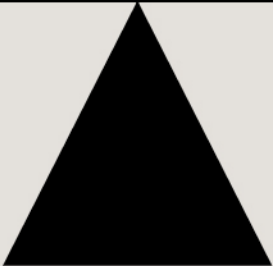


PROPERTY
PROJECTS
AUSTRALIA



Town Planning Report

286 LAKESIDE DRIVE, 00N00NBA QLD 4811

Town Planning Report

286 LAKESIDE DRIVE, OONNOONBA QLD 4811

- PDA development Permit for Material Change of Use for Service Station (Undefined Use) and Fast Food Premises

Assessable Development

Prepared by Property Projects Australia Pty Ltd
Prepared for Bower Property Group

14 August 2026

Prepared by Toby Fiorillo - Town Planner
Reviewed by Sam Spiro - Director

BRISBANE OFFICE

LOWER GROUND/618-626 BRUNSWICK ST
NEW FARM QLD 4005 AUSTRALIA
P +61 7 3254 1566

TOOWOOMBA OFFICE

123 MARGARET ST
TOOWOOMBA QLD 4350 AUSTRALIA
P +61 7 4632 0516

MELBOURNE OFFICE

LEVEL 1, 239 NICHOLSON STREET
CARLTON VIC 3053 AUSTRALIA
P +61 3 7037 0432

CONTENTS

1. EXECUTIVE SUMMARY	5
2. DEVELOPMENT PROPOSAL	10
2.1. Site Overview	10
2.2. Development Overview	12
2.2.1. Tenancy 1 (Service Station)	13
2.2.2. Tenancy 2 (Fast Food Premises)	13
2.2.3. Tenancy 3 (Fast Food Premises)	14
2.3. Site History	14
2.3.1. DEV2016/757	14
2.3.2. DEV2021/1199	15
2.3.3. DEV2022/1298	15
2.4. Land Use & Operation	15
2.5. Design	17
2.6. Infrastructure, Services and Assets	18
2.7. Proposed Area Breakdown	19
2.8. Supporting Information	20
2.8.1. Architectural Statement	20
2.8.2. Landscaping	20
2.8.3. Civil Engineering	21
2.8.4. Air Quality Statement	21
2.8.5. Noise Impact Statement	22
2.8.6. Flood Impact Assessment	22
2.8.7. Transport Engineering Report	23
2.9. Consultation	23
2.9.1. Assessment Manager	23
3. ASSESSMENT BENCHMARKS	24
3.1. State Planning Policy 2017 ("SPP")	24
3.2. Economic Development Act 2012	25
3.3. Assessment Manager	26

3.4. Preliminary Approval (DEV2016/757)	26
3.5. Oonoomba Urban Development Area Development Scheme	26
3.6. Vision	26
3.7. Public Notification	27
3.8. Zoning	27
3.9. PDA-Wide Criteria	27
3.10. EDQ Guidelines	27
4. KEY PLANNING MATTERS	29
4.1. Suitability of the Proposed Land Use	29
4.1.1. PDA Vision	29
4.1.2. Sufficient Grounds	30
4.1.3. Preliminary Approval (DEV2016/757)	31
4.2. Traffic and Access	31
4.3. Engineering	32
4.3.1. Culvert	32
4.3.2. Earthworks	33
4.3.3. Stormwater Management	33
5. CONCLUSIONS AND RECOMMENDATION	34

TABLES

Table 1 – Site Details.....	5
Table 2 – Land Use & Operation Summary.....	15
Table 3 – Design Summary.....	17
Table 4 – Infrastructure, Services and Assets.....	18
Table 5 – Schedule of Areas.....	19
Table 6 – Response to EDQ Prelodgement Meeting.....	45
Table 7 – Uses and Development Guideline Plan Requirements.....	48
Table 8 – Assessment of Vision Criteria.....	54
Table 9 – Assessment of PDA-Wide Criteria.....	57

FIGURES

Figure 1 – Context Plan – Aerial.....	8
Figure 2 – Context Plan – Planning Scheme.....	9

APPENDICES

APPENDIX A Application Documentation and Searches.....	35
APPENDIX B Proposal Plans.....	36
APPENDIX C Landscape Concept plan.....	37
APPENDIX D Engineering & Stormwater Management Report.....	38
APPENDIX E Air Quality Statement.....	39
APPENDIX F Noise Impact Assessment.....	40
APPENDIX G Flood Impact Assessment Report.....	41
APPENDIX H Transport Engineering Report.....	42
APPENDIX I Preliminary Approval (DEV2016/757).....	43
APPENDIX J Consultation Review.....	44
APPENDIX K Assessment Benchmarks.....	47

1. EXECUTIVE SUMMARY

Table 1 – Site Details

Applicant:	Bower Property Group C/- Property Projects Australia
Address of Site:	286 Lakeside Drive, Oonoonba QLD 4811 ("the subject site") Refer to Figure 1
Property Description:	Lot 6000 on SP302846
Easements / Encumbrances:	The subject site is burdened by Easement A on SP302846 (749m ²) for the purposes of sewer infrastructure.
Existing Area of Site:	8,649m ² (0.865 ha)
Future Area of Site:	8,545m ² (0.855 ha)
Land Owner:	The Minister for Economic Development Queensland Refer to Appendix A
Regional Plan:	The subject site is located in the Townsville urban area (NQ) of the North Queensland Regional Plan 2020 Refer to Appendix A
Assessing Authority:	Minister for Economic Development Queensland ("MEDQ")
Priority Development Area:	Oonoonba Priority Development Area ("PDA")
Development Scheme:	Oonoonba Urban Development Area Development Scheme ("Development Scheme")
Development Scheme Zone:	Special Purpose Zone Refer to Figure 2
Preliminary Approval:	DEV2016/757 – Uses and Development Guidelines Plan
Planning Scheme:	Townsville City Plan 2014 – Version 2025 / 1 ("the planning scheme")
Planning Scheme Zone:	Community Facilities Zone
Planning Scheme Overlays:	Under the planning scheme, the site is situated within the following overlays: ■ Airport Environs Overlay ○ Operational Airspace – Airspace More Than 90m Above Ground Level ○ Wildlife Hazard Buffer Zones and Public Safety Areas – Distance from Airport Runway – 8km

	■ Coastal Environment Overlay ○ Storm Tide Inundation Areas and Erosion Areas from Sea Level Rise – Medium and High Hazard ■ Development Constraints Overlay ○ Flood Hazard – Low, Medium and High Hazard Area ■ Infrastructure Road Noise Corridors ○ Road Noise Corridors – Category 1 and 2 ■ Infrastructure Rail Noise Corridors ○ Rail Noise Corridor – Category 1, 2, 3 and 4 ■ Acid Sulfate Soils Figure 9.2
Development Assessment Mapping System (DAMS):	The subject site is mapped to be within the following matters of interest: ■ Coastal Protection ○ Coastal Area - Medium Storm Tide Inundation Area ○ Coastal Area - High Storm Tide Inundation Area ■ Fish Habitat Areas ○ Queensland Waterways for Waterway Barrier Works ■ State Transport Corridor ○ Railway Corridor ○ Areas Within 25m Of a State Transport Corridor ○ Area Within 25m Of a Railway Corridor ■ State-controlled Road Intersection ○ Area Within 100m Of a State-controlled Road Intersection ■ Planned Upgrades ○ Planned Upgrades for State-controlled Road Intersection ■ Priority Development Areas ○ Priority Development Area ■ Areas Of Regional Interest ○ Strategic Cropping Area (SCA) ○ Priority Living Area (PLA)
Proposal Overview:	This PDA development application seeks approval to establish one (1) x service station (undefined use) and two (2) x Fast Food Premises. The proposal plans are provided at Attachment B which outlines the following development intent: - ■ A service station with four (4) refuelling islands and eight (8) refuelling positions under a canopy and an associated Service Station building (240m²); ■ A Fast Food Premises (Tenancy 2 - 185m²) with drive-through facility which accommodates queuing for thirteen (13) cars;

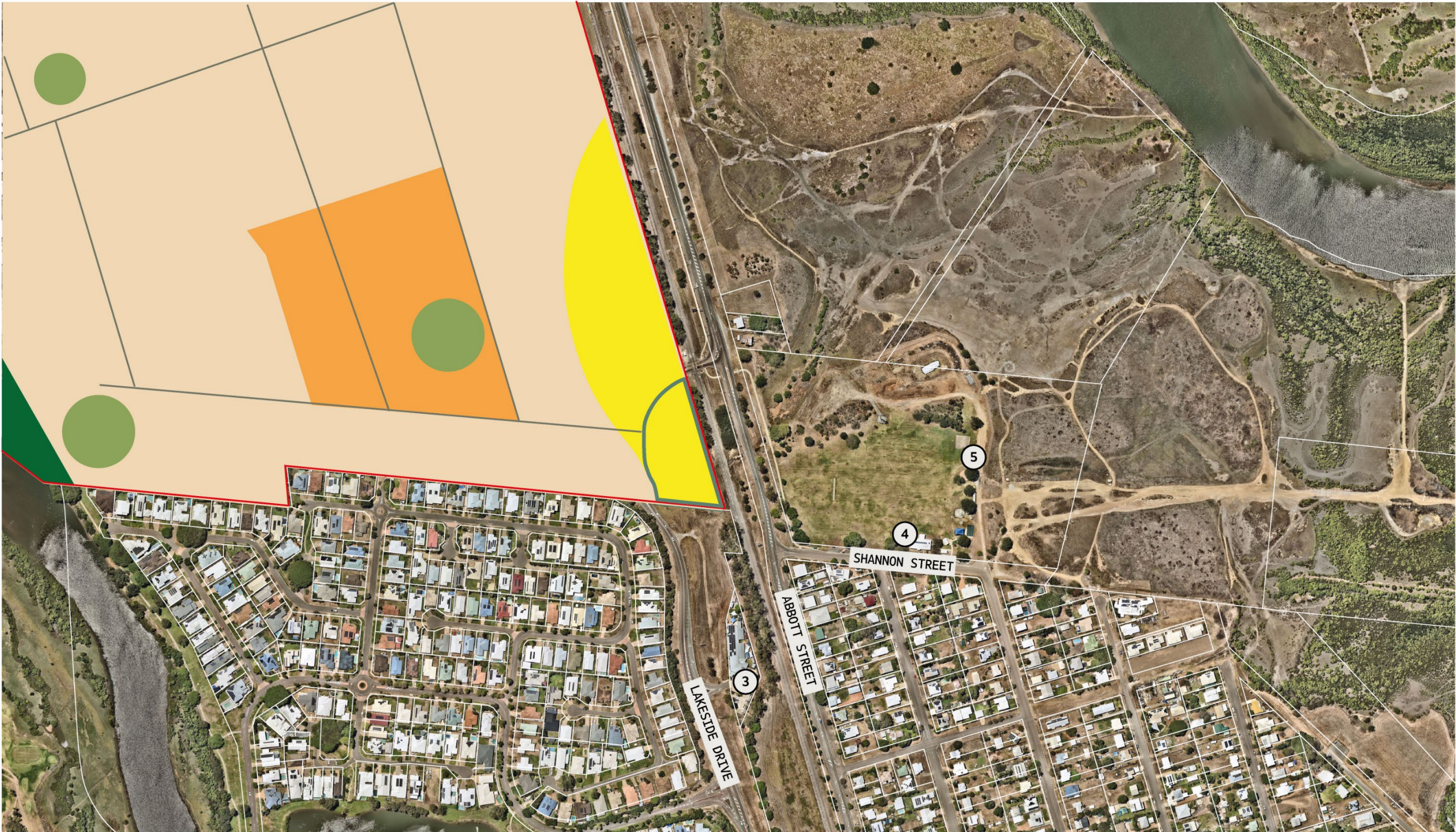
	■ A Fast Food Premises (Tenancy 3 - 264m²) with drive-through facility which accommodates queuing for twelve (12) cars; ■ Operational hours of 24 hours a day, seven (7) days a week; ■ Two (2) access crossovers to Lakeside Drive; one (1) left-in left-out crossover on the northern boundary and one (1) all movements crossover on the southern boundary; ■ Internal access routes and manoeuvring areas to allow for effective access throughout the site ■ 2,577m² of Landscaping; and ■ Separate loading and refuse areas associated with each tenancy. Refer to Section 2.0.
Aspects of Development:	■ PDA development Permit for Material Change of Use for Service Station (Undefined Use) and Fast Food Premises

Figure 1 – Context Plan – Aerial



SUBJECT SITE: 286 LAKESIDE DRIVE, 00N00NBA QLD 4811 (LOT 6000 ON SP302846) LEGEND: 00N00NBA PDA BOUNDARY STATE-CONTROLLED RAILWAY CORRIDOR		1 MY LITTLE FEET CHILDCARE CENTRE 2 DIRTY BOOTS CAFE 3 FAIRFIELD WATERS EARLY LEARNING	4 00N00NBA COMMUNITY CENTRE 5 00N00NBA QUAD TRACK PARKLAND AND OPEN SPACE	PPA PROPERTY PROJECTS AUSTRALIA
SCALE: NTS SOURCE: NEARMAP, ECONOMIC DEVELOPMENT QUEENSLAND THE CONTENT OF THIS DOCUMENT INCLUDES THIRD PARTY DATA. PROPERTY PROJECTS AUSTRALIA PTY LTD DOES NOT GUARANTEE THE ACCURACY OF SUCH DATA.				

Figure 2 – Context Plan – Planning Scheme



LEGEND:	SUBJECT SITE: 286 LAKESIDE DRIVE, 00N00NBA QLD 4811 (LOT 6000 ON SP302846)	SPECIAL PURPOSES ZONE	INDICATIVE PARK	OPEN SPACE ZONE
	00N00NBA PDA BOUNDARY	RESIDENTIAL ZONE	MIXED USE ZONE	
SCALE: NTS SOURCE: NEARMAP, ECONOMIC DEVELOPMENT QUEENSLAND THE CONTENT OF THIS DOCUMENT INCLUDES THIRD PARTY DATA. PROPERTY PROJECTS AUSTRALIA PTY LTD DOES NOT GUARANTEE THE ACCURACY OF SUCH DATA.				
				PROPERTY PROJECTS AUSTRALIA

2. DEVELOPMENT PROPOSAL

2.1. Site Overview

As illustrated in **Figure 1** above, the subject site is irregular in shape, with a frontage of approximately 165m to Lakeside Drive. The subject site immediately adjoins the intersection of Lakeside Drive and Riveredge Boulevard and the intersection of Lakeside Drive and the North Coast Line (State-controlled railway corridor).

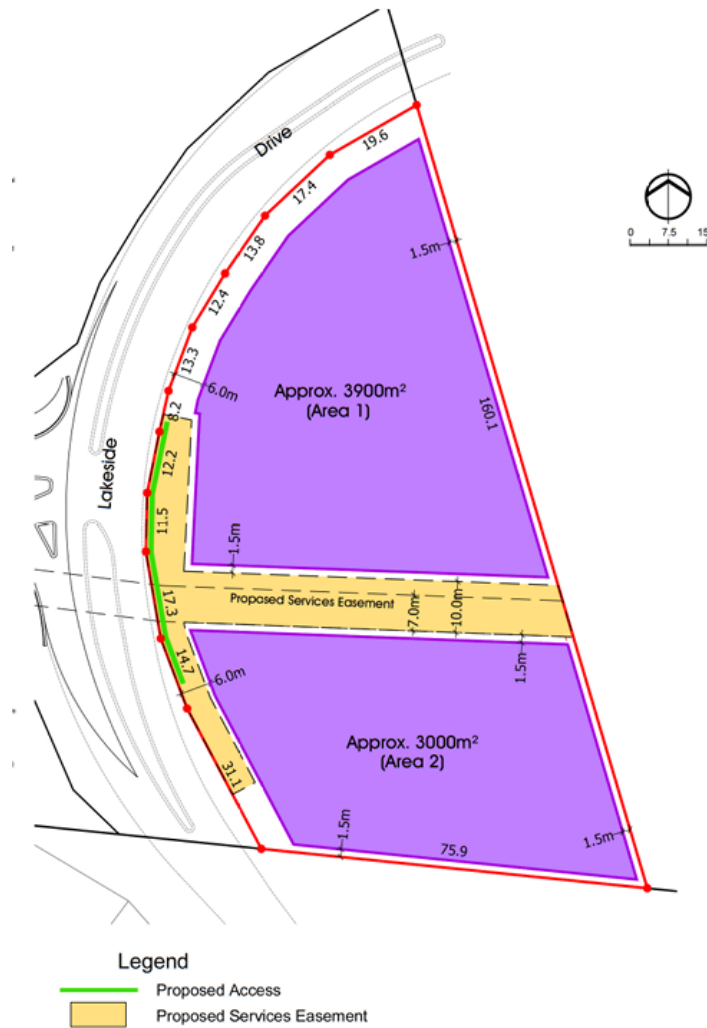
The subject site is a large vacant parcel of land which has been mostly cleared of vegetation and contains an existing services easement for sewer purposes, being Easement A on SP302846.

The site, in its existing arrangement, has an area of 8,649m². However, the site is anticipated to undergo land resumption with future lot boundaries to be confirmed. Accordingly, the Proposal Plans at **Attachment B** reflect the forthcoming resumption, and the site area has been reflected as 8,545m².

Contextually, the subject site is located within an established residential catchment situated to the south of Townsville CBD and the Ross River. Within the immediate context, the subject site adjoins the North Coast railway line (State-controlled railway corridor) to the east, with Abbott Street (State-controlled road) located further east. Vacant land and a childcare centre is identified immediately to the south of the site and across Lakeside Drive to the north, south and west is an established residential area.

The site is situated within the Oonoonba Priority Development Area ("PDA") and as such, is subject to the requirements of the Oonoonba Priority Development Area Development Scheme (2021 amendment) ("the Development Scheme"). As shown in **Figure 2** above, the subject site is identified within the Special Purpose Zone under the Development Scheme.

A PDA preliminary approval (Ref: DEV2016/757) has been granted by the MEDQ over the site. The PDA preliminary approval grants approval for a material change of use for various land uses in accordance with the Uses and Development Guidelines Plan, including Service Stations and Fast Food Premises. The proposed development has been designed, aesthetically and technically, in accordance with the Uses and Development Guidelines Plan of the preliminary approval (refer to **Appendix I**). Detailed discussion demonstrating compliance with the preliminary approval has been provided at **Section 4.1.3** and **Appendix K** and the uses and development guidelines Plan has been provided below at **Extract 1**.



Extract 1 - Uses and Development Guidelines Plan
Source - Economic Development Queensland

The land located to the north and west of the site is located within the Residential Zone under the Development Scheme, with a number of one (1) and two (2) storey dwellings having been constructed within this area to date. The residential area located immediately to the north of the site has undergone significant residential development with additional dwellings expected to be delivered in the near future. The land to the south is located outside of the development scheme boundaries.

Whilst the subject site is nominated within the Special Purposes Zone under the development scheme, the delivery of the Oonoonba PDA, which is now commonly referred to as The Village, Oonoonba, has been formed by recent economic shifts and flooding events. It is noted that recent structure and zoning maps released by EDQ nominate the subject site (shown in red in **Extract 2**) as 'Future Retail Development' and have accordingly removed the Mixed-Use Zone to the west. Whilst this change has not been formally incorporated by the Development Scheme, it demonstrates the overarching intent for the subject site to accommodate retail uses, particularly within the current urban environment and subsequently align with contemporary

expectations of the Village, Oonoonba and the intended development outcome of the preliminary approval (DEV2016/757).



Extract 2 - The Village, Oonoonba

Source - Economic Development Queensland

2.2. Development Overview

The development application seeks approval to redevelop the subject site to establish a new Service Station and two (2) new Fast Food Premises. Specifically, the development application seeks approval for the following aspects of development:

- PDA development Permit for Material Change of Use for Service Station (Undefined Use) and Fast Food Premises

As shown in **Extract 3** below, the proposed development appropriately responds to the subject site's irregular formation, while locating the built form and presentation to Lakeside Drive. Vehicle Access will be provided via two (2) new access crossovers to Lakeside Drive along the northern and southern boundaries of the site, respectively.

Significant landscaping will be provided, accounting for 2,577m² of site area (including balance area). Significant landscaped areas are provided to the eastern boundary adjoining the railway corridor, to the southern boundary and along the Lakeside Drive frontage.

The site plan also contains an undeveloped grassed balance area to the south east of the site, to be considered for future development opportunities.

All tenancies seek to operate twenty-four (24) hours, seven (7) days a week.



Extract 3 - Proposed Site Plan (Drawing Number 19212-DA02 Revision J)

Source - Verve Design Group

Further details on each aspect of development are provided below, with detailed discussion of key technical items in **Section 4** of this report.

2.2.1. Tenancy 1 – Service Station (Undefined Use)

As shown in **Extract 3** and **Extract 4** below, the proposed development seeks to establish a Service Station located along the north eastern portion of the site. The tenancy will be operated individually, however, will share a common wall and associated service areas with Tenancy 2 (Fast Food Premises).

Tenancy 1 will comprise a single-storey building with a gross floor area of 240m² with a primary building height of 4.760m and an associated blade wall with a maximum height of 8.000m. The tenancy will include a 5.500m high fuel canopy accommodating four (4) refuelling islands with eight (8) refuelling positions. Tenancy 1 will be provided a service area and 17 car parking spaces which will be shared with Tenancy 2.

2.2.2. Tenancy 2 – Fast Food Premises

As shown in **Extract 3** and **Extract 4** below, the proposed development seeks to establish a Fast Food Premises located along the north western portion of the site.

Tenancy 2 will comprise a single-storey building with a gross floor area of 185m², a maximum building height of 4.800m, and an associated blade wall with a maximum height of 6.500m. The tenancy will also incorporate a drive-through lane accommodating queuing for 13 vehicles and two (2) waiting bays, in addition to the shared services and areas with Tenancy 1.



Extract 4 – Building Elevations (Drawing Number 19212-DA04 Revision F)

Source – Verve Design Group

2.2.3. Tenancy 3 – Fast Food Premises

As shown in **Extract 3** and **Extract 5** below, the proposed development seeks to establish a freestanding Fast Food Premises located along the south western portion of the site.

Tenancy 3 will comprise a single-storey building with a gross floor area of 264m², a maximum building height of 6.200m, and an associated blade wall with a maximum height of 9.500m. The tenancy will also incorporate a drive-through lane accommodating queuing for 12 vehicles, 15 car parking spaces, two (2) waiting bays, and a separate service area.



Extract 5 – Building Elevations (Drawing Number 19212-DA06 Revision F)

Source – Verve Design Group

2.3. Site History

2.3.1. DEV2016/757

A PDA preliminary approval (Ref: DEV2016/757) was granted by the MEDQ over the site. The PDA preliminary approval granted approval for a material change of use for the following land uses in accordance with the Uses and Development Guidelines Plan:

- Business;
- Fast Food Premises;
- Indoor Sport;
- Entertainment And Recreation;
- Service Industry;

- Shop;
- Service Station (Undefined Use);
- Utility Installation; and
- Warehouse.

The development Guidelines Plan under the preliminary approval provides a range of design outcomes, most notably associated with boundary setbacks, car parking, and articulation measures to be incorporated into future development on the subject site.

In view of the above, the proposed land uses and overall design outcomes are generally compliant with the requirements of the of the preliminary approval. A copy of the preliminary approval has been provided at **Appendix I**.

2.3.2. DEV2021/1199

A PDA development application (Ref: DEV2021/1199) was lodged over the subject site for a material change of use for service station and Fast Food Premises on 07 June 2021 and deemed properly made by Economic Development Queensland on 20 June 2021. The development application was withdrawn on 14 January 2026.

2.3.3. DEV2022/1298

A PDA development application (Ref: DEV2022/1298) was lodged over the subject site for a reconfiguring a Lot (subdivision) on 07 June 2021 and deemed properly made by Economic Development Queensland on 20 June 2021. The development application was withdrawn on 14 January 2026.

2.4. Land Use & Operation

An overview of the proposed development and its intended operation is provided at **Table 2** below.

Table 2 – Land Use & Operation Summary

Aspect	Response
Defined Use:	The proposed development is defined as a Fast-Food Premises under Schedule 2 of the Development Scheme. Further, the development involves a new Service Station, with the definition outlined in the Planning Regulation 2017. The definitions are provided below: ■ Fast Food Premises – Means the use of premises for the preparation and sale of food to the public generally for immediate consumption on or off the premises. The use may include drive through facilities and ancillary facilities for the consumption of food on the premises. ■ Service Station – means the use of premises for– a) selling fuel, including, for example, petrol, liquid petroleum gas, automotive distillate or alternative fuels; or

Aspect	Response
	b) a food and drink outlet, shop, trailer hire, or maintaining, repairing, servicing or washing vehicles, if the use is ancillary to the use in paragraph (a).
Hours of Operation:	Each tenancy seeks to operate twenty-four (24) hours a day, seven (7) days a week.
Vehicle Access:	The proposed development seeks to incorporate two (2) new access crossovers to Lakeside Drive; one (1) left-in left-out crossover on the northern boundary and one (1) all movements crossover on the southern boundary.
Pedestrian Access:	Due to the highly urbanised nature of the subject site and its surroundings, the proposed development does not involve dedicated pedestrian access to the site.
Car Parking:	The proposed development provides a total of thirty-four (34) car parking spaces (including two (2) PWD spaces), plus two (2) waiting bays for each Fast Food Premises. Additionally, the proposal accommodates an additional eight (8) refuelling positions associated with the Service Station, thirteen (13) drive-thru queuing positions associated with tenancy 2 and twelve (12) drive-thru positions associated with tenancy 3.
Waste Storage / Collection:	■ Tenancy 1 (Service Station) & Tenancy 2 (Fast Food Premises) – A shared refuse storage area with separate containers is provided to the east of the Tenancy 1 building. ■ Tenancy 3 (Fast Food Premises) – A refuse storage area is provided to the east of Tenancy 3 building. Waste collection will occur under a commercial collection arrangement.
Servicing / Loading:	■ Tenancy 1 (Service Station) & Tenancy 2 (Fast Food Premises) – A shared service bay for refuse collection and deliveries is provided to the east of the Tenancy 1 building. ■ Tenancy 3 (Fast Food Premises) – A service bay for refuse collection and deliveries is provided to the east of Tenancy 3 building The proposed development is capable of accommodating the efficient movement of all service vehicles required to access the site.

2.5. Design

Information on the key design aspects is provided at **Table 3** below.

Table 3 – Design Summary

Design:	
Building Form:	■ Tenancy 1 (Service Station) – One (1) storey and 4.760m for the primary building, 5.500m for the fuel canopy and 8.000m for the blade wall; ■ Tenancy 2 (Fast Food Premises) – One (1) storey and 4.800m for the primary building and 6.500m for the blade wall; and ■ Tenancy 3 (Fast Food Premises) – One (1) storey and 6.200m and 9.500m for the blade wall
Orientation:	The proposed development locates the access to the tenancies inward toward the site, with appropriate activation measures presenting to Lakeside Drive along the western and northern boundaries.
Setbacks:	The proposed development incorporates appropriate setbacks, taking into consideration the site's irregular formation and surrounding land uses. The minimum setback to Lakeside Drive from built form is 7.640m along the front (western) boundary. significant setbacks in excess of 15.000m are provided from the southern, northern, and eastern boundaries.
Materials & Finishes:	The proposed development includes a range of building materials to articulate the façades of the built form, including: ■ Timber Look Express Joint Cladding; ■ Illuminated Band; ■ Vertical Express Joint Cladding; ■ Tilt Up Panel Paint Finish; ■ Precast Panel; and ■ Vertical Colorbond Cladding.
Landscaping:	Significant landscaping will be provided, accounting for 2,577m ² of site area (including balance area). Significant landscaped areas are provided to the eastern boundary adjoining the railway corridor, to the southern boundary and along the Lakeside Drive frontage.
Earthworks & Retaining:	Retaining walls up to 1.6m high will be required along the property boundaries, with walls up to 2.6m high to the existing easement.

Site Access	The Proposed development seeks to incorporate two (2) new access crossovers to Lakeside Drive; one (1) left-in left-out crossover on the northern boundary and one (1) all movements crossover on the southern boundary.
--------------------	--

2.6. Infrastructure, Services and Assets

An overview of the proposed infrastructure services connections and stormwater management strategies are provided at Table 4 below.

Table 4 – Infrastructure, Services and Assets

Aspect	Response
Water:	There is an existing water main, which crosses the northern portion of the site, from Riveredge Boulevard, continuing to Abbot Street. The proposed development will be connected to the existing water main. Further, the proposed buildings and structures will be designed to ensure adequate clearance to the existing water main. Refer to the Engineering & Stormwater Management Report at Appendix D.
Sewer:	There is currently no sewer infrastructure within Lakeside Drive. It is proposed that a new portion of sewer reticulation main is constructed from the existing manhole on the corner of Darter Street and Riveredge Blvd to service the proposed development. Refer to the Engineering & Stormwater Management Report at Appendix D.
Stormwater Quantity:	Due to the extent of the properties shown to be affected by the 1% AEP rain event, and location of the proposed site within the greater catchment, no onsite detention has been designed for this project. It has been assumed that any onsite mitigation would have the peak flows coincide with the greater catchment, therefore having negative impacts on upstream properties. The proposed stormwater drainage strategy comprises an internal pit and pipe network discharging to the existing drainage channel (Channel 1) within the sewer easement, which conveys flows eastward beneath the railway and Abbott Street to Ross River.
Stormwater Quality:	In accordance with the stormwater management design objectives identified in the State Planning Policy 2017, runoff from the proposed development will be collected by a private drainage system comprising of a series of field inlet pits and roof water

Aspect	Response
	drainage, conveyed to an end-of-line water quality tank upstream of the site. All new field inlets shall be fitted with Atlan 'Stormsacks' on this project to act as primary treatment, and full height Atlan 'Atlanfilter' cartridges within tanks as tertiary treatment. The proposed stormwater quality treatment strategy meets, and exceeds, the State Planning Policy 2017 targets.
Vehicle Access:	The Proposed development seeks to incorporate two (2) new access crossovers to Lakeside Drive; one (1) left-in left-out crossover on the northern boundary and one (1) all movements crossover on the southern boundary. The southern all-movement access will be located outside of the PDA boundary, and a subsequent operational works application will be lodged with Townsville City Council.
Electricity, Data and Telecommunications:	The proposed development is capable of being appropriately serviced by water, stormwater, sewer and electricity infrastructure surrounding the subject site.
Earthworks:	To facilitate the proposed development, approximately 150mm of fill will be required on the existing building pads, and up to 2.0m of excavation on the southern portion of the site to reduce the stormwater impacts of the proposed development. Further, retaining walls will be required in the northern portion of the site and along the eastern boundary, adjacent to the existing railway corridor.

2.7. Proposed Area Breakdown

A summary of the areas associated with the proposed development is outlined at **Table 5** below.

Table 5 – Schedule of Areas

Aspect	Area (m ²)
Total Gross Floor Area:	■ Tenancy 1 (Service Station): 240m² ■ Tenancy 2 (Fast Food Premises): 185m² ■ Tenancy 3 (Fast Food Premises): 264m² ■ Total: 689m²
Total Impervious Area:	5,247m ²
Total Landscaping Area:	2,577m ²
Site Cover:	15.5%

2.8. Supporting Information

2.8.1. Architectural Statement

The Architectural Plans prepared by Verve Design Group are provided within **Appendix B**. The Proposal Plans demonstrate how the proposed Service Station and Fast Food Premises, appropriately respond to the site's context and provide an appropriate commercial presentation to the public realm.

2.8.2. Landscaping

A landscape concept plan has been prepared by Andrew Gold Landscape Architects at **Appendix C**.

The plan outlines the concept landscape design for the proposed Service Station and Fast Food Premises, along with a concept landscape design for the future development area. The landscape concept design for the future development area is intended to demonstrate at a high level the type of landscape design which may be developed in the future over the balance of the site.

The development provides 2,577m² (excluding Easement A on SP302846) to landscaping and deep planting across the site, with perimeter planting presenting to Lakeside Drive to increase visual presentation to the public realm.

As shown in **Extract 6** below, extensive landscaping has been incorporated throughout the subject site which equates to 2,577m² or 30% of the site area (excluding Easement A on SP302846). Perimeter planting presenting to Lakeside Drive is provided to increase visual presentation to the public realm while internal planting adjoining the easement corridor creates an attractive internal interface.



Extract 6 – Landscape Concept Plan (Sheet 1 Issue D)

Source – Andrew Gold Landscape Architect

The key components of this plan are outlined below:

- **Feature shade / screen trees** – A number of feature shade / screen trees are proposed to provide shade and visual amenity along the Lakeside Drive frontage, southern boundary and through-out the subject site. The proposed shade / screen trees will provide shade, screening, visual amenity and landscape softening to the Service Station and Fast Food Premises building and future land uses to be developed over the balance of the site;
- **Shrubs and Groundcover** – Shrubs and ground cover are proposed along the Lakeside Drive frontage and throughout the proposed car parking areas to assist in softening the proposed development's presentation to the streetscape, provide visual amenity and landscape softening to the Service Station and Fast Food Premises building, and reducing the visual impact of hardstand areas; and
- **Thoughtful Planting** – The proposed development incorporates a diverse mix of landscaping and deep planting throughout the site. Planting has been located efficiently and strategically to soften the visual impact of the development while maintaining engagement and important sightlines between the public realm and private land.

2.8.3. Civil Engineering

A civil engineering assessment report has been prepared by STP Consultants at **Appendix D**. The key findings of the report are outlined below:

- The proposed development is capable of being appropriately serviced by water, stormwater, sewer and electricity infrastructure surrounding the subject site;
- The existing channel will be the lawful point of discharge for the proposed development. Stormwater from the proposed site is conveyed via a series of culverts, pits, and pipes to eventually outlet into the Ross River;
- Water runoff from the Service Station will be treated to ensure pollutants / contaminants are captured and not discharged from the subject site;
- The proposed development will involve filling and excavation to the building pads of approximately 150mm, and filling in battered areas of up to 2m; and
- Retaining walls up to 1.6m high will be required along the property boundaries, with walls up to 2.6m high to Easement A on SP302846.

2.8.4. Air Quality Statement

An Air Quality Statement has been prepared by MWA Environmental at **Appendix E**. The key findings of the report are outlined below:

- The Service Station and Fast Food Premises development emission sources are separated from existing or anticipated future sensitive land uses by more than 60 metres;
- Air pollutant and odour emissions from the Service Station with VR1 and VR2 emission control systems will readily comply with the relevant air quality objectives and odour criteria at existing or anticipated future sensitive land uses;
- Kitchen exhaust cooking odours will not cause odour nuisance at existing or anticipated future sensitive land uses.

Based on the above, no detailed quantitative air quality assessment is warranted in this instance.

2.8.5. Noise Impact Statement

A Noise Impact Assessment has been prepared by MWA Environmental at **Appendix F**. The key findings of the report are outlined below:

- The proposed development is considered to have the following noise sources:
 - Mechanical plant and equipment noise (i.e. air-conditioning units, refrigeration plant, compressors and exhaust ventilation fans);
 - Servicing activities (i.e. fuel tanker, truck airbrake, RCV / HRV movements and loading bay / waste collection activities); and
 - Vehicles, car parking and ordering systems (i.e. slow speed traffic on-site, engine starts, door slams, order point noise).
- The nearest noise receptors are the future residential lots to the north, residential dwellings located to the north-west (1 Darter Street), west (4 & 6 Bushlark Street) and south-west (40 Northshore Circuit) of the site;
- To mitigate potential noise impacts, the following recommendations are provided:
 - Mechanical plant and equipment is to be selected to achieve appropriate source noise levels and acoustically screened if necessary based upon assessment at the detailed design stage;
 - Where selected mechanical plant varies from the assumptions included in the report, a further assessment of mechanical plant noise impacts may be conducted at the detailed design stage once equipment has been selected to ensure compliance with development approval conditions;
 - Refuse collection and bulk refuel deliveries are to be limited to between 7am and 10pm.
 - Tyre inflation beepers be programmed to turn during night-time period; and
- The proposed development can operate on a 24-hour basis in compliance with the relevant noise amenity criteria subject to the implementation of the recommended noise control measures.

2.8.6. Flood Impact Assessment

A Flood Impact Assessment Report has been prepared by StormFlood Engineering at **Appendix G**. The key findings of the report are outlined below:

- The proposed finished floor level of 4.50m AHD is above the Defined Flood Event peak flood level of approximately 3.50m AHD and the Defined Storm Tide Event. This provides approximately 1.0m of freeboard and ensures the building footprints remain flood immune up to and including the 1% AEP climate change event;
- Peak flood level increases to the site are limited to no more than 10mm, with increases greater than 10mm within the subject site limited to the Channel 1 easement and the southern access.;
- no material change occurs within the Ross River floodplain or the rail and road corridors, and no significant increase in flow velocity occurs at the downstream railway and Abbott Street culverts;

- The site access points and Lakeside Drive are modelled as flood hazard category H1 (trafficable) and alongside the slow-rising nature of Ross River, allows for early evacuation as the primary flood-response strategy; and
- Overall, the proposed development can achieve flood immunity, manage flood risk for occupants, and avoid adverse flood impacts external to the site.

2.8.7. Transport Engineering Report

A Transport Engineering Report has been prepared by Colliers at **Appendix H**. The key findings of the report are outlined below:

- **Car Parking:** The car parking supply requirements for the proposed development have been determined in line with the Uses and Development Guidelines Plan. the development scheme proposes a total of 32 car parking spaces which meets the required provision of 27 car parking spaces.
- **Parking Layout:** In accordance with the Uses and Development Guidelines Plan, the car parking layout for the proposed development has been designed to achieve compliance with the Australian Standard AS2890.1.
- **Impact on Surrounding Road Network:** The proposed development is not expected to result in any adverse impact on the safety and operation of the surrounding road network, particularly as the intersection survey data demonstrates there is a clear temporal separation between the network peak and the development peak demand.
- **Access Arrangement:** The Proposed development seeks to incorporate two (2) new access crossovers to Lakeside Drive; one (1) left-in left-out crossover on the northern boundary and one (1) all movements crossover on the southern boundary. The proposed access points will connect to either end of a shared internal accessway extending along the eastern boundary of the site. Individual internal driveways will branch from the main accessway to provide access to each tenancy.

2.9. Consultation

2.9.1. Assessment Manager

A prelodgement meeting was held with the Economic Development Queensland and the Department of Transport and Main Roads on 19 February 2026. A copy of the prelodgement meeting minutes and full response is provided at **Appendix J**.

3. ASSESSMENT BENCHMARKS

3.1. State Planning Policy 2017 ("SPP")

The subject site is mapped as being affected by the following interests under the SPP:

- **Agriculture**
 - Agricultural land classification - class A and B
- **Development and construction**
 - Priority development area
- **Biodiversity**
 - Mses - regulated vegetation (intersecting a watercourse)
 - Mses - regulated vegetation (category R)
- **Natural hazards risk and resilience**
 - Flood hazard area - local government flood mapping area
 - Medium storm tide inundation area
 - Flood hazard area - level 1 - Queensland floodplain assessment overlay
 - High storm tide inundation area
- **Transport infrastructure**
 - Railway corridor
- **Strategic airports and aviation facilities**
 - Wildlife hazard buffer zone
 - Height restriction zone 90m
 - Aviation facility

A detailed assessment of the relevant interests under the SPP is provided below:

Agriculture

Despite the land being mapped within the Agricultural Land Classification - Class A and B, the land is identified within the Townsville Urban Area and Priority Living Area under the North Queensland Regional Plan. This designation is reflected in the site's inclusion within the Special Purposes Zone under the Development Scheme. The Development Scheme clearly identifies that the intent for the land is to be developed for an urban (not rural) purpose. The land is surrounded by residential development, a childcare centre and a railway line, thereby is not suitable to support any material agricultural production.

Development and Construction

The proposed development provides land uses and an overall design outcome which is consistent with the planning intent for development within the Oonoonba Priority Development Area. The proposed land uses are appropriately supported by complimentary land uses and services surrounding the site.

Biodiversity

The subject site has been mostly cleared of vegetation and has low ecological value. As such, the proposed development will not result in the fragmentation of any regulated vegetation identified on the site. Further, there is no existing waterway located within the extent of the subject site.

Natural Hazards Risk and Resilience

The proposed development does not directly or indirectly increase the hazard of flood to people or property. Whilst the subject site is included within the Flood Hazard Area, the proposed development is capable of managing any flood impacts, as shown in the Flood Impact Assessment Report at **Appendix G**. Additionally, hazardous materials are to be stored appropriately to avoid any risk to public safety or the environment. In view of the above, flood hazard is considered to be appropriately managed for the proposed development.

Transport Infrastructure

The proposed land uses, being a Service Station and Fast Food Premises, are an appropriate land use for the site adjoining and located within 25m of the North Line (State-controlled railway corridor). The proposed development will not adversely impact the safety and efficiency of the railway corridor.

Strategic airports and aviation facilities

The proposed development will not increase the propensity for wildlife strikes as it will ensure refuse is appropriately stored and will not generate emission that are likely to attract specific species to the premises.

3.2. Economic Development Act 2012

The *Economic Development Act 2012* provides the planning and development framework for development within a Priority Development Area ("PDA") and development declared to be PDA-associated development.

Pursuant to Section 3 of the *Economic Development Act 2012*, the main purpose of the Act is to facilitate economic development, development for community purposes, the provision of diverse housing, and the provision of premises for commercial or industrial uses in Queensland.

The proposed development is consistent with the purpose of the Act by facilitating the productive development of the subject site for commercial uses that will provide services to the surrounding and growing residential catchment, generate employment opportunities during both the construction and operational phases, and contribute to the economic and social wellbeing of the Oonoonba PDA.

In particular, the establishment of a Service Station and two Fast Food Premises represent the provision of premises for commercial uses expressly contemplated by Section 3 of the Act and supports the ongoing economic development and servicing of the Oonoonba community.

3.3. Assessment Manager

Given the subject site is located within the declared Oonoonba PDA, the Minister for Economic Development Queensland ("MEDQ") is the Assessment Manager for this development application.

3.4. Preliminary Approval (DEV2016/757)

A PDA preliminary approval was granted over the site by the Minister for Economic Development Queensland (MEDQ) on 7 April 2017 (EDQ Ref: DEV2016/757). The PDA preliminary approval granted approval for a material change of use for the following land uses: business, fast food premises, indoor sport, entertainment and recreation, service industry, shop, and Service Station (undefined use), utility installation and warehouse, in accordance with the Uses and Development Guidelines Plan.

The PDA preliminary approval provides a number of conditions outlining requirements for any land use to be developed onsite in the future. In particular, the conditions require that the approved development be carried out generally in accordance with the approved plans and documents. A copy of the approved plans and documents is provided at **Appendix I** and detailed discussion demonstrating the proposed development is compliant with the framework has been provided at **Appendix K**.

Further, the preliminary approval requires that a Traffic Impact Assessment and Stormwater Management Plan are required be submitted to EDQ Development Assessment to address traffic and stormwater management. A Transport Engineering Report is provided at **Appendix H** and a Stormwater Management Plan is provided as part of the Engineering Services Report at **Appendix D**.

3.5. Oonoonba Urban Development Area Development Scheme

The Oonoonba Urban Development Area Development Scheme came into effect on 15th April 2011 and was prepared in accordance with the Urban Land Development Authority Act 2007 ("ULDA Act"), which has since been repealed and replaced with the Economic Development Act 2012.

The Oonoonba PDA covers 83 hectares of land in the suburb of Oonoonba, approximately 3.5km south of the Townsville City Centre. The Oonoonba PDA is bound by the Ross River to the west and north, the North Coast Rail line and Abbott Street road corridor to the east, and the suburb of Idalia to the south. The site was formerly used as a Queensland Government cattle and research station.

Under the Level of Assessment Table included within the Development Scheme, the proposed development is considered Assessable Development within the Special Purposes Zone. Section 3.3 of the Development Scheme specifies the relevant PDA-wide criteria and zone intents which are required to be addressed in the assessment of a PDA development application.

3.6. Vision

The vision for the Oonoonba PDA is to become a residential neighbourhood, which provides a range of housing options suited to the local environmental. Further, a neighbourhood centre is envisaged, which provides a community focus and new pedestrian and cycle networks that connect important destinations within the PDA and nearby suburbs.

The proposed development seeks to establish one (1) x Service Station and two (2) x Fast Food Premises. The local residential population is growing rapidly in this location and the proposed development will contribute to the range of facilities available for residents, as well as provide employment opportunities.

Development within the Oonoonba PDA will achieve the vision by complying with the criteria set out in Section 2.2 of the Development Scheme. An assessment against these criteria is provided within **Appendix K**.

3.7. Public Notification

Section 3.2.8 in the Development Scheme nominates where public notification is required for a development application. Given the proposed development generally complies with the planning intent for the site, public notification is not considered necessary. This is particularly relevant given the historical applications over the site, including the most recent Material Change of Use application which was not required to be publicly notified.

3.8. Zoning

Map 2 in the Development Scheme illustrates the PDA structure and zoning plan. Under the Zoning Map, the subject site is located within the Special Purpose Zone. Refer to **Figure 2** above. It is noted that recent structure and zoning maps released by EDQ nominate the subject site as 'Future Retail Development'.

3.9. PDA-Wide Criteria

Section 3.3 of the Development Scheme provides the PDA-wide criteria which covers the following topics:

- Housing and community;
- Neighbourhood, lot and block design;
- Street design and parking; and
- Environment and sustainability.

An assessment of the PDA-wide criteria has been undertaken in **Appendix K** which demonstrates that the proposed development is in compliance with the PDA-wide criteria outlined in the Development Scheme.

3.10. EDQ Guidelines

The Development Scheme outlines that the EDQ Guidelines should be considered where lodging a PDA development application. With respect to the proposed development, the PDA guideline no. 9 – Centres is considered relevant to the proposed development. The provisions of the EDQ Guideline are addressed below:

Types of Centres

The proposed development provides a wide range of uses, including convenience retail uses such as Fast Food Premises and Service Station. The proposed development is in proximity to the surrounding residential catchment and is highly accessible for surrounding residents and visitors.

Centre Layout

The development incorporates retail uses that are compatible in scale with the low density residential housing to the north and west of the site. The proposed development is compact and highly legible with convenience retail uses located close to public and active transport.

Streets and Lots

No public streets are proposed to be created as part of the development.

Built Form

The proposed buildings are low rise in height and sufficiently setback from the Lakeside Drive road alignment.

Public Realm

The proposed buildings will be designed in accordance with the CPTED principles, including appropriate sightlines, lighting, CCTV and landscaping.

Car Parking

Adequate car parking spaces are provided for the proposed uses. A landscaped interface is also provided along Lakeside Drive to minimise the visual impact of the car parking areas to the streetscape.

Overall, the proposed development appropriately considers and responds to the EDQ guidelines, providing a well-located, accessible and appropriately designed retail outcome that supports the intended function, amenity and ongoing development of the Oonoonba PDA.

4. KEY PLANNING MATTERS

The detailed assessment contained in the appendices demonstrates that the proposed development is consistent with the assessment benchmarks that are relevant to a PDA development application which involves assessable development.

The following section provides further discussion regarding key aspects of the proposed development and clearly demonstrates that the proposed development is responsive to the sites context and constraints and, therefore, is an appropriate development outcome.

4.1. Suitability of the Proposed Land Use

The subject site is located within the Special Purpose Zone of the Development Scheme. Under Section 3.4.5 of the Development Scheme, land within the Special Purpose Zone is intended to be utilised for the construction of the Abbott Street deviation. Where it is determined that the land is not required for transport purposes, it is intended that the land should be used for residential purposes consistent with the Residential Zone under the Development Scheme. However, Section 3.2.5 of the Development Scheme states the following:

“UDA assessable development is consistent with the land use plan if . . . the development does not comply with the UDA development requirements but:

- a. the development does not conflict with the vision for the UDA; and
- b. there are sufficient grounds to approve the development despite the non-compliance with the UDA development requirements.”

The following sections demonstrate that the proposed development achieves compliance with the vision for the Oonoonba PDA and that there are sufficient grounds to approve the development despite the abovementioned non-compliance.

4.1.1. PDA Vision

A detailed response to the PDA vision criteria of the Development Scheme is provided within **Appendix J**. In summary, the assessment demonstrates the following outcomes in support of the proposed development:

- The subject site is located at the southern entry to the Oonoonba PDA, establishing a prominent community node for the surrounding area. The proposed development has been designed to facilitate the vision of Oonoonba Village to be a connected place through highly convenient movements.

In particular, two new (2) access crossovers to Lakeside Drive interconnected by an internal driveway will facilitate safe access to the proposed development whilst contributing to improved vehicle connection within the surrounding area.

- The proposed development contributes to managing environmental values and establishing landscape character through the incorporation of a suitable balance between built and natural elements, providing significant landscaped areas (equal to 2,577m² or 30% of the site area).

- The proposed development contributes to establishing a liveable community, as follows:
 - through the establishment of a well-designed and high-quality outcome on an otherwise underutilised vacant site;
 - through providing a range of economic benefits associated with employment generation during construction and operation phases;
 - ensuring that an appropriate balance between hardstand areas and soft landscaping and orientating the building to maximise access to breezes and natural light; and
 - through the ability for the current and future uses on site to provide retail opportunities for the surrounding community.
- The proposed development provides an appropriate interface to the adjoining railway corridor to the east and to the existing residential catchment on the adjacent side of Lakeside Drive (to the north and west). In particular, the proposed development is setback from the street frontage to provide a suitable transition to the residential areas and landscaping buffers are provided along the frontages to reduce the bulk and scale of buildings and structures.

Additionally, the Noise Impact Assessment at **Appendix F** demonstrates that the proposed development is capable of managing noise impacts to ensure no adverse impacts occur to the existing and future nearby residential uses.

- The proposed development contributes to establishing a modern, resilient and adaptable Oonoonba Village which promotes connectivity, safety and accessibility and embraces a building style that is in keeping with a surrounding context through:
 - incorporating appropriate connections to the surrounding road and encouraging safety through CPTED principles; and
 - accommodating a building style which is reflective of the land use whilst responding to the tropical context through landscaping and appropriate building materials.

4.1.2. Sufficient Grounds

Section 3.2.5 of the Development Scheme specifies that 'grounds' refers to matters of public interest which includes the matters specified as the main purposes of the Planning Act 2016, as well as superior design outcome and overwhelming community need.

With this in mind, the following response demonstrates that there are sufficient grounds to establish the proposed development within the Special Purposes Zone:-

- The subject site achieves a limited standard of amenity for residential purposes given the site's proximity to a railway line (North Coast Line) and higher order roads (Lakeside Drive and Abbott Street);
- The subject site has road frontage to a higher order road (Lakeside Drive) suitable for the development of a non-residential use;
- Whilst the subject site is nominated within the Special Purposes Zone under the development scheme, recent structure and zoning maps released by EDQ (Demonstrated in **Extract 1** above) nominate the subject site as 'Future Retail Development' which demonstrates the alignment with contemporary expectations of Oonoonba Village;

- MEDQ has previously approved the subject land for the proposed or equivalent non-residential uses under DEV2016/757, and the current proposal substantially implements that established development intent, subject to updated access and design arrangements.
- There is a community need for the proposed land uses in consideration of the anticipated future development of the Oonoonba PDA for residential purposes and the limited availability of Service Stations and Fast Food Premises within the surrounding area;
- The proposed development contributes to the economic development and job creation for the PDA; and
- The proposed development contributes to maintaining the economic, physical and social well-being of Oonoonba Village and its residents.

4.1.3. Preliminary Approval (DEV2016/757)

The proposed development is generally in compliance with the approved plans / documents within the preliminary approval, including the Uses and Development Guidelines Plan. In particular, the preliminary approval granted approval for a Service Station and Fast Food Premises land use to be established within the subject site. As such, the proposed land uses are consistent with the approved land uses under the previous preliminary approval.

Whilst the Uses and Development Guidelines site plan in **Extract 1** and **Appendix I** nominates the site access along the centre point of the western boundary to Lakeside Drive, it has been determined that this location was not practical. Therefore, the Proposal Plans at **Appendix B** incorporate two (2) new access crossovers to Lakeside Drive; one (1) left-in left-out crossover on the northern boundary and one (1) all movements crossover on the southern boundary. It has been determined that this arrangement is a better outcome from a traffic engineering perspective and therefore has been adopted within this development application strategy.

A detailed discussion demonstrating compliance with the design requirements of the Uses and Development Guidelines Plan has been provided within **Appendix K**.

In view of the above, the proposed land uses and overall design outcome are generally compliant with the requirements of the preliminary approval, including the Uses and Development Guidelines Plan.

4.2. Traffic and Access

The Proposed development seeks to incorporate two (2) new access crossovers to Lakeside Drive; one (1) left-in left-out crossover on the northern boundary and one (1) all movements crossover on the southern boundary.

Lakeside Drive Northern Access

The proposed northern access to Lakeside Drive will operate as a left-in / left-out access. This arrangement reduces potential conflict points and minimises the potential for vehicle delays and associated queueing at the site access. This arrangement is deemed necessary due

to the proximity of the access to the existing railway line on the east as it reduces the potential for vehicles to queue near the rail corridor.

The northern access will accommodate ingress and egress movements for up to a 19.0m long Articulated Vehicle (AV) to undertake refuelling at the service station.

To accommodate the northern access arrangement in its current form, the auxiliary left-turn short treatment will have a minor encroachment in the state-controlled railway corridor. It is emphasised that the extent of the encroachment is limited to line marking, and no pavement widening or civil works are proposed.

Lakeside Drive Southern Access

The proposed southern access onto Lakeside Drive allows for all movements. The proposed access has been located as far as practicable to the west of the intersection with Riveredge Boulevard to ensure safe movement and appropriate movements to and from Riveredge Boulevard will therefore be via a right-out / left-in manoeuvre thereby minimising disruption to through movements along Lakeside Drive.

The southern access will be the primary access point for the 12.5m HRV which will service Tenancy 3. This access has also been designed to accommodate egress for the 19.0m AV to undertake refuelling at the Service Station, however, will not accommodate ingress.

4.3. Engineering

4.3.1. Culvert

The site has two (2) existing defined channels through the site, being -

- **Channel 1:** 10m wide channel within an existing easement with 1 in 2 to 1 in 3 batters traversing west to east and
- **Channel 2:** 1.2m wide channel flowing from the South to intersect with Channel 1, with 1 in 3 to 1 in 4 batters

The existing channels convey water from the greater catchment to an existing culvert that directs the waters across Abbott Road on the east. To minimise any adverse impacts from the proposed site to the adjacent and upstream properties:

- Channel 1 will be regraded at 1:250 slope. The proposed driveway and carpark will be suspended above the 1% AEP flood event; and
- Channel 2 will be filled and replaced with a 2400mm wide x 900mm high culvert on the same channel alignment. Additional compensatory earthworks shall be completed to ensure the buildings have adequate flood immunity.

The proposed strategy provides adequate infrastructure beneath the hardstand/carparking areas, to appropriately convey (and mitigate) peak flows. This will therefore ensure that the development does not create adverse impacts.

4.3.2. Earthworks

The site has three (3) defined building pads formed around the above-mentioned culverts throughout the site. To ensure flood and overland flow immunity, the proposed development will require a minimum floor level of RL4.50m AHD and therefore require filling and excavation to the building pads of approximately 150mm and filling in battered areas of up to 2m.

No major earthworks are proposed within the existing sewer easement (Easement A on SP302846), however, it is recommended the easement be re-graded and maintained to ensure the surface is free draining.

In relation to the railway corridor along the eastern boundary, maintenance of the existing stormwater channel 1 will require minor earthworks within the corridor boundaries.

4.3.3. Stormwater Management

Stormwater Quantity

Stormwater exiting the site is currently conveyed through the existing stormwater channels overland and exits the site through an existing 2400x900mm box culverts to the East.

It has been determined that no onsite detention is required for the proposed development due to the extent of the properties shown to be affected by the 1% AEP rain event, and location of the proposed site within the greater catchment. Rather, it has been assumed that any onsite mitigation would have the peak flows of the site coincide with the regional catchment, therefore having negative impacts on upstream roads, infrastructure, and properties.

It is proposed that the site will utilise a traditional pit and pipe system that will outlet directly to existing Channel 1 within the sewer easement (Easement A on SP302846).

Stormwater Quality

The proposed development will incorporate stormwater quality management measures designed to achieve the State Planning Policy 2017 stormwater management objectives.

MUSIC modelling of the post-development site conditions confirms that stormwater quality treatment will be required, including Atlan Stormsacks and grassed swales within relevant treatment areas.

Subject to the implementation of the recommendations in the Engineering Services and Stormwater Management Report at **Appendix D**, the proposed treatment train will meet or exceed the State Planning Policy 2017 stormwater quality targets.

5. CONCLUSIONS AND RECOMMENDATION

This town planning report has been prepared by *Property Projects Australia Pty Ltd* on behalf of Bower Property Group ("the applicant") in support of a development application lodged over land located at 286 Lakeside Drive, Oonoonba QLD 4811 being more formally described as Lot 6000 on SP302846.

Specifically, this development application seeks a development approval for the following aspects:-

- PDA development Permit for Material Change of Use for Service Station (Undefined Use) and Fast Food Premises

This town planning report demonstrates that the development application, on balance, is consistent with the purpose of the *Economic Development Act 2012*, the relevant State interests, and assessment provisions of the Oonoonba Urban Development Area Development Scheme applicable to the proposed development.

Therefore, pursuant to Section 85 of the *Economic Development Act 2012*, the development application is recommended for approval, subject to reasonable and relevant conditions.