

Our Reference: NP25.053
TF.MH

5 August 2025

Assessment Manager
Townsville City Council
PO Box 1268
TOWNSVILLE QLD 4810**Attention: Planning and Development**

Dear Sir/Madam,

Application for Material Change of Use – Educational Establishment (Aviation training facility) located at 6/780-786 Ingham Road, Mount Louisa and formally identified as Part of Lot 7 on RP747949

On behalf of the Applicant, Aviation Australia, please accept this correspondence and the accompanying planning report as a properly made development application in accordance with the *Planning Act 2016*.

The application seeks a Development Permit for Material Change of Use – Educational Establishment (Aviation training facility) on land located at 6/780-786 Ingham Road, Mount Louisa and formally identified as part of Lot 7 on RP747949.

In accordance with Council's schedule of fees and charges, the applicable assessment fee is \$10,950, as calculated below:

<i>Gross floor area: 1,763.9m²</i>	
First 100m ² GFA	\$2,336
Additional GFA (17 x \$438)	\$7,446
Impact assessment	\$1,168
Total fee	\$10,950

It would be appreciated if payment details for the relevant fee could be provided for payment directly

Please do not hesitate to contact the undersigned should you have any queries in relation to this application.

Yours faithfully,

**Meredith Hutton**DIRECTOR
Northpoint Planning

Encl. Development Application

Development Application

Material Change of Use – Educational Establishment
(Aviation training facility)



Northpoint
Planning

6/780-786 Ingham Road, Mount Louisa
Part of Lot 7 on RP747949

5 August 2025
Reference: NP25.053

Client: Aviation Australia

Project: 6/780 – 786 Ingham Road, Mount Louisa

Date: 5 August 2025



Project Reference: NP25.053

Contact: Meredith Hutton

Prepared by: Meredith Hutton – Northpoint Planning

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1.0 Executive Summary

In accordance with s 51 of the Planning Act 2016 (the Act) this development application seeks a development permit for Material Change of Use – Educational Establishment (Aviation training facility).

The subject site is identified as 6/780-786 Ingham Road, Mount Louisa, comprising approximately 4,165m² of Lot 7 on RP747949. The subject site involves an existing warehouse building and designated onsite parking to the southeast corner of a wider industrial allotment that currently operates as various industrial tenancies. The subject site was previously approved for a lease lot subdivision (Council reference RAL20/0079), noting the proposed development maintains the previously approved lease area.

The proposed development involves repurposing the existing tenancy to provide for a new training facility for Aviation Australia. Specifically, the proposed development will facilitate the training of school-based students, school-leavers and mature aged participants. The facility will provide training in aviation related matters, directly supporting the Townsville Army Aviation Operations and wider Townsville community.

The proposal retains all existing built-form and associated service arrangements to the site, with works limited to internal renovations, re-arrangement of marked vehicle parking, one (1) additional entrance to the building, and a new ablution block. The proposal provisions a total of 46 standard vehicle car parks inclusive of one person with disability, a designated bus parking space and seven (7) motorcycle parks.

The subject site is located within the Medium impact industry zone of the planning scheme. Given the proposed development involves an Educational establishment within this zone, the development application is subject to impact assessment. The site is identified with Council's flood risk mapping as containing are of very low, low and medium flood risk. It is noted given the nature of the proposal, increased impact to people and property is considered negligible as addressed within the provided assessment of the proposal against the Flood hazard overlay code.

Assessment of the proposed development against the provisions of all relevant benchmarks has been undertaken and outlined in this town planning report. As outlined in this town planning report, the proposed development achieves the nominated assessment criteria.

The proposed development is considered appropriate for the location, and it is therefore requested that the application be approved subject to reasonable and relevant conditions.

Table 1: Application Summary

Application Summary	
Address	6/780-786 Ingham Road, Mount Louisa
Real Property Description	Part of Lot 7 on RP747949
Subject Site Area	4,165m ² (total lot area = 28,370m ²)
Applicant	Aviation Australia
Purpose of Proposal	Educational Establishment (Aviation training facility)
Type of Application	Material Change of Use
Category of Assessment	Impact
SARA Mapping	▪ Area within 25m of state transport corridor – railway corridor.
Referral Agencies	SARA
Public Notification	Required



2.0 Site and Surrounding Environment

2.1. Subject Site and Surrounds

The subject site is identified as 6/780-786 Ingham Road, Mount Louisa, comprising approximately 4,165m² of Lot 7 on RP747949. The subject site involves a vacant tenancy that forms part of a wider industrial allotment comprising various industry related uses accessed via a central internal driveway. Specifically, the subject site is located to the southeast corner of the subject allotment and involves an existing warehouse building, hardstand to the full extent of manoeuvrable area, marked vehicle parking and onsite landscaping.

The existing building is fully fenced to prohibit unauthorised access by other users of the property and provides for visible distinction between the tenancy and the remainder of the site.

The subject allotment fronts Ingham Road to the north and adjoins the North Coast Rail Line to the south. The subject site specifically is afforded access via the shared internal driveway located centrally within the site serviced via an established crossover to Ingham Road. No access to the adjoining railway line to the south is provisioned, noting the full extent of the southern allotment boundary is appropriately fenced to prohibit access.

The immediate surrounding locality involves a mix of industrial development to the Ingham Road frontage, notably Bohle Industrial Estate to the north-west and BM Webb Industrial Estate to the north-east. The wider locality includes Townsville RAAF Base to the west and Woolcock Street road corridor to the south.

The subject site is located within the Medium impact industry zone of the planning scheme and is identified within the Flood hazard overlay as containing isolated areas of medium flood hazard. Updated flood risk modelling identifies the subject site as containing area of very low, low and medium flood risk.

The subject lot and surrounding locality are illustrated in Figure 1 below.

Figure 1: Site Location



Source: Qld Globe



3.0 Proposed Development

3.1. General Overview

The proposed development involves a Material Change of Use for an Educational establishment that specialises in aviation education and practical training, with a specific focus on rotary aircraft. The facility will cater for both civilian and military-aligned training pathways, with strong operational linkages to the Townsville Army aviation operations.

The facility will offer a mix of theoretical and practical training components, supported by on-site classrooms, demonstration spaces, and a dedicated air-conditioned workshop environment. The training program is designed to provide hands-on experience in aviation maintenance and operations, including exposure to Apache helicopters and general aviation craft.

The proposal will be facilitated within an existing industrial tenancy, retaining all existing built form within the site, noting associated works are limited to internal renovations, additional marked vehicle parking and the addition of an ablution block.

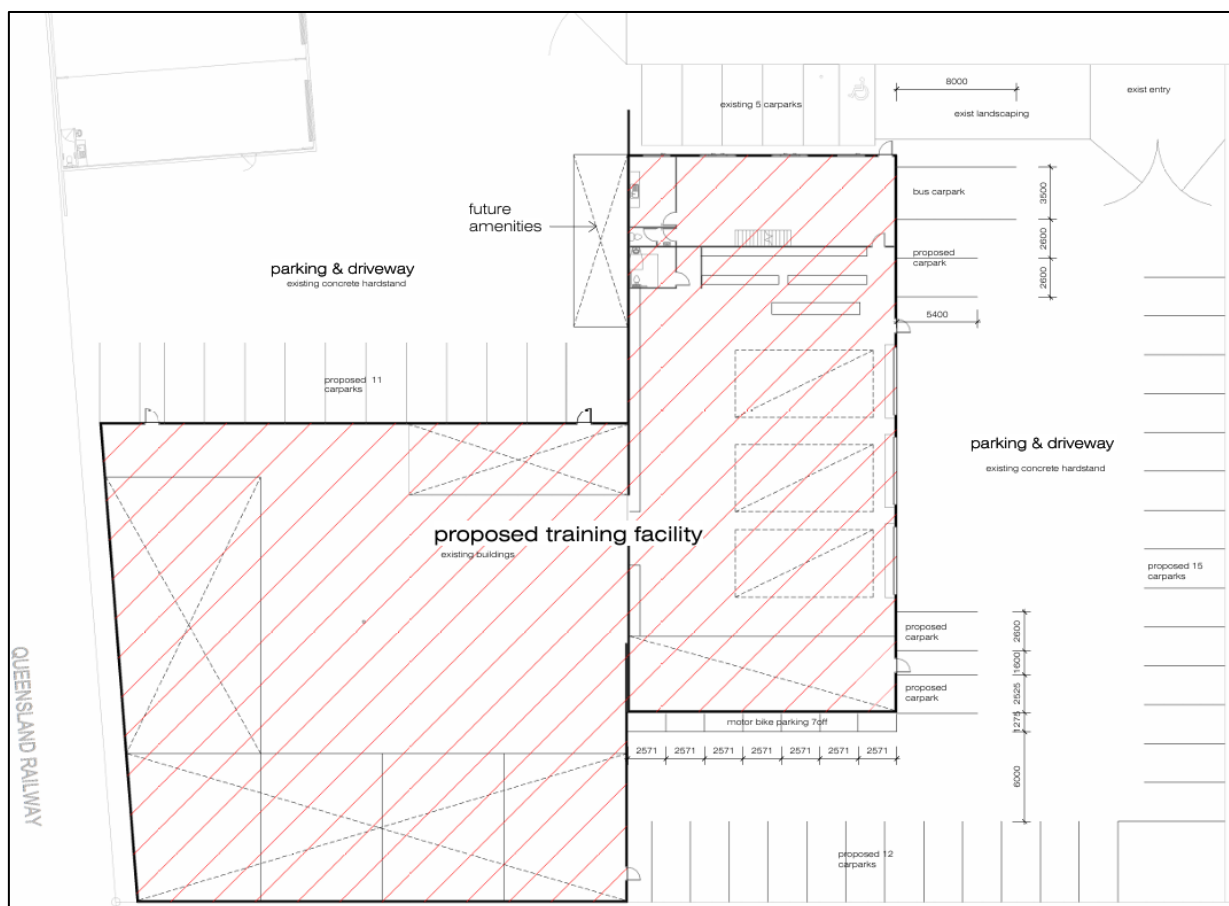
Specifically, the development involves the following:

- Retention of the existing warehouse building and associated servicing arrangements.
- Internal renovations within the existing building to provide for the following:
 - Classroom area;
 - Training rooms;
 - Student lunch and breakout area;
 - Three (3) internal service bays for helicopters or other small aircraft;
 - Workshop space; and
 - Equipment storage.
- Ancillary office space retained to the ground floor and mezzanine level, comprising approximately 216m².
- Construction of a new ablution block to the southern side of the existing building, comprising an area of 41.4m².
- Typical attendance of 36 students on-site at any one time, distributed across three (3) training groups of 12.
- Maximum capacity of 98 students, equivalent to seven (7) concurrent training groups at any one time.
- Six (6) full-time staff, comprising:
 - four (4) instructors;
 - one (1) administrative officer; and
 - one (1) stores/maintenance role.
- Future staffing capacity potential to increase on a sessional basis where necessary.
- A total of 54 vehicle parking spaces are provisioned to the façade and northern side of the building, comprising:
 - 46 x standard carpark, inclusive of one (1) person with disability space;
 - seven (7) x motorcycle parking spaces; and
 - one (1) x bus parking space.
- All vehicle manoeuvring area located within existing hardstand area.
- Retention of landscaping forward of the existing building, comprising approximately 72m².
- Fencing is retained to the perimeter of the subject site.



The proposed development is illustrated in Figure 2 below:

Figure 2: Proposed Site Plan



3.2. Proposal Plans

The proposed development is illustrated in the following development plans prepared by Concepts Building Design (refer **Appendix 4**):

- Sk_01 – 25-025 – Site Plan – Proposed Overall – June 2025
- Sk_02 – 25-025 – Site Plan – Proposed – June 2025
- Sk_03 – 25-025 – Existing Floor Plan – June 2025
- Sk_04 – 25-025 – Proposed Floor Plan – June 2025
- Sk_05 – 25-025 – Proposed Elevations – June 2025

3.3. Operational Overview

The proposed training facility will operate within standard business hours, generally between 6:30am and 5:00pm, with the flexibility to accommodate weekend sessions on an as-needed basis where demand arises. Operational flexibility is necessary to ensure responsiveness to industry schedules and demand requirements.

The training model is centred on a mixed delivery approach, combining classroom-based theory with structured practical learning. The facility will also incorporate a specialised, air-conditioned workshop



area to support hands-on practical training. The proposed program includes on-the-job experience delivered externally at the RAAF base in Townsville, reflecting a strong partnership with the defence sector. While the primary training focus is rotary aviation (particularly helicopters such as the Apache), the curriculum will progressively expand to cover general aviation and broader military aviation competencies, ensuring the facility remains responsive to defence and industry needs.

The operation of the proposed facility will accommodate a staggered class schedule, with training sessions deliberately offset throughout the day to minimise concurrent classes and manage site capacity efficiently.

Initially, operations will commence with four classes per day, scaling up to a maximum of seven classes as demand and enrolments increase. A key operational feature is the staged progression of students through different phases of the training program. Not all students will be undertaking the same component of training at the same time or in the same location. Instead, groups will move through classroom-based theory, practical on-site demonstration, and external on-the-job training at different intervals, helping to balance site activity and manage peak demands on facilities.

Student capacity has been structured to suit both typical and maximum operational conditions:

- Typical daily attendance will involve approximately 42 students on-site at any one time, usually distributed across three groups of 14.
- The facility will have a maximum capacity of 98 students, equivalent to seven (7) concurrent classes, noting that this figure reflects future operational potential rather than the expected day-to-day usage.
- In addition to standard enrolments, one group of up to 28 school-based students will participate in weekly programs delivered in coordination with the defence sector, arriving via scheduled bus transport once per week.

Staffing will consist of a core team of six full-time employee, comprising:

- Four (4) instructors delivering theory and practical training.
- One (1) administrative officer.
- One (1) stores and maintenance role.

As class numbers increase, additional instructors or specialists may be engaged on a sessional basis to support specific training modules.

3.4. Use Definition

In accordance with schedule 1 of the planning scheme, the use is defined an Educational establishment. An Educational establishment is defined as *premises used for training and instruction designed to impart knowledge and develop skills. The use may include outside hours school care for students or on-site student accommodation.*

3.5. Access and Parking

The subject allotment fronts Ingham Road to the north and adjoins the North Coast Rail Line to the south. Vehicle access is afforded to the lot via existing crossover to Ingham Road to the north. Aligning with the nature of the broader site, the subject site is accessed via a shared internal driveway that traverses centrally through the property. No access is proposed or available to the adjoining railway corridor, with the full extent of the southern boundary securely fenced to prevent unauthorised entry.



In accordance with schedule 6.10 of the planning scheme, the nominated parking rates for the proposed uses are demonstrated within Table 2 below:

Table 2 – Nominated Parking Rates

Use	TCC Nominated parking rate	Calculation	Proposed parking rate
Educational Establishment (Tertiary)	<ul style="list-style-type: none"> point five (0.5) spaces per employee (FTE) 	<ul style="list-style-type: none"> six (6) staff members; <p>Required rate = 3</p>	<p>46 x carparks inclusive of 1 person with disability; and</p> <p>7 x motorbike parks.</p>
	<ul style="list-style-type: none"> PLUS one (1) space per 10 students (FTE) 	<ul style="list-style-type: none"> Maximum of Ninety-eight (98) students; <p>Required rate = 10</p>	
	<ul style="list-style-type: none"> sufficient spaces for loading and unloading of passengers in addition to other requirements 		<p>1 x bus parking space.</p>
Total		13 carparks	<p>46 carparks</p> <p>7 motorbike parks</p> <p>1 bus park</p>

The proposed Educational Establishment provides for tertiary education, as it delivers structured training aligned with vocational and industry-based outcomes. The facility supports adult learners, school-leavers, and defence personnel through a combination of theory-based instruction, practical demonstration and on-the-job training. Accordingly, the use appropriately aligns with the parking rates prescribed for tertiary education within Schedule 6.10 of the planning scheme.

The proposed development has been intentionally designed to provision well in excess of the minimum parking requirements outlined within the planning scheme. Specifically, the proposed development provides a total of 46 car parks, inclusive of one (1) parking space for persons with a disability, seven (7) motorcycle parks, and a dedicated bus parking space.

Parking demand will be further reduced and effectively managed through the staggered timing of classes and student movements, which limits the number of students on site at any one time and spreads vehicular activity throughout the day. A dedicated bus drop-off and pick-up area will service the weekly school-based training group and support group transport arrangements for enrolled students. This arrangement further reduces dependency on private vehicles.

It is considered that the proposed access and parking arrangements appropriately address the anticipated demand of the proposal and support safe and efficient circulation within the site to mitigate any potential impacts on the internal and broader traffic network. It is noted no change to the existing access arrangements are proposed, with the development providing for increased on-site car parking.

3.6. Infrastructure Services

The subject allotment maintains existing connection to Council's reticulated water and sewer network, with no changes to the servicing arrangements proposed. It is noted an existing water main traverses the full extent of the Ingham Road frontage, with property connection provided to the



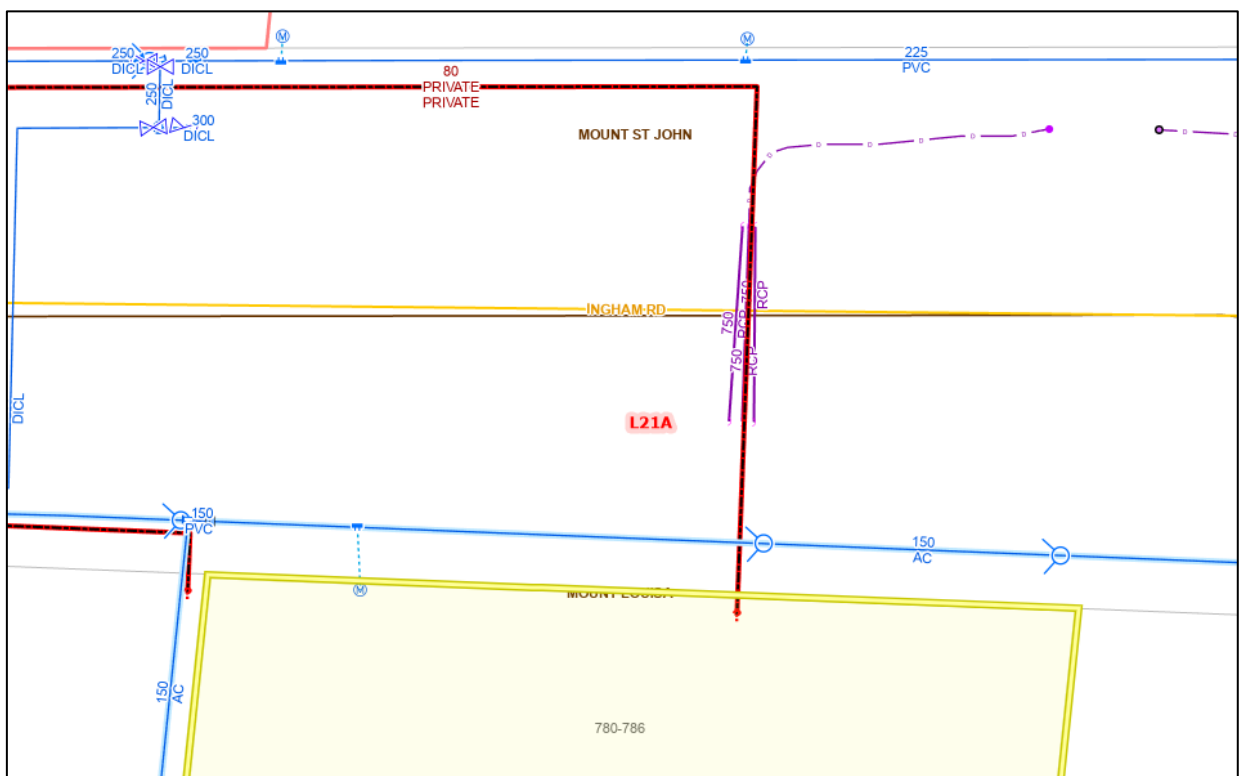
western side of the frontage. The site is serviced via on-site pump station, connecting to private asset pressure main and Council reticulated network to the north.

The subject allotment is located within a locality that has historically operated for industrial purposes and accordingly has been developed with a high standard of trunk infrastructure and established as a highly serviced locality to support current and future industrial-scale land uses. Given the site is serviced via private wastewater infrastructure, it is considered this can be appropriately managed on-site.

The inclusion of an additional ablution block is considered appropriate and expected for a development of this nature. The facility will be internally connected within the site, with no upgrade required to external or trunk infrastructure. The large-format nature of the allotment and current wastewater servicing arrangements are considered suitable for the proposed development, with negligible impact to the broader network.

Refer Figure 3 below for Townsville City Council Mapping servicing arrangements:

Figure 3 – TCC Water, Sewer, Stormwater Services Map



Further, the proposed development maintains appropriate connection to telecommunications and electrical networks.

3.7. Stormwater Drainage

The proposed development will maintain the existing stormwater drainage regime across the site. The proposal involves the re-use of the existing building footprint, with no changes to the established impervious area within the site that would alter overland flow paths or discharge pattern.

A new ablution block is proposed as part of the development, noting this structure is limited to a footprint of 41.4m², attached to the southern side of the existing building and sited on existing hardstand area. Accordingly, the proposed development does not increase impervious area within



the subject site. Further, the proposed ablution block has been strategically located outside of mapped flood affected area in accordance with the most recent publicly available flood modelling data.

Stormwater generated on site will continue to be appropriately managed and directed to a lawful point of discharge, consistent with the current drainage arrangement. There are no known stormwater-related issues affecting the site, and the development is not anticipated to result in any additional stormwater impacts.

3.8. Landscaping

The subject site does not directly front a road and involves no alteration to the wider subject allotment, including no alteration to access arrangements or works within roadway verge areas.

All existing internal landscaping is retained, including a strip to the building façade comprising approximately 72m². The design provides a high level of amenity to the internal traffic network and continues to positively contribute to the overall amenity and functionality of the site.

The subject site is fully developed with hardstand, consistent with the historic nature and use of the site. This limits opportunities for additional landscaping, notably no shade trees have been incorporated into parking area of the proposed development given the following:

- The proposed development involves re-use of an existing tenancy not historically developed with shade trees;
- The proposed development utilises existing hardstand areas for additional marked car parking within the site, with no unsealed or landscape-adjointing areas suitable for tree planting; and
- The full extent of the site is sealed, consistent with the site's historic use and continued operational needs.

Overall, the proposed development maintains a high level of amenity to the internal traffic network and continues to positively contribute to the overall amenity of the site.

No removal or alteration of any street tree is proposed, and the existing landscape configuration remains unchanged.

3.9. Pre-lodgement Discussions

A pre-lodgement meeting was undertaken with Council and the applicant's representatives on 27 February 2025 (Council ref. PLM25/0041) with further discussions occurring following this, pre-lodgement meeting notes provided at **Appendix 5**. It was noted that Council were generally supportive of the proposed development, noting the re-use of an existing industrial tenancy for an education-based use was appropriate subject to demonstrating compliance with the planning scheme provisions.

It is considered all feedback from Council has been appropriately incorporated within the design of the development and addressed within this application.



4.0 Legislative Framework

4.1. State Planning Policy

In accordance with section 26 of the *Planning Regulation 2017*, assessment against the State Planning Policy (SPP) is required to the extent the provisions of the SPP are appropriately integrated within the planning scheme.

For the purposes of this development application, it is considered all relevant provisions of the State Planning Policy are appropriately integrated with the planning scheme and no additional standalone provisions are relevant for assessment.

4.2. North Queensland Regional Plan

The subject site is located within the Townsville Urban Area of the North Queensland Regional Plan (NQRP). On review of the proposed development and the NQRP, it is considered all matters within the NQRP relevant to assessment of the proposal are generally in alignment with the planning scheme. Therefore, no further assessment against the NQRP is required.

4.3. State Development and Assessment Provisions

In accordance with Schedule 10 of the *Planning Regulation 2017*, referral of the development application is required given the subject allotment adjoins a State transport corridor to the rear (railway corridor). The relevant referral trigger is identified as:

- Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 – Material change of use premises within 25m of a State controlled transport corridor - railway corridor.

Assessment against the relevant benchmarks is provided in section 5.

4.4. Local Planning Instrument

In accordance with section 51 of the *Planning Act 2016*, the proposed development requires assessment against the local government planning scheme.

In accordance with Table 5.5.1 of the planning scheme, the proposed development requires impact assessment given the proposal involves an Educational establishment use within the Medium impact industry zone code.

4.5. Assessment Benchmarks

Pursuant to Table 5.5.1 of the planning scheme the proposal requires impact assessment and is therefore assessable against the planning scheme in its entirety. Accordingly, the proposed development is assessed against the following planning scheme benchmarks:

- Strategic framework.
- Medium impact industry zone code.
- Healthy waters code.
- Landscape code.
- Transport impact, access and parking code.
- Works code.
- Airport environs overlay code.
- Flood hazard overlay code.

Assessment against the relevant benchmarks is provided within section 6.



5.0 State Development Assessment Provisions

5.1 State Code 2: Development in a State-controlled rail environment

The purpose of this code is to *protect railways, future railways and other infrastructure in a railway corridor from adverse impacts of development. The purpose of this code is also to protect the safety of people using, and living and working near, railways.*

Specifically, this code seeks to ensure:

- (1) Development does not create a safety hazard for users of a railway, by increasing the likelihood or frequency of loss of life or injury.*
- (2) Development does not compromise the structural integrity of railways, rail transport infrastructure, other rail infrastructure or railway works.*
- (3) Development does not result in a worsening of the physical condition or operating performance of railways and the rail network.*
- (4) Development does not compromise the State's ability to construct railways and future railways, or significantly increase the cost to maintain and operate railways.*
- (5) Development does not compromise the State's ability to maintain and operate railways, or significantly increase the cost to maintain and railways.*
- (6) The community is protected from significant adverse impacts resulting from environmental emissions generated by a railway.*

The proposed development is considered to comply with the propose of State Code 2. In particular:

- The proposed development is limited to the re-use of an existing industrial tenancy, for an industrial adjacent use.
- The proposed development does not involve works within the railway corridor.
- The proposed development does not locate buildings or structures, infrastructure, services or utilities within the railway corridor.
- Buildings and structures associated with the development are not located within proximity to overhead line equipment.
- Stormwater run-off is retained to Ingham Road to the north, being the lawful point of discharge.
- Access to the railway corridor from the subject site is sufficiently restricted.
- The proposed development does not impede the maintenance or authorised access to the railway bridge located to the south-west of the site.
- All activities are conducted indoors within the existing industrial tenancy. No outdoor operations or storage are proposed.

Further response to State Code 2 code table provided at **Appendix 6**.



6.0 Planning Assessment

6.1. Strategic Framework

The strategic framework sets the strategic direction for Townsville and ensures development is appropriately located and managed.

The strategic framework provides for four themes that collectively represent the intent of the planning scheme:

- (i) *Shaping Townsville;*
- (ii) *Strong, connected community;*
- (iii) *Environmentally sustainable future; and*
- (iv) *Sustaining growth.*

It is considered the proposed development furthers the intent of the above four themes and their corresponding strategic outcomes. In particular:

- The proposed development reinforces Townsville's role as a regional education and training hub, expanding tertiary education offerings and contributing to long-term population and economic resilience by supporting a skilled, future-ready workforce.
- The proposed development delivers a land use outcome that aligns with the region's economic diversification strategy, responding to Townsville's recognised role as a hub for defence, aviation, and logistics operations.
- The proposal supports the re-use of existing built-form and infrastructure within a well-established industrial precinct, avoiding the need for greenfield development.
- The development provides for local employment opportunities, with full-time instructional and operational roles on site and additional opportunities of short-term roles.
- The proposed development provides a specialised training facility within proximity to key infrastructure, supporting integrated on-site and off-site learning components.
- The proposed development supports a strong, connected community by facilitating education pathways that enhance social inclusion and access to specialist learning.
- The proposed development avoids adverse impacts to surrounding uses, with no significant increase in building footprint or intensity, no changes to stormwater discharge patterns, and traffic managed via staggered class times and dedicated bus transport options.
- The proposed development retains and adapts the existing hardstand configuration without requiring vegetation removal or bulk earthworks, consistent with the industrial context of the site and maintaining the site's existing functional layout.
- The proposed development aligns with infrastructure planning and capacity, as no upgrades to trunk infrastructure are required.
- The proposed development minimises environmental and amenity impacts, with the proposed ablution facilities sited outside the flood modelled area and stormwater management consistent with existing lawful discharge arrangements.

6.2. Medium Impact Industry Zone

The purpose of the Medium impact industry zone code is to *provide for medium impact industry uses. It may include non-industrial and business uses that support the industrial activities where they do not compromise the long-term use of the land for industrial purposes.*

The particular purpose of this code is to:

- a) *facilitate the safe and efficient use of land for a range of industrial activities; and*



- b) *ensure development does not detract from the function and viability of centres, and minimises impacts on the amenity of nearby sensitive uses.*

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

- a) *the zone accommodates a wide range of industrial uses that are likely to have some potential for off-site impacts, including manufacturing, transport, storage, outdoor sales and other uses which require larger sites in locations separated from sensitive land uses;*
- b) *other non-industrial uses are those which are ancillary to or directly support the industrial functions of the area, and are limited in extent;*
- c) *the zone does not accommodate uses which are primarily oriented to retail sales and which are more appropriately located in centres, such as shops, shopping centres, showrooms, or retail based hardware supplies;*
- d) *the intrusion of incompatible uses, or uses which may be more appropriately accommodated in other zones, is avoided to protect the availability of land for industrial purposes and the viability and efficient operation of existing and future industry uses;*
- e) *the impacts of development are managed to ensure public health and safety and achieve acceptable levels of amenity for nearby sensitive land uses;*
- f) *development avoids significant adverse effects on water quality and the natural environment;*
- g) *development does not adversely affect the safe and efficient operation of nearby Department of Defence landholdings;*
- h) *development is safe and legible, and designed to establish safe and efficient movement systems;*
- i) *lot sizes provide for a range of large format industrial uses and discourage take up of land for smaller scale activities better suited to the Low impact industry zone; and*
- j) *development makes a positive contribution to the public domain, particularly along major roads.*

The proposed development is considered to be consistent with the purpose and overall outcomes of the Medium impact industry zone code, particularly noting the following:

- The development involves the adaptive re-use of an existing vacant industrial tenancy, supporting efficient land use and avoiding unnecessary expansion or construction.
- The scale, function, and operational requirements of the training facility necessitate a location within an industrial zone, where sufficient site area, hardstand, separation from sensitive uses, and access to the road network can be achieved.
- The light industrial nature of the training activities, including practical demonstration components, is compatible with the established character of the zone.
- The proposed development retains the existing built form of the site, with no changes to the established building footprint. Minor additional works are limited to the construction of a small ablution block comprising a footprint of approximately 42m².
- The existing stormwater regime is retained, with no material change to site conditions, discharge arrangements or impact on drainage infrastructure.

Detailed assessment against the Medium impact industry zone code is provided at **Appendix 7**.

6.3. Healthy Waters Code

The purpose of the Healthy waters code is to ensure development manages stormwater and wastewater as part of the integrated total water cycle and in ways that help protect the environmental values specified in the *Environmental Protection (Water) Policy 2009*.



The proposed development is considered to further the purpose and overall outcomes of the Healthy waters code. The proposed development involves the adaptive re-use of the existing industry tenancy and involves minimal increase in existing built form. The proposal maintains the existing contour of the site which falls to the north, lawfully discharging stormwater to Ingham Road. Further, the proposed development will be suitably serviced by Council's reticulated wastewater and water infrastructure.

Given the nature of the development, further assessment against the Healthy waters code is not considered necessary.

6.4. Landscape Code

The purpose of the Landscape code is to ensure landscaping in both the private and public domains is designed and constructed to a high standard, provides a strong contribution to the city image, is responsive to the local character, site and climatic conditions and remains fit for purpose over the long-term.

The proposed development is considered to further the purpose and overall outcomes of the Landscape code. All existing internal landscaping is retained, including a strip to the building façade comprising approximately 72m². The design provides a high level of amenity to the internal traffic network and continues to positively contribute to the overall amenity and functionality of the site.

The subject site is fully developed with hardstand, consistent with the historic nature and use of the site. This limits opportunities for additional landscaping, notably no shade trees have been incorporated into parking area of the proposed development given the following:

- The proposed development involves re-use of an existing tenancy not historically developed with shade trees;
- The proposed development utilises existing hardstand areas for additional marked car parking within the site, with no unsealed or landscape-adjointing areas suitable for tree planting; and
- The full extent of the site is sealed, consistent with the site's historic use and continued operational needs.

Overall, the proposed development maintains a high level of amenity to the internal traffic network and continues to positively contribute to the overall amenity of the site.

The proposed development does not involve the removal or alternation to any street tree. Given the nature of the development, further assessment against the Landscape code is not considered necessary.

6.5. Transport Impact, Access and Parking Code

The purpose of the Transport impact, access and parking code is to ensure appropriate provision for transport and end of trip facilities, and to facilitate, as far as practicable, an environmentally sustainable transport network.

In accordance with schedule 6.10 of the planning scheme, the required car parking rates for an Education establishment is:

- Point five (0.5) spaces per employee (FTE);
- Plus one (1) space per 10 students (FTE); and
- Sufficient spaces for loading and unloading of passengers in addition to other requirements.



Therefore, based on the facility accommodating 7 staff and a maximum of 98 students, the prescribed car parking rate in accordance with the planning scheme is thirteen (14) carparks.

The proposed development is considered to further the purpose and overall outcomes of the Transport impact, access and parking code. Particularly given, the proposed development provides:

- Provision of 46 on-site car parking spaces, significantly exceeding the prescribed minimum rate of 14 spaces under the scheme, including one (1) designated space for persons with a disability;
- Additional provision of seven (7) motorcycle parking bays and a dedicated on-site bus parking space to support scheduled group transport and alternative arrangements for attendees;
- An operational model that includes staggered class times and student attendance, effectively spreading traffic movements throughout the day and reducing peak parking demand;
- Use of scheduled bus services for a weekly school-based training group and support for group transport arrangements for enrolled students, further reducing dependency on private vehicle use;
- No reliance on external or shared parking areas, with all required parking accommodated wholly within the site boundaries;
- Retention of the existing access arrangement via an established sealed crossover to Ingham Road, supporting safe and efficient ingress and egress; and
- An internal layout that supports clear vehicular circulation, including safe separation of pedestrian and vehicle movements.

Given the nature of the development, further assessment against the Transport impact, access and parking code is not considered necessary.

6.6. Works Code

The purpose of the Works code is to *ensure development is provided with a level of infrastructure which maintains or enhances community health, safety and amenity and which avoids or minimises impacts on the natural environment.*

The proposed development is considered to further the purpose and overall outcomes of the Works code. The site is currently connected to Council's reticulated water and sewer networks, and such servicing will be maintained within the proposed development. It is considered there is sufficient capacity within the reticulated networks to support the proposed development.

Given the nature of the development, further assessment against the Works code is not considered necessary.

6.7. Airport Environs Overlay Code

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

The proposed development is consistent with the purpose of the Airport environs overlay code. The development involves the re-use of an existing industrial tenancy for the purpose of a vocational training facility, with new built-form limited to a single-storey ablution block situated on existing hardstand. The proposed development does not introduce any vertical encroachment or features that would interfere with continued safe and efficient operation of the airspace.

The proposed Educational establishment provides skills-based training that supports the ongoing operation and future workforce needs of aviation facilities. This training aligns with the needs of both



civilian and defence-related aviation sectors and contributes positively to maintaining a skilled local workforce in proximity to the Townsville Airport and RAAF base.

Given the limited built form, industrial location, and direct relevance of the training outcomes to the aviation sector, the development is not considered to impact the safe and efficient operations of the airport, RAAF base and aviation facilities.

Further assessment against the Airport environs overlay code is not considered necessary.

6.8. Flood Hazard Overlay Code

The purpose of the Flood hazard overlay code is to *manage development outcomes in flood hazard areas so that risk to life, property, community, economic activity and the environment during future flood events is minimised, and to ensure that development does not increase the potential for flood damage on-site or to other property.*

The subject site is mapped within the Flood hazard overlay as containing area of low and medium flood hazard. The extent of the flood hazard is demonstrated in **Figure 3** below. Additionally, the subject site is identified as containing area of very low, low and medium flood risk in the recently released Council flood mapping (refer **Figure 4**). Notably, the flood-affected area is primarily confined to the internal access driveway, with the balance of the tenancy and all proposed built form located outside of the mapped flood risk areas.

Figure 3: Flood Hazard Overlay Extent



Figure 4: Flood Hazard Risk Extent



The proposed development is considered to be consistent with the purpose and overall outcomes of the Flood hazard overlay, specifically given:

- The proposed development involves the reuse of an existing industrial building and existing hardstand areas, with only minor additional works (a 41.4m² ablution block) located outside mapped flood hazard areas. As such, the proposal will not result in any increase in impervious area or alter existing stormwater flow paths.
- All buildings and associated infrastructure are sited outside of the flood-affected area identified in the most recent flood risk mapping.
- The proposed Educational establishment involves a daytime use only, with no on-site accommodation or overnight occupancy. Accordingly, risk to people and property is negligible during a potential flood event.



- There are no changes proposed to site topography or drainage that would affect the movement or extent of floodwaters. The existing stormwater discharge regime will be maintained.

Given the above, the proposed development is considered to comply with the Flood hazard overlay code and will not increase the potential for flood impact onsite or to surrounding land.



7.0 Other Relevant Matters

The proposed training facility represents a strategically aligned, defence-supported education and training use that is well-suited to the Townsville region. In accordance with section 45(5)(b) of the Act, the following are other relevant matters considered applicable to assessment of this development application. In support of the proposed development, the following matters are considered relevant:

- The training facility supports the diversification of Townsville's industrial base by integrating education and training into an established industrial area, consistent with regional economic development goals.
- The facility enhances local capability to supply skilled personnel to the Defence sector, aligning with Townsville's recognised role as a defence hub.
- The aviation and aerospace industries are identified growth sectors nationally. The proposal responds to regional workforce demand by training skilled professionals locally.
- By delivering high-quality training locally, the proposal improves access to education pathways for residents who may otherwise have to relocate for similar opportunities.
- The proposed development supports the transition of ex-service personnel into civilian careers through industry-aligned training pathways, contributing to long-term workforce participation.
- The facility provides for accessible aviation training opportunities for young people fostering early engagement in skilled career pathways.
- The proposal strengthens Townsville's role as a leading defence and training hub by co-locating aviation education within proximity to the RAAF Base and established defence industry.
- The proposed development creates targeted employment and skills development opportunities in aviation maintenance and support sectors, aligned with local and national workforce priorities.



8.0 Conclusion and Recommendations

This town planning report has been prepared by Northpoint Planning on behalf of Aviation Australia in association with a Development Application for a Material Change of Use – Educational Establishment (Aviation training facility) located at 6/780-786 Ingham Road, Mount Louisa and formally described as Lot 7 on RP747949.

The subject site is located within the Medium impact industry zone of the planning scheme. An assessment against the relevant benchmarks has been undertaken and is outlined in detail in this town planning report.

The proposal is consequently considered appropriate development in the context in which it is located and has been suitably demonstrated to comply with the relevant assessment benchmarks. It is therefore recommended Council approve the proposed development, subject to reasonable and relevant conditions.



Appendix 1

DA Form 1 – Development application details

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

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

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

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

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

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

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

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

PART 1 – APPLICANT DETAILS

1) Applicant details	
Applicant name(s) (individual or company full name)	Aviation Australia C/- Northpoint Planning
Contact name (only applicable for companies)	Meredith Hutton
Postal address (P.O. Box or street address)	PO Box 4
Suburb	Townsville
State	Queensland
Postcode	4810
Country	Australia
Contact number	(07) 4440 5282
Email address (non-mandatory)	hello@northpointplanning.com.au
Mobile number (non-mandatory)	0407 574 897
Fax number (non-mandatory)	
Applicant's reference number(s) (if applicable)	NP25.053

1.1) Home-based business

☐ Personal details to remain private in accordance with section 264(6) of *Planning Act 2016*

2) Owner's consent

2.1) Is written consent of the owner required for this development application?

- ☐ Yes – the written consent of the owner(s) is attached to this development application
☒ No – proceed to 3)

PART 2 – LOCATION DETAILS

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

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

3.1) Street address and lot on plan

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

a)	Unit No.	Street No.	Street Name and Type	Suburb
	6	780-786	Ingham Road	Mount Louisa
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4814	7	RP747949	Townsville
b)	Unit No.	Street No.	Street Name and Type	Suburb
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)

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

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

- ☐ Coordinates of premises by longitude and latitude

Longitude(s)	Latitude(s)	Datum	Local Government Area(s) (if applicable)
		<input type="checkbox"/> WGS84 <input type="checkbox"/> GDA94 <input type="checkbox"/> Other:	

- ☐ Coordinates of premises by easting and northing

Easting(s)	Northing(s)	Zone Ref.	Datum	Local Government Area(s) (if applicable)
		<input type="checkbox"/> 54 <input type="checkbox"/> 55 <input type="checkbox"/> 56	<input type="checkbox"/> WGS84 <input type="checkbox"/> GDA94 <input type="checkbox"/> Other:	

3.3) Additional premises

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

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

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

Name of water body, watercourse or aquifer:

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

Lot on plan description of strategic port land:

Name of port authority for the lot:

- ☐ In a tidal area

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

Name of port authority for tidal area (if applicable)

<input type="checkbox"/> On airport land under the <i>Airport Assets (Restructuring and Disposal) Act 2008</i>
Name of airport: <input type="text"/>
<input type="checkbox"/> Listed on the Environmental Management Register (EMR) under the <i>Environmental Protection Act 1994</i>
EMR site identification: <input type="text"/>
<input type="checkbox"/> Listed on the Contaminated Land Register (CLR) under the <i>Environmental Protection Act 1994</i>
CLR site identification: <input type="text"/>

5) Are there any existing easements over the premises?

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

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

PART 3 – DEVELOPMENT DETAILS

Section 1 – Aspects of development

6.1) Provide details about the first development aspect

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

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

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

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

c) What is the level of assessment?

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

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

Material Change of Use – Educational Establishment

e) Relevant plans

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

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

6.2) Provide details about the second development aspect

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

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

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

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

c) What is the level of assessment?

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

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

e) Relevant plans

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

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

6.3) Additional aspects of development

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

6.4) Is the application for State facilitated development?

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

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

Material change of use	<input checked="" type="checkbox"/> Yes – complete division 1 if assessable against a local planning instrument
Reconfiguring a lot	<input type="checkbox"/> Yes – complete division 2
Operational work	<input type="checkbox"/> Yes – complete division 3
Building work	<input type="checkbox"/> Yes – complete <i>DA Form 2 – Building work details</i>

Division 1 – Material change of use

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

8.1) Describe the proposed material change of use

Provide a general description of the proposed use	Provide the planning scheme definition (include each definition in a new row)	Number of dwelling units (if applicable)	Gross floor area (m ²) (if applicable)
Aviation training facility	Educational Establishment		

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

- ☒ Yes
- ☐ No

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

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

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

Division 2 – Reconfiguring a lot

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

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

--

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

<input type="checkbox"/> Subdivision (complete 10)	<input type="checkbox"/> Dividing land into parts by agreement (complete 11)
<input type="checkbox"/> Boundary realignment (complete 12)	<input type="checkbox"/> Creating or changing an easement giving access to a lot from a constructed road (complete 13)

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

10.2) Will the subdivision be staged?	
<input type="checkbox"/> Yes – provide additional details below <input type="checkbox"/> No	
How many stages will the works include?	
What stage(s) will this development application apply to?	

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

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

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

Division 3 – Operational work

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

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

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

\$

PART 4 – ASSESSMENT MANAGER DETAILS

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

Townsville City Council

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

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

PART 5 – REFERRAL DETAILS

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

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

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

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

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



Queensland
Government

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

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

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

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

- ☐ Infrastructure-related referrals – Electricity infrastructure

Matters requiring referral to:

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

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

- ☐ Ports – Brisbane core port land

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

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

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

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

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

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

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

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

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

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

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

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

Referral requirement	Referral agency	Date of referral response

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

PART 6 – INFORMATION REQUEST

19) Information request under the DA Rules

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

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

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

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

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

PART 7 – FURTHER DETAILS

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

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

☒ No

List of approval/development application references	Reference number	Date	Assessment manager
<input type="checkbox"/> Approval			
<input type="checkbox"/> Development application			
<input type="checkbox"/> Approval			
<input type="checkbox"/> Development application			

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

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

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

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

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

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

☐ Yes – show cause or enforcement notice is attached

☒ No

23) Further legislative requirements

Environmentally relevant activities

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

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

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

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

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

Hazardous chemical facilities

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

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

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

Clearing native vegetation

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

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

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

Environmental offsets

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

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

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

Koala habitat in SEQ Region

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

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

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

Water resources

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

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

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

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

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

Waterway barrier works

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

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

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

Marine activities

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

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

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

Quarry materials from a watercourse or lake

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

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

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

Quarry materials from land under tidal waters

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

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

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

Referable dams

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

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

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

Tidal work or development within a coastal management district

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

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

☒ No

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

Queensland and local heritage places

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

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

☒ No

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

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

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

Decision under section 62 of the Transport Infrastructure Act 1994

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

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

☒ No

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

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

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

☒ No

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

PART 8 – CHECKLIST AND APPLICANT DECLARATION

24) Development application checklist

I have identified the assessment manager in question 15 and all relevant referral requirement(s) in question 17	<input checked="" type="checkbox"/> Yes
Note: See the <i>Planning Regulation 2017</i> for referral requirements	
If building work is associated with the proposed development, Parts 4 to 6 of DA Form 2 – Building work details have been completed and attached to this development application	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> Not applicable
Supporting information addressing any applicable assessment benchmarks is with the development application	<input checked="" type="checkbox"/> Yes
Note: This is a mandatory requirement and includes any relevant templates under question 23, a planning report and any technical reports required by the relevant categorising instruments (e.g. local government planning schemes, State Planning Policy, State Development Assessment Provisions). For further information, see DA Forms Guide: Planning Report Template .	
Relevant plans of the development are attached to this development application	<input checked="" type="checkbox"/> Yes
Note: Relevant plans are required to be submitted for all aspects of this development application. For further information, see DA Forms Guide: Relevant plans .	
The portable long service leave levy for QLeave has been paid, or will be paid before a development permit is issued (see 21)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> Not applicable

25) Applicant declaration

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

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

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

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

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

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

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

Date received: Reference number(s):

Notification of engagement of alternative assessment manager

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

QLeave notification and payment

Note: For completion by assessment manager if applicable

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

Queensland Titles Registry Pty Ltd
ABN 23 648 568 101

Title Reference:	21375111	Search Date:	22/07/2025 13:24
Date Title Created:	21/09/1988	Request No:	52685711
Previous Title:	21056161		

ESTATE AND LAND

Estate in Fee Simple

LOT 7 REGISTERED PLAN 747949

Local Government: TOWNSVILLE

REGISTERED OWNER

Dealing No: 700395905 12/12/1994

W & E THOMAS PTY LTD

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 10389066 (POR 155)
2. LEASE No 701029968 29/11/1995 at 11:24
to
HY-WAY TRUCK ACCESSORIES PTY LTD
Original term commencing
01/06/1995
Terminating
31/05/2001
with options as therein stated over part of the land
3. LEASE No 701806943 13/02/1997 at 10:50
to
MACK TRUCKS AUSTRALIA PTY. LTD. A.C.N. 009 719 582
Original term commencing
05/06/1995
Terminating
04/06/2000
with options as therein stated over part of the land
4. EASEMENT IN GROSS No 712915295 07/12/2009 at 11:09
burdening the land
ERGON ENERGY CORPORATION LIMITED A.C.N. 087 646 062
over
EASEMENT D ON SP229038
5. MORTGAGE No 715429300 15/11/2013 at 09:32
NATIONAL AUSTRALIA BANK LIMITED A.B.N. 12 004 044 937
6. LEASE No 718563451 07/02/2018 at 10:22
B & R ENCLOSURES PTY LTD A.C.N. 007 587 082
OF PART OF THE GROUND FLOOR (LEASE E)
TERM: 01/01/2018 TO 31/12/2022 OPTION 5 YEARS
7. AMENDMENT OF LEASE No 722308149 23/02/2023 at 14:49
LEASE: 718563451
TERM: 01/01/2018 TO 31/12/2026 OPTION NIL
8. LEASE No 721128570 28/09/2021 at 13:17
LINFOX AUSTRALIA PTY LTD A.C.N. 004 718 647
OF LEASE F ON SP322704
TERM: 20/05/2021 TO 31/12/2029 OPTION 3 YEARS

Queensland Titles Registry Pty Ltd
ABN 23 648 568 101

Title Reference:	21375111
------------------	----------

EASEMENTS, ENCUMBRANCES AND INTERESTS (Continued)

9. LEASE No 721558868 21/03/2022 at 12:58
UKW SPARES PTY LTD A.C.N. 078 916 417
OF THE WHOLE OF THE GOUND FLOOR (LEASE H)
TERM: 01/03/2022 TO 28/02/2027 OPTION 5 YEARS

ADMINISTRATIVE ADVICES

NIL

UNREGISTERED DEALINGS

NIL

Caution - Charges do not necessarily appear in order of priority

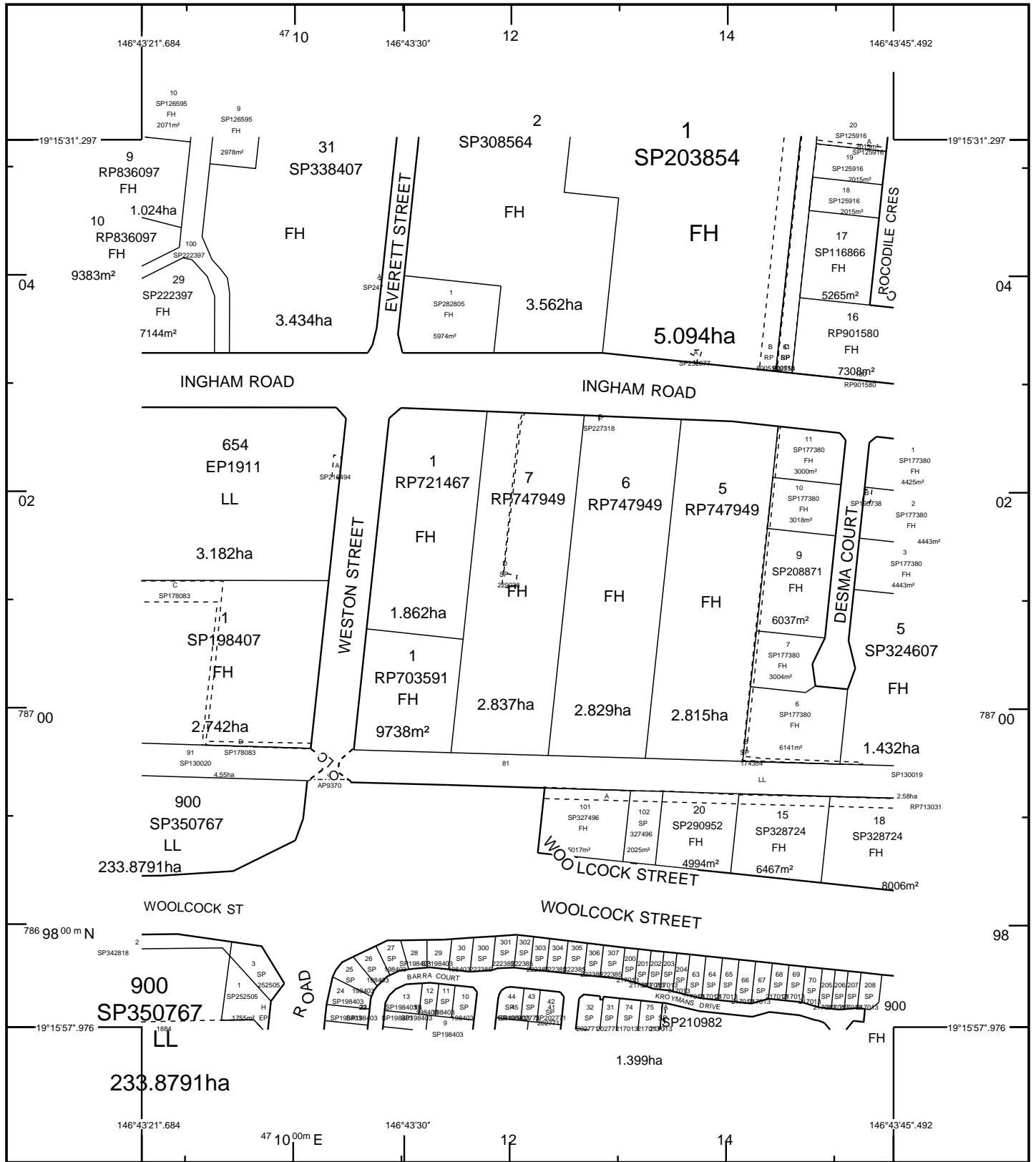
** End of Current Title Search **

Company owner’s consent to the making of a development application under the *Planning Act 2016*

W & E THOMAS PTY LTD			
as owner(s) of premises identified as:			
Lot 7 on RP747949 and located at 780-786 Ingham Road, Mount Louisa.			
consent to the making of a development application under the <i>Planning Act 2016</i> by Northpoint Planning on the premises described above.			
Name		Brent Zander	Signature
			<div>Signed by: Brent Zander B9DABEC1FBF6494...</div>
Position			Date
			01-08-2025
Name		Signature	
Position		Date	



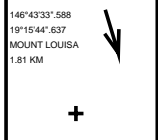
Appendix 2



STANDARD MAP NUMBER
8259-31114

0 100 200 300 400 500 m
HORIZONTAL DATUM:GDA94 ZONE:55 SCALE 1 : 5000

MAP WINDOW POSITION &
NEAREST LOCATION



SUBJECT PARCEL DESCRIPTION

DCDB
Lot/Plan 7/RP747949
Area/Volume 2.837ha
Tenure FREEHOLD
Local Government TOWNSVILLE CITY
Locality MOUNT LOUISA
Segment/Parcel 62450/16

CLIENT SERVICE STANDARDS

PRINTED 22/07/2025

DCDB 21/07/2025

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SmartMap

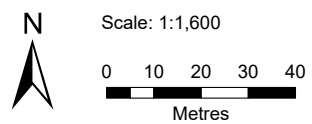
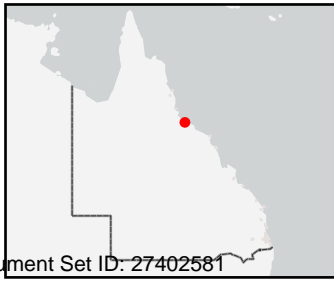
An External Product of
SmartMap Information Services

Based upon an extraction from the
Digital Cadastral Data Base



**Queensland
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State Planning Policy mapping layers - consolidated list for all selected Lot Plans

State Planning Policy mapping layers - consolidated list for all selected Lot Plans

(Note: Please refer to following pages for State Interests listed for each selected Lot Plan)

STRATEGIC AIRPORTS AND AVIATION FACILITIES

- Wildlife hazard buffer zone
- Lighting area buffer 6km
- Light restriction zone
- Aviation facility
- Height restriction zone 15m

NATURAL HAZARDS RISK AND RESILIENCE

- Flood hazard area - Level 1 - Queensland floodplain assessment overlay
- Flood hazard area - local government flood mapping area

State Planning Policy

**Making or amending a local planning instrument
and designating land for community infrastructure**

Date: 25/02/2025



Queensland Government

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State Planning Policy mapping layers for selected

Lot Plan: 7RP747949 (Area: 28370 m²)

NATURAL HAZARDS RISK AND RESILIENCE

- Flood hazard area - local government flood mapping area
- Flood hazard area - Level 1 - Queensland floodplain assessment overlay

STRATEGIC AIRPORTS AND AVIATION FACILITIES

- Light restriction zone
- Lighting area buffer 6km
- Wildlife hazard buffer zone
- Height restriction zone 15m
- Aviation facility

State Planning Policy

**Making or amending a local planning instrument
and designating land for community infrastructure**
Date: 25/02/2025



Queensland Government

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Appendix 3

Subject Site and Surrounds

6/780-786 Ingham Road, Mount Louisa | Part of Lot 7 on RP747949

19°15'33"S 146°43'14"E

19°15'33"S 146°43'48"E



Legend located on next page



19°15'58"S 146°43'14"E

19°15'58"S 146°43'48"E


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


Land parcel

 Parcel


Land parcel - gt 1 ha

 Parcel

Land parcel - gt 10 ha

 Parcel

Land parcel - gt 1000 ha

 Parcel

Land parcel label

Land parcel label - gt 1 ha


Land parcel label - gt 10 ha

Land parcel label - gt 1000 ha


Places: Search Results

7RP747949


Green bridges




Bridges




Tunnels





Railway stations





Roads and tracks


 Motorway


 Highway


 Secondary


 Connector


 Local


 Restricted Access Road


 Mall


 Busway


 Bikeway


 Restricted Access


 Bikeway


 Walkway


 Restricted Access


 Walkway

 Non-vehicular Track

 Track

 Restricted Access Track

 Ferry

 Proposed Thoroughfare

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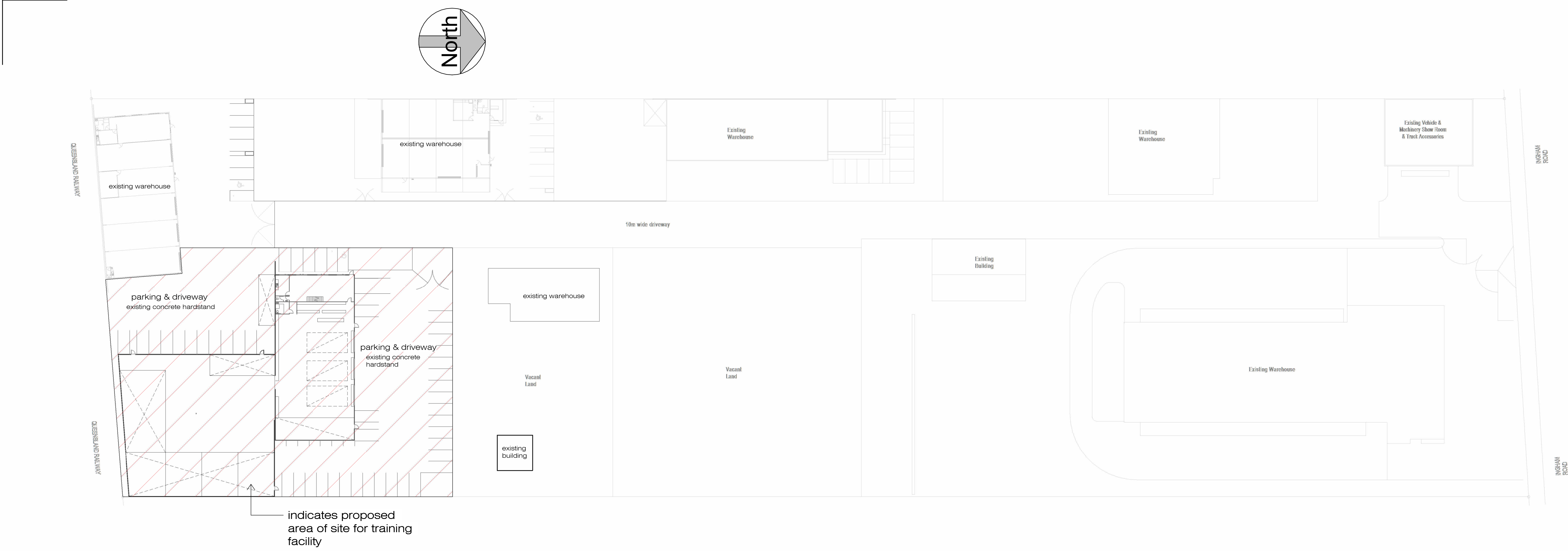
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© State of Queensland (Department of Resources) 2024

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Appendix 4



NOTES:		
* THIS DRAWING IS ONLY INTENDED TO OBTAIN A LOCAL AUTHORITY BUILDING PERMIT.		
* COMPLY WITH ALL RELEVANT AUTHORITY REG. & BSA MEASUREMENTS.		
* VERIFY ALL ON SITE DIMENSIONS & LEVELS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.		
Revision Schedule		
No	Description	Date

1 proposed site plan - overall
sk_01 1 : 500



A product of
Queensland Globe

Legend located on next page

0 50 metres
Scale: 1:2200
Printed at: A3
Print date: 24/6/2025
Not suitable for accurate measurement.
Projection: Web Mercator EPSG:102100 (8857)
For more information, visit <https://qdglobe.information.qld.gov.au/help/info/Contact-us.html>
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Queensland Government
Department of Natural Resources and Mines, Manufacturing, and Regional and Rural Development

PROPERTY DESCRIPTION
lot no: 7
plan no: rp 747949
site area: 7092m2

Sheet List		
Count	Sheet Number	Sheet Name
1	sk_01	Site Plan - Proposed Overall
1	sk_02	Site plan - Proposed
1	sk_03	Existing Floor plan
1	sk_04	Proposed Floor plan
1	sk_05	Proposed Elevations
Grand total: 5		

Parking Schedule				
Levels	Car parks	Service Vehicle/Ambulance (combined)	Bus	Motor Bikes
existing	5	0	1	0
proposed	43	0	0	0
Sub-total	48	0	1	0
Total parks provided	48	0	1	0

Preliminary
not to be used for construction purposes

Northpoint
Planning

concepts
Building Design
tel: 07 4728 3228

© copyright concepts building design

project:
Proposed Training Facility

for:
Mr Ian Smythe

at:
No:780-768 Ingham Road
Mt Lousia

Issue Date june 2025		25-025
Drawn Author		
scale As indicated		
sheet sk_01	printed 22/07/2025 2:56:30 PM	

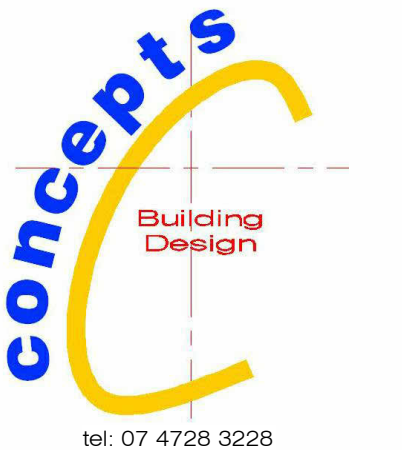
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Revision Schedule



building			
1	existing building	1763.90	42%
1	future amenities	41.40	1%
building: 2		1805.30	43%
concrete hardstand			
	existing concrete driveway/parking/hardstand	2287.58	55%
	concrete hardstand: 1	2287.58	55%
landscaping			
1	existing landscaping	72.00	2%
landscaping: 1		72.00	2%
Grand total: 4		4164.87	100%

not to be used for construction purposes



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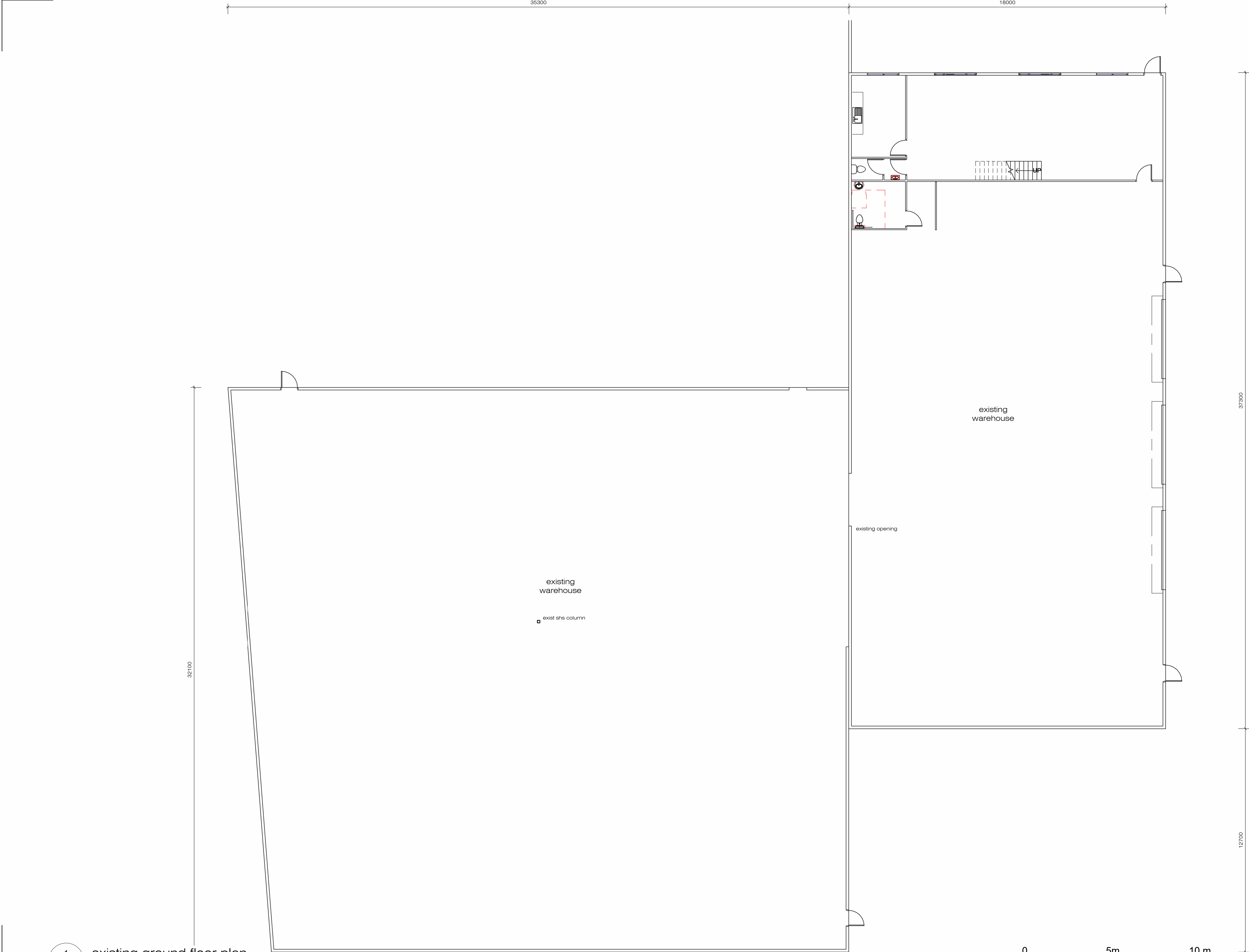
project:
Proposed Training Facility

for:
Mr Ian Smythe

at:
No:780-768 Ingham Road
Mt Lousia

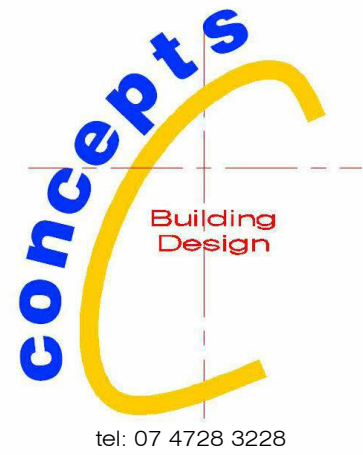
Issue Date	june 2025	25-025
Drawn	s.parenti	
scale	1 : 200	
sheet sk_02	printed	22/07/2025 2:56:32 PM

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* VERIFY ALL ON SITE DIMENSIONS & LEVELS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION		
Revision Schedule		
No	Description	Date

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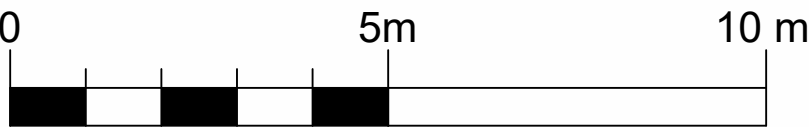


project:
Proposed Training Facility

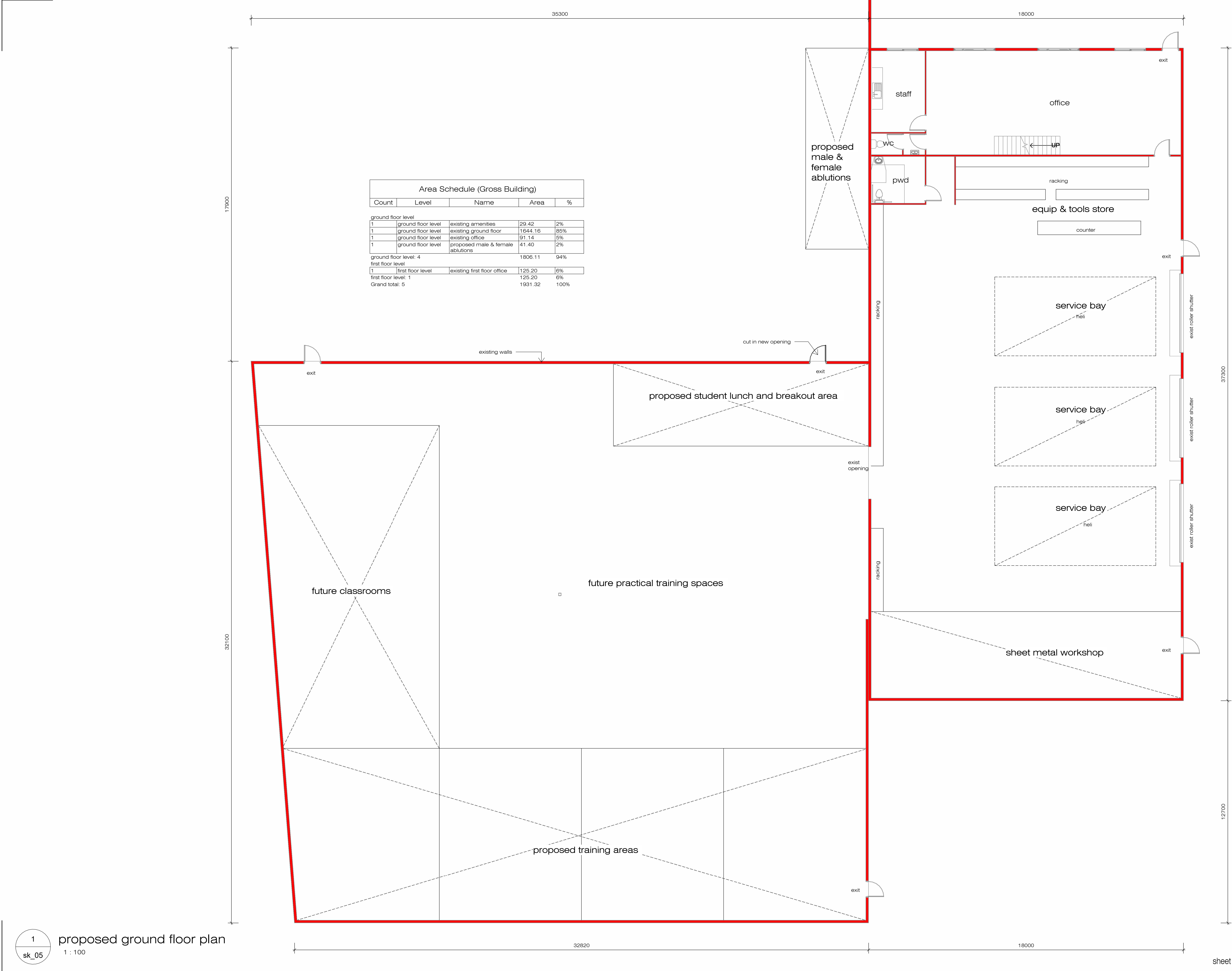
for:
Mr. Ian Smythe

at:
780-786 Ingham Road
Mt Lousia

Issue Date	June 2025	25-025
Drawn	Author	
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sheet	sk_03	
printed		22/07/2025 2:59:20 PM



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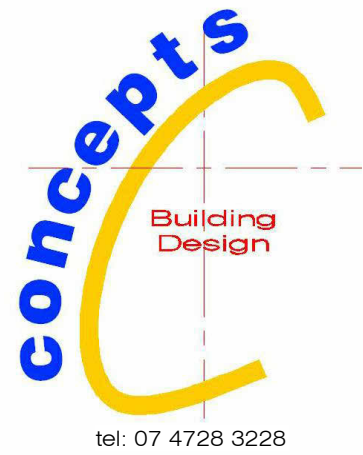


Area Schedule (Gross Building)				
Count	Level	Name	Area	%
ground floor level:				
1	ground floor level	existing amenities	29.42	2%
1	ground floor level	existing ground floor	1644.16	85%
1	ground floor level	existing office	91.14	5%
1	ground floor level	proposed male & female ablutions	41.40	2%
ground floor level: 4			1806.11	94%
first floor level:				
1	first floor level	existing first floor office	125.20	6%
first floor level: 1			125.20	6%
Grand total: 5			1931.32	100%

NOTES:		
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Revision Schedule		
No	Description	Date

1
sk_05
proposed ground floor plan
1 : 100

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not to be used for construction purposes



tel: 07 4728 3228

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project:
Proposed Training Facility

for:
Mr. Ian Smythe

at:
780-786 Ingham Road
Mt Lousia

Issue Date june 2025		25-025
Drawn	Author	
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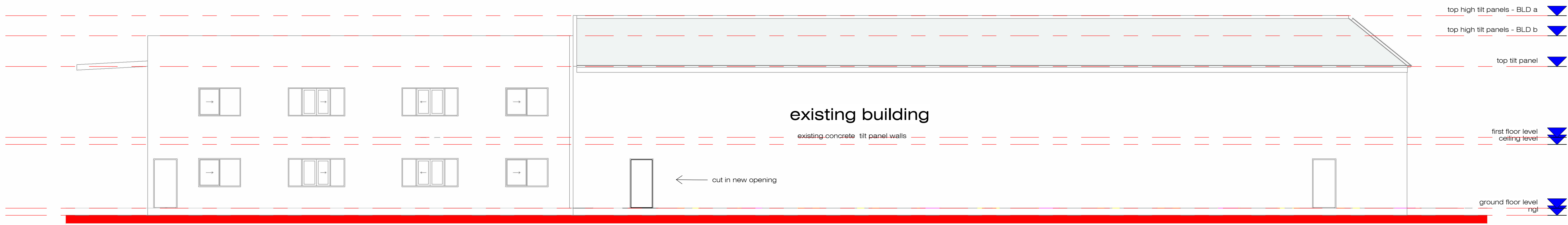
NOTES: * THIS DRAWING IS ONLY INTENDED TO OBTAIN A LOCAL AUTHORITY BUILDING PERMIT. * COMPLY WITH ALL RELEVANT AUTHORITY REG. & BSA. * USE FIGURED DIMENSIONS ONLY. DO NOT USE SCALED MEASUREMENTS. * VERIFY ALL ON SITE DIMENSIONS & LEVELS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.		
Revision Schedule		
No	Description	Date



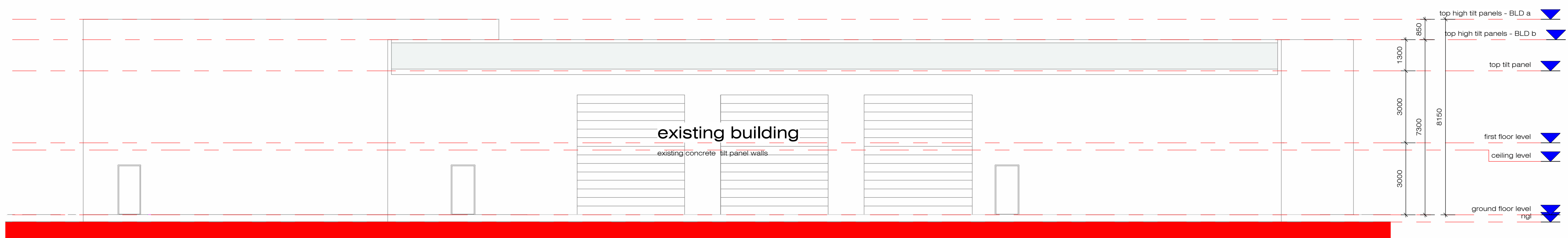
1 Proposed East Elevation
1 : 100



3 Proposed South Elevation
1 : 100



4 Proposed West Elevation
1 : 100



2 Proposed North Elevation
1 : 100

Preliminary
not to be used for construction purposes

Northpoint
Planning

concepts
Building
Design
tel: 07 4728 3228

project: Proposed Training Facility		
for: Mr. Ian Smythe		
at: 780-786 Ingham Road Mt Lousia		
Issue Date	June 2025	25-025
Drawn	Author	
scale	1 : 100	
sheet	sk_05	
printed	22/07/2025 2:59:24 PM	

sheet size = A1



Appendix 5



PRE-LODGEMENT MEETING MINUTES >>

PO BOX 1268, Townsville
Queensland 4810

COUNCIL REFERENCE >> PLM25/0041
ASSESSMENT NO >> 1101052
LEGAL DESCRIPTION >> Lot 7 RP 747949
PROPERTY ADDRESS >> 780-786 Ingham Road
MOUNT LOUISA QLD 4814
PROPOSAL >> MCU - Educational Establishment

13 48 10

enquiries@townsville.qld.gov.au
townsville.qld.gov.au

ABN: 44 741 992 072

DATE >> 27 February 2025
TIME >> 1:03pm

ATTENDEES >>

Meredith Hutton	Northpoint Planning
Estelle Trueman	Senior Planner - Planning and Development
Shelly Sharma	Coordinator Engineering Assessment - Planning and Development
Charlotte Brine	Planning Support Officer - Planning and Development
Erin Beynon	Planning Support Officer - Planning and Development

VIA MICROSOFT TEAMS/TELECONFERENCE >>

Ian Smythe Representative from Aviation Australia

Description of the Proposal

- The proposal is for MCU - Educational Establishment
- Aviation Australia - Aviation training - 6-8 staff up to 100 students, 60-70 max at any one time
- Teaching spaces for maintenance training Practical spaces, small aircraft and helicopter
- Predominantly work with military
- Large hardstand and airconditioned warehouse
- Industrial use neighbours
- Proposed demontable toilet block and demontable relocatable teaching spaces
- Bus from school when hosting school students
- Student parking on site, staff parking out the front
- Hoping to generate as many as 40 carparks

Property Zoning and Overlays

Zone:

>> Medium impact industry zone

Precinct:

Not applicable

Sub precinct:

Not applicable

Plans of development or other plans:

Not applicable

Priority infrastructure plan:

>> This property is within a Local Government Infrastructure Plan Area.

Overlay(s):

- >> Airport Environs Overlay Map OM-01.5 - Light intensity - Zone D
- >> Airport Environs Overlay Map OM-01.1 - Operational airspace - Airspace more than 15m above ground level
- >> Airport Environs Overlay Map OM-01.5 - Light intensity - 6km radius
- >> Airport Environs Overlay Map OM-01.2 - Wildlife hazard buffer zones and Public safety areas - Distance from airport runway - 8km
- >> Development Constraints Overlay Map OM-06.1 to OM-06.2 - Flood hazard - Low hazard area
- >> Development Constraints Overlay Map OM-06.1 to OM-06.2 - Flood hazard - Medium hazard area
- >> Development Constraints Overlay Map OM-06.1 to OM-06.2 - Flood hazard - High hazard area

Planning Scheme

The proposal is subject to assessment against the Townsville City Plan. The planning scheme can be viewed via the following link: [Current City Plan \(townsville.qld.gov.au\)](https://www.townsville.qld.gov.au/current-city-plan)

Furthermore, Townsville Maps can be viewed via the following link: [TownsvilleMAPS Mapping Service - Townsville City Council](#)

Meeting Discussion

- Defined Use - Educational Establishment
- Level of assessment - Impact Assessment
- Application is assessable against the City Plan 2014
- Strategic Framework
- Medium impact industry zone code
- Reconfiguring a lot code
- Transport impact, access and parking code
 - TIA may be required, refer to post meeting feedback.
 - Parking - Provide details about number of students and how the development will be serviced. On-street carparking is not considered a viable option due to undesignated and possibly unsafe pedestrian access on internal driveway.
 - Bus pickup/drop off: If a bus service is proposed, a designated bus pick up and drop off zone within the development boundary, including its functionality, is required.
 - Access - Ensure signage to facility for easy access as well as parking signs
- Works code
 - Water - Existing connection to be used by the way of internal plumbing and hydraulics.
 - Sewerage - Existing private pump station and private rising sewer main to be used by the way of internal plumbing and hydraulics. Developer to ensure that the private system has capacity to service the proposed development.
- Healthy waters code
 - Stormwater - No changes to impervious surface.
- Landscape code
- Advertising devices code
- Airport environs overlay code
- Flood hazard overlay code
 - Footprint of development is primarily outside of the new flood mapping. Flood Impact Assessment is not required.
- Reasonable place for educational establishment which has a clear industrial nexus
- Impact assessable
- If exceeding 100 students will trigger additional state transport referral

- Railway corridor- Triggers state referral

Other Applicable Information

Upon lodgement of your development application, you will be required to pay assessment fees in accordance with Council's Planning Services Fees and Charges Schedule. For the most current schedule, please refer to: [Fees & Charges - Townsville City Council](#)

Furthermore, the development proposal will be subject to Infrastructure Charges. For a comprehensive review of Council's Infrastructure Charge Resolution, please view the following link: [Infrastructure Charges - Townsville City Council](#)

Post Meeting Feedback

- Due to the proposal to have up to 100 students enrolled and not knowing how many will be at site at any given time, a TIA may be triggered in accordance with the following requirement of the Townsville City plan:

Table SC6.4.5.2 - Urban Area TIA Impact Level Assessment Criteria

Criteria	Impact		
	Low	Moderate	High
Trip Generation	New or additional trip generation in a peak hour of less than 20 trips directly accessing a street ¹ .	New or additional trip generation in a peak hour of 20 to 300 trips directly accessing a street. New or additional trip generation to a major collector, sub arterial, arterial, or highway ¹ .	New or additional trip generation in a peak hour of more than 300 trips directly accessing a road system.
Commercial Vehicles	5 or less new or additional commercial vehicles per day in a residential area. Less than 10 new or additional commercial vehicles per day in a non-residential area.	More than 5 and up to 300 new or additional commercial vehicles per day in a residential area. More than 10 and up to 300 new or additional commercial vehicles per day in a non-residential area.	More than 300 new or additional commercial vehicles per day.
Car Parking	Increase or decrease of 9 or less on-site car park spaces. Loss of 2 or less line marked on-street carparks or loading zones.	Increase or decrease of 10 or more on-site car park spaces. Loss of between 3 or more line-marked on street carparks or loading zones.	
Public Transport	Relocation of any bus zone or taxi rank	Impacts on the bus interchange or bus routes.	
Transport System	No change to existing transport network operation.	Changes to the connectivity between local streets and collector roads.	Changes to the connectivity between arterial and sub arterial roads.

Meeting Closed >> 1:38pm

Note: This pre-lodgement advice has been prepared based on the information provided in the meeting. A full assessment of the proposal against the planning scheme has not been carried out and this advice may be subject to change at the time of lodgement of a formal development application. An application may be subject to requests for further information not identified in the pre-lodgement meeting following a full assessment.



Appendix 6

State code 2: Development in a railway environment

Guide to Development in a Transport Environment: Rail which provides direction on how to address this code.

Table 2.1 Development in general

Performance outcomes	Acceptable outcomes	Response
Building, structures, infrastructure, services and utilities		
PO1 Development does not create a safety hazard within the railway corridor .	No acceptable outcome is prescribed.	Complies The proposed development does not involve works within the railway corridor. It is therefore considered that there will be no safety hazard to rail transport infrastructure.
PO2 Development does not cause damage to the railway corridor, rail transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	Complies The proposed development does not involve works within the railway corridor. It is therefore considered that there will be no safety hazard to rail transport infrastructure.
PO3 Development does not interfere with, or obstruct, the rail transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	Complies The proposed development does not involve works within the railway corridor and will not cause an obstruction.
PO4 Development does not adversely impact the structural integrity or physical condition of the railway, other rail infrastructure or the railway corridor by adding or removing loading .	No acceptable outcome is prescribed.	Complies The proposed development does not locate buildings or structures, infrastructure, services or utilities within a railway corridor. It is therefore considered that the development will not adversely impact on the structural integrity or physical condition of rail infrastructure.
PO5 Development above a railway is designed to enable natural ventilation and smoke dispersion in the event of a fire emergency.	No acceptable outcome is prescribed.	Not applicable The proposed development is not above a railway.
PO6 Development does not adversely impact the operating performance of the railway corridor .	No acceptable outcome is prescribed.	Complies The proposed development does not locate buildings or structures, infrastructure, services or utilities within a railway corridor and will not

Performance outcomes	Acceptable outcomes	Response
		adversely impact the operation of the railway corridor.
PO7 Buildings and structures in a railway corridor are designed and constructed to protect persons in the event of a derailed train.	No acceptable outcome is prescribed.	Not applicable The proposed development does not locate buildings or structures, infrastructure, services or utilities within a railway corridor.
PO8 Buildings and structures in high risk locations and where also located within 10 metres of the centreline of the nearest railway track are design and constructed to protect persons in the event of a derailed train.	AO8.1 Buildings and structures , in a railway corridor , including foundations, retaining and other support elements, are designed and constructed in accordance with Civil Engineering Technical Requirement CIVIL-SR-012 Collision protection of supporting elements adjacent to railways , Queensland Rail, 2011, AS5100 Bridge design, and AS1170 Structural design actions.	Not applicable The proposed development does not involve buildings or structures within a railway corridor.
PO9 Buildings and structures are designed and constructed to protect people from electrocution.	AO9.1 The outermost projection of development is set back horizontally a minimum of 3 metres from the outermost projection of overhead line equipment .	Complies Buildings and structures associated with the proposed development are not located within proximity to overhead line equipment.
PO10 Development in the railway corridor is designed and constructed to prevent projectiles being thrown onto the railway .	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve buildings or structures within a railway corridor.
PO11 Buildings, and structures with publicly accessible or communal areas within 20 metres from the centreline of the nearest railway track are designed and constructed to prevent projectiles from being thrown onto a railway .	AO11.1 Publicly accessible areas located within 20 metre from the centreline of the nearest railway do not overlook a railway . OR AO11.2 Buildings and structures are designed to ensure publicly accessible areas located within 20 metres from the centreline of the nearest railway track and that overlook the railway may include throw protection screens in accordance with the relevant provisions of the Civil Engineering Technical Requirement – CIVIL-SR005 Design of buildings over or near railways , Queensland Rail, 2011, and the Civil Engineering Technical	Complies The proposed development does not involve any publicly accessible areas that overlook the railway, noting the proposed facility is to be fully fenced and accessed by authorised persons only.

Performance outcomes	Acceptable outcomes	Response
	Requirement – CIVIL-SR008 Protection screens, Queensland Rail.	
Stormwater and overland flow		
PO12 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard in a railway corridor .	No acceptable outcome is prescribed.	Complies Stormwater run-off is discharged to a lawful point of discharge being Ingham Road, noting the natural slope of the land towards to the road frontage away from the railway corridor and does not create or exacerbate a safety hazard in a railway corridor.
PO13 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of the railway corridor, rail transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	Complies Stormwater run-off is discharged to a lawful point of discharge being Ingham Road, noting the natural slope of the land towards to the road frontage away from the railway corridor and does not create or exacerbate a safety hazard in a railway corridor.
PO14 Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the railway corridor, rail transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	Complies Stormwater run-off is discharged to a lawful point of discharge being Ingham Road, noting the natural slope of the land towards to the road frontage away from the railway corridor and does not create or exacerbate a safety hazard in a railway corridor.
Flooding		
PO15 Development does not result in a material worsening of flooding impacts within a railway corridor .	No acceptable outcome is prescribed.	Complies The proposed development maintains the current contours and stormwater regime of the site, which provides for overland flow of water away from the railway corridor. It is considered the proposed development will not result in a worsening of flood impact to the railway corridor.
Drainage Infrastructure		
PO16 Drainage infrastructure does not create a safety hazard in a railway corridor .	AO16.1 Drainage infrastructure is wholly contained within the development site. AND	Complies Drainage infrastructure associated with the proposed development is wholly retained within the subject lot and does not require access from the railway corridor.

Performance outcomes	Acceptable outcomes	Response
	AO16.2 Drainage infrastructure can be maintained without requiring access to a railway corridor .	
Construction Impacts		
PO17 Construction activities do not cause ground movement or vibration impacts in a railway corridor .	No acceptable outcome is prescribed.	Complies The proposed development does not involve earthworks and will not cause ground movement that will impact the railway corridor.
Access		
PO18 Development prevents unauthorised access to the railway corridor .	<p>AO18.1 Development abutting the railway corridor incorporates fencing along the property boundary with the railway corridor in accordance with the railway manager's standards.</p> <p>AND</p> <p>AO18.2 A road barrier designed in accordance with Queensland Rail Civil Engineering Technical Requirement CIVIL-SR-007 – Design Criteria for Road Rail Barriers.</p> <p>AND</p> <p>AO18.3 Vehicle manoeuvring areas, driveways, loading areas and carparks abutting the railway corridor incorporate rail interface barriers along the boundary to the railway corridor.</p>	Complies The proposed development involves the reuse of an existing building, and setbacks the proposed abutment block in excess of 30m from the rail corridor and the proposed development maintains adequate fencing to prevent access within the railway corridor.
PO19 Development maintains existing maintenance and authorised access to the railway corridor .	AO19.1 Development does not obstruct existing authorised access points and access routes for maintenance and emergency works to the railway corridor at all times.	Complies The proposed development does not obstruct existing access points to the railway corridor.
PO20 Development does not impede the maintenance of a railway bridge or authorised access to a railway bridge .	<p>AO20.1 Buildings and other structures are set back horizontally a minimum of 3 metres from a railway bridge.</p> <p>AND</p> <p>AO20.2 Permanent structures are not located below or abutting a railway bridge.</p>	Complies Buildings and structures associated with the proposed development are appropriately setback from the railway bridge, noting the proposed development is limited to the re-use of an existing industrial tenancy for the purpose of an indoor Educational establishment.

Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p>AO20.3 Temporary activities below or abutting a railway bridge do not impede access to a railway corridor.</p>	
Public passenger transport and active transport		
PO21 Development does not compromise the safety of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	<p>Complies</p> <p>The proposed development is not located in proximity to public passenger or active transport infrastructure.</p>
PO22 Development maintains pedestrian and cycle access to a railway station or other public passenger transport infrastructure and active transport infrastructure associated with the railway .	No acceptable outcome is prescribed.	<p>Complies</p> <p>The proposed development is not located in proximity to public passenger or active transport infrastructure.</p>
PO23 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	<p>Complies</p> <p>The proposed development is not located in proximity to public passenger or active transport infrastructure.</p>
PO24 Development does not adversely impact the operating performance of public passenger transport infrastructure , public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	<p>Complies</p> <p>The proposed development is not located in proximity to public passenger or active transport infrastructure.</p>
Planned upgrades		
PO25 Development does not impede delivery of planned upgrades of rail transport infrastructure .	No acceptable outcome is prescribed.	<p>Complies</p> <p>The proposed development is appropriately located to not impede delivery of planned upgrades.</p>
Network safety		
PO26 Development involving dangerous goods does not adversely impact on the safety or operations of the railway and rail transport infrastructure .	AO26.1 Development does not involve handling or storage of hazardous chemicals above the threshold quantities listed in table 5.2 of the Model Planning Scheme Development Code for Hazardous Industries and Chemicals, Office of Industrial Relations, Department of Justice and Attorney-General, 2016.	<p>Not applicable</p> <p>The proposed development does not involve dangerous goods.</p>

Table 2.2 Filling, excavation, building foundations and retaining structures

Performance outcomes	Acceptable outcomes	Response
PO27 Development does not create a safety hazard for users of the railway or other rail infrastructure .	No acceptable outcome is prescribed.	Complies Construction practices with the proposed development are suitably located to not result in any adverse impact or safety hazard for users of the railway.
PO28 Development does not adversely impact on the operating performance of the railway or other rail infrastructure within the railway corridor .	No acceptable outcome is prescribed.	Complies Construction practices associated with the proposed development are suitably located to not result in any adverse impact on operating performance of the railway.
PO29 Development does not undermine, damage, or cause subsidence of, the railway corridor .	No acceptable outcome is prescribed.	Complies Construction practices associated with the proposed development are suitably located to not undermine, damage or cause subsidence of the railway corridor.
PO30 Development does not adversely impact the structural integrity or physical condition of the railway , other rail infrastructure or the railway corridor by adding or removing loading .	No acceptable outcome is prescribed.	Complies Construction practices associated with the proposed development are suitably located to not result in any adverse impact to the railway.
PO31 Development does not cause ground water disturbance in the railway corridor .	No acceptable outcome is prescribed.	Complies Additional built-form associated with the proposed development is wholly located on existing hardstand area, with any further disturbance required considered minimal and will be appropriately managed on site.
PO32 Development does not adversely impact the railway or other rail infrastructure within the railway corridor .	No acceptable outcome is prescribed.	Complies The proposed development is not considered to adversely impact the railway corridor, given: <ul style="list-style-type: none"> ▪ The proposed development is located within an existing industrial tenancy; ▪ Additional built-form within the site is limited to the addition of an ablution block; and

		<ul style="list-style-type: none"> The proposed development remains suitably set back from the railway corridor.
PO33 Excavation, boring, piling, blasting, drilling, fill compaction or similar activities does not adversely impact the operating performance of the railway or other rail infrastructure within the railway corridor .	No acceptable outcome is prescribed.	Complies Filling, excavation, compaction and similar activities associated with the proposed development are suitably designed and located to not adversely impact the railway corridor.
PO34 Filling and excavation material does not cause an obstruction or nuisance in the railway corridor .	A034.1 Fill, spoil or any other material is not stored in, or adjacent to, the railway corridor .	Complies No fill, spoil or other material is stored in the railway corridor.

Table 2.3 Railway crossings

Performance outcomes	Acceptable outcomes	Response
PO35 Development does not require a new level railway crossing .	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve a railway crossing.
PO36 Development does not adversely impact on the operating performance of an existing railway crossing .	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve a railway crossing.
PO37 Development does not adversely impact on the safety of an existing railway crossing .	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve a railway crossing.
PO38 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a railway crossing .	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve a railway crossing.

Table 2.4 Environmental emissions

Statutory note: Where development is adjacent to a **railway** with 15 or fewer passing trains per day, compliance with table 2.4 is not required.

Performance outcomes	Acceptable outcomes	Response
Reconfiguring a Lot		
Involving the creation of 5 or fewer new residential lots adjacent to a railway or type 2 multi-modal corridor		

<p>PO39 Development minimises free field noise intrusion from a railway.</p>	<p>AO39.1 Development provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: <ol style="list-style-type: none"> a. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO39.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p> <p>OR</p> <p>AO39.3 Development provides a solid gap-free fence or other solid gap-free structure along the full extent of the boundary closest to a railway.</p>	<p>Not applicable The proposed development does not involve reconfiguring a lot.</p>
<p>Involving the creation of 6 or more new residential lots adjacent to a railway or type 2 multi-modal corridor</p>		
<p>PO40 Reconfiguring a lot minimises free field noise intrusion from a railway.</p>	<p>AO40.1 Development provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: <ol style="list-style-type: none"> a. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; 	<p>Not applicable The proposed development does not involve reconfiguring a lot.</p>

	<p>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</p> <p>OR</p> <p>AO40.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>	
Material change of use (accommodation activity)		
Ground floor level requirements adjacent to a railway or type 2 multi-modal corridor		
PO41 Development minimises noise intrusion from a railway in private open space at the ground floor.	<p>AO41.1 Development provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for private open space at the ground floor level; 2. in accordance with: <ol style="list-style-type: none"> a. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO41.2 Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for private open space at the ground floor level by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>	<p>Not applicable</p> <p>The proposed development does not involve an accommodation use.</p>
PO42 Development (excluding a relevant residential building or relocated	AO42.1 Development (excluding a relevant residential building or relocated building)	Not applicable

<p>building) minimises noise intrusion from the railway in habitable rooms at the facade of the ground floor level.</p>	<p>provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum building facade acoustic level in reference table 1 (item 1.1) for habitable rooms at the ground floor level; 2. in accordance with: <ol style="list-style-type: none"> a. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;. c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO42.2 Development (excluding a relevant residential building or relocated building) achieves the maximum building facade acoustic level in reference table 1 (item 1.1) for habitable rooms at the ground floor level by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>	<p>The proposed development does not involve an accommodation use.</p>
<p>PO43 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in Table 3 (item 3.1).</p>	<p>No acceptable outcome is prescribed.</p>	<p>Not applicable The proposed development does not involve an accommodation use.</p>
<p>Above ground floor level requirements (accommodation activity) adjacent to a railway or type 2 multi-modal corridor</p>		
<p>PO44 Balconies, podiums and roof decks include:</p> <ol style="list-style-type: none"> 1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums and roof decks 	<p>No acceptable outcome is prescribed.</p>	<p>Not applicable The proposed development does not involve an accommodation use.</p>

PO45 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve an accommodation use.
Material change of use (other uses)		
Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a railway or type 2 multi-modal corridor		
PO46 Development: <ol style="list-style-type: none"> provides a noise barrier or earth mound that is designed, sited and constructed: <ol style="list-style-type: none"> to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas; in accordance with: <ol style="list-style-type: none"> Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or achieves the maximum free field acoustic level in reference table (item 2.3) for all outdoor education areas and outdoor play areas by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound. 	No acceptable outcome is prescribed.	Complies The proposed Educational establishment is located within an existing industrial tenancy, and has a strong connection to light industry activity, noting the inclusion of practical training components. Given the nature of the proposed development noise attenuation measures are not considered necessary in this instance. It is noted all operations are to be conducted indoors and therefore reasonably separated from potential adverse impacts from the railway corridor.
PO47 Development involving a childcare centre or educational establishment : <ol style="list-style-type: none"> provides a noise barrier or earth mound that is designed, sited and constructed: <ol style="list-style-type: none"> to achieve the maximum building facade acoustic level in reference table 1 (item 1.2); in accordance with: 	No acceptable outcome is prescribed.	Complies The proposed Educational establishment is located within an existing industrial tenancy, and has a strong connection to light industry activity, noting the inclusion of practical training components. Given the nature of the proposed development noise attenuation measures are not considered necessary in this instance.

<p>i. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; or</p> <p>2. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>		<p>It is noted all operations are to be conducted indoors and therefore reasonably separated from potential adverse impacts from the railway corridor.</p>
<p>PO48 Development involving:</p> <p>1. indoor education areas and indoor play areas; or</p> <p>2. sleeping rooms in a childcare centre; or</p> <p>3. patient care areas in a hospital;</p> <p>achieves the maximum internal acoustic level in reference table 3 (items 3.2, 3.3 and 3.4).</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies</p> <p>The proposed Educational establishment is located within an existing industrial tenancy, and has a strong connection to light industry activity, noting the inclusion of practical training components. Given the nature of the proposed development noise attenuation measures are not considered necessary in this instance.</p> <p>It is noted all operations are to be conducted indoors and therefore reasonably separated from potential adverse impacts from the railway corridor.</p>
<p>Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a railway or type 2 multi-modal corridor</p>		
<p>PO49 Development involving a childcare centre; or educational establishment which have balconies, podiums or elevated outdoor play areas predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from the railway are provided with:</p> <p>1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); and</p> <p>2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums and elevated outdoor play areas.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies</p> <p>Development above ground floor level is limited to an existing mezzanine floor associated with the purpose of ancillary office.</p>

PO50 Development including: 1. indoor education areas and indoor play areas in a childcare centre or educational establishment ; or 2. sleeping rooms in a childcare centre ; or 3. patient care areas in a hospital located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is prescribed.	Complies Development above ground floor level is limited to an existing mezzanine floor associated with the purpose of ancillary office.
Air, light and vibration		
PO51 Private open space, outdoor education areas and outdoor play areas are protected from air quality impacts from a railway .	AO51.1 Each dwelling or unit has access to a private open space which is shielded from a railway by a building, noise barrier, solid gap-free fence , or other solid gap-free structure . OR AO51.2 Each outdoor education area and outdoor play area is shielded from a railway by a building, noise barrier, solid gap-free fence , or other solid gap-free structure .	Complies The proposed development is to be operated indoors and does not involve designated outdoor educational areas.
PO52 Patient care areas within hospitals are protected from vibration impacts from a railway .	AO52.1 Hospitals are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of $0.1\text{m/s}^{1.75}$. AND AO52.2 Hospitals are designed and constructed to ensure vibration in the ward of a patient care area does not exceed a vibration dose value of $0.4\text{m/s}^{1.75}$.	Not applicable The proposed development does not involve a hospital use.
PO53 Development is designed and sited to ensure light from infrastructure within, and use of, a railway does not: 1. intrude into buildings during night hours (10pm to 6am); and 2. create unreasonable disturbance during evening hours (6pm to 10pm).	No acceptable outcomes are prescribed.	Complies The proposed development does not involve alteration of lighting located within or associated with the use of a railway corridor.

Table 2.5 Development in a future railway corridor

Performance outcomes	Acceptable outcomes	Response
PO54 Development does not impede the planning, design and delivery of rail transport infrastructure in a future railway corridor .	AO54.1 Development is not located in a future railway corridor . OR both of the following acceptable outcomes apply: AO54.2 The intensification of lots does not occur within a future railway corridor . AND AO54.3 Development does not result in the landlocking of parcels once a future railway corridor is delivered.	Complies The proposed development is not located within or in immediate proximity to a future railway corridor.
PO55 Development, including filling, excavation, building foundations and retaining structures do not undermine or cause subsidence of a future railway corridor .	No acceptable outcome is prescribed.	Complies The proposed development is not located within or in immediate proximity to a future railway corridor.
PO56 Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a future railway corridor .	No acceptable outcome is prescribed.	Complies The proposed development is not located within or in immediate proximity to a future railway corridor.



Appendix 7



Townsville City Plan – Medium Impact Industry Zone Code

Purpose

The purpose of the Medium Impact Industry Zone Code is to *provide for medium impact industry uses. It may include non-industrial and business uses that support the industrial activities where they do not compromise the long-term use of the land for industrial purposes.*

The particular purpose of the code is to:

- a) *facilitate the safe and efficient use of land for a range of industrial activities; and*
- b) *ensure development does not detract from the function and viability of centres, and minimises impacts on the amenity of nearby sensitive uses.*

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

- a) *the zone accommodates a wide range of industrial uses that are likely to have some potential for off-site impacts, including manufacturing, transport, storage, outdoor sales and other uses which require larger sites in locations separated from sensitive land uses;*
- b) *other non-industrial uses are those which are ancillary to or directly support the industrial functions of the area, and are limited in extent;*
- c) *the zone does not accommodate uses which are primarily oriented to retail sales and which are more appropriately located in centres, such as shops, shopping centres, showrooms, or retail based hardware supplies;*
- d) *the intrusion of incompatible uses, or uses which may be more appropriately accommodated in other zones, is avoided to protect the availability of land for industrial purposes and the viability and efficient operation of existing and future industry uses;*
- e) *the impacts of development are managed to ensure public health and safety and achieve acceptable levels of amenity for nearby sensitive land uses;*
- f) *development avoids significant adverse effects on water quality and the natural environment;*
- g) *development does not adversely affect the safe and efficient operation of nearby Department of Defence landholdings;*
- h) *development is safe and legible, and designed to establish safe and efficient movement systems;*
- i) *lot sizes provide for a range of large format industrial uses and discourage take up of land for smaller scale activities better suited to the Low impact industry zone; and*
- j) *development makes a positive contribution to the public domain, particularly along major roads.*

Performance Outcome/Acceptable Outcomes		Response
For Self-assessable and Assessable Development		
Built form		
PO1: Development is consistent with the scale of surrounding buildings.	AO1.1: Site cover does not exceed 80%.	Complies The proposed development is contained within an existing tenancy within the wider allotment and proposed works are limited to the construction of a new ablution block, which involves negligible increase to the existing site cover of the site. It is considered the subject allotment remains below 80% total site cover.
	AO1.2: Buildings are set back from street and road frontages: <ul style="list-style-type: none"> a) within 20% of the average front setback of adjoining buildings; or b) where there are no adjoining buildings, 6m. 	



Performance Outcome/Acceptable Outcomes		Response
		The existing scale and setback of the building is consistent with the existing industrial uses within the wider allotment and surrounding locality.
PO2: Building entrances are legible and safe.	A02.1: Pedestrian entries are visible from the primary street frontage and visitor car parking areas, and are separate to vehicle access points.	Complies The proposed development involves the re-use of an existing industrial tenancy, noting four pedestrian entries to the building are provided, all of which front car parking areas and provide for safe and efficient pedestrian movements. Building entrances are appropriately designed to ensure legibility and safety to users. The building will be appropriately signed with unit number and provisioned with appropriate external lighting.
	A02.2: Doorway recesses in building facades are not of a size or configuration that would conceal a person, unless lighting, mirrors, transparent materials or angled approaches are included to offset the potential for impacts on safety.	
	A02.3: Each building or tenancy is provided with a highly visible street and unit number respectively	
	A02.4: Premises are provided with external lighting sufficient to provide safe ingress and egress for site users.	
Amenity		
PO3: Utility elements (including refuse areas, outdoor storage, plant and equipment, loading and unloading areas) are screened from view from the street and sensitive land uses.	A03: Utility elements are: <ul style="list-style-type: none">a) located within or behind the building; orb) screened by a 1.8m high solid wall or fence; orc) behind landscaping having the same screening effect as a 1.8m screen fence.	Complies The proposed development is sited within an existing tenancy to the rear of the site and does not contribute to the streetscape of Ingham Road. In accordance with the existing tenancy, all utilities will be appropriately screened within the site to maintain a high standard of amenity internally within the site. The proposed development is located within an existing industrial area and does not adjoin sensitive land uses.
	PO4: Landscaping is provided to create streetscapes which contribute positively to the city image, particularly along major roads and streets.	A04: Landscaping is provided for a minimum depth of: <ul style="list-style-type: none">a) 4m along an arterial or sub-arterial road; orb) 2m along any other road or street frontage.



Performance Outcome/Acceptable Outcomes		Response
		level of amenity to the internal traffic network and continues to positively contribute to the overall amenity and functionality of the site.
General		
PO5: Development minimises impacts on sensitive land uses having regard to noise, vibration, odour, dust, light or other emissions. Adverse impacts on the health, safety or amenity of nearby residential zoned land or other sensitive land uses are minimised.	AO5.1: Development achieves the noise generation levels set out in the Environmental Protection (Noise) Policy 2008. AO5.2: Development achieves the air quality objectives set out in the Environmental Protection (Air) Policy 2008. AO5.3: Materials that are capable of generating air contaminants are wholly enclosed in storage bins. AO5.4: All external areas are sealed, turfed or landscaped. AO5.5: Light emanating from any source complies with <i>Australian Standard AS4282 Control of the Obtrusive Effects of Outdoor Lighting</i> . AO5.6: Outdoor lighting is provided in accordance with <i>Australian Standard AS 1158.1.1 — Road Lighting — Vehicular Traffic (Category V) Lighting — Performance and Installation Design Requirements</i> .	Complies The proposed development minimises impacts on sensitive land uses and residential zoned land, particularly noting: <ul style="list-style-type: none"> The proposed development forms part of the wider industry precinct along Ingham Road, and is not located within immediate proximity of sensitive land uses. The proposed development provides for an industrial-adjacent service to provide theoretical and practical education of students associated with the aviation industry. The proposed development will be undertaken indoors. The proposed development is anticipated to comply with relevant air quality and noise objectives. Noise generated by the proposed development is considered to achieve nominated noise generation levels. The nearest residential residence is located approximately 170m to the south, noting this is buffered by a rail corridor and the Woolcock Street road corridor.
PO6: Development provides for the collection, treatment and disposal of liquid wastes or sources of contamination such that off-site releases of contaminants do not occur.	AO6.1: Areas where potentially contaminating substances are stored or used, are roofed and sealed with concrete, asphalt or similar impervious substance and bunded. AO6.2: Roof water is piped away from areas of potential contamination.	Complies The proposed development is to operate within an existing industrial tenancy, noting the existing building is appropriately sealed and secured to avoid off-site release of potential contaminants.
PO7: The site layout and design: <ul style="list-style-type: none"> a) minimises earthworks; 	AO7: Development does not involve earthworks involving more than 100m ³ .	Complies The proposed development involves the re-use of an existing industrial tenancy, with all works



Performance Outcome/Acceptable Outcomes		Response
b) maximises retention of natural drainage patterns; and c) ensures existing drainage capacity is not reduced.		limited to internal renovations and the addition of an ablution block to the southern side of the building. It is noted the proposed extension is located on existing hardstand and limited to a building footprint of 42m ² . In the context of the development site, the proposed works are considered to provide negligible impact to the existing stormwater regime. Further, it is noted the topography of the subject allotment is naturally graded to the road frontage to the north, with this drainage pattern maintained as part of the development.
Defence land		
PO8: Development does not adversely affect the safe and efficient operation of nearby Department of Defence land.	AO8: All buildings and operational components of a use are setback not less than 100m from the closest boundary of land in the control of or used by the Department of Defence.	Complies All buildings and operational components are setback in excess of 100m from Defence land
Caretaker's accommodation		
PO9: Development does not compromise the viability of the primary use of the site.	AO9.1: No more than one (1) caretaker's accommodation dwelling is established on the site. AO9.2: The caretaker's accommodation dwelling has a gross floor area of no more than 70m ² .	Not applicable The proposed development does not involve a caretaker's residence.
Ancillary office use		
PO10: Offices are accommodated where they are ancillary to the primary industrial use on the site.	AO10: The area used for an office use does not exceed 250m ² or 10% of the gross floor area, whichever is the lesser.	Complies The proposed development involves the continued use of an ancillary office area within the existing building comprising a use area of approximately 216m ² and approximately 12% of total gross floor area. It is considered the proposed development is compliant with PO10 given the following: <ul style="list-style-type: none"> ▪ The proposed development involves the reuse of an existing industrial tenancy within the Medium impact industry zone. ▪ The proposed administrative operations are required to facilitate the day-to-day function of the facility and do not operate independently of the main facility.



Performance Outcome/Acceptable Outcomes	Response
Assessable Development	
Uses	
<p>PO11: Development within the zone facilitates:</p> <ul style="list-style-type: none"> a) industrial activities whose impacts on sensitive land uses and the natural environment can be appropriately managed; or b) uses which require larger sites in locations that are separated from sensitive land uses, and are not more appropriately accommodated in other zones; or c) non-industrial uses which are small in scale and ancillary to or directly support the industrial functions of the area. 	<p>Complies The proposed development complies with PO11, given:</p> <ul style="list-style-type: none"> ▪ The proposed educational establishment provides specialised tertiary training aligned with aviation, defence, and industrial sectors, and is appropriately sited within an existing industrial estate where such uses are compatible. ▪ The development operates at a low intensity, confined to an existing tenancy and hardstand area, with minimal emissions or off-site environmental impacts. The use is not a sensitive use and poses minimal risk to surrounding industrial operations. ▪ The industrial zoning provides a suitable environment for low-impact training activities involving aviation components, noise-generating equipment demonstrations, and operational vehicle movements that would not be appropriate in a centre or community zone. ▪ The proposed site offers scale, buffering, and access that is not achievable in more urbanised or constrained zones. ▪ The subject allotment provides ample hardstand, separation from sensitive receptors, and direct access to the arterial road network, facilitating the safe movement of large vehicles, buses, and equipment as part of the training program. ▪ The subject site provides for a secure facility, with this required given the material and equipment utilised with the operation.



Performance Outcome/Acceptable Outcomes	Response
PO12: Development is not primarily oriented to retail sales, other than where involving an outdoor sales activity.	Complies The proposed development does not involve retail sales.
PO13: Development does not significantly detract from the availability or utility of land for industry purposes.	Complies The proposed nature and scale of the training operations require a large-format tenancy with hardstand, separation from sensitive land uses, and access to arterial transport routes, which are not typically available outside an industrial zone. Further, the proposed development involves the re-use of an existing vacant industrial building, ensuring the site is activated without the need for new construction or resource-intensive redevelopment.
Crime prevention through environmental design	
PO14: Site layout facilitates the security of people and property having regard to: <ul style="list-style-type: none"> a) opportunities for casual surveillance and sight lines; b) exterior building designs which promote safety and deter graffiti; c) adequate definition of uses and ownership; d) adequate lighting; e) appropriate signage and wayfinding; f) minimisation of entrapment locations; and g) building entrances, loading and storage areas being well lit and lockable after hours. 	Complies The proposed development complies with PO14, given: <ul style="list-style-type: none"> ▪ The facility will operate from an existing industrial building with clear entry points and open sight lines across hardstand areas, enabling casual surveillance throughout the site. ▪ The site is secured via established perimeter fencing with controlled gated access points. ▪ All external doors, storage areas and entry points are lockable, and building entrances are positioned to maintain visibility from internal areas. ▪ External lighting will be provided throughout, improving safety of users.
Community and Environmental Risk	
PO15: Development is designed and managed so that it provides appropriate protection for community health and safety, and avoids unacceptable risk to life and property.	Complies The proposed development provides for appropriate protection for community health and safety, given: <ul style="list-style-type: none"> ▪ The site layout supports safe access and movement, with designated pedestrian pathways, separated vehicle parking areas, and staggered class times to



Performance Outcome/Acceptable Outcomes	Response
	<p>manage onsite activity and avoid congestion.</p> <ul style="list-style-type: none"> ▪ Appropriate access arrangements are afforded to the subject site, in accordance with the existing operation of the wider subject allotment. ▪ On-site car parking is provided north and west of the building, with dedicated pedestrian entries provided. ▪ The training activities are low-impact and undertaken indoors or within the defined hardstand area, with no off-site discharge, noise, or emissions beyond what is typical for light industrial activity.
<p>PO16: The site layout and design responds sensitively to on-site and surrounding drainage patterns and ecological values by:</p> <ol style="list-style-type: none"> a) maximising retention of natural drainage patterns; b) ensuring existing drainage capacity is not reduced; c) maximising the retention or enhancement of existing vegetation and ecological corridors; and d) providing buffers to protect the ecological functions of waterways. 	<p>Complies The proposed development is designed to appropriately manage on-site and surrounding drainage patterns and ecological values, given:</p> <ul style="list-style-type: none"> ▪ The development retains the existing building footprint and impervious area, with no change to the site's stormwater discharge regime or surface flow characteristics. ▪ The new ablution block is minor in scale and located on existing hardstand, with no change to drainage patterns or natural overland flow anticipated. ▪ The development does not involve any vegetation removal or earthworks, and does not impact any mapped ecological corridors or waterways. ▪ Stormwater continues to be lawfully discharged in accordance with existing arrangements, and the development does not result in any reduction of drainage capacity or increase in discharge volume.



Performance Outcome/Acceptable Outcomes	Response
Additional Benchmarks for Assessable Development Within Precincts	
Roseneath Medium Impact Industry Precinct	
PO17 – PO20: Not applicable given the subject site is not located within the Roseneath Medium Impact Industry Precinct.	