

# **Traffic Impact Assessment**

То	The BUSY School C/- Bespoke P&D	Date	26 February 2025		
Prepared by	Casey Schackow, Velocity, Director	Approved by	Harj Singh, Traffic Engineering Advisor (RPEQ 22364)		
Location	153 Dalrymple Service Road, Garbutt				
Status	Final	Attachments	Appendix A: Development Plans Appendix B: Swept Path Assessment Appendix C: Code Response		

### **1** Introduction

#### 1.1 Overview

Velocity has been commissioned by The BUSY School C/- Bespoke P&D to provide traffic and transport advice in relation to the proposed development located at 153 Dalrymple Service Road, Garbutt.

#### 1.2 References

- Townsville City Council, SC6.10 Parking rates planning scheme policy, 2020 (PR PSP)
- Townsville City Council, Transport impact, access and parking code, 2020 (TIAPC PSP)
- AS2890.1 Australian Standards (AS) Parking Facilities Part 1: Off Street Car Parking (AS2890.1)
- AS2890.2 Parking Facilities Part 2: Off-Street Commercial Vehicle Facilities, 2002 (AS2890.2)
- Roads and Traffic Authority, Guide to Traffic Generating Developments, 2013 Update, (RTA GTGD)

#### 1.3 Limitations

This traffic report was prepared with the usual care and diligence of the consulting profession. It follows accepted traffic engineering practices and standards that were in place at the time of the assessment. However, Velocity cannot be held responsible for any changes to project planning or road conditions that may happen after the assessment is completed.



# 2 Existing Conditions

#### 2.1 Site Location

The development site is located at 153 Dalrymple Service Road, Garbutt and is bound by Dalrymple Service Road to the south.

The site is identified within Council's Planning Scheme as a Low Impact Industry zone and is surrounded by similar zones.

The site is well positioned to facilitate access to the east-west and north-south major roads of Baywater Street and Dalrymple Road, respectively.

Figure 2-1 and Table 2-1 outline characteristics of the existing road network surrounding the site.



#### Figure 2-1 Site Location

Source: Nearmap

#### Table 2-1 Key Road Characteristics

Road	Hierarchy	Speed	Typical Form
Dalrymple Service Road	Local Road	50km/h	Two lanes, undivided
Dalrymple Road	Arterial Road	80km/h	Four lanes, divided
Bayswater Road	Sub-arterial Road	60km/h	Four lanes, divided

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#### 2.2 Active Transport Network

The majority of roads surrounding the site do not currently have off-road footpaths nor does the site frontage.

Cycling is supported through the wide travel lanes and through discontinuous cycle lanes along Bayswater Road.

This is considered typical of industrial focused areas.

#### 2.3 Public Transport Network

There are two bus stops located within a comfortable 400m walking radius of the site. These stops service 2 local bus routes. The closest stop is located ~81m from the site which is considered highly amenable given the typical industrial nature of the surrounding area. This bus stop services the 204 and 215 bus services.

Key characteristics of the public transport network are detailed in Table 2-2.

#### Table 2-2 Bus Route Key Characteristics

Route	Destinations	Peak Frequency
204	Aitkenvale to Townville CBD via Pimlico, Garbutt and Mount Louisa	60 minutes
215	Aitkenvale to Townville CBD via Belgian Gardens, Garbutt and Currajong	60 minutes

#### 2.4 Existing Access Arrangements

The existing facility is currently accessed via two separate crossover locations along Dalrymple Road, both allowing entry/exit movements in all directions.

#### 2.5 Existing Business Operations

The site is currently functional and operated by Life Church Townsville, a large youth church provider. The church offers 2 weekly Sunday services, 2 yearly multi-day conferences, 3 daily prayer services (7am, 1pm and 6pm). The conference room within the church caters for upwards of 400 patrons, as reported by recent events held by the church at the venue.

The church was approved to operate at the site in 2012 after a Development Application (ref: BP12/0234) for a School/Church - Office/Storeroom.

The site contains 16 on-site parking spaces and was provided with an additional 25 onstreet line marked bays. The site also has a loading area with dedicated on-site refuse collection facilities.

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## **3** Proposed Development

#### 3.1 Proposed Yield

The development proposes to convert the existing church into an Educational Establishment to be operated by The BUSY School (TBS).

TBS was established in 2019 and supports disengaged youth aged 16-19 through a mix of academic studies, vocational education, and industry-based learning. It aims to help students achieve their Queensland Certificate of Education (QCE) and transition into employment or further training. With strong community support, BUSY Schools drive positive change across Queensland, while the BUSY Group provides employment and training services nationwide. The conversion is not expected to alter the current GFA of the building layout.

The existing facility features a total of 1,485 sq.m, comprising of a main auditorium, offices, café, food preparation areas, amenities and two training rooms contained within a mezzanine level.

The existing site layout has been modified to optimise the existing infrastructure. The proposed alternations include:

- Re-linemarking the car parking areas to provide 4 additional parking spaces
- Provision of a Persons with Disability (PWD) parking space with accompanying shared space
- Addition of 12 bicycle parking spaces
- Formalisation of loading and bin areas.
- Removal of non-compliant tandem parking spaces within the crossover on the eastern driveway,

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The site plans are illustrated on Figure 3-1

#### Figure 3-1 Proposed Plans





#### 3.2 Proposed Operations

The school aims to accommodate an ultimate scenario of 256 students and 30 staff members, with an estimated GFA of approximately 1,485m<sup>2</sup> across both levels. A staggered attendance model is implemented, ensuring that no more than half of the students are on-site at any given time.

Students are divided into two groups, attending in alternating schedules:

- **Group A**: On-campus for school subjects on Monday and Tuesday.
- **Group B**: On-campus for school subjects on Thursday and Friday.
- Wednesday: Dedicated to vocational and industry-based learning for all students.

When not on campus, students engage in structured off-site activities, including:

- Work placements, apprenticeships, and traineeships.
- Vocational Education and Training (VET) qualifications.
- 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.

A sample timetable provided by TBS is illustrated in Figure 3-2.

#### Figure 3-2 Sample Timetable

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

Based on the above, in the ultimate scenario there is only expected to be a maximum of 128 students and 30 staff members on-site at any given time.

It is noted the split timetable has been implemented at other TBS campuses around Australia and is considered their standard practice to manage and operate.

The proposed operating hours and days of TBS are 8am – 4pm, Monday to Friday. With expected traffic/parking peaks between 8-9am and 2:45-3:45pm, as per guidance from TBS in regard to their other sites.



#### 3.3 Design Considerations

The majority of the internal design elements have been retained and are proposed to be utilised for the new land use.

It is expected that the historic Industry land use was previously accessed by vehicles up to Heavy Rigid Vehicles (HRVs) and Refuse Collection Vehicles (RVCs). The existing driveway design mimics these vehicles with a crossover ~8.3m wide crossover and rear servicing area.

#### 3.3.1 Access Crossover

Through information supplied by the client, the regular design vehicle accessing the site will be a front-lift RCV. Occasionally, the school will be serviced by a Medium Rigid Vehicle (MRV).

These servicing activities are further outlined in Section 3.5 Servicing Arrangements.

Both the MRV and RCV are proposed to access the site to conduct their respective servicing activities.

The TIAPC PSP refers to *Standard Drawing No.* SD-031 for the design of industrial driveways and *Standard Drawing No.* SD-030 for residential crossovers (eastern crossover equivalent). AS2890.2 has also been considered to determine the suitability of the access crossovers.

As per the expected existing arrangements, the western crossover will allow access by private vehicles and larger service/refuse vehicles while the eastern crossover will permit access exclusively by private vehicles and smaller deliveries such as van drivers.

The proposed access driveway design is outlined in Table 3-1.

Location	Design Criteria	Proposed Design	Compl
Western	7.0 – 15m wide	~8.3m	✓
Eastern	3.0 – 6m wide	~7.5m	5

#### Table 3-1 Crossover and Driveway Design Compliance

As detailed in Table 3-1, the site crossovers achieve the required standards for the intended use.

Additionally, *AS2890.2* states the driveway width will depend on the design vehicle requiring ingress/egress to the site. As such, to confirm the adequacy of the western crossover, a swept path assessment has been conducted for the RCV which confirms the design vehicle can safely and efficiently manoeuvre on/off the site using the crossover and driveway proposed. AS2890.2 also states that an RCV is permitted to utilise the entire width of the crossover width to undertake the aforementioned manoeuvre.

A copy of these swept paths can be found at **Appendix B**.

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#### 3.3.2 Access Location

AS2890.1 indicates that access driveways should not be located within 6m of the tangent points from adjacent intersections.

Additionally, Council requires accesses are located more than 1m from existing power poles, 0.6m from stormwater pits and 0.5m from service pits

Both access crossovers achieve adequate separation to all existing accesses and infrastructure and are therefore considered compliant with respect to AO7 of the TIAPC PSP.

It is also noted that the crossovers are existing and currently operational in the current locations.

#### 3.3.3 Sight Distance

Dalrymple Service Road has a posted speed limit of 50km/h. The sight distance required by *AS2890.1* measured 2.5m from the kerb, in both directions is detailed in Table 3-2.

#### Table 3-2 Sight Distance at the Access Driveway

Location	AS2890.1 Reg.	Existing Sight	Compliant	
		Left	Right	
Western Crossover	45m	+100m	77m	✓
Eastern Crossover	13111	+100m	+100m	✓

As detailed within Table 3-2, adequate SSD is available in both directions in accordance with *AS2890.1*.

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# **4** Parking Requirements

#### 4.1 Car Parking Requirements

In accordance with SC6.10, the car parking requirements have been summarised in Table 4-1.

#### 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.

As shown in Table 4-1, the proposed development requires a total of 15 FTE spaces and 13 student spaces for a total of 28 parking spaces, including one Persons with Disability (PWD) space

#### 4.2 Car Parking Provision

The updated development plan contains 20 parking spaces, including one PWD space with accompanying shared space. The bus set down is also proposed along the kerbside along the site frontage given the verge has unrestricted parking and appear to be underutilised. Otherwise, the 12-seater bus could reverse into the site, park temporarily adjacent the PWD space and still allow private vehicles to pass and enter the adjacent parking spaces.

This represents a shortfall of 8 parking spaces.

#### 4.2.1 Surrounding Business Peak Operational Hours

An assessment of the operation of surrounding businesses has been undertaken via a desktop analysis.

A collation of operational times of the tenancies within the similar lots surrounding the site have been provided in Table 4-2.

#### Table 4-2 Surrounding Business Operating Hours

Address	Business Name	Business Type	Hours
Cnr Dalrymple &	Bridgestone Select	Mechanic	Weekdays: 8:00 am-5:00 pm
Bayswater Rd	Tyre & Auto		Saturday: 8:00 am-11:00 am

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Cnr Dalrymple & Bayswater Rd	Castle Towing & Mechanical	Towing service	Weekdays: 8:00 am–5:00 pm Saturday: 8:00 am–11:00 am
143 Dalrymple Rd	Tent World	Camping store	Weekdays: 9:00 am-5:00 pm Thursday: 9:00 am-7:00pm Weekends: 9:00 am-4:00 pm
8/12 Mackley St	Townsville Steel & Wire	Steel distributor	Weekdays: 7:30 am–4:30 pm Weekends: Closed
U2/5 Vesuvius St	Stonegate Townsville	Trailer Dealer	Weekdays: 9:00 am–5:00 pm Saturday: 9:30 am–1:00 pm Sunday: Closed

As detailed in Table 4-2, typical operational hours vary, with the majority opening between 8:00am-9:00am (with one business opening at 7:30am) and closing between 4:00pm-5:00pm.

#### 4.2.2 Business Operation Comparison

As detailed in **Section 3.2 Proposed Operations**, TBS's operational hours will be 8am – 4pm Monday to Friday. Given classes will begin at 8am, students are expected to arrive 10-15 minutes prior with staff arriving ~30 minutes prior. This entails that parking demands related to TBS will occur between 7:30-7:45am and surrounding businesses will begin between 8:00am-9:00am, many of these businesses will also only incur staff parking demands with customers arriving throughout the day.

#### 4.2.3 Student Shuttle Bus

The site may provide a private shuttle bus service depending on student demands, subject to data from operations within the first few months, Other TBS sites current offer this service which boosts amenity for students.

If the service is implemented, it would involve a small 12-seat bus collecting students from two central pick-up locations to be transported to the school in the morning and back to the pick-up locations in the evening.

This service would dramatically improve the parking environment on site, potentially reducing the demands by 12 private vehicles. The vehicle will be stored within the loading area, not within a parking space and unload along the kerbside.

#### 4.2.4 On-Street Parking

A high-level Nearmap assessment has been undertaken to determine the existing parking demands within the line marked on-street bays along Dalrymple Service Road. 15 weekday dates have been observed since the construction of the parking facilities, from 2016 to 2024. Only legal parking within the designated line marked bays have been considered. The Nearmap analysis is detailed in Table 4-3.

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Date	Observed	Max Capacity	Occupancy	Availability
Tues, Jun 2016	24		96%	1
Fri, Apr 2017	3		12%	22
Tues, Jul 2017	23		92%	2
Fri, Apr 2018	7		28%	18
Fri, Oct 2018	9		36%	16
Fri, Aug 2019	15		60%	10
Fri, May 2020	7		28%	18
Fri, Oct 2020	10		40%	15
Thurs, May 2021	9	25	36%	16
Tues, Sep 2021	10		40%	15
Mon, May 2022	14		56%	11
Thurs, Sep 2022	1		4%	24
Tues, May 2023	24		96%	1
Wed, Nov 2023	24		96%	1
Tues, Tues 2024	19		76%	6
Max	24		96%	24
Min	1		4%	1
Average	13.3		53%	11.7

#### Table 4-3 Nearmap Assessment

As detailed in Table 4-3, on average throughout the 15 surveyed periods there has been remaining supply of 11.7 parking spaces, corresponding to an average occupancy of just 53%. Is it also noted that the parking facility did not reach max capacity throughout the surveyed dates.

This indicates that demand does not outweigh supply as additional spaces are generally available. It is also noted that on-street parallel parking spaces are present along the northern verge of Dalrymple Service Road adjacent the site frontage and further down 143-151 Dalrymple Road.

#### 4.2.5 Mode Share

#### Vehicle Based Trips Including Carpooling

Students attending the school will be in years 11-12, depending on the time of year only some of the year 12 students will have a driver's licence. Many other trips are expected to be facilitated through parent drop off.

The northern verge of the site contains unrestricted parallel parking, generally observed through the Nearmap assessment to be unused. It is expected parents will utilise this area to undertake drop-off and pick-up services.

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Given the student age bracket and many students attaining driving licences, it is also expected that a portion of students will collect friends on the way to school and undertake carpooling trips to the facility.

#### **Public Transport**

Given the close proximity to the nearby bus stops along Bayswater Road. It is anticipated that many students (especially considering users will be in grades 11 & 12) will journey to/from the school via the bus. The nearby bus stop services the 204 and 215 services, the routes for these services are illustrated in Figure 4-1. These routes service various residential catchment including Mount Louisa, West End, Townsville CBD, Belgian Gardens, North Ward and Castle Hill.

As such, the uptake in public transport mode share is expected to be considerable.



#### Figure 4-1 204 and 215 Bus Routes

#### Active Transport

Although the site and immediate surrounding streets are not well connected via active transport facilities, major trunk roads within the broader network provide high quality active transport off-road or on-road lanes, these roads include Bayswater Road, Hugh Street, Duckworth Street and new facilities along Woolcock Street. Considering the age of the students (also staff), mode share via bicycle and electric scooter are expected to the site.

#### 4.2.6 Comparison Site

Method of travel to site data has been attained from a modal survey undertaken at The BUSY School in Shailer Park. Logan. Velocity understands the project locations are

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different, given Logan is located within Southeast Queensland, however the site is also located within an industrial focused area.

'The BUSY Schools' Shailer Park currently has an enrolment of 160 students. According to the applicant, the transportation mode split is as follows:

- 6 students (4%) drive themselves.
- 74 students (46%) are dropped off.
- 80 students (50%) use public transport.

A small number of students may walk or cycle occasionally, though these were not recorded in the survey.

#### 4.2.7 Car Parking Compliance

Based on the detailed assessment above, the following is summarised:

- The split schedule operation ensures a maximum of 128 students and 30 staff will be on-site during the ultimate enrolment scenario
  - Requiring 15 FTE and 13 student spaces for a total of 28 spaces.
- 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.
  - The parking demands within the on-street parking facilities associated with the church use will be removed from the network
- TBS provides a private shuttle bus service to transport students to/from the campus in lieu of requiring transport via private car trips.
- The operational hours of the surrounding businesses present a start delay compared with TBS.
- The high-level on-street occupancy survey found an average occupancy of just 53% across the 15 surveyed periods, corresponding to an average of 11.7 available parking spaces (inclusive of church parking demands).
- Uptake of public transport, active transport and carpooling mode share is expected which is anticipated to reduce private car demands at the site.
- TBS located in Shailer Park only has 4% of students driving themselves, and 46% dropped off with 50% utilising public transport

Although the required 28 parking spaces are unable to be catered for via the 20 available parking spaces on site.

The shortfall of 8 spaces is expected to be absorbed via other mode share uptake, shuttle bus services or easily accommodated via the observed available on-street parking available within the 25 existing parking spaces adjacent the frontage,

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especially considering surrounding operational times and the removal of church parking demands.

#### 4.2.8 Bicycle Parking Provision

To improve amenity to the site and in lieu of Townsville's Planning Scheme not providing bicycle parking rates, facilities have been proposed based on a first principles assumption.

The 2021 National Walking and Cycling Participation Survey suggests that cycling rates among school-age children in Queensland are relatively high. Also, approximately one third of residents ride a bike throughout the year.

Based on expected cycling uptake, 12 bicycle spaces have been provided in the first instance to cater for the 128 students and 30 staff. TBS will provide more spaces if cycling uptake is more than expected.

#### 4.2.9 Carpark Design

Velocity has completed a comprehensive design review of the parking layout for the proposed development. The car park design compliance is outlined in Table 4-4.

Design Criteria	AS2890 Reqs.	Proposed Design	Compliance
Parking Aisle Width	5.8m	Min. 7.7m	1
End Aisle Extension	1m or 8m aisle	+8m aisle adjacent	~
Bay length	5.4m	5.4m	$\checkmark$
Bay width	2.4m	2.4m	<b>~</b>
PWD Bay – Width	2.4m wide + 2.4m shared space	2.4m wide + 2.4m shared space	~
PWD Bay – Length	5.4m	5.8m	1
Bay Extension Adjacent Wall	+0.3m	+0.3m	$\checkmark$

#### Table 4-4 Car Park Design Compliance

As such, the proposed car park design is satisfactory with the minimum requirements.



#### 4.3 Servicing Arrangements

#### 4.3.1 Design Vehicles Required

Through conversations with the client with respect to the servicing arrangements of TBS (collating data from existing TBS sites across Queensland) the servicing requirements are as follows:

#### **Refuse Collection**

Front Loading RCV

#### **Commercial Servicing**

- MRV Food Delivery Weekly
- VAN Stationary Deliveries Monthly
- > 12-Seater Shuttle Bus Daily

#### 4.3.2 Servicing Provision

#### **Refuse Collection**

TBS proposes 2x 3,000L front lift bins, x1 recycling, x1 general refuse to service the site. These bins are collected once each weekly.

Is it noted these servicing arrangements are similar to the existing church site which provides a front life refuse bin.

To undertake servicing the front lift RCV will enter the site in a forward gear, traverse to the bin storage area and collect refuse front-in and depart the site in a forward gear.

It is also noted that refuse servicing is required to occur outside of typical business hours given the required turn paths. As such, vehicle/pedestrian conflicts are expected to be minimal.

#### **Commercial Servicing**

The site proposes several commercial servicing activities.

A van will service the site monthly to delivery stationary, the van is able to utilise a standard car bay or the rear servicing area.

A MRV is required weekly to deliver food, this vehicle will enter the site outside of business hours and is able to utilise the rear servicing area. This movement will require use of the parking spaces to undertake the manoeuvre (which will be vacant given the delivery timeframe).

Alternatively, the MRV may reverse into the eastern crossover depending on the intended destination of the goods, this again will occur outside of hours. The vehicle



will depart the site in a forward gear, it is noted Dalrymple Service Road is a local road with low expected traffic volumes.

As with refuse collection, the existing Church and previous industrial use are expected to have undertaken servicing in a similar manner.

The shuttle bus is expected to park along the available kerbside on the southern verge of the site frontage to load/unload students. If parking is available while shuttle dropoff occurs, the bus may enter the site via the western crossover and unload vehicles using a standard vehicle bay, private vehicles are able to travel past the temporarily parked bus.

#### 4.3.3 Servicing Swept Path Assessment

To confirm the ingress and manoeuvrability of both the RCV and MRV, a swept path assessment has been undertaken for each vehicle.

The analysis indicated that both vehicles are able to safely and effectively manoeuvre on-site, undertake servicing requirements and depart the site.

These swept paths are provided at **Appendix B**.

#### 4.4 Pedestrian Sight Lines

A 2.5m x 2m pedestrian sight triangle is required to be maintained from the property boundary in accordance with *AS2890.1*. This required pedestrian sight triangle is provided at both access locations

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# 5 Traffic Generation

To determine the traffic generation expected at proposed TBS, a first principles assessment has been undertaken.

The Department of Transport and Main Roads (DTMR) analysed the modal splits for primary and secondary schools using household travel data collected between 1992 and 2009, as documented in *Travel in South-East Queensland*. Figure 5-1 presents the distribution of travel modes among primary and secondary students based on travel distance.





Velocity has analysed the anticipated modal split by estimating student residency distribution across three travel distance ranges: within 2 km, 2–5 km, and beyond 5 km of the proposed school. This evaluation incorporates the proximity of nearby vocational learning centres such as Life Skills Queensland in Currajong and TAFE Queensland in Pimlico. A typical vehicle occupancy of 1.2 has been assumed.

Given the lack of footpaths linking the closest residential catchments in Currajong to the site, the modal distributions for 2-5km have also been adopted for the 1-2km range to provide a conservative and realistic approach.

Using the daily max student patronage of 128, the modal splits are detailed in Table 5-1, Table 5-2 and Table 5-3.

#### Table 5-1 Users Expected to Reside Within 2km of School

Student located: 1-2km		30%	38 Students	
Mode	Private (Driver)	Private (Passenger)	Bus Cycle + Wa	
% of Student	2%	68%	18%	12%

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# Student	1	26	7	5
Occupancy rate of 1.2	1 vehicle	21 vehicles		

Table 5-2 Users Expected to Reside Within 2-5km of School

Student located: 2-5km		50%	64 Students	
Mode	Private (Driver)	Private (Passenger)	Bus	Cycle + Walk
% of Student	2%	68%	18%	12%
# Student	1	44	12	8
Occupancy rate of 1.2	1 vehicle	35 vehicles		

#### Table 5-3 Users Expected to Reside Within >5km of School

Student located: >5km		20%	26 Stu	Idents
Mode	Private (Driver)	er) Private Bus (Passenger)		Cycle + Walk
% of Student	2%	61%	34%	3%
# Student	1	16	9	1
Occupancy rate of 1.2	1 vehicle	13 vehicles		

Staff are also assumed to either travel to work via private vehicle or public transport. As such, the staff travel movements will be based on the required parking rate of 0.5 parking spaces per FTE. Staff movements involving private vehicle trips are detailed in Table 5-4, the remainder of staff will travel via other modes.

#### Table 5-4 Staff Trips

User	Traffic Gen Rate	Vehicle Trips
Staff	0.5 trips per staff	15 vehicles

A summary of the expected trips is detailed in Table 5-5.

#### Table 5-5 Trip Summary

	Private (Driver)	Private (Passenger)	Total Private Veh	Bus	Cycle + Walk
Total Trips	18	69	87	28	14

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#### 5.1 Internal Trip Distribution

Table 5-6 shows the estimated net peak hour traffic directional distribution and the resulting directional trips for the proposed development.

The existing church traffic has been based off a first-principles assessment, using a standard operational day scenario (7am service & 6pm service ~1hr session, departing in same peak). A private vehicle to active/public transport ratio of 85/15 has been assumed with a higher occupancy rate of 1.4 given the likelihood of families carpooling. A conservative attendance of 30 members has been assumed.

	Viold	AM	AM		РМ	
Land Use	e Yield		OUT	IN	OUT	
	EXISTING	5				
	30 patrons					
Church	26 via private vehicle (85%)	19 vph	19 vph	19 vph	19 vph	
	<b>19 vehicles</b> (1.4 occ.)					
	PROPOSE	D				
	Student (Private) – 3 veh	3 vph	0 vph	0 vph	3 vph	
The BUSY School	Student (Drop-off) – 69 pax	69 vph	69 vph	69 vph	69 vph	
	Staff – 15 veh	15 vph 0 vph	0 vph	15 vph		
NET PEAK TRAFFIC		68 vph	50 vph	50 vph	68 vph	

Table 5-6 Directional Trips

As outlined in Table 5-6, an estimated net increase of 68 vph and 50 vph are expected to either enter or exit the site during both the AM peak period, the opposite is true of the PM peak.

#### 5.2 External Trip Distribution

The estimated traffic generation will be distributed through the transport network, originating majorly from the surrounding residential catchments. The anticipated travel routes to the proposed site are illustrated in Figure 5-2.



#### Figure 5-2 Expected Travel Routes to TBS



Given the breadth of surrounding residential catchments and potential travel routes, there are numerous expected travel routes entering/exiting the site. Based on the above, the traffic generated by the proposed site is expected to be dispersed widely throughout the surrounding road network and no movement on any given intersection in the surrounding area is anticipated to increase observed delays by more than 5% as per the intersection delay threshold detailed within DTMR's GTIA. Furthermore, the site proposes a shuttle bus to transport students to/from the campus, these trips have not been applied to the traffic generation calculations detailed above and are expected to further reduce the reduce reliance to the site based on the existing shuttle bus services at other TBS sites.

It is also noted that the peak traffic generation hours for the site are expected to be between 8-9am and 2:45-3:45pm compared with the surrounding road peak which are likely to be 7-8am and 4:30-5:30pm.

Therefore, Velocity Traffic is of the opinion that the increase in traffic expected is not anticipated to have a significant impact on the surrounding road network and detailed analysis is not necessary.

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#### 6 **Summary**

Findings for the development at 153 Dalrymple Service Road, Garbutt are as follows:

Item	Findings
Existing Conditions	<ul> <li>The site is identified as a Low Impact Industry zone and is currently operated by a youth church</li> <li>Two bus stops are located within 400m from the site</li> </ul>
Proposed Development	The site internals are proposed to be converted into suitable rooms for The BUSY School, no additional GFA is proposed. Car parking upgrades are proposed to improve the amenity and safety. The access locations and designs are being retained.
TBS Operations	The school will operate from 8-4pm M-F and run a split schedule system which sees only half the students attend the site each day with the other half undertaking external vocational learning.
	The ultimate scenario will have 256 (max of 128 on-site daily) students and 30 staff.
Access Arrangement	<ul> <li>The proposed access is compliant with TCC AS with respect to:</li> <li>Access location – sufficient more than 6m separation to adjacent crossovers and sufficed separation to infrastructure.</li> <li>Crossover design – Crossover widths in accordance with AS2890.2 and SD-030.</li> <li>Sight distance – Achieves adequate sight distance in both directions</li> </ul>
Parking Provision	The 28 required parking spaces exceed the 20 available on-site. However, this is expected to be offset by a potential private shuttle bus service, increased public transport and carpooling, and available on-street parking, which averages 11.7 open spaces. Additionally, the removal of church-related parking demand and differing operational hours of nearby businesses further reduce potential conflicts.
Bicycle Parking	12 bicycle spaces are provided to cater for the expected uptake in cycling mode share
Car Park Design	The car parking layout and design is compliant with respect to AS2890.1. It is also acknowledged that the site is existing and currently operational under the approval for a Church.
Refuse and commercial Servicing	Both the RCV and MRV are proposed to access the site to undertake servicing. Through a swept path assessment, these vehicles were able to safely and efficiently manoeuvre on and off site while undertaking their respective servicing needs. Servicing is also required to occur outside of business hours.

Traffic Impact Assessment 153 Dalrymple Service Road, Garbutt - 21 -



Traffic Generation	The proposed school is expected to generate 68 entering trips and 50 exiting trips in the AM peak and the opposite in the PM peak, primarily from student drop-offs and staff travel. Traffic impacts will be widely dispersed across the network, with no significant increase in delays at intersections, and peak hours will differ from surrounding road peak periods. Additionally, a potential private shuttle bus service will further reduce private vehicle demand, minimising overall traffic impact.
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Velocity is of the opinion the proposal is compliant with relevant codes and standards.

Author:

**Casey Schackow** Director

Effective Date 26/02/2025

Approved By:

C. Schackow

Harj Singh Transport Advisor RPEQ 22364 Date Approved

26/02/2025

H.Singh





# APPENDIX A

## CONCEPT PLANS



#### **GENERAL SITE NOTES**

- SEWERAGE AND/OR SEPTIC TO BE IN ACCORDANCE WITH LOCAL BY-LAWS AND WATER & SEWERAGE ACT AMENDMENT ACT. POSITION OF STORMWATER LINES, DOWNPIPES, RETAINING WALLS, CUT/FILL EMBANKMENTS ARE APPROXIMATE ONLY AND MAY VARY TO SUIT SITE CONDITIONS AND THE BUILDER IS TO VERIFY AND ADJUST AS REQUIRED.
- ALL CUT/FILL EMBANKMENTS, RETAINING WALLS SHOWN AND CONSTRUCTED ARE TO COMPLY WITH COUNCIL POLICY & BCA HOUSING PROVISIONS.
   STORMWATER PIPES TO BE 90 mm CLASS 6 UPVC & LAID IN
- ACCORDANCE WITH BCA HOUSING PROVISIONS UNLESS SPECIFIED ELSEWHERE. ONE 90 mm UPVC PIPE PER 100 SQM OF ROOF AREA LAID TO 1:100 MIN GRADE. PAD CUT TO ALLOW GROUND WATER TO DRAIN AWAY FROM
- DWELLING ALL ROUND AT 1:20 FALL.
   ALL BOUNDARY CLEARANCES AND SET OUT DIMENSIONS TO BE VERIFIED PRIOR TO COMMENCEMENT OF WORK.
   THE BUILDER IS TO VERIFY ALL DIMENSIONS AND LEVELS ON
- PLAN PRIOR TO COMMENCEMENT OF THE JOB AS NO RESPONSIBILITY IS TAKEN AFTER WORK HAS COMMENCED.

#### TO BE POSITIONED BY BUILDER

IF.	IF APPLICABLE (IF INCLUDED IN SPEC.)			
•	METER BOX	•	WATER TANK	
•	HOTWATER SYSTEM	•	RETAINING WALLS	
•	CLOTHES LINE	•	FENCES - GATES	
•	LETTERBOX	•	DRIVEWAY - PATH	

#### LINE TYPES

CUT / FILL RETAINING WALL BATTERS BOUNDARY STEEL BEAM	
LEGEND	

—-WWW	WATER PIPE
—SS	SEWER PIPE
—SW—SW—SW—	STORMWATER PIPE
Ħ	STORMWATER PIT
$(\mathbf{H})$	WATER HYDRANT
	SEWER HOUSE CONNECTION
$\odot$	SEWER PIT

SITE AREA SITE COVER	2428 m <sup>2</sup> REMAIN UNCHANGED	
AREA SCH	EDULE	
LEVEL	NAME	AREA
GROUND FLOOR	AMENITY	55.96
GROUND FLOOR	CLASSROOM	409.25
GROUND FLOOR	CONSULT	82.05
GROUND FLOOR	KEEP	22.99
GROUND FLOOR	OFFICE	22.14
GROUND FLOOR	RECEPTION	55.39
GROUND FLOOR	SICK	17.87
GROUND FLOOR	STAFF	61.93
GROUND FLOOR	STUDENT BREAKOUT	427.07
GROUND FLOOR	VOCATIONAL TRAINING	169.39
FIRST FLOOR	CLASSROOM	121.93
FIRST FLOOR	CONSULT	26.19
FIRST FLOOR	HALL	30.33
FIRST FLOOR	KITCHEN	14.90
FIRST FLOOR	VOID	61.88
Grand total		1579.27

Grand total



INFO@PACIFIK.COM.AU



Document Set ID: 26846708 50 mm 100 mm Version: 1, Version Date: 06/03/2025







# DALRYMPLE SERVICE ROAD



<u>DRAWING NAME</u> SITE PLAN

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<u>CLIENT</u> BUSY SCHOOLS <u>SITE ADDRESS</u> 153 DALRYMPLE ROAD - GARBUTT REAL PROPERTY DESCRIPTION

<u>SCALE</u> As indicated @ A2 <u>wind</u> TBA <u>ЈОВ #</u> 25703 <u>SHEET #</u> 02

PRELIMINARY DRAWING - NOT FOR CONSTRUCTION



# APPENDIX B

# SWEPT PATH ASSESSMENT





SK01

Α

ABN 94 658 980 208















# APPENDIX C code responses



# State code 1: Development in a state-controlled road environment

State Development Assessment Provisions guideline - State Code 1: Development in a state-controlled road environment. This guideline provides direction on how to address State Code 1.

#### **Table 1.1 Development in general**

Performance outcomes	Acceptable outcomes	Response
Buildings, structures, infrastructure, services	and utilities	
P01 The location of the development does not create a safety hazard for users of the state-controlled road.	<ul> <li>AO1.1 Development is not located in a state-controlled road.</li> <li>AND</li> <li>AO1.2 Development can be maintained without requiring access to a state-controlled road.</li> </ul>	Complies with PO1 The proposed development will not adversely impact the safety of the state-controlled road. The site is located along the frontage road to the SCR. The traffic generated by the site is also expected to access the site from several cardinal directions thus dispersing the traffic and not adversely impacting the intersection of Bayswater Rd
		/ Dalrymple Rd. Additionally the church related traffic will be removed. This is discussed in Section 5 of the TIA
PO2 The design and construction of the development does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport	No acceptable outcome is prescribed.	<u>Complies with PO2</u> The proposed development will not adversely impact the conditions of the state-controlled road.
infrastructure.		The existing site is only being retrofitted, and no external modifications will be made.
<b>PO3</b> The location of the development does not obstruct <b>road transport infrastructure</b> or adversely impact the operating performance of the state-controlled road	No acceptable outcome is prescribed.	<u>Complies with PO3</u> The proposed development will not adversely impact the infrastructure and operations of the state-controlled road.

State Development Assessment Provisions v3.0

Performance outcomes	Acceptable outcomes	Response
		The development is located along the service road, not the highway. There is currently an operating church at the site
<b>PO4</b> The location, placement, design and operation of advertising devices, visible from the <b>state-controlled road</b> , do not create a safety hazard for users of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	<b>Complies with PO4</b> The proposed development provides sufficient sight distance and will not adversely impact the safety of the state-controlled road. No advertising devices are proposed.
P05 The design and construction of buildings and structures does not create a safety hazard by distracting users of the state-controlled road.	<ul> <li>AO5.1 Facades of buildings and structures fronting the state-controlled road are made of non-reflective materials.</li> <li>AND</li> <li>AO5.2 Facades of buildings and structures do not direct or reflect point light sources into the face of oncoming traffic on the state-controlled road.</li> <li>AND</li> <li>AO5.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on the state-controlled road.</li> <li>AND</li> <li>AO5.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on the state-controlled road.</li> <li>AND</li> <li>AO5.4 External lighting of buildings and structures does not involve flashing or laser lights</li> </ul>	Complies with PO5 No changes are proposed that would create a safety hazard for users along Dalrymple Road.
<b>PO6</b> Road, pedestrian and bikeway bridges	AO6.1 Road, pedestrian and bikeway bridges	N/A
over a <b>state-controlled road</b> are designed and constructed to prevent projectiles from being thrown onto the <b>state-controlled road</b> .	over the <b>state-controlled road</b> include throw protection screens in accordance with section 4.11 of the Design Criteria for Bridges and	

Performance outcomes	Acceptable outcomes	Response
	Other Structures Manual, Department of	
	I ransport and Main Roads, 2020.	
<b>PO7</b> The location of landscaping does not create a safety hazard for users of the <b>state-controlled road</b> .	A07.1 Landscaping is not located in a state- controlled road. AND	Complies with AO7 No changes are being made to the existing landscaping
	<b>A07.2</b> Landscaping can be maintained without requiring access to a <b>state-controlled road</b> .	
	AND	
	<b>A07.3</b> Landscaping does not block or obscure the sight lines for vehicular access to a <b>state-controlled road</b> .	
Stormwater and overland flow		
<b>PO8</b> Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the state-controlled road.	No acceptable outcome is prescribed.	N/A
<b>PO9</b> Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the <b>state-controlled road</b> or <b>road transport infrastructure</b> .	No acceptable outcome is prescribed.	N/A
<b>PO10</b> Stormwater run-off or overland flow from the development site does not adversely impact the <b>structural integrity</b> or physical condition of the <b>state-controlled road</b> or <b>road transport</b> <b>infrastructure</b> .	No acceptable outcome is prescribed.	N/A
<b>PO11</b> Development ensures that stormwater is lawfully discharged.	AO11.1 Development does not create any new points of discharge to a state-controlled road.	N/A
	AND	

Performance outcomes	Acceptable outcomes	Response
	AO11.2 Development does not concentrate flows to a state-controlled road.	
	AND	
	AO11.3 Stormwater run-off is discharged to a lawful point of discharge.	
	AND	
	AO11.4 Development does not worsen the condition of an existing <b>lawful point of discharge</b> to the <b>state-controlled road</b> .	
Flooding		
<b>PO12</b> Development does not result in a material worsening of flooding impacts within a <b>state-controlled road</b> .	AO12.1 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (within +/- 10mm) to existing flood levels within a state-controlled road.	N/A
	AND	
	AO12.2 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a state-controlled road.	
	AND	
	<b>AO12.3</b> For all flood events up to 1% <b>annual</b> <b>exceedance probability</b> , development results in negligible impacts (up to a 10% increase) to existing time of submergence of a <b>state-</b> <b>controlled road</b> .	

Performance outcomes	Acceptable outcomes	Response
Drainage Infrastructure		
<b>PO13</b> Drainage infrastructure does not create a safety hazard for users in the <b>state-controlled road</b> .	<b>AO13.1</b> Drainage infrastructure is wholly contained within the development site, except at the <b>lawful point of discharge</b> .	N/A
	AO13.2 Drainage infrastructure can be maintained without requiring access to a state-controlled road.	
<b>PO14</b> Drainage infrastructure associated with, or within, a <b>state-controlled road</b> is constructed, and designed to ensure the <b>structural integrity</b> and physical condition of existing drainage infrastructure and the surrounding drainage network.	No acceptable outcome is prescribed.	N/A

#### Table 1.2 Vehicular access, road layout and local roads

Performance outcomes	Acceptable outcomes	Response
Vehicular access to a state-controlled road or w	ithin 100 metres of a state-controlled road interse	ection
PO15 The location, design and operation of a	No acceptable outcome is prescribed.	Complies with PO15
new or changed access to a state-controlled		The proposed development will not adversely impact
road does not compromise the safety of users of the state-controlled road.		the safety of the state-controlled road.
		The development is located along the service road, not
		the highway. There is currently an operating church at
		the site. No changes are being made to any crossover.
PO16 The location, design and operation of a	No acceptable outcome is prescribed.	Complies with PO15
new or changed access does not adversely		The proposed development will not adversely impact
impact the <b>functional requirements</b> of the <b>state-</b> <b>controlled road</b> .		the safety of the state-controlled road.

State Development Assessment Provisions v3.0

Performance outcomes	Acceptable outcomes	Response
		The development is located along the service road, not the highway. There is currently an operating church at the site. No changes are being made to any crossover.
<b>P017</b> The location, design and operation of a <b>new or changed access</b> is consistent with the <b>future intent</b> of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	Complies with PO17 The proposed development will not adversely impact the safety of the state-controlled road. The development is located along the service road, not the highway. There is currently an operating church at the site. No changes are being made to any crossover.
<ul> <li>PO18 New or changed access is consistent with the access for the relevant limited access road policy:</li> <li>1. LAR 1 where direct access is prohibited; or</li> <li>2. LAR 2 where access may be permitted, subject to assessment.</li> </ul>	No acceptable outcome is prescribed.	Complies with PO16The proposed development will not adversely impact the safety of the state-controlled road.The development is located along the service road, not the highway. There is currently an operating church at the site. No changes are being made to any crossover.
PO19 New or changed access to a local road within 100 metres of an intersection with a state- controlled road does not compromise the safety of users of the state-controlled road.	No acceptable outcome is prescribed.	Complies with PO15 The proposed development will not adversely impact the safety of the state-controlled road. The development is located along the service road, not the highway. There is currently an operating church at the site. No changes are being made to any crossover.
<b>PO20 New or changed access</b> to a <b>local road</b> within 100 metres of an intersection with a <b>state-controlled road</b> does not adversely impact on the operating performance of the intersection.	No acceptable outcome is prescribed.	Complies with PO20 The proposed development will not adversely impact the future intent of the state-controlled road.

Performance outcomes	Acceptable outcomes	Response
		The site is located along the frontage road to the SCR.
		The traffic generated by the site is also expected to
		access the site from several cardinal directions thus
		dispersing the traffic and not adversely impacting the
		intersection of Bayswater Rd / Dalrymple Rd.
		Additionally the church related traffic will be removed.
		This is discussed in Section 5 of the TIA
Public passenger transport and active transport		
PO21 Development does not compromise the	No acceptable outcome is prescribed.	Complies with PO21
safety of users of <b>public passenger transport</b>		No changes are being made to how pedestrians will
infrastructure, public passenger services and		access the site via public transport facilities.
active transport infrastructure.		
PO22 Development maintains the ability for	No acceptable outcome is prescribed.	Complies with PO22
people to access public passenger transport		No changes are being made to how pedestrians will
infrastructure, public passenger services and		access the site via public transport facilities.
active transport infrastructure.		
<b>PO23</b> Development does not adversely impact the	No acceptable outcome is prescribed.	Complies with PO23
operating performance of <b>public passenger</b>		No changes are being made to how pedestrians will
transport infrastructure, public passenger		access the site via public transport facilities.
services and active transport infrastructure.		
PO24 Development does not adversely impact	No acceptable outcome is prescribed.	Complies with PO24
the structural integrity or physical condition of		No changes are being made to how pedestrians will
public passenger transport infrastructure and		access the site via public transport facilities.
active transport infrastructure.		

#### **Table 1.3 Network impacts**

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Performance outcomes	Acceptable outcomes	Response
PO25 Development does not compromise the	No acceptable outcome is prescribed.	Complies with PO25
safety of users of the state-controlled road		The proposed development will not adversely impact
network.		the future intent of the state-controlled road.
		The site is located along the frontage road to the
		SCR. The traffic generated by the site is also
		expected to access the site from several cardinal
		directions thus dispersing the traffic and not
		adversely impacting the intersection of
		Bayswater Rd / Dalrymple Rd. Additionally the
		church related traffic will be removed. This is
		discussed in Section 5 of the TIA
PO26 Development ensures no net worsening of	No acceptable outcome is prescribed.	Complies with PO25
the operating performance of the state-controlled		The proposed development will not adversely impact
road network.		the future intent of the state-controlled road.
		The site is located along the frontage road to the
		SCR The traffic generated by the site is also
		expected to access the site from several cardinal
		directions thus dispersing the traffic and not
		adversely impacting the intersection of
		Bayswater Rd / Dalrymple Rd, Additionally the
		church related traffic will be removed. This is
		discussed in Section 5 of the TIA
PO27 Traffic movements are not directed onto a	No acceptable outcome is prescribed.	Complies with PO25
state-controlled road where they can be		The proposed development will not adversely impact
accommodated on the local road network.		the future intent of the state-controlled road.
		The distributed share of the second states of
		The site is located along the frontage road to the
		SCR. The traffic generated by the site is also

Performance outcomes	Acceptable outcomes	Response
		expected to access the site from several cardinal directions thus dispersing the traffic and not adversely impacting the intersection of Bayswater Rd / Dalrymple Rd. Additionally the church related traffic will be removed. This is discussed in Section 5 of the TIA
<b>PO28</b> Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a <b>state-controlled road</b> .	No acceptable outcome is prescribed.	N/A
PO29 Development does not impede delivery of planned upgrades of state-controlled roads.	No acceptable outcome is prescribed.	<u>Complies with PO29</u> The proposed development does not impede on the delivery of planned upgrades of state-controlled roads.
<b>PO30</b> Development does not impede delivery of <b>corridor improvements</b> located entirely within the <b>state-controlled road corridor</b> .	No acceptable outcome is prescribed.	<b>Complies with PO30</b> The proposed development does not impede on the delivery of corridor improvements located entirely within the state-controlled road corridor.

#### Table 1.4 Filling, excavation, building foundations and retaining structures

Performance outcomes	Acceptable outcomes	Response
PO31 Development does not create a safety	No acceptable outcome is prescribed.	N/A
hazard for users of the state-controlled road or		
road transport infrastructure.		
<b>PO32</b> Development does not adversely impact the	No acceptable outcome is prescribed.	N/A
operating performance of the state-controlled		
road.		
PO33 Development does not undermine, damage	No acceptable outcome is prescribed.	N/A
or cause subsidence of a state-controlled road.		
PO34 Development does not cause ground water	No acceptable outcome is prescribed.	N/A
disturbance in a state-controlled road.		

State Development Assessment Provisions v3.0

Performance outcomes	Acceptable outcomes	Response
<b>PO35</b> Excavation, boring, piling, blasting and fill compaction do not adversely impact the physical condition or structural integrity of a state- controlled road or road transport infrastructure.	No acceptable outcome is prescribed.	N/A
<b>PO36</b> Filling and excavation associated with the construction of <b>new or changed access</b> do not compromise the operation or capacity of existing drainage infrastructure for a <b>state-controlled road</b> .	No acceptable outcome is prescribed.	N/A

#### **Table 1.5 Environmental emissions**

Statutory note: Where a **state-controlled road** is co-located in the same transport corridor as a railway, the development should instead comply with Environmental emissions in State code 2: Development in a railway environment.

Performance outcomes	Acceptable outcomes	Response
Reconfiguring a lot		
Involving the creation of 5 or fewer new residen	tial lots adjacent to a state-controlled road or typ	e 1 multi-modal corridor
PO37 Development minimises free field noise	AO37.1 Development provides a noise barrier or	N/A
intrusion from a state-controlled road.	earth mound which is designed, sited and	
	constructed:	
	1. to achieve the maximum free field acoustic	
	levels in reference table 2 (item 2.1);	
	2. in accordance with:	
	a. Chapter 7 integrated noise barrier design	
	of the Transport Noise Management	
	Code of Practice: Volume 1 (Road Traffic	
	Noise), Department of Transport and	
	Main Roads, 2013;	
	b. Technical Specification-MRTS15 Noise	
	Fences, Transport and Main Roads,	
	2019;	

State Development Assessment Provisions v3.0

Performance outcomes	Acceptable outcomes	Response
	<ul> <li>Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</li> </ul>	
	OR	
	<b>AO37.2</b> Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by <b>alternative noise attenuation measures</b> where it is not practical to provide a noise barrier or earth mound.	
	OR	
	<b>AO37.3</b> Development provides a <b>solid gap-free</b> <b>fence</b> or other <b>solid gap-free structure</b> along the full extent of the boundary closest to the <b>state</b> -	
Involving the creation of 6 or more new resident	tial lots adjacent to a state-controlled road or type	1 multi-modal corridor
PO38 Reconfiguring a lot minimises free field noise intrusion from a state-controlled road.	<ul> <li>AO38.1 Development provides noise barrier or earth mound which is designed, sited and constructed:</li> <li>1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1);</li> <li>2. in accordance with: <ul> <li>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> <li>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> <li>c. Technical Specification-MRTS04 General</li> </ul> </li> </ul>	N/A
	Earthworks, Transport and Main Roads, 2020.	

Performance outcomes	Acceptable outcomes	Response
	OR <b>AO38.2</b> Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by <b>alternative noise attenuation measures</b> where it is not practical to provide a noise barrier or earth mound.	
Material change of use (accommodation activity Ground floor level requirements adjacent to a st	') iste-controlled road or type 1 multi-modal corrido	
PO39 Development minimises noise intrusion from a state-controlled road in private open space.	<ul> <li>AO39.1 Development provides a noise barrier or earth mound which is designed, sited and constructed:</li> <li>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;</li> <li>2. in accordance with: <ul> <li>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> <li>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> <li>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</li> </ul> </li> </ul>	N/A
	OR <b>AO39.2</b> Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for <b>private open space</b> by <b>alternative noise</b>	

Performance outcomes	Acceptable outcomes	Response
	attenuation measures where it is not practical to	
PO40 Development (excluding a relevant residential building or relocated building) minimises noise intrusion from a state- controlled road in habitable rooms at the facade.	<ul> <li>AO40.1 Development (excluding a relevant residential building or relocated building) provides a noise barrier or earth mound which is designed, sited and constructed:</li> <li>1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms;</li> <li>2. in accordance with: <ul> <li>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> <li>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> <li>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</li> </ul> </li> </ul>	N/A
	OR AO40.2 Development (excluding a relevant residential building or relocated building) achieves the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	
<b>PO41 Habitable rooms</b> (excluding a <b>relevant</b> <b>residential building</b> or <b>relocated building</b> ) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	N/A

Performance outcomes	Acceptable outcomes	Response
Above ground floor level requirements (accomm	nodation activity) adjacent to a state-controlled ro	oad or type 1 multi-modal corridor
<ol> <li>PO42 Balconies, podiums, and roof decks include:</li> <li>a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia);</li> <li>highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks.</li> </ol>	No acceptable outcome is provided.	N/A
<b>PO43 Habitable rooms</b> (excluding a <b>relevant</b> <b>residential building</b> or <b>relocated building</b> ) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	N/A
Material change of use (other uses)		
Ground floor level requirements (childcare centric corridor	re, educational establishment, hospital) adjacent	to a state-controlled road or type 1 multi-modal
<ul> <li>PO44 Development:</li> <li>1. provides a noise barrier or earth mound that is designed, sited and constructed: <ul> <li>a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas;</li> <li>b. in accordance with: <ul> <li>i. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> <li>ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> </ul> </li> </ul></li></ul>	No acceptable outcome is provided.	N/A

Performance outcomes	Acceptable outcomes	Response
iii. Technical Specification-MRTS04		
General Earthworks, Transport		
and Main Roads, 2020; or		
2. achieves the maximum free field acoustic		
outdoor education areas and outdoor		
nlav areas by alternative noise		
attenuation measures where it is not		
practical to provide a noise barrier or earth		
mound.		
<b>PO45</b> Development involving a <b>childcare centre</b>	No acceptable outcome is provided.	N/A
or educational establishment:		
1. provides a noise barrier or earth mound that		
is designed, sited and constructed:		
2. to achieve the maximum building facade		
acoustic level in reference table 1 (item		
1.2);		
3. In accordance with:		
a. Chapter / Integrated holse barrier design		
Code of Practice: Volume 1 (Road Traffic		
Noise) Department of Transport and		
Main Roads 2013		
b. Technical Specification-MRTS15 Noise		
Fences, Transport and Main Roads,		
2019;		
c. Technical Specification-MRTS04 General		
Earthworks, Transport and Main Roads,		
2020; or		
4. achieves the maximum building facade		
acoustic level in reference table 1 (item		
1.2) by alternative noise attenuation		
neasures where it is not practical to provide		
a noise pamer or earth mound.	No acceptable outcome is provided	N/A
	No acceptable outcome is provided.	N/A

Performance outcomes	Acceptable outcomes	Response
1. indoor education areas and indoor play		
areas; or		
2. sleeping rooms in a <b>childcare centre</b> ; or		
3. patient care areas in a hospital achieves the		
maximum internal acoustic level in reference		
table 3 (items 3.2-3.4).		
Above ground floor level requirements (childca	re centre, educational establishment, hospital) ad	jacent to a state-controlled road or type 1 multi-
modal corridor	No. a constal la contra de la constal de la const	
PO47 Development involving a childcare centre	No acceptable outcome is provided.	N/A
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 a state-controlled road are		
1. a continuous solid gap-free structure of		
balustrade (excluding gaps required for		
drainage purposes to comply with the Building		
Code of Australia);		
2. nignly acoustically absorbent material		
treatment for the total area of the soffit above		
balconies of elevated <b>outdoor play areas</b> .	Ne eccentable esterme in provide d	21/2
<b>PO48</b> Development including:	No acceptable outcome is provided.	N/A
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 nospital located		
above ground level, is designed and		
constructed to achieve the maximum internal		
acoustic level in reference table 3 (Items 3.2-		
3.4).		
Air, light and vibration		

Performance outcomes	Acceptable outcomes	Response
PO49 Private open space, outdoor education areas and outdoor play areas are protected from air quality impacts from a state-controlled road.	AO49.1 Each dwelling or unit has access to a private open space which is shielded from a state-controlled road by a building, solid gap-free fence, or other solid gap-free structure.	N/A
	OR	
	AO49.2 Each outdoor education area and outdoor play area is shielded from a state- controlled road by a building, solid gap-free fence, or other solid gap-free structure.	
PO50 Patient care areas within hospitals are protected from vibration impacts from a state- controlled road or type 1 multi-modal corridor.	<b>AO50.1 Hospitals</b> are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of 0.1m/s <sup>1.75</sup> .	N/A
	AND	
	<b>AO50.2 Hospitals</b> are designed and constructed to ensure vibration in the ward of a <b>patient care area</b> does not exceed a vibration dose value of 0.4m/s <sup>1.75</sup> .	
<b>P051</b> Development is designed and sited to ensure light from infrastructure within, and from users of, a <b>state-controlled road</b> or <b>type 1 multi-</b>	No acceptable outcomes are prescribed.	N/A
<ul><li>modal corridor, does not:</li><li>1. intrude into buildings during night hours (10pm)</li></ul>		
to 6am);		
<ul> <li>create unreasonable disturbance during evening hours (6pm to 10pm).</li> </ul>		

Performance outcomes	Acceptable outcomes	Response
PO52 Development does not impede delivery of a	AO52.1 Development is not located in a future	N/A
future state-controlled road.	state-controlled road.	
	OR ALL OF THE FOLLOWING APPLY.	
	AO52.2 Development does not involve filling and	
	excavation of, or material changes to, a future	
	state-controlled road.	
	AO52.3 The intensification of lots does not occur	
	within a <b>future state-controlled road</b> .	
	AO52.4 Development does not result in the	
	landlocking of parcels once a future state-	
<b>P053</b> The location and design of <b>new or</b>	A053.1 Development does not include <b>new or</b>	Ν/Δ
changed access does not create a safety hazard	changed access to a future state-controlled	
for users of a future state-controlled road.	road.	
PO54 Filling, excavation, building foundations and	No acceptable outcome is prescribed.	N/A
retaining structures do not undermine, damage		
or cause subsidence of a future state-controlled		
road.	No accontable outcome is prescribed	
worsening of stormwater flooding overland flow		N/A
or drainage impacts in a <b>future state-controlled</b>		
road or road transport infrastructure.		
PO56 Development ensures that stormwater is	AO56.1 Development does not create any new	N/A
lawfully discharged.	points of discharge to a future state-controlled	
	road.	

#### Table 1.6: Development in a future state-controlled road environment

State Development Assessment Provisions v3.0

Performance outcomes	Acceptable outcomes	Response
	AND	
	<b>AO56.2</b> Development does not concentrate flows to a <b>future state-controlled road</b> .	
	AND	
	AO56.3 Stormwater run-off is discharged to a lawful point of discharge.	
	AND	
	<b>AO56.4</b> Development does not worsen the condition of an existing <b>lawful point of discharge</b> to the <b>future state-controlled road</b> .	

PO1 The development is located on roads that are appropriate for the nature of traffic generated, having regard to the safety and efficiency of the transport network, and the functions and characteristics identified of the road hierarchy. The road hierarchy is shown on Figure 9.5 — Road hierarchy existing and Figure 9.6 Road	No acceptable outcome is nominated. Editor's note— Applicants should refer to the Development manual planning scheme policy no. SC6.4 - <u>SC6.4.5.1 Townsville Road</u> <u>Hierarchy, SC6.4.6.1 Geometric</u> <u>Road Design and SC6.4.5.2 Traffic</u> <u>Impact Assessme</u>	Achieved PO Development is suitable for the road environment. Site has also previously been operated by industrial uses and a church
PO2 Development does not compromise the orderly provision or upgrading of the transport network.	No acceptable outcome is nominated. Editor's note— Applicants should refer to the Development manual planning scheme policy no. SC6.4 - SC6.4.5.1 Townsville Road Hierarchy, SC6.4.6.1 Geometric Road Design and SC6.4.5.2 Traffic Impact Assessment (TIA).	Achieved PO The site is being retrofitted internally with no external building structure or access changes.
PO3 On-site transport network infrastructure (including roads, parking, access and public transport, pedestrian and cyclist facilities) appropriately integrates and connects with surrounding networks. Editor's note—To demonstrate compliance with this performance outcome with regard to pedestrian and cyclist elements, applicants may be requested to provide a walk and cycle network plan to show connections to internal and external attractions, existing and proposed walk and cycle facilities and which respond to desire lines of all users.	No acceptable outcome is nominated. Editor's note— Applicants should refer to the Development manual planning scheme policy no. SC6.4 - <u>SC6.4.5.3 Public Transport</u> Facilities, <u>SC6.4.5.4 Car</u> Parking, <u>SC6.4.5.2 Traffic Impact</u> Assessments (TIA), <u>SC6.4.4 Active</u> Transport Infrastructure, <u>SC6.4.6.1</u> <u>Geometric Road</u> <u>Designs, and SC6.4.5.1 Townsville</u> <u>Road Hierarchy.</u>	Achieved PO The site is being retrofitted internally with no external building structure or access changes.
<b>PO4</b> As far as practicable, development is designed to encourage travel by public transport, walking and cycling.	No acceptable outcome is nominated. Editor's note— Applicants should refer to the Development manual planning scheme policy no. SC6.4 - <u>SC6.4.5.3 Public Transport</u> Facilities, <u>SC6.4.5.4 Car</u> Parking, <u>SC6.4.5.4 Car</u> Parking, <u>SC6.4.5.2 Traffic Impact</u> Assessments (TIA), <u>SC6.4.4 Active</u> Transport Infrastructure, <u>SC6.4.6.1</u> <u>Geometric Road</u> <u>Design, and <u>SC6.4.5.1 Townsville</u> <u>Road Hierarchy.</u></u>	Achieved PO The site is being retrofitted internally with no external building structure or access changes. Bus stops located nearby
<ul> <li>PO5 Access arrangements are appropriate for: <ol> <li>the capacity of the parking area;</li> <li>the volume, frequency and type of vehicle usage;</li> <li>the function and characteristics of the access road</li> </ol> </li> </ul>	AO5 Access is provided in accordance with the standards identified in the Development manual planning scheme policy SC6.4 — <u>SC6.4.5.5</u> <u>Driveways, SC6.4.5.3</u> <u>Public Transport</u> <u>Facilities and SC6.4.5.4</u> <u>Car Parking</u> . Editor's note— Applicants should refer to the Development manual	Achieved PO The site is being retrofitted internally with no external building structure or access changes. Accesses are being maintained and design vehicle is being reduced compared to historic use. Refer swept path assessment Appendix B of the TIA.

POG         No acceptable outcome is nominated.         Achieved PO           Cyclists and pedestrians is clearly distinguished from vehicle access.         No acceptable outcome is nominated.         Achieved PO           POT         Access is located and designed to provide safe and easy access is located and gradient.         AC         Access is provided in accordance with to the site, having regard to its position, width and gradient.         AC         Access is provided in accordance with to the site, having regard to its position, width and gradient.         AC         Access is provided in accordance with the to the Oelepoment manual planning scheme policy no. SC6.4 — SC6.4.5.5         Achieved PO           POS         ACI         Standard Drawings Editor's note—Applicants should refer to the Development manual planning scheme policy no. SC6.4.5.2.5 Univerways and SC6.4.3         Achieved PO           All vehicles reasonably expected to use the site are able to travel the length of the driveway surface.         Access is provided in accordance with the Development manual planning scheme policy no. SC6.4.5.2.4.3         Achieved PO           FO9         Activeway does not cause changes in the level of a footpath that is unsafe or inaccessible for people with mobility difficulties.         Access is provided in accordance with the Development manual planning scheme policy no. SC6.4.3.4.Car Parking.         Achieved PO           FO10         Actieved PO         Access is provided in accordance with the Development manual planning scheme policy no. SC6.4.3.5.0         Achieved PO           FO11	and adjoining road network; and the safety and efficiency of the road network	planning scheme policy no. SC6.4 - <u>SC6.4.5.1 Townsville Road</u> <u>Hierarchy and SC6.4.5.2 Traffic</u> <u>Impact Assessment (TIA).</u>	
PO3       Achieved PO         Point of the access of contrast structure in monitor access       Achieved PO         PO7       Access is located and designed to provide safe and easy access and SC 45.45.42 at participation of the access and SC 45.45.42 at participation access and SC 45.45.42 at participation access and SC 45.45.5       Achieved PO         PO7       Access is located and designed to provide safe and easy access at participation and gradient.       Access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC 4.1.3       Achieved PO         PO8       ACC       Access is provided in accordance with the standard Drawings       Access is provided in accordance with the standard prawings       Achieved PO         PO8       ACC = SC 64.5.5       Driveways and SC 64.5.1       Driveways and SC 64.5.1       Tomsville Raad Herarchy.         PO8       ACS       Access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC 64.5.5       Driveways access without damage to vehicle or the driveway or driveway access without damage to vehicle or the driveway or SC 64.5.5       Achieved PO         PO9       Advieway does not cause changes in booking scheme policy no. SC 64.5.5       Driveways acces is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC 64.5.6       Achieved PO         PO10       Acress is provided in accordance with the standards identified in the Development manual planning scheme policy no.		No accentable outcome is	Achieved DO
POS       Achieved PO         POS       Access is located and designed to provide safe and easy access position, width and gradient.       AO7         Access is located and designed to provide safe and easy access position, width and gradient.       AO7         Access is position, width and gradient.       AO7         Access is position, width and gradient.       AO7         Access is position, width and gradient.       AO7         PO8       AC6.4.5.5         Driveways and SC6.4.5.3       Standard Drawings Editor's note-Applicants should refer to the Development manual planning scheme policy no. SC6.4 - SC6.4.5.5         PO8       AO8         All vehicles reasonably expected to use the site are able to travel the length of the driveway or driveway does not cause change in level of a footpath that is unsafe or inaccessible for people with mobility difficulties.       AO8         PO10       AO10       Access is provided in accordance with the Standards identified in the Development manual planning scheme policy no. SC6.4 - SC6.4.5.5       Achieved PO         PO10       AO10       Achieved AO         Driveways are designed to withstand loadings from all use the site.       AO9         Access is provided in accordance with the Standards identified in the Development manual planning scheme policy no. SC6.4 - SC6.4.5.5       Achieved AO         Driveways are designed to withstand loadings from all use the site.       AO10         Actiev	Where practical access for	no acceptable outcome is	Achieved PO
clearly distinguished from vehicle access.       refer to the Development manual planting scheme policy no. SC6. <u>SC6.4.5.04.6.3.1046</u> [manot barding.       secondary access         PO7 Access is located and designed to provide safe and easy access to the site, having regard to its position, width and gradient.       Access is provided in the standards identified in the Development manual planting scheme policy no. SC6.4SC6.4.5.5 Driveways and SC6.4.3. Standard Drawings Editors noteApplicants should refer to the Development manual planting scheme policy no. SC6.4SC6.4.5.5 Driveways are designed to with science subility difficulties.       Achieved PO The site is being retrofitted internally with no external building structure or access changes.         PO8 All vehicles reasonably expected to use the site are able to travel the length of the driveway or driveway doces mit dual damage change in the level of a footpath that is unsafe or inaccessible for people with mobility difficulties.       Achieved PO Access is provided in accordance with the standards identified in the Development manual planting scheme policy no. SC6.4SC6.4.5.4 Car Parking.       Achieved PO The site is being retrofitted internally with no external building structure or access changes. No damaged is expected.         PO9 A driveway does not cause change in the level of a footpath that is unsafe or inaccessible for people with mobility difficulties.       AO9 Access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4SC6.4.5.5 Driveways are designed to withistand loadings from all vehicles reasonably expected to alreact y be rated for larger vehicles than the design vehicles than the design vehicles       Achieved AO The site is being retrofitted internally with no external building structure o	cyclists and pedestrians is	Editor's note— Applicants should	Bicycle parking proposed in
access.       Paramagnetic formation (2004 53 Public Printmont Paramagnetic (2004 53 Public Pri	clearly distinguished from vehicle	refer to the Development manual	secondary access
PO7Access is located and designed to provide safe and easy access to the site, having regard to its position, width and gradient.AO7 Access is provided in accordance with the standards identified in the bandards identified in the standards identified in the standards identified in the internal value performance and the internal value and the internal value performance and the internal value and the internal value and the internal value and the internal value performance and the internal value and t	access.	- SC6 4 5 3 Public Transport	
PO7 Access is located and designed to provide safe and easy access to the site, having regard to its position, width and gradient.         AC7 Access is provided in the standards identified in the Development manual planning scheme policy no. SC6.4 - SC6.4.5.5 Driveways and SC6.4.3 Standard Drawings Editor's note-Applicants should refer to the Development manual planning scheme policy no. SC6.4 - SC6.4.5.5 Driveways and SC6.4.5 Driveways and SC6.4.5 Driveways.     Achieved AO       PO10 Driveway are designed to withistand loadings from all vehicles reasonably expected to use the site.     Achieved AO     Achieved AO       PO11 Driveway does not allow water     AC01 Access is provided in accordance with the standards identified in the Deve		Facilities and SC6.4.5.4 Car	
POI       Access is located and designed to provide safe and easy access position, width and gradient.       Access is provided in accordance with the standards identified in the standards identified in the Development manual planning scheme policy no. SC6.4 - SC6.4.5.5 Driveways and SC6.4.3.       Achieved PO         PO8       Achieved PO         All vehicles reasonably expected to use the site are able to travel the length of the driveway or driveway access without damage to vehicle or the driveway surface.       Acases is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 - SC6.4.5.6 Driveways, SC6.4.5.3 Public Transport Facilities and SC6.4.5.4 Car Parking.       Achieved PO         PO9       Adriveway does not cause change in the level of a footpath that is unsafe or inaccessible for people with mobility difficulties.       Ace sis provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 - SC6.4.5.5 Driveways, SC6.4.3 Standard Drawings.       Achieved PO         PO10       Driveways are designed to withstand loadings from all vehicles reasonably expected to use the site.       Acol1       Achieved AO         PO11       A driveway does not allow water to pond on adiacent promewrites or carcordance with       Achieved AO       Achieved AO         PO14       Achieved AO       Achieved AO	PO7	Parking.	
POS       Achieved PO         All vehicles reasonably expected to length of the driveway surface.       Access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.5.5       Achieved PO         PO8       Active PO         All vehicles reasonably expected the length of the driveway surface.       Access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4.5.2 Trafic impact Assessment (TiA) and SC6.4.5.3       Achieved PO         PO8       All vehicles reasonably expected the length of the driveway surface.       Acess is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.5.5       Achieved PO         PO9       A driveway does not cause changes in the level of a footpath that is unsafe or inaccessible for people with mobility difficulties.       AO9       Achieved PO         PO10       AO9       Access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.5.5       Achieved AO         PO10       Activeway does not cause changes are designed to withistand loadings from all vehicles reasonably expected to use the site.       AO10       Achieved AO         PO11       Achieved AO       Achieved AO       The site is being retrofitted internally with no external building structure or access changes. No existing footpath         PO11       Achieved AO       Achieved AO	Access is located and designed	ACCess is provided in	Achieved PO
to the site, having regard to its position, width and gradient.       the standards identified in the Development manual planning scheme policy no. SC6.4 - SC6 4.5.5 Driveways and SC6.4.3 Standard Drawings       internally with no external building structure or access changes.         PO8       All vehicles reasonably expected to use the site are able to travel the length of the driveway or driveway access without damage to vehicle or the driveway or surface.       Ao8       Achieved PO         PO9       Aditive hold and scale or inaccessible for people with mobility difficulties.       Ao8       Achieved PO         A driveway does not cause changes in mobility difficulties.       Ao9       Achieved PO         A driveway access without damage and SC6.4.5.3 Driveways, SC6.4.5.3 Driveways, SC6.4.5.3 Driveways, SC6.4.5.5 Driveways, SC6.4.5.5 Driveways, SC6.4.5.5 Driveways, SC6.4.5.5 Driveways, SC6.4.5.5 Driveways and SC6.4.3 Standard Drawings.       Achieved PO         PO9       Active or inaccessible for people with mobility difficulties.       AO9       Achieved PO         A driveway aces not cause changes in the level of a footpath the standards identified in the Development manual planning scheme policy no. SC6.4 - SC6.4.5.5 Driveways and SC6.4.3 Standard Drawings.       Achieved PO         PO1       Access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 - SC6.4.5.5 Driveways and SC6.4.3       Achieved AO         PO10       Access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 - SC6.4	to provide safe and easy access	accordance with	The site is being retrofitted
position, width and gradient.in the Development manual planning scheme policy no. SC6.4 — SC6.4.5.5 Driveways and SC6.4.3 Standard Drawings Editor's note— Applicants should planning scheme policy no. SC6.4.3 Standard Drawings Editor's note— Applicants should planning scheme policy no. SC6.4.3.5 Townswille Road Hierarchy.building structure or access changes.PO8 All vehicles reasonably expected to use the site are able to travel article and the target of the driveway occess without damage to vehicle or the driveway access without damage to vehicle or the driveway access without damage to vehicle or the driveway scences without damage to vehicle or the driveway scences without damage that is unsafe or inaccessible for people with mobility difficulties.A09 Access is provided in accordance with the standards identified in the Standard Drawings.Achieved PO The site is being retrofitted internally with no external build instructure or access changes. No damaged is expected.PO9 A driveway does not cause change in the level of a footpath that is unsafe or inaccessible for people with mobility difficulties.A09 Access is provided in accordance with the standards identified in the Standard Drawings.Achieved PO The site is being retrofitted internally with no external building structure or access changes. No existing footpathPO10 Driveways are designed to withstand loadings from all vehicles reasonably expected to use the site.A011 Access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.5.5 Driveways.Achieved AO The site is being retrofitted internally with no external building st	to the site, having regard to its	the standards identified	internally with no external
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Editor's note-Applicants should refer to the Development manual planning scheme policy no. SC6.4.5 SC6.4.5 Car Parking, SC6.4.5 Car Parking, SC6.4.5 Car Parking, SC6.4.5 Car Parking, SC6.4.5 Char Parking, <td></td> <td>Standard Drawings</td> <td></td>		Standard Drawings	
PO8 All vehicles reasonably expected to use the site are able to travel the length of the driveway or 		Editor's note— Applicants should	
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planning scheme policy no. SC6.4 — SC6.4.5.5 Driveways.changes. Driveway expected to already be rated for larger vehicles than the design vehicle.PO11 A driveway does not allow water to pond on adjacent properties orAO11 accordance withAchieved AO	use the site.	the Development manual	building structure or access
SC6.4 — SC6.4.5.5       to already be rated for larger vehicles than the design vehicle.         PO11       A driveway does not allow water to pond on adjacent properties or to pond on adjacent pond pond pond pond pond pond pond pond		planning scheme policy no.	changes. Driveway expected
PO11     A driveway does not allow water to pond on adjacent properties or     AO11     Achieved AO		SC6.4 — SC6.4.5.5	to already be rated for larger
PO11     A O11     Access is provided in accordance with		Driveways.	vehicles than the design
PO11     AO11     Achieved AO       A driveway does not allow water     Access is provided in accordance with     Achieved AO			vehicle
A driveway does not allow water Access is provided in Access is provided in Access is provided in	PO11	A011	
to pond on adjacent properties or accordance with	A driveway does not allow water	AUTI Access is provided in	Achieved AO
	to pond on adjacent properties or	accordance with	

adjacent buildings and does not allow water to enter a building or property. <b>PO12</b> Construction of a driveway does not damage or interfere with the location, function of or access to any services and infrastructure.	the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.5.5 Driveways. AO12 Access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.5.5 Driveways, SC6.4.5.3 Public Transport Facilities, SC6.4.5.4 Car Parking and SC6.4.3 Standard Drawings	The site is being retrofitted internally with no external building structure or access changes. No pooling expected <b>Achieved AO</b> The site is being retrofitted internally with no external building structure or access changes.
P013 All vehicles reasonably expected to access the site can safely manoeuvre to allow vehicles to exit and enter in a forward motion.	AO13 Access is provided in accordance with the standards identified in Development manual planning scheme policy no. SC6.4 - SC6.4.5.5 Driveways, SC6.4.5.3 Public Transport Facilities, SC6.4.5.4 Car Parking and SC6.4.3 Standard Drawings such that all vehicles reasonably expected to access the site, can exit and enter in a forward motion with no more than a three- point turn.	Achieved AO All vehicles shown through swept path assessment to be able to enter/exit in a forward gear.
<b>PO14</b> Provision is made for the safe and convenient movement of pedestrians on-site and connecting to the external network, having regard to desire lines, legibility, safety, topographical constraints, shading and other weather protection and equitable access arrangements.	No acceptable outcome is nominated. Editor's note— Applicants should refer to the Development manual planning scheme policy no.SC6.4 — <u>SC6.4.5.3 Public</u> <u>Transport Facilities</u> , <u>SC6.4.5.4 Car</u> <u>Parking</u> , <u>SC6.4.4 Active Transport</u> <u>Infrastructure</u> , <u>SC6.4.5.1 Townsville</u> <u>Road Hierarchy</u> , <u>SC6.4.6.1</u> <u>Geometric Road</u> <u>Design and SC6.4.12 Landscaping</u> <u>and Open Space</u> to assist in complying with this outcome.	Achieved PO The pedestrian facilities are consistent with the previous church facility which hosted conferences of up to 400 people. Students and staff will utilise the existing facilities.
P015 Provision is made for safe and convenient cycle movement to the site and within the site and connecting to the external network having regard to desire lines, users' needs, safety, topographical constraints and legibility. Editor's note—End of trip bicycle facilities will need to be provided for major development in accordance with the	No acceptable outcome is nominated. Editor's note— Applicants should refer to the Development manual planning scheme policy no. SC6.4 — <u>SC6.4.5.3 Public</u> Transport Facilities, SC6.4.5.4 Car Parking, SC6.4.4 Active Transport Infrastructure, SC6.4.5.1 Townsville Road Hierarchy, SC6.4.6.1 Geometric Road Design and SC6.4.12 Landscaping and Open Space to assist in complying with this outcome.	Achieved PO The pedestrian facilities are consistent with the previous church facility which hosted conferences of up to 400 people.

Queensland Development Code Mandatory		Students and staff will utilise
Part 4.1 — Sustainable Buildings. "Major development" is defined in MP4.1.		the existing facilities.
PO16	No acceptable outcome is	Achieved PO
Parking areas, pathways and	nominated.	Site is operational during
other elements of transport	Editor's note— Applicants	
network infrastructure are	should refer to the Development	daylight hours and the site is
designed to enhance public	manual planning scheme policy no.	existing in the same
safety by discouraging crime and	Infrastructure, SC6.4.5.3 Public	situation.
antisocial behaviour, having	Transport Facilities, SC6.4.5.4 Car	
regard to:	Parking, SC6.4.5.1 Townsville Road Hierarchy, SC6.4.6.1 Geometric	
	Road Design, <u>SC6.4.14.2 Public</u>	
1. provision of	Lighting (Urban, Urban Residential	
opportunities for	and Rural), SC6.4.14.3 Utility Services and SC6.4.12	
casual surveillance;	Landscaping and Open Space to	
2. provision of lighting;	assist in complying with this	
3. the use of fencing	outcome.	
to define public		
and private spaces,		
whilst allowing		
for appropriate sight		
lines;		
4. minimising potential		
concealment		
points and assault		
locations;		
5. minimising		
opportunities for		
graffiti and other		
vandalism; and		
6. restricting unlawful		
access to		
buildings and		
Delween buildings.		
through Environmental Design Guidelines		
for Queensland prepared by the State		
Government may provide applicants with		
P017	A017	Achieved PO
Provision is made for on-site	Parking is provided in	Darking domanda have have
vehicle parking to:	accordance with the	Farking demands have been
	standards identified	met using a split student
1. meet the demand	in Parking rates planning	scheduling model and the
likely to be	scheme policy no. SC6.10.	available on-street parking in
generated by the	Editor's note— Applicants	lieu of observed use of the
development; and	should refer to the	not of obsolved use of the
avoid on street parking that	Development manual	parking lacilities. Refer
would adversely impact on the	planning scheme policy no.	Section 4 of the TIA.
satety or capacity of the road	SC6.4 - <u>SC6.4.5.3 Public</u>	
network or unduly impact on		
local amenity.	Facilities, SU6.4.5.4 Car	
	raiking, 500.4.5.2 Iramic	
	(TIA) SC64.6.1	
	Geometric Pood	
	Design and SC6 / 5 1	
	Townsville Road	
	Hierarchy to assist in	
	complying with this	
	outcome.	
	34.00110.	

PO18	AO18	Achieved AO
Parking ensures access is	Parking areas are	
provided for people with	designed in accordance	PWD space has been
disabilities	with the standards	provided.
	identified in the	•
	Development manual	
	planning scheme policy po	
	SC6 A SC6 A 5 A Cor	
	SC0.4 — SC0.4.5.4 Cal	
PO19	No coontable outcome is	
Whore the nature of the	no acceptable outcome is	Achieved PO
proposed development creates a	Editor's note—Applicants should	A potential shuttle bus
domand, provision is made for	refer to the Development manual	service may operate which is
act down and nick up facilities	planning scheme policy no. SC6.4	able to either utilize the
set-down and pick-up facilities	- SC6.4.5.3 Public Transport	
by bus, taxis or private vehicle,	Parking, SC6.4.5.2 Traffic Impact	kerbside directly adjacent
which:	Assessments (TIA), SC6.4.6.1	the main entrance or reverse
1	Geometric Road Design, SC6.4.5.1	into the site to unload while
1. are safe for	Hierarchy and SC6.4.12	
pedestrians and	Landscaping and Open Space to	vehicles can pass.
vehicles;	assist in complying with this	
2. are conveniently	outcome.	
connected to the		
main component of		
the development		
by pedestrian		
pathway; and		
provide for pedestrian priority		
and clear sight lines.		
	No acceptable outcome is	Achieved PO
Parking and servicing areas	nominated.	All parking and servicing
are designed to:	Editor's note—Applicants	facilities are designed in
A local sheat for all	manual planning scheme policy no.	accordence with AS2000 1
1. De clearly defined,	SC6.4 - SC6.4.5.3 Public Transport	accordance with A52890.1
marked and signed,	Facilities, SC6.4.5.4 Car	
2. be convenient and	Driveways, SC6.4.5.2 Traffic Impact	
accessible;	Assessments (TIA), SC6.4.6.1	
3. minimise large	Geometric Road Design and SC6 4 12 Landscaping	
unbroken areas	and Open Space.	
of hardstand to the		
extent practicable;		
4. be safe for vehicles,		
pedesinans		
anu cyclists;		
5. provide shading,		
6. De localed lo		
encourage multi-		
purpose trip ends		
and minimise		
venicie movements		
within the site; and		
minimise any adverse impacts		
land		
	AO21	A phiowed AQ
Vehicle spaces have adequate	Parking areas	Achieved AU
dimensions to meet user	are designed in	All parking and servicing
requirements	accordance with the	facilities are designed in
	standards identified in the	accordance with AS2890.1
	Development	and the Planning Scheme

	manual planning scheme policy no. SC6.4 — <u>SC6.4.5.3 Public</u> <u>Transport</u> <u>Facilities</u> and <u>SC6.4.5.4</u> Car Parking.	
<b>PO22</b> Pavement is constructed to an appropriate standard.	No acceptable outcome is nominated.	N/A
PO23 Parking and servicing areas are kept accessible and available for use as a parking area at all times during the normal business hours of the activity.	No acceptable outcome is nominated.	Achieved AO Rear servicing area available. All large servicing to occur outside of business hours.
<b>PO24</b> Visitor parking for accommodation activities remains accessible and useable to visitors at all times.	No acceptable outcome is nominated.	N/A
PO25 Multi-level parking areas are designed, articulated and finished to make a positive contribution to the local external streetscape character, as well as the internal user experience of the facility ensuring way finding technologies and aesthetic treatments are provided.	No acceptable outcome is nominated.	N/A
PO26 Provision is made for the on-site loading, unloading, manoeuvring and access by service vehicles that: 1. are adequate to meet the demands generated by the development; 2. are able to accommodate the design service vehicle requirements; and does not unduly impede vehicular, cyclist and pedestrian safety and convenience both within the site and external to the site.	AO26 Servicing areas are provided and designed in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – <u>SC6.4.5.3 Public</u> <u>Transport</u> <u>Facilities</u> and <u>SC6.4.5.4</u> <u>Car Parking.</u>	Achieved PO Rear servicing area available and suitable for the servicing needs and per the swept path assessment in Appendix B of the TIA.
Refuse collection vehicles are able to safely access on-site refuse collection facilities.	Refuse collection areas are provided and designed in accordance with the standards identified in the Development	Achieved PO Refuse collection area available and suitable for the servicing needs and per the

	manual planning scheme policy no. SC6.4 – <u>SC6.4.22 Waste</u> <u>Management, S</u> C6.4.5.3 Public Transport Facilities and SC6.4.5.4 Car Parking.	swept path assessment in Appendix B of the TIA.
<b>PO28</b> Servicing arrangements minimise any adverse impact on the amenity of premises in the vicinity, having regard to operating hours, noise generation, proximity to sensitive uses, odour generation and dust.	No acceptable outcome is nominated.	Achieved PO Rear servicing area available. All large servicing to occur outside of business hours.