

THE VILLAGE, OONOONBA PDA - ROL 1

Town Planning Report



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22 May 2026

REPORT

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SUMMARY

Table 1: Summary

Details		
Site Address:	16 Darter Street, Oonoonba QLD	
Real Property Description:	Lot 9001 on SP306214 and also includes part of Lot 1099 on SP280605	
Site Area:	Lot 9001 - 34.4598ha Lot 1099 - 24.590ha	
Planning Scheme:	Oonoonbah PDA Development Scheme	
Zone/Precinct:	Residential, Open Space and Environmental Zones	
Owner(s):	Economic Development Queensland	
Proposal		
Brief Description/ Purpose of Proposal	Development Permit for Reconfiguring a Lot: staged development for 37 residential lots, 1 balance lots, open space/ drainage reserve and new road as well as an associated plan of development.	
Development Staging	Multiple Stages	
Application Details		
Aspect of Development	Preliminary approval	Development permit
Material change of use	☐	☐
Building Work	☐	☐
Operational Work	☐	☐
Reconfiguration of a Lot	☐	☒
Assessment Category	☐ Self-assessable (Column 2)	☒ Assessable (Column 3)
Public Notification	☒ No	☐ Yes: 20 BD
Applicant Details		
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1 INTRODUCTION

RPS has been engaged by *Economic Development Queensland (EDQ) Housing Supply and Delivery* to seek development approval for establishment of new residential lots and delivery of priority infrastructure on land at 16 Darter Street, Oonoonba. The subject site is more properly described as lot 9001 on SP306214 and also includes part of Lot 1099 on SP280605, and has an area of approximately 27.14ha.

The site is bound by a railway corridor (North Coast Rail Line) and state-controlled road (Abbott Street) to the east, the Ross River to the north and west, and is surrounded by existing residential and mixed-use development in The Village.

This development application seeks:

- Development Permit for Reconfiguring a Lot: staged development for 37 residential lots, 1 balance lot, open space/ drainage reserve, new road and associated plan of development.

The purpose of the proposed subdivision is to facilitate the fast delivery of residential development as well as infrastructure proposals through the Priority Workstream (PWS)-funds for enabling infrastructure.

Under the amended *Oonoonba Urban Development Area Development Scheme*, the subject site is identified as being primarily within the Residential Zone, and partially in the Mixed Use Zone and Open Space Zone. Within these zones, the proposed reconfiguration constitutes Assessable Development pursuant to Column 3 of the Level of Assessment Table in the *Oonoonba Urban Development Area Development Scheme*.

This report provides greater detail on the nature of the proposal and provides an assessment of the proposal against the intents and code requirements of relevant statutory planning documents. Technical issues associated with the proposal are addressed in appended technical reports.

Based on these assessments the proposal is recommended for approval subject to reasonable and relevant conditions.

2 SITE DETAILS

2.1 Site Particulars

The Oonoonba PDA comprises approximately 83 hectares of land within the suburb of Oonoonba, around 3.5 km south of the Townsville city centre. It is a peninsula bordered by the Ross River to the west and north, the rail corridor and Abbott Street road corridor to the east, and the suburb of Idalia to the south.

Key details of the subject site are as follows:

Table 2: Site Particulars

Site Particulars	
Site Address	16 Darter Street, Oonoonba
Real Property Description	Lot 9001 on SP306214 Part of Lot 1099 on SP280605
Site Area	Lot 9001 - 34.4598ha Lot 1099 - 24.590ha
Landowner(s)	Lot 9001 on SP306214 - Economic Development Queensland Lot 1099 on SP280605 – Townsville City Council

The site location and its extent are shown in **Figure 1**.

Certificate/s of title confirming site ownership details are included at **Appendix A**.



Figure 1: Site Location

Source: QLD Globe

2.2 Planning Context

The planning context of the site includes the following:

Table 3: Planning Context

Instrument	Designation
Oonoonba PDA Development Scheme	
Zoning	Residential Zone, and partially in the Mixed Use Zone and Open Space Zone.
Overlays	• Possible medium density residential up to 5 storeys in height • Indicative Park • Pedestrian / cycle network • Indicative stormwater management

Zoning of the subject site and surrounding lands is shown on **Figure 2**.

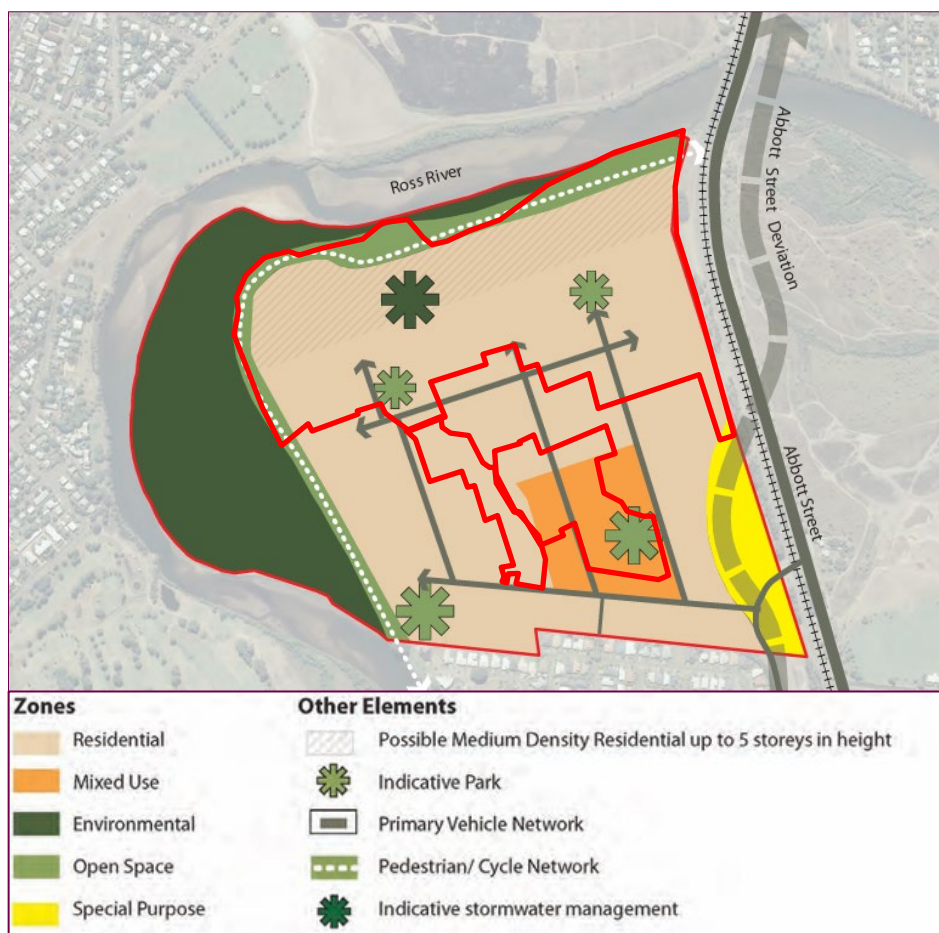


Figure 2: Structure & Zoning Plan

(Source: Oonoonba PDA Development Scheme – Map 2)

2.3 Site Characteristics

Key site characteristics include:

Table 4: Site Characteristics

Site Features	Details
Existing use of site	Residential land uses, open space (balance) and drainage.
Topography	The site naturally falls from south to north and that ground levels across the site vary from RL 5.4m AHD in the west to RL 4.6m AHD in the east.
Vegetation	The site contains areas of existing native vegetation, including mature trees within proposed open space areas and wetland / tidal vegetation associated with drainage corridors and the Ross River interface.
Road Frontages	The proposal is for the development of balance land that has multiple frontages to various roads within the Oonoonba PDA.
Services	Service connections are available.
Waterways	The Ross River.
Acid Sulfate Soils	The site may be subject to acid sulfate soils due to its low-lying coastal context and proximity to tidal influences. Any required investigation and management will be addressed as part of the development process.
Heritage Values	While Memorial Square is not officially Heritage Listed, the proposal facilitates its development as a site commemorating a World War II bomb crater. Ownership of this site will be transferred to Council as part of this development proposal.

Aerial photograph / site photographs of the site and its context are shown in **Figure 1** Site Location.

2.4 Surrounding Land Uses

The site was previously used as a Queensland Government cattle and research station.

Immediately surrounding land uses comprise the following.

Table 5: Surrounding Uses

Direction	Commentary
North	Ross River
East	Rail corridor and Abbott Street road corridor
South	Residential lots in the Oonoonba PDA
West	Ross River

3 PRE-LODGE MENT HISTORY

3.1 Pre-Lodgement Meeting

A pre-lodgement meeting with Economic Development Queensland was held on 19 May 2026. The key outcomes of this meeting were:

- The proposal was supported in principle, subject to matters raised through the development application process being addressed.
- The revised layout was considered more acceptable in terms of flood constraints than the previous layout.
- The proposal should be assessed against the Oonoonba PDA Development Scheme, relevant PDA guidelines and applicable state interests.
- Further detail is required on staging, infrastructure delivery, civil engineering, stormwater and flooding, open space design, footpaths and landscaping.
- Northern open space lots adjacent to the Ross River may be delivered separately from the residential lots and do not need to be tied to residential lot sealing.
- Landscaping works within the central tidal area should be limited to minor make-good works, with major works requiring separate approval.
- Footpath and street tree locations may be refined in detailed design, provided the overarching intent of the proposal is maintained.
- Open space embellishment details, including any vehicle barriers or bollards, should be clearly addressed in the planning and landscape material.

These matters have been reviewed and resolved, as outlined in Sections 4 and 5 of this report, along with the relevant supporting technical documentation.

A copy of the pre-lodgement meeting minutes are held at **Appendix H**.

4 PROPOSAL

4.1 Subdivision Layout

The proposal is for a staged development comprising 37 residential lots, open space/drainage reserve lots, balance land, new roads and an associated plan of development.

The subdivision layout has been designed to respond to the site's topography, minimise unnecessary earthworks and integrate with the existing street network and infrastructure. It provides a mix of lot sizes to support a range of housing options, while also supporting good access, amenity, outlook and street presentation. The layout also seeks to create safe, connected streets and public spaces, a coherent urban form and sense of place, and long-term liveability.

In summary, the proposal provides:

- Total residential allotments: 37 residential lots
- Average residential lot size: 378m²
- Total saleable area: 1.40ha
- Open space / stormwater quality area: 25.74ha

The proposed reconfiguration is shown in **Figure 3** – Reconfiguration of a Lot Proposal Plan.

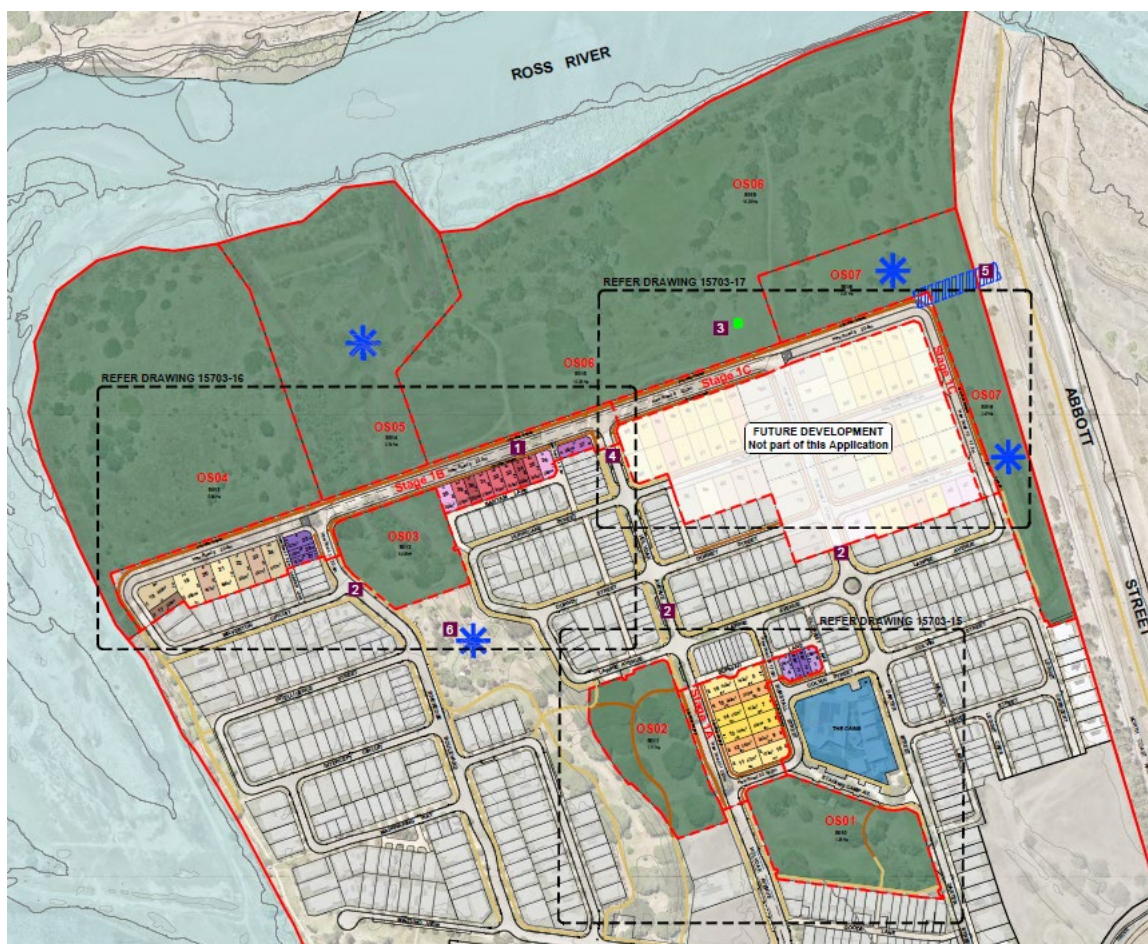


Figure 3: Proposed Reconfiguration Plan

4.1.1 Staging

The proposed subdivision will create 37 residential lots across the two stages, excluding the balance lots and open space. The lot mix includes a combination of 25m, 28m and 30m+ allotments, with a range of product types including terrace, villa, premium villa, courtyard and traditional lot formats.

In summary:

- Stage 1A provides the initial release of 16 lots across the smaller and medium lot product range as well as new roads 1-3.
- Stage 1B continues the lot supply, delivering a further 21 residential lots and new roads 4-6 and 9.

These two stages comprise a well-balanced mix of lot sizes and typologies, supporting a staged delivery approach.

The proposal also seeks approval for part of new road 6 and new roads 9 and 10 as a separate Stage 1C, to align with the delivery of priority infrastructure and works packages. The Stage 1C civil package will be lodged separately. This includes the extension of the Ross River bikeway through the PDA and over the North Coast Railway line as committed under Government Election Commitment 34.

The open space/drainage reserve lots are not tied to any particular development stage and may be completed and transferred to Council individually or as part of a broader package, subject to agreement with Council.

Staging is aligned with works packages to support coordinated delivery, efficient sequencing, timely delivery of priority infrastructure and housing, and reduced delay risk. This also provides flexibility to respond to construction constraints, approvals and market conditions.

4.2 Plan of Development

The proposed development plan outlines the arrangement of lots, the type and density of buildings, landscaping objectives, and requirements for building controls. It aligns with outcomes previously endorsed by EDQ in Oonoonba and enables future Dwelling Houses to be assessed through a self-assessment process.

4.3 Open Space

The proposal includes the following open space:

Reference	Description
OS01	OS01 and OS02 are identified in the Oonoonba PDA Development Scheme as capable of being developed for residential and/or mixed-use purposes. However, these areas contain a number of large, high-value trees and have long been used by the community as open space. They also function as stormwater drainage, and retaining the trees while accommodating stormwater management has proven impractical. In light of these existing characteristics, the development proposes to dedicate these areas to Council as open space. Embellishment is limited to pedestrian pathways and associated works to facilitate their delivery. These improvements have been carefully planned to prevent any effects on the high-value trees.
OS02	
OS03	This open space area includes a tidal swale that forms the connection between the existing freshwater swale and the downstream tidal wetland. It is part of the broader stormwater treatment train, which is arranged to move runoff from freshwater drainage elements into tidal storage and treatment areas before discharge to the Ross River. The tidal swale within OS03 is intended to support tidal wetland vegetation comprising mangroves, salt marsh and sedges, with dense aquatic and riparian planting used throughout the broader stormwater network to support treatment performance and weed suppression. The scope of works for the proposed road crossing and drainage corridor has been minimised to preserve as many of the existing mangroves as possible.

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OS04	Major alterations to the land within OS04 are not proposed. The proposal includes a new road and pedestrian pathway adjacent to OS04 that will be elevated above flood levels. A 1 in 5 slope will extend from the edge of the road corridor into the planned open space and drainage area. This slope will be grassed, allowing it to integrate seamlessly with the current wetland.
OS05	OS05 is proposed as an open space lot incorporating the site's tidal wetland treatment area. At a high level, works within OS05 will include construction of the new tidal wetland system, including the tidal swale/overflow arrangement, a new 600 mm RCP outlet, and associated bunding and culvert works to provide controlled tidal exchange with the Ross River. The existing channel connection to the Ross River will be retained to manage higher-level overflows above RL 1.2, while the wetland area will be shaped and planted to support tidal vegetation and stormwater treatment.
OS06	Major alterations to the land within OS06 are not proposed. The works are expected to be limited to those required to support the adjacent road and pedestrian pathway interfaces, with the area otherwise retained in its current condition. OS06 encompasses the bomb crater area identified in the DCOP as Memorial Square Park, which could have heritage importance. To preserve any possible heritage values associated with the bomb crater site, the proposal avoids carrying out earthworks at this site. It is currently assumed that all surplus fill generated by the development will be removed from the site. However, if that approach changes, any remaining fill would most likely be placed within OS04, subject to further design and approval.
OS07	OS07 is proposed to feature a linear freshwater wetland within the extension of the eastern drainage corridor, positioned along sections of the northern and eastern boundaries next to the planned development area. This wetland features sediment capture pools, including a deep pool approximately 1.5m in depth, which are designed for sediment management and to provide a dry season refuge for fish. The wetland outlet is proposed just upstream from the existing railway culverts, enabling controlled water releases. Treated water will be directed through the current culverts toward the east. Maintenance access will be ensured along the eastern and northern sides of the wetland, with a 3m wide trafficable path located along the eastern boundary. These works are intended to be delivered as part of a future detailed OPW works package for Stage 1C and/or the application for reconfiguration of the adjacent balance lot for future residential use, for EDQ approval, to avoid delaying the rollout of other priority infrastructure due to QR referral requirements. OS07 also seeks to continue an existing pedestrian pathway that will shift from running through the open space to following the road reserve along the western boundary of OS07. Additionally, a potential QR pedestrian rail crossing is under consideration for this location, however if pursued, it will be included in a separate package of works.

4.3.1 Open Space Ownership

All open space lots are intended to be transferred to Council. It is understood that Council may also investigate the potential for some of these areas to be used for future flood storage, subject to further detailed investigation.

4.3.2 Open Space Staging

The open space/drainage reserve lots are not tied to any particular development stage and may be completed and transferred to Council individually or as part of a broader package, subject to agreement with Council.

4.3.3 Open Space Embellishments

The Oonoonba DCOP identifies the following parks within the application area:

- PO-003 – Neighbourhood Recreation Park – Memorial Square
- PO-004 – Linear Park – Skinny Thomas Park
- PO-005 – Neighbourhood Recreation Park – The Glen
- PO-006 – Linear Park – Riverwalk Park

The proposal provides for logical pedestrian footpath connections through these open space areas only, together with associated make-good works.

The embellishment requirements in Table 7 of PDA Guideline No. 12 are not proposed at this stage, as Council may further investigate whether some of these areas could be used for future flood storage once ownership is transferred to them. In those circumstances, permanent park embellishments may not be appropriate or compatible with the intended long-term function of the land.

Note, to preserve any potential heritage values associated with the bomb crater site at Memorial Square Park, the proposal avoids earthworks in this area.

Landscape concept plans are included at **Appendix G**.

4.3.4 Streetscape embellishments

4.3.4.1.1 Street trees

Street trees are proposed in accordance with Council's standards. However, flexibility is sought in their placement to allow for a responsive design approach and to avoid conflicts with driveways and services.

4.3.4.1.2 Bollards

Bollards are proposed along the norther edge of Stage 1B new road to prevent unauthorised vehicle access by the public to the northern open space areas adjacent to the Ross River.

4.3.4.1.3 Footpaths

The footpath network has been designed with Council's standards and EDQ guideline requirements in mind, while also providing appropriate integration and connection with the existing network. The proposed footpath locations do not fully align with the DCOP due to changes in the development layout and the need to achieve flood immunity, however they're located in logical areas consistent with the intent of the DCOP and maintain key connections through the development.

4.4 Traffic Assessment

The proposed road cross sections generally align with Council's and EDQ's standards, with any variations limited to those necessary to respond to site conditions and integrate with the existing network.

Urbis has also prepared a traffic assessment at **Appendix F** to consider the proposal's impact on the road network.

Urbis concludes that the existing priority-controlled intersections at Lakeside Drive / Riveredge Boulevard and Lakeside Drive / Abbott Street can accommodate up to 175 dwellings/units without unacceptable traffic or road safety impacts, including queue spillback across the adjacent rail level crossing. The intersections are expected to operate within acceptable performance thresholds in the 2037 design horizon.

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This application seeks approval for 37 residential lots. The undeveloped balance land has been considered at an ultimate yield of less than 138 dwellings/units; on that basis, an intersection upgrade is not warranted at this time.

For further detail, refer to the traffic assessment at **Appendix F**.

4.5 Civil Services

The water supply infrastructure was initially designed to accommodate the maximum anticipated development. With the revised development layout, the total number of future allotments has been decreased, leading to a demand lower than what the installed infrastructure was intended to support.

The existing sewerage system and pump station connections have sufficient capacity for the reduced allotment count, and sewerage design will follow applicable standards.

Underground services to allotments and street lighting will be delivered in compliance with Ergon Energy requirements, utilising pad-mount transformers and underground reticulation within the verges.

For further detail please refer to the Engineering Services Report and functional layout plans held at **Appendix D**.

4.6 Earthworks

Earthworks are proposed to achieve the required finished allotment levels, create drainage channels and construct the new road network. The civil engineering report notes that the site is constrained by its existing topography and drainage patterns, with the land generally falling from south to north, and that finished allotment levels are to be set above the 1% AEP flood level with allowance for climate change and freeboard.

Cut material is currently assumed to be disposed of off site rather than reused as fill within the open space area, although this remains under refinement to determine whether it can be retained on site without adversely affecting flooding.

For further detail please refer to the Engineering Services Report held at **Appendix D**.

4.7 Stormwater Management

A WSUD-based stormwater strategy has been adopted comprising underground piped drainage to open drainage swales and bio-retention basins. Runoff from more frequent storm events is to be conveyed through the underground system, while the 1% AEP event is to be managed within road reserves and drainage swales to lawful points of discharge. Vegetated swale bio-retention systems form a key component of the treatment train, providing water quality treatment prior to discharge.

For further detail please refer to the Stormwater Quality Management Plan held at **Appendix C** and Engineering Services Report held at **Appendix D**.

4.7.1 Waterway Barrier Works

Fishology has previously reviewed waterway barrier works in connection with the drainage works proposed as part of an earlier application for a Management Lot Subdivision, as detailed in their report dated 18 September 2025 submitted with PDA Application DEV2025/1669. Fishology concluded that these works do not trigger any requirements:

- works such as desilting or reprofiling of the inlet and outlet channels is not waterway barrier works, provided the works do not protrude into the Ross River beyond the riverbanks and do not reduce the cross-sectional area of the Ross River.
- works within the high banks of the Ross River that maintain the riverbank profile and do not reduce the cross-sectional area of the Ross River are not waterway barrier works
- The constructed inlet and outlet channels did not and do not require waterway barrier works approval as they do not limit fish access to or movement along a waterway (the Ross River) (Business Queensland, 2024).

4.8 Flood Immunity

The engineering report confirms that the site's existing topography and drainage patterns have informed the design response, with finished residential allotment levels proposed above the 1% AEP flood level plus appropriate climate change allowance and freeboard.

The drainage network is designed to convey more frequent storm events through underground drainage and bio-retention systems, while the 1% AEP event is to be contained within road reserves and drainage swales and discharged to lawful points of discharge.

Refer to the Engineering Services Report held at **Appendix D** and Flood Model held at **Appendix G**.

4.8.1 Flood-free access

The proposal forms part of the broader Oonoonba Village which does not seek to guarantee uninterrupted SES access during all flood events; rather, it recognises that emergency response and evacuation arrangements will be managed under relevant disaster management framework, with flood-free access assessed having regard to the site's flood behaviour and evacuation need.

4.9 Acoustic Attenuation

Possible acoustic effects from the railway and Abbott Street have been investigated. The findings indicated that future residential lots along the eastern boundary of the development do not require an acoustic barrier. This assessment was conducted to verify that stormwater quality measures and associated activities would not interfere with any future acoustic needs. No such requirements were identified.

5 STATUTORY PLANNING ASSESSMENT

The key planning framework for the site is identified in Table 2.

Table 6: Planning Framework

Assessment Manager	Economic Development Queensland
Planning Legislation	Economic Development Act 2012
Planning Scheme	Oonoonba PDA Development Scheme
Category of Assessment	PDA Assessable Development Pursuant to the <i>Oonoonba Urban Development Area Development Scheme</i>, the sites are zoned Residential, Open Space and Mixed Use. Within these zones, the proposed reconfiguration and operational works constitutes <u>Assessable Development</u> pursuant to Column 3 of the Level of Assessment Table in the <i>Oonoonba Urban Development Area Development Scheme</i>.
Public Notification	Not required
Owners Consent	Required (see Attachment A)
Referrals (by EDQ)	Townsville City Council <i>Referrals to the Department of Transport and Main Roads and Queensland Rail are not considered necessary for this application. However, they will be required for any future application involving works adjacent to the rail corridor.</i>
Zoning <i>Refer Figure 2 - Structure & Zoning Plan</i>	Residential The site is located predominately within the Residential Zone. The proposal involves the creation of residential lots as well as management lots intended for future residential uses. This outcome aligns with section 3.4.1 of the Development Scheme. Open Space The proposal seeks to create new lots for the purpose of future open space in accordance with the Zone Map to support the open space network. The proposal offers connectivity through pedestrian and cyclist pathways within the adjacent road corridors and is designed to integrate with existing and planned green corridors, thereby reinforcing the zone's commitment to preserving natural features and fostering active lifestyles. Mixed Use OS02 is identified in the <i>Oonoonba PDA Development Scheme</i> as being within the mixed-use zone development. The Mixed Use Zone is intended to provide a focal neighbourhood centre with a mix of residential, business, retail, community and recreation uses, supported by higher-density development and a significant neighbourhood park. However, this area proposed for OS02 has distinct site characteristics that make open space the more appropriate long term outcome. In particular, the areas contain a number of large, high-value trees, have been used by the community as open space for some time, and also function as part of the site's stormwater drainage system. Retaining the existing tree cover while delivering mixed-use

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	development and the associated servicing, access and stormwater requirements has proven impractical. Accordingly, rather than pursuing built development within these areas, the proposal seeks to dedicate OS02 to Council as open space. This outcome preserves the existing landscape and drainage function of the land while still supporting the broader intent of the Mixed Use Zone by providing open space that contributes to the neighbourhood setting and amenity.
Assessment Benchmarks	Oonoonba PDA Development Scheme • Zone/precinct requirements • PDA-Wide Criteria - Housing and community - Neighbourhood, block and lot design - Street design and parking - Environment and sustainability • Implementation Strategy • Design Outcomes • Traffic, Access, Parking, Servicing PDA Guidelines: • PDA guideline no. 1 - Residential 30 (May 2015) • PDA guideline no. 05 - Neighbourhood planning and design (May 2015) • PDA guideline no. 06 - Street and movement network (February 2019) • PDA guideline no. 12 - Park planning and design (May 2015) • PDA guideline no. 13 – Engineering standards (September 2017) • PDA guideline no. 14 – Environmental values and sustainable resource use (May 2015) • PDA guideline no. 15 – Protection from flood and storm tide inundation (May 2015) The proposal has been prepared to respond to the relevant requirements of the <i>Oonoonba PDA Development Scheme</i>, including the zone and precinct provisions, PDA-wide criteria and the implementation strategy. In particular, the proposal addresses the scheme outcomes relating to housing and community, neighbourhood, block and lot design, street design and parking, environment and sustainability, design outcomes, and traffic, access, parking and servicing. The proposal represents a continuation of development across the site, which has already been established as generally compliant with the applicable framework, with any changes to the layout driven primarily by Council's requirements. The revised layout, staging and open space treatment therefore seek to provide a practical and functional outcome that remains consistent with the overall intent of the development scheme. The proposal has also been informed by the relevant PDA guidelines. The development will be designed and constructed generally in accordance with the applicable standards, guidelines and manuals, subject to detailed design and necessary approvals.
DCOP	Discussions with Council have indicated a preference for a larger balance of land to be provided for future flood storage and open space than is currently envisaged under the Oonoonba Development Scheme. Development of the site has been investigated and actively pursued; however, it has ultimately been determined that it is in the public interest to dedicate the larger open space area to Council. As a consequence, some of the infrastructure mapping shown in the DCOP does not align with the revised development layout. Notwithstanding this, the DCOP infrastructure continues to be planned for and can still be delivered, albeit in locations that are more appropriate to the updated layout.

6 CONCLUSION

This town planning report supports a development application made on behalf of Economic Development Queensland Housing Supply and Delivery to Economic Development Queensland for the Village, Oonoonba.

The site is located at 16 Darter Street, Oonoonba, and is described as Lot 9001 on SP306214 and part of Lot 1099 on SP280605.

The proposal represents a logical continuation of the staged development of The Village, Oonoonba, responding to site constraints, flood considerations and the outcomes of ongoing consultation with EDQ and Council.

The revised layout delivers 37 residential lots, associated balance land, open space and new road infrastructure in a form that is consistent with the overall intent of the Oonoonba PDA Development Scheme and relevant PDA guidelines, while also enabling the timely delivery of priority infrastructure and housing.

Specifically, the application seeks:

- Development Permit for Reconfiguring a Lot: staged development for 37 residential lots, 1 balance lot, open space/ drainage reserve, new road and associated plan of development.

The proposal has been informed by detailed technical investigations addressing traffic, civil engineering, stormwater, flooding and open space. These investigations demonstrate that the site can be developed in a manner that maintains acceptable levels of service, provides appropriate flood immunity, and integrates with existing servicing and infrastructure networks. The open space and drainage outcomes also respond to the site's existing environmental and landscape characteristics, including mature vegetation, drainage corridors and the Ross River interface.

While some elements of the proposed layout differ from the DCOP and earlier master planning assumptions, these variations are driven by the need to respond to flooding constraints and to provide a more practical and deliverable development outcome.

Overall, the proposal provides an appropriate planning response for the site and is recommended for approval, subject to reasonable and relevant conditions.