From: "Bespoke P&D Planning" <planning@bespokepd.com.au>
Sent: Wed, 5 Mar 2025 15:24:03 +1000
To: "Development Assessment" <developmentassessment@townsville.qld.gov.au>
Cc: "Tamara Katai" <tamara@bespokepd.com.au>; "Rhett Bowlen" <rhett@bespokepd.com.au>
Subject: New Application, Material Change of Use, 153-157 Dalrymple Road, Garbutt
Attachments: 25677 Appendix E.1 DA Form 1.pdf, 25677 Appendix B Code Assessment.pdf, 25677 Appendix A Architectural Plans.pdf, 25677 Appendix E.2 Owners Consent.pdf, 25677 Cover Letter.pdf, 25677 Planning Report.pdf, 25677 Appendix D EIA.pdf, 25677 Appendix C Traffic Impact Assessment.pdf

Good afternoon,

On behalf of our Client, please find attached a new application for a Development Permit for Material Change of Use for an Educational Establishment (The BUSY Schools) on the land at 153-157 Dalrymple Road, Garbutt.

In support of the application, we attach the following:

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

Please feel free to contact me, should you require any further information.

Bespoke P&D Planning
Bespoke P&D

A PO Box 5032, Alexandra Hills QLD
D 0402 670 873 **E** planning@bespokepd.com.au **W** www.bespokePD.com.au

DA Form 1 – Development application details

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

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

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

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

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

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

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

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

PART 1 – APPLICANT DETAILS

1) Applicant details	
Applicant name(s) (*individual or company full name*)	The BUSY School
Contact name *(only applicable for companies)*	c/o Bespoke P&D, Tamara Katai
Postal address *(P.O. Box or street address)*	PO Box 5032
Suburb	Alexandra Hills
State	QLD
Postcode	4161
Country	Australia
Contact number	0404 125 012
Email address *(non-mandatory)*	planning@bespokepd.com.au
Mobile number *(non-mandatory)*	
Fax number *(non-mandatory)*	
Applicant's reference number(s) *(if applicable)*	25677
1.1) Home-based business	
☐ Personal details to remain private in accordance with section 264(6) of *Planning Act 2016*	

2) Owner's consent
2.1) Is written consent of the owner required for this development application?
☒ Yes – the written consent of the owner(s) is attached to this development application ☐ No – proceed to 3)

Queensland Government

PART 2 – LOCATION DETAILS

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

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

3.1) Street address and lot on plan

☒ Street address **AND** lot on plan (*all lots must be listed*), ***or***

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

a)	Unit No.	Street No.	Street Name and Type	Suburb
		153-157	Dalrymple Road (Main)	Garbutt
	Postcode	Lot No.	Plan Type and Number *(e.g. RP, SP)*	Local Government Area(s)
	4815	1	SP145199	Townsville City Council
b)	Unit No.	Street No.	Street Name and Type	Suburb
	Postcode	Lot No.	Plan Type and Number *(e.g. RP, SP)*	Local Government Area(s)

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

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

☐ Coordinates of premises by longitude and latitude

Longitude(s)	Latitude(s)	Datum	Local Government Area(s) *(if applicable)*
		☐ WGS84 ☐ GDA94 ☐ Other:	

☐ Coordinates of premises by easting and northing

Easting(s)	Northing(s)	Zone Ref.	Datum	Local Government Area(s) *(if applicable)*
		☐ 54 ☐ 55 ☐ 56	☐ WGS84 ☐ GDA94 ☐ Other:	

3.3) Additional premises

☐ Additional premises are relevant to this development application and the details of these premises have been attached in a schedule to this development application

☒ Not required

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

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

Name of water body, watercourse or aquifer:	

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

Lot on plan description of strategic port land:	
Name of port authority for the lot:	

☐ In a tidal area

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

☐ On airport land under the *Airport Assets (Restructuring and Disposal) Act 2008*	
Name of airport:	
☐ Listed on the Environmental Management Register (EMR) under the *Environmental Protection Act 1994*	
EMR site identification:	
☐ Listed on the Contaminated Land Register (CLR) under the *Environmental Protection Act 1994*	
CLR site identification:	

5) Are there any existing easements over the premises?

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

☐ Yes – All easement locations, types and dimensions are included in plans submitted with this development application

☒ No

PART 3 – DEVELOPMENT DETAILS

Section 1 – Aspects of development

6.1) Provide details about the first development aspect

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

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

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

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

c) What is the level of assessment?

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

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

Educational Establishment

e) Relevant plans

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

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

6.2) Provide details about the second development aspect

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

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

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

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

c) What is the level of assessment?

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

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

e) Relevant plans

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

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

6.3) Additional aspects of development
☐ Additional aspects of development are relevant to this development application and the details for these aspects that would be required under Part 3 Section 1 of this form have been attached to this development application
☒ Not required
6.4) Is the application for State facilitated development?
☐ Yes - Has a notice of declaration been given by the Minister?
☒ No

Section 2 – Further development details

7) Does the proposed development application involve any of the following?	
Material change of use	☒ Yes – complete division 1 if assessable against a local planning instrument
Reconfiguring a lot	☐ Yes – complete division 2
Operational work	☐ Yes – complete division 3
Building work	☐ Yes – complete *DA Form 2 – Building work details*

Division 1 – Material change of use

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

8.1) Describe the proposed material change of use			
Provide a general description of the proposed use	Provide the planning scheme definition *(include each definition in a new row)*	Number of dwelling units *(if applicable)*	Gross floor area (m^2) *(if applicable)*
Educational Establishment	Educational Establishment	-	1579

8.2) Does the proposed use involve the use of existing buildings on the premises?
☒ Yes
☐ No

8.3) Does the proposed development relate to temporary accepted development under the Planning Regulation?	
☐ Yes – provide details below or include details in a schedule to this development application	
☒ No	
Provide a general description of the temporary accepted development	Specify the stated period dates under the Planning Regulation

Division 2 – Reconfiguring a lot

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

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

9.2) What is the nature of the lot reconfiguration? *(tick all applicable boxes)*	
☐ Subdivision *(complete 10)*	☐ Dividing land into parts by agreement *(complete 11)*
☐ Boundary realignment *(complete 12)*	☐ Creating or changing an easement giving access to a lot from a constructed road *(complete 13)*

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

10.2) Will the subdivision be staged?	
☐ Yes – provide additional details below ☐ No	
How many stages will the works include?	
What stage(s) will this development application apply to?	

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

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

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

Division 3 – Operational work

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

14.1) What is the nature of the operational work?		
☐ Road work	☐ Stormwater	☐ Water infrastructure
☐ Drainage work	☐ Earthworks	☐ Sewage infrastructure
☐ Landscaping	☐ Signage	☐ Clearing vegetation
☐ Other – please specify:		

14.2) Is the operational work necessary to facilitate the creation of new lots? *(e.g. subdivision)*	
☐ Yes – specify number of new lots:	
☐ No	

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

$

PART 4 – ASSESSMENT MANAGER DETAILS

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

Townsville City Council

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

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

PART 5 – REFERRAL DETAILS

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

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

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

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

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

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

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

Matters requiring referral to the **Chief Executive of the distribution entity or transmission entity:**
☐ Infrastructure-related referrals – Electricity infrastructure

Matters requiring referral to:
- The **Chief Executive of the holder of the licence**, if not an individual
- The **holder of the licence**, if the holder of the licence is an individual

☐ Infrastructure-related referrals – Oil and gas infrastructure

Matters requiring referral to the **Brisbane City Council:**
☐ Ports – Brisbane core port land

Matters requiring referral to the **Minister responsible for administering the *Transport Infrastructure Act 1994*:**
☐ Ports – Brisbane core port land *(where inconsistent with the Brisbane port LUP for transport reasons)*
☐ Ports – Strategic port land

Matters requiring referral to the **relevant port operator**, if applicant is not port operator**:**
☐ Ports – Land within Port of Brisbane's port limits *(below high-water mark)*

Matters requiring referral to the **Chief Executive of the relevant port authority:**
☐ Ports – Land within limits of another port *(below high-water mark)*

Matters requiring referral to the **Gold Coast Waterways Authority:**
☐ Tidal works or work in a coastal management district *(in Gold Coast waters)*

Matters requiring referral to the **Queensland Fire and Emergency Service:**
☐ Tidal works or work in a coastal management district *(involving a marina (more than six vessel berths))*

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

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

Referral requirement	Referral agency	Date of referral response

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

PART 6 – INFORMATION REQUEST

19) Information request under the DA Rules

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

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

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

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

Further advice about information requests is contained in the DA Forms Guide.

PART 7 – FURTHER DETAILS

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

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

☒ No

List of approval/development application references	Reference number	Date	Assessment manager
☐ Approval ☐ Development application			
☐ Approval ☐ Development application			

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

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

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

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

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

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

☐ Yes – show cause or enforcement notice is attached

☒ No

23) Further legislative requirements

Environmentally relevant activities

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

☐ Yes – the required attachment (form ESR/2015/1791) for an application for an environmental authority accompanies this development application, and details are provided in the table below

☒ No

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

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

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

Hazardous chemical facilities

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

☐ Yes – *Form 536: Notification of a facility exceeding 10% of schedule 15 threshold* is attached to this development application

☒ No

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

Clearing native vegetation

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

☐ Yes – this development application includes written confirmation from the chief executive of the *Vegetation Management Act 1999* (s22A determination)

☒ No

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

Environmental offsets

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

☐ Yes – I acknowledge that an environmental offset must be provided for any prescribed activity assessed as having a significant residual impact on a prescribed environmental matter

☒ No

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

Koala habitat in SEQ Region

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

☐ Yes – the development application involves premises in the koala habitat area in the koala priority area

☐ Yes – the development application involves premises in the koala habitat area outside the koala priority area

☒ No

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

Water resources

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

☐ Yes – the relevant template is completed and attached to this development application and I acknowledge that a relevant authorisation or licence under the *Water Act 2000* may be required prior to commencing development

☒ No

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

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

- *Taking or interfering with underground water through an artesian or subartesian bore: complete DA Form 1 Template 1*
- *Taking or interfering with water in a watercourse, lake or spring: complete DA Form1 Template 2*
- *Taking overland flow water: complete DA Form 1 Template 3.*

Waterway barrier works

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

☐ Yes – the relevant template is completed and attached to this development application

☒ No

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

Marine activities

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

☐ Yes – an associated *resource* allocation authority is attached to this development application, if required under the *Fisheries Act 1994*

☒ No

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

Quarry materials from a watercourse or lake

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

☐ Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development

☒ No

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

Quarry materials from land under tidal waters

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

☐ Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development

☒ No

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

Referable dams

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

☐ Yes – the 'Notice Accepting a Failure Impact Assessment' from the chief executive administering the Water Supply Act is attached to this development application

☒ No

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

Tidal work or development within a coastal management district

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

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

☒ No

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

Queensland and local heritage places

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

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

☒ No

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

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

Name of the heritage place:		Place ID:	

Decision under section 62 of the *Transport Infrastructure Act 1994*

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

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

☒ No

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

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

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

☐ No

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

PART 8 – CHECKLIST AND APPLICANT DECLARATION

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

Queensland Government

25) Applicant declaration
☒ By making this development application, I declare that all information in this development application is true and correct ☒ Where an email address is provided in Part 1 of this form, I consent to receive future electronic communications from the assessment manager and any referral agency for the development application where written information is required or permitted pursuant to sections 11 and 12 of the *Electronic Transactions Act 2001* ***Note**: It is unlawful to intentionally provide false or misleading information.*
Privacy – Personal information collected in this form will be used by the assessment manager and/or chosen assessment manager, any relevant referral agency and/or building certifier (including any professional advisers which may be engaged by those entities) while processing, assessing and deciding the development application. All information relating to this development application may be available for inspection and purchase, and/or published on the assessment manager's and/or referral agency's website. Personal information will not be disclosed for a purpose unrelated to the *Planning Act 2016*, Planning Regulation 2017 and the DA Rules except where: • such disclosure is in accordance with the provisions about public access to documents contained in the *Planning Act 2016* and the Planning Regulation 2017, and the access rules made under the *Planning Act 2016* and Planning Regulation 2017; or • required by other legislation (including the *Right to Information Act 2009*); or • otherwise required by law. This information may be stored in relevant databases. The information collected will be retained as required by the *Public Records Act 2002.*

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

Date received: | Reference number(s):

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

QLeave notification and payment *Note: For completion by assessment manager if applicable*			
Description of the work			
QLeave project number			
Amount paid ($)		Date paid (dd/mm/yy)	
Date receipted form sighted by assessment manager			
Name of officer who sighted the form			

BESPOKE P&D

APPENDIX B

CODE ASSESSMENT

153-157 Dalrymple Road (Main), Garbutt

On behalf of Busy Schools

informed confident

p: 0402 670 873
w: bespokePD.com.au
e: planning@bespokepd.com.au
a: PO Box 5032, Alexandra Hills QLD

6.5.1 LOW IMPACT INDUSTRY ZONE CODE

TABLE 6.5.1.3—ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS AND ASSESSABLE DEVELOPMENT (PART)

Performance outcomes	Acceptable outcomes
For accepted development subject to requirements and assessable development — where involving a new building or expansion to an existing building **Note—**The following acceptable outcomes will not apply where the development is a change of use in an existing building that does not involve any expansion of that building.	
Built form	
PO1 Development is consistent with the height and scale of surrounding buildings and includes features that contribute to an attractive streetscape.	**AO1.1** Site cover does not exceed 80%.
	AO1.2 Walls that have frontage to a street or road are articulated so that they do not exceed a length of 15m without a change in plane of at least 0.75m depth.
	AO1.3 New building and structure height does not exceed 12m.
	AO1.4 Buildings are set back from street and road frontages: (a) within 20% of the average front set back of adjoining buildings; or (b) where there are no adjoining buildings, 4m.
	AO1.5 Vehicle manoeuvring and loading and unloading areas are located to the side or behind of the building, and are not located in front of the building.
Not Applicable The proposal does not involve a new building and/or an expansion to an existing building.	
PO2 Building entrances are legible and safe.	**AO2.1** Pedestrian entries to buildings are visible from the street and visitor parking areas, and are separate to vehicle access points.

	AO2.2 Doorway recesses in building facades are not of a size or configuration that would conceal a person, unless lighting, mirrors, transparent materials or angled approaches are included to offset the potential for impacts on safety.
	AO2.3 Each building or tenancy is provided with a highly visible street and unit number respectively.
	AO2.4 Premises are provided with external lighting sufficient to provide safe ingress and egress for site users.
Not Applicable The proposal does not involve a new building and/or an expansion to an existing building.	

TABLE 6.5.1.3-ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS AND ASSESSABLE DEVELOPMENT (PART)

Performance outcomes	Acceptable outcomes
For accepted development subject to requirements and assessable development — where involving a new building or expansion to an existing building **Note**—The following acceptable outcomes will not apply where the development is a change of use in an existing building that does not involve any expansion of that building.	
Amenity	
PO3 Where adjoining a residential zone, development provides adequate buffering and screening so that adverse impacts on privacy and amenity are minimised.	**AO3.1** New buildings, plant and equipment, active outdoor use areas, site access and parking, servicing or outdoor storage areas are set back a minimum of 5m from any boundary adjoining a residential zone.

	AO3.2 Within the setback area adjoining a residential zone, the following are provided: (a) a minimum 1.8m high solid boundary fence; or (b) a densely planted landscape strip, having a minimum depth of 2m and the balance setback area turfed.
	AO3.3 Windows or openings that have direct views into adjoining residential buildings are provided with fixed screening that is a maximum of 50% transparent to obscure views into the adjoining residential building and maintain privacy for those residents.
Not Applicable The proposal does not involve a new building and/or an expansion to an existing building.	
PO4 Utility elements (including refuse areas, outdoor storage, plant and equipment, loading and unloading areas) are screened from view from the street and land within other zones.	**AO4** Utility elements are: (a) located within or behind the building; or (b) screened by a 1.8m high solid wall or fence; or (c) behind landscaping having the same screening effect as a 1.8m screen fence. **Editor's note—**Screening can be provided by any combination of the above treatments to meet the acceptable outcome.
Not Applicable The proposal does not involve a new building and/or an expansion to an existing building.	
PO5 Landscaping is provided to create streetscapes which contribute positively to the city image, particularly along major roads and streets.	**AO5** Landscaping is provided along all road frontages of the site for a minimum depth of: (a) 4m along an arterial or sub-arterial road; or (b) 2m along any other road or street frontage.
Not Applicable The proposal does not involve a new building and/or an expansion to an existing building.	

TABLE 6.5.1.3-ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS AND ASSESSABLE DEVELOPMENT (PART)

Performance outcomes	Acceptable outcomes
For accepted development subject to requirements and assessable development	
General	
PO6 Development minimises impacts on surrounding land having regard to noise, vibration, odour, dust, light or other emissions. Adverse impacts on the health, safety or amenity of nearby residential zoned land or other sensitive land uses are minimised. **Editor's note—**Applicants should have regard to relevant legislative, industry and licensing requirements.	**AO6.1** Development achieves the noise generation levels set out in the Environmental Protection (Noise) Policy 2008.
	AO6.2 Development achieves the air quality objectives set out in the Environmental Protection (Air) Policy 2008.
	AO6.3 Materials that are capable of generating air contaminants are wholly enclosed in storage bins.
	AO6.4 All external areas are sealed, turfed or landscaped.
	AO6.5 Light emanating from any source complies with *Australian Standard AS4282 Control of the Obtrusive Effects of Outdoor Lighting*.
	AO6.6 Outdoor lighting is provided in accordance with *Australian Standard AS 1158.1.1 — Road Lighting — Vehicular Traffic (Category V) Lighting — Performance and Installation Design Requirements*.
Complies. The proposal involves establishing an Education Establishment (The BUSY School) on the subject site. The proposal will reuse of the existing building & associated infrastructure on the premises. Works will be limited to internal refitting and minor linemarking & signage in the carparking areas. Given the nature of the use, the development will not result in non-compliant noise, air or lighting emissions. Additionally, all existing hardstand & landscaped areas will be maintained.	

PO7 Development provides for the collection, treatment and disposal of liquid wastes or sources of contamination such that off-site releases of contaminants do not occur. **Editor's note—**Applicants should also have regard to Section 9.3.7 Works code, Section 9.3.2 Healthy waters code and other relevant legislative, industry and licensing requirements.	**AO7.1** Areas where potentially contaminating substances are stored or used, are roofed and sealed with concrete, asphalt or similar impervious substance and bunded. **AO7.2** Roof water is piped away from areas of potential contamination.
Not applicable. The proposal does not involve the storage or use of contaminating substances.	
PO8 The site layout and design: (a) minimises earthworks; (b) maximises retention of natural drainage patterns; and (c) ensures existing drainage capacity is not reducled.	**AO8** Development does not involve earthworks involving more than 100m^3.
Not applicable. The proposal will not involve earthworks.	

TABLE 6.5.1.3-ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS AND ASSESSABLE DEVELOPMENT (PART)

Performance outcomes	Acceptable outcomes
For accepted development subject to requirements and assessable development	
Caretaker's accommodation	
PO9 Development does not compromise the viability of the primary use of the site.	**AO9.1** No more than one (1) caretaker's accommodation dwelling is established on the site.
	AO9.2 The caretaker's accommodation dwelling has a gross floor area of no more than 70m2.

Not applicable. The proposal does not involve Caretaker's Accommodation.

TABLE 6.5.1.3-ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS AND ASSESSABLE DEVELOPMENT (PART)

Performance outcomes	Acceptable outcomes
For accepted development subject to requirements and assessable development	
Ancillary office uses	
PO10 Offices are accommodated within the zone where they are ancillary to the primary use.	**AO10** The area used for an office use does not exceed 250m^2 or 10% of the gross floor area, whichever is the lesser.
Not applicable. The proposal does not involve an ancillary office use.	

TABLE 6.5.1.3-ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS AND ASSESSABLE DEVELOPMENT (PART)

Performance outcomes	Acceptable outcomes
For assessable development	
Uses	

PO11 Development within the zone is of a low impact nature and is either: (a) an industrial activity; or (b) trade related; or (c) difficult to locate in other zones due to land area or operational requirements (such as outdoor sales areas and indoor sport and recreation uses); or (d) small in scale and ancillary to or directly support the industrial functions of the area.	No acceptable outcome is nominated.
Complies. Whilst we acknowledge that PO11 seeks for an industrial activity or trade related use, regard can be made to 'other relevant matters' under an Impact Assessable application, as well as the Overall Outcomes and Purpose of the Zone Code. The detailed assessment has identified that there is a strong community and economic need to deliver alternative educational pathways within the city for disengaged and at risk youth. Additionally, the proposal seeks to advance the strategic intent of the Strategic Framework given the unique Busy Schools model is considered to a catalyst for employment and training opportunities within the city. In terms of a planning need, the assessment has identified that there are no available and suitability sized sites across the city that are capable of supporting the use. It is noted that the unique model of the Busy School's curriculum requires a fairly large and fit for purpose site. Consequently, Busy Schools have specific site-based requirements such as site size, location (proximity to catchment/students), access to public transport. The assessment concludes that the proposed site is the only premises capable of supporting the Educational Establishment and meeting the specific needs of the educational establishment.	
PO12 Development is not primarily oriented to retail sales, other than where involving an outdoor sales activity.	No acceptable outcome is nominated.
Complies. The proposal does not include retail sales.	
PO13 Development does not compromise the use of land for industrial purposes.	No acceptable outcome is nominated.

Complies. As discussed in the Planning Report, the proposal will not compromise the establishing of industrial uses on adjoining premises or on the subject land as part of future development. The site has previously been utilized as a Place of Worship which has coexisted harmoniously with the surrounding industrial uses and has not prevented development from being undertaken in the surrounding area. Conversely, the proposal does not involve activities with impacts that would adversely impact any current or future industrial uses.	
PO14 The zone does not accommodate uses that attract high volumes of heavy vehicle movement or generally involve 24-hour operation.	No acceptable outcome is nominated.
Complies. The proposal will not involve high volumes of heavy vehicle movements or involve 24-hour operation.	

TABL E 6.5.1.3-ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS AND ASSESSABLE DEVELOPMENT (PART)

Performance outcomes	Acceptable outcomes
For assessable development	
Crime prevention through environmental design	
PO15 Site layout facilitates the security of people and property having regard to: (a) opportunities for casual surveillance and sight lines; (b) exterior building designs which promote safety and deter graffiti; (c) adequate definition of uses and ownership; (d) adequate lighting; (e) appropriate signage and wayfinding; (f) minimisation of entrapment locations; and (g) building entrances, loading and storage areas being well lit and lockable after hours. **Editor's note—**Applicants should have regard to Crime Prevention through Environmental Design Guidelines for Queensland.	No acceptable outcome is nominated.

Complies. The proposal involves establishing an Education Establishment (The BUSY School) on the subject site. The proposal will reuse of the existing building & associated infrastructure on the premises. Works will be limited to internal refitting and minor linemarking & signage in the carparking areas. On this basis, the development will improve the CPTED across the site.

TABLE 6.5.1.3-ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS AND ASSESSABLE DEVELOPMENT (PART)

Performance outcomes	Acceptable outcomes
For assessable development	
Community and environmental risk	
PO16 Development is designed and managed so that it provides appropriate protection for community health and safety, and avoids unacceptable risk to life and property.	No acceptable outcome is nominated.
Complies. The proposal involves establishing an Education Establishment (The BUSY School) on the subject site. The proposal will reuse of the existing building & associated infrastructure on the premises. Works will be limited to internal refitting and minor linemarking & signage in the carparking areas. On this basis, the development will not increase risk to people and property to an unacceptable level.	
PO17 The site layout and design responds sensitively to on- site and surrounding drainage patterns and ecological values by: (a) maximising retention of natural drainage patterns; (b) ensuring existing drainage capacity is not reduced; (c) maximising the retention or enhancement of existing vegetation and ecological corridors; and (d) providing buffers to protect the ecological functions of waterways.	No acceptable outcome is nominated.

TABLE 6.5.1.3-ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS AND ASSESSABLE DEVELOPMENT (PART)

Performance outcomes	Acceptable outcomes
Additional benchmarks for assessable development in precincts **Note—**Where acceptable outcomes in this section vary from those provided earlier in this code, the precinct-based acceptable outcomes take precedence.	
Nelly Bay low impact industry precinct	
PO18 Building design and massing is consistent with the low density scale of the Magnetic Island character and articulates individual buildings.	No acceptable outcome is nominated.
Not applicable. The proposal is not within the Nelly Bay Low Impact Industry Precinct.	
PO19 Design and articulation of buildings contribute to the creation of the local Magnetic Island character through: (a) climate-responsive design; and (b) natural setting of buildings within the landscape.	No acceptable outcome is nominated.
Not applicable. The proposal is not within the Nelly Bay Low Impact Industry Precinct.	
PO20 Streetscape and landscape treatments contribute to the creation of the local Magnetic Island character.	No acceptable outcome is nominated.
Not applicable. The proposal is not within the Nelly Bay Low Impact Industry Precinct.	

9.3.2 HEALTHY WATERS CODE

TABLE 9.3.2.3

The proposal seeks to reuse the existing building & associated infrastructure. No additional external works will be required with the exception of minor linemarking & signposting to guide on-site vehicle movements. Given the nature of the proposal and limited impacts on the stormwater & wastewater, a detailed assessment against this code has not been undertaken.

9.3.3 LANDSCAPING CODE

TABLE 9.3.3.3

The proposal will retain the landscaping established across the site. No additional external works will be required with the exception of minor linemarking & signposting to guide on-site vehicle movements. Given the nature of the proposal and limited impacts on the stormwater & wastewater, a detailed assessment against this code has not been undertaken.

9.3.5 TRANSPORT IMPACT, ACCESS AND PARKING CODE

TABLE 9.3.5.3

A detailed assessment against the Transport Impact, Access and Parking Code has been undertaken in the Traffic Impact Assessment prepared by Velocity Traffic Engineering. Refer to *Appendix C*.

9.3.6 WORKS CODE

TABLE 9.3.6.3

The proposal seeks to reuse the existing building & associated infrastructure. No additional external works will be required with the exception of minor linemarking & signposting to guide on-site vehicle movements. Given the nature of the proposal and limited impacts on the stormwater & wastewater, a detailed assessment against this code has not been undertaken.

8.2.1 AIRPORT ENVIRONS OVERLAY CODE

TABLE 8.2.1.3 - ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS AND ASSESSABLE DEVELOPMENT (PART)

Editor's note—This code will apply to accepted development subject to requirements as well as assessable development.

Performance outcomes	Acceptable outcomes
For accepted development subject to requirements and assessable development	
Operational airspace (overlay map OM-01.1)	
PO1 Development does not involve permanent or temporary physical obstructions that will adversely affect the airport's operational airspace area identified on overlay map OM-01.1. **Editor's note—**The *Defence (Areas Control) Regulation* (DACR) is a Commonwealth regulation under the *Defence Act 1903*. Development in the area covered by this regulation which exceeds certain heights will require a separate assessment process under Regulation 8 of the DACR by the Department of Defence. The Department of Defence also requires that all tall structures (30m high within 30km of the airport and 45m high elsewhere) are registered by forwarding "as constructed" information to Airservices Australia at the following email address: vod@airservices.com.	**AO1.1** Development involving a permanent or temporary building, structure or landscaping does not enter operational airspace areas identified on overlay map OM01.1. **Editor's note-**Alternative heights which enter the operational airspace areas may be possible. In particular, building heights which meet the acceptable outcomes for a particular zone or precinct under this planning scheme. However, applicants should note the requirement for assessment under the Defence (Areas Control) Regulation (DACR) for development which exceed AO1 above.
	AO1.2 Development on land within the area identified on overlay map OM-01.1 as operational airspace areas does not involve transient intrusions within the operational airspace.
Complies. The proposal will involve the reuse of the existing building & associated infrastructure on the premises with the exception of minor linemarking and signage in the carparking areas. No part of the existing infrastructure on the premises will penetrate the operational airspace and obstacle limitation surface.	
PO2 Emissions do not significantly affect air turbulence, visibility or aircraft engine operation in the airport's operational airspace area identified on overlay map OM01.1.	**AO2** Development does not generate: (a) a gaseous plume with a velocity exceeding 4.3m per second; or (b) smoke, dust, ash or steam that will penetrate operational airspace areas identified on overlay map OM-01.1.

Complies.
The proposal will not generate emissions that would impact the ongoing operation of the airspace.

TABLE 8.2.1.3 - ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS AND ASSESSABLE DEVELOPMENT (PART)

Performance outcomes	Acceptable outcomes
For accepted development subject to requirements and assessable development	
Wildlife hazard buffer zones (overlay map OM-01.2)	
PO3 Development does not attract a significant number of flying vertebrates, such as birds and bats, into areas identified on overlay map OM-01.2.	**AO3.1** Within 13km of airport runways, development does not involve a putrescible waste disposal facility.
	AO3.2 Within 8km of airport runways, development does not involve: (a) aquaculture; or (b) food handling or processing of an industrial nature; or (c) stock handling or slaughtering; or (d) pig production; or (e) fruit production; or (f) turf production; or (g) the keeping or protection of wildlife outside enclosures.
	AO3.3 Within 3km of airport runways, development does not involve: (a) the keeping, handling or racing of horses; or (b) outdoor dining, food handling or food consumption.

Complies.
The proposal does not involve a putrescible waste disposal facility. Further, the development does not involve any of the uses identified in Acceptable Outcome AO3.2.

TABLE 8.2.1.3—ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS AND ASSESSABLE DEVELOPMENT (PART)

Performance outcomes	Acceptable outcomes
For accepted development subject to requirements and assessable development	
Public safety areas (overlay map OM-01.2)	
PO4 A significant increase in the numbers of people living, working or congregating in public safety areas identified on overlay map OM-01.2 is avoided.	**AO4** Within a public safety area identified on overlay map OM01.2, development does not involve the following: (a) residential uses; or (b) a new building or an increase in the gross floor area of an existing building accommodating a nonresidential use, other than an industrial use; or (c) any activities involving the manufacture or bulk storage of hazardous or flammable materials.
Complies. The proposal does not involve a residential use, a new building and/or increase in GFA, or activities involving the manufacturing or bulk storage of hazardous or flammable materials.	

TABLE 8.2.1.3—ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS AND ASSESSABLE DEVELOPMENT (PART)

Performance outcomes	Acceptable outcomes
For accepted development subject to requirements and assessable development	
Aviation facilities (overlay map OM-01.3)	
PO5 Development within the area identified on overlay map OM-01.3 is located and designed to protect the function of aviation facilities from physical obstructions, electrical or electromagnetic interference and deflection of signals.	**AO5.1** No building, structures or other works which exceed 7.9m in height are located between 150m and 500m of non-directional beacon (NDB) site (as depicted on overlay map OM-01.3).

	AO5.2 Within the buffer area of the Townsville Airport distance measuring equipment (DME) site (as depicted on overlay map OM-01.3), no building, structure or other works involving a change to, or a physical projection above, the ground level are located: (a) within 115m of the DME site; or (b) between 115m and 230m of the DME site if exceeding 1m in height; or (c) between 230m and 500m of the DME site if exceeding 2m in height; or (d) between 500m and 1,000m of the DME site if exceeding 4m in height; or (e) between 1,000m and 1,500m of the DME site if exceeding 8.5m in height.
	AO5.3 Within the buffer area of the Townsville Airport VHF omnidirectional radio range (VOR) site (as depicted on overlay map OM-01.3): (a) no building, structures or other works involving a change to, or a physical projection above, the ground level are located within 300m of the site; and (b) the following are not located between 300m and 1,000m of the site: (i) fences exceeding 2.5m in height; or (ii) overhead lines exceeding 5m in height; or (iii) metallic structures exceeding 8m in height; or (iv) trees and open lattice towers exceeding 10m in height; or (v) wooden structures exceeding 13m in height.

	AO5.4 Within the buffer area of the Townsville Airport Glidepath site (as depicted on overlay map OM-01.3), no building, structures or other works involving a change to, or a physical projection above, the ground level are located between: (a) 700m and 1,000m of the site if exceeding 6m in height; or (b) 1,000m and 1,500m of the site if exceeding 8.7m in height.
	AO5.5 Within the buffer area of the Townsville Airport middle marker site (as depicted on overlay map OM-01.3, no buildings, structures or other works involving a change to, or a physical projection above, the ground level occurs that exceed 20m in height.
	AO5.6 No buildings, fences or landscaping are established within the buffer area of the Townsville Airport localiser (as depicted on overlay map OM-01.3).
Not applicable. The proposal site is not located within the OM-01.3 sublayer.	

TABLE 8.2.1.3—ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS AND ASSESSABLE DEVELOPMENT (PART)

Performance outcomes	Acceptable outcomes
For accepted development subject to requirements and assessable development	
Australian noise exposure forecast contours (overlay map OM-01.4)	
PO6 Development within the area identified on overlay map OM-01.4 is compatible with forecast levels of aircraft noise unless there is an overriding need in the public interest and there is no reasonable alternative site available for the use. **Editor's note—**Where the acceptable outcomes cannot be met, an appropriately qualified acoustic practitioner	**AO6.1** Above the 25 ANEF contour (as depicted on overlay map OM-01.4), development does not involve the following: (a) child care centre; (b) educational establishment; or (c) hospital.

may be required to be engaged in order to demonstrate compliance with this performance outcome.	**AO6.2** Above the 30 ANEF contour (as depicted on overlay map OM-01.4), development does not involve a community use or community care centre.
	AO6.3 Above the 35 ANEF contour areas (as depicted on overlay map OM-01.4), development does not involve residential uses.
	AO6.4 The siting and design of any building is in accordance with Australian Standard AS2021 and Australian Standard AS/NZS2107.
Complies. The proposal is not located within an ANEF contour of 25 or greater.	

TABLE 8.2.1.3—ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS AND ASSESSABLE DEVELOPMENT (PART)

Performance outcomes	Acceptable outcomes
For accepted development subject to requirements and assessable development	
Lighting area buffer zones (overlay map OM-01.5)	
PO7 Development within the area identified on overlay map OM-01.5 does not involve external lighting or reflective surfaces that could distract or confuse pilots. **Editor's note—**The standards specified in CASA Guidelines: Lighting in the vicinity of aerodromes: Advice to lighting designers, may be used to demonstrate compliance with this performance outcome.	**AO7.1** Development within the 6km radius shown on overlay map OM-01.5 does not involve: (a) straight parallel lines of lighting 500m to 1000m long; or (b) lighting which extends more than 3 degrees above the horizon; or (c) flare plumes; or (d) buildings with reflective cladding; or (e) upward-shining lights; or (f) flashing lights; or (g) sodium lights.

	AO7.2 In zone A shown on overlay map OM-01.5, lighting does not exceed 0 candela.
	AO7.3 In zone B shown on overlay map OM-01.5, lighting does not exceed 50 candela.
	AO7.4 In zone C shown on overlay map OM-01.5, lighting does not exceed 150 candela.
	AO7.5 In zone D shown on overlay map OM-01.5, lighting does not exceed 450 candela.
Complies. The proposal will not involve the forms of lighting listed in Acceptable Outcome AO7.1. Further, the development site is not located in any of the lighting zones.	

8.2.6 FLOOD HAZARD OVERLAY CODE

TABLE 8.2.6.3(A)-ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS AND ASSESSABLE DEVELOPMENT (PART)

Performance outcomes	Acceptable outcomes
For accepted development subject to requirements and assessable development	
PO1 Development in medium and high hazard areas is designed and located to minimise susceptibility to and potential impacts of flooding. **Editor's note—**The *Building Regulation 2006* may also establish requirements with which development will need to comply. The defined flood event is identified in this planning scheme as the 1% annual exceedance probability (AEP) flood and is mapped as the combined extent of the high and medium flood hazard areas identified on overlay map OM-06.1 and 06.2. Other than in the medium hazard — further investigation area, council will be able to make available the height of the flood level for any particular location upon request. Applicants must be aware that in some areas storm tide hazard areas will also co-exist with flood hazard areas. In these instances, the floor levels and other design responses will need to be sufficient to comply with this code, the Coastal environment overlay code and the *Building Regulation 2006*.	**AO1.1** Where the development is located within an area shown on overlay map OM-06.1 or 06.2 as medium hazard — further investigation area, new buildings containing habitable rooms: (a) are sited on a part of the site which is outside the medium hazard — further investigation area; or (b) are sited on the highest part of the site. OR **AO1.2** Where development is located within another hazard area shown on overlay map OM-06.1 or 06.2: (a) floor levels of all habitable rooms are a minimum of 300mm above the defined flood level; (b) floor levels of all non-habitable rooms (other than class 10 buildings) are above the defined flood event; (c) parking spaces associated with non-residential development are located outside the high hazard areas identified on overlay map OM-06.1 or 06.2; and **Editor's note—**Class 10 buildings are identified under the Building Code of Australia and includes carports and outbuildings. (d) underground parking is designed to prevent the intrusion of flood waters by the incorporation of a bund or similar barrier with a minimum height of 300mm above the defined flood level.

Complies. On review of the Planning Scheme mapping, the flood hazard is limited to the front (southern boundary) of the site only. This flood hazard is identified as being Low Risk. The proposal seeks to reuse the existing building & infrastructure on the premises which is predominantly located outside of the mapped hazard. Given the location of the building and the hazard, the building will not be inundated in a flood event. Additionally, the proposal seeks to reuse the established hardstand for carparking which is unaffected by flooding.	
PO2 Development in high hazard areas does not significantly impede the flow of flood waters through the site or worsen flood flows external to the site.	**AO2.1** Development in high hazard areas do not involve: (a) filling with a height greater than 150mm; or (b) block or solid walls or solid fences; or (c) garden beds or other structures with a height more than 150mm; or (d) the planting of dense shrub hedges.
Not applicable. The development site is not located in a high hazard area.	

TABLE 8.2.6.3(A)-SELF-ASSESSABLE AND ASSESSABLE DEVELOPMENT (PART)

Performance outcomes	Acceptable outcomes
For assessable development	
PO3 Development does not intensify use in high hazard areas, in order to avoid risks to people and property. **Editor's note—**High hazard areas are those likely to experience deep and/or fast moving water in a defined flood event.	**AO3.1** New buildings are located outside high hazard areas identified on overlay map OM-06.1 or 06.2.
	AO3.2 New lots or roads are not created within high hazard areas identified on overlay map OM-06.1 or 06.2.
	AO3.3 Sites for non-permanent accommodation such as tents, cabins or caravans (whether intended for short or longterm accommodation) are located outside the high hazard areas identified on overlay map OM-06.1 or 06.2.

Not applicable. The development site is not located in a high hazard area.	
PO4 Siting and layout of development maintains the safety of people and property in medium hazard areas. **Editor's note—**The *Building Regulation 2006* establishes requirements with which development will need to comply. The defined flood event is identified in this planning scheme as the 1% annual exceedance probability (AEP) flood and is mapped as the combined extent of the high and medium flood hazard areas identified on overlay map OM-06.1 and 06.2. Other than in the medium hazard — further investigation area, council will be able to make available the height of the flood level for any particular location upon request. Applicants must be aware that in some areas storm tide hazard areas will also co-exist with flood hazard areas. In these instances, the floor levels and other design responses will need to be sufficient to comply with this code, the Coastal environment overlay code and the *Building Regulation 2006*.	**On existing lots** **AO4.1** Floor levels for residential buildings are 300mm above the defined flood level. **Editor's note—**In medium hazard — further investigation area, a flood assessment in accordance with the Flood hazard planning scheme policy no. SC6.7 may be needed to establish the defined flood level.
	AO4.2 Floor levels of non-residential buildings (other than class 10 buildings) are above the defined flood level. **Editor's note—**Class 10 buildings are identified under the *Building Code of Australia* and includes carports and outbuildings.
	AO4.3 Underground parking is designed to prevent the intrusion of flood waters by the incorporation of a bund or similar barrier with a minimum height of 300mm above the defined flood level.
	AO4.4 Development for non-permanent accommodation such as tents, cabins or caravans (whether intended for short or long-term accommodation) are located outside the medium hazard areas identified on overlay map OM-06.1 or 06.2.
	Where reconfiguring a lot **AO4.5** Where reconfiguring a lot, new lots contain designated building envelopes (whether or not for residential purposes) outside the medium hazard areas identified on overlay map OM-06.1 or 06.2 and those building envelopes are of a sufficient size to accommodate buildings associated with the development.

	AO4.6 In new subdivisions, arterial, sub-arterial or major collector roads are located above the 2% AEP flood level.
	AO4.7 Reconfiguration of lots does not involve cul-de-sacs or dead end streets within medium hazard areas identified on overlay map OM-06.1 or 06.2.
Complies. On review of the Planning Scheme mapping, the flood hazard is limited to the front (southern boundary) of the site only. This flood hazard is identified as being Low Risk. The proposal, being a Material Change of Use, seeks to reuse the existing building & infrastructure on the premises which is predominantly located outside of the mapped hazard. Given the location of the building and the hazard, the building will not be inundated in a flood event. Additionally, the proposal seeks to reuse the established hardstand for carparking which is unaffected by flooding.	
PO5 Signage is provided within high and medium hazard areas to alert residents and visitors to the flood hazard.	**AO5** Signage is provided on-site (regardless of whether land will be public or private ownership) to indicate depth at key hazard points, such as at floodway crossings, entrances to low-lying reserves or parking areas.
Not applicable. Given the nature of the proposal and the minor flooding on the premises, signage is not proposed (or considered required) by this development. Notwithstanding, signage can be reasonably conditioned on any development approval.	
PO6 Development within high and medium hazard areas ensures any changes to the depth, duration, velocity of flood waters are contained within the site. **Editor's note—**Impacts on a range of floods may need to be assessed and in most instances can be evaluated by analysing the minor drainage system capacity event and the defined flood event for the catchment wide critical duration, unless the site is located in an area noted in the Flood hazard planning scheme policy SC6.7.	No acceptable outcome is nominated.

PO7 Development within high and medium hazard areas does not directly, indirectly or cumulatively worsen flood characteristics outside the development site, having regard to: (a) increased scour and erosion; or (b) loss of flood storage; or (c) loss of or changes to flow paths; or (d) flow acceleration or retardation; or (e) reduction in flood warning times. **Editor's note—**To adequately assess the impacts of development on flooding regimes, applicants may need to have a hydrological and hydraulic assessment carried out by a suitably qualified and experienced hydrologist or engineer.	No acceptable outcome is nominated.
Not applicable. The development site is not located in a medium or high hazard area.	
PO8 Facilities with a role in emergency management and vulnerable community services are able to function effectively during and immediately after flood events. **Editor's note—**This provision applies to high, medium and low flood hazard areas.	**AO8** The development is provided with the level of flood immunity set out in Table 8.2.6.3(b).
Not applicable. The proposed land use – Educational Establishment – does not have a prescribed level of flood immunity.	
PO9 Public safety and the environment are not adversely affected by the detrimental impacts of flooding on hazardous materials manufactured or stored in bulk.	**AO9.1** Development does not involve the manufacture or storage of hazardous materials within a high flood hazard area identified on overlay map OM-06.1 or 06.2.
	AO9.2 Within the low or medium flood hazard area identified on overlay map OM-06.1 or 06.2, structures used for the manufacture or storage of hazardous materials in bulk are designed to prevent the intrusion of flood waters up to at least a 0.2% AEP flood event.
Not applicable. The proposal does not involve the manufacture or storage of hazardous materials.	

PROPOSED RENOVATION & CHANGE OF USE

LOT 1, #153 DALRYMPLE ROAD - GARBUTT

SCHEDULE OF DRAWINGS

DRAWING #	DRAWING TITLE
01	COVER PAGE
02	SITE PLAN
03	EXISTING FLOOR PLANS
04	PROPOSED FLOOR PLANS

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QBCC LIC #: 15064535

REV	DATE	REVISION DESCRIPTION	BY
1	25/02/25	CHANGE OF USE CONCEPT PLAN	PK
2			
3			
4			
5			
6			
7			

DRAWING NAME: COVER PAGE

CLIENT: BUSY SCHOOLS

SITE ADDRESS: 153 DALRYMPLE ROAD - GARBUTT

REAL PROPERTY DESCRIPTION: LOT 1 ON SP145199

SCALE: @ A2

NORTH

WIND: TBA

DATE: 25/02/25

JOB #: 25703

SHEET #: 01

50 mm 100 mm

PRELIMINARY DRAWING - NOT FOR CONSTRUCTION

GENERAL SITE NOTES

1. SEWERAGE AND/OR SEPTIC TO BE IN ACCORDANCE WITH LOCAL BY-LAWS AND WATER & SEWERAGE ACT AMENDMENT ACT.
2. 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.
3. ALL CUT/FILL EMBANKMENTS, RETAINING WALLS SHOWN AND CONSTRUCTED ARE TO COMPLY WITH COUNCIL POLICY & BCA HOUSING PROVISIONS.
4. 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.
5. PAD CUT TO ALLOW GROUND WATER TO DRAIN AWAY FROM DWELLING ALL ROUND AT 1:20 FALL.
6. ALL BOUNDARY CLEARANCES AND SET OUT DIMENSIONS TO BE VERIFIED PRIOR TO COMMENCEMENT OF WORK.
7. 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 APPLICABLE (IF INCLUDED IN SPEC.)

- METER BOX
- HOTWATER SYSTEM
- CLOTHES LINE
- LETTERBOX
- WATER TANK
- RETAINING WALLS
- FENCES - GATES
- DRIVEWAY - PATH

LINE TYPES

CUT / FILL
RETAINING WALL
BATTERS
BOUNDARY
STEEL BEAM

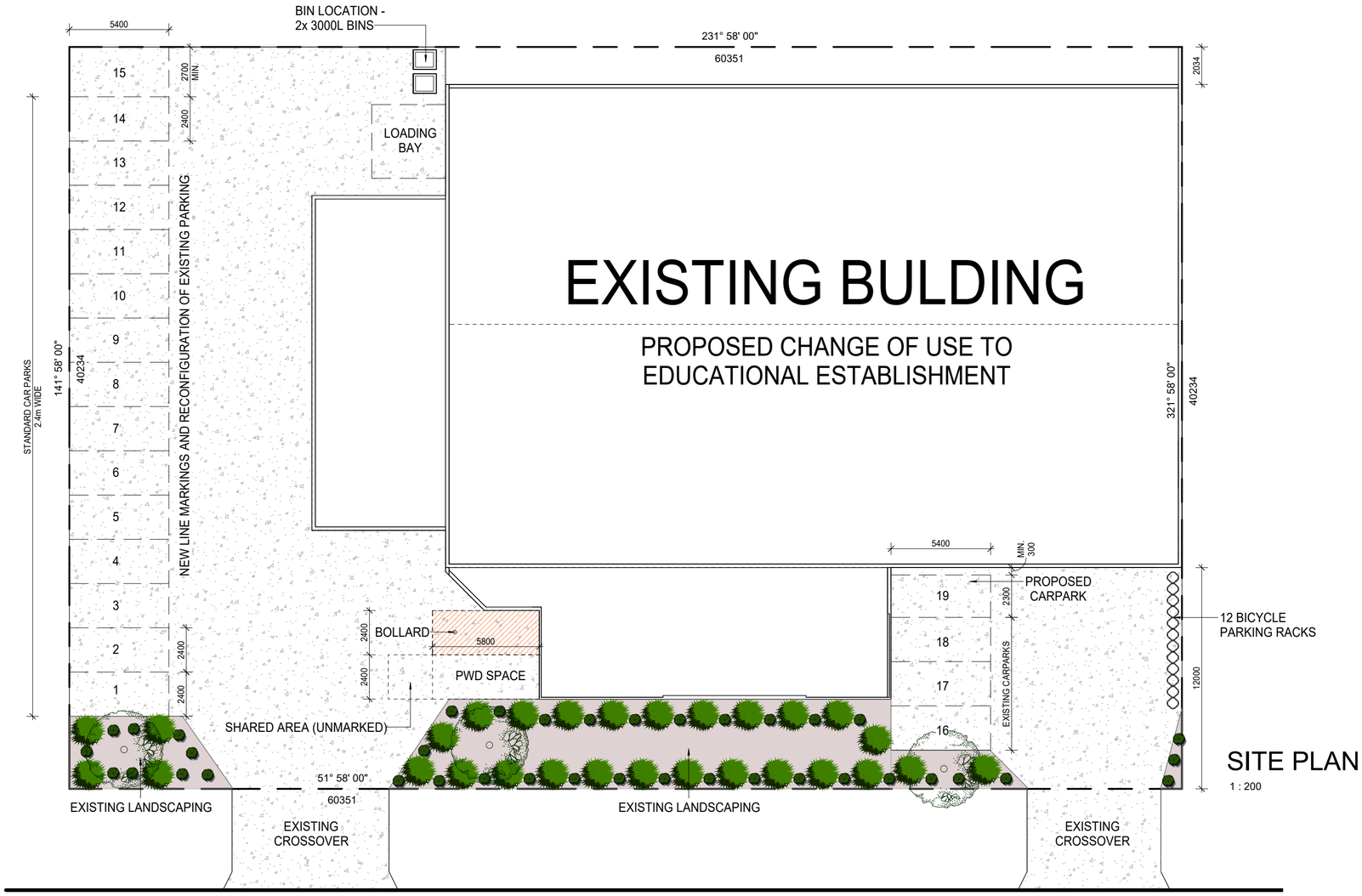
LEGEND

—W—W—W— WATER PIPE
—S—S—S— SEWER PIPE
—SW—SW—SW— STORMWATER PIPE
STORMWATER PIT
WATER HYDRANT
SEWER HOUSE CONNECTION
SEWER PIT

SITE AREA	2428 m²
SITE COVER	REMAIN UNCHANGED

AREA SCHEDULE

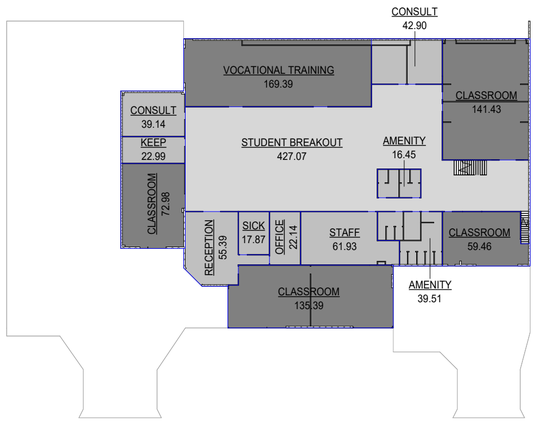
LEVEL	NAME	AREA
GROUND FLOOR	AMENITY	55.96
GROUND FLOOR	CLASSROOM	409.25
GROUND FLOOR	CONSULT	82.05
GROUND FLOOR	KEEP	22.99
GROUND FLOOR	OFFICE	22.14
GROUND FLOOR	RECEPTION	55.39
GROUND FLOOR	SICK	17.87
GROUND FLOOR	STAFF	61.93
GROUND FLOOR	STUDENT BREAKOUT	427.07
GROUND FLOOR	VOCATIONAL TRAINING	169.39
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

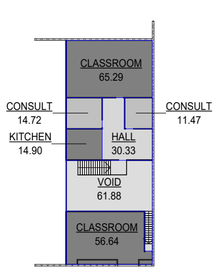


SITE PLAN

1 : 200

DALRYMPLE SERVICE ROAD





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T: 0730 763 859
M: 0434 265 004
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QBCC LIC #: 15064535

REV	DATE	REVISION DESCRIPTION	BY
1	25/02/25	CHANGE OF USE CONCEPT PLAN	PK
2			
3			
4			
5			
6			
7			

DRAWING NAME: SITE PLAN

CLIENT: BUSY SCHOOLS
SITE ADDRESS: 153 DALRYMPLE ROAD - GARBUTT
REAL PROPERTY DESCRIPTION: LOT 1 ON SP145199

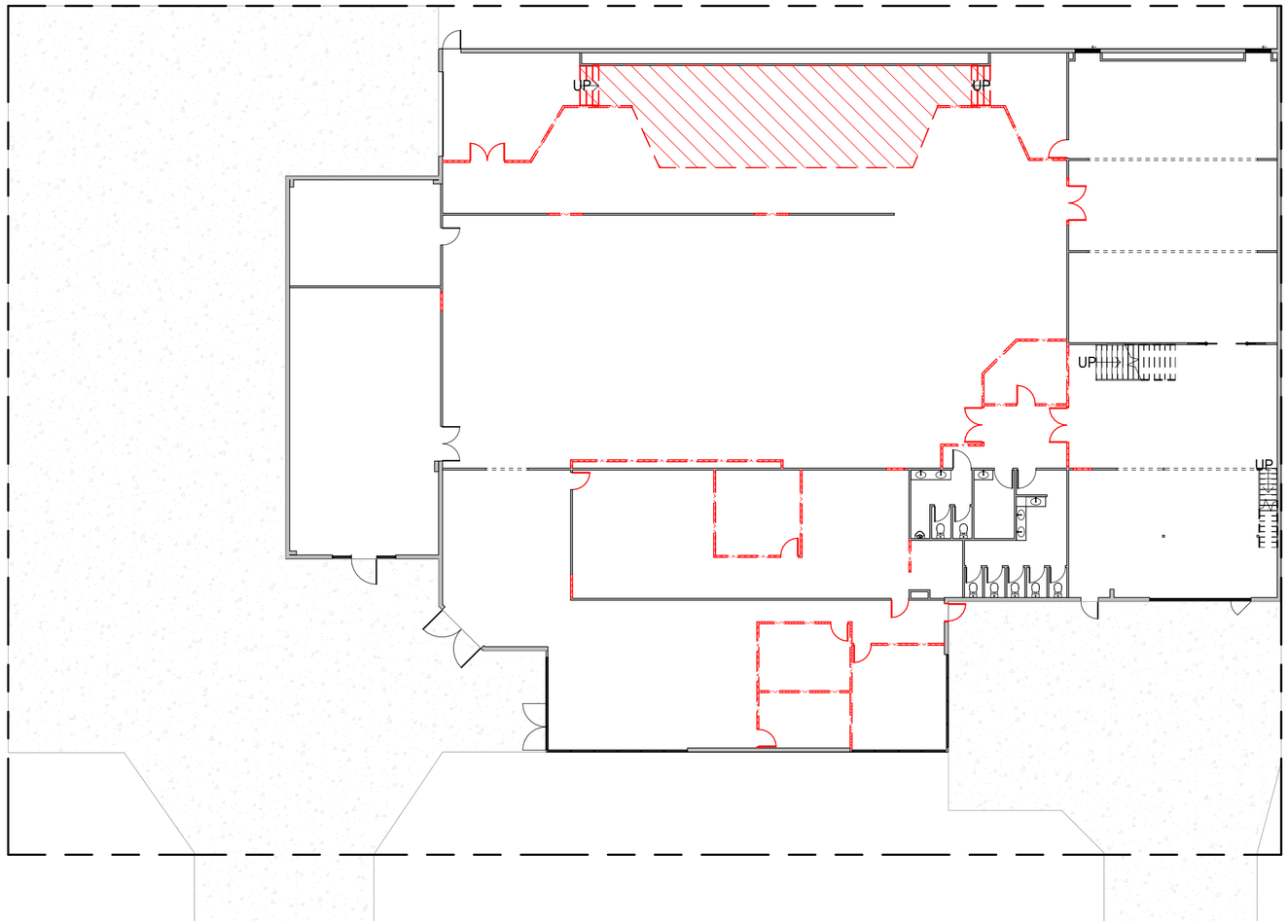
SCALE: As indicated @ A2
WIND: TBA
DATE: 25/02/25
JOB #: 25703
SHEET #: 02
NORTH

0 mm 50 mm 100 mm

PRELIMINARY DRAWING - NOT FOR CONSTRUCTION

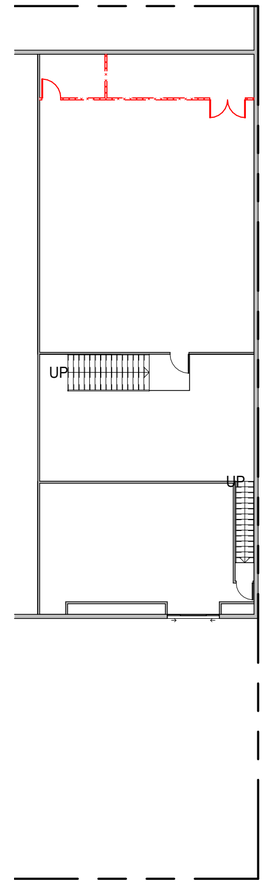
DEMOLITION LEGEND

TO BE DEMOLISHED	
EXISTING TO REMAIN	



GROUND FLOOR - EXISTING

1 : 200



FIRST FLOOR - EXISTING

1 : 200

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REV	DATE	REVISION DESCRIPTION	BY
1	25/02/25	CHANGE OF USE CONCEPT PLAN	PK
2			
3			
4			
5			
6			
7			

DRAWING NAME: EXISTING FLOOR PLANS

CLIENT: BUSY SCHOOLS

SITE ADDRESS: 153 DALRYMPLE ROAD - GARBUTT

REAL PROPERTY DESCRIPTION: LOT 1 ON SP145199

SCALE: As indicated @ A2

NORTH

WIND: TBA

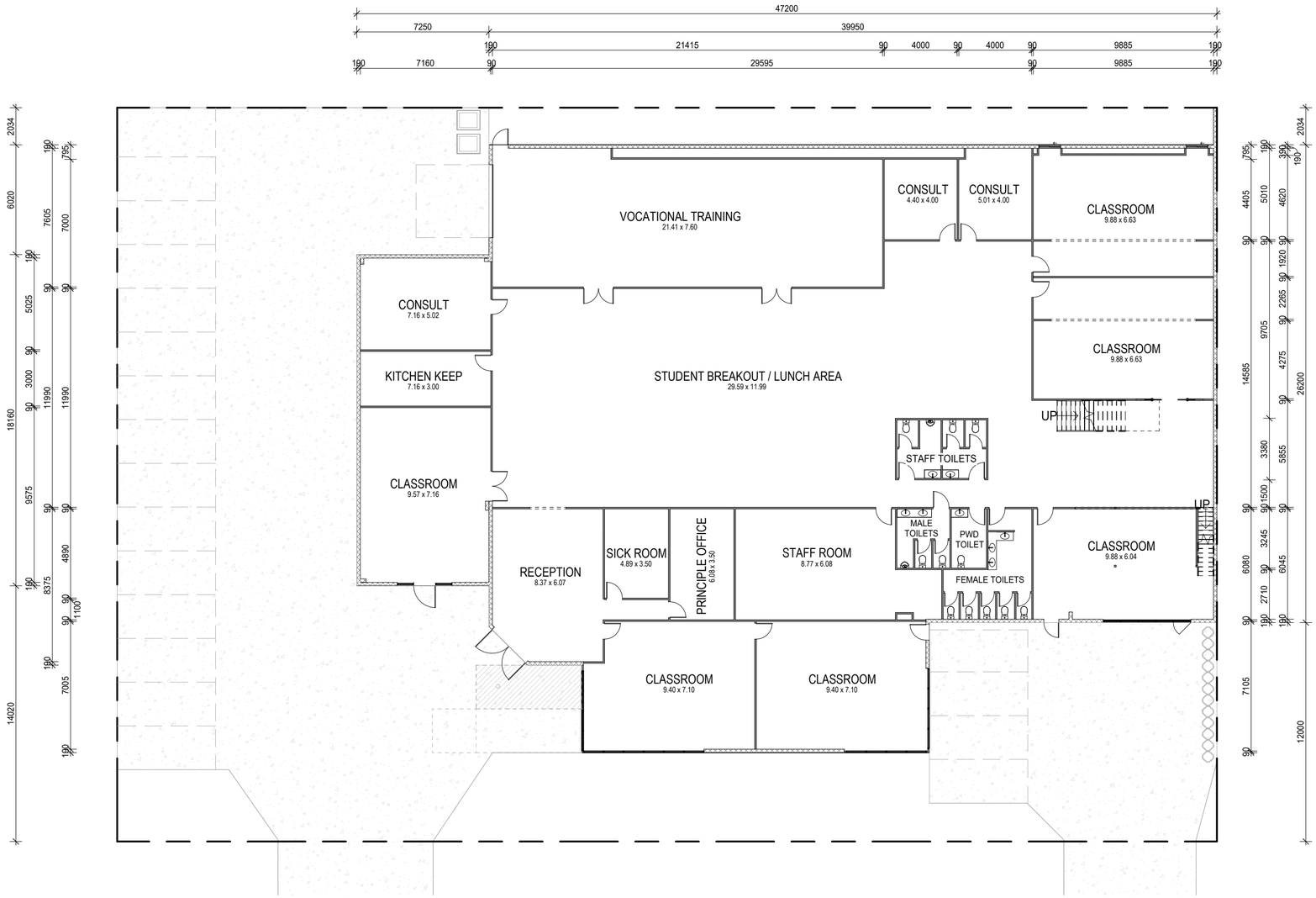
DATE: 25/02/25

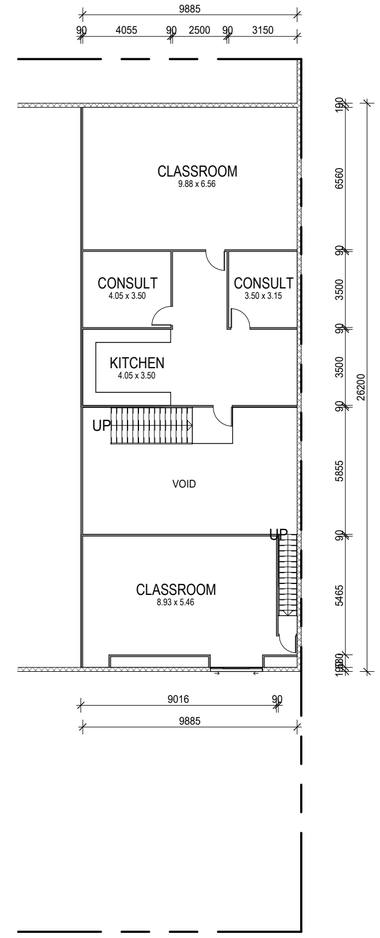
JOB #: 25703

SHEET #: 03

0 mm 50 mm 100 mm

PRELIMINARY DRAWING - NOT FOR CONSTRUCTION





GROUND FLOOR - PROPOSED

1 : 200

FIRST FLOOR - PROPOSED

1 : 200

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QBCC LIC #: 15064535

REV	DATE	REVISION DESCRIPTION	BY
1	25/02/25	CHANGE OF USE CONCEPT PLAN	PK
2			
3			
4			
5			
6			
7			

DRAWING NAME: PROPOSED FLOOR PLANS

CLIENT: BUSY SCHOOLS

SITE ADDRESS: 153 DALRYMPLE ROAD - GARBUTT

REAL PROPERTY DESCRIPTION: LOT 1 ON SP145199

SCALE: 1 : 200 @ A2

NORTH

WIND: TBA

DATE: 25/02/25

JOB #: 25703

SHEET #: 04

50 mm 100 mm

PRELIMINARY DRAWING - NOT FOR CONSTRUCTION

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

I, Deborah Louise Beal

Director of the Company mentioned below.

and I, Carolyn May Rimes

Director of the Company mentioned below.

Of, TOWNSVILLE CHRISTIAN LIFE CENTRE MANAGEMENT LIMITED ACN 087 646 624

the company being the owner of the premises identified as follows:

153-157 Dalrymple Road Garbutt 4814 more particularly described as Lot 1 on SP145199 (Title Reference 50390455

consent to the making of a development application under the *Planning Act 2016* by:

The BUSY School Ltd ACN 637 544 426

on the premises described above for:

Material Change of Use (Educational Establishment)

Company Name and ACN:
TOWNSVILLE CHRISTIAN LIFE CENTRE MANAGEMENT LIMITED ACN 087 646 624

..... Signature of Director	..... Signature of Director
11.2.25 ..... Date	11.2.25 ..... Date

The Planning Act 2016 is administered by the Department of Local Government, Infrastructure and Planning, Queensland Government.

Date: 5 March 2025

Chief Executive Officer
PO Box 1268
Townsville QLD 4810
Att: Development Assessment - Assessment Manager

RE: NEW IMPACT ASSESSABLE DEVELOPMENT APPLICATION FOR A MATERIAL CHANGE OF USE FOR AN EDUCATIONAL ESTABLISHMENT AT 153-157 DALRYMPLE ROAD (MAIN) GARBUTT QLD 4814.

Address:	153-157 Dalrymple Road (Main), Garbutt QLD 4815
Lot & Plan:	Lot 1 on SP145199
Land Size:	2,428m^2
Our Reference:	25677
Client:	The BUSY Schools

Dear Sir/Madam,

On behalf of our Client, please find attached a new application for Development Permit for Material Change of Use for an Educational Establishment (The BUSY Schools) on the land at 153-157 Dalrymple Road (Main), Garbutt.

In support of the application, we attach the following:

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

Please feel free to contact me, should you require any further information.

Yours sincerely,

Tamara Katai

Senior Urban Planner - Bespoke P&D

E: tamara@bespokepd.com.au
P: 0404 125 012
W: bespokePD.com.au
A: PO Box 5032 Alexandra Hills QLD 4161

BESPOKE P&D

URBAN PLANNING REPORT

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

153-157 Dalrymple Road (Main) QLD 4815

On behalf of The BUSY Schools

informed confident

p: 0402 670 873
w: bespokePD.com.au
e: planning@bespokepd.com.au
a: PO Box 5032, Alexandra Hills QLD 4161

CONTENTS

Figures

Document History

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

Limitations

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

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

1. INTRODUCTION

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

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

In support of this application, we attach:

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

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

SITE SUMMARY

Element	Detail
Address	153-157 Dalrymple Road (Main), Garbutt QLD 4814
Lot and Plan	Lot 1 on SP145199
Local Authority	Townsville City Council
Planning Scheme	Townsville City Plan (Version 2024/01)
Site Area	2,428m^2
Existing Zoning	Low Impact Industry zone
Existing Use	Place of Worship
Overlays	Airport Environs Overlay Flood Hazard Overlay
State Referrals	• *Planning Regulation 2017*, Schedule 10, Part 9, Division 4, Subdivision 1, Table 1 (Schedule 20 Thresholds) • *Planning Regulation 2017*, Schedule 10, Part 9, Division 4, Subdivision 2, Table 4 (State Transport Corridor)

APPLICATION SUMMARY

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

APPLICANT DETAILS

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

2. THE SITE

2.1 LOCATION & SITE CHARACTERISTICS

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

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

Other key characteristics include:

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

Figure 1 – Site image (Townsville City Plan)

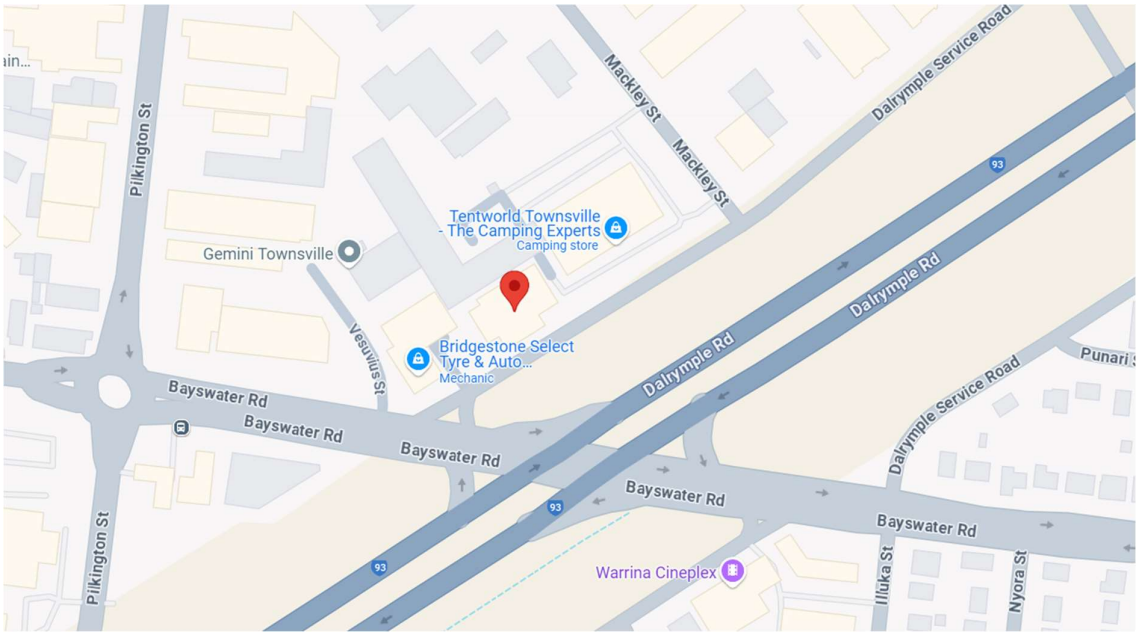


Figure 2 – Site location (Google Maps)

Figure 3 – Streetview (Google Maps)

3. PLANNING REVIEW

3.1 PLANNING ACT 2016

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

(i) against the assessment benchmarks in a categorising instrument for the development; and

(ii) having regard to any matters prescribed by regulation for this subparagraph"

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

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

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

(a)the matters stated in schedules 9 and 10 for the development; and

(b)if the prescribed assessment manager is the chief executive—

(i)the strategic outcomes for the local government area stated in the planning scheme; and
(ii)the purpose statement stated in the planning scheme for the zone and any overlay applying to the premises under the planning scheme; and
(iii)the strategic intent and desired regional outcomes stated in the regional plan for a region; and
(iv)the State Planning Policy, parts C and D; and
(v)for premises designated by the Minister—the designation for the premises; and

(c)if the prescribed assessment manager is a person other than the chief executive or the local government—the planning scheme; and

(d)if the prescribed assessment manager is a person other than the chief executive—

(i)the regional plan for a region; and
(ii)the State Planning Policy, to the extent the State Planning Policy is not identified in the planning scheme as being appropriately integrated in the planning scheme; and
(iii)for designated premises—the designation for the premises; and

(e)any temporary State planning policy applying to the premises; and

(f)any development approval for, and any lawful use of, the premises or adjacent premises; and

(g)the common material.

(2) However—

(a) an assessment manager may, in assessing development requiring impact assessment, consider a matter mentioned in subsection (1) only to the extent the assessment manager considers the matter is relevant to the development; and

(b) if an assessment manager is required to carry out impact assessment against assessment benchmarks in an instrument stated in subsection (1), this section does not require the assessment manager to also have regard to the assessment benchmarks.

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

3.1.1 Schedule 9 & 10 Benchmarks

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

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

3.1.2 North Queensland Regional Plan

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

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

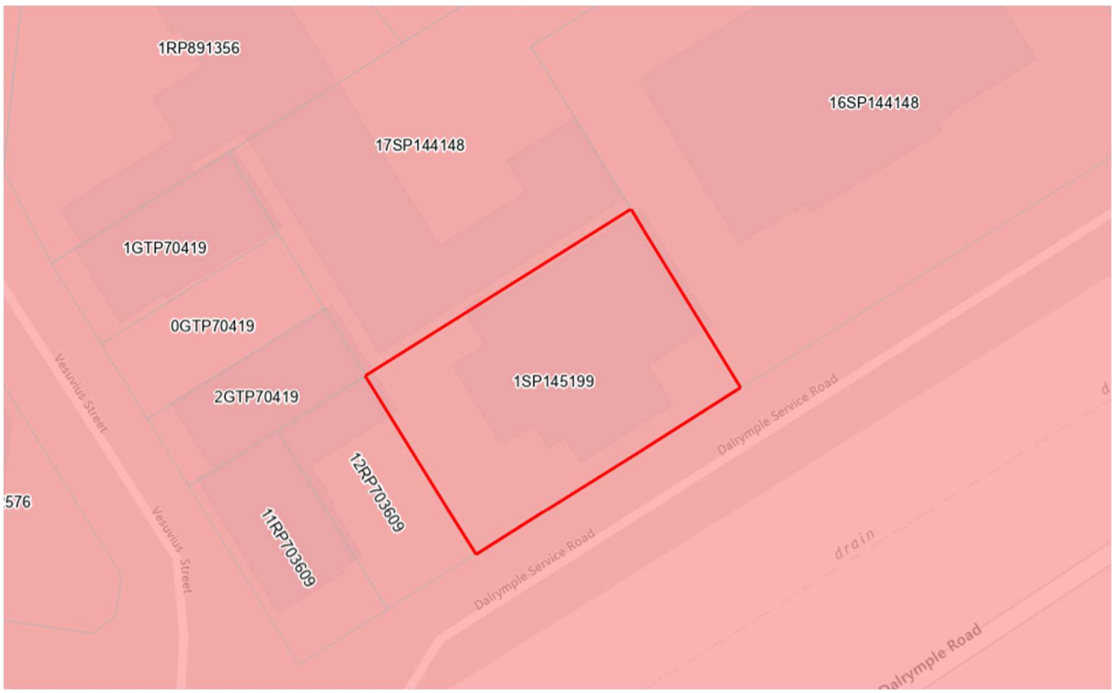


Figure 4 – Townsville Urban Footprint Area (Queensland Government DAMS)

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

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

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

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

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

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

3.1.3 State Planning Policies

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

The development site contains the following State Interests:

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

Biodiversity

The site contains the Biodiversity State Interest area:

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

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

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

Natural Hazards, Risk and Resilience

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

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

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

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

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

Strategic Airports and Aviation Facilities

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

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

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

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

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

3.1.4 Temporary State Planning Policy

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

3.1.5 LGIP

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

3.2 LOCAL PLANNING INSTRUMENTS

3.2.1 *Townsville City Plan*

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

3.2.2 Zoning

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

Figure 8 – Zone map (Townsville City Plan)

3.2.3 Overlays

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

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

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

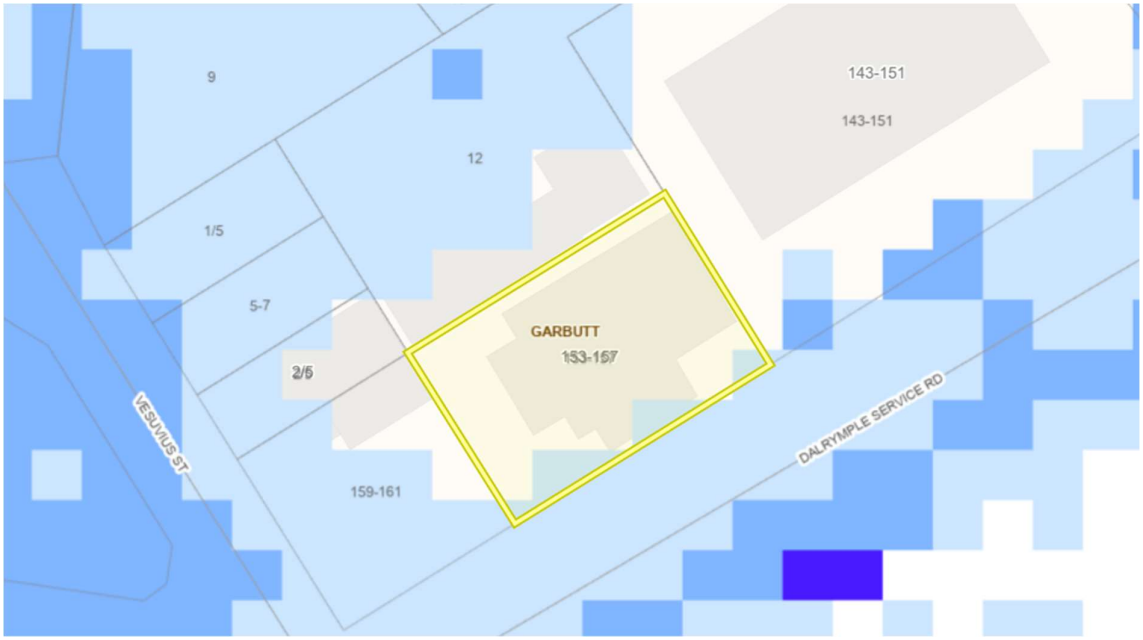


Figure 9 – Flood Hazard Overlay (Townsville City Plan)

3.2.4 Category of Assessment

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

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

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

Table 1 – Categories of Assessment

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

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

4. DEVELOPMENT PROPOSAL

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

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

- Cessation of the Place of Worship use and establishment of an Educational Establishment through the retention and retrofit of the existing building;
- A total of 256 students, with no more than 128 students on site at any one time;
- 1,485m^2 of total gross floor area;
- Eight student classrooms, and a lower-level workshop to deliver education/training;
- Staff offices, staff lunchroom, administrative facilities, student lunchroom and breakout areas;
- Smaller rooms for small group/individual learning or health consultations;
- 20 on-site carparking spaces including one (1) PWD space;
- 12 bicycle parking spaces;
- Drop-off/pick-up area along the frontage of the site; and,
- Retention of the industrial exterior façade to complement the surrounding area.

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

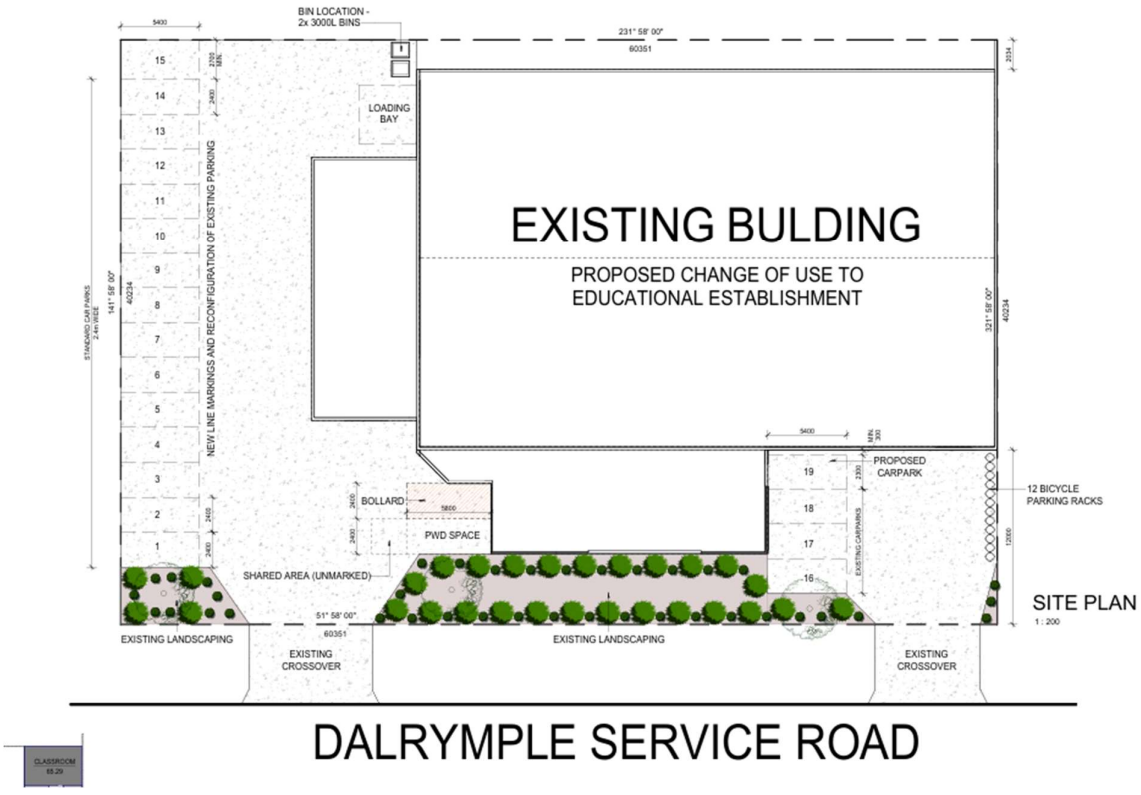


Figure 10 – Site plan (Appendix A – Architectural Plans)

4.1 PROPOSED USE

4.1.1 About The BUSY Schools

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

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

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

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

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

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

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

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

4.1.2 Use & Category of Assessment

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

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

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

4.2 DEVELOPMENT PARTICULARS

4.2.1 Built Form & Layout

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

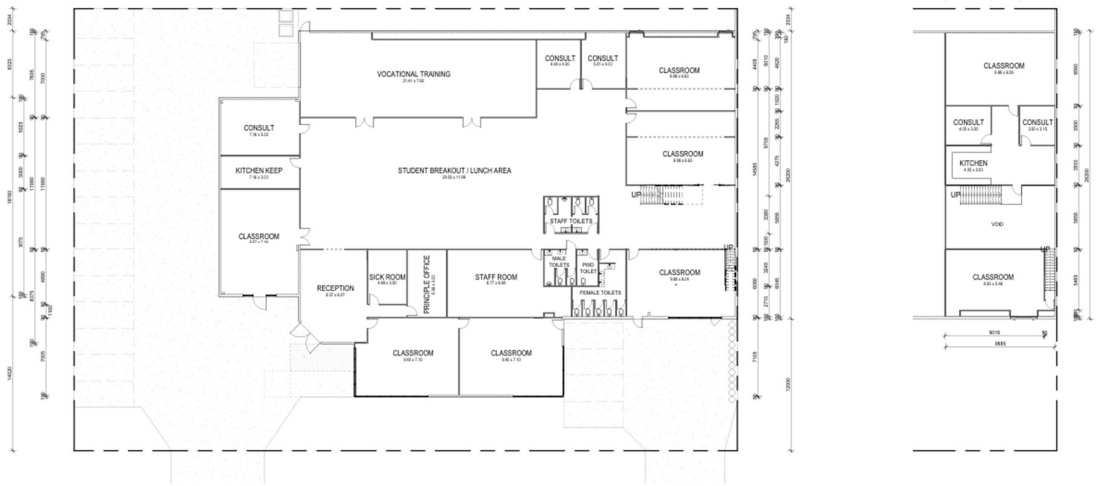


Figure 12 – Building layout and site rationale (Appendix A)

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

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

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

4.2.2 Hours of Operation

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

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

4.2.3 Parking, Servicing & Access

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

4.2.3.1 Parking

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

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

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

Sample Timetable

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

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

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

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

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

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

Table 4-1 Car Parking Requirements

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

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

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

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

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

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

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

4.2.3.2 Access, Queuing & Refuse Collection

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

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

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

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

Refer to *Appendix C* for more details.

4.2.4 External Odour/Noise Considerations

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

These include:

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

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

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

5. CODE ASSESSMENT

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

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

PO11
Development within the zone is of a low impact nature and is either:

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

Response:

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

PO13
Development does not compromise the use of land for industrial purposes.

Response:

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

The Overall Outcomes seek for:

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

…(e) the intrusion of incompatible uses, or uses which are more appropriately accommodated in other zones, is avoided to protect the availability of land for industrial purposes and the viability and efficient operation of existing and future industry uses;

Response:

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

The Purpose seeks for:

a) *facilitate the safe, efficient and attractive use of land for smaller scale and lower impacting industries; and*

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

Response:

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

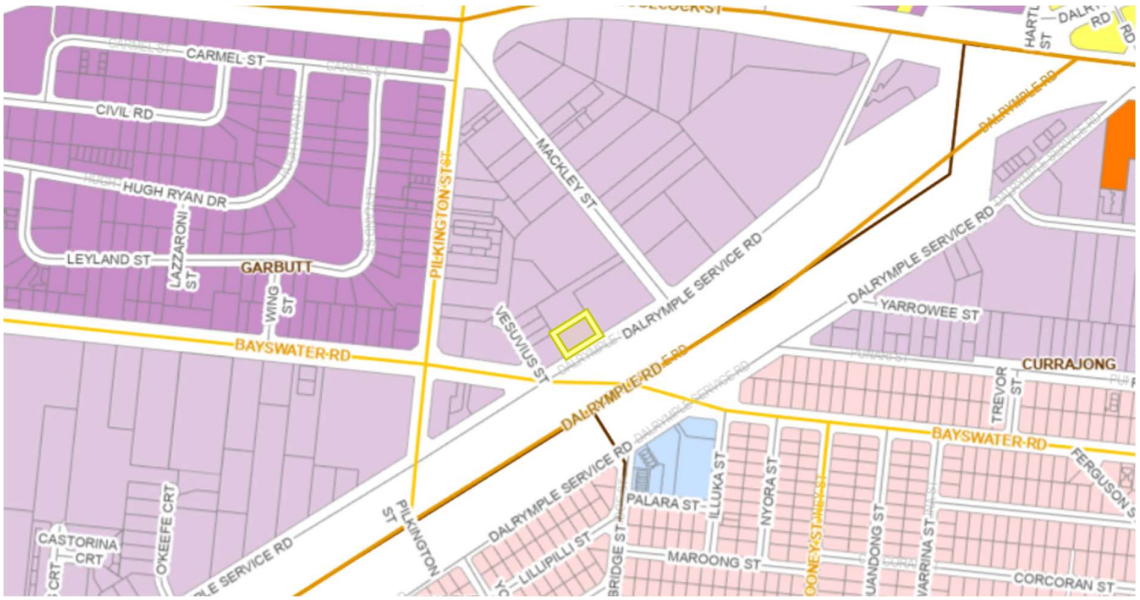


Figure 15 – Surrounding context map (TownsvilleMAPS – Townsville City Plan)

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

- A minimum GFA of 1,500m^2;
- Being within proximity or directly adjacent to employers/industry to provide access to real workplaces;
- A configuration that allows a combination of classroom, administration areas and practical industry based learning areas that provides access to simulated work environments;
- Located within close proximity to public transport and a major roads for ease of access;
- A dedicate storage area and loading bay for The BUSY School's dedicated shuttle bus; and
- Located with adequate separation to sensitive uses due to potential amenity issues.

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

Refer to Section 7 for more details.

6. STRATEGIC FRAMEWORK ASSESSMENT

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

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

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

A full assessment is below.

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

Protection of amenity

(1) Development mitigates the effects of new development on local character, noise and air quality, access to sunlight, breezes and privacy, and avoids commercial or through traffic in residential streets.

(2) The interface between land zoned for industry and sensitive land uses is managed to protect the health, wellbeing, amenity and safety of the community and protect industrial activities from incompatible development.

(3) The planning scheme does not protect private views, other than where proposed development is inconsistent with the described intent for a local area.

(4) Negative social impacts caused by development are avoided or minimised.

Response:

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

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

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

Sufficient Land Supply

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

Protection of industry land for industry

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

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

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

7. OTHER RELEVANT MATTERS

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

Examples of another relevant matter—

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

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

7.1 ASSESSMENT OF PLANNING NEED

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

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

Summary of Community Need:

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

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

Summary of Economic Need:

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

Summary of Planning Need:

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

Community Need & Economic Need Assessment

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

In particular, there is a strong community need to deliver alternative education pathways in Townsville and across Australia. At a national level, data from the Australian Catholic University suggests that there are currently 70,000 students in Australia accessing alternative education pathways to mainstream schooling, with young people seeking alternative education pathways due to various factors such as personal circumstances, conflict with mainstream schooling, truancy, socioeconomic factors and various learning gaps of students[1].

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

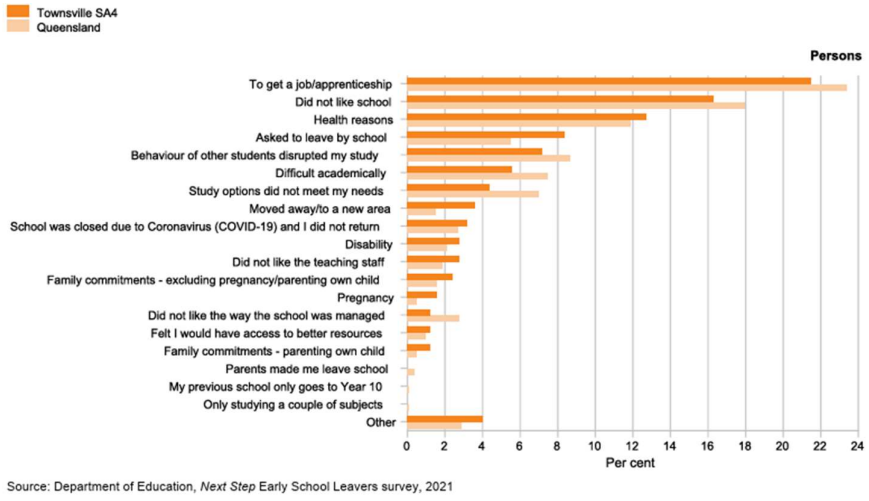


Figure 16 – Early school leaver survey 2021 (Department of Education)

[1] Australian Catholic University. (2022). *The value of alternative schools.* Retrieved from https://www.impact.acu.edu.au/community/the-value-of-alternative-schools
[2] Queensland Government – Department of Education. (2023). *Early School Leavers survey*. Retrieved from https://alt-qed.qed.qld.gov.au/publications/reports/statistics/schooling/learning-outcomes/next-step/early-leavers

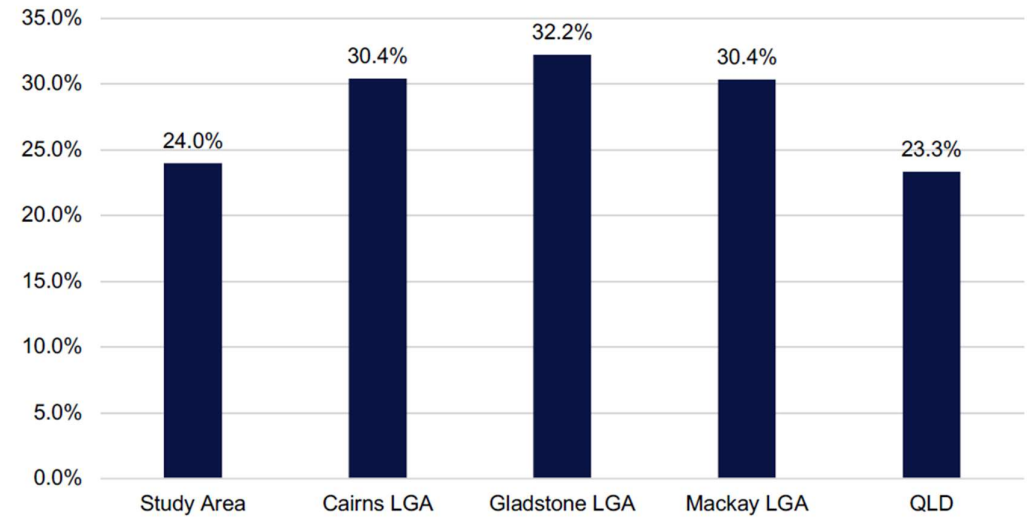
The unique nature of The BUSY Schools model is that it seeks to break the cycle of disadvantage and address many of these barriers that often result in the disengagement of young people from mainstream schooling, as well as increasing choice of education pathways in the Townsville. This includes addressing the socioeconomic entry barriers of alternative education pathways by providing at risk and disengaged youths the ability to access complimentary alternative education with full wraparound services. This includes the provision of all study materials, stationery, food and uniforms (including work personal protective equipment) supplied no charge to students. The BUSY Schools education model further enables tailored and individualised support to be provided to each student, including ongoing career support services, individualised learning plan and timetables and tailored support to address learning gaps of individual students[3]. Students are provided with dedicated learning support and access to health and wellbeing programs and practitioners (e.g. youth workers, psychologists, social workers etc) as part of broader social emotional support.

With respect to Townsville, the 2021 Census further identifies that 39.1% of the population in the Townsville LGA have not completed year 12 schooling[4]. Furthermore, the EIA (*Appendix D)* shows that whilst the study area performs better than the selected LGAs in terms of year 12 completion rates, it performs slightly worse than Queensland overall (**Figure 17**).

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

Additionally, Townsville reported 50,481 offences over the 2024/2025 period which presents a 5.1% increase over the 2023/2024 period. When young people become re-engaged with education and complete senior schooling, there are greater community and economic benefits, including: less welfare; less criminal offending; less drain on public health; more people in employment, higher earnings and more payment of taxes[5]. Timely and targeted support, such as that provided by The BUSY Schools, also lead to strong levels of school attendance and satisfactory achievement in English and Maths. This has shown to influence the likelihood of completing Year 12 and progressing to work or study post-school[6].

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



Source: ABS Census 2021 via Tablebuilder.

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

[3] The BUSY Schools. (2022). *Information for Parents*. Retrieved from https://www.busyschools.qld.edu.au/information-for-parents/
[4] IDCommunity. (2022). *Townsville- Highest level of secondary schooling completed.* Retrieved from https://profile.id.com.au/townsville/schooling
[5] Australian Catholic University. (2022). The value of alternative schools. Retrieved from https://www.impact.acu.edu.au/community/the-value-of-alternative-schools
[6] Hampshire A, 2018, 'New evidence to break the cycle of educational disadvantage', Committees for Economic Development of Australia (CEDA), https://www.ceda.com.au/NewsAndResources/Opinion/Education/New-evidence-to-break-the-cycle-of-educational-dis

The overall premise of establishing a BUSY Schools campus in Townsville is to improve the level of accessibility and quality of alternative education pathways locally, and to re-engage young people with a mix of education, training and employment. Without doubt, there are significant follow-on benefits of providing alternative education pathways to disengaged and at risk youths and the community overall. Research has shown that young people who are re-engaged with alternative education pathways are not only significantly less likely to be inclined to take part in criminal activities and have reduced reliance on welfare, but they have also improved, healthier lifestyle options and mental wellbeing[1]. The unique model of providing a mix of classroom-based and industry-based learning has also been shown to significantly improve future employment opportunities for re-engaged youths[1].

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

The success of The BUSY Schools model is highlighted in The BUSY Schools' annual report which identifies that 70% of 2023 BUSY Schools graduates progressed to employment or further study pathways[7]. Overall, this draws close synergies to the *Element 3.3.2- City Shape and Urban Containment* of the Strategic Framework which seeks *growth of Townsville will occur within the city's existing urban and rural residential areas, and in areas identified for urban expansion through the Emerging community zone. Urban and rural residential development does not occur outside land identified for these purposes*. The purpose of The Busy Schools also draws parallels with *3.6 Theme – Sustainable Economic Growth, Strategic Outcomes 3.6.1* which provides *Economic and employment growth is primarily located in Townsville's centres and industrial areas. The clustering of activities and employment in these areas facilitates improved transport networks (including public transport)*.

Townsville North Queensland Strategic Regional Industry Growth Plan

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

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

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

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

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

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

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

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

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

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

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

TOP 10 TECHNICAL OCCUPATIONS

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

Source: AEC (2022)

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

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

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

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

8. CONCLUSION & SUMMARY

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

A summary of the assessment concludes:

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

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

APPENDIX A: ARCHITECTURAL PLANS

APPENDIX B: CODE ASSESSMENT

APPENDIX C: TRAFFIC IMPACT ASSESSMENT

APPENDIX D: ECONOMIC IMPACT ASSESSMENT

APPENDIX E: DA FORM 1 & CONSENT

FORESIGHT PARTNERS

ECONOMIC NEED ASSESSMENT

EDUCATIONAL ESTABLISHMENT

153-157 DALRYMPLE ROAD, GARBUTT

PREPARED FOR:

THE BUSY SCHOOL LTD

25010

MARCH 2025

FORESIGHT
PARTNERS

ABN 59 111 524 673

PO Box 1224
Fortitude Valley,
QLD, 4006.

P: (07) 3422 2011
admin@foresightpartners.com.au
www.foresightpartners.com.au

Disclaimer

The sole purpose of this report is to provide The Busy School Ltd (the Client) with information in accordance with Foresight Partners Pty Ltd's scope of services set out in its proposal to the Client.

Foresight Partners has relied upon information relevant to this report provided by government agencies, the Client and others. Except as otherwise stated in the report, Foresight Partners has not attempted to verify the accuracy or completeness of such information.

The assumptions underlying the findings, observations, forecasts and conclusions presented in this report are subject to significant uncertainties and contingencies. Therefore, actual results may differ significantly from forecast results. Foresight Partners do not make or imply any warranty or guarantee with respect to the data reported or to the findings, observations, forecasts and conclusions expressed in this report. Foresight Partners cannot confirm or guarantee achievement of any forecast growth or performance, as future events, by nature, are not amenable to independent confirmation or substantiation.

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EXECUTIVE SUMMARY

The BUSY School Ltd (the applicant) proposes to develop an Educational Establishment at 153-157 Dalrymple Road, Garbutt. The proposal differs from traditional secondary schools or trade schools because it caters only to disengaged youth (by law), is 'closed enrolment', and no fees are charged to attendees.

The subject site is 2,430sqm and is zoned Low Impact Industry under the current Townsville City Plan. The site is located within an industrial precinct and was formerly used as a place of worship.

This report addresses the economic and community need for the proposal by:

- Defining a Study Area.
- Assessing supply and demand.
- Forecasting demand and assessing potential community benefits.

Need Assessment

The key findings of this assessment which indicate a need for the proposed development include the following:

- The population of residents aged 15-19 in the Study Area is expected to grow by around 17% (2,547 persons) between 2021 and 2046.
- The Study Area exhibits lower levels of secondary school attendance and lower levels of engagement with study (residents aged 15-19).
- Strong increases are forecast in the number of jobs in the Manufacturing and Construction sectors. Therefore, additional trade-based education pathways are needed to develop the requisite skillsets.
- The number of school-attending VET participants (aged 15-19) in the Study Area has increased between 2021 and 2023.
- The number of enrolments in trade-related VET programs by Study Area school students (aged 15-19) grew significantly from 1,465 enrolments in 2021 to 1,800 enrolments in 2023 (23% increase). With population growth, enrolment demand is anticipated to increase further.
- There is a need for additional educational establishments providing VET courses to address demand growth.
- The proposal will provide a point of difference from existing educational facilities and only cater to a specific vulnerable community segment (disengaged youth).
- Alternative education pathways are important to maintain the relatively high year 12 completion rates observed in the region. This is particularly relevant as the proposal will only accept students who are disengaged with traditional education channels (under legislation).

Community Benefits

Community benefits of the proposed development include:

- The proposed Educational Establishment at the subject site would encourage skill development and linkages with local businesses, facilitating potential employment pathways.
- Proximity of the subject development to industrial businesses would result in synergistic benefits as students have access to businesses and skill development opportunities, and local businesses have increased access to a stream of skilled labour.
- Helping to address skills and employment shortages in trade industries.
- Increasing the workforce participation rate, particularly for a vulnerable community segment.
- Re-engaging youth with education and improving employment outlooks, benefiting both the individual and the economy as a whole.

It is concluded that there is a strong economic and community need for the proposed development, which would improve the potential education and employment outcomes of the youth in Townsville.

1. INTRODUCTION

1.1 Subject Site

The BUSY School Ltd (the applicant) proposes to develop an Educational Establishment at 153-157 Dalrymple Road, Garbutt.

The subject site is 2,430sqm and is zoned Low Impact Industry under the current Townsville City Plan. The site is located within an industrial precinct and was formerly used as a place of worship. The immediate area is generally characterised by low and medium impact industrial uses.

Figure 1.1 shows an aerial view of the subject site and its surroundings.

1.2 Proposed Development

BUSY (Backing Unemployed Southport Youth) Schools is an independent Queensland organisation providing education at Special Assistance Schools to support social, educational and employment outcomes of at-risk and disengaged youths. There are currently nine BUSY School campuses which are located in Strathpine, Southport, Ipswich, Cleveland, Brisbane City, Cairns, Shailer Park, Coolangatta, and Salisbury.

The applicant advises that BUSY Schools are considered a 'Special Assistance School' under legislation and differ from trade schools in that they are 'closed enrolment' (i.e. only available to students demonstrate that they are disengaged from mainstream education) and fully supported special assistance school (i.e. no fees paid). Generally, trade schools such as TEC-NQ, are paid and open enrolment schools.

BUSY Schools aim to provide a range of employment opportunities and training services to young Australians. As such, the schools specifically cater to those aged between 16 and 19 years (typically year 11-12). Although trade-related courses and education form a large part of the total curriculum, BUSY Schools are not considered trade-specific.

The curriculum offered by BUSY Schools differs from traditional schools in that it comprises a mix of classroom-based learning and on-site industry-based learning. The subject site therefore represents an ideal location for the proposed school, as its proximity to industry-oriented businesses will afford students the opportunity to participate in training experiences and foster industry connections.

The proposed school at the subject site is expected to accommodate 256 students in total (across year 11 and 12), however only 128 students would be on campus at any one time.

1.3 Purpose of Report and Methodology

Foresight Partners Pty Ltd was engaged to prepare this economic and community need assessment to accompany a Development Application.

The key objectives of this report are to:

- Identify and discuss the existing and future supply of secondary schools in the Townsville LGA, particularly those offering vocational training; and
- Assess demand for the subject development; and
- Assess the overall economic and community need for the proposal.

Several investigations were undertaken in preparation of this report, including:

- Definition of a Study Area for the proposed Educational Establishment;
- Forecast population in the defined Study Area;
- Extraction and examination of the demographic profile;
- Assessment of vocational educational and training (VET) participation;
- Analysis and discussion of apprenticeship/traineeship participation;
- Forecast employment by industry sector; and
- An assessment of need for the proposal.

These investigations provided the basis for this economic and community need assessment.

1.4 Definitions

This report contains a number of industry terms that are explained below.

Vocational Education and Training (VET) is learning which is related directly to a particular line of work. Secondary school students may enrol in VET programs while at school to gain the knowledge and skills needed for a particular job. Students can undertake VET while at school in one of three ways:

- as part of their school studies (i.e. delivered and resourced by the school);
- by enrolling in an external training organisation (e.g. TAFE); or
- as a school-based apprentice or trainee (SBAT). School based apprenticeships allow secondary school students (typically those in year 11 and 12) to work with an employer as a paid employee, while studying for a senior certificate. Employment / training arrangements must impact on school timetables to be considered school-based.

VET qualifications include Certificate I, II, III, IV, as well as diplomas, advanced diplomas, and vocational graduate certificates.

VET can also be undertaken by persons of any age at other institutions. For context, persons aged 15-19 comprised around 16.4% of total VET program enrolments in 2021 in Queensland[1].

[1] NCVER via Databuilder.

Figure 1.1: Subject Site and Local Context

2. SUPPLY ASSESSMENT

This section analyses the existing and potential future supply of secondary schools in the relevant Study Area.

2.1 Existing Supply

For the purposes of this assessment, a Study Area was defined as the relevant catchment to assess demand and supply of secondary schools offering VET programs. It generally encompasses the urban areas of Townsville and comprises 23 SA2s (Statistical Area 2).

Table 2.1 sets out the existing secondary schools in the Study Area, and Figure 2.1 shows their locations.

In total, there are 22 secondary schools offering places for students in grade 10-12 in the Study Area. All of the identified secondary schools offer VET programs.

Townsville Flexible School aims to provide educational opportunities to young people outside the mainstream schooling system. It is part of a larger network of more than 20 flexible schools operated by Edmund Rice Education Australia and facilitates VET qualifications. While Townsville Flexible School is similar to the subject proposal in that it caters to disengaged youth, its religious affiliation is a key difference.

Tec-NQ is a vocational secondary school which integrates academic studies and practical training. It functions as a trade school providing pathways for students to complete the traditional school program (QCE), obtain VET qualifications, and transition to full-time work through placements typically in health or trade sectors. It differs from the subject proposal in that it offers open enrolments and there are fees to attend the school.

The remaining supply of secondary schools are considered traditional/mainstream schools (public and private) and are distinct from the subject proposal. As discussed, the purpose of the proposal is to cater to students disengaged from mainstream schools.

2.2 Future Developments

Mary Help of Christians Catholic College is expected to open in 2025 at the corner of Dalrymple Road and Bishop Putney Avenue, Shaw. It will offer enrolments for grade 7 initially, progressing to its first year 12 cohort by 2030[2]. Based on the school's website, it is expected to offer VET programs. This is considered a mainstream school and not directly comparable to the proposal.

Searches of Council's database of Development Applications revealed no other relevant approved applications for a facility comparable to the subject proposal.

[2] https://www.mhoc.catholic.edu.au/about-us/our-story/

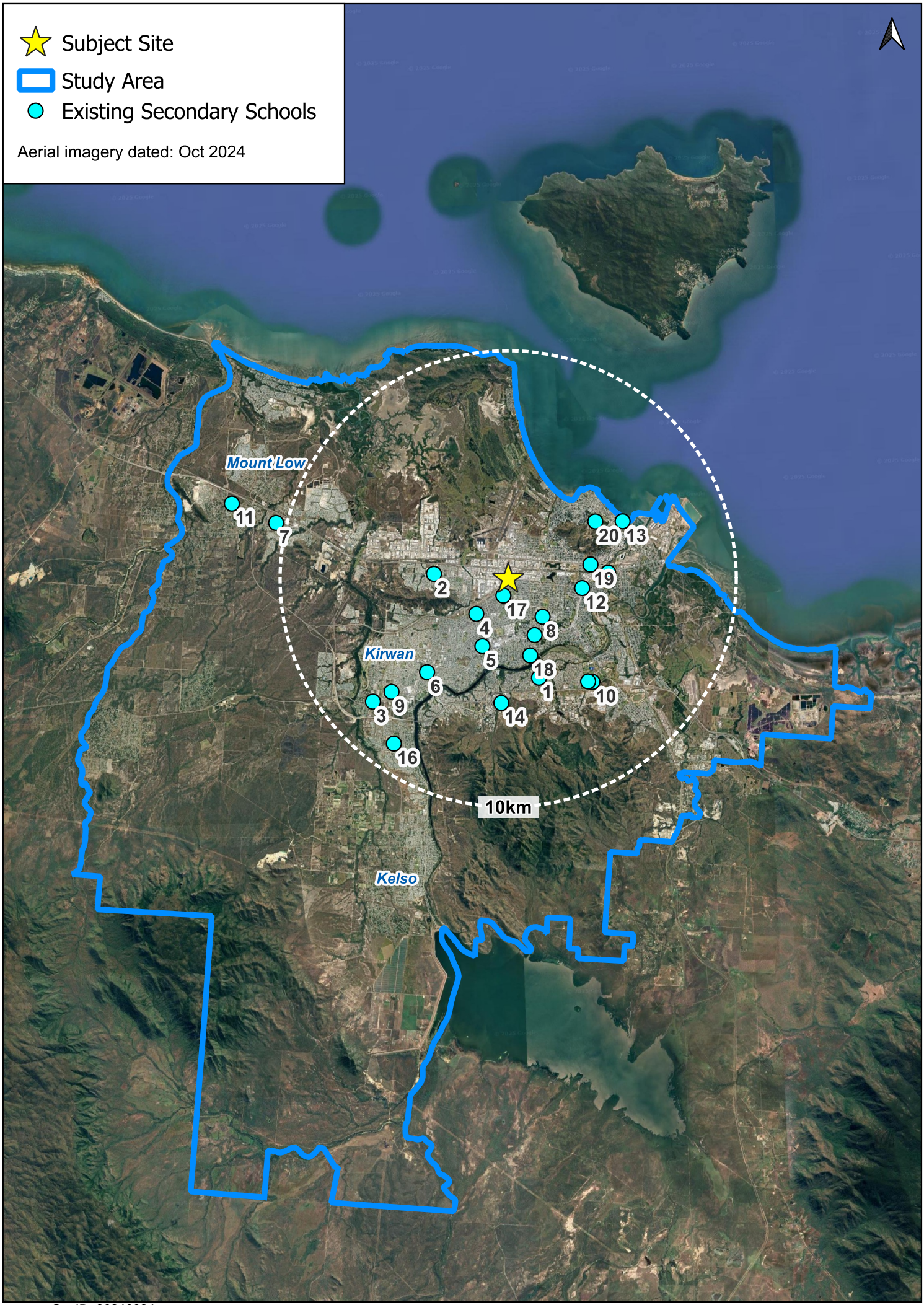
Table 2.1: Existing Supply of Secondary Schools, Study Area

Map ID	Name	Type	Year Levels	Address	Offers VET Programs?	VET Qualifications Completed*	Enrolments^
1	Annandale Christian College	Non-State	P-12	104-156 Yolanda Drive, Annandale	Yes	31	667
2	Calvary Christian College	Non-State	P-12	569 Bayswater Road, Mount Louisa	Yes	35	1098
3	Carinity Education - Shalom	Non-State	P-12	190 Hervey Range Road, Condon	Yes	2	205
4	Heatley Secondary College	State	7-12	Cnr Hanlon Street & Fulham Road, Heatley	Yes	164	753
5	Ignatius Park College	Non-State	7-12	368-384 Ross River Road, Cranbrook	Yes	238	937
6	Kirwan State High School	State	7-12	Hudson Street, Kirwan	Yes	861	1877
7	Northern Beaches State High School	State	7-12	Meranti Street, Deeragun	Yes	243	894
8	Pimlico State High School	State	7-12	Fulham Road, Gulliver	Yes	243	1502
9	Ryan Catholic College	Non-State	P-12	59 Canterbury Road, Kirwan	Yes	180	2011
10	Southern Cross Catholic College	Non-State	P-12	Gartrell Drive, Annandale	Yes	258	1491
11	St Anthony's Catholic College	Non-State	7-12	Cnr Veales Road and Joanne Street, Deeragun	Yes	110	1525
12	St Margaret Mary's College	Non-State	7-12	1-9 Crowle Street, Hyde Park	Yes	162	688

Map ID	Name	Type	Year Levels	Address	Offers VET Programs?	VET Qualifications Completed*	Enrolments^
13	St Patrick's College	Non-State	7-12	45 The Strand, Townsville	Yes	76	662
14	Tec-NQ	Non-State	10-12	54 Discovery Drive, Douglas	Yes	340	349
15	The Cathedral School of St Anne and St James	Non-State	P-12	154 Ross River Road, Mundingburra	Yes	87	1168
16	Thuringowa State High School	State	7-12	26 - 54 Vickers Road South, Condon	Yes	283	653
17	Townsville Christian College	Non-State	P-12	210 Palmerston Street, Vincent	Yes	6	414
18	Townsville Community Learning Centre & Special School	Special	P-12	78 Thompson Street, Mundingburra	Yes	12	206
19	Townsville Flexible School	Non-State	7-12	26 Ingham Road, West End, Townsville	Yes	13	185
20	Townsville Grammar School	Non-State	7-12	45 Paxton Street, North Ward	Yes	30	1291
21	Townsville State High School	State	7-12	36 Boundary Street, Railway Estate	Yes	168	850
22	William Ross State High School	State	7-12	Mervyn Crossman Drive, Annandale	Yes	323	926
	Reported Total					**3,865**	**20,352**

Source: Foresight Partners, various School Annual Reports (2021). *2023 figures (latest available). ^2024 data.

Figure 2.1: Defined Study Area and Existing Secondary Schools



3. MARKET FUNDAMENTALS

This section assesses the market fundamentals in the relevant age group. It sets out population projections, socio-economic indicators, employment, and secondary school completion rates.

3.1 Population Projections

Population growth, specifically in the secondary school age cohort, will drive demand growth for the proposed development.

Table 3.1 sets out the projected population of the Study Area, including for the relevant age group.

The Study Area population is expected to grow from 181,609 persons in 2021 to around 234,503 persons in 2046, representing an increase of around 52,894 persons. The resident population aged 15-19 (the relevant age group) is expected to grow by around 2,547 residents over the same period.

Table 3.1: Projected Population by Relevant Age Group, Study Area, 2021 to 2046

	2021	2026	2031	2036	2041	2046	Incr. 2021-46
Aged 15-19 (persons)	12,521	14,473	14,657	14,156	14,640	15,068	*2,547*
All Other Ages (persons)	169,088	178,607	190,062	201,883	211,025	219,435	*50,347*
Total (persons)	**181,609**	**193,080**	**204,718**	**216,039**	**225,665**	**234,503**	***52,894***

Source: QGSO Population Projections by SA2 Medium Series (2023) by age by sex rebased with ABS Estimated Population at June 2023.

3.2 Socio-economic Characteristics

3.2.1 Education and Employment

Table 3.2 sets out a summary of selected education and employment characteristics of Study Area residents, benchmarked against Queensland. Key insights include:

- A lower proportion of Study Area residents aged 15-19 are attending secondary school (50.3%) compared to the Queensland level (54.8%).
- The Study Area had a higher proportion of residents whose highest level of educational attainment is a Certificate III or IV (16.7%) than Queensland (15.4%).
- Participation in vocational tertiary studies for 15–19-year-olds is around the Queensland level.
- The Study Area had a slightly lower proportion of residents who have completed year 12 or equivalent (42.7%) compared to Queensland (44.7%).

- The Study Area had a lower proportion of residents aged 15-19 who were fully engaged with study (63.9%) compared to Queensland (67.7%).
- The Study Area had a higher proportion of residents aged 15-19 employed in the Retail Trade and Accommodation and Food Services sectors (32%) than Queensland (29.1%).

Table 3.2: Selected Education and Employment Characteristics, Study Area and QLD, 2021

	Study Area		QLD	
	Age 15-19	Total	Age 15-19	Total
Current Education				
Private Secondary	25.7%	3.6%	22.7%	2.8%
Public (Government) Secondary	24.6%	3.4%	32.1%	4.1%
Vocational Tertiary	4.5%	2.0%	4.7%	2.1%
University Tertiary	12.4%	5.0%	12.1%	4.3%
Other	1.3%	11.0%	1.0%	10.8%
Not Attending an Educational Institution	24.1%	67.1%	21.5%	69.5%
Not Stated	7.3%	8.0%	5.8%	6.4%
Highest Level of Educational Attainment				
Years 9 and Below	18.5%	5.3%	19.1%	5.5%
Certificate I & II	0.0%	0.1%	0.2%	0.1%
Years 10 and above	65.8%	27.4%	63.3%	25.5%
Certificate III & IV	6.2%	16.7%	7.6%	15.4%
Diploma / Advanced Diploma	0.5%	6.7%	1.7%	7.7%
Bachelor Degree	-	10.5%	0.1%	12.2%
Graduate Diploma	-	1.6%	0.0%	1.8%
Postgraduate Degree	-	2.9%	0.0%	3.8%
Not Stated / Inadequately Described	9.0%	9.7%	8.1%	9.4%
Not Applicable (aged 0-14)	-	19.2%	-	18.7%
Highest Year of School Completed				
Year 12 or equivalent	34.5%	42.7%	32.1%	55.0%
Year 11 or equivalent	18.1%	6.5%	19.3%	7.4%
Year 10 or equivalent	21.4%	17.7%	23.0%	21.2%
Year 9 or equivalent	16.2%	3.9%	16.6%	4.8%
Year 8 or below	2.5%	2.9%	3.0%	3.9%
Did not go to school	0.2%	0.4%	0.1%	0.6%
Not stated	7.1%	6.7%	5.8%	7.1%
Not Applicable (aged 0-14)	-	19.2%	-	18.7%
Engaged in Employment or Education				
Fully Engaged - Study	63.9%	6.9%	67.7%	6.7%
Fully Engaged - Employment	9.6%	30.3%	8.0%	27.5%
Fully Engaged - Other/Mix	2.6%	1.6%	2.6%	1.7%
Partly Engaged - Study	1.2%	0.6%	1.2%	0.7%

	Study Area		QLD	
	Age 15-19	Total	Age 15-19	Total
Partly Engaged - Employment	7.1%	10.9%	6.1%	11.6%
Partly Engaged - Other/Mix	1.0%	2.6%	1.7%	3.4%
Not Engaged	7.6%	20.8%	7.3%	24.1%
Not Stated / Inadequately Described	7.0%	7.0%	5.3%	5.6%
Not applicable (aged 0-14)	-	19.2%	-	18.7%
Employment by Industry				
Agriculture, Forestry and Fishing	0.1%	0.2%	0.8%	1.5%
Mining	0.1%	1.3%	0.2%	1.3%
Manufacturing	1.7%	2.1%	2.0%	3.3%
Electricity, Gas, Water and Waste Services	0.1%	0.7%	0.1%	0.7%
Construction	2.8%	4.1%	3.1%	5.3%
Wholesale Trade	0.2%	0.9%	0.6%	1.4%
Retail Trade	12.2%	4.6%	11.5%	5.4%
Accommodation and Food Services	19.8%	3.7%	17.6%	4.2%
Transport, Postal and Warehousing	0.5%	2.1%	0.6%	2.8%
Information Media and Telecommunications	0.2%	0.4%	0.3%	0.6%
Financial and Insurance Services	0.0%	0.7%	0.2%	1.5%
Rental, Hiring and Real Estate Services	0.2%	0.7%	0.3%	1.0%
Professional, Scientific and Technical Services	0.7%	2.2%	0.7%	3.9%
Administrative and Support Services	0.6%	1.3%	0.8%	2.0%
Public Administration and Safety	1.6%	6.3%	0.5%	3.6%
Education and Training	1.8%	4.6%	1.6%	5.2%
Health Care and Social Assistance	2.3%	8.7%	2.2%	9.0%
Arts and Recreation Services	1.8%	0.7%	1.3%	0.9%
Other Services	2.1%	1.9%	1.7%	2.3%
Inadequately described	1.2%	1.2%	1.1%	1.8%
Not stated	0.6%	0.5%	0.8%	0.8%
Not applicable (not employed)	49.4%	51.1%	52.1%	41.7%

Source: ABS Census 2021 via Tablebuilder.

Based on the above, it is estimated that demand for vocational study opportunities and traineeships is likely to be slightly higher in the Study Area compared to Queensland. There is also an opportunity to reduce the higher proportion of disengaged residents aged 15-19 through the provision of alternative education pathways.

3.3 Forecast Employment

Table 3.3 sets out forecast working population (employment) in the Townsville LGA by industry from 2021 to 2041. Employment projections are not available at the SA2 level to reflect the Study Area, however LGA data is considered a useful proxy. Key insights include:

- The largest industries (by employment) in the Townsville LGA in 2021 were Health Care and Social Assistance (19.1% of total jobs), Public Administration and Safety (13.8%), Education and Training (10.4%), and Retail Trade (10.1%).
- The Manufacturing and Construction sectors combined represent around 12.4% of total jobs in the Townsville LGA.
- A large increase is forecast in the number of Health Care and Social Assistance jobs and Public Administration and Safety jobs between 2021 and 2041 (8,492 and 4,055 respectively); and
- Moderate increases are projected in the Manufacturing and Construction sectors (2,388 and 1,773 jobs respectively).

Provision of education and training opportunities facilitated by the proposed BUSY School will contribute to achieving employment growth in the region.

Table 3.3: Forecast Working Population by Industry, Townsville LGA, 2021 to 2041

	2021	2026	2031	2036	2041	Incr. 2021-41
Agriculture, Forestry and Fishing	530	545	566	587	609	79
Mining	665	727	828	950	1,086	422
Manufacturing	3,947	4,275	4,824	5,524	6,335	2,388
Electricity, Gas, Water and Waste Services	1,330	1,515	1,808	2,082	2,302	972
Construction	6,792	7,512	7,949	8,285	8,565	1,773
Wholesale Trade	1,750	1,806	1,869	1,933	2,001	251
Retail Trade	8,745	8,668	8,600	8,538	8,441	-305
Accommodation and Food Services	7,020	7,408	7,792	8,184	8,547	1,527
Transport, Postal and Warehousing	3,917	4,099	4,294	4,466	4,635	718
Information Media and Telecommunications	754	803	857	904	950	196
Financial and Insurance Services	1,286	1,213	1,188	1,245	1,336	50
Rental, Hiring and Real Estate Services	1,296	1,518	1,752	1,983	2,240	944
Professional, Scientific and Technical Services	4,200	4,832	5,502	6,186	6,991	2,791
Administrative and Support Services	2,102	2,405	2,734	3,072	3,450	1,348
Public Administration and Safety	11,942	12,891	13,890	14,948	15,997	4,055
Education and Training	9,043	9,960	10,962	11,981	12,946	3,903
Health Care and Social Assistance	16,545	18,533	20,678	22,899	25,037	8,492
Arts and Recreation Services	1,251	1,308	1,373	1,447	1,523	271
Other Services	3,672	3,815	3,973	4,134	4,284	612
Working Population (Employees)	**86,787**	**93,832**	**101,439**	**109,348**	**117,275**	**30,488**

Source: Foresight Partners' estimates based on QGSO Employment Projections rebased with 2021 ABS Census data. Not stated/inadequately described responses were redistributed based on known proportions by sector.

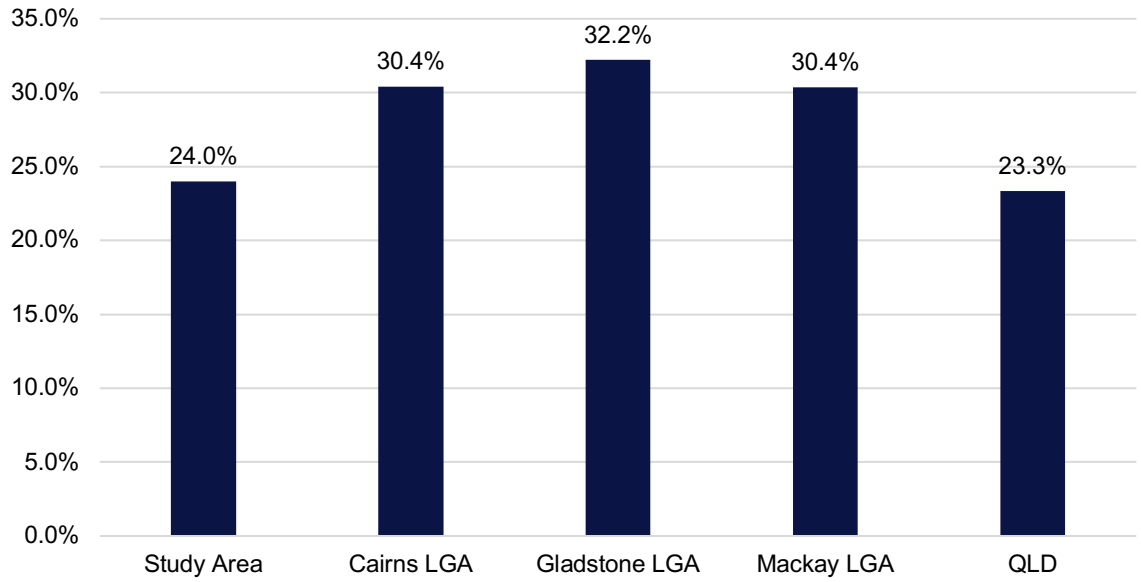
3.4 School Completion Rate

Figure 3.1 sets out the proportion of residents aged 18-20 who have not completed year 12 as at June 2021.

The Study Area performs better than the selected LGAs in terms of year 12 completion rates, but slightly worse than Queensland overall.

Alternative education pathways are important to maintain, and potentially boost, year 12 completion rates observed in the Study Area. This is particularly relevant as the proposal will only accept students who are disengaged with traditional education channels (under legislation).

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



Source: ABS Census 2021 via Tablebuilder.

4. DEMAND

This section analyses the indicators of demand for alternative education pathways, including participation rates of VET programs and apprenticeships and traineeships in the Study Area. Demand for VET enrolments by school students is also forecast to 2041.

4.1 Students

Data from the National Centre for Vocational and Educational Research (NCVER) was extracted to analyse the VET participation levels of school students by age and location.

The number of school students participating in VET programs from 2021 to 2023 for selected LGAs is shown in Table 4.1. This data excludes persons aged 15-19 participating in VET programs who are not attending secondary school.

Within the Study Area, there were a total of 3,835 school students aged 15-19 participating in VET programs in 2023. This comprised 290 apprentices / trainees and 3,545 other VET participants. This is the equivalent of around 29.4% of the total Study Area population in this age group. This is only slightly lower than the Queensland level (30.5%).

It is relevant to note that the Study Area has a slightly lower proportion of resident employment within fields typically requiring VET qualifications (e.g. construction) than Queensland (Table 3.2). This implies that there may be an opportunity for additional trade-specific educational facilities in the Study Area to meet regional employment growth in these sectors.

Table 4.1: School Students Aged 15-19 in VET Programs, Study Area and Selected SA3s, 2021 to 2023

	2021		2022		2023	
LGA	Apprentice / Traineeship	Other VET	Apprentice/ Traineeship	Other VET	Apprentice / Traineeship	Other VET
Study Area	250	3,560	250	3,080	290	3,545
Mackay SA3	140	2,270	150	2,030	200	2,100
Cairns South SA3	225	1,685	235	1,820	240	1,935
QLD	**12,570**	**90,210**	**12,840**	**86,275**	**13,520**	**92,525**

Source: NCVER via Databuilder. Figures are rounded. Excludes persons aged 15-19 participating in VET programs who are not attending secondary school.

4.2 Enrolments

Table 4.2 sets out the total enrolments in VET programs by secondary school students aged 15-19 in selected areas from 2021 to 2023. It is relevant to note that one student could account for more than one enrolment. This data excludes persons aged 15-19 participating in VET programs who are not attending secondary school.

The number of enrolments (by school students aged 15-19) in apprenticeships / traineeships in the Study Area has grown since 2021, but the total number of enrolments in

other VET programs dipped significantly in 2022, before recovering in 2023. This trend was also present at the Queensland level.

Table 4.2: Enrolments in VET Programs by School Students Aged 15-19, Selected Areas, 2021 to 2023

	2021		2022		2023	
	Apprentice / Traineeships	Other VET	Apprentice / Traineeships	Other VET	Apprentice / Traineeships	Other VET
Study Area	370	7,310	395	6,145	390	7,165
Mackay SA3	180	4,215	225	3,535	260	3,675
Cairns South SA3	280	3,585	355	3,415	330	3,695
QLD	15,120	171,600	16,425	153,440	16,735	167,950

Source: NCVER via Databuilder. Figures are rounded. Excludes persons aged 15-19 participating in VET programs who are not attending secondary school.

4.3 Apprenticeships and Traineeships by Industry Sector

Commencements of apprenticeships/traineeships in the Study Area were investigated to evaluate growth over time and the proportion by industry sector (Table 4.3). This data illustrates participation in trade-specific industry training relative to other sectors. It includes all persons, regardless of school enrolment or age group.

The industry sectors which accounted for the most commencements of apprenticeships and traineeships in YE March 2024 were Construction (330, or ~21%) and Health Care and Social Assistance (270, or ~17%).

BUSY Schools typically facilitate VET qualifications a range of sectors which would support pathways to apprenticeships/traineeships and eventual employment.

Table 4.3: Commencements of Apprenticeships/Traineeships by Industry, Study Area, 2020 to 2024

	YE March 2020	YE Mar 2021	YE Mar 2022	YE Mar 2023	YE Mar 2024
Agriculture, Forestry and Fishing	5	15	15	15	15
Mining	40	70	35	30	30
Manufacturing	105	110	165	230	140
Electricity, Gas, Water and Waste Services	30	30	35	30	35
Construction	305	345	485	375	330
Wholesale Trade	0	10	45	65	25
Retail Trade	50	65	115	65	30
Accommodation	195	215	315	165	110
Transport, Postal and Warehousing	15	70	50	110	65
Information Media and Telecommunication	0	0	0	0	0
Financial and Insurance Services	0	0	5	0	0
Rental, Hiring and Real Estate Services	0	5	45	20	5

	YE March 2020	YE Mar 2021	YE Mar 2022	YE Mar 2023	YE Mar 2024
Professional, Scientific and Technical Services	35	40	95	65	45
Administrative and Support Services	120	95	180	140	160
Public Administration and Safety	90	55	60	90	90
Education and Training	10	10	20	10	15
Health Care and Social Assistance	150	205	275	255	270
Arts and Recreation Services	20	25	50	10	0
Other Services	145	180	220	185	210
Total	**1,315**	**1,545**	**2,210**	**1,860**	**1,575**

Source: NCVER via Databuilder. Note: NCVER data is rounded to nearest 5. Data is not directly comparable with Table 4.2 (due to age and school enrolment considerations).

4.4 Forecast Demand

Table 4.4 sets out the forecast number of enrolments in VET programs (including apprenticeships/traineeships) by school students aged 15-19 in the Study Area.

Demand forecasts are Foresight Partners' estimates based on the following:

- Forecast population of residents aged 15-19 in the Study Area;
- Estimates of the proportion of Study Area residents aged 15-19 likely to enrol in VET programs, based on trends in participation rates; and
- The proportion of Study Area VET enrolments in a trade-related sector (see note beneath Table 4.4).

The number of VET enrolments in trade-related industries grew from 1,465 enrolments in 2021 to 1,800 enrolments in 2023. With short-term population growth, this is expected to increase to around 2,025 enrolments by 2026, and 2,415 enrolments by 2041.

Accounting for growth in other industries, it is estimated that the total number of enrolments will grow from around 7,685 in 2021 to:

- 8,685 enrolments in 2026; and
- 9,370 enrolments in 2041.

This represents an increase of around 1,685 enrolments (2021 to 2041), which illustrates the growing demand for VET programs by school students in the 15-19 age group in the Study Area.

Table 4.4: Forecast VET Enrolments, School Students Aged 15-19, Study Area, 2021 to 2041

	Historic			Projected			
	2021	**2022**	**2023**	**2026**	**2031**	**2036**	**2041**
Enrolments in Trade Related Industries*	1,465	1,505	1,800	2,025	2,125	2,195	2,415
Other VET Enrolments	6,220	5,015	5,760	6,660	6,960	6,725	6,955
Total VET Enrolments by School Students Aged 15-19	**7,685**	**6,520**	**7,560**	**8,685**	**9,085**	**8,920**	**9,370**

Source: NCVER via Databuilder. *Trade related industries include *Engineering and related technologies* and *Architecture and building*. Figures may not add due to rounding.

5. NEED ASSESSMENT

5.1 Need

Need for the proposed development is demonstrated by the following:

- The population of residents aged 15-19 in the Study Area is expected to grow by around 2,547 persons between 2021 and 2046.
- The Study Area exhibits lower levels of secondary school attendance and lower levels of engagement with study (residents aged 15-19).
- To meet substantial increases in employment in the Manufacturing and Construction sectors, additional trade-based education pathways are required.
- The number of school-attending VET participants (aged 15-19) in the Study Area has increased between 2021 and 2023.
- The number of enrolments in trade-related VET programs by Study Area school students (aged 15-19) grew significantly from 1,465 enrolments in 2021 to 1,800 enrolments in 2023. With population growth, demand is anticipated to increase.
- There is a need for additional educational establishments providing VET courses to address demand growth.
- The proposal will provide a point of difference from existing educational facilities and only cater to a specific vulnerable community segment (disengaged youth).
- Alternative education pathways are important to maintain the relatively high year 12 completion rates observed in the region. This is particularly relevant as the proposal will only accept students who are disengaged with traditional education channels (under legislation).

5.2 Community Benefits

Community benefits of the proposed development include:

- The proposed Educational Establishment at the subject site would encourage skill development and linkages with local businesses, facilitating potential employment pathways.
- Proximity of the subject development to industrial businesses would result in synergistic benefits as students have access to businesses and skill development opportunities, and local businesses have increased access to a stream of skilled labour.
- Helping to address skills and employment shortages in trade industries.
- Increasing the workforce participation rate.
- Re-engaging youth with education and improving employment outlooks, benefiting both the individual and the economy as a whole.

- Addressing the socio-economic barrier to education by providing alternative education pathways catered specifically to at-risk and disengaged youths.

5.3 Conclusion

The proposed development represents a substantial net benefit to the Townsville region. It is concluded that there is a strong economic and community need for the proposed development, which would improve the potential education and employment outcomes of the youth in Townsville.

Traffic Impact Assessment

To	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

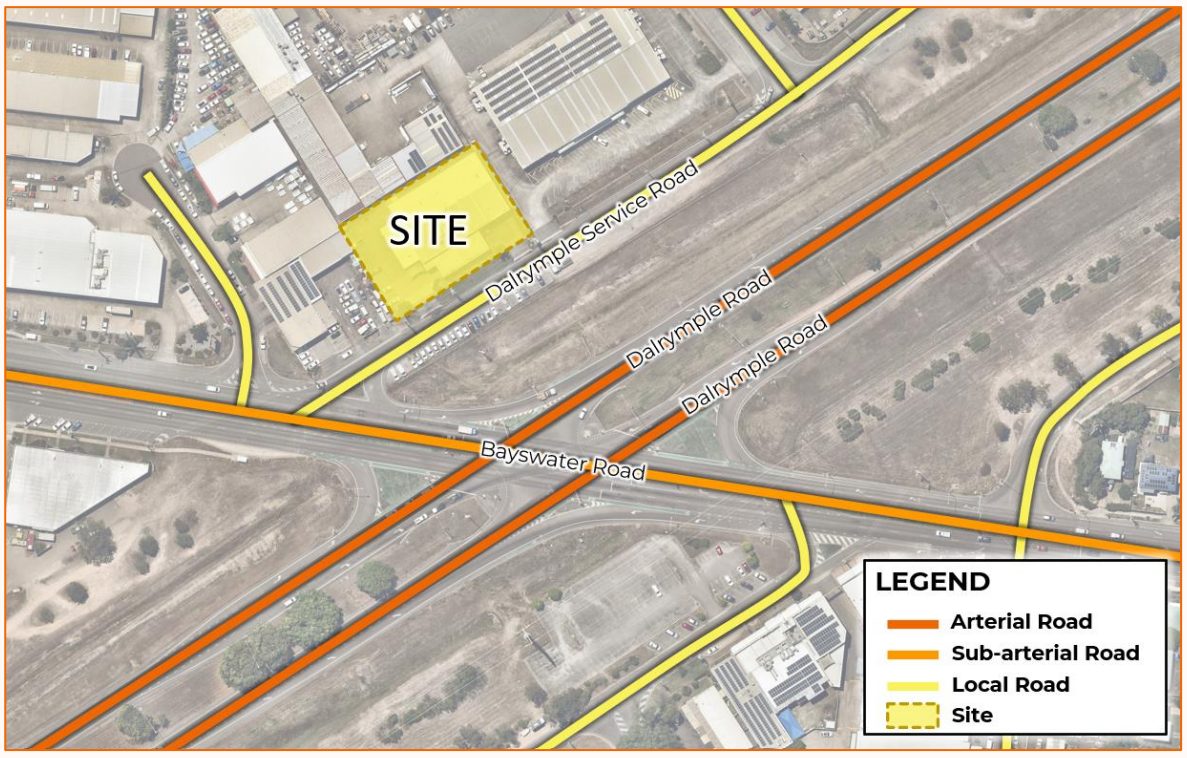
The development site is located at 153 Dalrymple Service Road, Garbutt and is bound by Dalrymple Service Road to the south.

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

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 on-street line marked bays. The site also has a loading area with dedicated on-site refuse collection facilities.

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.

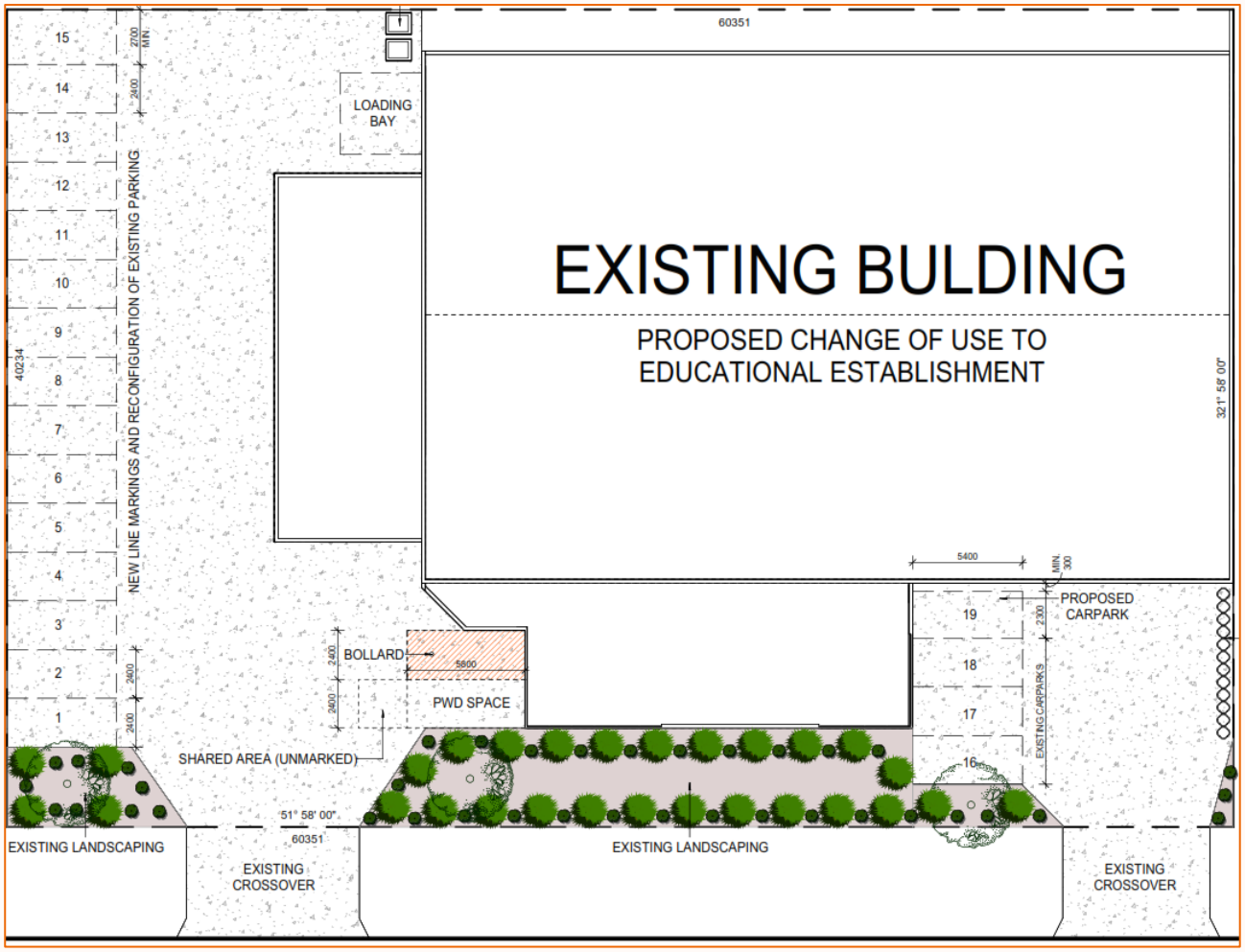
The existing facility features a total of 1,485 sq.m, comprising of a main auditorium, offices, café, food preparation areas, amenities and two training rooms contained within a mezzanine level.

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,

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 1,485m² 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:

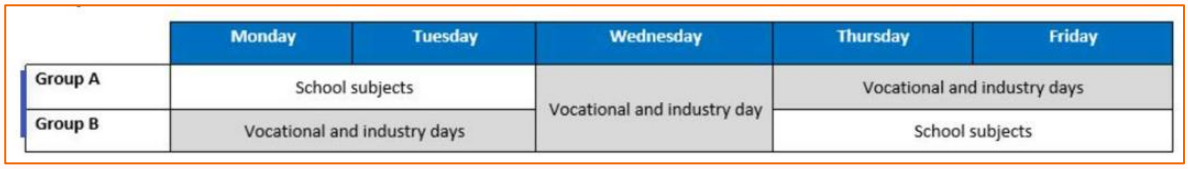
- **Group A**: On-campus for school subjects on Monday and Tuesday.
- **Group B**: On-campus for school subjects on Thursday and Friday.
- **Wednesday**: Dedicated to vocational and industry-based learning for all students.

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



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.

Table 3-1 Crossover and Driveway Design Compliance

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

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**.

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 Req.	Existing Sight Distance		Compliant
		Left	Right	
Western Crossover	45m	+100m	77m	✓
Eastern Crossover		+100m	+100m	✓

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

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 & Bayswater Rd	Bridgestone Select Tyre & Auto	Mechanic	Weekdays: 8:00 am–5:00 pm Saturday: 8:00 am–11:00 am

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.

Table 4-3 Nearmap Assessment

Date	Observed	Max Capacity	Occupancy	Availability
Tues, Jun 2016	24	25	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		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**

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.

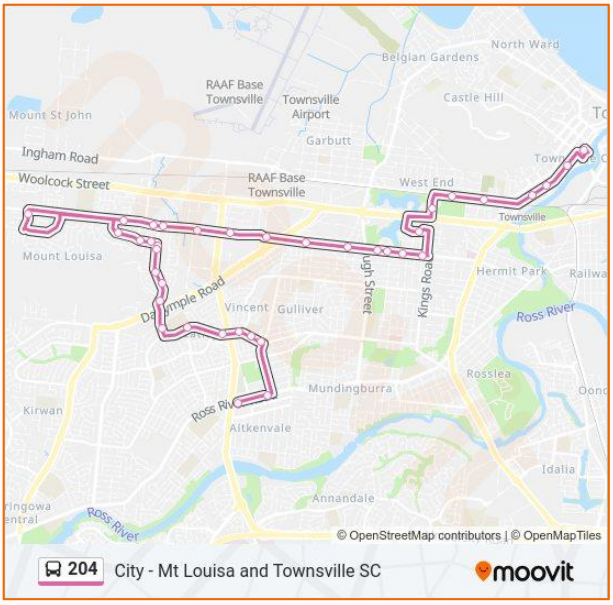
Given the student age bracket and many students attaining driving licences, it is also expected that a portion of students will collect friends on the way to school and undertake carpooling trips to the facility.

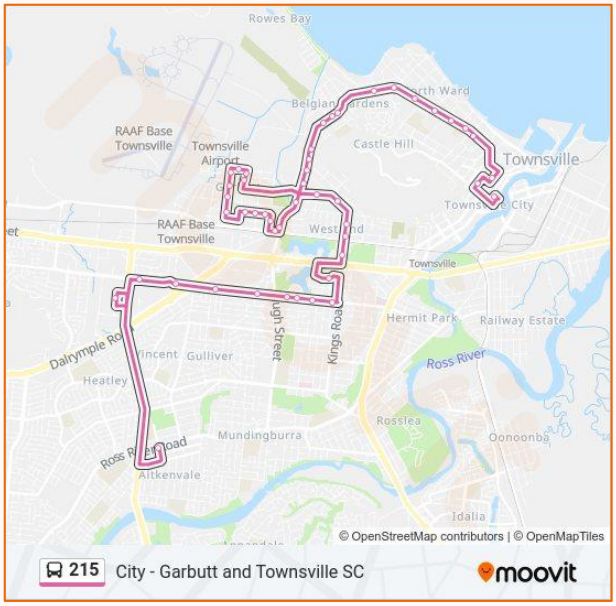
Public Transport

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

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,

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.

Table 4-4 Car Park Design Compliance

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

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 drop-off 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

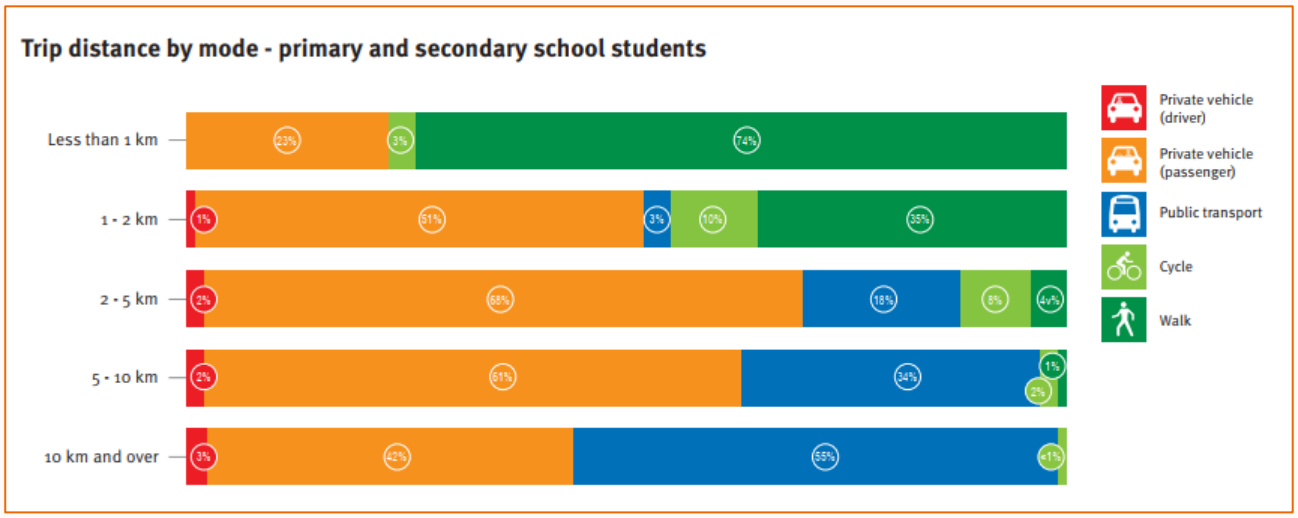
A 2.5m x 2m pedestrian sight triangle is required to be maintained from the property boundary in accordance with *AS2890.1*. This required pedestrian sight triangle is provided at both access locations

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.

Figure 5-1 : Trip Distance by Mode (Source: DTMR 2012)



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 + Walk**
% of Student	2%	68%	18%	12%

# 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 Students	
Mode	**Private (Driver)**	**Private (Passenger)**	**Bus**	**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

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.

Table 5-6 Directional Trips

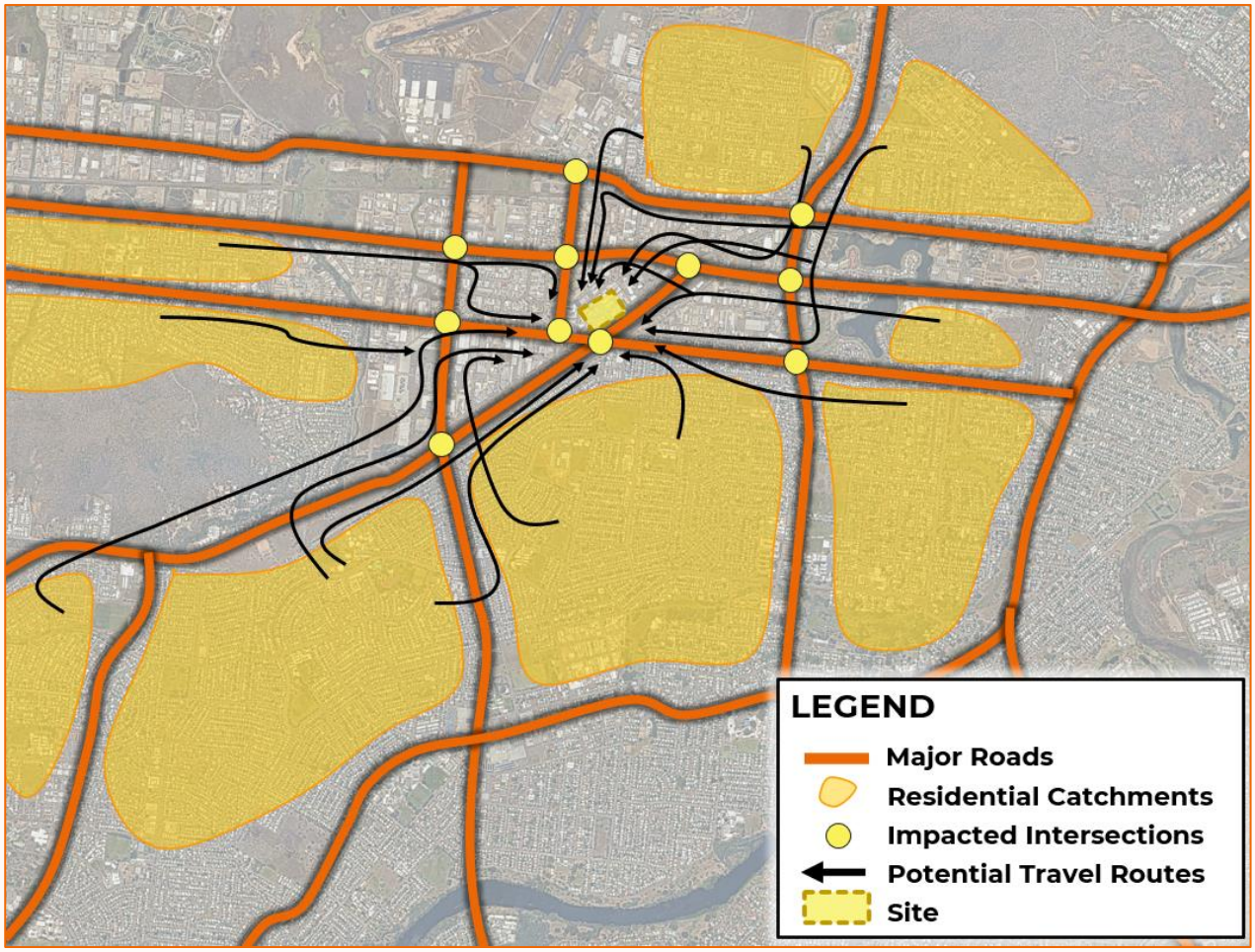
Land Use	Yield	AM		PM	
		IN	OUT	IN	OUT
EXISTING					
Church	30 patrons 26 via private vehicle (85%) **19 vehicles** (1.4 occ.)	19 vph	19 vph	19 vph	19 vph
PROPOSED					
The BUSY School	Student (Private) – 3 veh	3 vph	0 vph	0 vph	3 vph
	Student (Drop-off) – 69 pax	69 vph	69 vph	69 vph	69 vph
	Staff – 15 veh	15 vph	0 vph	0 vph	15 vph
NET PEAK TRAFFIC		**68 vph**	**50 vph**	**50 vph**	**68 vph**

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.

6 Summary

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

Item	Findings
Existing Conditions	▸ The site is identified as a Low Impact Industry zone and is currently operated by a youth church ▸ Two bus stops are located within 400m from the site
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	The proposed access is compliant with TCC AS with respect to: ▸ **Access location** – sufficient more than 6m separation to adjacent crossovers and sufficed separation to infrastructure. ▸ **Crossover design** – Crossover widths in accordance with AS2890.2 and SD-030. ▸ **Sight distance** – Achieves adequate sight distance in both directions
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 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.

Velocity is of the opinion the proposal is compliant with relevant codes and standards.

Author:

Casey Schackow
Director

Effective Date 26/02/2025

C. Schackow

Approved By:

Harj Singh
Transport Advisor RPEQ 22364

Date Approved 26/02/2025

H. Singh

VELOCITY TRAFFIC ENGINEERING

APPENDIX A

CONCEPT PLANS

GENERAL SITE NOTES

1. SEWERAGE AND/OR SEPTIC TO BE IN ACCORDANCE WITH LOCAL BY-LAWS AND WATER & SEWERAGE ACT AMENDMENT ACT.
2. 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.
3. ALL CUT/FILL EMBANKMENTS, RETAINING WALLS SHOWN AND CONSTRUCTED ARE TO COMPLY WITH COUNCIL POLICY & BCA HOUSING PROVISIONS.
4. 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.
5. PAD CUT TO ALLOW GROUND WATER TO DRAIN AWAY FROM DWELLING ALL ROUND AT 1:20 FALL.
6. ALL BOUNDARY CLEARANCES AND SET OUT DIMENSIONS TO BE VERIFIED PRIOR TO COMMENCEMENT OF WORK.
7. 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 APPLICABLE (IF INCLUDED IN SPEC.)

- METER BOX
- HOTWATER SYSTEM
- CLOTHES LINE
- LETTERBOX
- WATER TANK
- RETAINING WALLS
- FENCES - GATES
- DRIVEWAY - PATH

LINE TYPES

CUT / FILL
RETAINING WALL
BATTERS
BOUNDARY
STEEL BEAM

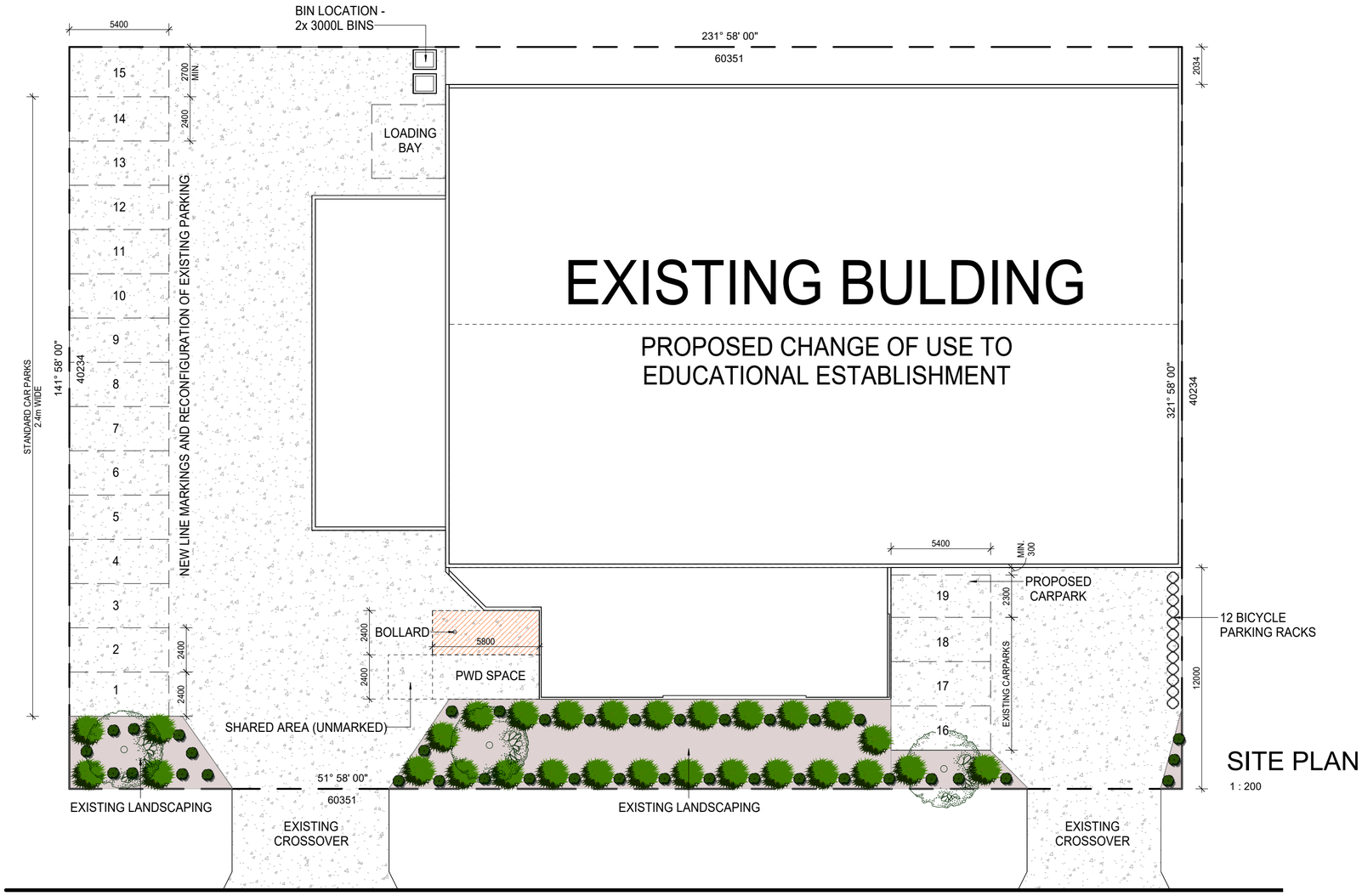
LEGEND

—W—W—W— WATER PIPE
—S—S—S— SEWER PIPE
—SW—SW—SW— STORMWATER PIPE
STORMWATER PIT
WATER HYDRANT
SEWER HOUSE CONNECTION
SEWER PIT

SITE AREA	2428 m²
SITE COVER	REMAIN UNCHANGED

AREA SCHEDULE

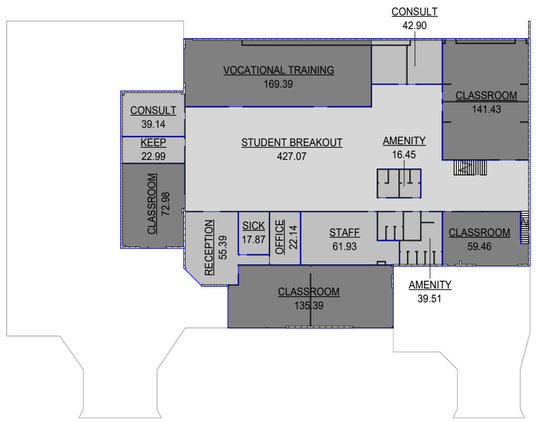
LEVEL	NAME	AREA
GROUND FLOOR	AMENITY	55.96
GROUND FLOOR	CLASSROOM	409.25
GROUND FLOOR	CONSULT	82.05
GROUND FLOOR	KEEP	22.99
GROUND FLOOR	OFFICE	22.14
GROUND FLOOR	RECEPTION	55.39
GROUND FLOOR	SICK	17.87
GROUND FLOOR	STAFF	61.93
GROUND FLOOR	STUDENT BREAKOUT	427.07
GROUND FLOOR	VOCATIONAL TRAINING	169.39
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

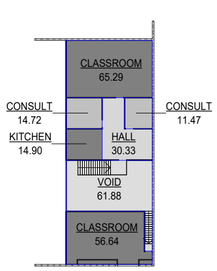


SITE PLAN

1 : 200

DALRYMPLE SERVICE ROAD





PACIFIK
PACIFIK DESIGN STUDIO
E: INFO@PACIFIK.COM.AU
T: 0730 763 859
M: 0434 265 004
W: WWW.PACIFIK.COM.AU
A: 42 MANILLA ST, EAST BRISBANE
QBCC LIC #: 15064535

REV	DATE	REVISION DESCRIPTION	BY
1	25/02/25	CHANGE OF USE CONCEPT PLAN	PK
2			
3			
4			
5			
6			
7			

DRAWING NAME: SITE PLAN

CLIENT: BUSY SCHOOLS
SITE ADDRESS: 153 DALRYMPLE ROAD - GARBUTT
REAL PROPERTY DESCRIPTION: LOT 1 ON SP145199

SCALE: As indicated @ A2
WIND: TBA
DATE: 25/02/25
JOB #: 25703
SHEET #: 02
NORTH

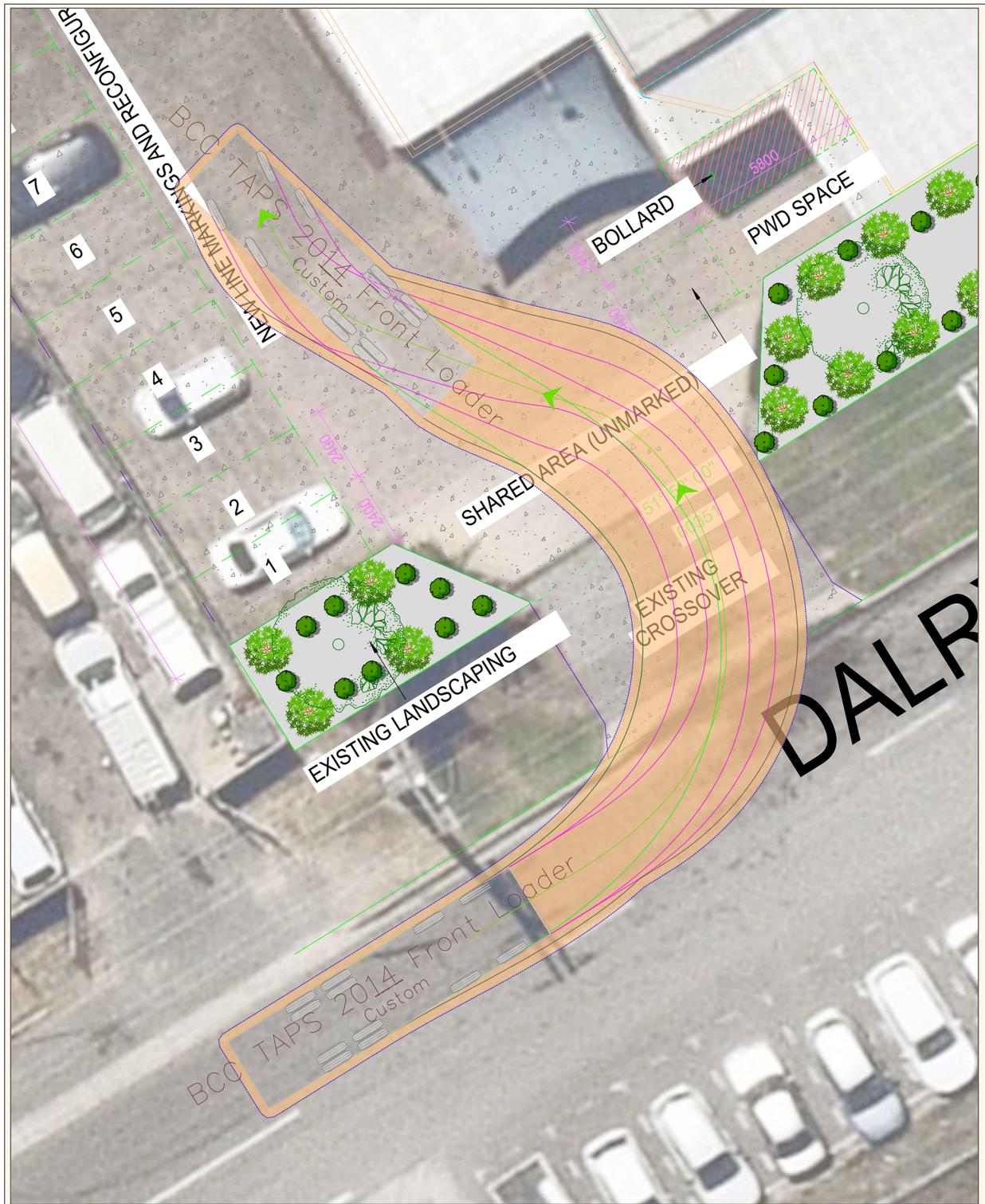
0 mm 50 mm 100 mm

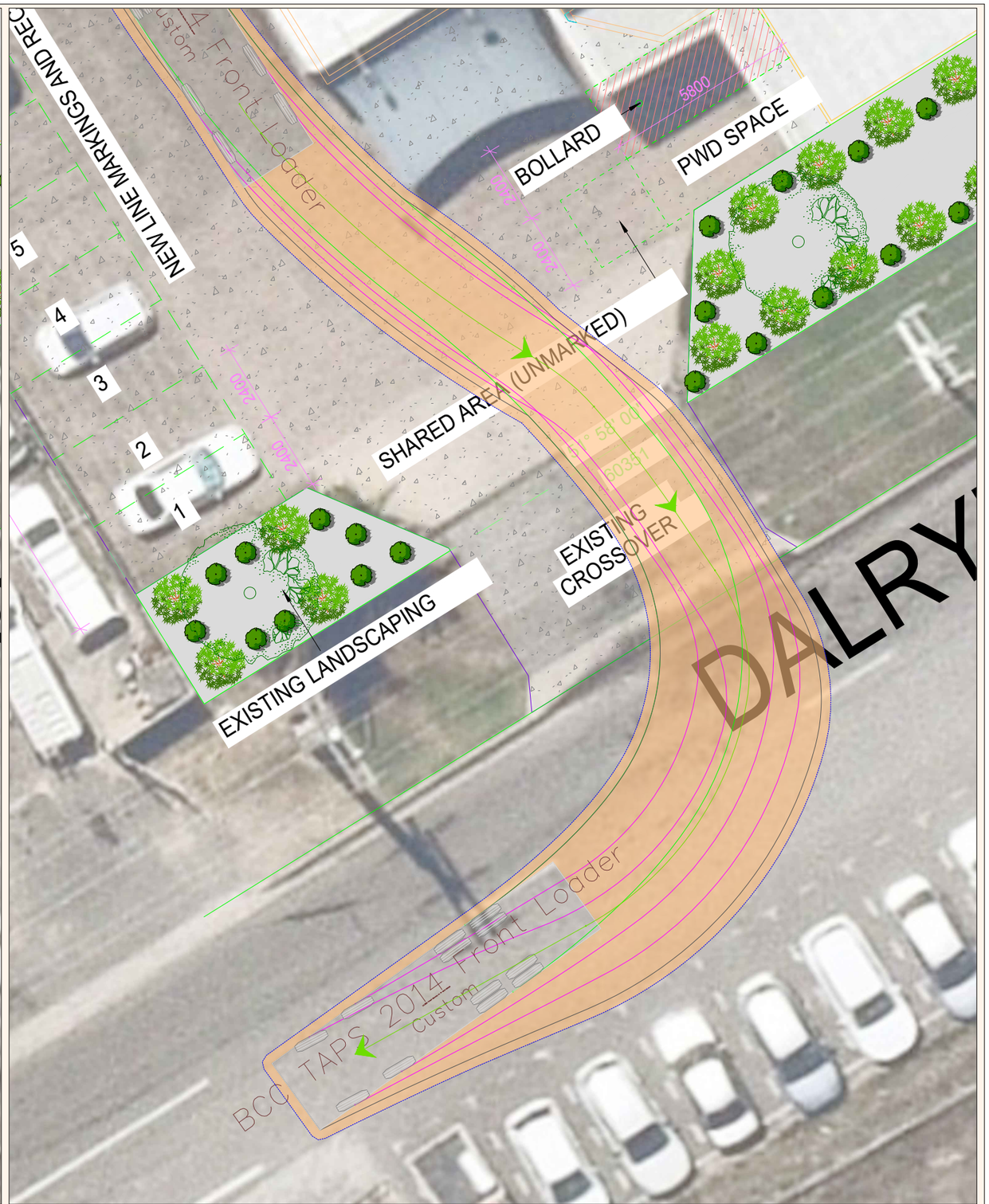
PRELIMINARY DRAWING - NOT FOR CONSTRUCTION

VELOCITY TRAFFIC ENGINEERING

APPENDIX B

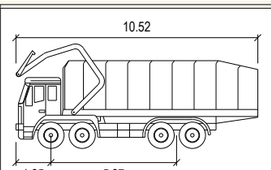
SWEPT PATH ASSESSMENT





SWEPT PATH LEGEND

- VEHICLE BODY
- FRONT TIRES
- REAR TIRES
- VEHICLE PATH
- VEHICLE CLEARANCE (300mm)
- VEHICLE



TAPS Code Front Lift

Meters

Width	:	2.50
Track	:	2.50
Lock to Lock Time	:	6.0
Steering Angle	:	31.0
Travel Height	:	4.20
Operating Height	:	6.0

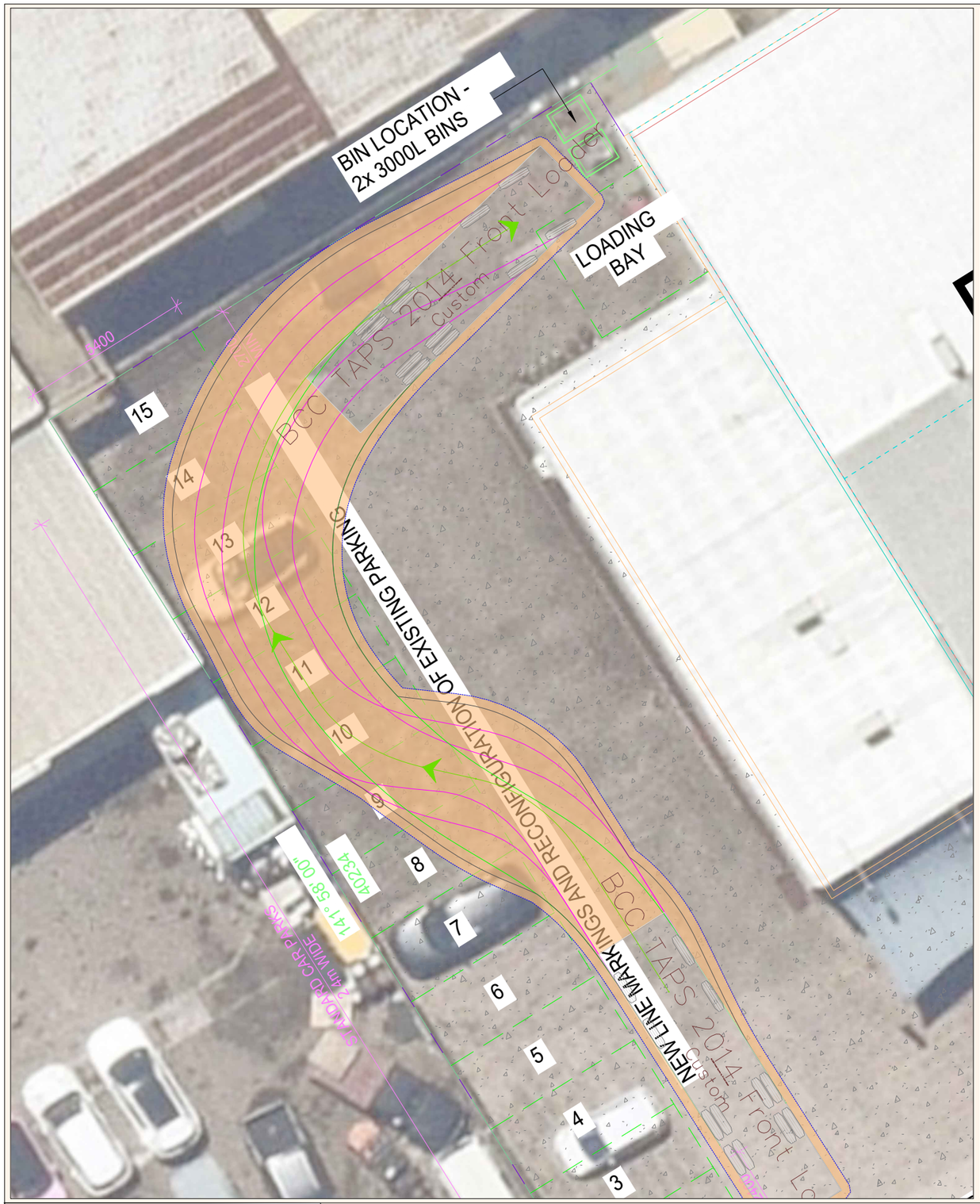
Velocity Traffic Engineering

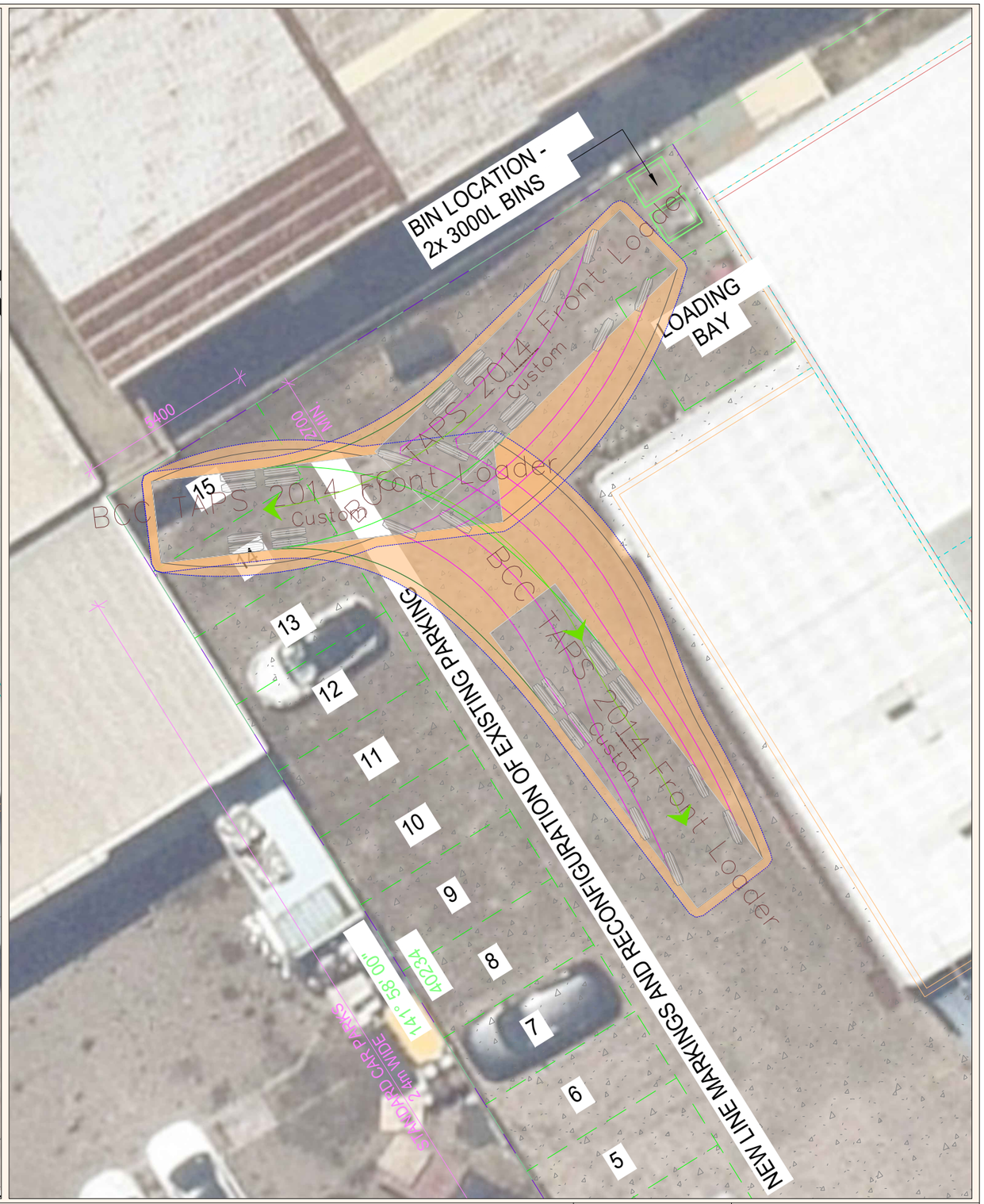
Velocity Traffic Engineering
T 0413482746
ABN 94 658 980 208

THE BUSY SCHOOL
153 DALRYMPLE ROAD, GARBUTT
SWEPT PATH - RCV
LEFT: ENTRY
RIGHT: EXIT

Drawn	Date	Scale	Size
C.Schackow	26/02/2025	1:100	A3

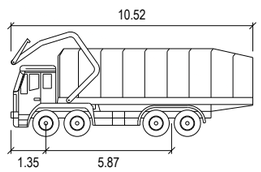
Drawing Number SK01 Rev A





SWEPT PATH LEGEND

- VEHICLE BODY
- FRONT TIRES
- REAR TIRES
- VEHICLE PATH
- VEHICLE CLEARANCE (300mm)
- VEHICLE



TAPS Code Front Lift

	Meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 31.0
Travel Height	: 4.20
Operating Height	: 6.0

Velocity Traffic Engineering
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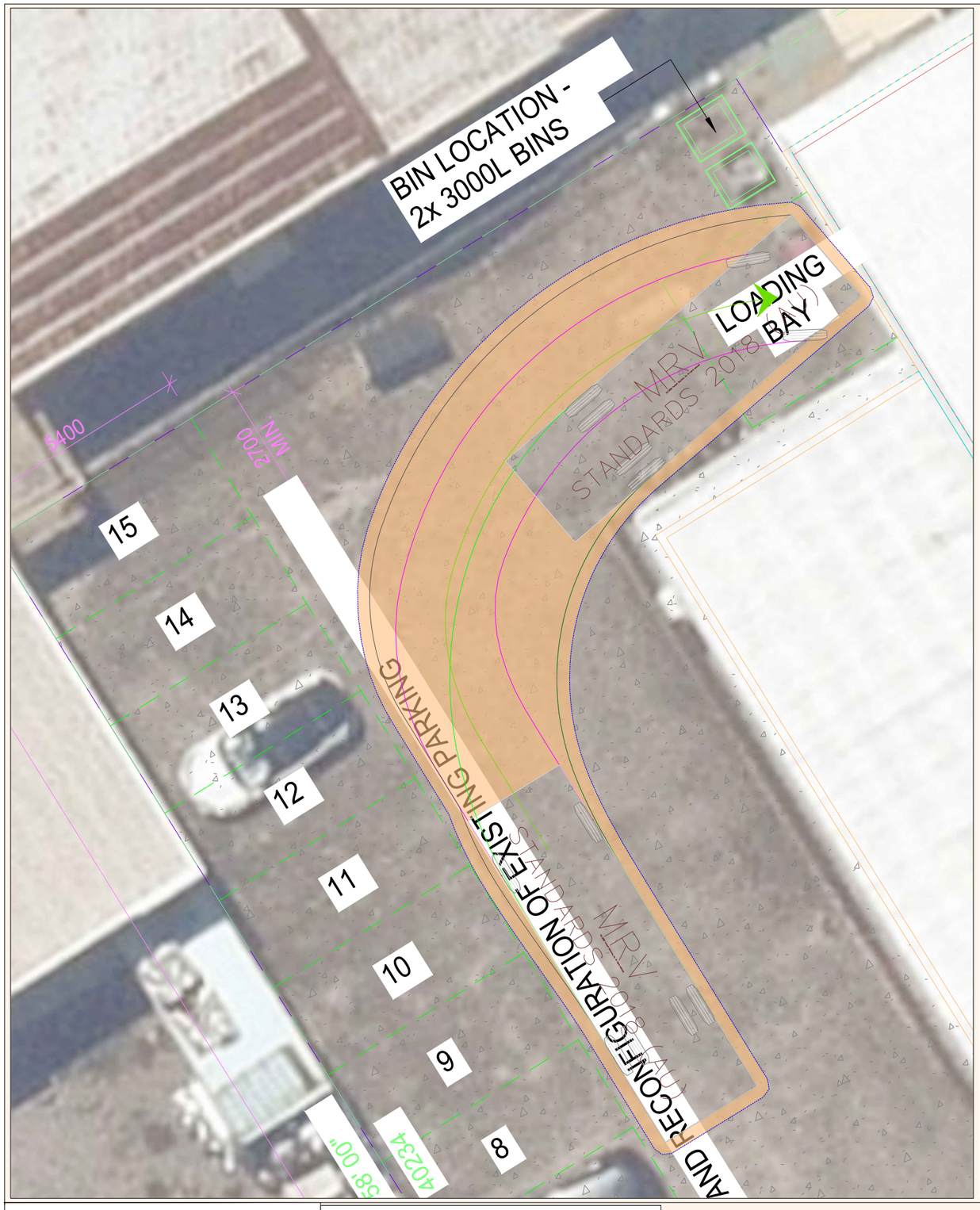
ABN 94 658 980 208

THE BUSY SCHOOL
153 DALRYMPLE ROAD, GARBUTT
SWEPT PATH - RCV
LEFT: SERVICE ENTRY
RIGHT: SERVICE EXIT

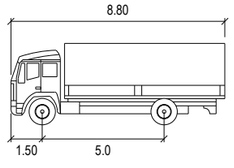
Drawn	Date	Scale	Size
C.Schackow	26/02/2025	1:100	A3

Drawing Number SK02 | Rev A



SWEPT PATH LEGEND

- VEHICLE BODY
- FRONT TIRES
- REAR TIRES
- VEHICLE PATH
- VEHICLE CLEARANCE (300mm)
- VEHICLE



MRV

	Meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

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THE BUSY SCHOOL

153 DALRYMPLE ROAD, GARBUTT
SWEPT PATH - MRV
LEFT: SERVICE ENTRY
RIGHT: SERVICE EXIT

Drawn	Date	Scale	Size
C.Schackow	26/02/2025	1:100	A3

Drawing Number SK03 Rev A

VELOCITY TRAFFIC ENGINEERING

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		
PO1 The location of the development does not create a safety hazard for users of the **state-controlled road.**	**AO1.1** Development is not located in a **state-controlled road**. AND **AO1.2** Development can be maintained without requiring access to a **state-controlled road**.	**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 infrastructure**.	No acceptable outcome is prescribed.	**Complies with PO2** The proposed development will not adversely impact the conditions of the state-controlled road. The existing site is only being retrofitted, and no external modifications will be made.
PO3 The location of the development does not obstruct **road transport infrastructure** or adversely impact the operating performance of the **state-controlled road**.	No acceptable outcome is prescribed.	**Complies with PO3** The proposed development will not adversely impact the infrastructure and operations of the state-controlled road.

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

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

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 **lawful point of discharge** to the **state-controlled road**.	
Flooding		
PO12 Development does not result in a material worsening of flooding impacts within a **state-controlled road**.	**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**. 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 **AO12.3** For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (up to a 10% increase) to existing time of submergence of a **state-controlled road**.	N/A

Performance outcomes	Acceptable outcomes	Response
Drainage Infrastructure		
PO13 Drainage infrastructure does not create a safety hazard for users in the **state-controlled road**.	**AO13.1** Drainage infrastructure is wholly contained within the development site, except at the **lawful point of discharge**. AND **AO13.2** Drainage infrastructure can be maintained without requiring access to a **state-controlled road**.	N/A
PO14 Drainage infrastructure associated with, or within, a **state-controlled road** is constructed, and designed to ensure the **structural integrity** 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 within 100 metres of a state-controlled road intersection		
PO15 The location, design and operation of a **new or changed access** to 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.
PO16 The location, design and operation of a **new or changed access** does not adversely impact the **functional requirements** of the **state-controlled road**.	No acceptable outcome is prescribed.	**Complies with PO15** The proposed devel6pment will not adversely impact the safety of the state-controlled road.

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.
PO17 The location, design and operation of a **new or changed access** is consistent with the **future intent** of the **state-controlled road**.	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.
PO18 New or changed access is consistent with the access for the relevant **limited access road policy**: 1. **LAR 1** where direct access is prohibited; or 2. **LAR 2** where access may be permitted, subject to assessment.	No acceptable outcome is prescribed.	**Complies with PO16** 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.
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.
PO20 New or changed access to a **local road** within 100 metres of an intersection with a **state-controlled road** 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 safety of users of **public passenger transport infrastructure**, **public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**Complies with PO21** No changes are being made to how pedestrians will access the site via public transport facilities.
PO22 Development maintains the ability for people to access **public passenger transport infrastructure, public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**Complies with PO22** No changes are being made to how pedestrians will access the site via public transport facilities.
PO23 Development does not adversely impact the operating performance of **public passenger transport infrastructure, public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**Complies with PO23** No changes are being made to how pedestrians will access the site via public transport facilities.
PO24 Development does not adversely impact the **structural integrity** or physical condition of **public passenger transport infrastructure** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**Complies with PO24** No changes are being made to how pedestrians will access the site via public transport facilities.

Table 1.3 Network impacts

Performance outcomes	Acceptable outcomes	Response
PO25 Development does not compromise the safety of users of the **state-controlled road** network.	No acceptable outcome is prescribed.	**Complies with PO25** The proposed development will not adversely impact 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 the operating performance of the **state-controlled road** network.	No acceptable outcome is prescribed.	**Complies with PO25** The proposed development will not adversely impact 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 **state-controlled road** where they can be accommodated on the **local road** network.	No acceptable outcome is prescribed.	**Complies with PO25** The proposed development will not adversely impact 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

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
PO28 Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a **state-controlled road**.	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.	**Complies with PO29** The proposed development does not impede on the delivery of planned upgrades of state-controlled roads.
PO30 Development does not impede delivery of **corridor improvements** located entirely within the **state-controlled road corridor**.	No acceptable outcome is prescribed.	**Complies with PO30** 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 hazard for users of the **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**N/A**
PO32 Development does not adversely impact the operating performance of the **state-controlled road**.	No acceptable outcome is prescribed.	**N/A**
PO33 Development does not undermine, damage or cause subsidence of a **state-controlled road**.	No acceptable outcome is prescribed.	**N/A**
PO34 Development does not cause ground water disturbance in a **state-controlled road**.	No acceptable outcome is prescribed.	**N/A**

Performance outcomes	Acceptable outcomes	Response
PO35 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**
PO36 Filling and excavation associated with the construction of **new or changed access** do not compromise the operation or capacity of existing drainage infrastructure for a **state-controlled road.**	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 residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO37 Development minimises free field noise intrusion from a **state-controlled road.**	**AO37.1** Development provides a noise barrier or 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;	**N/A**

Performance outcomes	Acceptable outcomes	Response
	c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR **AO37.2** Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound. OR **AO37.3** Development provides a **solid gap-free fence** or other **solid gap-free structure** along the full extent of the boundary closest to the **state-controlled road**.	
Involving the creation of 6 or more new residential 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.**	**AO38.1** Development provides noise barrier or 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; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.	N/A

Performance outcomes	Acceptable outcomes	Response
	OR **AO38.2** Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.	
Material change of use (accommodation activity)		
Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor		
PO39 Development minimises noise intrusion from a **state-controlled road** in **private open space**.	**AO39.1** Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for **private open space** at the ground floor level; 2. in accordance with: 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; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR **AO39.2** Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for **private open space** by **alternative noise**	N/A

Performance outcomes	Acceptable outcomes	Response
	attenuation measures where it is not practical to provide a noise barrier or earth mound.	
PO40 Development (excluding a **relevant residential building** or **relocated building)** minimises noise intrusion from a **state-controlled road** in **habitable rooms** at the facade.	**AO40.1** Development (excluding a **relevant residential building** or **relocated building**) provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for **habitable rooms**; 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; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. 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.	**N/A**
PO41 Habitable rooms (excluding a **relevant residential building** or **relocated building**) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	**N/A**

Performance outcomes	Acceptable outcomes	Response
Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO42 Balconies, podiums, and roof decks include: 1. a continuous **solid gap-free structure** or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks.	No acceptable outcome is provided.	**N/A**
PO43 Habitable rooms (excluding a **relevant residential building** or **relocated building**) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	**N/A**
Material change of use (other uses)		
Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO44 Development: 1. provides a noise barrier or earth mound that is designed, sited and constructed: 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**; b. in accordance with: 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; ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;	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 level in reference table 2 (item 2.3) for all **outdoor education areas** and **outdoor play areas** by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.		
PO45 Development involving a **childcare centre** 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 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; 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 measures** where it is not practical to provide a noise barrier or earth mound.	No acceptable outcome is provided.	**N/A**
PO46 Development involving:	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 **childcare centre**; 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 (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO47 Development involving a **childcare centre** or **educational establishment** which have balconies, podiums or elevated **outdoor play areas** predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from a **state-controlled road** are provided with: 1. a continuous **solid gap-free structure** or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies or elevated **outdoor play areas**.	No acceptable outcome is provided.	**N/A**
PO48 Development including: 1. **indoor education areas** and **indoor play areas** in a **childcare centre** or **educational establishment**; or 2. sleeping rooms in a **childcare centre**; or 3. **patient care areas** in a **hospital** located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is provided.	**N/A**
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**. 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**.	**N/A**
PO50 Patient care areas within **hospitals** are protected from vibration impacts from a **state-controlled road** or **type 1 multi-modal corridor**.	**AO50.1 Hospitals** are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of $0.1m/s^{1.75}$. AND **AO50.2 Hospitals** are designed and constructed to ensure vibration in the ward of a **patient care area** does not exceed a vibration dose value of $0.4m/s^{1.75}$.	**N/A**
PO51 Development is designed and sited to ensure light from infrastructure within, and from users of, a **state-controlled road** or **type 1 multi-modal corridor**, does not: 1. intrude into buildings during night hours (10pm to 6am); 2. create unreasonable disturbance during evening hours (6pm to 10pm).	No acceptable outcomes are prescribed.	**N/A**

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

Performance outcomes	Acceptable outcomes	Response
PO52 Development does not impede delivery of a **future state-controlled road**.	**AO52.1** Development is not located in a **future 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**. AND **AO52.3** The intensification of lots does not occur within a **future state-controlled road**. AND **AO52.4** Development does not result in the landlocking of parcels once a **future state-controlled road** is delivered.	**N/A**
PO53 The location and design of **new or changed access** does not create a safety hazard for users of a **future state-controlled road**.	**AO53.1** Development does not include **new or changed access** to a **future state-controlled road**.	**N/A**
PO54 Filling, excavation, building foundations and **retaining structures** do not undermine, damage or cause subsidence of a **future state-controlled road**.	No acceptable outcome is prescribed.	**N/A**
PO55 Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a **future state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**N/A**
PO56 Development ensures that stormwater is lawfully discharged.	**AO56.1** Development does not create any new points of discharge to a **future state-controlled road**.	**N/A**

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

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 Hierarchy Future	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 Assessme	**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 - SC6.4.5.3 Public Transport Facilities, SC6.4.5.4 Car Parking, SC6.4.5.2 Traffic Impact Assessments (TIA), SC6.4.4 Active Transport Infrastructure, SC6.4.6.1 Geometric Road Designs, and SC6.4.5.1 Townsville Road Hierarchy.	**Achieved PO** The site is being retrofitted internally with no external building structure or access changes.
PO4 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 - SC6.4.5.3 Public Transport Facilities, SC6.4.5.4 Car Parking, SC6.4.5.2 Traffic Impact Assessments (TIA), SC6.4.4 Active Transport Infrastructure, SC6.4.6.1 Geometric Road Design, and SC6.4.5.1 Townsville Road Hierarchy.	**Achieved PO** The site is being retrofitted internally with no external building structure or access changes. Bus stops located nearby
PO5 Access arrangements are appropriate for: 1. the capacity of the parking area; 2. the volume, frequency and type of vehicle usage; 3. the function and characteristics of the access road	**AO5** Access is provided in accordance with the standards identified in the Development manual planning scheme policy SC6.4 — SC6.4.5.5 Driveways, SC6.4.5.3 Public Transport Facilities and SC6.4.5.4 Car Parking. **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.

and adjoining road network; and the safety and efficiency of the road network.	planning scheme policy no. SC6.4 - SC6.4.5.1 Townsville Road Hierarchy and SC6.4.5.2 Traffic Impact Assessment (TIA).	
PO6 Where practical, access for cyclists and pedestrians is clearly distinguished from vehicle access.	No acceptable outcome is nominated. **Editor's note—** Applicants should refer to the Development manual planning scheme policy no. SC6.4 - SC6.4.5.3 Public Transport Facilities and SC6.4.5.4 Car Parking.	**Achieved PO** Bicycle parking proposed in 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.	**AO7** 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 Standard Drawings **Editor's note—** Applicants should refer to the Development manual planning scheme policy no. SC6.4 - SC6.4.5.3 Public Transport Facilities, SC6.4.5.4 Car Parking, SC6.4.5.2 Traffic Impact Assessment (TIA) and SC6.4.5.1 Townsville Road Hierarchy.	**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 access without damage to vehicle or the driveway surface.	**AO8** 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 and SC6.4.5.4 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. SC6.4 — SC6.4.5.5 Driveways and SC6.4.3 Standard Drawings.	**Achieved PO** The site is being retrofitted internally with no external building structure or access changes. No existing footpath
PO10 Driveways are designed to withstand loadings from all vehicles reasonably expected to use the site.	**AO10** 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 structure or access 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 or	**AO11** Access is provided in accordance with	**Achieved AO**

adjacent buildings and does not allow water to enter a building or property.	the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.5.5 Driveways.	The site is being retrofitted internally with no external building structure or access changes. No pooling expected
PO12 Construction of a driveway does not damage or interfere with the location, function of or access to any services and infrastructure.	**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.	**Achieved AO** The site is being retrofitted internally with no external building structure or access changes.
PO13 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.
PO14 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 — SC6.4.5.3 Public 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. Students and staff will utilise the existing facilities.
PO15 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 — SC6.4.5.3 Public 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 Part 4.1 — Sustainable Buildings. "Major development" is defined in MP4.1.		Students and staff will utilise the existing facilities.
PO16 Parking areas, pathways and other elements of transport network infrastructure are designed to enhance public safety by discouraging crime and antisocial behaviour, having regard to: 1. provision of opportunities for casual surveillance; 2. provision of lighting; 3. the use of fencing 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 between buildings. **Editor's note—**Crime Prevention through Environmental Design Guidelines for Queensland prepared by the State Government may provide applicants with guidance on these matters.	No acceptable outcome is nominated. **Editor's note—** Applicants should refer to the Development manual planning scheme policy no. SC6.4 — SC6.4.4 Active Transport Infrastructure, SC6.4.5.3 Public Transport Facilities, SC6.4.5.4 Car Parking, SC6.4.5.1 Townsville Road Hierarchy, SC6.4.6.1 Geometric Road Design, SC6.4.14.2 Public Lighting (Urban, Urban Residential and Rural), SC6.4.14.3 Utility Services and SC6.4.12 Landscaping and Open Space to assist in complying with this outcome.	**Achieved PO** Site is operational during daylight hours and the site is existing in the same situation.
PO17 Provision is made for on-site vehicle parking to: 1. meet the demand likely to be generated by the development; and avoid on street parking that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity.	**AO17** Parking is provided in accordance with the standards identified in Parking rates planning scheme policy no. SC6.10. **Editor's note—** Applicants should refer to the Development manual planning scheme policy no. SC6.4 - SC6.4.5.3 Public Transport Facilities, SC6.4.5.4 Car Parking, SC6.4.5.2 Traffic Impact Assessments (TIA), SC6.4.6.1 Geometric Road Design, and SC6.4.5.1 Townsville Road Hierarchy to assist in complying with this outcome.	**Achieved PO** Parking demands have been met using a split student scheduling model and the available on-street parking in lieu of observed use of the parking facilities. Refer Section 4 of the TIA.

PO18 Parking ensures access is provided for people with disabilities.	**AO18** Parking areas are designed in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.5.4 Car Parking.	**Achieved AO** PWD space has been provided.
PO19 Where the nature of the proposed development creates a demand, provision is made for set-down and pick-up facilities by bus, taxis or private vehicle, which: 1. are safe for pedestrians and vehicles; 2. are conveniently connected to the main component of the development by pedestrian pathway; and provide for pedestrian priority and clear sight lines.	No acceptable outcome is nominated. **Editor's note—**Applicants should refer to the Development manual planning scheme policy no. SC6.4 - SC6.4.5.3 Public Transport Facilities, SC6.4.5.4 Car Parking, SC6.4.5.2 Traffic Impact Assessments (TIA), SC6.4.6.1 Geometric Road Design, SC6.4.5.1 Townsville Road Hierarchy and SC6.4.12 Landscaping and Open Space to assist in complying with this outcome.	**Achieved PO** A potential shuttle bus service may operate which is able to either utilise the kerbside directly adjacent the main entrance or reverse into the site to unload while vehicles can pass.
PO20 Parking and servicing areas are designed to: 1. be clearly defined, marked and signed; 2. be convenient and accessible; 3. minimise large unbroken areas of hardstand to the extent practicable; 4. be safe for vehicles, pedestrians and cyclists; 5. provide shading; 6. be located to encourage multi-purpose trip ends and minimise vehicle movements within the site; and minimise any adverse impacts on the amenity of surrounding land.	No acceptable outcome is nominated. **Editor's note—**Applicants should refer to the Development manual planning scheme policy no. SC6.4 - SC6.4.5.3 Public Transport Facilities, SC6.4.5.4 Car Parking, SC6.4.5.5 Driveways, SC6.4.5.2 Traffic Impact Assessments (TIA), SC6.4.6.1 Geometric Road Design, and SC6.4.12 Landscaping and Open Space.	**Achieved PO** All parking and servicing facilities are designed in accordance with AS2890.1
PO21 Vehicle spaces have adequate dimensions to meet user requirements.	**AO21** Parking areas are designed in accordance with the standards identified in the Development	**Achieved AO** All parking and servicing facilities are designed in accordance with AS2890.1 and the Planning Scheme

	manual planning scheme policy no. SC6.4 — SC6.4.5.3 Public Transport Facilitiesand SC6.4.5.4 Car Parking.	
PO22 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.
PO24 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 – SC6.4.5.3 Public Transport Facilities and SC6.4.5.4 Car Parking.	**Achieved PO** Rear servicing area available and suitable for the servicing needs and per the swept path assessment in Appendix B of the TIA.
PO27 Refuse collection vehicles are able to safely access on-site refuse collection facilities.	**AO27** 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 – SC6.4.22 Waste Management, SC6.4.5.3 Public Transport Facilities and SC6.4.5.4 Car Parking.	swept path assessment in Appendix B of the TIA.
PO28 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.