

URBAN PLANNING REPORT

NEW IMPACT ASSESSABLE DEVELOPMENT APPLICATION FOR A MATERIAL CHANGE OF USE FOR AN EDUCATIONAL ESTABLISHMENT

153-157 Dalrymple Road (Main) QLD 4815

On behalf of The BUSY Schools

informed confident



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Document History

Stage	Rev No.	Prepared By	Reviewed	Date
First Draft	1	TK	RB	03/03/2025
Technical Review	2	RB	RB	04/03/2025
Amendments/Lodgement	3	RB	RB	05/05/2025

Limitations

This report was prepared for the use of The BUSY Schools in accordance with generally accepted consulting practice. No other warranty, expressed or implied, is made as to the professional advice included in this report. This report has not been prepared for use by parties other than the client stated. It may not contain sufficient information for the purposes of other parties or for other uses. It is recommended that any works planned by others and relating specifically to the content of this report be reviewed by Bespoke P&D to verify that the intent of our recommendations is properly reflected in the final design. To the best of our knowledge, information contained in this report is accurate at the date of issue.

While every care has been taken in preparing this report, Bespoke P&D accepts no responsibility for decisions or actions taken as a result of any data, information, statement or advice, expressed or implied, contained within.

1. INTRODUCTION

This Planning Report forms part of a Development Application for a Development Permit for Material Change of Use for an Educational Establishment (The BUSY Schools) at 153-157 Dalrymple Road (Main), Garbutt QLD 4814.

The following development application provides assessment against the relevant instruments set-out by the *Planning Act 2016* Section 45(5) for **Impact Assessable** development. The assessment identifies a high level of compliance with the Strategic Framework under the *Townsville City Plan* and 'Other Relevant Matters' under the *Planning Act 2016*.

In support of this application, we attach:

- 'Architectural Plans', by Pacifik Design Studio under *Appendix A*;
- 'Code Responses' by Bespoke P&D under *Appendix B*;
- 'Traffic Impact Assessment' by Velocity Traffic Engineering under *Appendix C*;
- 'Economic Impact Assessment' by Foresight Partners under *Appendix D*;
- 'DA Form 1 & Consent' under *Appendix E*.

For simplicity, the site summary, application summary and applicant details are outlined below.

SITE SUMMARY

Element	Detail
Address	153-157 Dalrymple Road (Main), Garbutt QLD 4814
Lot and Plan	Lot 1 on SP145199
Local Authority	Townsville City Council
Planning Scheme	Townsville City Plan (Version 2024/01)
Site Area	2,428m ²
Existing Zoning	Low Impact Industry zone
Existing Use	Place of Worship
Overlays	Airport Environs Overlay Flood Hazard Overlay
State Referrals	<ul style="list-style-type: none">• <i>Planning Regulation 2017</i>, Schedule 10, Part 9, Division 4, Subdivision 1, Table 1 (Schedule 20 Thresholds)• <i>Planning Regulation 2017</i>, Schedule 10, Part 9, Division 4, Subdivision 2, Table 4 (State Transport Corridor)

APPLICATION SUMMARY

Element	Detail
Application	Application for a Development Permit for Material Change of Use for an Educational Establishment (The BUSY Schools)
Type of Approval	Development Permit
Category of Development	Assessable Development
Category of Assessment	Impact Assessment

APPLICANT DETAILS

Element	Detail
Applicant	The BUSY Schools
Contact	C/o- Bespoke P&D, Tamara Katai
Email	planning@bespokepd.com.au
Phone	0404 125 012
Postal Address	PO Box 5032 Alexandra Hills QLD 4161

2. THE SITE

2.1 LOCATION & SITE CHARACTERISTICS

The site is located at 153-157 Dalrymple Road (Main), Garbutt, on an existing 2,428m² allotment. The premises is improved by an existing Place of Worship comprising of a single building, uncovered car parking along the side boundary, and established landscaping. This application seeks to convert and utilise the existing building and infrastructure by the The BUSY Schools.

In terms of location, the site is located within an established industrial estate and consists of a range of low and medium impact industrial uses. The surrounding landscape can be described as being mixed in nature. The RAAF Base Townsville is located to the north whilst a variety of industrial & residential uses are to the east. The Warrina Shopping Centre and residential & educational establishment uses are situated to the south, and industrial & commercial uses are to the west. The residential uses are low density in character, predominantly consisting of single detached dwellings.

Other key characteristics include:

- The site adjoins Dalrymple Road, identified in Council's mapping system as being a Main Road;
- The site is located within close proximity to the Domain Central Precinct located to the west; and,
- A key intersection (Duckworth Street & Dalrymple Road) is located to the west.

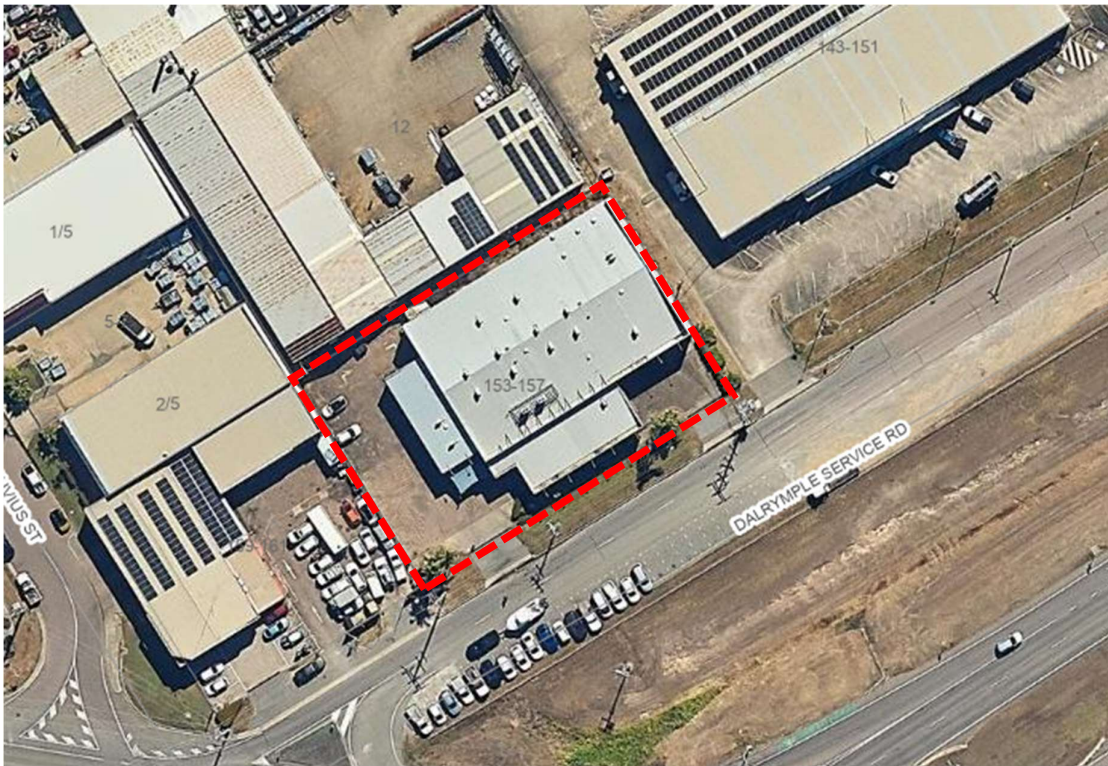


Figure 1 – Site image (Townsville City Plan)

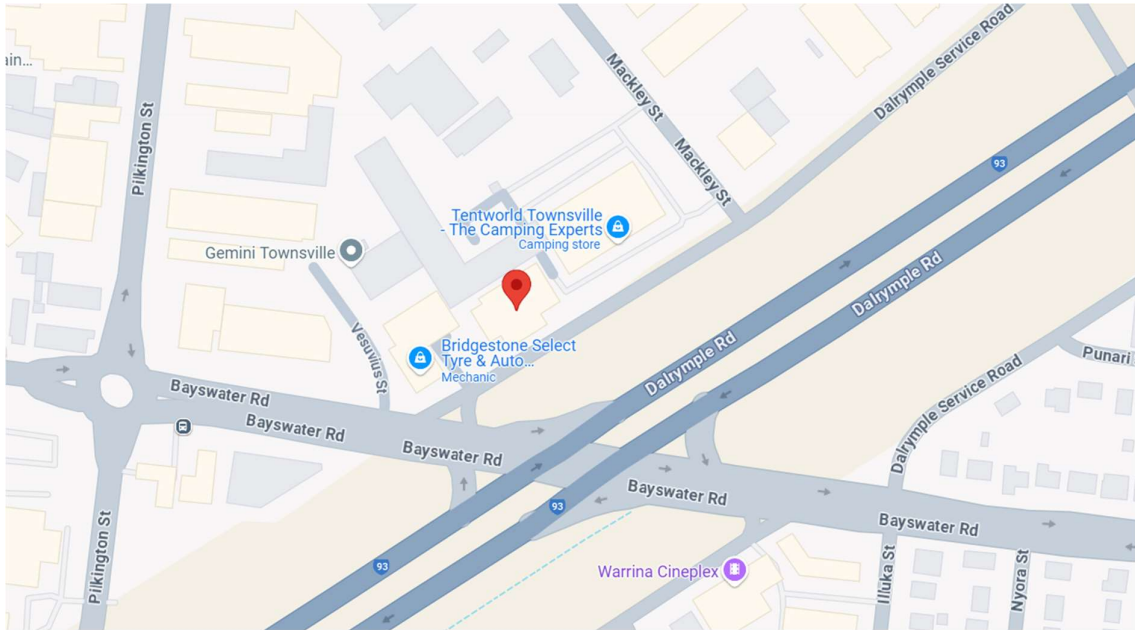


Figure 2 – Site location (Google Maps)



Figure 3 – Streetview (Google Maps)

3. PLANNING REVIEW

3.1 PLANNING ACT 2016

This application is made **Impact Assessable** under the *Townsville City Plan* (Version 2024/01), in accordance with section 45 (2) of the *Planning Act 2016* ('The Act'). Section 45 (5) of The Act identifies that **Impact Assessable** development "(a) must be carried out—

- (i) against the assessment benchmarks in a categorising instrument for the development; and*
- (ii) having regard to any matters prescribed by regulation for this subparagraph"*

This means assessment must be undertake against the benchmarks in Schedule 9 and 10 of the *Planning Regulation 2017* ('The Regulation').

Moreover, as the Local Government is the Assessment Manager, the development must be assessed against:

(1) For section 45(5)(a)(ii) of the Act, the impact assessment must be carried out having regard to—

- (a) the matters stated in schedules 9 and 10 for the development; and*
- (b) if the prescribed assessment manager is the chief executive—*
 - (i) the strategic outcomes for the local government area stated in the planning scheme; and*
 - (ii) the purpose statement stated in the planning scheme for the zone and any overlay applying to the premises under the planning scheme; and*
 - (iii) the strategic intent and desired regional outcomes stated in the regional plan for a region; and*
 - (iv) the State Planning Policy, parts C and D; and*
 - (v) for premises designated by the Minister—the designation for the premises; and*
- (c) if the prescribed assessment manager is a person other than the chief executive or the local government—the planning scheme; and*
- (d) if the prescribed assessment manager is a person other than the chief executive—*
 - (i) the regional plan for a region; and*
 - (ii) the State Planning Policy, to the extent the State Planning Policy is not identified in the planning scheme as being appropriately integrated in the planning scheme; and*
 - (iii) for designated premises—the designation for the premises; and*
- (e) any temporary State planning policy applying to the premises; and*
- (f) any development approval for, and any lawful use of, the premises or adjacent premises; and*
- (g) the common material.*

(2) However—

- (a) an assessment manager may, in assessing development requiring impact assessment, consider a matter mentioned in subsection (1) only to the extent the assessment manager considers the matter is relevant to the development; and*
- (b) if an assessment manager is required to carry out impact assessment against assessment benchmarks in an instrument stated in subsection (1), this section does not require the assessment manager to also have regard to the assessment benchmarks.*

We note that the Assessment Manager is the local government, and a summary of these considerations is below.

3.1.1 Schedule 9 & 10 Benchmarks

Schedule 9: The development does not include any Building Work as defined under The Act, therefore no assessment against these benchmarks is required.

Schedule 10: The application triggers assessment against Schedule 10 of the *Planning Regulation 2017*, with details of the referral outlined further in this report. Refer to Section 3.2.4 of this report for more information.

3.1.2 North Queensland Regional Plan

The *Townsville City Plan* provides that no regional plan is relevant to the planning scheme area on commencement of the Planning Scheme. However, the *North East Queensland Regional Plan* ('Regional Plan') has since come into effect in March 2020 and is applicable to this development application.

According to the Regional Plan, the development site is located within the Townsville Urban Area.



Figure 4 – Townsville Urban Footprint Area (Queensland Government DAMS)

The Regional Outcome identified for the Townsville Urban Area is *"the development pattern for the North Queensland region delivers consolidated and efficient growth for urban areas"*.

The proposal seeks to refit and repurpose the existing building on the premises to establish the Educational Establishment. No additional building works are required, or are being proposed, to facilitate the use. We further note the site is strategically located to service the proposal, being within an established industrial area and within convenient access to both public transport (bus station – approximately 200m to the west/south-west) and key main roads.

Given the nature and location of the use, we consider that the proposal is appropriate for the following reasons:

- the proposal will not contribute to urban sprawl or an increased urban footprint. Rather, the proposal will repurpose the existing infrastructure on the site and aid in the consolidation of urban uses within the Townsville Urban Area;
- the proposed use, being an Educational Establishment, will not undermine the existing town centres;
- the applicant, The BUSY Schools, is an independent Queensland Special Assistance School that supports the social, educational and employment outcomes of young people. The operating model focuses on students who are at risk and disengaged from the traditional education model. Due to

the nature of the use, the proposal will support both population and employment growth within the area; and.

- the proposal is aptly located to take advantage of the convenient access to public transport and the higher-order road network.

3.1.3 State Planning Policies

The *Townsville City Plan* does not identify that the current State Planning Policy (July 2017) has been appropriately integrated. Therefore, a separate assessment against the relevant policies is required.

The development site contains the following State Interests:

- Biodiversity
- Natural Hazards Risk and Resilience
- Strategic Airports and Aviation Facilities

Biodiversity

The site contains the Biodiversity State Interest area:

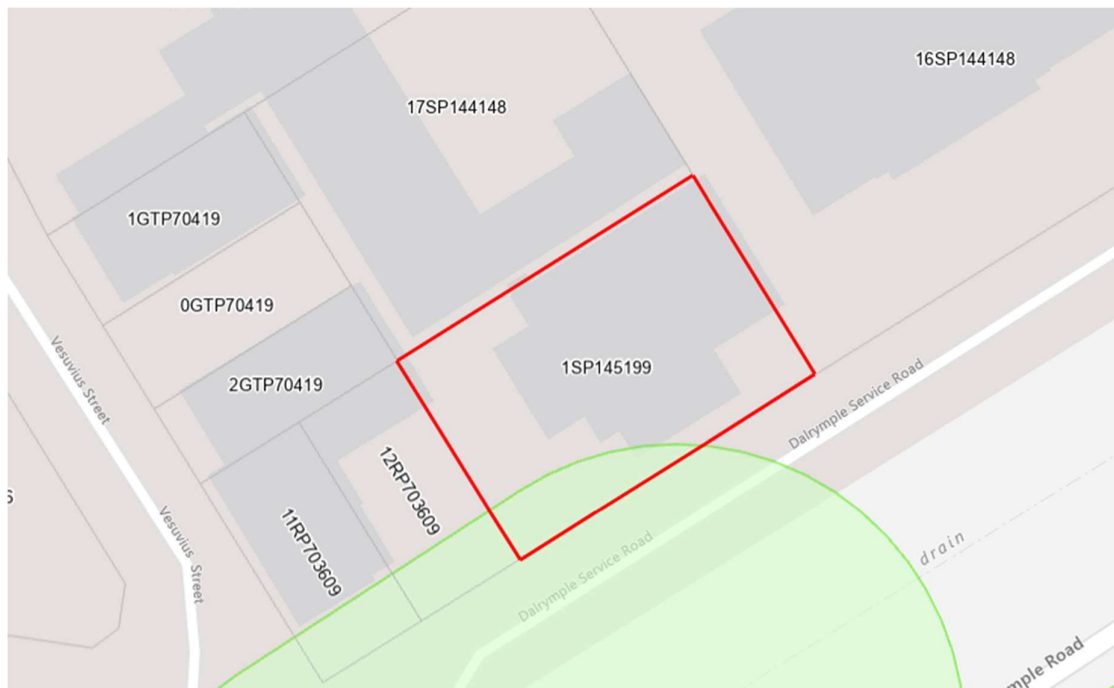


Figure 5 – Biodiversity State Interest (Queensland Government SPP mapping)

According to the SPP mapping system, the mapped biodiversity matter pertains to MSES - Regulated vegetation (category R).

We note the development seeks to reuse the building and associated infrastructure already established on the premises. No additional external building works are proposed and thus, the proposal will not adversely impact on the mapped biodiversity area. On this basis, the proposal is considered to comply with this State Interest of the SPP.

Natural Hazards, Risk and Resilience

The site contains the Natural Hazards, Risk and Resilience State Interest area:



Figure 6 – Natural Hazards, Risk and Resilience State Interest (Queensland Government SPP mapping)

The SPP mapping system shows the site as being within the Flood Hazard area. As Council's Planning Scheme also identifies the southeastern portion of the premises being subject to flooding (low hazard), the assessment benchmarks of this State Interest are applicable to this development.

The identified flood risk is limited to inconsequentially affecting the site frontage only. Noting this, we consider the development complies with the assessment benchmarks of the SPP for the following reasons:

- the proposal seeks to reuse the building and associated infrastructure on the site. No additional works will be undertaken that would otherwise alter or worsen the existing flood hazard conditions;
- the flood hazard only affects a small portion of the site located along the road frontage; and
- the hazard is considered to be 'low'. Noting the low flood hazard level and the lack of additional works on the site, the proposal would not result in increased risk to people or property. Additionally, the reuse of the premises would not prohibit disaster management or recovery efforts during an event.

Strategic Airports and Aviation Facilities

The site contains the Strategic Airports and Aviation Facilities State Interest area:



Figure 7 – Strategic Airports and Aviation Facilities State Interest (Queensland Government SPP mapping)

The SPP mapping system includes the site within the ANEF 20 - 25 Contour, Lighting Area Buffer 6km, Wildlife Hazard Buffer Zone, Height Restriction Zone 15m, and Aviation Facility sublayers.

The proposal seeks to reuse the existing building & associated infrastructure available on the premises as an Educational Establishment. The use will not involve activities and/or operations (such as dust or lighting emissions) that would compromise the ongoing operation of the nearby RAAF Base Townsville or surrounding airspace. Additionally, the proposal does not involve building work that would intrude within the obstacle limitation surface.

Given the above, we consider the development complies with this State Interest of the SPP.

3.1.4 Temporary State Planning Policy

The proposal is not affected by any current Temporary Local Planning Instruments.

3.1.5 LGIP

The proposal is not subject to a Local Government Infrastructure Plan.

3.2 LOCAL PLANNING INSTRUMENTS

3.2.1 Townsville City Plan

The *Townsville City Plan* ('Planning Scheme') is the local planning instrument that is used to assess the proposed development. The following sections of this report provide an assessment of the proposed development against the relevant provisions of the Planning Scheme.

3.2.2 Zoning

The site is included in the Low Impact Industry zone under the Planning Scheme as shown in **Figure 8** below.



Figure 8 – Zone map (Townsville City Plan)

3.2.3 Overlays

The site is identified within a number of Airport Environs Overlay sublayers including:

- Operational Airspace (Airspace more than 15m above)
- Light Intensity (6k radius)
- Wildlife Hazard Buffer Zones and Public Safety Areas (Distance from Airport Runway – 3km)
- Australian Noise Exposure Forecast (ANEF) Contours 2036 (20)

The site is also identified within the Low Hazard area of the Flood Hazard Overlay:

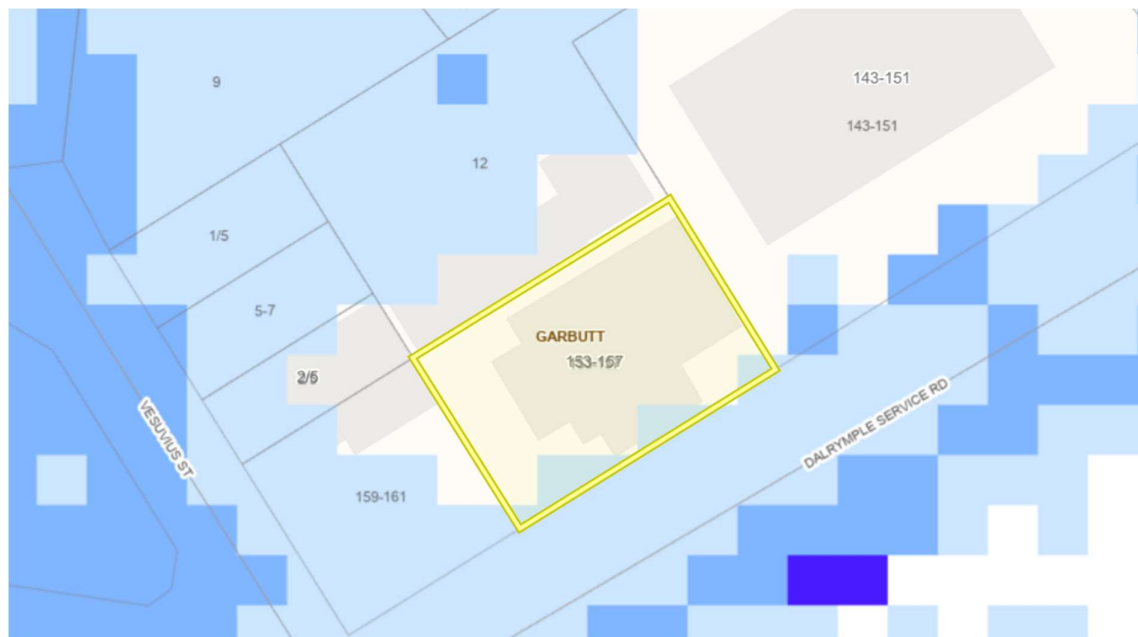


Figure 9 – Flood Hazard Overlay (Townsville City Plan)

3.2.4 Category of Assessment

According to Part 5 Tables of Assessment – Material Change of Use in the Low Impact Industry Zone is subject to the following Categories of Assessment, visible in Table 1 below. The table below also identifies that the proposed development is required to be assessed against the relevant codes.

Detailed assessment of the codes has been prepared in *Appendix B – Code Responses*.

The development is identified as being generally consistent with the applicable codes.

Table 1 – Categories of Assessment

Element	Category of Assessment	Assessment Benchmark
Zone		
Low Impact Industry	Impact Assessment	The Planning Scheme
Overlays		
Airport Environs Overlay	No Change	Airport Environs Overlay
Flood Hazard Overlay (Low Hazard)	Not Applicable	Not Applicable

Element	Trigger	Assessment Benchmark
State Referrals		
<i>All new establishments and extensions to establishments likely to accommodate an extra 100 students</i>	<i>Schedule 10, Part 9, Div 4, Subdivision 1, Table 1—Aspect of development stated in schedule 20</i>	<i>The State development assessment provisions</i>
<i>Material Change of Use within 25m of a State transport corridor</i>	<i>Schedule 10, Part 9, Div 4, Subdivision 2, Table 4—Material change of use of premises near a State transport corridor or that is a future State transport corridor</i>	<i>The State development assessment provisions</i>

4. DEVELOPMENT PROPOSAL

This report seeks a Development Permit for a Material Change of Use for an Educational Establishment (The BUSY Schools) on land at 153-157 Dalrymple Road (Main), Garbutt. The intent of the development is to deliver an Educational Establishment close to local communities, transport infrastructure and (more importantly) industry employment opportunities. It's the combination of these features that will make the site an appealing and convenient option for Busy Schools to encourage disengaged youth to reconnect with the local community & economy, and for industry to source locally skilled workers.

Visible in **Figure 10**, the proposal includes:

- Cessation of the Place of Worship use and establishment of an Educational Establishment through the retention and retrofit of the existing building;
- A total of 256 students, with no more than 128 students on site at any one time;
- 1,485m² of total gross floor area;
- Eight student classrooms, and a lower-level workshop to deliver education/training;
- Staff offices, staff lunchroom, administrative facilities, student lunchroom and breakout areas;
- Smaller rooms for small group/individual learning or health consultations;
- 20 on-site carparking spaces including one (1) PWD space;
- 12 bicycle parking spaces;
- Drop-off/pick-up area along the frontage of the site; and,
- Retention of the industrial exterior façade to complement the surrounding area.

Refer to **Figure 10** below or the Architectural Plans (*Appendix A*) for more details.

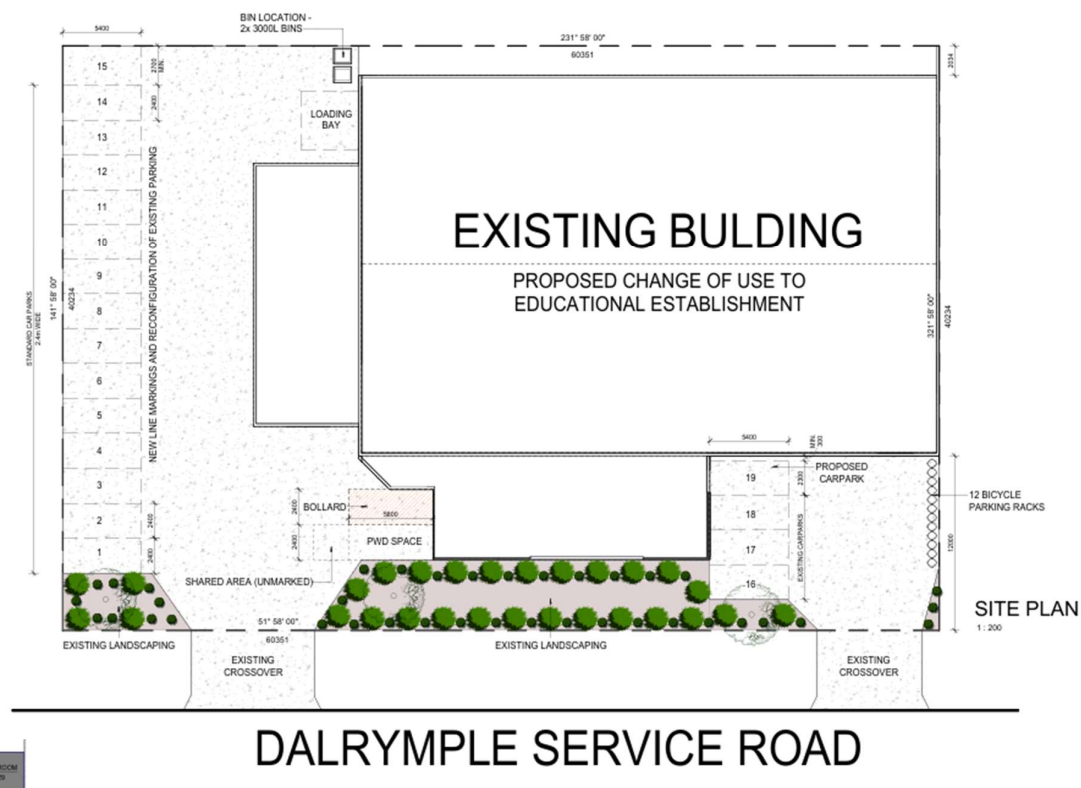


Figure 10 – Site plan (*Appendix A – Architectural Plans*)

4.1 PROPOSED USE

4.1.1 About The BUSY Schools

The BUSY School Ltd (TBS) was founded in 2019 as an independent Queensland Special Assistance School to support the social, educational and employment outcomes of young people with a specific focus on those students who are at risk and disengaged from the traditional educational models.

The word 'BUSY' in the school's name is actually an acronym that stands for 'Backing Unemployed Southport Youth' which stems from The BUSY Group Ltd (the sole member of The BUSY Schools) which was established in Southport on the Gold Coast in 1977. The BUSY Group provides a range of employment, employment preparation and training services to Australians including youth, mature, long term unemployed and indigenous specialist services.

Since opening the BUSY School in Cairns in 2020, the school has established more campuses in other regions, however the ethos of The BUSY Schools has remained the same. The BUSY Schools seeks to have more young people completing school, more young people in meaningful employment and as a result, exposing more communities to positive change. The BUSY Schools specifically caters for young people aged between 16 to 19 years, who are disengaged from the traditional schooling models. The ultimate aims of The BUSY Schools is for students to achieve their Queensland Certificate of Education (QCE) or Queensland Certificate of Individual Achievement (QCIA) and to gain employment or progress to further training and education on completion of The BUSY Schools curriculum. The BUSY Schools are also well established throughout Queensland with current campuses in Cairns, Shailer Park, Coolangatta, Salisbury, Strathpine, Ipswich, Southport, Brisbane City and more recently, Cleveland (**Figure 11**).



Figure 11 – (Left) BUSY School graduating students (Right) Campus locations (Source: busyschools.qld.edu.au)

The curriculum that is offered by The BUSY Schools is unique in that it combines academic studies, with vocational education and training (VET) and personal development. Delivery includes a unique mixture of classroom based learning and practical industry-based learning experiences. The school has experienced considerable community support in the Townsville area to establish a facility in the region, with local schools, families and youth services requesting a presence in the area to cater for an unmet need of alternative schooling. This application recognises the school's intent to serve the increasing needs of the community.

With respect for the need for a Material Change of Use for an Educational Establishment, The BUSY Schools have identified a significant opportunity to establish a facility in Garbutt and requires a fit-for-purpose and accessible location. This is required to support an inclusive learning environment that can facilitate learning, training, practical experience and local industry connections to ensure students have the opportunity to connect meaningfully with industry whilst receiving quality classroom-based learning.

This Planning Report demonstrates that the nature of the school's curriculum and the number of students requires a fairly large and fit for purpose site. The subject site at 153-157 Dalrymple Road (Main) represents an ideal location to satisfy the requirements of The BUSY School and to service the greater Townsville community.

This Planning Report further demonstrates through a robust economic, community and planning needs assessment that, despite any perceived conflicts with the planning scheme, the proposal cannot reasonably be located anywhere else within the Townsville within a suitably zoned site. In addition, it is demonstrated that delivery of the alternative education pathways for disengaged youth will satisfy an immediate community and economic demand, substantially improve convenience/choice for the community and deliver tailored training opportunities for the whole city.

4.1.2 Use & Category of Assessment

The proposal is for a Material Change of Use for an Educational Establishment in the Low Impact Industry Zone. Based on the zone, the application triggers Impact Assessment under the Planning Scheme. We note that the Acceptable Outcomes of the Zone code do not strictly support the establishment of the proposed use. Notwithstanding, our assessment identifies the following:

- This report undertakes a comprehensive assessment of the Overall Outcomes of the Low Impact Industry zone under Section 5 of this report. Despite any perceived conflicts, the assessment identifies that the proposal does not undermine the ongoing operation of industrial activities within the immediate area, and maintains the integrity of the Low Impact Industry Zone;
- Section 6 of this report undertakes an assessment against the Strategic Framework of the *Townsville City Plan* and identifies that the establishment of the use achieves fundamental elements of the plan. Broadly these include consolidating uses, delivering employment opportunities, taking advantage of infrastructure and improving choice and convenience for the local community;
- Finally, the 'other relevant matters' under Section 7 of this report identify that the use fulfils a significant community and economic need given it is a socially focused, education offering delivering skilled workers within the local employment market.

Based on the above, the proposed use is consistent with the strategic intent of the *Townsville City Plan* and is reasonably justified under s45(5) of the Planning Act 2016 to the extent of any perceived conflicts. Refer to the relevant sections of the report for more details.

4.2 DEVELOPMENT PARTICULARS

4.2.1 Built Form & Layout

The proposal seeks to retain the existing building onsite with the proposal generally limiting works to the internal fitout. Minor modifications to the parking arrangement will be undertaken to ensure the school sufficiently address the requirements of the Planning Scheme. **Figure 12** shows that general layout rationale overall.

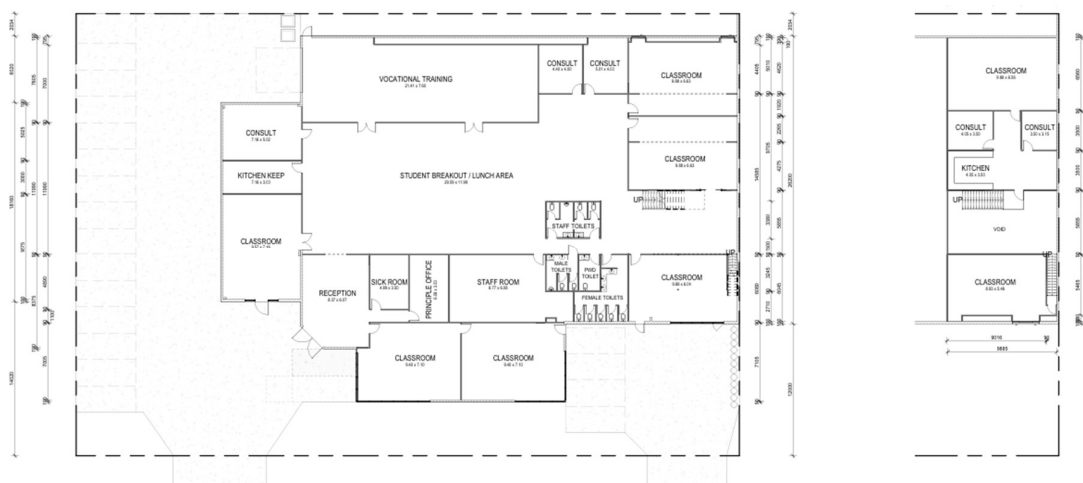


Figure 12 – Building layout and site rationale (Appendix A)

Internally, both **Figure 10** (previous page) and **Figure 12** show that the building will be modified to create eight classrooms and staff offices, accessed from a centralised breakout area and reception area.

Classrooms and teaching will predominantly be undertaken on the lower level, being a mix of classroom training followed by vocational training that allows the physical skills to be taught to students.

The built form when viewed from the street will relatively unchanged, with only changes to linemarking and signage proposed to improve circulation, wayfinding and access internal to the site. In this sense the bulk, scale and form remains consistent with the existing environment and therefore, maintains consistency with the Low Impact Industry Zone code.

4.2.2 Hours of Operation

PO14 of the Low Impact Industry Zone Code seeks to limit the nature of the uses established within this zone by restricting general 24-hour operating hours and heavy vehicle movements. This is conducive with low impact industry activities, and receptive of the nearby residential uses.

Our client has confirmed that the use will not operate on a 24-hour schedule and, given the nature of the use, will not involve heavy vehicle movements. Additionally, The BUSY Schools will not operate on Sundays. Notwithstanding, if Council is inclined to impose conditions pertaining operating hours, we respectfully request an extended period (such as 6am to 10pm Monday to Saturday) to facilitate administration tasks to be undertaken outside of teaching hours. We note these operating hours would also be consistent with Performance Outcome PO14 and with the surrounding locality.

4.2.3 Parking, Servicing & Access

The proposal has been lodged with a Traffic Impact Assessment Report under *Appendix C* prepared by Velocity Traffic Engineering. The traffic assessment has reviewed the access, parking, movement and servicing requirements across the entire site. The report concludes that the proposal generally complies with the intent of the vehicle-associated assessment benchmarks of the *Townsville City Plan*. For reference, a summary of the traffic outcomes from the report are below.

4.2.3.1 Parking

The report highlights that the development will facilitate a total of 256 students, however the school will not host all 256 students simultaneously. The BUSY Schools adopts a staggered attendance with less than half of the students on-site at any one time. A timetable provided by the Client shows this breakdown. 'Group A' students attend campus for school subjects on Monday and Tuesday. 'Group B' students attend campus for school subjects on Thursday and Friday. The balance of the days are undertaken offsite, and include:

- Structured work placement including work experience & school based apprenticeship/traineeships;
- Vocational education and training (VET) qualifications at offsite training facilities;
- Flexible day to complete theory for VET qualification, part time/casual work to support employability skills goals, driving lessons and private/professional appointment relevant to their field.

This means that the site will not accommodate more than 128 students at any one time.

Sample Timetable

	Monday	Tuesday	Wednesday	Thursday	Friday
Group A	School subjects		Vocational and industry day	Vocational and industry days	
Group B	Vocational and industry days			School subjects	

Figure 13 – Student timetable (*Busyschools.qld.edu.au*)

In terms of parking, the report highlights the following vehicle parking and manoeuvring arrangements:

- a total parking supply of 20 at-grade parking spaces on the site, including one (1) PWD space;
- 12 bicycle parking spaces in lieu of an absence of prescribed rates within the Planning Scheme; and

- onsite manoeuvring accommodations for larger vehicles, scaling from a minibus to Refuse Collection Vehicle (RCV).

Assessment against the provisions of the *Townsville City Plan* in **Figure 14** below demonstrates that the proposal has a shortfall of eight (8) carparking spaces.

Table 4-1 Car Parking Requirements

Land use	Yield	Car Parking Rate	Car Parking Required
Educational Establishment	128* students + 30 staff	0.5 per FTE + 1 per 10 students + space to load/unload passengers	15 FTE spaces + 13 student spaces
TOTAL			15 FTE spaces + 13 student spaces

*As detailed in **Section 3.2 Proposed Operations**, the timetable will be staggered to ensure no more than half the total enrolled students in the ultimate scenario attend the site at one time.

Figure 14 – Parking supply table (Appendix C – Traffic Impact Assessment)

Noting the shortfall, the submitted TIA has undertaken an analysis of car parking demand generated by the development in the context of operational parameters, carparking spaces provided on site, carparking availability off-site (on street), and the public transport network. The findings of this analysis are summarised as follows:

- The split schedule operation ensures a maximum of 128 students and 30 staff will be on-site during the ultimate enrolment scenario;
- Council have previously constructed 25 additional spaces for the current church land use on the site which was considered suitable to cater for large events such as Sunday services and conferences with up to 400 patrons. These figures far exceed our proposed student and staff numbers;
- The BUSY Schools provides a private shuttle bus service to transport students to/from the campus in lieu of private car trips;
- The on-street car parking occupancy survey found an average occupancy of 53% across the surveying periods. Therefore, there is a current underutilisation of on-street carparking within close vicinity to the site; and
- Uptake of public transport, active transport, and carpooling expected due to the student ages. On this basis, mode share will be skewed towards modes other than private transport.

In addition to the above, The BUSY Schools has undertaken a transport mode survey at the Shailer Park campus. The survey discovered that only 4% of students drove themselves, 46% were dropped off, and 50% utilised public transport. Given the observed transport-mode split, it is realised that car parking demand will be minimised and be less private vehicle dependent as opposed to other educational establishments (such as universities & TAFE campuses).

Given the above findings, the TIA concludes *“The shortfall of 8 spaces is expected to be absorbed via other mode share uptake, especially considering surrounding operational times and the removal of church parking demands shuttle bus services or easily accommodated via the observed available on-street parking available within the 25 existing parking spaces adjacent the frontage.”*

4.2.3.2 Access, Queuing & Refuse Collection

The Traffic Impact Assessment (*Appendix C*) also reviews access and queuing for the site. The report identifies the following:

- The applicant does not propose to alter the existing access arrangements;
- The site is currently provided with two (2) existing crossovers:
 - The westernmost crossover is 8.5m wide. This crossover was utilised by an industrial use which accommodated up to Heavy Rigid Vehicles (HRV – 12.5m length). This crossover will be reused to provide access to the majority of the carparking spaces and for servicing;

- The easternmost crossover is 7.5m and was utilised to access a smaller carparking area. This will be reused for the same purpose.
- Appropriate sight distance is maintained in both directions;
- The existing arrangements are suitable to provide compliant ingress & egress to the site; and
- All elements of the carparking layout are compliant with Australian Standard AS2890.1.

The report also reviews the consideration of refuse collection and servicing, identifying the following, '*As with refuse collection, the existing Church and previous industrial use are expected to have undertaken servicing in a similar manner*'.

Refer to *Appendix C* for more details.

4.2.4 External Odour/Noise Considerations

The proposal seeks to establish an Educational Establishment (The Busy Schools) within an established industrial area. Given the Low Impact Industry zone designation of the land, a desktop analysis has identified that the established businesses are generally unobtrusive with limited odour & noise impacts as anticipated from this zone.

These include:

- an outlet selling tent and camping equipment;
- a tyre fitting & mechanical workshop;
- a panel beating workshop;
- a crane hire service;
- a tool/hardware store and electrical hardware store; and
- paint and carpet display centre/s.

Whilst the identified tyre fitting & mechanical workshop and the panel beating workshop both have potential to generate odour or noise impacts as a result of the use, we note that the Place of Worship has successfully operated on the site since at least November 2005. The longevity of the coexisting uses (industrial and non-industrial) demonstrates that a myriad of non-industrial uses can be readily accommodated on the site in a manner that does not prejudice intended industrial uses from establishing & operating within the area. Further, the Planning Scheme, by virtue, restricts the operations and activities intended to be located in this zone by-way of imposing standards and limits on impacts generated by the use.

We appreciate Council's concerns raised during the pre-lodgement meeting held on 11 December 2024 regarding the introduction of a non-industrial use within an industrial zone. The applicant (The BUSY Schools) has established a number of these facilities within other Local Government areas. These campuses have operated harmoniously within established industrial areas without compromising the ongoing function, intent and viability of the industrial zone. A recent example includes The BUSY School – Cleveland Campus (located on 32 Enterprise Street, Cleveland) which shares part of a site with an existing, operational low impact industry use (to the rear).

5. CODE ASSESSMENT

A full assessment of the codes considered to be relevant to the application is provided under *Appendix B*, with the review identifying that the proposed development demonstrates a high level of compliance with the relevant parts of the scheme at an overall/strategic level.

The Performance Outcomes of the Low Impact Industry Zone seeks for:

PO11

Development within the zone is of a low impact nature and is either:

- a) an industrial activity; or*
- b) trade related; or*
- c) difficult to locate in other zones due to land area or operational requirements (such as outdoor sales areas and indoor sport and recreation uses); or*
- d) small in scale and ancillary to or directly support the industrial functions of the area.*

Response:

Whilst we acknowledge the Performance Outcome seeks for *industrial activity* or *trade related* development, regard can be made to 'other relevant matters' under an Impact Assessable application. The 'other relevant matters' assessment under Section 7 identifies that the proposal demonstrates a significant planning, economic and community need exists, despite any perceived conflicts with the Low Impact Industry Zone code.

PO13

Development does not compromise the use of land for industrial purposes.

Response:

The application seeks to reuse the existing infrastructure on the site which previously supported an industrial use prior to being utilised by a Place of Worship. The proposal does not propose works or activities that would otherwise prejudice the land from being able to accommodate an industrial use in the future. The Traffic Report under *Appendix C* also demonstrates that the proposal does not conflict or undermine the ongoing operation of surrounding land uses.

The Overall Outcomes seek for:

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

...(e) the intrusion of incompatible uses, or uses which are 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;

Response:

Whilst an Educational Establishment may not specifically align with the Overall Outcome, the assessment of the 'other relevant matters' (Part 7) demonstrates that the proposal seeks to address a significant planning, economic and community need. We reinforce that this planning report has demonstrated that the use is compatible with the surrounding area in terms of parking, access, odour and noise and does not constrain or conflict with the ongoing operation of the industrial area. The Educational Establishment intends to further compliment the surrounding area by creating an available, skilled workforce to local industry.

The Purpose seeks for:

- a) facilitate the safe, efficient and attractive use of land for smaller scale and lower impacting industries; and*
- b) ensure development does not detract from the function and viability of centres, and minimises impacts on the amenity of nearby sensitive uses.*

Response:

The proposal does not explicitly propose an industry use as required by the purpose of the Low Impact Industry Zone Code. Notwithstanding (and as outlined in this report) The BUSY Schools curriculum provides a unique opportunity for at risk and disengaged youths pathways for future employment and training opportunities within the city. It is highlighted (in section 7) that the strategic location seeks to capitalise on the proximity to the adjoining industrial uses and the ready accessibility to the surrounding transport network (**Figure 15**).

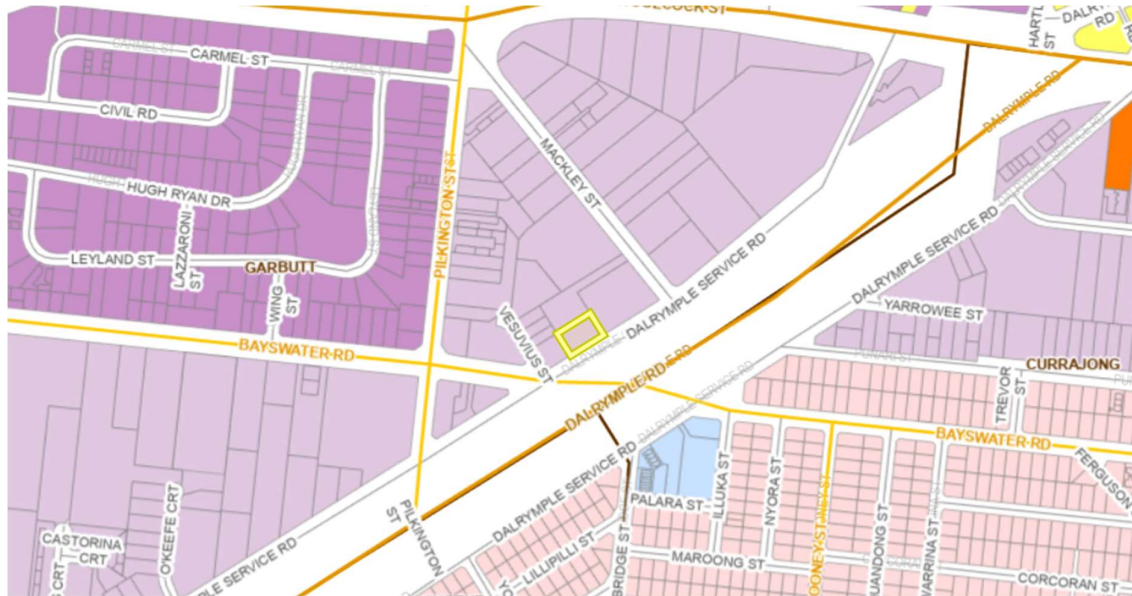


Figure 15 – Surrounding context map (TownsvilleMAPS – Townsville City Plan)

Given the nature of The BUSY School's unique curriculum and the number of students, the establishment requires a fairly large, fit for purpose site to establish a new campus to provide substantial community and economic benefit to the Townsville community. This means The BUSY Schools have specific site-based requirement including:

- A minimum GFA of 1,500m²;
- Being within proximity or directly adjacent to employers/industry to provide access to real workplaces;
- A configuration that allows a combination of classroom, administration areas and practical industry based learning areas that provides access to simulated work environments;
- Located within close proximity to public transport and a major roads for ease of access;
- A dedicate storage area and loading bay for The BUSY School's dedicated shuttle bus; and
- Located with adequate separation to sensitive uses due to potential amenity issues.

In addition to robust economic, community and planning need, the assessment under Part 7 of this report also identifies that the site meets the unique locational and size criteria of The BUSY Schools. Broadly, these other relevant matters identify that there is a significant need to deliver alternative education pathways for disengaged and at-risk youth within the Townsville area.

Refer to Section 7 for more details.

6. STRATEGIC FRAMEWORK ASSESSMENT

This application is made Impact Assessment under Section 5 of the *Townsville City Plan*.

Whilst this report has reviewed the relevant zone, use, overlays and secondary codes, under *Planning Act 2016*, an Impact Assessment may have regard to the strategic framework and outcomes of the local planning instrument being *Townsville City Plan*.

The below assessment identifies that, although the proposal does not fully align with the specifics of the strategic framework, the development does not offend the intent of the scheme. Rather, the proposal achieves fundamental elements of the strategic framework such as consolidating uses, delivering employment opportunities, taking advantage of infrastructure, avoiding hazards and improving choice and convenience for the community.

A full assessment is below.

3.2 Strategic Intent, 3.4 Theme – Strong and Connected Community, 3.4.5 Managing the Impacts of Development

Protection of amenity

- (1) Development mitigates the effects of new development on local character, noise and air quality, access to sunlight, breezes and privacy, and avoids commercial or through traffic in residential streets.*
- (2) The interface between land zoned for industry and sensitive land uses is managed to protect the health, wellbeing, amenity and safety of the community and protect industrial activities from incompatible development.*
- (3) The planning scheme does not protect private views, other than where proposed development is inconsistent with the described intent for a local area.*
- (4) Negative social impacts caused by development are avoided or minimised.*

Response:

The proposal seeks to reuse the existing building and infrastructure associated with the Place of Worship established on the site. No additional work is proposed with the exception of internal retrofitting, and linemarking & signposting within the carparking areas which will maintain access to sunlight, breezes and privacy to adjoining premises.

The location of the proposal enables traffic to utilise the adjoining high-order road network. This will ensure that the use will not introduce non-residential traffic on the residential road network. It is noted that the use will be isolated from the residential road network by a main road and thoroughfares.

Given the nature of the use, being an Educational Establishment, no amenity impacts will be generated which would adversely impact on any nearby sensitive receptors. The proposal will also contribute to establishing a transitional buffer between the surrounding industrial uses to the north, east & west and residential uses to the south.

Sufficient Land Supply

- (1) Land within designated industrial areas is used efficiently, and industries with a similar or compatible nature are co-located.*

Protection of industry land for industry

- (8) Industrial land is designed and remains available for intended industrial use and is protected from encroachment by uses that are sensitive to the impacts of industry.*

The BUSY Schools model is considered to be a catalyst for future education and employment opportunities within the city. The proposal leverages on the site's proximity to the adjoining industrial uses for the purposes of placement and training opportunities. The proposed development does not seek to establish large format

retail on the site. Further, the proposal does not involve establishing a land use that would be incompatible with the industrial nature of the surrounding area and would prejudice industrial uses from being able to establish & operate within the locale. This is evidenced by the existing Place of Worship successfully operating on the site since prior November 2005, and the ongoing success of The BUSY Schools campuses within similar settings of other Local Government areas.

7. OTHER RELEVANT MATTERS

Under the *Planning Act 2016*, *'an impact assessment is an assessment that ... (b) may be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise.'*

Examples of another relevant matter—

- *a planning need;*
- *the current relevance of the assessment benchmarks in the light of changed circumstances;*
- *whether assessment benchmarks or other prescribed matters were based on material errors.'*

Our assessment of other relevant matters under the *Planning Act 2016* is outlined below.

7.1 ASSESSMENT OF PLANNING NEED

Despite any perceived conflicts with the Planning Scheme, there is a significant planning need for the proposal to justify the development under other relevant matters. Observed in *Richards & Ors v Brisbane City Council & Ors [2020] QPEC 26*, *'essentially, planning need, or the term need in a planning context without qualification, refers to whether there is a latent unsatisfied demand in an area for the proposed development which is not being adequately met by the planning scheme in its present form. Other terms address the demand in question. Community need refers to an assessment of the extent to which the physical wellbeing of the community would be improved by the proposed development. Economic need refers to an assessment of whether the extent of the demand for the proposed development is sufficient to support it at a sustainable level'.*

The BUSY Schools is a community focused, education offering which contributes to higher levels of high school completion and delivers skilled workers within the local employment market. The school is focused on supporting students with complex learning and social support needs, who've disengaged from mainstream schooling to restore their self-worth, dignity and to achieve educational and employment outcomes. This means, the development has a deep intrinsic link with respect to addressing both community and economic need. The following assessment highlights this need, with the key points being;

Summary of Community Need:

- The EIA (*Appendix D*) states that a lower proportion of Study Area residents aged 15-19 are attended secondary school (50.3%) compared to the Queensland level (54.8%). This reflects an imbalance in education opportunities and/or factors, and the need to deliver alternative education pathways to ensure these youth re-engage in both education and/or employment.
- The 2016 census showed that an average of 21.1% of 15–24-year-olds in Townsville were disengaged with employment and education.
- Between January 2024 and January 2025, Townsville reported 50,481 offences. This presents a 5.1% increase over the same 2023-2024 period.
- The BUSY Schools model includes wrap-around services to provide a supportive, safe learning environment focused on individualised learning and wellbeing support, removing common barriers to education and is tailored towards encouraging engagement of at-risk community and disadvantaged youth.
- The development will provide an improved choice of education pathways for youth in Townsville who have disengaged from or left school;
- The education delivered is a combination of class based and industry-based activities, increasing the opportunity for employment following completion of studies.
- The introduction of new, modern fit-for-purpose facility will improve the quality of education being delivered within the city.

- The proposal will facilitate potential flow-on benefits to the community through lower unemployment rates and other benefits from re-engaged youth, including reduced rates of criminal offending which are correlated to completion of senior schooling.

Summary of Economic Need:

- The proposal will deliver skilled local workers to the Townsville job market and gainful employment outcomes assisted by the school will be focused on those available in the local area.
- The school supports an extensive range of vocational training, school-based apprenticeships, disability and wellbeing support and employment support options which have synergies with the immediate industries adjoining the site to the north, east and west. The school also has synergies with the broader industry in Townsville, with particular reference to the prominent dry port; and,
- Research shows that the delivery of alternative education results in a direct and significant tangible investment in the local economy.

Summary of Planning Need:

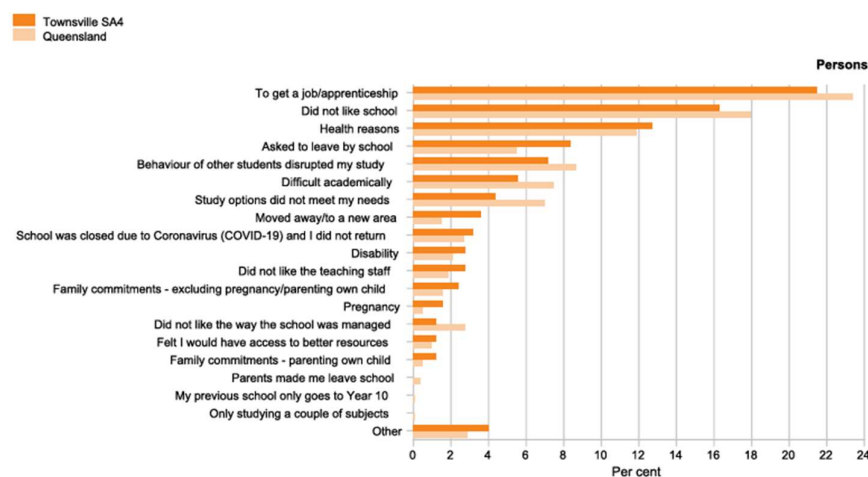
- The proposal specifically delivers a use that is considered to efficiently accommodate economic activity generating use and employment growth in accordance with the Strategic Framework.

Community Need & Economic Need Assessment

The above statements highlight that there is a fundamental requirement for this assessment to consider the underlying improvement opportunities for the community, in addition to any calculatable economic demand for the uses. As outlined above, The BUSY Schools provides an alternative pathway to mainstream schooling by providing young people, particularly those who have disengaged or are at risk of disengaging from school with substantial opportunity to improve social, educational and employment outcomes.

In particular, there is a strong community need to deliver alternative education pathways in Townsville and across Australia. At a national level, data from the Australian Catholic University suggests that there are currently 70,000 students in Australia accessing alternative education pathways to mainstream schooling, with young people seeking alternative education pathways due to various factors such as personal circumstances, conflict with mainstream schooling, truancy, socioeconomic factors and various learning gaps of students¹.

Data from the 2021 Early School Leavers report identifies that over 12,000 students across Queensland left school prior to completing Year 12. Of relevance is that over 60 students in the same reporting period left school prior to completing Year 12 in the Townsville LGA². The report concluded that the most common reasons for leaving school included: *21.5% left school "to get a job or apprenticeship", 16.3% left school due to "not liking school" and 12.7% left schools due to "health reasons"*².



Source: Department of Education, Next Step Early School Leavers survey, 2021

Figure 16 – Early school leaver survey 2021 (Department of Education)

¹ Australian Catholic University. (2022). *The value of alternative schools*. Retrieved from <https://www.impact.acu.edu.au/community/the-value-of-alternative-schools>

² Queensland Government – Department of Education. (2023). *Early School Leavers survey*. Retrieved from <https://alt-qed.qed.qld.gov.au/publications/reports/statistics/schooling/learning-outcomes/next-step/early-leavers>

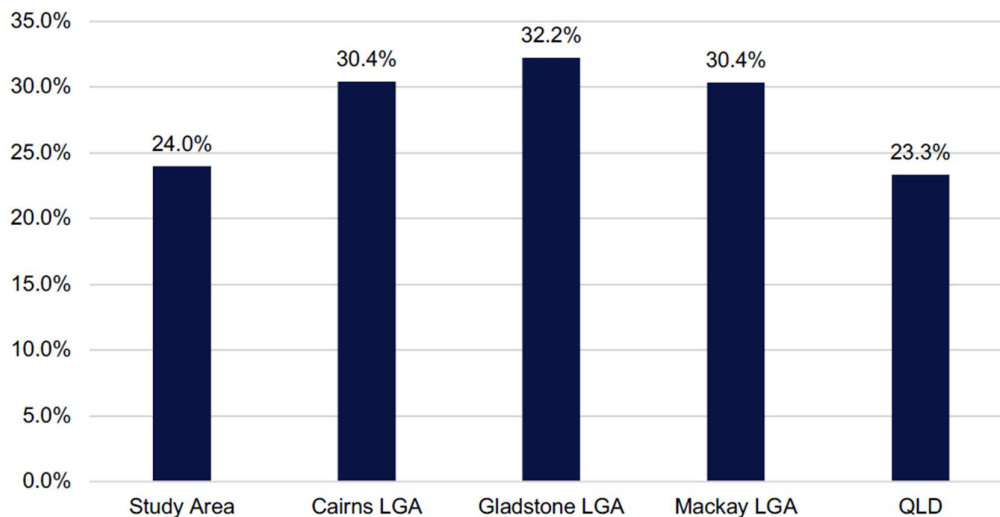
The unique nature of The BUSY Schools model is that it seeks to break the cycle of disadvantage and address many of these barriers that often result in the disengagement of young people from mainstream schooling, as well as increasing choice of education pathways in the Townsville. This includes addressing the socioeconomic entry barriers of alternative education pathways by providing at risk and disengaged youths the ability to access complimentary alternative education with full wraparound services. This includes the provision of all study materials, stationery, food and uniforms (including work personal protective equipment) supplied no charge to students. The BUSY Schools education model further enables tailored and individualised support to be provided to each student, including ongoing career support services, individualised learning plan and timetables and tailored support to address learning gaps of individual students³. Students are provided with dedicated learning support and access to health and wellbeing programs and practitioners (e.g. youth workers, psychologists, social workers etc) as part of broader social emotional support.

With respect to Townsville, the 2021 Census further identifies that 39.1% of the population in the Townsville LGA have not completed year 12 schooling⁴. Furthermore, the EIA (*Appendix D*) shows that whilst the study area performs better than the selected LGAs in terms of year 12 completion rates, it performs slightly worse than Queensland overall (**Figure 17**).

This presents a higher-than-average percentage across Queensland and identifies a significant opportunity to improve education and training outcomes amongst young people through the establishment of alternative educational pathways. This statement is further underpinned by the Early School Leavers survey identifying that over 18.2% of school leavers in the Townsville LGA were not seeking further employment, education or training.

Additionally, Townsville reported 50,481 offences over the 2024/2025 period which presents a 5.1% increase over the 2023/2024 period. When young people become re-engaged with education and complete senior schooling, there are greater community and economic benefits, including: less welfare; less criminal offending; less drain on public health; more people in employment, higher earnings and more payment of taxes⁵. Timely and targeted support, such as that provided by The BUSY Schools, also lead to strong levels of school attendance and satisfactory achievement in English and Maths. This has shown to influence the likelihood of completing Year 12 and progressing to work or study post-school⁶.

Figure 3.1: Proportion of Residents Aged 18-20 who have not Completed Year 12, 2021



Source: ABS Census 2021 via Tablebuilder.

Figure 17 – Highest level of schooling completed 2021 (ProfileID)

³ The BUSY Schools. (2022). *Information for Parents*. Retrieved from <https://www.busyschools.qld.edu.au/information-for-parents/>

⁴ IDCommunity. (2022). *Townsville- Highest level of secondary schooling completed*. Retrieved from <https://profile.id.com.au/townsville/schooling>

⁵ Australian Catholic University. (2022). *The value of alternative schools*. Retrieved from <https://www.impact.acu.edu.au/community/the-value-of-alternative-schools>

⁶ Hampshire A. 2018, 'New evidence to break the cycle of educational disadvantage', Committees for Economic Development of Australia (CEDA), <https://www.ceda.com.au/NewsAndResources/Opinion/Education/New-evidence-to-break-the-cycle-of-educational-dis>

The overall premise of establishing a BUSY Schools campus in Townsville is to improve the level of accessibility and quality of alternative education pathways locally, and to re-engage young people with a mix of education, training and employment. Without doubt, there are significant follow-on benefits of providing alternative education pathways to disengaged and at risk youths and the community overall. Research has shown that young people who are re-engaged with alternative education pathways are not only significantly less likely to be inclined to take part in criminal activities and have reduced reliance on welfare, but they have also improved, healthier lifestyle options and mental wellbeing⁷. The unique model of providing a mix of classroom-based and industry-based learning has also been shown to significantly improve future employment opportunities for re-engaged youths¹.

The alternative education model offered by The BUSY Schools further seeks to capitalise on the site's strategic location within a well-established industry estate within close proximity to the prominent dry port. This strategic location will further draw on the unique curriculum that is offered by The BUSY Schools in seeking meaningful industry-based learning and connections with local industries. Consequently, the curriculum delivered by The BUSY Schools will foster the creation of locally based skilled workers to the Townsville job market, with the potential for future employment and training opportunities within the city.

The success of The BUSY Schools model is highlighted in The BUSY Schools' annual report which identifies that 70% of 2023 BUSY Schools graduates progressed to employment or further study pathways⁷. Overall, this draws close synergies to the *Element 3.3.2- City Shape and Urban Containment* of the Strategic Framework which seeks *growth of Townsville will occur within the city's existing urban and rural residential areas, and in areas identified for urban expansion through the Emerging community zone. Urban and rural residential development does not occur outside land identified for these purposes*. The purpose of The BUSY Schools also draws parallels with *3.6 Theme – Sustainable Economic Growth, Strategic Outcomes 3.6.1* which provides *Economic and employment growth is primarily located in Townsville's centres and industrial areas. The clustering of activities and employment in these areas facilitates improved transport networks (including public transport)*.

Townsville North Queensland Strategic Regional Industry Growth Plan

The Townsville North Queensland Strategic Regional Industry Growth Plan 2023-2028 realises Townsville's strategic position as a hub in North Queensland and as an important centre for agriculture, high-value mining, and mineral hubs for renewable energy facilities. Townsville is also home to the nation's largest Defence base and services 80% of Northern Australia's population with general cargo through the Port of Townsville. The document provides a top-level strategic plan to support economic growth and guide industrial development within the region, and acknowledges the steps and efforts required to advance the plan's goals and objectives.

This plan identifies construction, agriculture, forestry & fishing, manufacturing, and health care & social services as the biggest proportional contributors to North Queensland's Gross Regional Product. Similarly, the plan identifies the hydrogen industry development, metals manufacturing, and mining support services as areas for key growth opportunities.

⁷ The BUSY Schools. (2022). *The BUSY Schools Annual Report 2023*. Retrieved from https://busyschools.qld.edu.au/wp-content/uploads/The-BUSY-School-2023-Annual-Report_D.pdf

Industry	2019-20	2029-30	2039-40	2049-50	Annual Growth
Agriculture, Forestry and Fishing	\$574.5	\$1,145.4	\$1,830.5	\$2,925.4	5.6%
Mining	\$540.5	\$792.3	\$1,161.6	\$1,703.0	3.9%
Manufacturing	\$1,036.7	\$1,990.3	\$2,780.4	\$3,884.4	4.5%
Electricity, Gas, Water and Waste Services	\$685.6	\$1,237.1	\$1,853.2	\$2,567.6	4.5%
Construction	\$1,226.1	\$1,818.3	\$2,396.6	\$3,158.8	3.2%
Wholesale Trade	\$483.7	\$601.3	\$747.4	\$929.2	2.2%
Retail Trade	\$736.4	\$951.8	\$1,230.4	\$1,590.4	2.6%
Accommodation and Food Services	\$397.7	\$705.1	\$1,053.7	\$1,574.9	4.7%
Transport, Postal and Warehousing	\$804.3	\$1,146.2	\$1,496.1	\$1,952.8	3.0%
Information Media and Telecommunications	\$279.2	\$401.4	\$577.3	\$830.2	3.7%
Financial and Insurance Services	\$767.6	\$992.2	\$1,282.5	\$1,657.8	2.6%
Rental, Hiring and Real Estate Services	\$320.8	\$387.2	\$467.4	\$564.2	1.9%
Professional, Scientific and Technical Services	\$608.5	\$763.8	\$958.8	\$1,203.7	2.3%
Administrative and Support Services	\$359.4	\$446.8	\$555.4	\$690.5	2.2%
Public Administration and Safety	\$2,417.7	\$3,171.1	\$4,059.3	\$5,196.3	2.6%
Education and Training	\$923.5	\$1,253.2	\$1,700.6	\$2,307.7	3.1%
Health Care and Social Assistance	\$1,533.9	\$2,292.4	\$3,426.1	\$5,120.4	4.1%
Arts and Recreation Services	\$115.2	\$201.0	\$309.1	\$475.5	4.8%
Other Services	\$276.4	\$350.4	\$444.2	\$563.1	2.4%
Ownership of Dwellings	\$1,247.1	\$1,643.7	\$2,166.5	\$2,855.5	2.8%

Figure 18 – Drivers of Economic Growth (Townsville North Queensland Strategic Regional Industry Growth Plan 2023-2028)

To support Townsville's industrial growth aspirations, the strategy identifies the importance of ensuring a qualified & upskilled workforce. This is considered critical due to the aging population and the potential decline of workers. The need for a pipeline of workers is reinforced in the strategy:

Over the next 30 years, North Queensland will need a significant increase in its Labour Force requiring an additional 102,201 persons by 2050 above status quo projections to support future projects and industries.

By 2050, the proportion of healthcare workers will increase from 16% to 21% of the workforce. Agriculture, manufacturing and accommodation and food services are also expected to increase in importance. Defence and retail trade, while still significant to the economy, will make up a smaller portion of the workforce in 2049-50.

The industries with strongest employment growth by 2049-50 will be:

- Health Care and Social Assistance +44,360 FTEs
- Accommodation and food services +22,190 FTEs
- Public administration and safety (Defence) +18,472 FTEs
- Manufacturing +13,990 FTEs
- Education and training +15,793 FTEs
- Agriculture +13,370 FTEs

Figure 19 – Growth by Occupations (Townsville North Queensland Strategic Regional Industry Growth Plan 2023-2028)

TOP 10 TECHNICAL OCCUPATIONS

	2020	2030	2040	2050	Total increase
Carers and Aides	6,067	8,990	13,040	18,956	12,890
Hospitality, Retail and Service Managers	3,936	5,677	7,866	10,957	7,021
Automotive and Engineering Workers	4,059	5,947	7,929	10,599	6,540
Protective Service Workers	4,280	5,949	7,657	9,865	5,584
Hospitality Workers	2,788	4,306	6,399	9,519	6,731
Road and Rail Drivers	3,544	5,180	6,965	9,380	5,836
General Clerical Workers	3,290	4,637	6,282	8,534	5,244
Inquiry Clerks and Receptionists	2,881	4,223	5,923	8,333	5,452
Electrotechnology and Telecommunications	2,571	3,702	5,015	6,734	4,162
Construction	2,675	3,644	4,832	6,407	3,732

Source: AEC (2022)

Figure 20 – Growth in Technical Occupations (Townsville North Queensland Strategic Regional Industry Growth Plan 2023-2028)

Population growth is further supported by the Queensland Government Population Projects (2023). The projection forecasts a population of approximately 265,000 people within the Townsville area in 2046. This further highlights a growing need for community & education facilities to:

- service the rapidly increasing population;
- provide alternative education pathways;
- supply the growing industry sector; and,
- provide opportunities for disadvantaged and at-risk youth.

Therefore, the above assessment has shown that BUSY Schools provides a unique opportunity for disengaged and at-risk youths to re-engage with education and training. In conjunction with quantifiable economic outputs, The BUSY Schools model and curriculum is considered to respond strongly to both a community and economic need.

8. CONCLUSION & SUMMARY

This report forms a Development Application for a Development Permit for Material Change of Use for an Educational Establishment on the land at 153-157 Dalrymple Road (Main), Garbutt QLD. The assessment has been undertaken against the relevant instruments set-out by the *Planning Act 2016* for **Impact Assessable** development.

A summary of the assessment concludes:

- The BUSY Schools has a specific site needs. The proposed location is fit-for-purpose in terms of position, size and access to nearby services;
- The proposed site layout ensures that the traffic and parking for the use are appropriately catered;
- The proposed use does not undermine the ongoing operation of industrial activities within the immediate area and maintains the integrity of the Low Impact Industry Zone;
- The proposed use achieves the intent of the Strategic Framework of the *Townsville City Plan* by consolidating complementary uses, delivering employment opportunities, taking advantage of infrastructure and improving choice and convenience for the local community;
- There is a strong community, economic and planning need to deliver alternative education pathways for disengaged and at-risk youths in Townsville; and,
- The proposed use fulfils a significant community and economic need given it is a socially focused, education offering delivering skilled workers within the local employment market.

Based on this assessment above it is recommended to Council as the Assessment Manager issue an approval subject to reasonable and relevant conditions.

APPENDIX A: ARCHITECTURAL PLANS

APPENDIX B: CODE ASSESSMENT

APPENDIX C: TRAFFIC IMPACT ASSESSMENT

APPENDIX D: ECONOMIC IMPACT ASSESSMENT

APPENDIX E: DA FORM 1 & CONSENT