low hazard. ▪ Bushfire hazard – Medium bushfire hazard ▪ Landslide hazard – Very low. ▪ Acid sulfate soils – 5m 	<ul style="list-style-type: none"> ▪ Airport environs – Operational airspace – Airspace more than 90m above ground ▪ Wildlife hazard buffer zones and public safety – distance from airport runway 13km

20m AHD	
Nature Conservation Act 1992	Not applicable
State Planning Policy Mapping	TRANSPORT INFRASTRUCTURE- <ul style="list-style-type: none"> ▪ Active transport corridor STRATEGIC AIRPORTS AND AVIATION FACILITIES- <ul style="list-style-type: none"> ▪ Wildlife hazard buffer zone- Aviation facility- Height restriction zone 90m NATURAL HAZARDS RISK AND RESILIENCE- <ul style="list-style-type: none"> ▪ Flood hazard area - Level 1 - Queensland floodplain assessment overlay- ▪ Flood hazard area - local government flood mapping area BIODIVERSITY- MSES – <ul style="list-style-type: none"> ▪ Regulated vegetation (category R)
Koala Habitat Area Mapping	Not applicable
Development Assessment Mapping System	No layers

1.2 APPLICATION DETAILS

Applicant	Poole Way Pty Ltd C/- JFP Urban Consultants
Application Type	Development permit for material change of use (Multiple Dwellings)
Level of Assessment	Impact

1.3 APPLICABLE LEGISLATION

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

1.4 DEFINITION OF USE

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

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

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

The Townsville City Plan defines a Multiple Dwelling as follows:

Premises containing three or more dwellings for separate households.

1.5 LEVEL OF ASSESSMENT AND PUBLIC NOTIFICATION

In accordance with Part 5 - Tables of Assessment of the Townsville City Plan, the proposed Multiple Dwellings are Impact assessable in the Low Density Residential zone.

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

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

Impact assessment is an assessment that—

a) must be carried out—

- 1. against the assessment benchmarks in a categorising instrument for the development; and*
- 2. having regard to any matters prescribed by regulation*

b) may be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise.

Examples of another relevant matter—

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

Section 30 of the Regulation states: -

(1) For section 45(5)(a)(i) of the Act, the impact assessment must be carried out against the assessment benchmarks for the development stated in schedule 9 and 10.

(2) Also, if the prescribed assessment manager is the local government, the impact assessment must be carried out against the following assessment benchmarks-

(a) the assessment benchmarks stated in-

- (i) the regional plan for a region, to the extent the regional plan is not identified in the planning scheme as being appropriately integrated in the planning scheme; and*
- (ii) the State Planning Policy, part E, to the extent part E is not identified in the planning scheme as being appropriately integrated in the planning scheme; and*
- (iii) a temporary State planning policy applying to the premises;*

(b) if the development is not a local government area – any local planning instrument for a local government area that may be materially affected by the development;

(c) if the local government is an infrastructure provider – the local government's LGIP.

(3) However, an assessment manager may, in assessing development requiring impact assessment, consider an assessment benchmark only to the extent the assessment benchmark is relevant to the development.

1.6 REFERRAL AGENCIES

No referral agencies are applicable to this development.

1.7 SUPPORTING SPECIALIST REPORTS AND DOCUMENTATION

The following specialist reports and documentation have been prepared to accompany this development application.

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

2. SITE IN CONTEXT

2.1 LAND USE AND AREA CLASSIFICATION

2.1.1 DEVELOPMENT SITE

The site is an irregular shaped allotment with a 20m frontage to Poole Way and 58m frontage to Mount Low Parkway. Access is gained via the local street Poole Way. Mount Low Parkway is the main arterial route into Bushland Beach and provides direct access to Woolcock St (State Route 14), which provides direct access to South Townsville and Townsville’s CBD to the east and the Bruce Highway to the north.

The site is relatively flat with a slight fall to the north east and is cleared of any significant vegetation. The site was created as part of a previous reconfiguration of the parent parcel and has been connected to all urban services. There is an overland flow path or drainage reserve which abuts the northern boundary of the site.



Figure 2: Site Aerial Photograph

Figure 3: Site Photographs



2.1.2 SURROUNDING LOCALITY

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

Bushland Beach's surrounding locality is predominantly low density residential to north and west. The site is also located on the edge of Bushlands Beach's local centre precinct which is located immediately to the east of Mount Low Parkway.



Figure 4: Site Locality

2.1.3 SURROUNDING DEVELOPMENT

The land surrounding the site to north and west is predominantly low density residential. Land immediately abutting the site to the west is currently undeveloped but is approved as a low density residential subdivision. Similarly, the adjoining land to the south is also undeveloped and approved as a childcare centre. Land to the south of Poole Way includes an existing service station and car wash. Further to the south and to the south of Lynwood Ave is an existing childcare centre.

To the east of Mount Low Parkway is the Bushland Beach Plaza which includes a full line supermarket and several speciality shops and convenience outlets. South east of the Plaza are several playgrounds, skatepark and community sporting fields.



Figure 5: Surrounding development

2.2 SITE AND ENVIRONMENT DESCRIPTION

2.2.1 TOPOGRAPHY AND DRAINAGE PATTERNS

The site is generally flat with slight fall towards its east and north east corner. There is a table drain along the Mount Low Parkway frontage and an overland flow/ drainage reserve which abuts the northern boundary of the site.

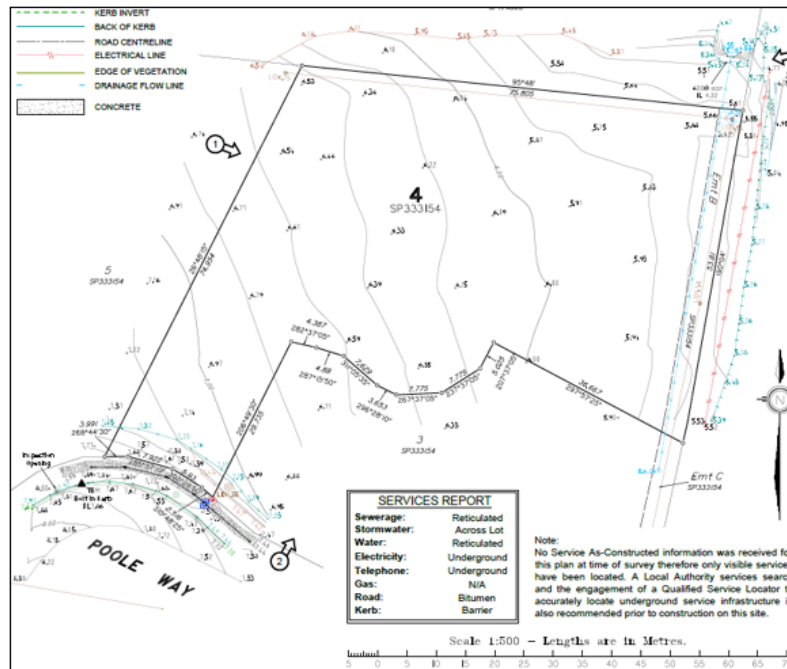


Figure 6 – Site survey (0.2m contours)

2.2.2 ECOLOGICAL MAPPING

2.2.2.1 NATURE CONSERVATION ACT 1992

Not applicable

2.2.3 LOCAL MAPPING

Not applicable

2.2.4 WATERWAYS, WETLANDS, FLOODING AND ACID SULFATE SOILS

The site is mapped as being affected by high medium and low flood hazard, however it is understood that flood issues were addressed as part of the higher order approval.

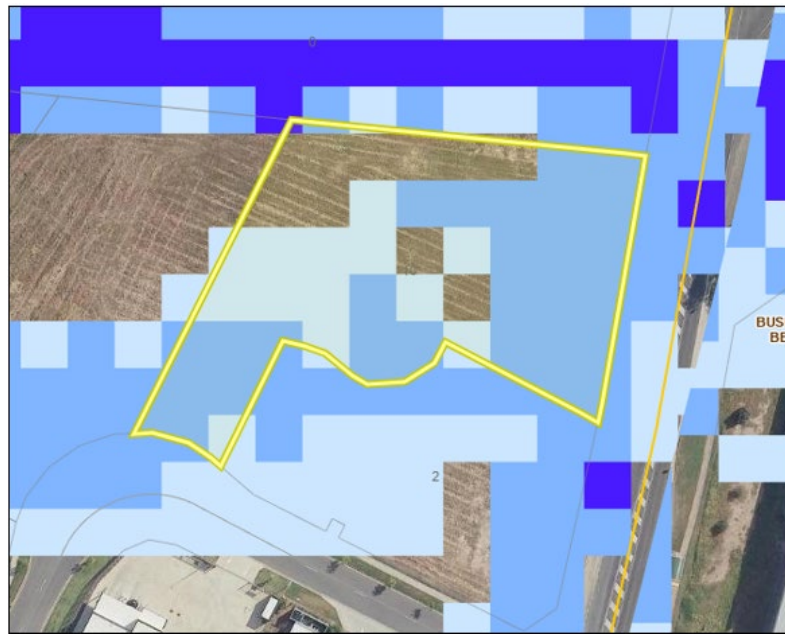


Figure 7 – Council’s flood overlay map

2.2.5 BUSHFIRE HAZARD

The site is mapped as containing a medium bushfire hazard.



Figure 8 - Council bushfire hazard overlay map

2.2.6 LANDSLIDE HAZARD OVERLAY

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



Figure 9 – Landslide hazard overlay map

2.2.7 SITE CONTAMINATION

Not applicable

2.2.8 HERITAGE

Not applicable

2.3 ACCESS AND MOBILITY

2.3.1 VEHICULAR ACCESS

Vehicular access will be obtained from Poole Way.

2.3.2 PEDESTRIAN, CYCLE AND PUBLIC TRANSPORT

Poole Way includes a pedestrian footpath in front of the site. This footpath provides connectivity to Mount Low Parkway which includes a crossing to the Bushland Beach Plaza and a Bus stop in front of the site along Mount Low Parkway.

No bicycle infrastructure is evident on the existing road networks.

2.4 INFRASTRUCTURE/LOCAL GOVERNMENT INFRASTRUCTURE PLAN

2.4.1 SERVICES

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

- Reticulated water and sewer

- Electricity and telecommunication services
- Fire hydrant in Poole Way

2.4.2 LOCAL GOVERNMENT INFRASTRUCTURE PLAN

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

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3. SITE HISTORY

3.1 PRELODGEEMENT MEETING

On 30 April 2025 a prelodgement meeting was held with Council to discuss the proposed multiple dwelling units development of the subject site.

The proposal description included multiple dwelling units (20 units), two storey townhouses with containing a single cover car park. An additional 18 on site car parks and 1 car wash bay were also proposed.

Key points from the prelodgement notes included:

Issues	Advice	Comment
Level of assessment	Impact assessment Public notification required	Noted
Multiple dwellings	Maybe acceptable where located with in a convenient walking distance to a centre, public transport and community facilities and scale consistent with the planning intent for the area.	The site is conveniently located near the Bushland Beach Plaza and nearby adjoining community facilities. The scale is compatible with the low rise residential planning intent for the area.
Amenity	Consideration should be given to ensure all units maintain appropriate amenity for units. Consideration should be given to the interface between the proposed units and adjoining approved childcare centre. Similar consideration should be given to thoses units facing the shopping centre loading dock	The townhouses have been designed to ensure residential amenity for the units' occupants will be maintained. The units are also designed to include their private open spaces area at ground level to mitigate direct overlooking and prevent any reverse amenity impacts.
Noise	Confirm the proposed residences maintain appropriate noise levels. Noise impact assessment maybe required.	In addition to the above, the childcare centre is still to be developed. It is anticipated that a solid timber (acoustic) fence 1.8m high will be provided between the subject premises and the proposed childcare centre.
Traffic	Traffic impact assessment will be required.	A traffic impact assessment has been prepared to accompany the application (Appendix D).
Works	Water and sewer report prepared as part of the higher order ROL (RAL21/0061). Should the proposal result in increased demands outlined in	Noted

	this report and amended report maybe required.	
Healthy waters	<p>Stormwater quantity – Largely addressed as part of the higher order ROL. If lots are developed with greater fractional impervious of 90% some runoff mitigation/ detention may be required.</p> <p>Stormwater Quality – The higher order development approval assumes future development would implement their own stormwater treatment systems. The development must be accompanied by a Stormwater quality management plan.</p>	Noted – A stormwater management plan has been prepared in support of the application (Appendix B).
Landscape	Landscape concept plan to be prepared.	A landscape plan has been prepared in support of the application (Appendix E).
Overlays	Largely addressed as part of the higher order ROL	Noted.
Built form	Further prelodgement discussions are recommended once the elevations have been prepared to discuss design detail.	<p>An architect was engaged to deliver a high quality built form design outcome, as illustrated in the proposal plans (Appendix A). The design is considered to appropriately respond to Council’s feedback and align with the planning scheme’s requirements.</p> <p>Accordingly, no further discussions were deemed necessary.</p>

3.2 RELATED APPROVALS

A review of Council records reveals that the site (10 Poole Way) was established as part of a higher order development approval:

- RAL 21/0061 – reconfiguring a lot (1 Lot into 6 Lots + Drainage reserve and new road) approved 27 October 2021.
- RAL 21/0061.02 – certificate of compliance (street names) (RAL21/0061) approved 15 July 2022.
- RAL 21/0061.03 – minor change application (RAL21/0061) approved 13 December 2022.

Adjoining lot 2 Poole Way is subject to the following approval:

- MCU21/0140 – Material change of use Childcare centre – approved 25 May 2025.

Adjoining lot 12 Poole Way is subject to the following approval:

RAL25/0043 – Reconfiguration of a Lot (1 Lot in to 8 Lots) – approved 28 August 2025

4. THE DEVELOPMENT PROPOSAL

4.1 PROPOSAL DEFINITION

The proposal seeks to establish 20 Multiple dwelling units. The Townsville City Plan defines Multiple Dwelling Units as follows:

Multiple dwelling:

Premises containing three or more dwellings for separate households.

4.2 PROPOSAL DETAILS

The applicant seeks a development permit for a material change of use to establish 20 multiple dwelling units in accordance with the accompanying proposal plans (Appendix A) and development layout as illustrated in Figure 10 below.

The multiple dwellings are proposed to be established within 8 separate, low rise 2 storey buildings in a townhouse arrangement incorporating 3 bedroom each. The units vary in size from 173m² to 364m² in GFA.

The development includes vehicular access from Poole Way. The proposal includes a total of 39 onsite carparks, comprising 34 residential spaces, 4 visitor spaces and 1 car wash space. Hardstand pavements are provided throughout the development for shared pedestrian and vehicular movements and onsite manoeuvring.

The proposal incorporates a gated entry to restrict unauthorised access to the premises. The development also incorporates CPTED principles including clear sightlines, internal lighting and an easy to navigate layout which limits concealed areas and promotes passive surveillance.

The development incorporates onsite stormwater treatment and management prior to being released to the site's legal point of discharge being an existing drainage channel and headwall to the northeast of the site. No onsite detention is required in accordance with Council prelodgement advice and previous engineering reporting as the proposal results in being less than 90% impervious. Proprietary devices are proposed for water quality treatment. A stormwater water management plan is included in Appendix B

The site is proposed to be generously landscaped to create a high level of residential amenity and assist in softening the built form when viewed from the street and adjoining premises.



Figure 10 – The proposed site plan prepared by Blackburne Jackson Design

4.2.1 KEY DEVELOPMENT PARAMETERS

Key development Parameters	Proposal Details	Planning scheme assessment benchmark
Site area	4,674m ²	
Site Cover	38.7%	65%
Communal open space	499.3m ²	No quantity specified
Maximum Height Limit	7.96m	8.5m or 2 storey where with in 10m of a boundary
Car parking	39	39
Building setbacks	Frontage to Poole Way – 4m Side – 2m Frontage to Mount Low Parkway – 4m	Front – 4m Side – 2m Rear 6m
Private open space	Each unit has a covered terrace at ground (11m ²) and minimum POS area of 38m ² clear of any air conditions or drying area.	1) For a ground floor dwelling (where a multiple dwelling), ground floor private open space is provided with a minimum area of 35m ² ; 2) a minimum dimension of 3m; and 3) clear of any utilities such as gas, water tanks or air-conditioning units.
Landscaping	Soft landscaping – 1,485m ² or 32% Deep planting – 585m ² or 40% of the total landscaping area.	50% soft landscaping of which 25% is deep plantings.

4.2.2 BUILT FORM

The proposed development will comprise twenty 3 bedroom architecturally designed townhouses comprising eight 2 storey buildings. The built form respects the area’s low rise character through distributing the 8 separate buildings across the site, with each building having its own individual architectural flare whilst maintaining a cohesive contemporary design through complimentary finishing materials and colour pallet.

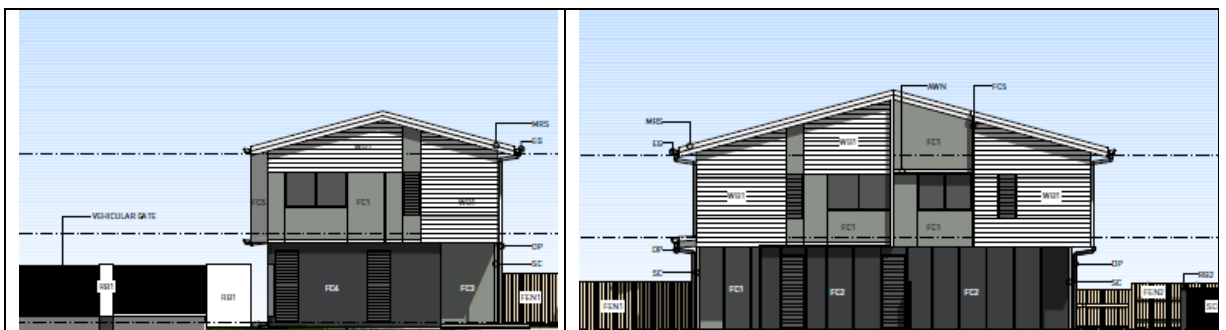
To further reduce visual bulk, the design incorporates a high level of articulation, varied materials, and integrated shading devices, as illustrated in Figure 11.



Figure 11 – Renders prepared by Blackburne Jackson Design

The low density character is reinforced through building separation and recessed building elements which facilitate light penetration between structures and visually breaks up the built form when viewed from the adjoining streets or adjoining premises.

The proposal incorporates a variety of distinctive roof forms, including a mix of gable and skillion roof styles. Each building’s roof form is further articulated with recesses and a mix of textures and finishing materials as shown in the elevations in Figure 12 below.



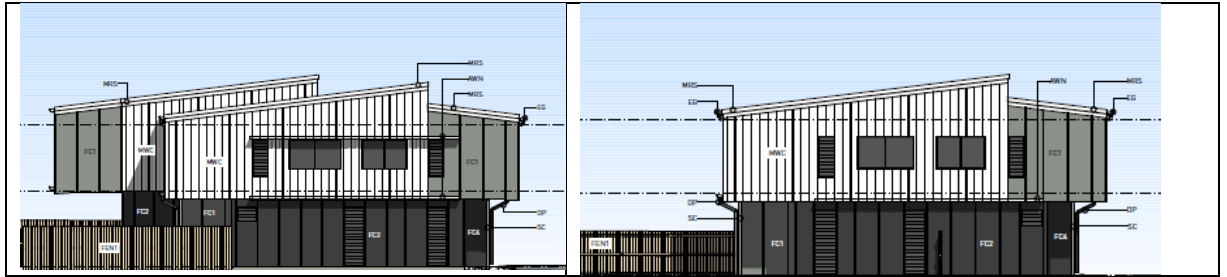


Figure 12 – Elevations prepared by Blackburne Jackson Design

The overall development result in a site cover of 39% or 1912m², which is well below Council's preferred maximum site cover of 65%. The proposal also includes a total area of 1,485m² or 32% of landscaping (incorporating both soft and planted landscaping).

Each townhouse incorporates adequate private open spaces through the provision of an 11m² covered terrace in addition to open courtyards which range from 38m² to more than 50m².

4.2.3 ACCESS AND PARKING

Access to the site is proposed via a single access driveway from Poole Way. The proposed access driveway is a minimum 6m wide to allow two-way vehicle movement, on site circulation and manoeuvring. Pedestrian access is also provided to each unit from the internal pedestrian paths.

A total of 39 carparks are provided, including 34 residential spaces, 4 visitor spaces and 1 shared car wash. Visitor parking is provided within designated outdoor parking bays, while resident parking is proposed internally via single or tandem parking arrangements. One covered garage is provided per unit. Provision is made for MRV and refuse collection vehicles to enter and exit the development in a forward direction.

A traffic report (Appendix D) has been prepared, demonstrating compliance with relevant assessment benchmarks and design standards for resident and visitor parking, on-site servicing, and manoeuvring. The report also addresses key traffic-related considerations, including sight distances, on-site manoeuvring, and potential impacts on the surrounding street network.

The traffic report concludes that, once the report recommendations are adopted, there are no traffic engineering grounds why the proposed development should not be supported.

4.2.4 LANDSCAPING

Landscape treatment for the proposed development will be provided in accordance with the Landscape Concept Plan, as seen in Figure 13 below. The proposed landscaping treatments seek to utilise native species local to the area. The site's landscaping includes dense planting across the site's frontage to assist in delivering attractive streetscapes, integration with the proposed built form and improve privacy and amenity for adjoining residents.

It is proposed to provide landscaping treatments to all side boundaries as shown on the proposed landscape plan (Appendix E). The proposal also provides 32% of the site area as soft landscaping (i.e. turf areas and planting beds), and 12.5% of total site with deep plantings (or 40% of the total landscape area).



Figure 13 – Landscape concept design prepared by JFP Urban Consultants

4.2.5 REFUSE COLLECTION SERVICING

The proposed development will be provided with two centrally located bin storage areas. A refuse collection contractor will collect the bins from these designated areas via the internal driveway, which has been designed to facilitate the onsite manoeuvring of a 10.5m front lift refuse collection vehicle (RCV). An analysis undertaken as part of the Traffic Impact Assessment (**Appendix D**) indicates that this vehicle can enter the site, manoeuvre to the designated refuse collection points, turn at the internal T-intersections and exit the site in a forward gear.

4.2.6 INFRASTRUCTURE

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

This infrastructure includes connections to reticulated water and sewer. The site is serviced by an existing Pad Mount Transfer located near the site's entry. It is also understood that the necessary telecommunications connections and infrastructure are located within the existing road verge of Poole Way.

4.2.7 EARTHWORKS

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

5. STATUTORY PROVISIONS AND COMPLIANCE

5.1 STATE INTERESTS

5.1.1 NORTH QUEENSLAND REGIONAL PLAN (NQRP)

Urban growth under the NQRP is controlled by establishing an urban consolidation policy. This policy supports Townsville's urban residential growth within the bounds of the mapped urban areas as identified by the Townsville City Plan and the Townsville Urban Area identified on Map 6 of the NQRP. The proposed residential multi-dwelling units are considered consistent with this urban consolidation policy and therefore advance the purposes of the regional plan.

5.1.2 ADOPTED INFRASTRUCTURE CHARGES

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

5.1.3 REFERRAL AGENCIES AND STATE DEVELOPMENT ASSESSMENT PROVISIONS

No State Government referral agencies are applicable to this application.

5.1.4 STATE PLANNING POLICY

State Interest	Comment
Liveable Communities	The state interest requires material change of use applications to incorporate fire hydrants to enable fire services to access water safely, effectively and efficiently. An existing fire hydrant is present on the eastern side of the Poole Way frontage as illustrated in an Appendix F.
Water Quality	The site is greater than 2,500m ² and creates more than 6 new dwellings. Accordingly, the proposal includes proprietary devices to achieve water quality requirements for the development as detailed in the Stormwater Management Report included in Appendix B.
Natural Hazards, Risk & Resilience	The site is mapped as being affected by local government flood mapping area and Level QLD floodplain assessment overlay. These flood matters are considered to have been suitably addressed as part of the higher RAL application which created the subject site.
Strategic Airports & Aviation Facilities	The site is identified as a Wildlife hazard buffer zone, Aviation facility and height restriction zone 90m. The development is not considered to impact on the nearest aviation facilities operational air space nor its ability to operate in a safe and efficient manner.
Biodiversity	Not applicable

5.1.5 PLANNING REGULATIONS 2017

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

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

5.1.5.2 SCHEDULE 11: ASSESSMENT BENCHMARKS IN RELATION TO KOALA HABITAT IN SEQ REGION

The subject site is not identified as containing Koala Habitat. Assessment against Schedule 11 is therefore not applicable.

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

This application does not seek approval for reconfiguring a lot. Assessment against Schedule 12A is therefore not applicable.

5.2 COUNCIL INTERESTS & PLANNING SCHEME

5.2.1 STRATEGIC PLAN

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

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

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

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

The proposed multi-dwelling units are considered to advance the intent the Strategy Intent and the four themes by achieving the following:

- Supports Townsville's goal of becoming a more compact city, with infill development focused on a network of activity centres.
- Consolidates infill development in areas with good access to existing public and active transport networks.
- Provides a diversity of dwelling types to meet the needs of both current and future residents.
- Facilitates the efficient use of existing infrastructure and services, given the land is already committed for urban purposes and is located near a local centre and community recreational facilities.
- Reinforces the hierarchy of centres, with residential development contributing to the viability and vitality of nearby centres.
- Delivering a built form that responds to the low-rise character and scale of the surrounding low density residential area, while maintaining a high level of residential amenity.
- Creating local employment opportunities during construction and operation.
- Integrating sensitively with adjoining and surrounding land uses, ensuring compatibility within the neighbourhood.

5.2.2 ZONING

The site is zoned as Low density residential. The purpose of the zoning is to provide for predominantly dwelling houses.

The particular purpose of the zone includes:

- a) *primarily accommodate dwelling houses and dual occupancy dwellings;*
- b) *provide for housing choice and affordability by allowing for a range of lot sizes;*
- c) *maintain the low-rise and lower density character of Townsville's suburbs;*

- d) *maintain a high level of residential amenity; and*
- e) *achieve accessible, well-serviced and well-designed communities.*

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

- a) *built form is of a house compatible scale and consistent with the local streetscape character;*
- b) *...*
- c) *development maintains a high level of residential amenity on the site and in the neighbourhood;*
- d) *...*
- e) *the design of development promotes accessibility by walking, cycling and public transport;*
- f) *the design of development is responsive to the city's climate and promotes sustainable practices including energy efficiency and water conservation;*
- g) ***low-rise multiple dwellings, residential care or retirement facilities may be acceptable within this zone where provided in locations that are within a convenient walkable distance to centres, public transport and community activities, and where of a scale that is consistent with the local character,***
- h) *...*
- i) *development minimises impacts on remaining areas of ecological significance within the zone; and*
- j) *the natural bushland setting and village character of the northern beaches and Magnetic Island townships are maintained. Tourism accommodation in these communities is of a house compatible scale.*

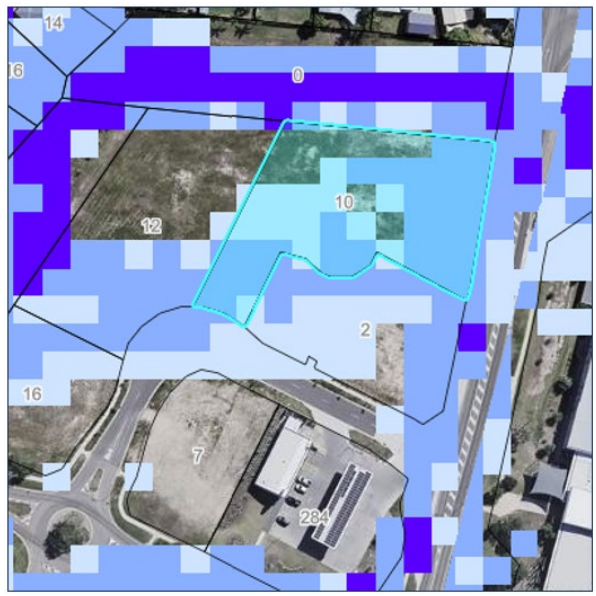


The proposed development is considered to advance the purpose and overall outcomes of the Low Density Residential Zone Code by incorporating the following key attributes:

- Provides diverse housing choice for permanent residents near existing urban services and local centre facilities.
- Contributes positively to the neighbourhood character by maintaining a low scale built form, featuring well-designed contemporary buildings and complementary landscaping that enhances the streetscape.
- Maintains a high level of residential amenity for both the site and surrounding neighbourhood, with appropriate consideration given to noise, traffic, lighting, and odour.
- Promotes active and public transport accessibility, supporting walkability and cycling.
- Responds to the local climate through sustainable design principles that enhance energy efficiency and water conservation.
- Minimises impacts on ecologically significant areas within or adjacent to the zone.

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

5.2.3 OVERLAYS

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

Overlay	Comment
<p data-bbox="311 246 566 280">Flood Hazard overlay</p> 	<p data-bbox="941 246 1516 459">The site has been developed in accordance with a higher order ROL application (RAL21/0061) which was required to develop the subject allotment above the 1% AEP flood level in accordance with Council’s latest flood modelling at that point in time.</p> <p data-bbox="941 492 1516 571">It is therefore considered that the flood hazard overlay has been suitably addressed.</p>
<p data-bbox="311 907 502 940">Bushfire hazard</p> 	<p data-bbox="941 907 1516 1232">The site has been developed in accordance with the higher order ROL application (RAL21/0061) which identified that the parent site was at low risk of bushfire hazard due to the site constituting infill development in an urban area, the absence of onsite vegetation, the availability of adequate water supply and the site’s convenient access to the surrounding road network for firefighting purposes.</p> <p data-bbox="941 1265 1516 1344">The site and adjoining land has since been cleared of all existing vegetation.</p> <p data-bbox="941 1377 1516 1478">Accordingly, it is considered that the bushfire hazard overlay has been superseded by past events.</p>
<p data-bbox="311 1478 518 1512">Landslide hazard</p> 	<p data-bbox="941 1478 1516 1848">The site is identified as having very low landslide hazard. As mentioned above, the site has been developed in accordance with the higher order ROL application (RAL21/0061), which involved reshaping the land for future development of the site. As such, it is considered that the landslide hazard overlay has also been superseded by events, given the englobo site has recently been approved / developed for urban purposes.</p>

<p>Airport environs overlay</p> <ul style="list-style-type: none"> ▪ Operational airspace – Air space more than 90m above ground ▪ Wildlife hazard buffer zones and public safety areas – distance away from airport runway - 13km 	<p>The site has been developed in accordance with the higher order ROL application (RAL21/0061), which would have anticipated that the site would have been developed for residential purposes.</p> <p>Notwithstanding this, the proposed multi-dwelling units supports the purpose of the Airport environ overlay code through:</p> <ul style="list-style-type: none"> ▪ Avoiding adverse impacts on airport operational safety, airspace efficiency, or aviation facility functions; ▪ The site is approximate 10km from the airport, as such the limited number of persons affected by aircraft noise is considered tolerable; and ▪ the development does not increase the risk to public safety near airport runways.
<p>Acid sulfate soils Acid sulfate soils – 5-20m ADH</p>	<p>Some minor filling is proposed over the site as illustrated on the engineering plans included in Appendix C.</p> <p>It considered that there is a low risk of disturbance to acid sulfate soils. However, precautionary measures could be incorporated through any conditions of approval, which includes further assessment as part the detailed design phase of the development i.e. OPW's.</p>

5.2.4 APPLICABLE ASSESSMENT BENCHMARKS

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

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

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

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

6. CONCLUSION

6.1 SUMMARY

This town planning report supports a development application for a material change of use for 20 multiple dwelling units on behalf of Poole Way Pty Ltd.

The subject site is located at 10 Poole Way, Bushland Beach, and is legally described as Lot 4 on SP333154. The site is zoned as low density residential and adjoins two vacant sites approved for low density residential (west) and a child care centre (south). The site has dual frontage to both Poole Way and Mount Low Parkway.

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

Grounds for approval of the multiple dwelling units, including "other relevant matters" are provided as follows:

- The proposal is consistent with the North Queensland Regional Plan
 - It aligns with the Strategic framework, which supports low rise residential development that is well located, offers housing diversity and supports nearby centre precincts.
 - Multiple dwelling units are nominated as a potentially consistent use in the low density residential zone, when:
 - located within 400m of a centre precinct or public transport stop,
 - has a minim area of 1,000m² and 20m frontage and
 - located within 400m of a park.
- The proposal complies with these criteria.
- The development generally complies with all the relevant assessment benchmarks. Any minor non-compliances can easily be addressed through reasonable and relevant conditions of approval.
 - All mapped overlays and constraints were adequately addressed as part of the higher order reconfiguring a lot approval (Council ref: RAL21/0061).
 - The proposal maintains the existing low rise character of the area and mitigates any potential impacts on adjoining premises.
 - The proposal represents a high quality, contemporary built form with generous landscaping, providing a positive contribution to the adjoining streetscapes and surrounding area.
 - The architectural design includes articulation, varied roof forms and a mix of materials and finishes, which assist reducing building bulk.
 - Traffic impact assessment confirms compliance with the relevant standards and concludes that: 'provided the recommendations identified are adopted, Colliers does not see any transport engineering reason that would preclude approval of the proposed development'.
 - All essential infrastructure including reticulated water and sewer, stormwater, telecommunications and electricity is already available or able to be adequately supplied as part of the development.



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



7. APPENDICES