



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 students aged 16-adult in aviation related matters, directly supporting the RAAF Base 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 | <ul style="list-style-type: none">Area within 25m of state transport corridor – railway corridor. |
| Referral Agencies | SARA |
| Public Notification | Required |



1.0 Site and Surrounding Environment

1.1. 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 on-site 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 approximately 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



2.0 Proposed Development

2.1. 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:

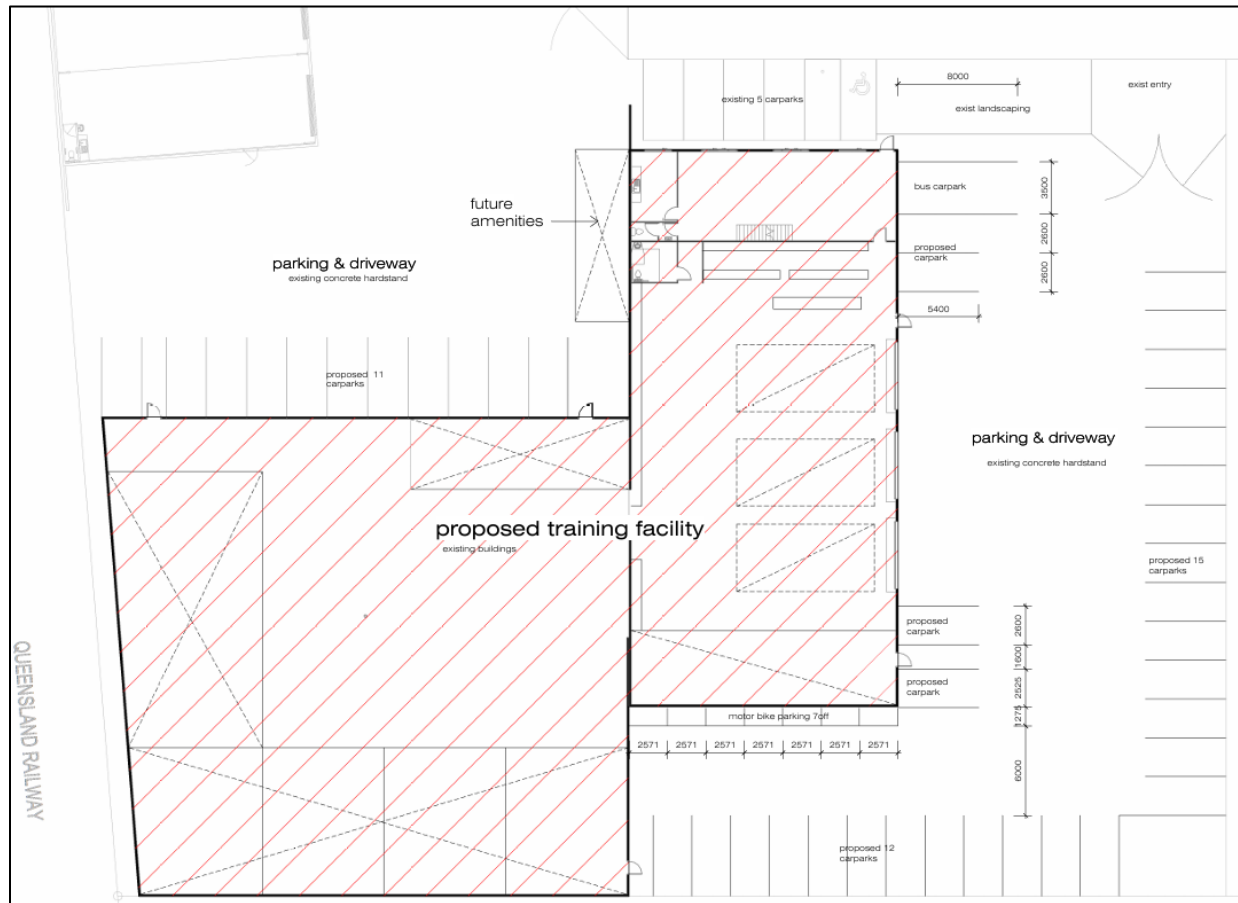
- Retention of the existing warehouse building and associated servicing arrangements.
- Internal renovations within the existing building to provide for the following:
 - Classroom area;
 - Training rooms;
 - Student lunch and breakout area;
 - Three (3) internal service bays for helicopters or other 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 retained to the perimeter of the subject site.

The proposed development is illustrated in Figure 2 below:

Figure 2: Proposed Site Plan



2.2. 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

2.3. 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.

2.4. Use Definition

In accordance with schedule 1 of the planning scheme, the use is defined an Educational Establishment. An Educational Establishment is defined as a *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.*



2.5. 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) | ▪ point five (0.5) spaces per employee (FTE) | ▪ six (6) staff members; Required rate = 3 | 46 x carparks inclusive of 1 person with disability; and 7 x motorbike parks. |
| | ▪ PLUS one (1) space per 10 students (FTE) | ▪ Maximum of Ninety-eight (98) students; Required rate = 10 | |
| | ▪ sufficient spaces for loading and unloading of passengers in addition to other requirements | | 1 x bus parking space. |
| Total | | 13 carparks | 46 carparks 7 motorbike parks 1 bus park |

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.



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

2.7. 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.

2.8. 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.

2.9. 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.

DRAFT