



Date: 17 June 2025

Chief Executive Officer
Development Assessment
Townsville City Council
PO Box 1268
Townsville QLD 4810

Att: Planning Assessment – Jake Kidner

RE: INFORMATION REQUEST RESPONSE, RELATING TO A MATERIAL CHANGE OF USE FOR EDUCATIONAL ESTABLISHMENT AT 153-157 DALRYMPLE ROAD (MAIN) GARBUTT QLD 4814 FORMALLY KNOWN AS LOT 1 ON SP145199 (REF: MCU25/0013).

Address: 153-157 Dalrymple Road (Main) GARBUTT QLD 4814
Lot & Plan: Lot 1 on SP 145199
Land Size: 2,428m²
Our Reference: 25677
Client: The BUSY School

Dear Jake,

On behalf of our Client, we forward the following response to all items raised by the Council in the Information Request issued over the above development on 7 April 2025. In support of this response, we attach:

- 'Updated Architectural Plans' by Pacifik Design Architects under *Appendix A*;
- 'Information Request Response' by Velocity Traffic Engineering under *Appendix B*; and
- 'Information Request Response' by RCS Consultants under *Appendix C*; and
- 'Council's Information Request' by Townsville City Council under *Appendix D*.

Information Request

Request Item 1 – Confirmation of On-Site Parking Requirements

The applicant is requested to provide:

- a) confirmation of the age of students attending the proposed educational establishment;*
- b) the number of students able to be collected via shuttle bus; and*
- c) details of bus pick-up and set-down for the shuttle bus.*

Response:

A parking compliance assessment has been undertaken by Velocity Traffic Engineering. Refer to *Appendix B*.

In summation, the student age groups provided have been based on the averages of two (2) existing established facilities being Ipswich and Cleveland. These figures are extracted below (**Figure 1**):

Facility	Years 11 (15-16 years old)	Years 12 (17-18 years old)
Ipswich and Cleveland	130 Students	120 Students
Garbutt (Average of above)	65 Students	60 Students

Figure 1 – Student Figures (Appendix B)

According to the parking rates for Secondary Education within the Planning Scheme and based on the above figures, the proposal requires a total of 30 FTE spaces, 6 student spaces, and 3 visitor spaces. This equates to a total of 39 parking spaces.

Whilst a shortfall of 19 spaces is proposed, the proposed car parking on the site is considered adequate on the following basis:

- 44 students will be taken to and from the campus via the proposed shuttle bus service each day;
- There are various mode share options available to staff members including public transport (which are located nearby and are serviced frequently as detailed within the Velocity Traffic - Traffic Impact Assessment Report [VT TIA]), active transport and carpooling;
- The provision of 30 staff parking spaces is considered excessive considering only 15 are required for a tertiary education facility which are similar in nature (considering the age of the students);
- The existing TBS sites at Cleveland and Shailer Park only have 20 students (data attained from the client) and 6 students (as detailed in the VT TIA), respectively, that have their licence and drive to the campus; and
- Data from the Shailer Park Site (as detailed in the VT TIA) specified that 50% of the students utilised public transport to travel to the site. Adopting this rate would see 64 students utilising the bus to attend the proposed site and significantly reduce short term parking demands.

Refer to *Appendix B* for further information. Further, refer to the amended Site Plans (*Appendix A*) for the inclusion of a dedicated shuttle bus parking area.

Request Item 2 - Traffic Impact Assessment

a. The applicant is requested to provide an amended Traffic Impact Assessment (TIA) report certified by an RPEQ and which meets the requirements of a Moderate TIA in accordance with SC6.4 Development manual planning scheme policy of the Townsville City Plan. Per SC6.4.5.2(2)(c), "a moderate level TIA Report will be performed using traffic forecasting processes or computerised methods (e.g., Sidra) to estimate and analyse traffic flows on the surrounding road network at predefined time horizons."; and

b. The amended TIA is also requested to include swept path analysis diagrams for the shuttle bus manoeuvres demonstrating that the shuttle bus can safely manoeuvre on the site and enter and exit in a forward gear.

Response:

An Amended Traffic Impact Assessment, prepared and certified by Velocity Traffic Engineering, has been prepared. Refer to *Appendix B* for further information.

Request Item 3 - Water & Sewer Assessment

The applicant is requested to provide a water and sewer assessment report certified by an RPEQ which identifies the demands associated with the development and any upgrades required to Council's infrastructure to accommodate the development.

Response:

We refer to email confirmation from Council's Jake Kidner on 16 April 2025 confirming that a Water and Sewer Analysis would not be required *if information could be provided demonstrating that the proposed use would result in reduced demand when compared with the EPs of the use previously operating onsite.*

Accordingly, a statement by RCS Consulting has been prepared confirming a reduction in demand on Council's infrastructure. Refer to *Appendix C* for further information.

Your sincerely,

A handwritten signature in black ink, appearing to read 'Tamara Katai'.

Tamara Katai

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