



Longreach Tourist Park

12 Thrush Road,
Longreach QLD 4730
07 4658 1781
reception.lon@hpg.au
longreachtouristpark.com.au

Planning Report (Code Assessable Development)

Installation of Three Glamping Domes Associated with the Longreach Tourist Park

Prepared by:

Savvas Koletas, Town Planner

Hampshire Property Group (on behalf of Longreach Tourist Park Pty Ltd)

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Preliminary Matters

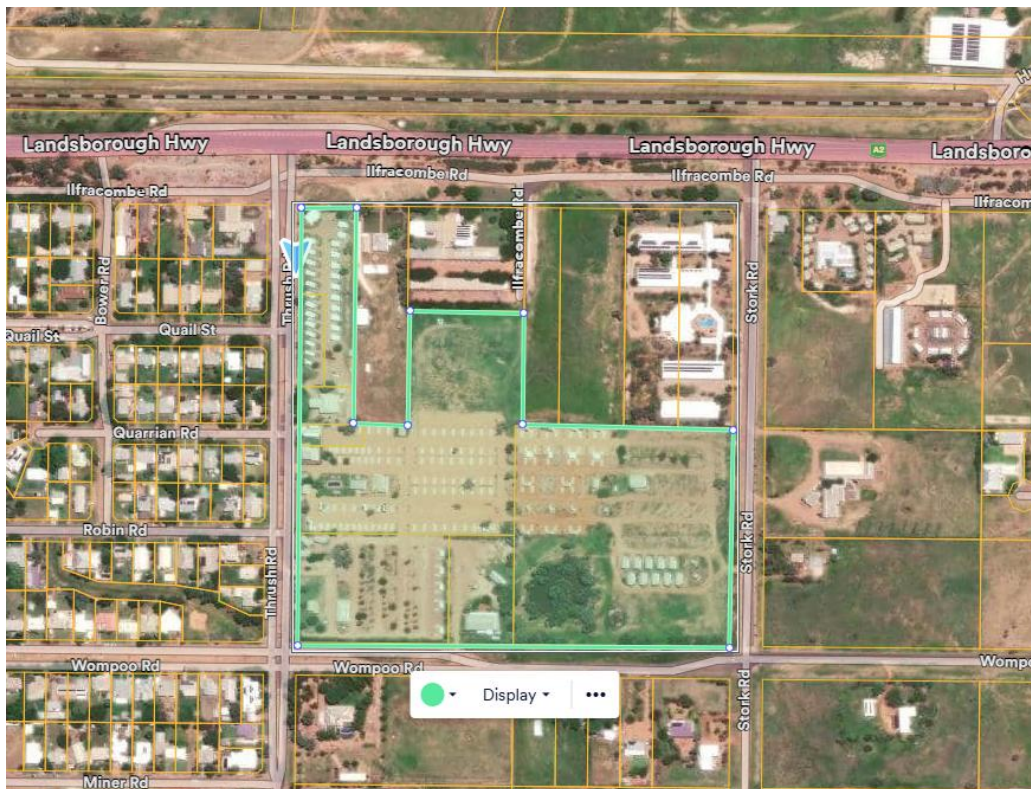
Longreach Tourist Park Pty Ltd owns and operates the Longreach Tourist Park, and this planning report has been prepared to support a Development Application to Longreach Regional Council under the Planning Act 2016.

The Development Application (DA) seeks approval for the installation of three glamping domes that are associated with the existing tourist park. The consideration of this proposal falls under the Code Assessable Development pathway as further described later in this report.

This report provides a detailed assessment of the proposed works against the relevant requirements of the Planning Code and provides supporting justification toward approval.

Site and Locality Description

The site is an irregularly shaped allotment of approximately 10.3ha in area that comprises of multiple allotments. The land is commonly known as 12 Thrush Road, Longreach, and is bounded by Landsborough Highway to the north, Thrush Road to the west, Wompoo Road to the south and Stork Road to the east.





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The land contains the Longreach Tourist Park, which includes a number of dedicated holiday sites, cabins, caravan (annexes) and community facilities. The holiday park is registered and currently operates on the land. The land is relatively flat and is generally void of vegetation with exception of canopy tree and shrub coverage beside an existing dam toward the south of the site. Access to the site is available via Thrush Road, Wompoo Road and Stork Road.

Longreach is a regional township in Central West Queensland that functions as the primary administrative, commercial and service centre for the surrounding rural region. Its built form is characterised by a predominantly low-rise and low-density pattern of development, consisting mainly of detached dwellings, small-scale commercial premises and light industrial buildings. The residential areas are typically defined by single-storey houses on relatively large lots, often reflecting traditional Queensland architectural styles such as elevated timber dwellings with verandahs, while more recent development has introduced contemporary single-storey housing and purpose-built tourist accommodation.

Commercial activities are concentrated within a defined town centre, particularly along Eagle Street, where retail, community services and hospitality uses form a modest but active core. Surrounding this centre, land use transitions to residential neighbourhoods and then to industrial and service uses located on the outskirts, beyond which extensive rural land dominates. Longreach has retained a compact urban footprint with a clear distinction between the town and surrounding pastoral landscape, supported by a simple and legible road network. Over time, the town has experienced gradual and incremental change rather than significant expansion, with development largely occurring through infill and the adaptive reuse or enhancement of existing sites. A notable trend has been the steady growth and diversification of tourism-related uses, including caravan parks, motels and more recently experiential accommodation such as glamping, reflecting the increasing importance of tourism to the local economy. Despite these changes, the overall settlement pattern has remained stable, maintaining its low-scale character while accommodating modest intensification consistent with its role as a regional service and tourism hub.

The area surrounding the Longreach Tourist Park, located on the corner of Thrush Road and the Landsborough Highway, reflects a transition between the more established township of Longreach and the broader rural landscape that defines the region. Built form in the immediate locality is characterised by low-scale, dispersed development, with structures typically limited to single-storey buildings associated with tourism, service-based activities and rural uses. The Tourist Park itself presents as a loosely arranged cluster of accommodation cabins, caravan sites and associated amenities set within a landscaped, open setting, consistent with the informal and low-density character of tourist accommodation in regional Queensland.



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Adjacent development along the Landsborough Highway comprises a mix of highway-oriented uses, including service facilities, accommodation and light industrial activities, generally designed for functionality rather than dense urban form, with generous setbacks and large site areas contributing to an open, spacious environment. Thrush Road provides more localised access, servicing lower-intensity uses and reinforcing the fringe nature of this location relative to the town centre.

Land use in the immediate vicinity is dominated by tourism and service-oriented activities, reflecting the site's prominent position on a key regional transport corridor. The proximity to the Landsborough Highway supports uses that rely on visibility and accessibility to passing traffic, such as caravan parks, motels and ancillary services, while nearby land also accommodates rural and semi-rural uses with limited intensity. This creates a mixed but low-impact land use pattern, where commercial, accommodation and rural functions coexist without conflict due to the ample separation distances and low density of development. The locality does not exhibit the finer-grain residential subdivision pattern found closer to the town centre, instead maintaining larger lots and a more flexible land use arrangement suited to tourism and transitional uses.

Proposed Development

As mentioned, the site has been previously used and developed for a tourist park. The proposal seeks to install three glamping domes along the southern boundary of the site (near to the existing Dam) as shown on the submitted plans.

The glamping domes are all prefabricated structures that contain one bedroom and amenities and are to be used for short-stay accommodation. They will be connected to existing infrastructure (water/sewer/electricity).

Planning Framework

The proposed development has been assessed against the following relevant assessment benchmarks of the Longreach Regional Council Planning Scheme:

- Tourism Zone Code
- Works Code
- Landscape Code
- Airport Environs Overlay Code
- Flood Hazard Overlay Code



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Planning Assessment

Tourism Zone Code

Pursuant to Table 5.4.11 of the Scheme, proposals for short-term accommodation and a tourist park are code assessable under the Tourism Zone Code. The following assessment against the Performance Outcomes under Table 6.2.11.3 is provided.

PO1 – Not applicable

PO 2 – Amenity

It is considered that the siting, scale and function of the proposed glamping domes is acceptable with regard to the protection of surrounding amenity, given that they are well located and accord with the existing use of the land.

PO 3 – Landscaping

The glamping domes are located in a part of the site that benefits from existing canopy tree coverage and supplementary natural landscaping. No further landscaping is offered, however, the natural character of the area will remain as part of the development.

PO 4 – Not applicable

PO 5 – Built Form

The height and scale of the proposed glamping tents are secondary to the presence of existing canopy trees and development in the immediate and broader context and are considered to tie into the character of the site.

PO 6 – Not applicable

PO 7 and PO 8 – Community and Environmental Risk

The proposed glamping tents are located well within the site boundaries and form part of the tourist park. There is no perceived risk to community or the environment.

The development is situated atop flat land that is not unreasonably prone to flooding, and the domes are appropriately set back from site boundaries, vegetation and other structures on the site. Drainage capacity and overland flows are not impeded.

Warning signage is proposed to be installed along the footpath leading to the dam to ensure that occupants and visitors are not at risk of personal injury or do not otherwise use the dam for recreational purposes.



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Works Code

Pursuant to Table 5.4.11 of the Scheme, proposals for short-term accommodation and a tourist park are code assessable under the Works Code. The following assessment against the Performance Outcomes under Table 8.3.2.3 is provided.

PO 1 and PO 2 – Access

The extension and formalisation of an existing driveway is proposed to service the proposed glamping domes. This driveway and parking area is set to be constructed to Australian Standards, and its location does not cause material detriment to other structures and surrounding landscaping. Sensor lighting is provided to ensure the pathway is legible after dark.

PO 3 – Water Supply

The proposed structures are to be connected to existing water supply.

PO 4 – Wastewater / Sewerage

The proposed structures are to be connected to existing wastewater infrastructure.

PO 5 – Stormwater

The proposed structures are to be connected to existing stormwater infrastructure.

PO 6 through PO 9 – Electricity and Telecommunications

The proposed structures are to be connected to existing energy and telecom infrastructure/services. No excavation or earthworks are required for the connection to services.

PO 10 through PO14 – Healthy Waters

The siting and elevation of the structures above ground level ensures that natural overland flows and the existing dam are unaffected. The development cannot result in unreasonable disposal of wastewater into a water source as it will be connected to existing services.

PO 15 through PO 19 – Roads

No new roads are proposed, however, three car parking spaces are set to be marked out and allocated to each glamping dome. The location of these spaces and of the informal road is sensible and does not detract from the appearance of any surrounding features.

Furthermore, the site will continue to be accessed via Thrush Road, which is an outcome supported by Council.



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PO 20 – Pedestrian and Cycling Movement

Walkability of the site is not impacted by the proposal. Access to each structure is legible and safe.

PO 21 through PO 26 – Car Parking

Car parking spaces are provided in accordance with the code.

PO 27 through PO 29 – Servicing

Not applicable

PO 30 and PO 31 – Stockpiling, Excavation, Filling and Retaining Walls

Not applicable

PO 32 – Building Over Infrastructure

Not applicable

PO 33 – Lighting

Sensor lighting can be provided to ensure entry to each glamping dome is safe and convenient. No substantial external lighting is provided.

Landscape Code

Pursuant to Table 5.4.11 of the Scheme, proposals for short-term accommodation and a tourist park are code assessable (accepted) under the Landscape Code. The following assessment against the Performance Outcomes under Table 8.3.3.3 is provided.

PO 1 through PO 7 – Landscape Design and Character

No landscaping is proposed to form part of the development. The structures rely on existing landscaping to soften built form impacts. The domes are specifically sited so that guests can enjoy the surrounding vegetation.

PO 8 and PO 9 – Streetscaping and On-street Planting

Not applicable

PO 10 – Edge Treatments

Not applicable



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PO 11 – Landscaping Car Parking Areas

No landscaping is proposed to the informal car parking area.

PO 12 through PO 16 – Other

The proposed structures do not result in detriment to existing landscaping and vegetation, and the dooms seek to coalesce with the surrounding environment.

Airport Environs Overlay Code

This code applies to development where identified in the categories of development and assessment table for the Airport environs overlay.

PO 1 – The proposed development will not interfere with the aviation facilities on and around the Longreach Airport.

PO 2 – The proposed development is not sited or designed in any way that will interfere with the operational airspace associated with the airport.

PO 3 – Not applicable

PO 4 – Not applicable

Flood Overlay Code

This code applies to development where the code is identified in the categories of development and assessment table for the flood overlay and applies to any areas identified within a flood hazard area.

PO 1 – The development does not change the flood characteristics outside the subject site.

PO 2 – The development does not result in the release of hazardous materials into floodwaters.

PO 3 – The development has legible pedestrian and vehicle access.

PO 4 – Not applicable

In conclusion, the proposed development has been assessed against all relevant provisions of the applicable planning controls and is consistent with the intent and requirements of the Assessable Code. The design appropriately responds to the site context, achieves the prescribed performance outcomes, and does not result in any significant adverse impacts on adjoining properties or the broader locality. Accordingly, as the development complies with the Assessable Code and satisfies the relevant planning considerations, it is deemed suitable for approval.