

Townsville City Council**Received
5/09/2024**MP ref: M2136
QA: sj.mc

5 September 2024

Assessment Manager
Townsville City Council
PO Box 1268
TOWNSVILLE QLD 4810
Via: TOLS**Attention: Planning and Development**

Dear Sir/ Madam,

Re: Development Application seeking a Development Permit for Material Change of Use – Health Care Services (Medical Centre Extension) and Shop (Pharmacy) on land described as Lots 56 and 57 on RP703491 and located at 110 and 112 Bowen Road, Rosslea

On behalf of the Applicant, Milford Planning hereby make the enclosed development application seeking the abovementioned development approval on the abovementioned land in accordance with Section 51 of the *Planning Act 2016*.

Assessment Fee

The relevant assessment fee for the proposed development has been calculated below in accordance with Townsville City Council's (Council) Schedule of Fees and Charges 2024/ 2025.

Component	Calculation	Fee
Impact assessable application		\$1,112.00
Health Care services	GFA 100 m ²	\$2,224.00
Health Care Services	For each 100m ² of GFA or part thereof exceeding 100m ² of GFA add \$417.00 (569.87 m ² – 100 m ² = 469.97 m ² / 100 m ² = 5 x \$417.00)	\$2,085.00
Shop (Pharmacy)	GFA 100 m ² (76.66 m ²)	\$2,502.00
TOTAL ASSESSMENT FEE:		\$7,923.00

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We request Council issue a payment option email to facilitate payment of the fee directly to Council.

Proceeding

We look forward to working with Council to progress the proposed development, and request the opportunity to discuss any queries or further information that may be required prior to the issue of any formal correspondence.

In the instance that Council requires no further information, we look forward to receipt of Council's Confirmation Notice to facilitate referral of the development application to the State.

If you have any questions regarding this correspondence, please contact the undersigned on TEL: (07) 4724 0095.

Yours sincerely,

MILFORD PLANNING

Sarah Jones

SENIOR TOWN PLANNER

Encl: Development application package

Applicant **Munzo Family Trust**

Reference **M2258**

Date **September 2024**

Development Application

Proposed
Development

**Material Change of Use –
Health Care Services
(Medical Centre
Extension) and Shop
(Pharmacy)**

Property
Details

Lots 56 & 57 RP703491

**110 – 112 Bowen Road,
Rosslea**







DOCUMENT CONTROL

Applicant	Munoz Family Trust
Proposed Development	Material Change of Use - Health Care Services (Medical Centre Extension) and Shop (Pharmacy)
Contact	Sarah Jones

Quality Assurance

Date 5.9.24 Version 1 Issue Final Template DA-STN-1	 Lachlan Pether TOWN PLANNER	 Sarah Jones SENIOR TOWN PLANNER
	Author	Reviewer

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APPENDICES

Appendix 1	DA Forms 1; and land owner's consent
Appendix 2	SmartMap; and site aerial plan of the subject site
Appendix 3	State Assessment Referral Agency mapping
Appendix 4	Development Permit MI08/0085
Appendix 5	Townsville General Practice Medical Centres location plan prepared by Milford Planning
Appendix 6	Proposed development plans prepared by Concepts Building Design
Appendix 7	Traffic Impact Assessment prepared by Langtree Consulting Engineers
Appendix 8	Engineer Services Report prepared by Langtree Consulting Engineers
Appendix 9	Prelodgement Meeting Minutes



1.0 INTRODUCTION

1.1 Purpose

The purpose of this development application is to seek approval for Material Change of Use – Health Care Services (Medical Centre Extension) and Shop (Pharmacy) (the proposed development) under the provisions of the *Planning Act 2016* (the Act).

The purpose of this report is to provide information about the site on which the subject development is proposed, detail of the proposed development, and an assessment against the relevant assessment benchmarks. The assessment detailed in this report has been undertaken in accordance with the provisions and subordinate planning controls under the Act.

1.2 Structure

This report provides the following information with respect to the assessment of the proposed development:

- overview of the site and surrounding area;
- description of the proposed development;
- overview of the relevant assessment framework;
- assessment of the proposed development against the relevant assessment benchmarks;
- other relevant matters; and
- conclusion and recommendation.

This development application is made in accordance with Section 51 of the Act and contains the mandatory supporting information specified in the applicable DA Form. **Appendix 1** comprises DA Form 1 and the accompanying land owner's consent.



2.0 SUBJECT SITE

2.1 Site Parameters

The following parameters are applicable to the site of the proposed development (the subject site).

Property Owner	Miguel Angel Munoz; and Lida Munoz (Tte) & Francisco Munoz (Tte) (refer Appendix 1).
Street Address	<ul style="list-style-type: none">▪ 110 Bowen Road, Rosslea; and▪ 112 Bowen Road, Rosslea.
Formal Description	<ul style="list-style-type: none">▪ Lot 56 on RP703491; and▪ Lot 57 on RP703491.
Site Area	<ul style="list-style-type: none">▪ 1,012 m² – 110 Bowen Road;▪ 1,200 m² – 112 Bowen Road; and▪ Total site area 2,212 m² (refer Appendix 2).
Easements	The land is not burdened by any easements.
Street Frontage	<ul style="list-style-type: none">▪ Bowen Road; and▪ Viles Street.
Topography	The site has generally even topography.
Existing Use	<ul style="list-style-type: none">▪ Dwelling House – 110 Bowen Road; and▪ Medical Centre – 112 Bowen Road.
Existing Infrastructure	The site is serviced by the following infrastructure: <ul style="list-style-type: none">▪ reticulated water (Council);▪ reticulated sewer (Council);▪ electricity (Ergon); and▪ telecommunications (NBN).
Local Heritage Register	The site is not listed on the Local Heritage Register.
Contaminated Land	The land is not known to be included on the State Environmental Management Register or Contaminated Land Register.
Relevant State Interests	State interests are relevant to the proposed development as detailed in the State Assessment Referral Agency (SARA) mapping (refer Appendix 3). The site is within 25 m of a State Controlled Road.



2.2 Surrounding Area

North	Motel
East	Residential land uses.
South	Viles Street and residential land uses.
West	Residential land uses.

2.3 Historic Approvals and Building Certification

The existing medical centre was approved in 2009 and the approved plans and the decision notice illustrate that the building was approved for a medical centre use and a caretakers' residence use, refer to **Appendix 4**. It is noted that the original Development Permit contains a condition requiring 16 car parks, inclusive of one space for person with disability space and ne space for the caretaker's residence and three medical practitioners and six non medical staff.

The existing Caretaker's Accommodation is on the first floor fronting Bowen Road and Viles Street and the car parking space for the caretaker's residence is an integral single garage.



3.0 PROPOSED DEVELOPMENT

3.1 Description of Proposed Development

The proposed development involves an extension to an existing medical centre and a small pharmacy. Specific detail of the proposed development is provided below.

Purpose of Development

The purpose of the proposed development involves the extension of the existing medical centre, to better meet the demand of the local community and provide a more functional and efficient layout for the medical centre. The extension has been designed as a duplication of the existing medical centre, providing symmetry in the streetscape. The proposed extension will allow the medical centre to grow in terms of the number of base patients for the general medical practitioner services and the other ancillary and complementary medical services that are now available in most medical centres. The proposed development will include a small pharmacy on the ground floor.

Alongside general practitioner services, the proposed development will provide additional space for following ancillary medical services, currently offered at the existing medical centre:

- veteran services;
- cosmetic/skin care services;
- allied health services (pathology/ physiotherapy); and
- community nursing.

The abovementioned ancillary medical services are commonly found at medical centres. The proposed development will allow the abovementioned ancillary medical services to be allocated a specific use area within the proposed development.

Background

The existing building is no longer fit for purpose (size and layout), in terms of catering for the current local patient base or allowing the centre to expand to service current patients better and expand the patient base. The existing centre was approved in 2009, with a condition limiting the centre to a maximum of three (3) medical general practitioners and six (6) non medical practising staff. The approval also included a caretaker's accommodation on the first floor.

The definition of medical centre at the time of the historic approval was *premises used for the medical or paramedical care or treatment of persons, including pathology collection premises, on site but not resident on the site.*



The existing medical centre operates on an appointment basis and given the current capacity of the existing medical centre, it is difficult to accommodate existing patients wanting 'same day' appointments. The facility has been unable to accept new patients for the past couple of years and continually receive weekly enquiries with new patient requests. Limited capacity within the patient waiting area results in patients commonly standing and waiting outside the building.

The existing medical centre primarily provides services to the local catchment population of the surrounding area, with the majority of new patient requests from the local community. Given the abovementioned constraints, the medical centre in its current form is unable to service the needs of the local community.

Demonstrable Need

Townsville is currently serviced by approximately 37 general practice medical centres, with these generally dispersed within the urban footprint of the city and located in close proximity to main roads (refer **Appendix 5**). From a review of the websites of each respective facility, approximately 238 general medical practitioners provide services through these centres. While the number and size of the existing general practice medical centres appears prevalent, there is a demonstrable need additional general practitioner services are required to adequately service the Townsville area.

A recent study undertaken in 2019 addresses the Australian general practitioner landscape, outlining the current and projected supply and demand for general practitioner services to 2030. The report highlights an existing shortfall nationally, with this predicted to increase significantly, with a deficit of general practitioner supply across all States and Territories.

Table 3.1 below outlines the ratio of general practitioner to population.

Table 3.1 General practice doctor to population rate (2019)

Geographical area	Number of general practitioners	Population (ABS 2019, 2016)	Doctor per capita ratio
Australia	29,110 (Deloitte 2019)	25,464,116	1:875
Queensland	6,530 (Deloitte 2019)	4,703,193	1:720
Townsville	236 (estimated)	229,031	1:970

As demonstrated, Townsville in 2019 exhibited a significantly higher ratio, with one general practitioner to 970 residents. This is a significantly lower ratio than the national and State, demonstrating a considerable under-supply of general practitioner (GP) services within Townsville.



The 2022 Deloitte updated the abovementioned 2019 report findings and completed further modelling which concludes that *the supply of GPs slightly decreases between 2021 and 2032 (Full Time Equivalent (FTE) GPs of 30,736 in 2021 and 29,483 in 2032), noting some demographic changes taking part in the GP workforce. Demand for GPs in major cities is projected to increase by 35.4% by 2032, while demand in regional and remote areas is projected to increase by 25.9% in the same period. Demand for GP services is forecast to outpace supply – resulting in a widening shortfall of FTE GPs from 2022 onwards. This shortfall is expected to reach 11,392 GPs (FTE) – that is, 27.9% of the workforce – by 2032.*

In per capita terms, the average Australian in 2021 demanded 2.1 hours of GP care per annum. This is forecast to grow to 2.5 hours per annum by 2032. Meanwhile, supply of GP clinical hours per person is estimated to decline to 1.8 hours per annum by 2032 from 2.2 hours per annum in 2021. This indicates an average annual shortfall for Australians of 40.9 minutes of GP care per year by 2032.

The catchment area of general practitioner medical centres is considered to primarily be the immediate surrounding area. However, it is apparent the catchment area is generally fluid and not easily defined, given clients are generally willing to travel to a specific facility for services. This is anecdotally due to a number of circumstances such as appointment availability, ancillary services offered, familiarity and seeking service from a specific doctor. This is further demonstrated through the location of the facilities being primarily situated on collector and sub-arterial roads.

It is evident from the abovementioned modelling and with an aging population and anticipating growing population, that it is important to ensure there is an adequate supply of medical practitioners to meet demand in order to avoid the community being impacted in terms of lengthy appointment wait times.

Design Overview

The proposed development has been designed so that it visually replicates the existing medical centre (scale and external appearance), providing symmetry in the streetscape. The scale of the proposed extension is in keeping with the existing medical centre. The proposed extension will allow each of the medical services available to have a specific area within the resulting medical centre, providing a more functional and efficient layout for medical and health practitioners and patients. A proposed central corridor will tie the proposed extension into the existing medical centre together and will be a maximum height of 8.97 m. The existing caretaker's accommodation will be retained as part of the proposed development.



Figure 1: Front Elevation of the proposed development (Source: Proposal Plans prepared by Concepts Building Design, refer to Appendix 6)

In terms of the proposed development there are some minor changes to the location of the existing reception and waiting areas on both the ground floor and first floor and the location of the existing stairwell, as illustrated on the proposal plans, refer to **Appendix 6**. The proposed development (extension) will result in the following:

- a proposed building footprint 348.45 m²;
- new entrances within the front and rear facades of the proposed development;
- central reception and waiting areas on both the ground and first floors;
- four additional consultant rooms on the ground floor;
- ground floor pharmacy area;
- ground and first floor ancillary office space;
- ground floor amenities;
- ground floor plant and server room;
- new stairwell centrally located on the rear wall of the proposed development;
- central lift well;
- two new consultant rooms and a physio gym and testing area on the first floor;
- one consult room, four new surgery rooms and laboratory area on the first floor;
- first floor amenities,
- first floor plant and server room;
- amended internal access arrangements to the existing first floor caretaker's accommodation, consult room, practice managers office and staff room; and
- 37 car parking spaces, one service vehicle/ ambulance pick up and set down space and four bicycle spaces.

There are other general building works required to the existing medical centre, in terms of new window openings, removing internal walls and the like, as well as tying the proposed development into existing medical centre. These works are illustrated on the proposal plans for ease of reference and given the nature of the works these will be subject to a building approval only.



Operational Overview

The proposed development will maintain the medical centre's hours of operation, which are as follows:

- 8 am to 5pm Monday to Friday; and
- 8 am to 12 pm Saturday.

The proposed extended medical centre will continue to operate on an appointment based system, to appropriately manage patients visiting the medical centre where the preferred medical practitioners and support medical staff are on site.

As mentioned above, alongside general practitioner services, the proposed development will provide additional space for following ancillary medical services, currently offered at the existing medical centre:

- veteran services;
- cosmetic/skin care services;
- allied health services (pathology/ physiotherapy); and
- community nursing.

The proposed waiting areas on both the ground and first floors are generous in area, to afford adequate space for patients to comfortably wait in advance of appointment times or during consultation, treatment or surgery procedures.

The proposed development will allow a more functional and rational internal layout on both the ground and first floors, allowing general practitioners and the abovementioned ancillary medical services being allocated a specific space within the proposed development.

The existing centre was approved in 2009, with a condition limiting the centre to a maximum of three (3) medical general practitioners and six (6) non medical practising staff. The approval also included a caretaker's accommodation on the first floor.

As a result of the proposed development, the number of medical practitioners on site at any one time will increase from three to eight. This number is informed by the total number of car parking spaces that are proposed. In terms of existing and future patients, there will be a certain percentage that will use alternative modes of transport to that of the private motor vehicle to travel to the medical centre, reducing the car parking demand associated with the proposed development. The first floor caretaker's accommodation will be retained, as will its integral garage space.

Scale and Intensity

The extension has been designed to replicate the existing medical centre in terms of scale and external appearance, providing symmetry in the streetscape. The maximum height of the proposed development (central corridor) will be 8.97 m, the resulting development will be of a scale that complements the existing neighbouring Spanish Lace Motel Inn, refer to **Figures 1** and **2** below.



Figure 2: Spanish Lace Motor Inn (Source; Google Maps)



Figure 3: 3d Concept Front Façade (Source: Proposal Plans prepared by Concepts Building Design refer to Appendix 6)

The proposed development is two storey and is in keeping with the scale and design of the existing medical centre, with the resulting site cover being only 30 % of the subject site.

Access and Parking

Access

Langtree Consulting Engineers (LCE) have prepared a Traffic Impact Assessment (TIA), refer to **Appendix 7**, which provides an assessment of the traffic demands associated with the proposed



development and any impacts in the context of the existing local and State-controlled road networks.

The TIA identifies that the proposed development will be serviced by three points of access as follows:

- the existing vehicular access crossover to 110 Bowen Road will be relocated further north along the frontage of the subject site and will be one way (entry only);
- the existing access on Viles Street will access the existing garage space for the caretaker's accommodation and staff parking;
- a new access is proposed towards the south east corner of the subject site which will service the patient parking area and the staff parking spaces with the north east portion of the site; and
- service vehicles can utilise the Bowen Road or Viles Street (new) access crossovers.

The TIA includes the following assumptions in terms of the distribution of traffic:

- *50% entering/exiting in the AM and 50% entering/exiting in the PM.*
- *Vehicles from Bowen Road entering Site Access 1 are assumed to be 40 %, while vehicles from;*
 - *Bowen Road entering Vile Street is 40% and 20% will come from East Viles Street (i.e. Lowth Street).*
- *Proposed Site Access 1 along Bowen Road is assumed to be one-way and all vehicles from this;*
 - *access will exist on the proposed Site Access 2 along Viles Street.*
- *For vehicles from Bowen Rd entering Vile St, 50 % will left turn in and 50% will turn right in.*
- *For vehicles from West Viles Street, 20 % is assumed to be left turning in, into the Existing Site;*
 - *Access and 80% is assumed to be left turning in, into the proposed Site Access 2.*
- *Vehicles exiting the Existing Site Access are assumed to be all turning right to Bowen Road.*
- *Vehicles exiting Site Access 2 are assumed to be 50 % turning right to Bowen Road and 50 %;*
 - *turning left to the residential area.*
- *Vehicles existing on Viles Street have a 50:50 split or right and left out turns.*

The TIA includes an assessment of the intersection performance of Bowen Road and Viles Road. As identified in Table 8 of the TIA, for the year 2025 Level of Service (LOS) for background traffic and the LOS for background and post development traffic are the same. The TIA concludes that the current situation on turn left and right-out movement to Bowen Road as well as the right turn from Bowen Road (South) remains the same after the post development, demonstrating that the



proposed development does not impact the intersection. The TIA concludes the same for the year 2035 for both Degree of Saturation and LOS.

A turn warrant assessment was completed by LCE, as the intersection is already existing, the recommended treatments are already implemented, refer to Figure 15 for the existing turn warrants. The TIA also concludes that the intersection meets the required Safe Intersection Sight Distance and Approach Sight Distance.

The Safety Risk Assessment included in the TIA, refer to Table 16, concludes that proposed development does not trigger any mitigation measures for the existing local and State controlled road network.

Table 16. Safety risk assessment

Risk Item	Without Development			With Development			Mitigation Measure	With Development and mitigation		
	Likelihood	Consequence	Risk Score	Likelihood	Consequence	Risk Score		Likelihood	Consequence	Risk Score
Traffic turning right from Viles Street to Bowen Road	1	3	L	2	3	M	No Action. Ample sight distance and space for passing.	2	3	M
Traffic turning into Site Access 1 colliding with pedestrian	1	3	L	2	3	L	No Action			
Traffic turning in left into Site Access 2 queuing into Viles Street; Rear end of queuing traffic	1	3	L	1	3	L	No Action			

Car Parking

The proposed medical centre extension and existing medical centre has a resulting total use are of 462 m², as illustrated on the proposal plans, refer to **Appendix 6**. The car parking rate for health care services is one (1) space per 20m² of GFA, or four (4) spaces per medical practitioner, whichever is the greater; AND one (1) space for ambulance vehicle pick-up and set down. As illustrated on the proposed plans, the development provides 37 car parking spaces (nine staff car parking spaces and 29 patient car parking spaces), one service vehicle/ ambulance space and four bicycle spaces.

Based on the 29 patient car parking spaces, the approved three medical practitioners will increase to a maximum of eight medical practitioners being on site at any one time. In addition to these car park spaces, sufficient off-street parking is available within the vicinity (i.e. Viles Street and



Bowen Road). There will be an internal footpath from the carparking area to the entrance to the medical centre and as noting in the prelodgement meeting a footpath is not required along Viles Street given there is an entry from the carpark into the proposed foyer. There is an existing footpath along the Bowen Road frontage of the subject site.

In terms of the ambulance space, given the on street parking available along the Bowen Road and Viles Road and the new entrance locations, a service vehicle/ ambulance pick up and set down space is notated on the plans as being within the car parking area for service deliveries and pick up and set down patients. Service deliveries, will general occur outside of operational hours, to avoid any conflict.

The TIA concludes that the proposed development points of access have been found to be adequate and that the proposed development will have no significant adverse impact on the operational performance or safety of the surrounding road network meaning no mitigation measures are required.

Water and Sewer

LCE have prepared an Engineering Service Report, refer to **Appendix 8**, which addresses flooding, stormwater management and water and sewer services for the proposed development.

Water

There is an existing 100 mm diameter AC water main along the Viles Street frontage and a 150 mm diameter AC water along the Bowen Road frontage of the subject site. Two water meters and a water hydrant are connected to the water main in Bowen Road and another hydrant is connected to the southern water main at Viles Street.

The subject site comprises of two lots that are currently provided with two separate water connections and two water meters. The existing water demand for the site is 57 Equivalent Person (EP) per net developable hectare (ha). For the existing medical centre area of 0.0714 ha, the calculated EP from this assumption is 4.1 EP.

The develop water demand for the site was calculated as 57 EP per net developable hectare. For the extension area of 0.1256 ha, the calculated EP from this assumption is 7.2 EP. As such the development is increasing the EP by 3.1 EP which is insignificant.

Sewer

The subject site is currently serviced by a 225 mm diameter GEW/VC gravity sewer reticulation main. It is noted that an existing 150 mm diameter UPVC property connection and a maintenance hole 1/9A1B is also located on the subject site.

The wastewater gravity main of 225 mm diameter GEW/VC is located outside of the boundary of the subject site. The existing development will be serviced by the existing maintenance hole (MH)



no. 1/9A1B, located in the Lot 57, that is connected to the 225 mm gravity main. The MH is received flow by a 100 mm diameter UPVC main from Lot 56. This MH then discharge the flow to MH 3/9A1 through a gravity main 150 mm UPVC main.

The sewerage demand for the development was calculated as 57.2 EP per net developable hectare. For the existing medical centre developable area of 0.0714 ha, the calculated EP from this assumption is 4.1 EP. The develop demand of wastewater is 57.2 EP per net developable hectare. For the medical centre extension developable area of 0.1.256 ha, the calculated EP from this assumption is 7.2 EP. As such the development is increasing the sewerage EP by 3.1 EP which is insignificant.

Flooding

The subject site is located at the Ross River downstream floodplain and the flooding of the area is assessed under the Ross River Flood Study - Baseline Flooding Assessment. From the flood study overlay during a 1% AEP flood event, there is no flooding (only 1 area of minor localise ponding).

Stormwater

Existing stormwater drainage pipe systems are located along the Bowen Road frontage, with the drainage pipe being a 1200 mm diameter RCP with a drainage manhole near the boundary of the subject site.

A pre and post development stormwater assessment was completed on the site in accordance with the Queensland Urban Drainage Manual (QUDM). A 1% Annual Exceedance Probability (AEP) (Q100) event was used for this assessment.

Pre Development Flows

The stormwater catchment area is diverted into two directions, the water from the Lot 57 and a portion of Lot 56 flows towards the kerbs of Bowen Road and Viles Street (Catchment 1), and then collectively flows to the east direction along Viles Street kerb. The water from other portion of Lot 56 (Catchment 2) flows towards the neighbouring plot at eastern side. The peak flow is calculated accordingly by dividing the catchment into two segments, Catchment 1 and Catchment 2. Catchment 1 consists of existing medical centre at lot 57 and a portion of lot 56 and the Catchment 2 consists of rest of the part of lot 56.

The fractions of impervious for Catchments 1 and 2 are derived as 0.76 and 0.24 and the calculated pre-development peak flow rates are 0.333 m³/s and 0.074 m³/s respectively, for 1% AEP (ARI 100) event.

Post Development Flows

Post-development, the entire stormwater from two lots will flow in one direction through existing driveway of Lot 57. Thus, one catchment is considered for post-development calculation, the



fraction of impervious is 0.82 and the calculated post-development peak flow rate is 0.415 m³/s, for 1% AEP (ARI 100) event. The proposed development will increase the peak flow rate by 0.082 m³/s (i.e. 8.2 L/s) during a 1% AEP (ARI 100). Whilst there is a small increase in the peak flow rate post-development, the increase is relatively small and insignificant. As such, no mitigations measures are proposed.

The subject site is 2,138m² in area and thus, does not trigger assessment against the State Planning Policy (SPP) - Water Quality Objectives.

Electricity and Communications

The existing medical centre and dwelling are both connected to the existing reticulated electricity networks. The proposed development will be connected to the existing reticulated electricity network, to ensure an adequate supply is available to meet the demand generated by the proposed development.

Landscaping and Fencing

The existing turf and landscaping along the road frontages of the existing medical centre will be retained, except for the new access crossover to Viles Street. The existing street trees along the Bowen Road frontage will be retained, the existing low level planting to the frontage of the existing medical centre will be retained, new landscaping will be provided to the frontage of the proposed development and the existing fence on the share side boundary with the Spanish Lace Motor Inn will be replaced with a wall.

The existing fencing along the shared boundary with the existing dual occupancy will be retained and extended or replaced with new fencing along the entire length of the shared boundary. The existing landscaping along the shared boundary with the existing dual occupancy will be retained and extended or replaced with new planting along the entire length of the shared boundary. Internal landscaped garden beds will be provided as returns to some of the car parking spaces and outside the new entry portico from the car park.

Amenity

The proposed development will be setback approximately 18 m from the shared boundary with the adjoining residential dual occupancy, the dual occupancy is setback 7.5 m from the shared boundary, meaning a total setback of 25.5 m between the two buildings. It is considered that this setback, inclusive of screen fencing and landscaping, will maintain a satisfactory level of amenity and living environment for the existing residents of the dual occupancy.

The car parking area will be a low speed and low traffic volume environment, meaning limited noise nuisance external to the site. The existing fencing will be retained and extended or replaced with new fencing along the entire length of the shared boundary with the existing dual occupancy. The existing landscaping will be retained and extended or replaced along the entire length of the



shared boundary with the existing dual occupancy, to provide an adequate buffer between the proposed development and the existing dual occupancy.

The proposed development will provide a buffer to existing sensitive receptors within Viles Street and existing background noise associated with Bowen Road.

3.2 Development Plans

The proposed development is detailed in the plans provided at **Appendix 6** and listed below. In addition, the proposed development is further detailed in the associated reports listed below and appended as referenced.

Title	Number	Issue	Date
Title Sheet	23-019	sk_01	10/25/22
Site and Site Areas Plan	23-019	sk_02	10/25/22
Services, Floor, Aerial & Detail Survey Plan	23-019	sk_03	10/25/22
Existing & Demolition Plan	22-051	sk_04	09/09/21
Proposed Ground Floor Plan	22-051	sk_05	09/09/21
Proposed First Floor Plan	22-051	sk_06	09/09/21
Floor Plans (by others)	22-051	sk_07	09/09/21
TUA Plan	22-051	sk_08	09/09/21
Elevations – Existing Plan	22-051	sk_09	09/09/21
Elevations - Proposed Plan	22-051	sk_10	09/09/21
Associated Reports			
Traffic Impact Assessment prepared by LCE (refer Appendix 7)			
Engineering Service Report prepared by LCE (refer Appendix 8)			

3.3 Prelodgement Meeting

The proposed development was the subject of a prelodgement meeting between Townsville City Council (Council) and the Applicant's representatives on 9 January 2024. Council were noted as being generally supportive of the proposed development given it is an extension of an existing medical centre, will result in the removal of a single dwelling that is currently located between a motor inn and medical centre and it is in a strategic location on Bowen Road. In particular, it was noted that the proposed development will allow the existing medical centre to better service its



existing patient base by providing a more functional internal layout for the services provided on both the ground floor and first floor. The prelodgement meeting minutes are included in **Appendix 9.**



4.0 ASSESSMENT FRAMEWORK

4.1 Planning Act 2016

The *Planning Act 2016* (the Act) provides the framework for Queensland's planning system and coordinates local, regional, and State planning. The Act allows for the establishment and is supported by subordinate planning legislation and instruments such as planning schemes. The provisions of the Act are therefore applicable to the proposed development.

4.2 Planning Regulation 2017

The *Planning Regulation 2017* (the Regulation) is established under the Act and provides support to the Act by detailing how it functions at a practical level. The Regulation determines the Assessment Manager and Referral Agencies relevant to assessable development, and relevant State interests through the State Planning Policy (SPP) and State Development Assessment Provisions (SDAP). The provisions of the Regulation are therefore applicable to the proposed development.

4.3 Approval Sought

Approval Type	Development Permit
Development Type	Material Change of Use
Definition or General Description	Health Care Services and Shop
Specific Description	(Extension to and existing Medical Centre and Pharmacy)

4.4 Assessment Manager Assessment Parameters

Assessment Manager	Townsville City Council
Planning Instrument	<i>Townsville City Plan 2014</i> (the planning scheme)
Zone and Precinct	Low Density Residential Zone
Triggered Overlays	Airport Environs Overlay Flood Hazard Overlay
Category of Assessment	Impact
Table of Assessment Reference	Table 5.5.1



Assessment Manager Assessment Benchmarks	<ul style="list-style-type: none">▪ Strategic Framework.▪ Low Density Residential Zone Code (refer Attachment 9).▪ Healthy Waters Code.▪ Landscape Code.▪ Traffic Impact, Parking and Access Code.▪ Works Code.▪ Airport Environs Overlay Code.▪ Flood Impact Overlay Code.
---	---

4.5 Referral Agency Assessment Parameters

Referral Agencies	State Assessment Referral Agency
Planning Instrument	<i>Planning Regulation 2017</i> (the Regulation)
Referral Triggers	<p>The proposed development triggers the following referrals:</p> <ul style="list-style-type: none">▪ Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Material change of use of premises near a State transport corridor or that is a future State transport corridor.
Referral Agency Assessment Benchmarks	<ul style="list-style-type: none">▪ State code 1 – Development in a State-controlled road environment



5.0 ASSESSMENT MANAGER CONSIDERATIONS

5.1 State Planning Policy

The *State Planning Policy* (the SPP) is a State planning instrument established under the Act and is designed to ensure the State's interests in planning are protected and delivered as part of local government planning across Queensland. Local government use the SPP when making or amending its planning scheme. Local government will also assess aspects of development applications using the SPP if their local planning scheme has not integrated certain State interests.

In accordance with Section 2.1 – State Planning Policy (SPP) of the planning scheme, the Minister has identified that all relevant State interests as outlined in the SPP dated July 2014 have been integrated into the planning scheme.

For the purpose of the proposed development, we consider that assessment against the provisions of the SPP is not required, and all relevant matters will be dealt with under the provisions of the planning scheme.

5.2 Regional Plan

Regional plans are State planning instruments established under the Act and set the long term strategic direction for how regions grow and respond to change. Regional plans are designed to facilitate economic growth, development, liveable communities, and the protection of natural resources. Regional plans seek to balance the State interests identified by the SPP in the context of the particular region they apply to.

The *North Queensland Regional Plan* (the Regional Plan) applies to the local government areas of Townsville City, Hinchinbrook Shire, Burdekin Shire, Charters Towers Regional, and Palm Island Aboriginal Shire. The Regional Plan was implemented in March 2020, and seeks to capitalise on the growth, prosperity, and diversity of the region by supporting a vibrant economy, generating jobs, improving business investment, protecting our natural environment, and encouraging tourism and lifestyle opportunities over the next 25 years.

The proposed development is considered to align with the goals outlined in the Regional Plan. In particular, the proposed development will further Goal 1 – A leading economy in regional Australia.

5.3 Planning Scheme Strategic Framework

The planning scheme incorporates a strategic framework, which sets the policy direction and basis for ensuring appropriate development occurs within the planning scheme area.



The strategic framework is represented by the following four themes:

- shaping Townsville;
- strong, connected community;
- environmentally sustainable future; and
- sustaining growth.

The strategic framework provides strategic outcomes for each of the above four themes.

The proposed development furthers the outcomes sought by the above themes and the relevant outcomes, particularly when considering:

- the proposed development will contribute to Townsville's growth and evolution, and will further Townsville's role as the second capital of Queensland;
- the proposed development will maximise the potential of a well-positioned site and will optimise community interaction through exceptional social design and quality;
- the development will provide community services in a convenient location that best meets community need;
- the proposed development involves an increase in scale to an existing medical centre and is not considered to adversely impact on surrounding residential amenity to the south and east;
- the built form of the proposed development is of a compatible scale and design to the existing medical centre and is consistent with the surrounding amenity along Bowen Road;
- the subject site is located on the Bowen Road corridor, providing users of the medical centre with convenient access to public transport; and
- given Townsville's climate, the proposed development will respond through the proposed design and layout that will incorporate energy efficient techniques.

5.4 Planning Scheme Purpose and Overall Outcomes

The proposed development is considered to further the purpose and overall outcomes sought by the relevant planning scheme codes by demonstrating compliance with the relevant performance and accepted outcomes.



5.5 Planning Scheme Assessment Matrix

The assessment matrix below summarises the outcome of an assessment of the proposed development against the relevant performance and accepted outcomes of the applicable Assessment Manager assessment benchmarks. The assessment matrix identifies the level of compliance of the proposed development in accordance with the legend below.

Legend	
	<div></div> Criteria is clearly met and no further assessment is required. <div></div> Criteria is met and further explanation is provided for clarity. <div></div> Criteria is not met and further performance assessment is required. <div></div> Not applicable or no criteria prescribed.

Outcome PO or AO	Low Density Residential Zone Code		Healthy Waters Code		Landscaping Code		Transport, Access Impact and Parking		Works Code		Airport Enviro Code		Flood Overlay Code	
	PO	AO	PO	AO	PO	AO	PO	AO	PO	AO	PO	AO	PO	AO
1														
2														
3														
4														
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Outcome PO or AO	Low Density Residential Zone Code		Healthy Waters Code		Landscaping Code		Transport, Access Impact and Parking		Works Code		Airport Enviro Code		Flood Overlay Code	
	PO	AO	PO	AO	PO	AO	PO	AO	PO	AO	PO	AO	PO	AO
20														
21														
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Criteria identified in the assessment matrix as requiring further explanation or further assessment is addressed in the following subsection.



5.6 Planning Scheme Detailed Assessment

Low Density Residential Zone Code

Amenity	
PO10 Development minimises impacts on surrounding land and provides for an appropriate level of amenity within the site, having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) visual impact; (e) odour and emissions; (f) lighting; (g) access to sunlight; (h) privacy; and (i) outlook.	No acceptable outcome is nominated.

Complies with PO10

The proposed development is considered to comply with PO9 given:

- the proposed development is of a domestic scale and design and will not detract from the amenity of the surrounding locality;
- there will be a setback of 25.5 m between the proposed development and the existing dual occupancy;
- noise, odour and light emissions expended as a result of the proposed development are considered to be negligible, given the nature of the proposed development;
- increase in traffic as a result of the proposed development can be appropriately managed through existing transport infrastructure network;
- the proposed development will provide an additional buffer to existing background noise; and
- the proposed development is an extension to an existing medical centre;

The siting and design of the proposed layout provides for appropriate setback and screening to neighbouring residential properties.

Parking and servicing	
PO16 Parking facilities are located to be concealed from public view to ensure an attractive streetscape.	AO16 Vehicle parking structures are located: (a) behind the building setback; or (b) behind the building; or (c) at basement level. Figure 6.4 – Concealment of parking structure illustrates.

Complies with AO16

The existing medical centre is located on a corner block, so whilst the car parking area is located behind the the medical centre, it is visible from Viles Street. The existing car parking layout will be reconfigured and extended because of the proposed development and will remain situated behind the existing and proposed



development. This outcome is considered acceptable given the subject site includes a corner lot and existing and proposed landscaping interface with Viles Street.

Additional tandem staff parking spaces are proposed, one set will be located to the front of the proposed extension and a further two sets of spaces immediately to the rear of the proposed extension. The spaces to the front of the proposed extension, will be appropriately screened will landscaping.

The proposed car parking area to the rear of the development will be concealed from view from the Bowen Road frontage.

It is not considered that the proposed car parking location and layout, inclusive of the tandem spaces will not detract from the existing streetscape.

PO18 Non-residential uses are established only where: (a) compatible with local character and amenity; (b) limited in scale and supporting the day-to-day needs of the local community; and (c) not impacting on the role and function of the city's network of centres or more appropriately located in another zone.	No acceptable outcome is nominated. Editor's note —Applicants should have regard to Economic impact assessment planning scheme policy no. SC6.5 for guidance on how to demonstrate compliance with this performance outcome.
---	--

Complies with PO18

The proposed development involves an extension to an existing medical centre, with the resulting building two storey in height and of a domestic compatible scale. The proposed extension has been designed to replicate the existing medical centre, providing symmetry in the streetscape. The proposed extension will support the day-to-day needs of the local community by providing additional doctors and staff to service existing and prospective patients.

There is an existing high house located at 110 Bowen Road, with a motor inn to the north and the existing medical centre to the south. The proposed development will establish a more compatible interface and complementary used with the existing non-residential uses.

The proposed development will provide additional buffering to existing background noise sources for the residents in Viles Street. The location of the proposed development is considered logical given the location of the existing medical centre and its strategic on the corner of Bowen Road and Viles Street providing ease of access to both the local and State controlled road network.



Transport, Access Impact and Parking Code

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.
--	---

Complies with PO6

The provision of a new entrance along the Bowen Road façade will provide a separate access for pedestrians. Cyclist will share the points of access with vehicles and utilise the internal footpath network to access the proposed bicycle parking facilities to the rear of the proposed development. Given the nature of the proposed development it is not considered that a separate bicycle access point is required.

Parking	
PO17 Provision is made for on-site vehicle parking to: (a) meet the demand likely to be generated by the development; and (b) 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.

Complies with PO17:

As illustrated on the proposal plans, the development provides 37 parking spaces, one service/ ambulance space and four bicycle spaces. In addition to these car park spaces, sufficient off-street parking is available within the vicinity (i.e. Viles Street and Bowen Road). The number of spaces proposed are considered sufficient for the number of medical practitioners proposed.

The existing garage space will be retained for the caretaker's accommodation.

No separate car parking rate calculation has been included for the pharmacy use, as it is considered there will be cross utilisation across proposed uses, thus reducing the car parking demand associated with this component of the development. It is considered that the pharmacy will have zero in terms of car parking as patrons will already be on site for appointments at the medical centre.

Patients will also use other modes of transport for example, taxi, Uber, buses, family, friends and on foot.

As such, the reconfigured access arrangements, car parking layout and additional car parking spaces are considered sufficient to meet the demand likely to be generated by the resulting development.







6.0 REFERRAL AGENCY CONSIDERATIONS



























6.1 State Code Purpose and Overall Outcomes



























The proposed development is considered to further the purpose and overall outcomes sought by the relevant State Codes by demonstrating compliance with the relevant performance and accepted outcomes.

6.2 State Code Assessment Matrix

The assessment matrix below summarises the outcome of an assessment of the proposed development against the relevant performance and accepted outcomes of the applicable Referral Agency assessment benchmarks. The assessment matrix identifies the level of compliance of the proposed development in accordance with the legend below.

Legend		Criteria is clearly met and no further assessment is required.
		Criteria is met and further explanation is provided for clarity.
		Criteria is not met and further performance assessment is required.
		Not applicable or no criteria prescribed.

Outcome PO or AO	State Code 1	
	PO	AO
1		
2		
3		
4		
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8		
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10		
11		
12		
13		

Outcome PO or AO	State Code 1	
	PO	AO
31		
32		
33		
34		
35		
36		
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41		
42		
43		



Outcome PO or AO	State Code 1	
	PO	AO
14		
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16		
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Outcome PO or AO	State Code 1	
	PO	AO
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Criteria identified in the assessment matrix as requiring further explanation or further assessment is addressed in the following subsection.

6.3 State Code Detailed Assessment

State Code 1

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 PO27

The TIA identifies that the proposed development will be serviced by three points of access as follows:

- the existing vehicular access crossover to 110 Bowen Road, Rosslea will be relocated further north long the frontage of the subject site and will be one way (entry only);



- the existing access on Viles Street will access the existing garage space for the caretaker's accommodation and staff parking; and
- a new access is proposed towards the south east corner of the subject site which will service the patient parking area and the staff parking spaces within the north east portion of the site.

The proposed development will result in the replacement of a two way access to Bowen Road, with an entry only access to the site. The abovementioned access arrangements facilitate the efficient and safe movement of vehicles both to and from the site and internal to the site. The proposed development has been designed so that all traffic associated with the development exit onto the local road network.

The TIA includes an assessment of the intersection performance of Bowen Road and Viles Street. As identified in Table 8 of the TIA, for the year 2025, the Level of Service (LOS) for background traffic and LOS background and post development traffic are the same. The TIA concludes that the current situation on turn left and right-out movement to Bowen Road as well as the right turn from Bowen Road (South) remains the same after the post development, demonstrating that the proposed development does not impact the intersection. The TIA concludes the same for the year 2035 for both Degree of Saturation (DOS) and LOS.

A turn warrant assessment was completed by LCE, as the intersection is already existing, the recommended treatments are already implemented, refer to Figure 15 for the existing turn warrants. The TIA also concludes that the intersection meets the required Safe Intersection Sight Distance and Approach Sight Distance.

The Safety Risk Assessment included in the TIA, refer to Table 16, concludes that proposed development does not trigger any mitigation measures for the existing local and State controlled road network.

Table 16. Safety risk assessment

Risk Item	Without Development			With Development			Mitigation Measure	With Development and mitigation		
	Likelihood	Consequence	Risk Score	Likelihood	Consequence	Risk Score		Likelihood	Consequence	Risk Score
Traffic turning right from Viles Street to Bowen Road	1	3	L	2	3	M	No Action. Ample sight distance and space for passing.	2	3	M
Traffic turning into Site Access 1 colliding with pedestrian	1	3	L	2	3	L	No Action			
Traffic turning in left into Site Access 2 queuing into Viles Street; Rear end of queuing traffic	1	3	L	1	3	L	No Action			

Based on the conclusions of the TIA, the proposed development will not trigger any road upgrades to Bowen Road, or the intersection of Bowen Road and Vile Street.



7.0 OTHER RELEVANT MATTERS

There are other relevant matters to support the approval of the development application, including (but not limited to) the following:

- the development will provide medical and complementary community health services in a convenient location that best meets community need and ensure supply keeps up with demand;
- the subject site is located on the Bowen Road, providing patients with convenient access to public transport infrastructure;
- the proposed extension is of a domestic scale and design and will not detract from the streetscape and it replicates the design and external appearance of the existing medical centre, providing symmetry within the streetscape;
- the proposed development will ensure the efficient use of land and infrastructure and the location is fixed given the proposed development relates to an extension to an existing medical centre;
- the proposed extension is sited and sufficiently buffered (25 m+) to minimise adverse impacts to neighbouring properties;
- the proposed access and on-site vehicle circulation and manoeuvring areas provide for the safe and efficient manoeuvrability of vehicles;
- the increase in impervious is unlikely to result in a significant impact or worsening condition to the State-controlled road, as the lawful point of discharge will remain to Viles Street;
- the access points and internal vehicle manoeuvring areas are designed to allow all vehicle types expected to be generated by the use to enter and exit in a forward direction and will not result in queuing issues on the State-controlled road;
- the existing residential dwelling will be demolished and replaced with a non-residential use that will be more compatible with existing non residential uses, along this section of Bowen Road;
- the proposed extension is sited and achieves sufficient buffers and setbacks to minimise adverse impacts to neighbouring properties and residential amenity;
- the proposed extension will increase the number of doctors at the medical centre to better service existing and prospective patients and to further deliver ancillary medical services; and
- the proposed development will not have an adverse impact in terms of emissions and environmental impacts.



8.0 CONCLUSION

8.1 Assessment Summary

The assessment of the proposed development against the relevant assessment benchmarks detailed in this development application supports a recommendation for approval based on the following reasons:

- the proposed development complies with the relevant assessment benchmarks; and
- any areas of uncertainty in terms of compliance with the relevant assessment benchmarks can be managed through reasonable and relevant conditions.

8.2 Recommended Conditions of Approval

Given the above facts and circumstances presented in this development application, we recommend that Council **approve** the proposed development subject to the following reasonable and relevant conditions that are considered specifically relevant to the proposed development.

Condition 1 – Approved Plans and Supporting Documentation

- (a) The development must generally comply with the plan(s) referenced in the table below and attached as stamped "Approved Subject to Conditions" which forms part of this approval, unless otherwise specified by any condition of this approval.

Title	Number	Issue	Date
Title Sheet	23-019	sk_01	10/25/22
Site and Site Areas Plan	23-019	sk_02	10/25/22
Services, Floor, Aerial & Detail Survey Plan	23-019	sk_03	10/25/22
Existing & Demolition Plan	22-051	sk_04	09/09/21
Proposed Ground Floor Plan	22-051	sk_05	09/09/21
Proposed First Floor Plan	22-051	sk_06	09/09/21
Floor Plans (by others)	22-051	sk_07	09/09/21
TUA Plan	22-051	sk_08	09/09/21
Elevations – Existing Plan	22-051	sk_09	09/09/21
Elevations - Proposed Plan	22-051	sk_10	09/09/21

Associated Reports



Traffic Impact Assessment prepared by LCE (refer **Appendix 7**)

Engineering Service Report prepared by LCE (refer **Appendix 8**)

Appendix 1

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)	Munoz Family Trust c/- Milford Planning
Contact name (only applicable for companies)	Sarah Jones
Postal address (P.O. Box or street address)	PO Box 5463
Suburb	Townsville
State	QLD
Postcode	4810
Country	
Contact number	07 4724 0095
Email address (non-mandatory)	info@milfordplanning.com.au
Mobile number (non-mandatory)	
Fax number (non-mandatory)	
Applicant's reference number(s) (if applicable)	M2258

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)

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
		110	Bowen Road	Rosslea
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
		56	RP703491	Townsville
b)	Unit No.	Street No.	Street Name and Type	Suburb
		112	Bowen Road	Rosslea
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
		57	RP703491	Townsville

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)
		<input type="checkbox"/> WGS84 <input type="checkbox"/> GDA94 <input type="checkbox"/> Other:	

- ☐ Coordinates of premises by easting and northing

Easting(s)	Northing(s)	Zone Ref.	Datum	Local Government Area(s) (if applicable)
		<input type="checkbox"/> 54 <input type="checkbox"/> 55 <input type="checkbox"/> 56	<input type="checkbox"/> WGS84 <input type="checkbox"/> GDA94 <input type="checkbox"/> 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):

<input type="checkbox"/> On airport land under the <i>Airport Assets (Restructuring and Disposal) Act 2008</i>
Name of airport: <input type="text"/>
<input type="checkbox"/> Listed on the Environmental Management Register (EMR) under the <i>Environmental Protection Act 1994</i>
EMR site identification: <input type="text"/>
<input type="checkbox"/> Listed on the Contaminated Land Register (CLR) under the <i>Environmental Protection Act 1994</i>
CLR site identification: <input type="text"/>

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? <i>(tick only one box)</i>
<input checked="" type="checkbox"/> Material change of use <input type="checkbox"/> Reconfiguring a lot <input type="checkbox"/> Operational work <input type="checkbox"/> Building work
b) What is the approval type? <i>(tick only one box)</i>
<input checked="" type="checkbox"/> Development permit <input type="checkbox"/> Preliminary approval <input type="checkbox"/> Preliminary approval that includes a variation approval
c) What is the level of assessment?
<input type="checkbox"/> Code assessment <input checked="" type="checkbox"/> Impact assessment <i>(requires public notification)</i>
d) Provide a brief description of the proposal <i>(e.g. 6 unit apartment building defined as multi-unit dwelling, reconfiguration of 1 lot into 3 lots):</i>
Health Care Services (Medical Centre Extension) and Shop
e) Relevant plans
Note: <i>Relevant plans are required to be submitted for all aspects of this development application. For further information, see DA Forms guide: Relevant plans.</i>
<input checked="" type="checkbox"/> 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? <i>(tick only one box)</i>
<input type="checkbox"/> Material change of use <input type="checkbox"/> Reconfiguring a lot <input type="checkbox"/> Operational work <input type="checkbox"/> Building work
b) What is the approval type? <i>(tick only one box)</i>
<input type="checkbox"/> Development permit <input type="checkbox"/> Preliminary approval <input type="checkbox"/> Preliminary approval that includes a variation approval
c) What is the level of assessment?
<input type="checkbox"/> Code assessment <input type="checkbox"/> Impact assessment <i>(requires public notification)</i>
d) Provide a brief description of the proposal <i>(e.g. 6 unit apartment building defined as multi-unit dwelling, reconfiguration of 1 lot into 3 lots):</i>
e) Relevant plans
Note: <i>Relevant plans are required to be submitted for all aspects of this development application. For further information, see DA Forms Guide: Relevant plans.</i>
<input type="checkbox"/> 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 | <input checked="" type="checkbox"/> Yes – complete division 1 if assessable against a local planning instrument |
| Reconfiguring a lot | <input type="checkbox"/> Yes – complete division 2 |
| Operational work | <input type="checkbox"/> Yes – complete division 3 |
| Building work | <input type="checkbox"/> Yes – complete <i>DA Form 2 – Building work details</i> |

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)
Medical Centre Extension	Health Care Services		570
Pharmacy	Shop		77

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)**

- | | |
|---|--|
| <input type="checkbox"/> Subdivision (complete 10) | <input type="checkbox"/> Dividing land into parts by agreement (complete 11) |
| <input type="checkbox"/> Boundary realignment (complete 12) | <input type="checkbox"/> 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?	
<input type="checkbox"/> Yes – provide additional details below <input type="checkbox"/> 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?		
<input type="checkbox"/> Road work <input type="checkbox"/> Drainage work <input type="checkbox"/> Landscaping <input type="checkbox"/> Other – please specify:	<input type="checkbox"/> Stormwater <input type="checkbox"/> Earthworks <input type="checkbox"/> Signage	<input type="checkbox"/> Water infrastructure <input type="checkbox"/> Sewage infrastructure <input type="checkbox"/> Clearing vegetation
14.2) Is the operational work necessary to facilitate the creation of new lots? (e.g. subdivision)		
<input type="checkbox"/> Yes – specify number of new lots:		
<input type="checkbox"/> 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 2 under 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
<input checked="" type="checkbox"/> Approval <input type="checkbox"/> Development application	MI08/0085	29/01/2099	Townsville City Council
<input type="checkbox"/> Approval <input type="checkbox"/> 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 Form 1 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

☒ Yes

Note: See the Planning Regulation 2017 for referral requirements

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

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			

MP ref: M2258
QA: sj

29 February 2024

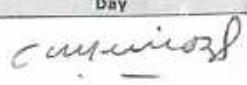
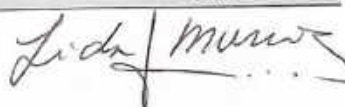
Assessment Manager
Townsville City Council
PO Box 1268
TOWNSVILLE QLD 4810

Attention: Planning and Development

Dear Sir/ Madam,

Re: Land Owner Consent

Under the provisions of the *Planning Act 2016*, we **LIDA & FRANCISCO MUNOZ (TTE)**, being the registered owners of land described as **LOT 57 ON RP703491** and located at **110 BOWEN ROAD, ROSSLEA** do hereby authorise and confirm the engagement and appointment of Milford Planning to act on our behalf with respect to the procurement of all development approvals for the aforementioned land.

Date	4th	March	2024
	Day	Month	Year
Signature			
Name	FRANCISCO MUNOZ	Lida Munoz	
Position	Director	Director	

Note

Where registered owner is a company the ACN must be included and accompanied by:

- (a) the signature of either:
 - two directors of the company;
 - a director and a company secretary of the company; or
 - if a proprietary company that has a sole director who is also the sole company secretary, that director; or
- (b) the company seal (if the company has a common seal) witnessed by:
 - two directors of the company;
 - a director and a company secretary of the company; or
 - for a proprietary company that has a sole director who is also the sole company secretary, that director.

MP ref: M2258
QA: sj

29 February 2024


Assessment Manager
Townsville City Council
PO Box 1268
TOWNSVILLE QLD 4810

Attention: Planning and Development

Dear Sir/ Madam,

Re: Land Owner Consent

Under the provisions of the *Planning Act 2016*, I **MIGUEL ANGEL MUNOZ**, being the registered owner of land described as **LOT 56 ON RP703491** and located at **110 BOWEN ROAD, ROSSLEA** do hereby authorise and confirm the engagement and appointment of Milford Planning to act on our behalf with respect to the procurement of all development approvals for the aforementioned land.

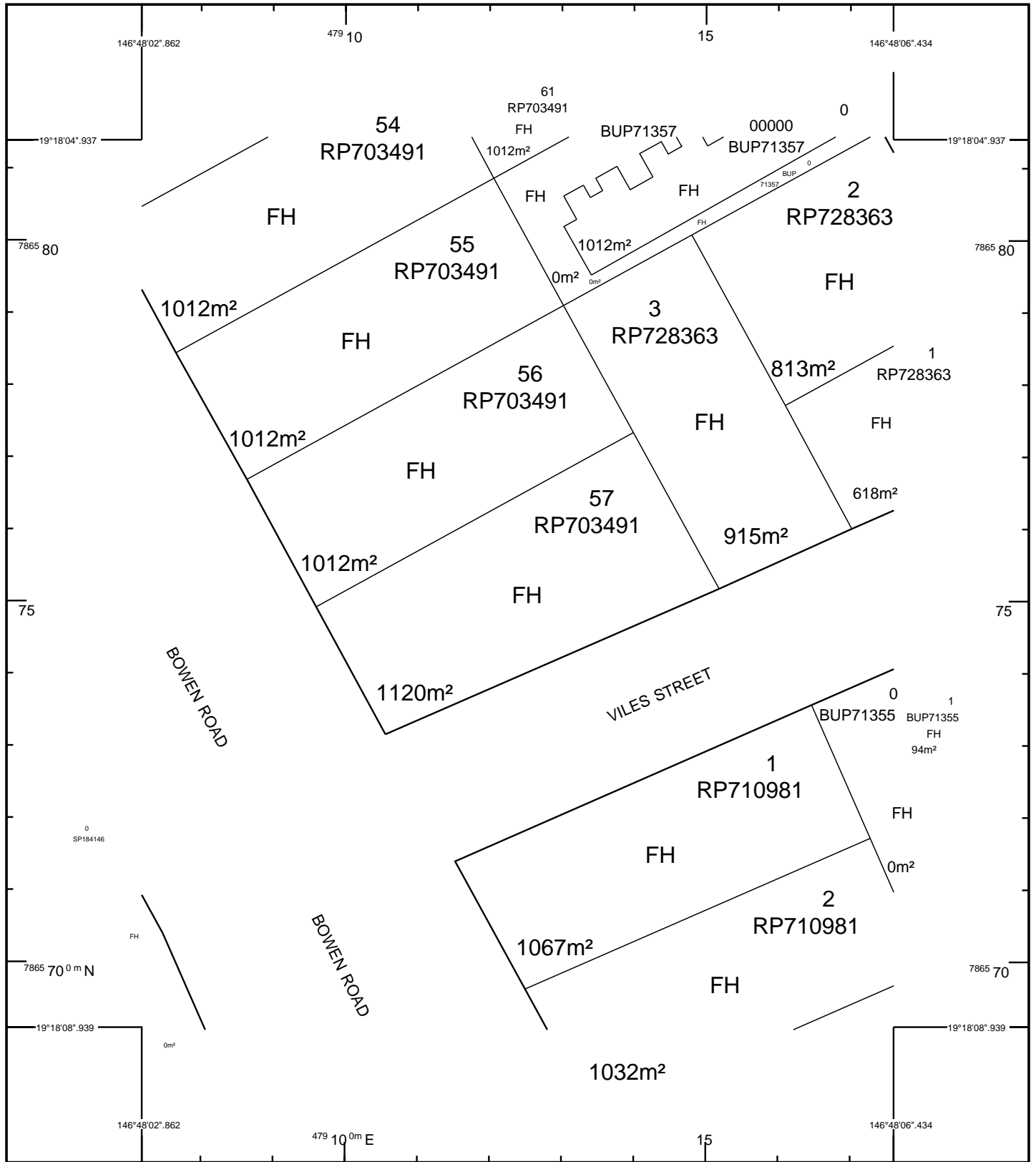
Date	10	March	2024
	Day	Month	Year
Signature			
Name	Miguel Munoz		
Position	Owner		

Note

Where registered owner is a company the ACN must be included and accompanied by:

- (a) the signature of either:
 - two directors of the company;
 - a director and a company secretary of the company; or
 - if a proprietary company that has a sole director who is also the sole company secretary, that director; or
- (b) the company seal (if the company has a common seal) witnessed by:
 - two directors of the company;
 - a director and a company secretary of the company; or
 - for a propriety company that has a sole director who is also the sole company secretary, that director.

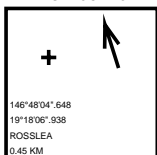
Appendix 2



STANDARD MAP NUMBER
8259-24422

0 15 30 45 60 75 m
HORIZONTAL DATUM:GDA94 ZONE:55 SCALE 1 : 750

MAP WINDOW POSITION &
NEAREST LOCATION



SUBJECT PARCEL DESCRIPTION

DCDB	
Lot/Plan	57/RP703491
Area/Volume	1120m ²
Tenure	FREEHOLD
Local Government	TOWNSVILLE CITY
Locality	ROSSLEA
Segment/Parcel	51020/19

CLIENT SERVICE STANDARDS

PRINTED 22/02/2023

DCDB 21/02/2023

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SmartMap

An External Product of
SmartMap Information Services

Based upon an extraction from the
Digital Cadastral Data Base





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(Department of Resources) 2023.

Drawing
Site Aerial

Property
110 and 112 Bowen Road, Rosslea
Lots 56 and 57 on RP703491

Drawing Number	Issue	Sheet
M2258-SK-01	A	1
Date	Author	Reviewer
16.2.24	RS	SJ

Legend

 Subject site
 Cadastre

Scale (A3 Original)

1:400

0 3 6 9 12 15 m

Sources

Milford Planning GIS (2024)
DCDB extract - State of Queensland (2024)
Aerial imagery - Queensland Globe (2024)

Disclaimer

Areas and dimensions are approximate only
and are subject to site survey.



Appendix 3

State Assessment and Referral Agency

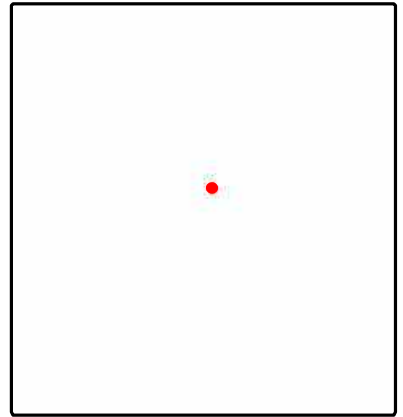
Date: 22/02/2023



Queensland Government

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Disclaimer:
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Matters of Interest for all selected Lot Plans

State-controlled road

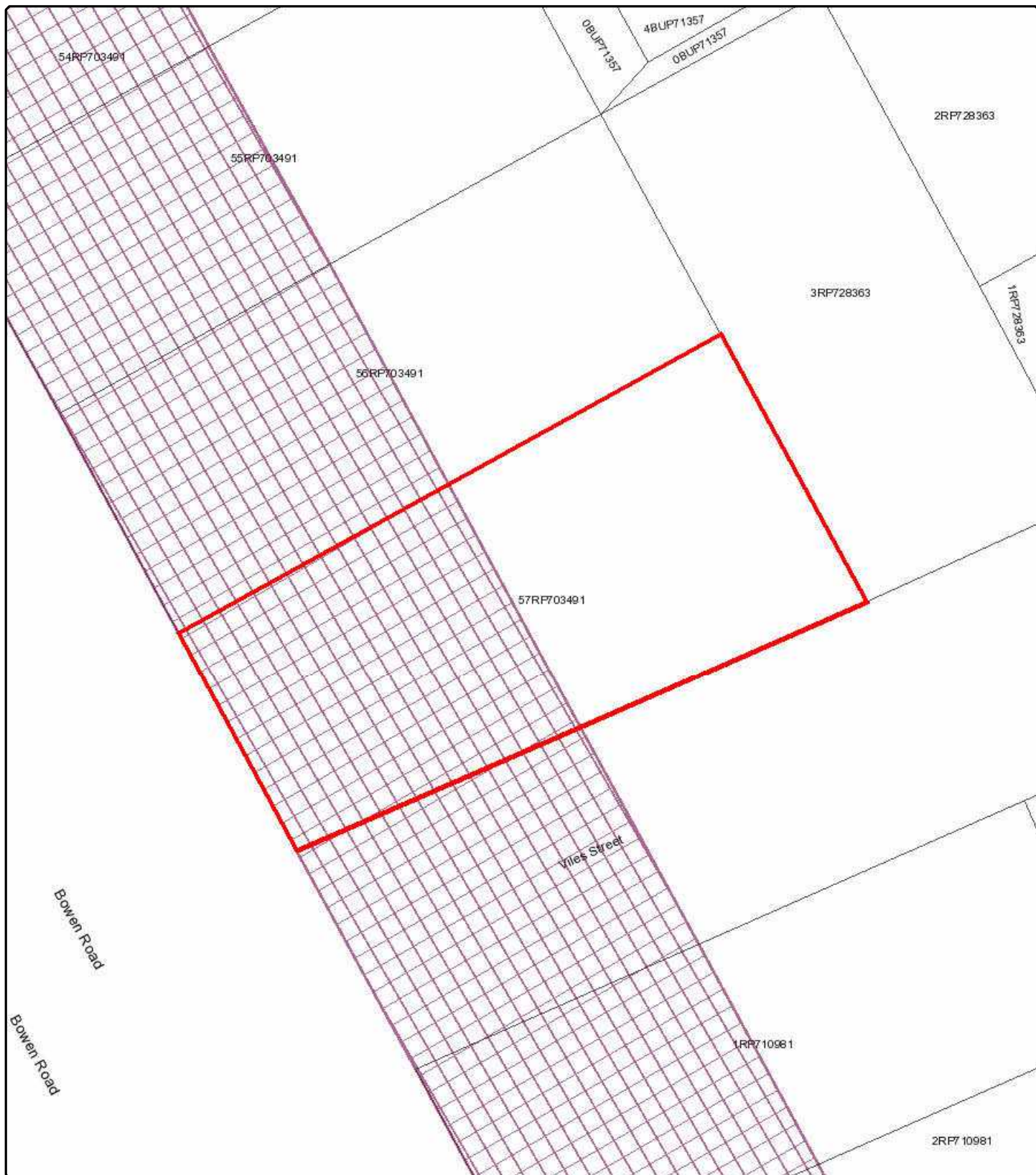
Area within 25m of a State-controlled road

Matters of Interest by Lot Plan

Lot Plan: 57RP703491 (Area: 1120 m²)

State-controlled road

Area within 25m of a State-controlled road



State Assessment and Referral Agency

Date: 22/02/2023



Queensland Government

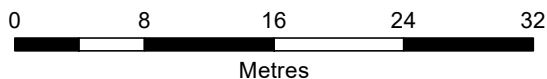
© The State of Queensland 2023.

Legend

Area within 25m of a State-controlled road



Area within 25m of a State-controlled road

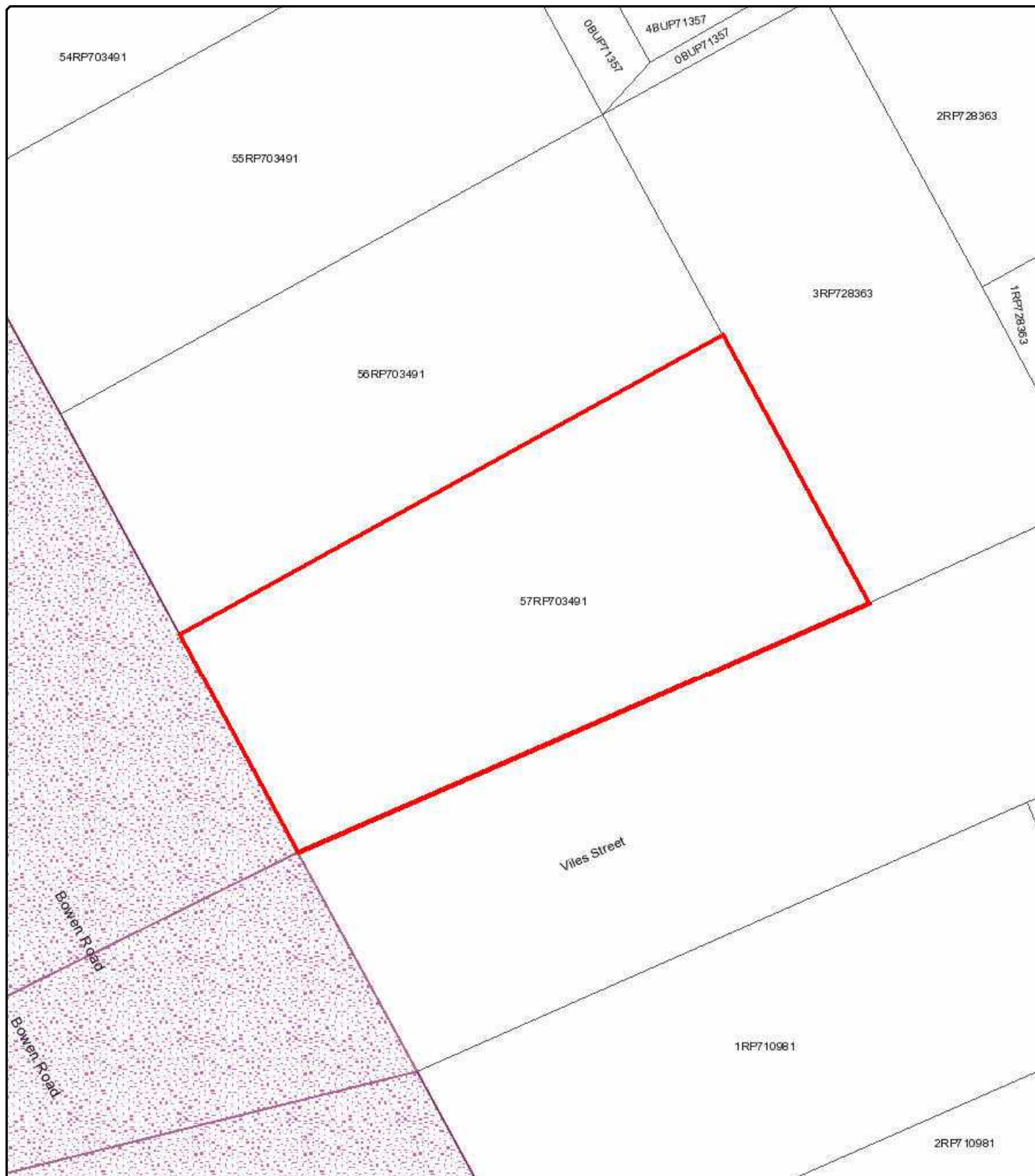


Disclaimer:

This map has been generated from the information supplied to the Queensland Government for the purposes of the Development Assessment Mapping System. The map generated has been prepared with due care based on the best available information at the time of publication. The State of Queensland holds no responsibility for any errors, inconsistencies or omissions within this document. Any decisions made by other parties based on this document solely the responsibility of those parties. This information is supplied subject to the full terms and conditions available on the department's website.

Document Set ID: 26061878

Version: 1, Version Date: 10/09/2024



State Assessment and Referral Agency

Date: 22/02/2023



Queensland Government

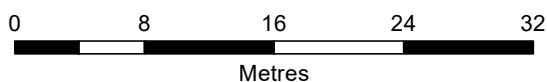
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Legend

State-controlled road



State-controlled road



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Document Set ID: 26061878

Version: 1, Version Date: 10/09/2024

Appendix 4

Date >> 02 February 2009


Munoz Family Trust
C/- Bob Page Drafting
262 Hugh Street
GULLIVER QLD 4812

TOWNSVILLE CITY COUNCIL
ADMINISTRATION BUILDING
103 WALKER STREET

PO BOX 1268, TOWNSVILLE
QUEENSLAND 4810

TELEPHONE >> 07 4727 9500

FACSIMILE >> 07 4727 9052

enquiries@townsville.qld.gov.au
www.townsville.qld.gov.au

DEVELOPMENT APPLICATION DECISION NOTICE
Integrated Planning Act 1997
Your Reference >> 3071

The Development Application for **Development Permit – Material Change of Use Impact (MI08/0085) Medical Centre and Caretaker's Residence and Preliminary Approval - Building Work** was assessed and approved with conditions. The decision was made under Delegation of Authority from the Council on **29 January 2009**.

The following schedule provides all the relevant details.

1. Site Details

Assessment Number >> 1806043

Real Property
Description >> Lot 57 RP 703491

Property Address >> 112 Bowen Road, Rosslea

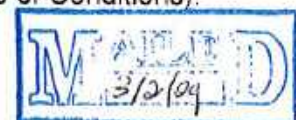
Area of Lot >> 1,120 Square Metres

Previous Use >> Dwelling House

2. Approval Type	Development Type	Expires
Development Permit	Material Change of Use Impact Medical Centre	29/01/2013
Preliminary Approval	Building Work	29/01/2011

3. Conditions

Assessment Manager's conditions (Refer attached Schedule of Conditions).



PLANNING AND ECONOMIC DEVELOPMENT

PLANNING ASSESSMENT UNIT



4. Further Development Permits Required for this Development

Development Permit - Building Work

5. Referral Agencies

Concurrence Agencies

Name and Address >>

Department of Main Roads
PO Box 1089
TOWNSVILLE QLD 4810

Advice Agencies

Name and Address >>

Not Applicable

6. Rights of Appeal

Attached are the relevant provisions of the Integrated Planning Act 1997 relating to the Rights of Appeal.

7. Submissions

There were no submissions made on this application.

8. When Approval Lapses

Section 3.5.21 of the Integrated Planning Act 1997 indicates when an approval lapses and this Section is attached for your information.

9. Approved Plans and Specifications

In accordance with Section 3.5.15(5) of the Integrated Planning Act 1997, a copy of the approved plans and specifications (if relevant) are attached.

NOTE TO APPLICANT >>

Please find below an extract from the *Integrated Planning Act 1997* relating to appeals by applicants.

4.1.27 Appeals by applicants

- (1) An applicant for a development application may appeal to the court against any of the following—
- (a) the refusal, or the refusal in part, of a development application;
 - (b) a matter stated in a development approval, including any condition applying to the development, and the identification of a code under section 3.1.6;
 - (c) the decision to give a preliminary approval when a development permit was applied for;
 - (d) the length of a period mentioned in section 3.5.21;

- (e) a deemed refusal.
- (2) An appeal under subsection (1)(a) to (d) must be started within 20 business days (the **applicant's appeal period**) after the day the decision notice or negotiated decision notice is given to the applicant.
- (3) An appeal under subsection (1)(e) may be started at any time after the last day a decision on the matter should have been made.

Should an applicant not wish to appeal or make written representations concerning the conditions imposed and consequently wish to reduce the mandatory twenty (20) business day appeal period, the applicant may provide Council with a written statement advising agreement with the conditions and subsequently waiving the right of appeal. Accordingly this action will result in the finalisation of the applicants appeal period.

Yours faithfully



for **Assessment Manager**

Encl.

DEVELOPMENT PERMIT

(MEDICAL CENTRE AND CARETAKER'S RESIDENCE)

SCHEDULE OF CONDITIONS

1. Site Layout

- a) The proposed development must generally comply with plans prepared by Bob Page Drafting as referenced in the table below, which forms part of this application, except as otherwise specified by any condition of this approval.

DRAWING NAME	DRAWING No.	PLAN RECEIVED AND DATE STAMPED
Ground Floor Plan, First Floor Plan & Site Plan	SK04	18 August, 2008
Elevations	SK05	18 August, 2008

- b) The proposed development must comply with all Planning Scheme requirements as applying at the date of this application, except as otherwise specified by any condition of this approval.
- c) One full set of the most up to date approved plans must be held on site, and available for inspection, for the duration of the construction phase.

2. Defined Use

The use hereby permitted must be conducted at all times in conformity with the associated definition in City Plan 2005.

3. Restriction of Use

The approved medical centre is only to accommodate general medical practitioners and associated non-medical staff. No more than three (3) general medical practitioners and six (6) further non medical practising staff are to occupy the Medical Centre at any one time.

4. Water Supply and Sewerage Headworks Contributions

The developer must pay a water supply and sewerage headworks contribution in accordance with *City Plan Policy 3 – Contributions, Section 2 – Headworks*. Payment of such a contribution must be made prior to the issuing of the Development Permit – Building Work for the development. The amount of the contribution must be calculated in accordance with the provisions of the Policy and at the rate applicable at the time payment is made.

5. Stormwater Drainage Headworks Contribution

The developer must pay a stormwater drainage headworks contribution in accordance with *City Plan Policy 3 – Contributions, Section 6 – Stormwater Drainage Headworks*. Payment of such a contribution must be made prior to the issuing of the Development Permit – Building Work for the development. The amount of the contribution must be calculated in accordance with the provisions of the Policy and at the rate applicable at the time payment is made.

6. Signage

The developer must submit to Council for approval prior to a Development Permit for Building Works being issued, plans of any signage to be associated with the use. Details must include the location of the signage, construction materials, size of the sign and graphic content. Approved signs must be maintained to the satisfaction of Council. To maintain amenity for adjoining properties, no illumination of the signage is to occur unless otherwise approved in writing by Council.

7. Street Fencing/Gated Entry

- a) Should a fence be constructed along the Bowen Road and Viles Street frontage it must achieve sufficient transparency to allow passive surveillance as well as integrate with its streetscape. If a fence is to be constructed along the frontages, the developer must provide Council with plans for written approval prior to a Development Permit for Building Works being issued.
- b) The developer must physically restrict vehicle entry to site outside of normal operating hours.

8. Screening of Plant and Utilities

The locations of the air conditioner condenser units are to be provided at ground level and must be in accordance with that shown on Ground Floor Plan & Site Plan SK04, date stamped 18 August, 2008.

9. Building Materials

All buildings and structures associated with the use must be constructed from materials and/or painted or similarly treated with paint or pigment of a low reflective quality which does not cause excessive glare.

10. Hours of Operation

Unless otherwise approved by Council, the activities associated with the use must only be conducted between 8.00a.m. to 5.00p.m. Monday to Friday and 8.00a.m to 12.00p.m Saturday inclusive. **The use is not to operate on Sundays or Public Holidays.**

11. Lighting

- a) The developer must ensure all internal and external lighting is fitted with shades and erected in a manner that ensures that adjoining premises and roads are not affected.
- b) Lighting is provided in accordance with the *Australian Standard AS1158: Public Lighting Code*.

12. Property Numbering

Effective property numbers must be erected at the premises prior to the commencement of the use and be maintained to the satisfaction of the Council.

The site identification numbers should be of reflective material, maintained free from foliage and other obstructions, and be large enough to be read from the street.

13. Screen Fencing

The developer must provide a visual screen between the site and any adjoining land occupied by a residential building in accordance with *City Plan Policy 2 Section 4 – Screen Fencing* with the exception that the section of fence adjacent the car park reversing area be provided with additional pickets to limit noise intrusion.

Notwithstanding the above, with the written consent of the proprietor of any adjoining land, the screen on the boundary shared with that neighbour may consist of other materials or lesser height. For such a variation the developer must submit to and be approved by Council details of the alternative screen together with the written consent of the applicable adjoining owner prior to a Development Permit for Building Work being issued.

Unless written consent is obtained from the affected adjacent property owner, the developer must not construct a fence adjacent to the property boundary where it impedes the maintenance and serviceability of an existing boundary fence. Furthermore consultation with adjoining property owners is essential so an amicable result is achieved in respect to the removal or retention of any existing adjoining fence.

The screen must be erected/planted prior to the commencement of the use and maintained thereafter to the satisfaction of the Council.

14. Noise

The hours of construction and building work on site must be limited to between

–

- * 6.30 a.m. to 6.30 p.m. Monday to Saturday; with
- * No work on Sundays or Public Holidays.

15. Refuse Facilities

Refuse collection arrangements must be provided by the developer so as to achieve the requirements of the Minor Centres Code, in accordance with *City Plan Policy 2 - Development Standards, Section 8 - Provision for Refuse Services*. In particular,

- a) For this development, only mobile garbage (wheelie) bins (recycle bin optional) are permitted. The approved waste storage area is to be of sufficient size to house all mobile garbage (wheelie) bins including recycling bins. The storage area is to be suitably paved, with a hose cock fitted in close proximity to the enclosure and drain to sewer via a legal sewer connection.
- b) All clinical and related waste which is generated must be managed and disposed of in accordance with the *Environmental Protection (Waste Management) Regulation 2000*.
- c) An adequate level area is to be made available along Bowen Road or Viles Street frontage for the collection of mobile garbage (wheelie) bin/s. Should management propose Council to collect waste for the development site, when development is operational, please contact Environmental Health Services on 4727 9003 to commence refuse service.
- d) A minimum overhead clearance of 4200mm must be provided for refuse collection. Access for the collection of the mobile garbage (wheelie) bins is not to be impeded by any overhead obstructions such as trees, wires or other structures. This minimum height clearance is to be maintained at all times.
- e) All waste generated as a result of the demolition of existing building or structures, and construction of the premises is to be effectively controlled and contained entirely within the boundaries of the site before disposal. All waste is to be disposed of in accordance with the *Environmental Protection (Waste Management) Regulation 2000*.

16. Relocation and Provision of Utilities

The developer must be responsible for any relocation and/or alteration to any public utility installation required as a result of any works carried out in connection with this development at no cost to Council.

17. Car Parking

- a) All car parking facilities, associated ramps and driveways must be constructed in accordance with Council Standards detailed in *City Plan Policy 2 – Development Standards* and must be maintained thereafter to that standard.

- b) The layout of the on-site car parking spaces must be designed to ensure that all vehicles entering and leaving the site may do so in a forward direction.
- c) The developer must provide a minimum 16 car spaces on site of which one (1) is designated for disabled parking and one (1) covered space designated for the caretaker's residence. An additional space must be designated for ambulance parking.
- d) All signage and line marking must comply with the requirements of the Manual of Uniform Traffic Control Devices.

18. Existing Street Trees

The existing street trees located within the Bowen Road and Viles Street road reserve, must not be damaged, removed, destroyed or lopped without the written consent of Council first being obtained.

19. Landscaping

- a) Prior to any works commencing on site a landscaping plan is required to be submitted to and approved by Council for a compliance assessment against the applicable Landscaping Code and/or relevant approval.

The Landscape and Irrigation Design Plans must be prepared in accordance with the relevant sections of City Plan Policy 1.

As part of the landscaping plan the following items are to be included:

- * The footpath/road reserve along Bowen Road and Viles Street is to be turfed and provided with automated irrigation.
 - * Mature street trees of a species selected for these sections of roads.
 - * Details showing the car parks being provided with shade trees in accordance with the landscape code which requires 1 tree per 3 bays for single side, angle or parallel bays.
 - * Details showing the area of the site located between car parks and the adjoining site at 110 Bowen Road and 6 Viles Street being extensively landscaped including a mixed height canopy using mature dense plantings to Council's satisfaction.
 - * Details showing the area of the site located along Bowen Road and Viles Street being extensively landscaped including a mixed canopy height using mature dense plantings whilst still maintaining sight distance at car park entry/exits to Council's satisfaction.
- b) The landscape plans must be prepared by a suitably Qualified person who:
 - * is a Qualified Landscape Architect with current membership to the Australian Institute of Landscape Architects; and/or
 - * is an experienced Landscape Designer

- c) All works must be completed in accordance with the approved landscaping plan and constructed to a standard detailed within City Plan Policy 2 – Development Standards. Following the approval of the plan, with or without amendments, the developer must implement the plan prior to the commencement of the use. Furthermore, all landscaped areas must be maintained thereafter to the satisfaction of Council.

20. Stormwater Drainage

Certification by an appropriately qualified and experienced Registered Professional Engineer of Queensland (RPEQ) of the following requirements must be submitted to and endorsed by Council prior to a Development Permit for Building Works being issued.

- a) The development site must be graded so that it is free-draining. All runoff from storms naturally falling onto this development site (including roof runoff) must be collected within the property boundaries and discharged to the lawful point of discharge. The developer must ensure that no ponding of stormwater occurs on adjacent allotments and that no stormwater formerly flowing onto this development site is diverted onto other neighbouring allotments.
- b) Overland flow paths and underground drainage must be designed so as not to directly or indirectly cause nuisance to a downstream or adjoining property.
- c) Following the completion of any works for the purposes of stormwater drainage, a stormwater drainage certificate from a Registered Professional Engineer of Queensland (RPEQ) must be submitted to and endorsed by Council. The stormwater drainage certificate must verify that the completed stormwater works associated with the proposed use has been constructed in accordance with the approved design.

21. Environmental Considerations

The developer must install pollution interceptor traps, or equivalent treatment devices, in uncovered car parking areas to intercept oil, silt and rubbish from the first flush of a rainfall event (20mm). Details of the type, size and location of interceptor traps must be provided to Council for approval as part of Compliance Assessment for the development.

*Gross
Swab?*

22. Soil Erosion Minimisation, Sediment Control and Dust Control

- a) During the construction phase of this development the developer must be responsible for the installation and maintenance of adequate erosion and sediment control management, so as to achieve Specific Outcome SO3 of the *Works* code. The contingent design, implementation and maintenance of measures must be provided in accordance with *City Plan Policy 1 Section 12 – Soil Erosion and Sediment Control*.

PLANNING AND ECONOMIC DEVELOPMENT

PLANNING ASSESSMENT UNIT



- b) During the construction phase of this development the developer must be responsible for adequate mitigation measures being put in place for the suppression of dust so as not to cause a nuisance to neighbouring property.

23. Roadworks and Traffic

- a) The developer must construct a new concrete invert and crossover across the footpath at the developer's expense in accordance with Council's standard drawing for *Driveway Accesses Urban Properties SD-030B*.
- b) The developer must remove the existing vehicle access including crossover in the kerb and channel, replace with new kerb and channel and reinstate the footpath in accordance with Council's standard drawing for *Kerb and Kerb & Channel Details*.
- c) The developer must repair/replace the kerb and channelling as necessary to repair any irregularities or breaks for the full frontage of the site in accordance with Council's standard drawing for *Kerb and Kerb & Channel Details*, to the satisfaction of Council.

24. Traffic Management

- a) The developer is responsible for all traffic management of the site. The contingent design, implementation and maintenance of traffic management measures during construction must be provided in accordance with *City Plan Policy 2 – Development Standards, Section 6 – TCC Variations to Aus-Spec (C201 - Control of Traffic)*.
- b) During the construction phase of the development all contractor's vehicles that are not able to be contained on site must only utilise space within the road reserve that directly fronts the subject allotment, unless otherwise approved by Council. Vehicles must not at any time obstruct footpath areas or sight lines within the vicinity of the development.
- c) All materials and machinery to be used during the construction period are to be wholly stored on the site unless otherwise agreed in writing by Council.

25. Further Approvals

Compliance Assessment

In accordance with section 3.5.31A (conditions requiring compliance) of the Integrated Planning Act 1997 prior to any works commencing on site all engineering and landscaping works associated with this development are to be submitted to and approved by Council for a compliance assessment against the relevant codes as identified below:

- * Works Code
- * Parking and Access Code, and

PLANNING AND ECONOMIC DEVELOPMENT

PLANNING ASSESSMENT UNIT



- * Landscaping Code.

The works must comply with the provisions of these codes, detailed in Part 6, Division 4 of the City Plan and (where applicable) are to include:

- * Earthworks
- * Roadworks
- * Kerb and channel work
- * Carparking layout
- * Landscaping including street plantings and irrigation within the road reserve
- * Internal stormwater management
- * Soil and sediment control measures
- * Modification to services such as:
 - ** Sewerage
 - ** Water
 - ** Stormwater

All engineering designs/documentation associated with such an application must be prepared and where necessary certified by a suitably qualified/experienced person.

PLEASE NOTE: THE COLLECTIVE SUBMISSION OF THE DOCUMENTATION SPECIFIED ABOVE WILL RESULT IN AN EXPEDITED AND INTEGRATED RESPONSE THAT WILL BE BENEFICIAL IN PRODUCING AN OVERALL DEVELOPMENT OUTCOME.

ADVICE

1. Earthworks

If the development of the subject property requires soil to be imported or exported, the developer must identify the allotments which would be used for borrowing or filling and must obtain Council approval for such works in addition to engineering approval for the development. In this regard, the developer must obtain Council approval for the route of transport, the period and time of transport during the construction phase of the development.

2. Trade Waste Permit

The developer is advised that a Trade Waste Permit may be required and should confirm this with Council's Trade Waste Inspector.

3. Environmental Considerations

E.P.A. Requirements

Construction must comply with the Environmental Protection Act, Policies and Guidelines to prevent or minimise either environmental harm or nuisance.

4. Specifications and Drawings

Details of Council's specifications and standard drawings can be viewed on Council's website <http://previous.townsville.qld.gov.au/infradevt/devtspecs.asp>

5. Asbestos Removal

All asbestos must be removed, transported and disposed in accordance with the *Workplace Health and Safety Asbestos Advisory Standard 2005*, *Environmental Protection Act 1994* and *Environmental Protection (Waste Management) Regulations 2000*.

Concurrence Agency Conditions - Department of Main Roads

Pursuant to Section 3.3.16(1) of the *Integrated Planning Act 1997*, the Department of Main Roads advises that it has no objection to Townsville City Council issuing a Development Permit for Material Change of Use subject to the conditions, as attached.



for **ASSESSMENT MANAGER**

DATE >> 2/2/09

PRELIMINARY APPROVAL

BUILDING WORK

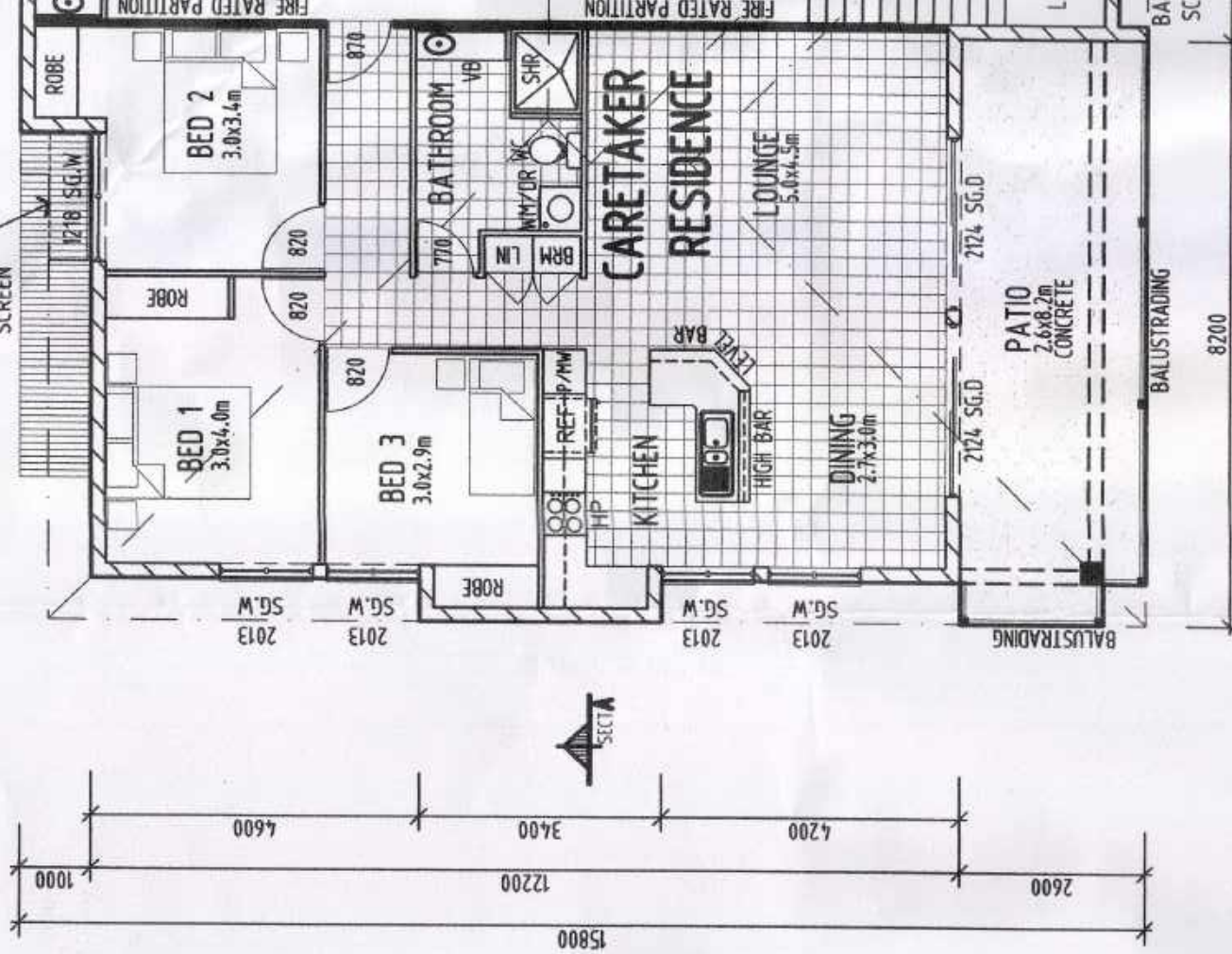
SCHEDULE OF CONDITIONS

1. The proposed development has been assessed against the relevant provisions of the City Plan 2005. However, assessment against the Building Act 1975, the Building Regulation 2006 and the Building Code of Australia is still required.
2. An application for a Development Permit - Building Work is required for the proposed development. This application needs to be approved prior to any works commencing on the site.
3. All building work is to comply with the Building Act 1975, the Building Regulation 2006 and the Building Code of Australia.



for **ASSESSMENT MANAGER**

DATE >> 2/2/09 **.....**



Appendix 5

Drawing
Townsville General Practice Medical
Centres

Property
Townsville

Drawing Number	Issue	Sheet
M2258-SK-01	A	1
Date	Author	Reviewer
18.7.24	HW	SJ

Legend

- State Controlled Road
- General Practitioner Clinic
- Subject Medical Centre

Scale (A3 Original)
1:70,000
0 500 1,000 1,500 2,000 2,500 m

Sources
Milford Planning GIS (2024)
DCDR extract - State of Queensland (2024)
Aerial imagery - Bing (2024)

Disclaimer
Areas and dimensions are approximate only
and are subject to site survey.



Appendix 6

Sheet List	
Sheet No.	Sheet Name
sk_01	title sheet
sk_02	site & site area plans
sk_03	services, floor, aerial plan & detail survey plan
sk_04	existing & demolition plans
sk_05	proposed ground floor plan
sk_06	proposed first floor plan
sk_07	floor plans - by others
sk_08	TUA plans
sk_09	elevations - existing
sk_10	elevations - proposed



2
sk_01 3D View 2



1
sk_01 3D View 1



3
sk_01 3D View 3



4
sk_01 3D View 4



5
sk_01 3D View 5

issued for
planning
issue date: 24.06.11



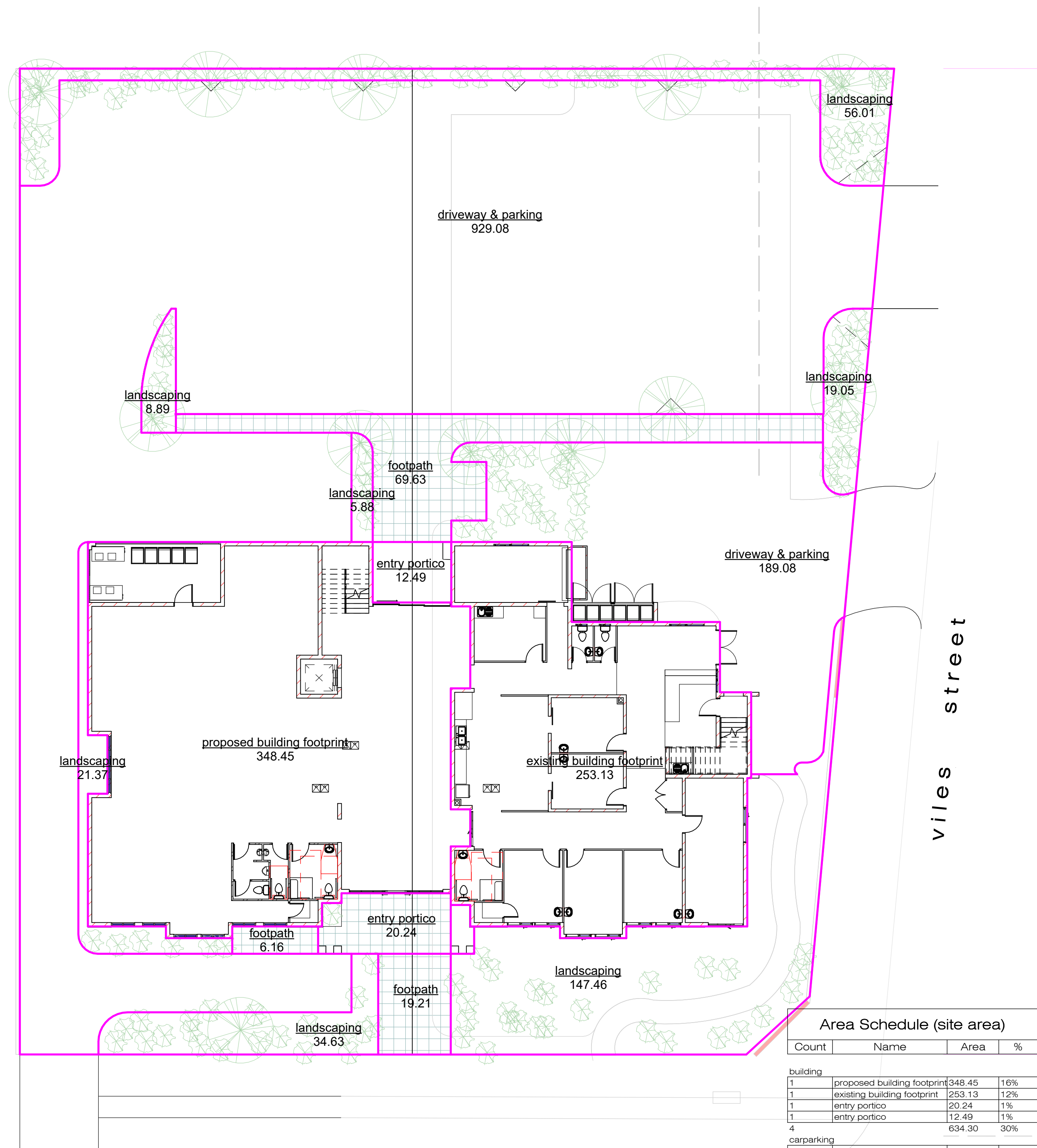
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THIS DRAWING IS ONLY INTENDED TO OBTAIN A LOCAL AUTHORITY BUILDING PERMIT.
COMPLY WITH ALL RELEVANT AUTHORITY REG. & BSA. FIGURED DIMENSIONS TO TAKE PRECEDENCE OVER SCALED MEASUREMENTS. VERIFY ALL ON SITE DIMENSIONS & LEVELS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

Revision Schedule		
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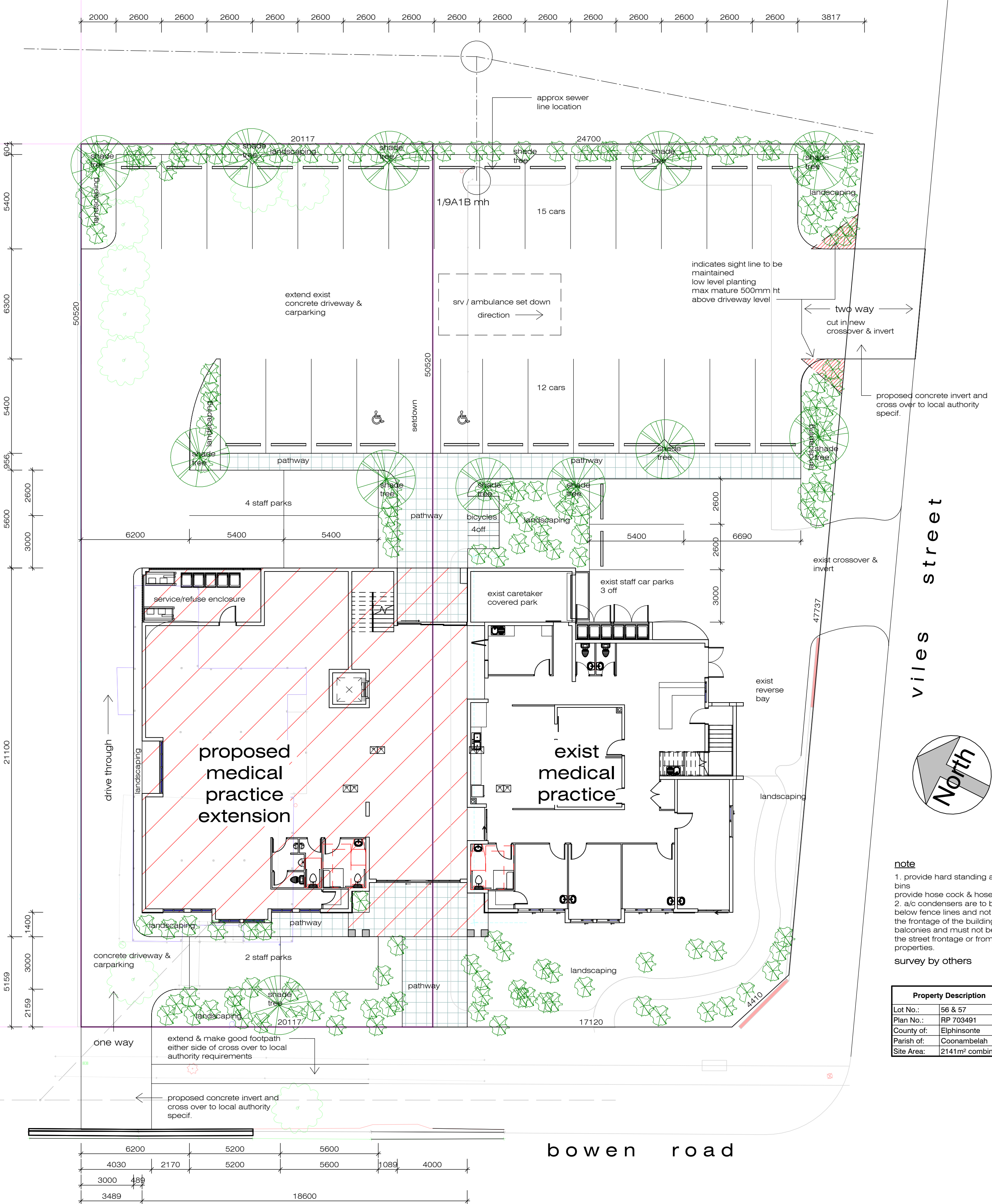


project: Medical Centre Extension & Pharmacy
for:
Dr Paco Munoz
at: 110-112 Bowen Rd
Rosslea Qld

Issue Date 07/04/23
Drawn Author
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sheet sk_01
23-019
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2 site area plan
sk_02 1 : 150



1 proposed site plan
sk_02 1 : 150

issued for
planning
issue date: 24.06.11



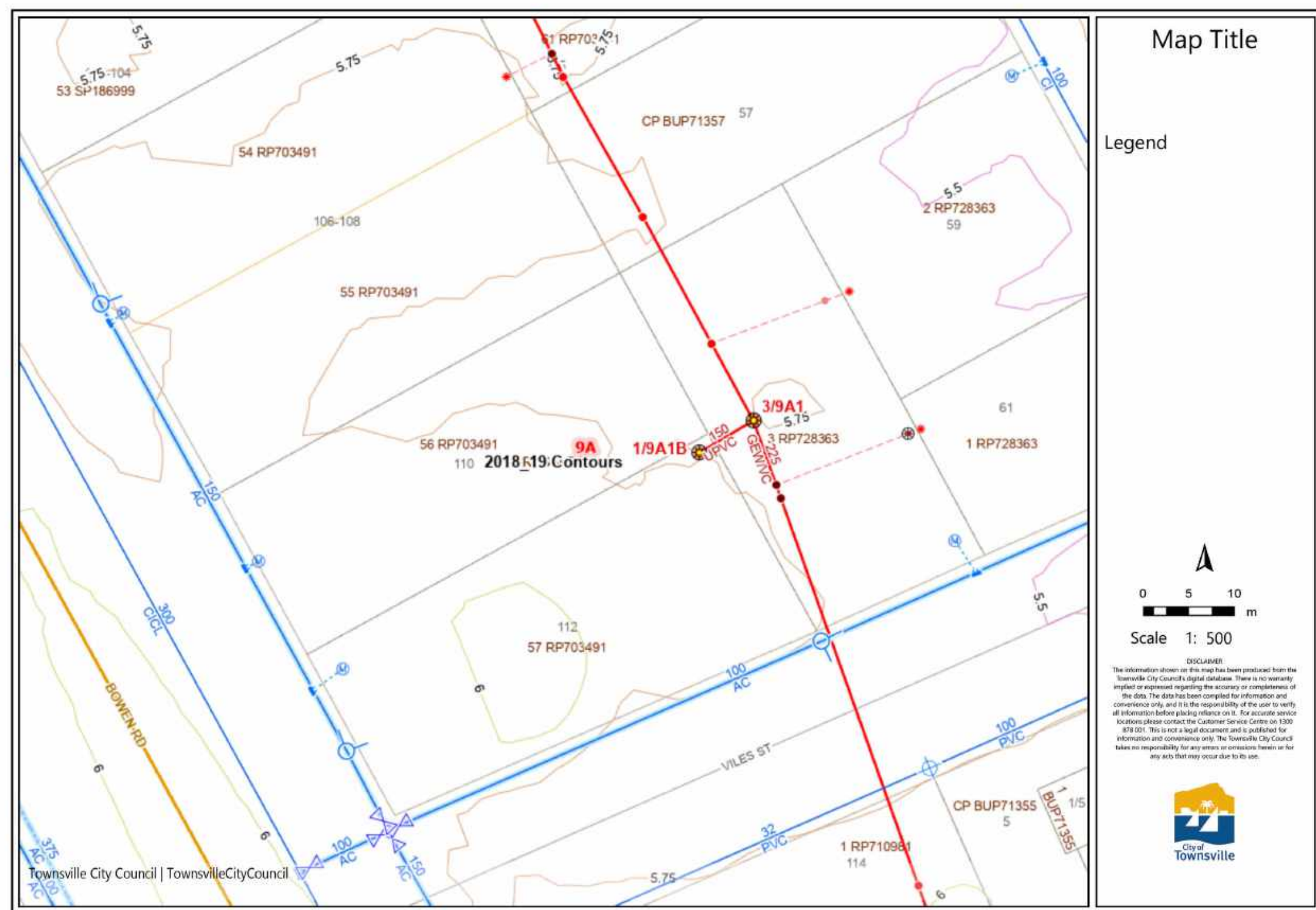
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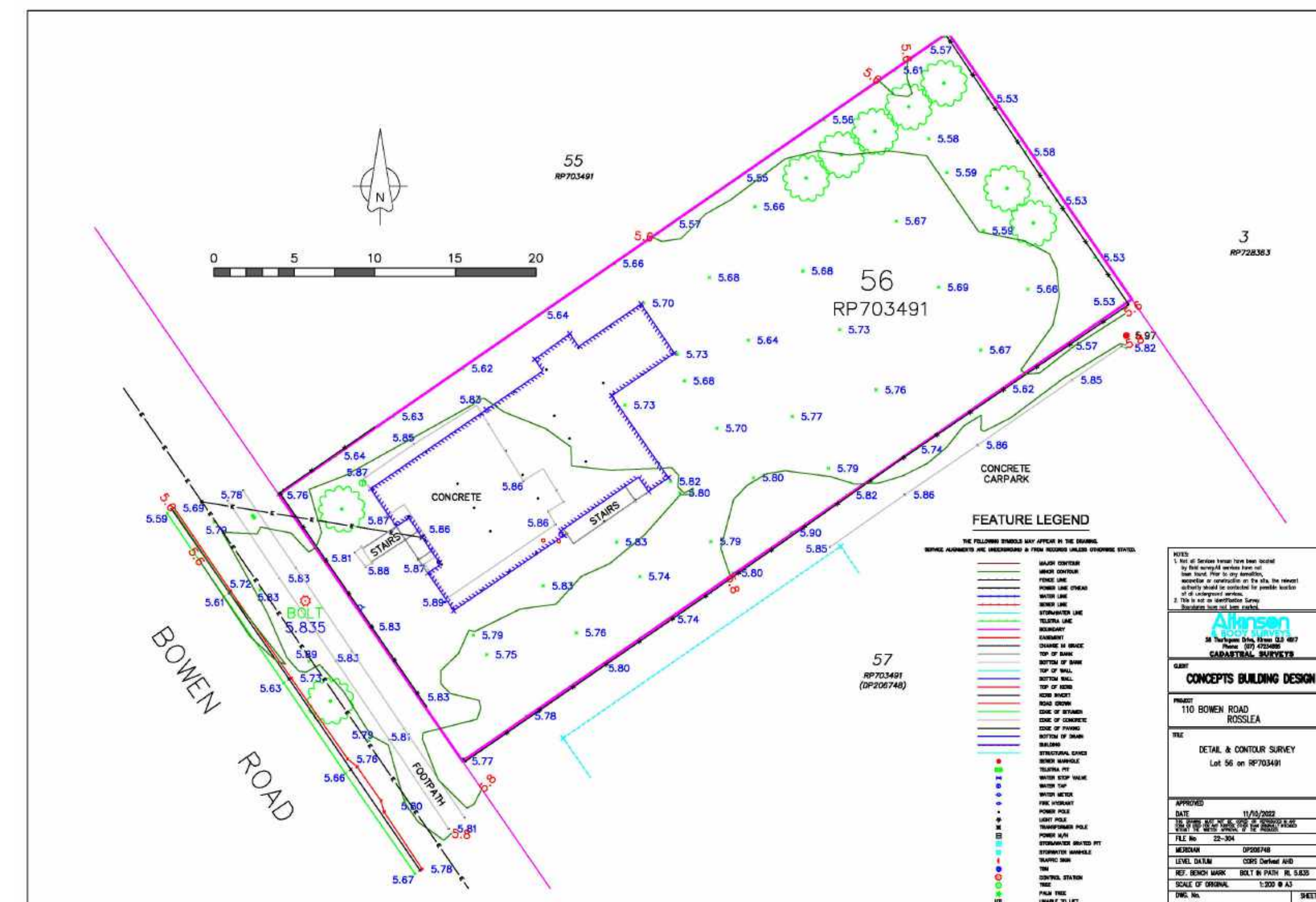
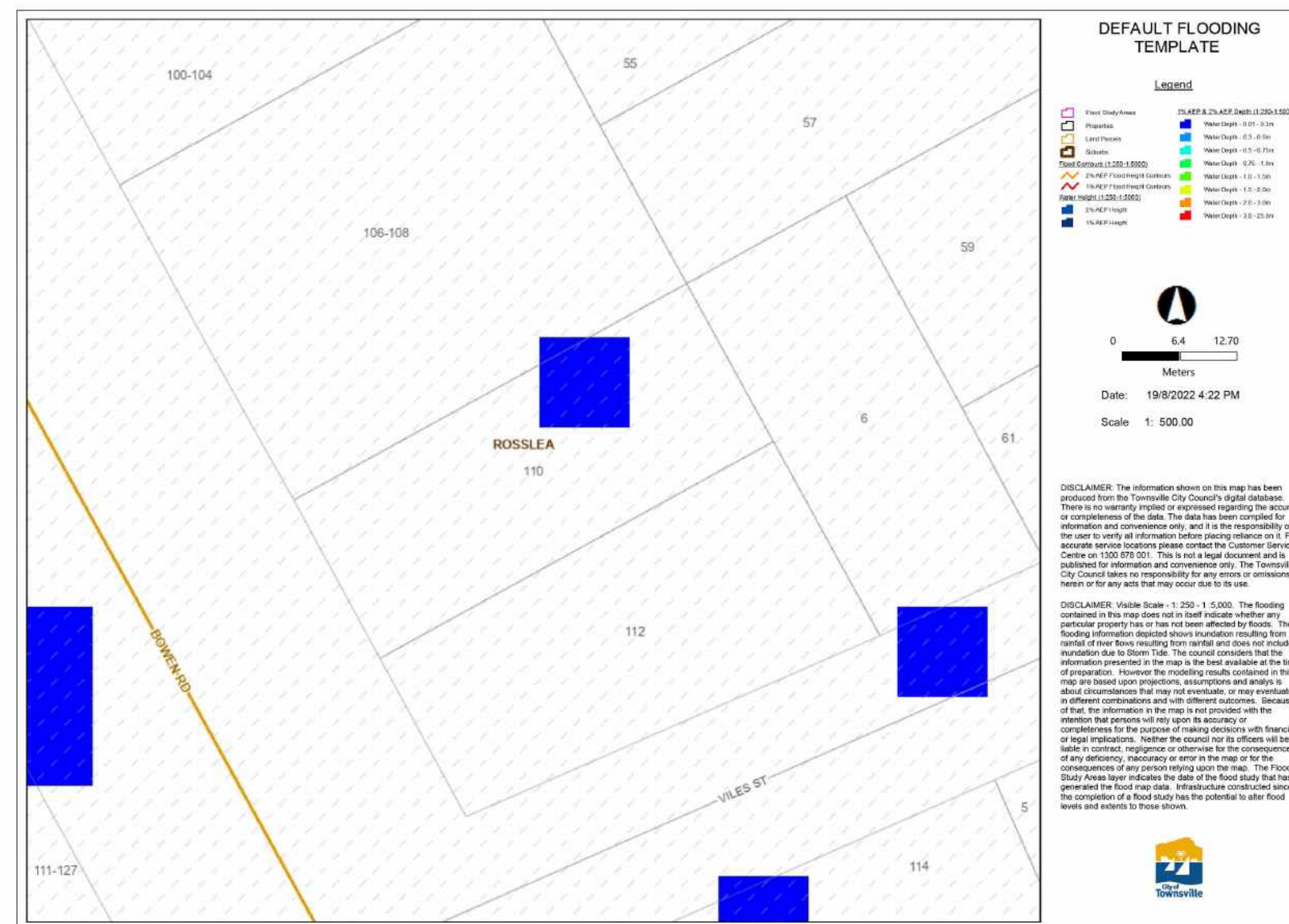


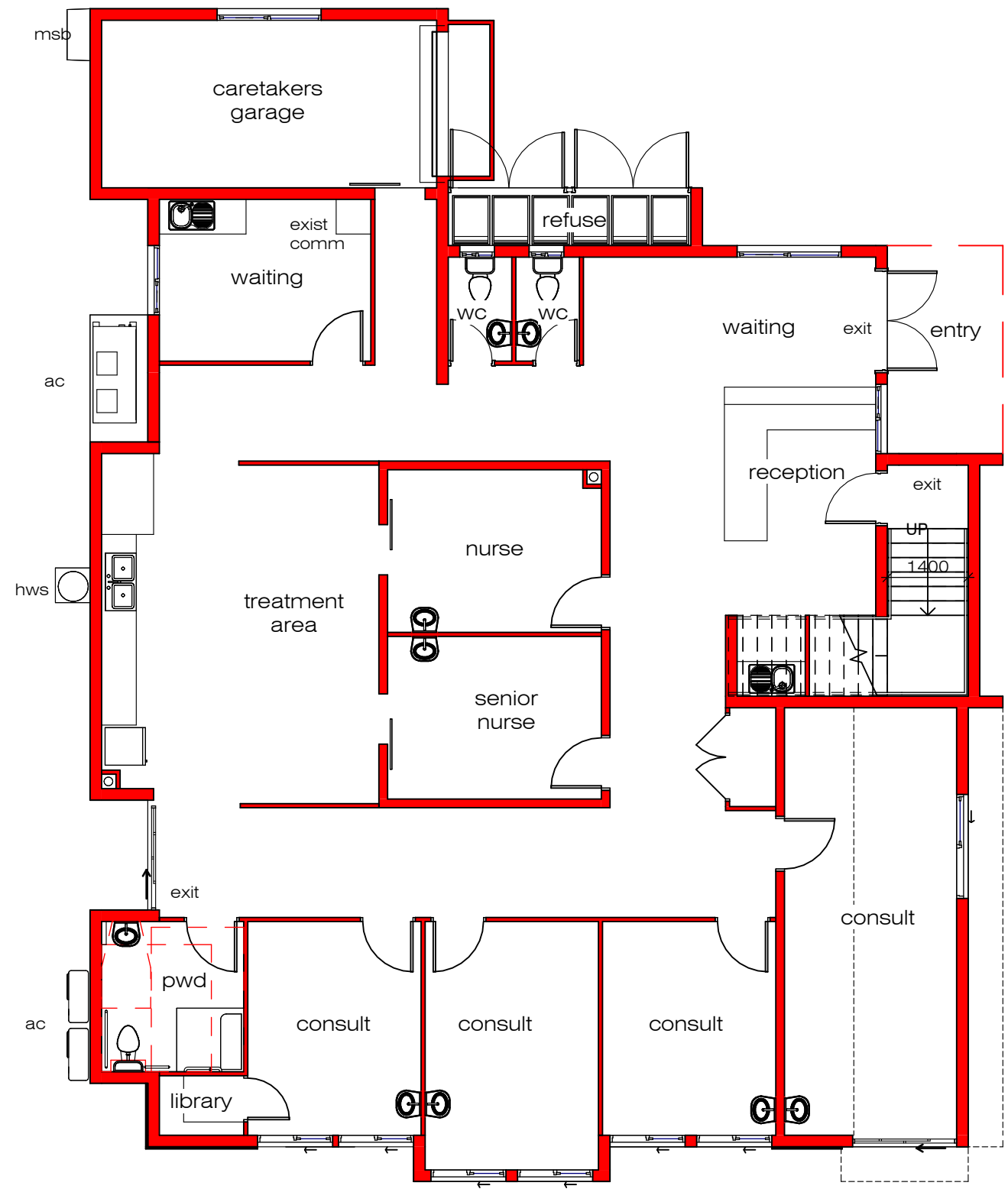
project: Medical Centre Extension & Pharmacy
for: Dr Paco Munoz
at: 110-112 Bowen Rd
Rosslea Qld

Issue Date	09/09/21
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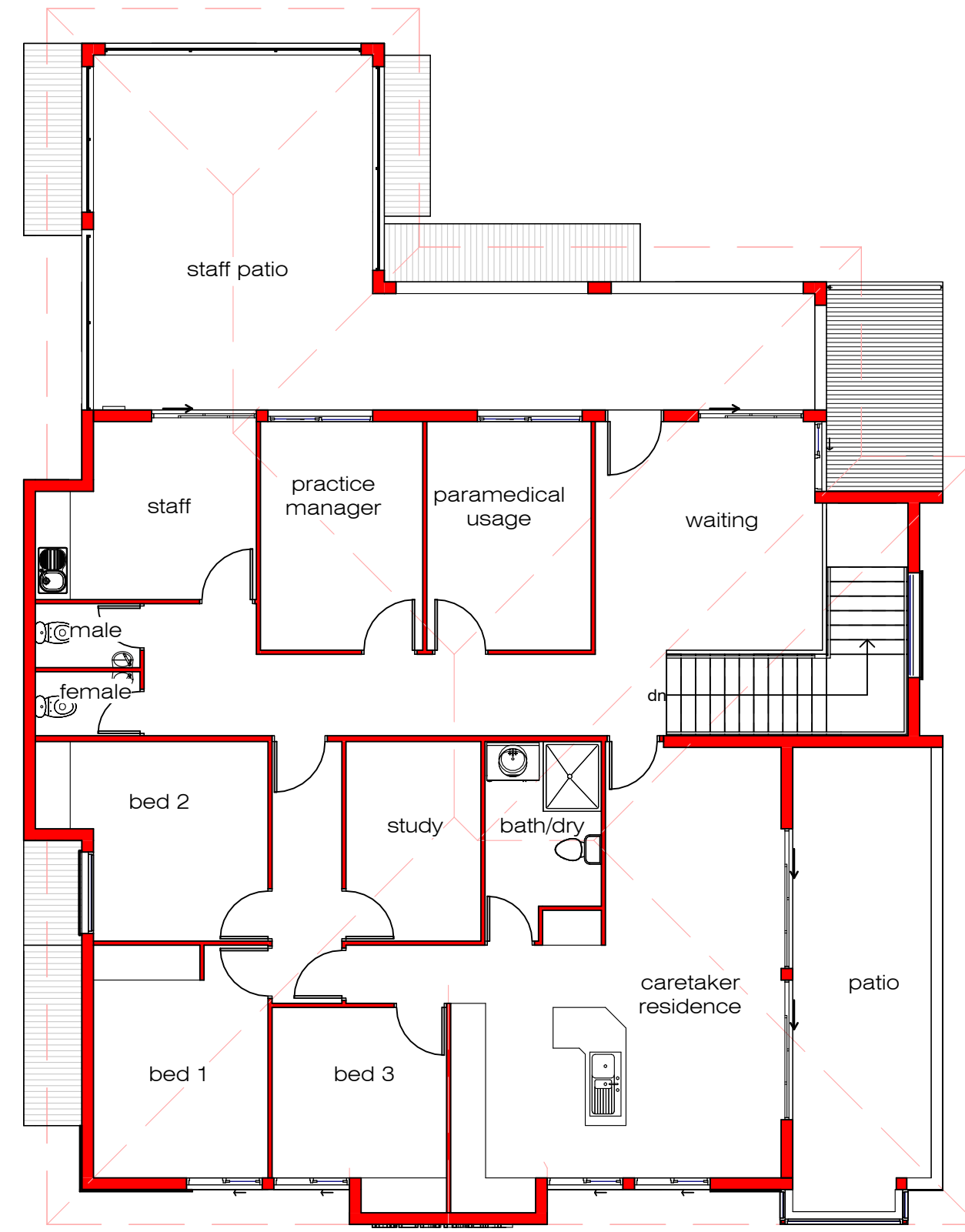


service plan

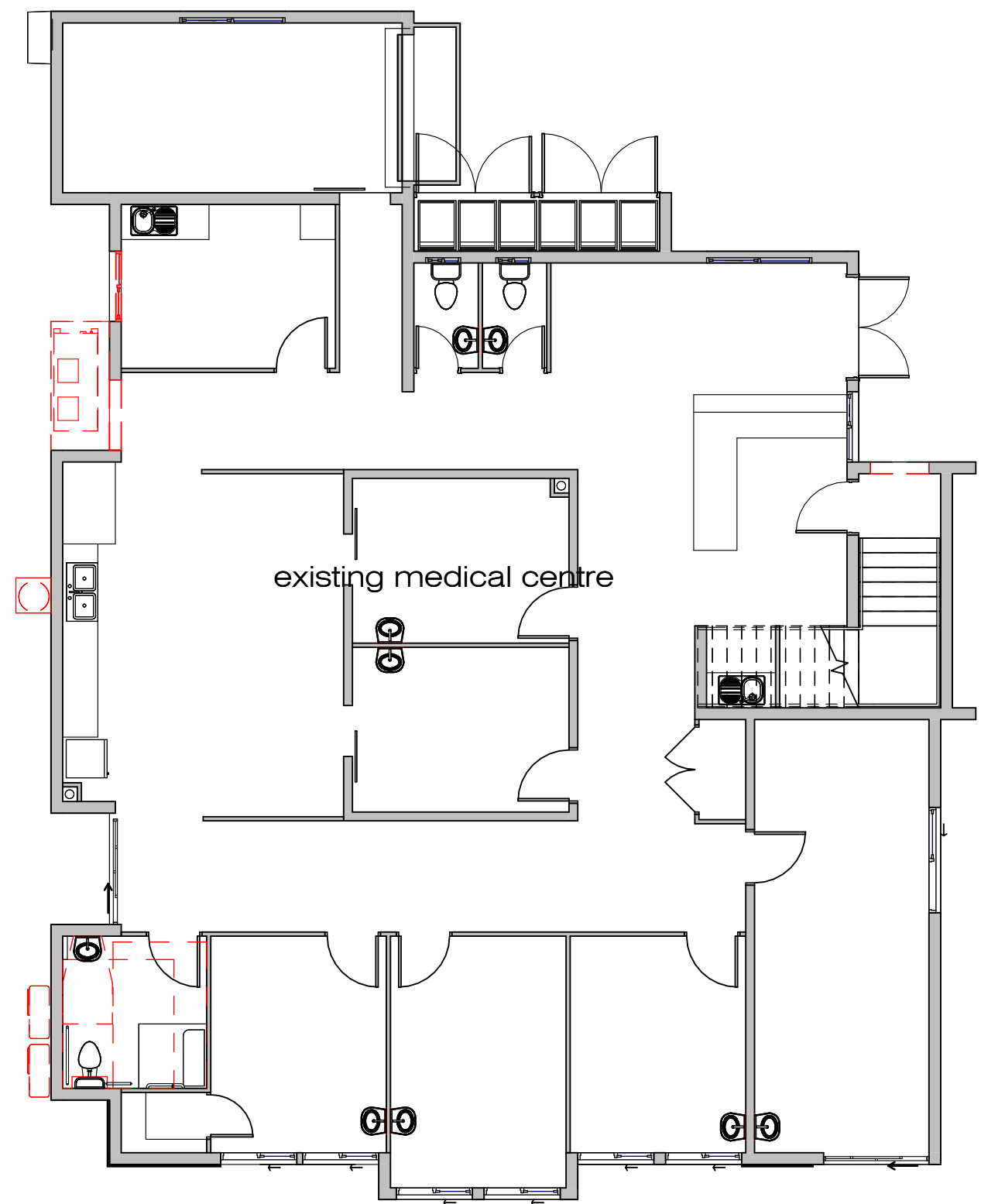




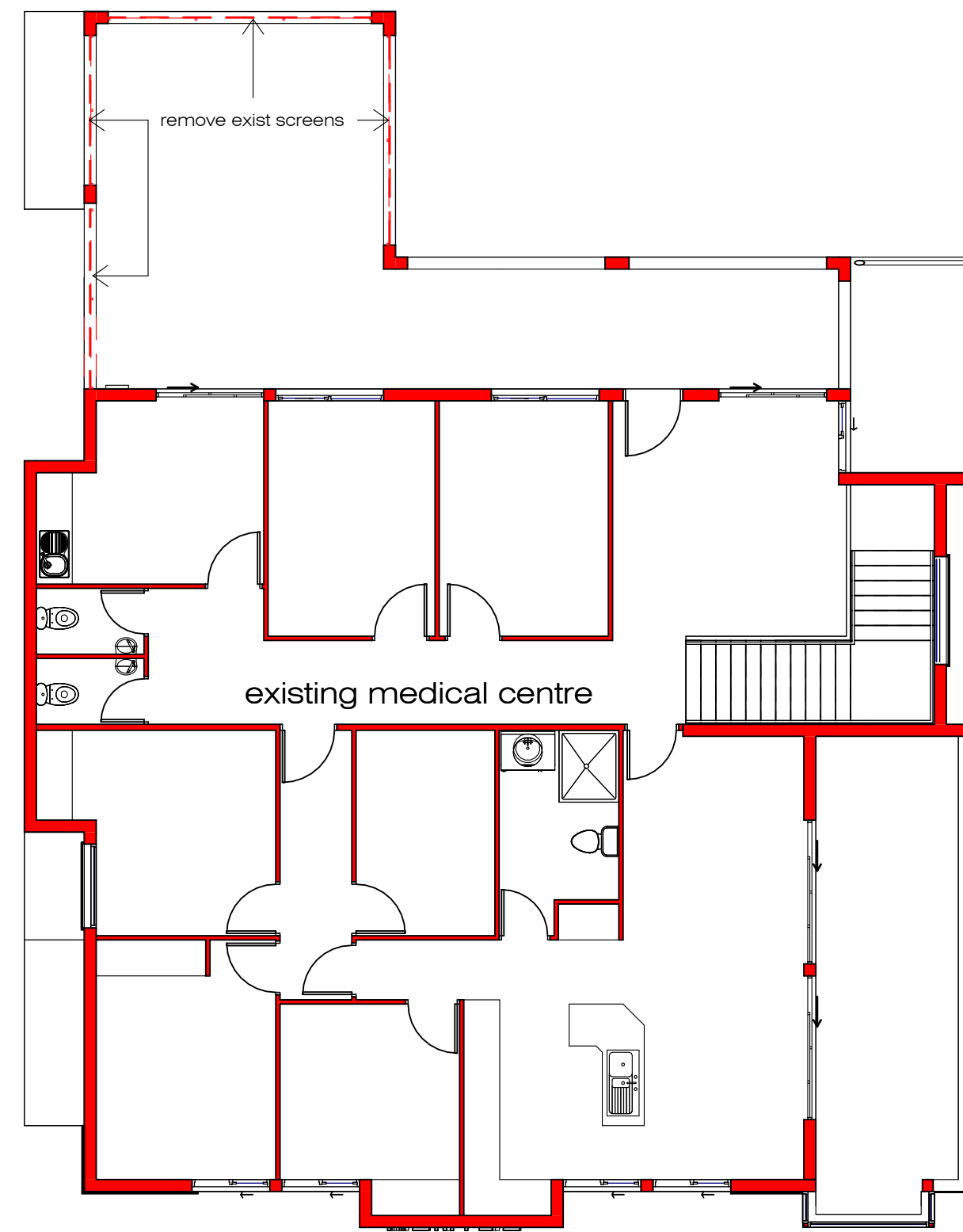
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sk_04
existing ground floor plan
1 : 100



2
sk_04
existing first floor plan
1 : 100



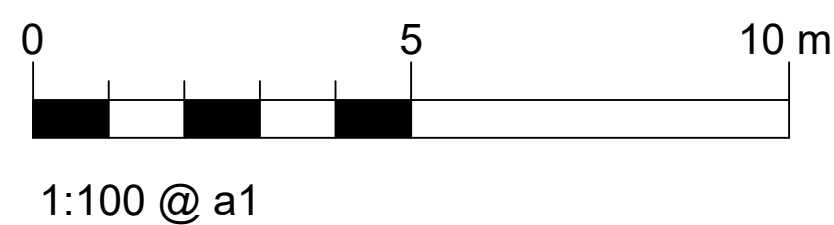
4
sk_04
ground floor demolition plan
1 : 100



3
sk_04
first floor demolition plan
1 : 100

Medical Centre Extension & Pharmacy

issued for
planning
issue date: 24.06.11



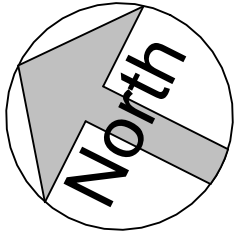
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PRECEDENCE OVER SCALED
MEASUREMENTS. VERIFY ALL ON SITE
DIMENSIONS & LEVELS PRIOR TO THE
COMMENCEMENT OF ANY CONSTRUCTION.

Revision Schedule		
No	Description	Date
1	Medical Centre Extension & Pharmacy	

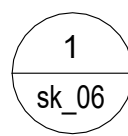


project: Medical Centre Extension & Pharmacy
for:
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Rosslea Qld

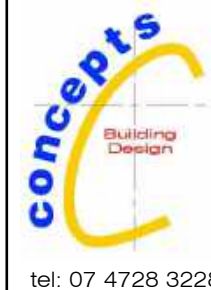
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sheet sk_04
22-051
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1	first floor level	void	16.50	1%
1			16.50	1%
existing				
1	ground floor level	existing ground floor	255.41	20%
1	ground floor level	existing entry portico	5.76	0%
1	first floor level	existing first floor	252.88	20%
3			514.05	41%
proposed				
1	first floor level	proposed first floor	334.54	27%
1	ground floor level	proposed service area	21.08	2%
1	ground floor level	proposed street entry portico	12.40	1%
1	ground floor level	proposed street entry portico	23.02	2%
1	ground floor level	proposed ground floor	327.36	26%
5			718.40	58%
9			1248.95	100%

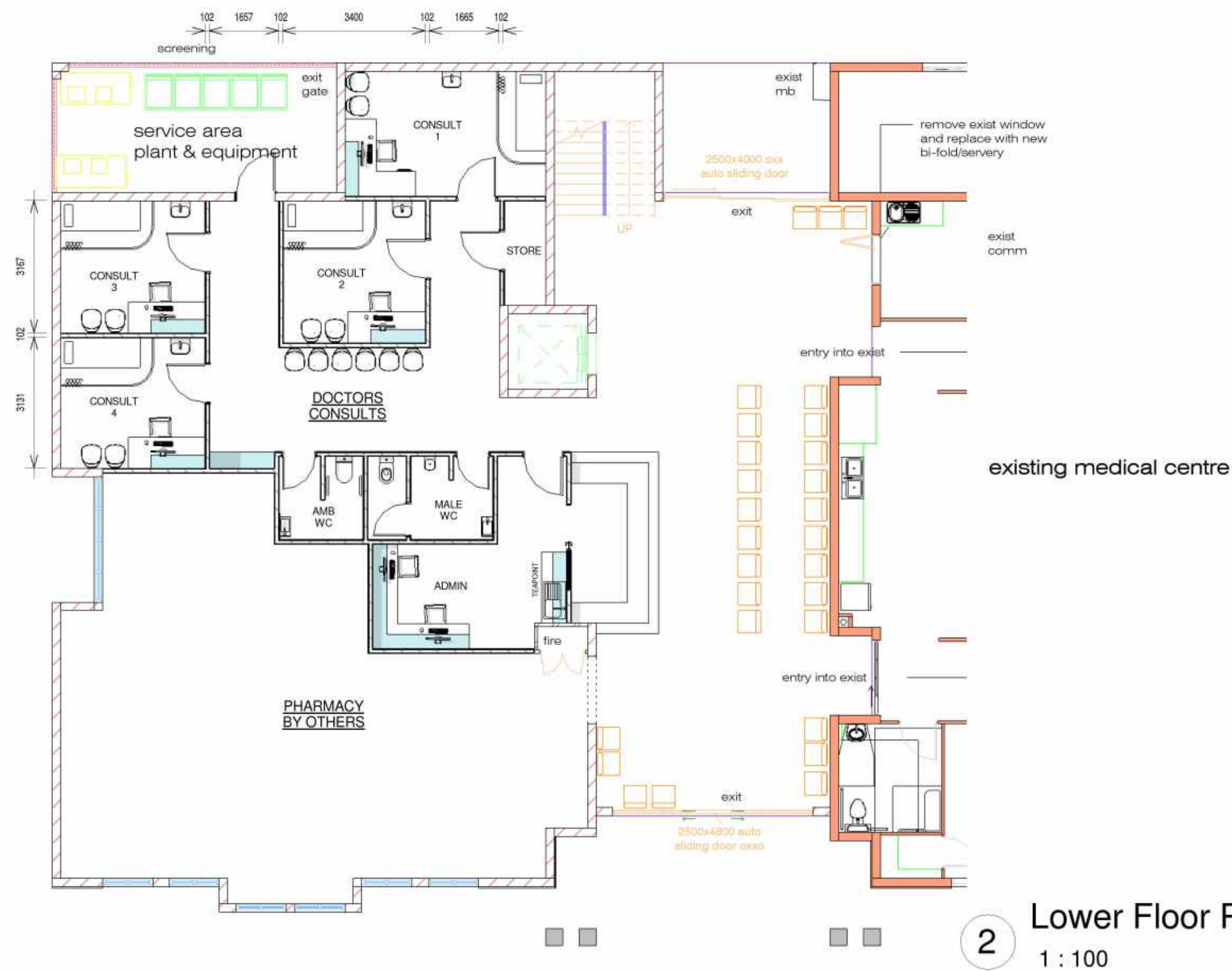


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ABN 85 923 612 599
mckibbindesign
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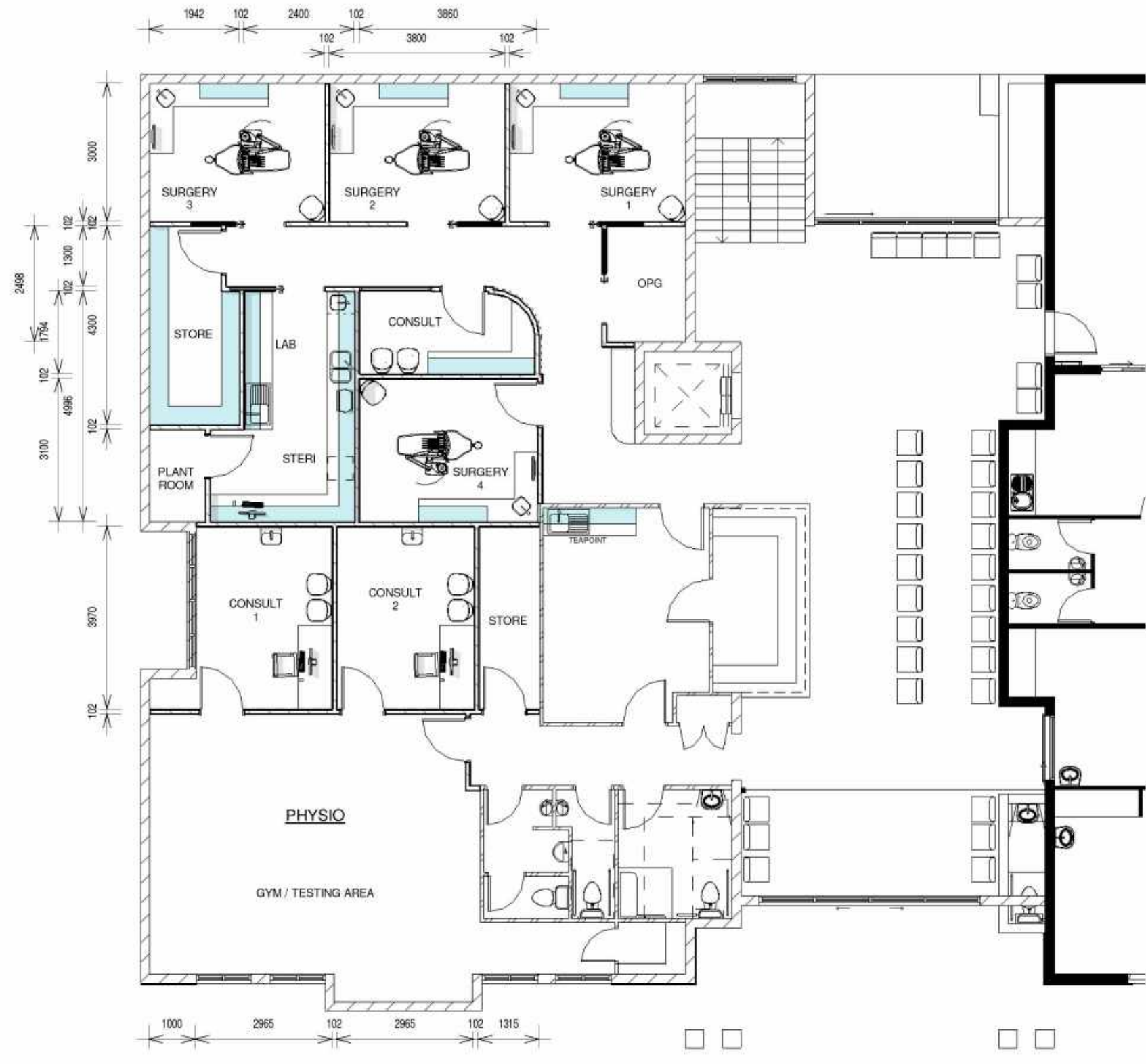
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B	Updated Plan	17.01.24

Dr PACO MUNOZ
110 BOWEN RD, ROSSLEA, QLD

CONCEPT FLOOR PLAN - LOWER
LEVEL
Project number MD 805
Date 22.05.22
Drawn by Mark McKibbin
Checked by Mark McKibbin
Scale 1 : 100 @ A3
Client Approval For Construction
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VIC - Reg BUILDING PRACTITIONERS - No. DP-ID 44363
TAS - BUILDING SERVICES PROVIDER - No. C07262

No.	Description	Date
A	Updated Plan	08.11.23

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110 BOWEN RD, ROSSLEA, QLD

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Drawn by Author
Checked by Mark McKibbin
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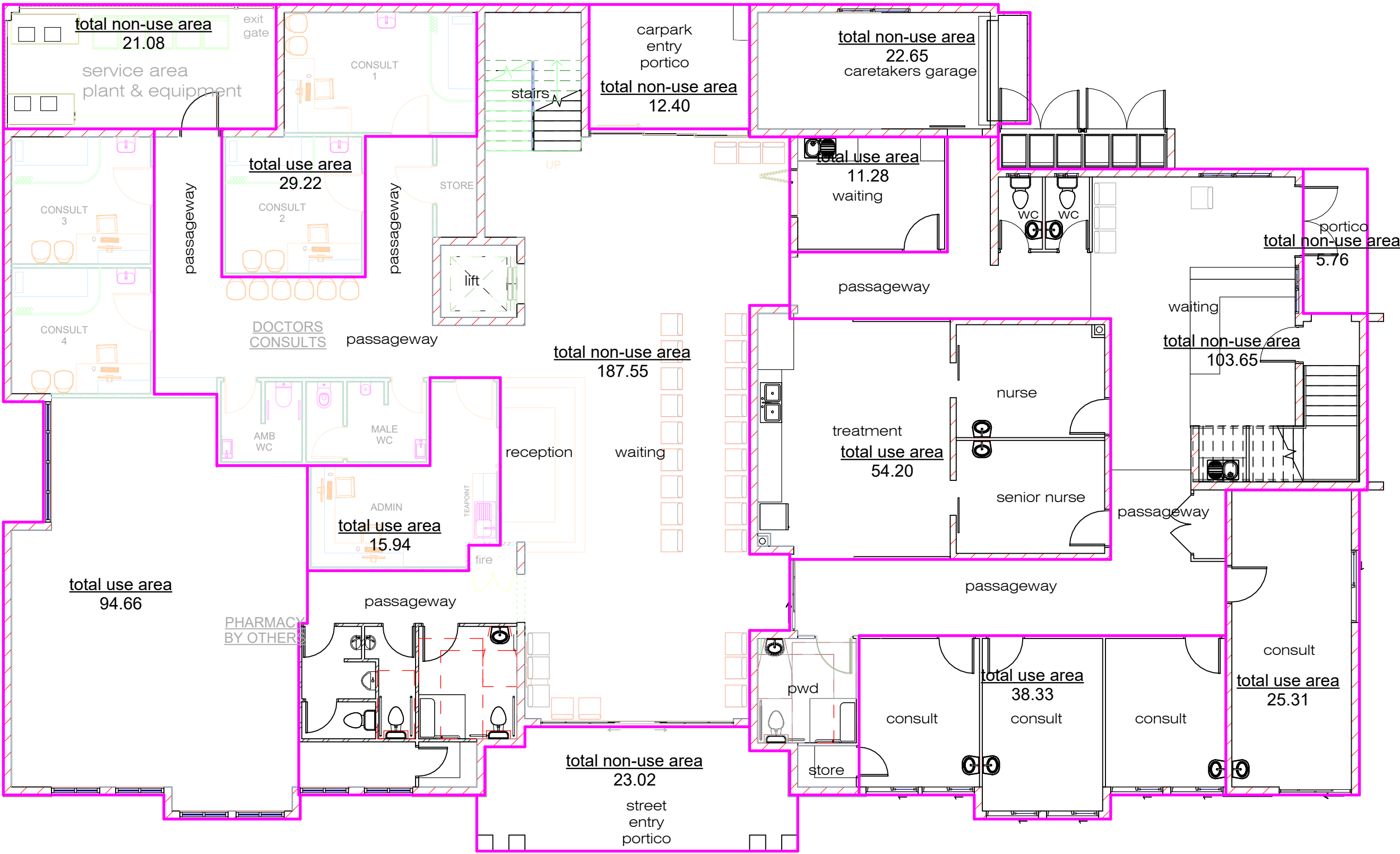
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Building Design
tel: 07 4728 3228

project: Medical Centre Extension & Pharmacy
for: Dr Paco Munoz
at: 110-112 Bowen Rd Rosslea Qld

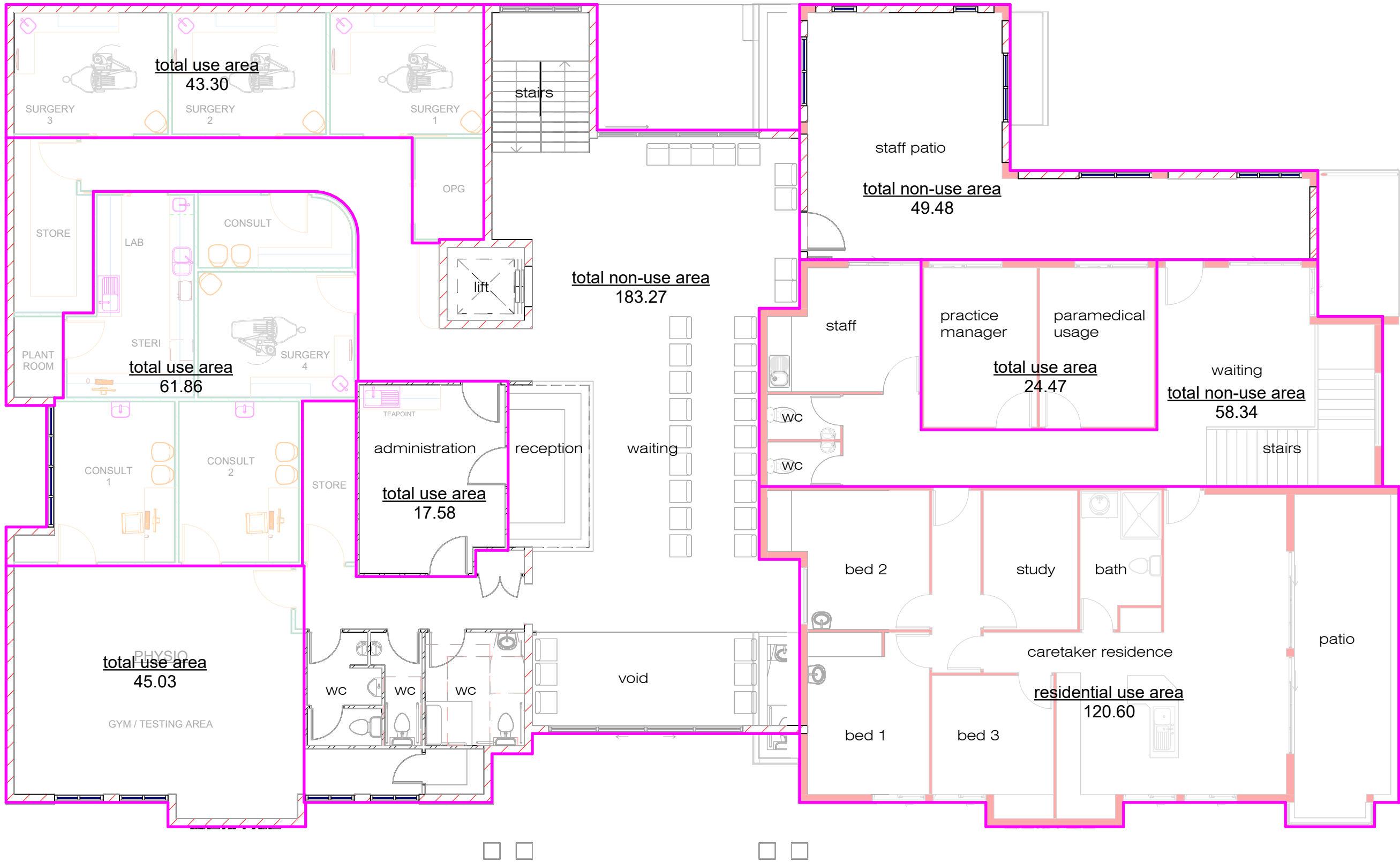
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Area Schedule (Total Use Area)				
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residential use area				
1	first floor level	residential use area	120.60	10%
1			120.60	10%
total non-use area				
1	ground floor level	total non-use area	187.55	15%
1	ground floor level	total non-use area	103.65	8%
1	ground floor level	total non-use area	5.76	0%
1	ground floor level	total non-use area	23.02	2%
1	ground floor level	total non-use area	12.40	1%
1	ground floor level	total non-use area	22.65	2%
1	ground floor level	total non-use area	21.08	2%
1	first floor level	total non-use area	163.27	15%
1	first floor level	total non-use area	49.48	4%
1	first floor level	total non-use area	58.34	5%
10			667.18	53%
total use area				
1	ground floor level	total use area	54.20	4%
1	ground floor level	total use area	38.33	3%
1	ground floor level	total use area	11.28	1%
1	ground floor level	total use area	94.66	8%
1	ground floor level	total use area	15.94	1%
1	ground floor level	total use area	29.22	2%
1	ground floor level	total use area	25.31	2%
1	first floor level	total use area	61.86	5%
1	first floor level	total use area	45.03	4%
1	first floor level	total use area	43.30	3%
1	first floor level	total use area	17.58	1%
1	first floor level	total use area	24.47	2%
12			461.17	37%
23			1248.95	100%

Parking Schedule				
Levels	Car parks	Service Vehicle/Ambulance (combined)	bicycles	Motor Bikes
Ground Floor	37		1	4
first floor				
Sub-total	37		1	4
Total parks provided	42			

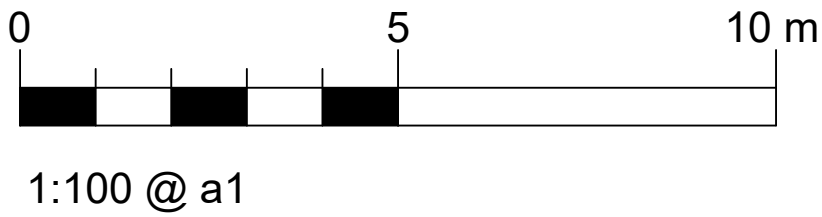


1
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ground floor level
1 : 100



2
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first floor level
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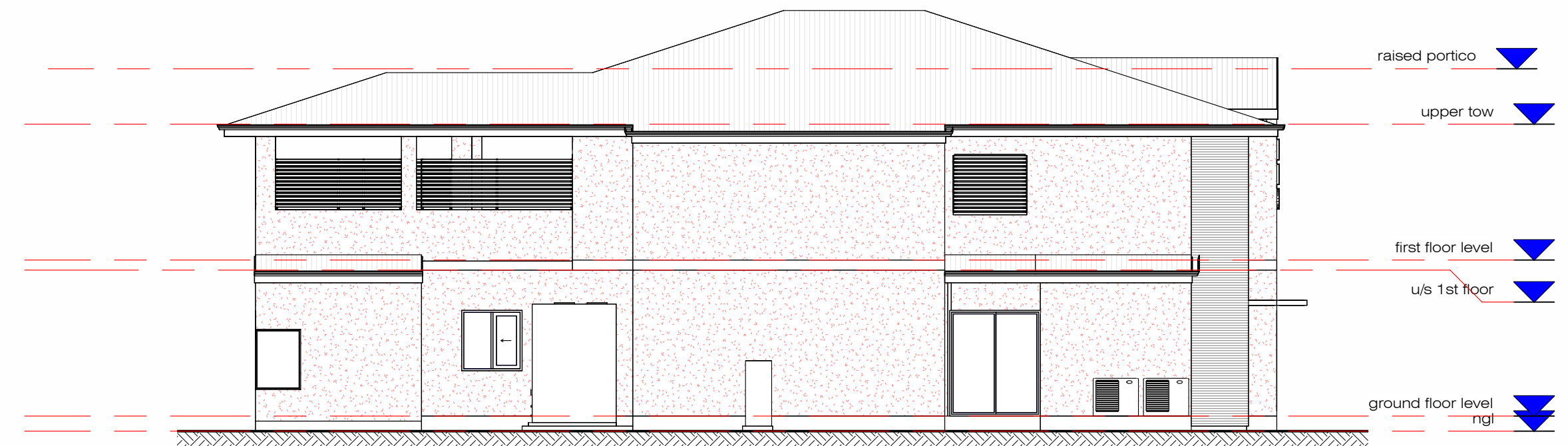


project: Medical Centre Extension & Pharmacy
for: Dr Paco Munoz
at: 110-112 Bowen Rd
Rosslea Qld

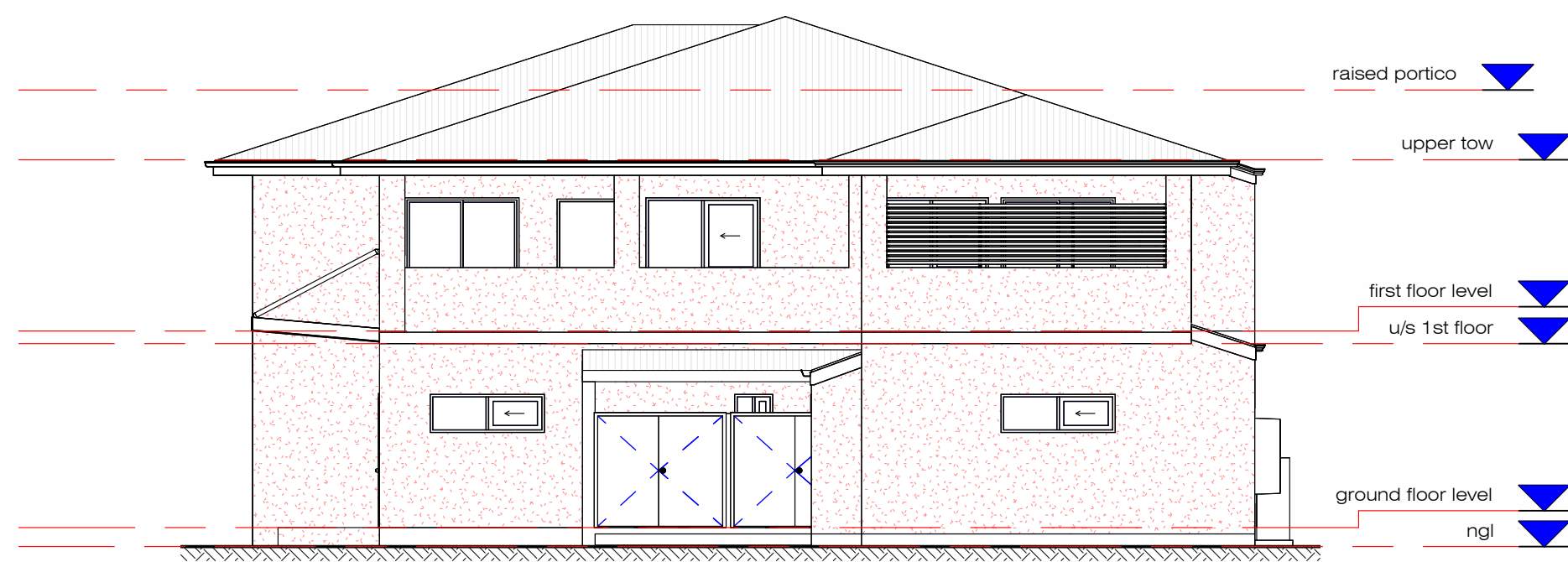
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exist north-west elevation
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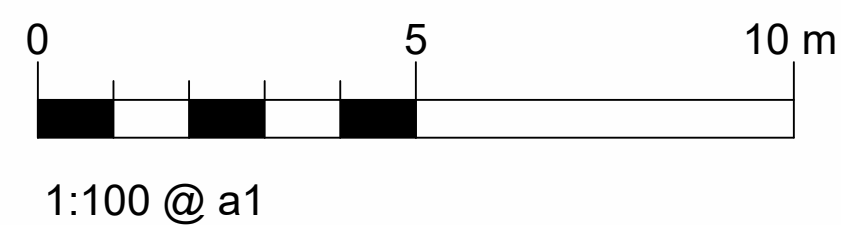


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existing south-east elevation
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issue date: 24.06.11



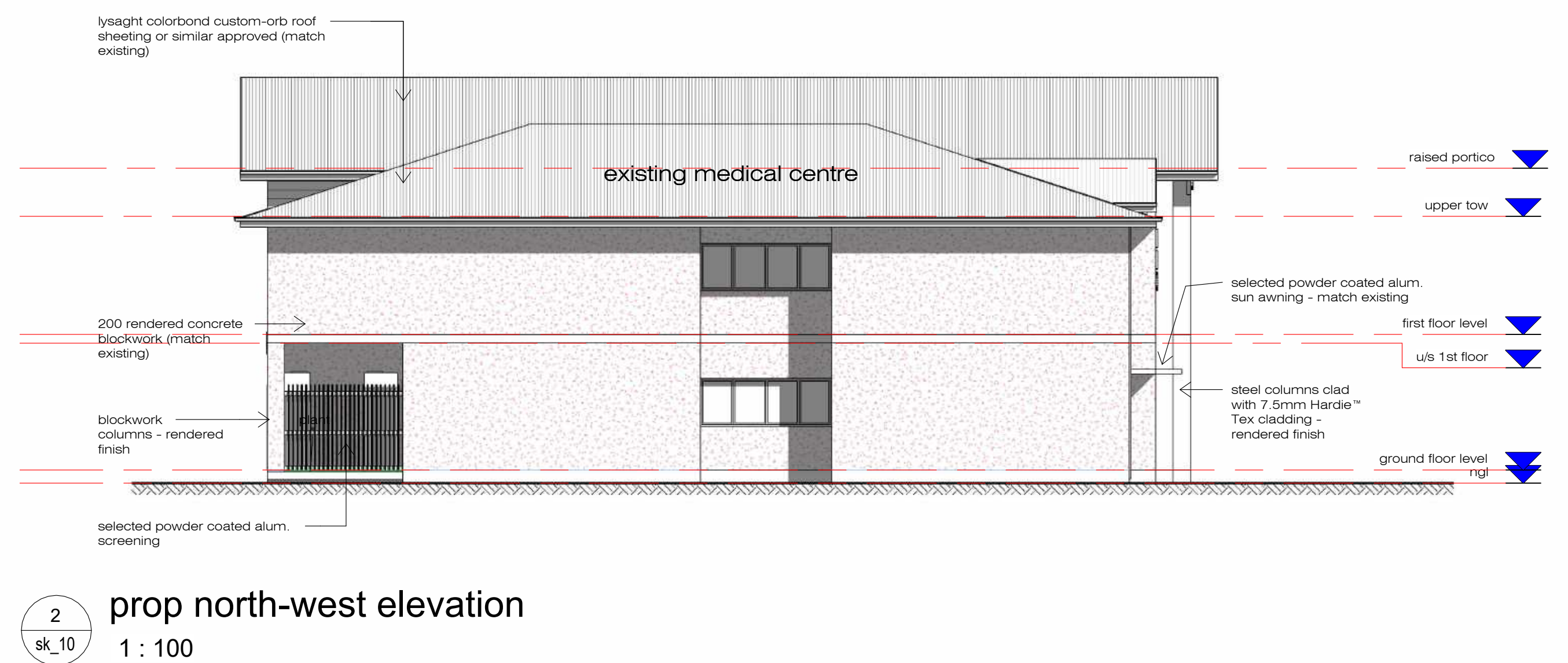
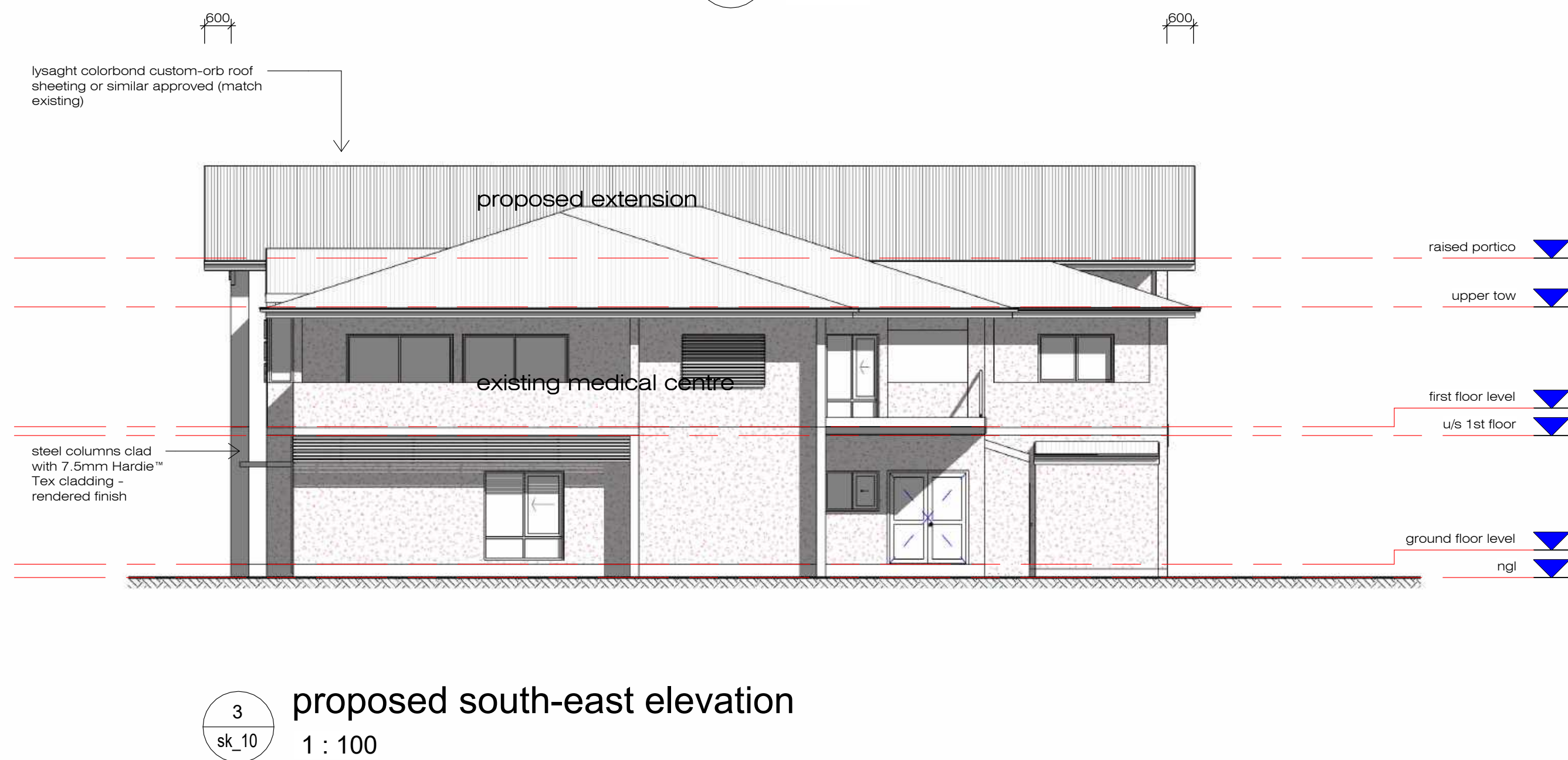
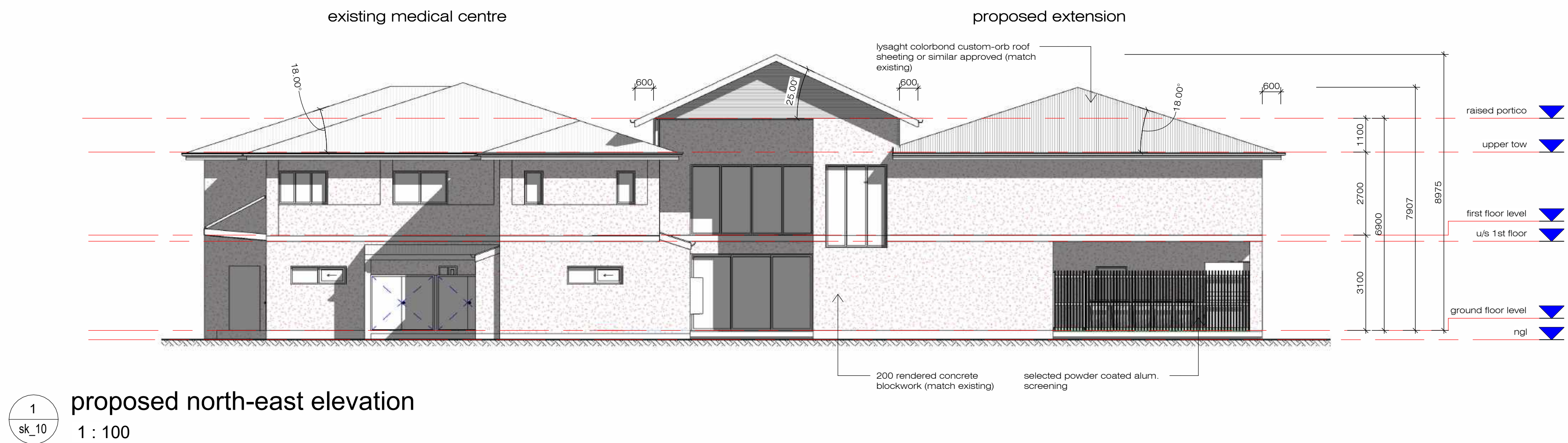
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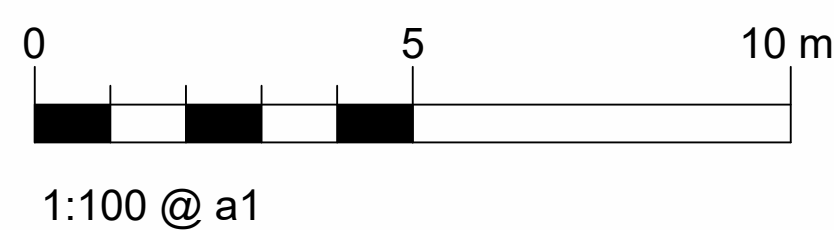


project: Medical Centre Extension & Pharmacy
for: [redacted]
Dr Paco Munoz
at:
110-112 Bowen Rd
Rosslea Qld

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No	Revision Schedule	Date
	Description	



project: Medical Centre Extension & Pharmacy

for: Dr Paco Munoz

at: 110-112 Bowen Rd
Rosslea Qld

Issue Date 02/2023

Drawn Author

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Appendix 7



LANGTREE
Consulting Engineers

ROSSLEA MEDICAL CENTRE 110-112 BOWEN ROAD, ROSSLEA



ENGINEERING SERVICES REPORT

LANGTREE CONSULTING

Project No.: 1194

Reference No.: R-JF0001

Date: 2/05/2024

Controlled Copy No.: 1

Revisions: A

Revision Record:

Rev	Review Date	Description	Prepared	Checked	Approved
A	2/05/2024	Issued for Comment	Jannatul Ferdoush	Aidan Reinaudo	Brett Langtree

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APPENDIX A – Development Plans

APPENDIX B – Hydrological Assessment (Pre-development)

APPENDIX C – Hydrological Assessment (Post-development)

1.0 INTRODUCTION

Langtree Consulting has been engaged on behalf of Milford Planning to undertake this Engineering Services Report. This report has been prepared to support a Development Application to Townsville City Council (TCC) for the proposed extension to the existing Medical Centre located at 112 Bowen Road, Rosslea and extending into 110 Bowen Road, Rosslea on Lots 57 and 56 on RP703491 respectively.

Rosslea Medical Centre is designed to promote maximum health and wellbeing with a focus on preventative and lifestyle medicine with the aim to provide exemplary physical, emotional and spiritual care for each of the patients and their families. The proposed extension/mirror the existing Medical Centre will increase the capacity of the medical services.

As part of the development the lots will be amalgamated from two (2) lots into one (1) lot.

This report outlines the following processes undertaken to identify suitable engineering solutions for the proposed development:

- Assessment of flooding based on TCC's flood modelling. According to the flood model, there is no flooding (only 1 area of minor localise ponding). Hence, providing a brief section on flooding is required in the engineering services report;
- Determine pre- and post-development stormwater flows to assess impact of development using a first principal approach calculations;
- Assessment of stormwater analysis and propose any migration measures required to ensuring no worsening of flood levels downstream of the site (if required);
- Determine the likelihood of flooding impacts and detail any mitigation measures that are required;
- Prepare the Stormwater Management Section in the Engineering Services Report.
- Determine the existing TCC water and sewerage infrastructure adjacent to the site;
- Undertake an assessment of the external water and sewerage infrastructure services and proposed connection points for the development;
- Determine the EP demand generated by the development;
- Determine if any mitigation measures are required with respect to connection to external water infrastructure services;
- Prepare the Water Supply and Sewerage Section in the Engineering Services Report.

2.0 EXISTING CONDITONS

The proposed development is located approximately 7.5km from the Townsville CBD. The development site is located at 110-112 Bowen Road, Rosslea proposed to be located on land described as:

- Lot 56 on RP703491; and
- Lot 57 on RP703491.

Hereon in, the above-described lands shall be referred to as the subject site.

The subject site has a total area of 2,138m² and is bound by Bowen Road to the west, Viles Street to the south, neighbouring hotel to the north and residential lot to the east. The subject site consists of an existing Medical Centre located at 112 Bowen Road, Rosslea and extending into 110 Bowen Road, Rosslea (also known Lots 57 and 56 on RP703491 respectively), including demolish the existing building at 110 Bowen Road, Rosslea. The floor area of the building of existing medical centre at lot 57 is 250m². Pre-development floor area at lot 56 is 210m². Thus, total pre-development floor area is 461m².

Refer to *Figure 1* below in red for development site locality.



Figure 1. Site Locality (Source: Queensland Globe)

2.1 EXISTING SERVICES

From the Townsville City Council (TCC) Interactive Mapping, services surrounding the are shown in *Figure 2*.

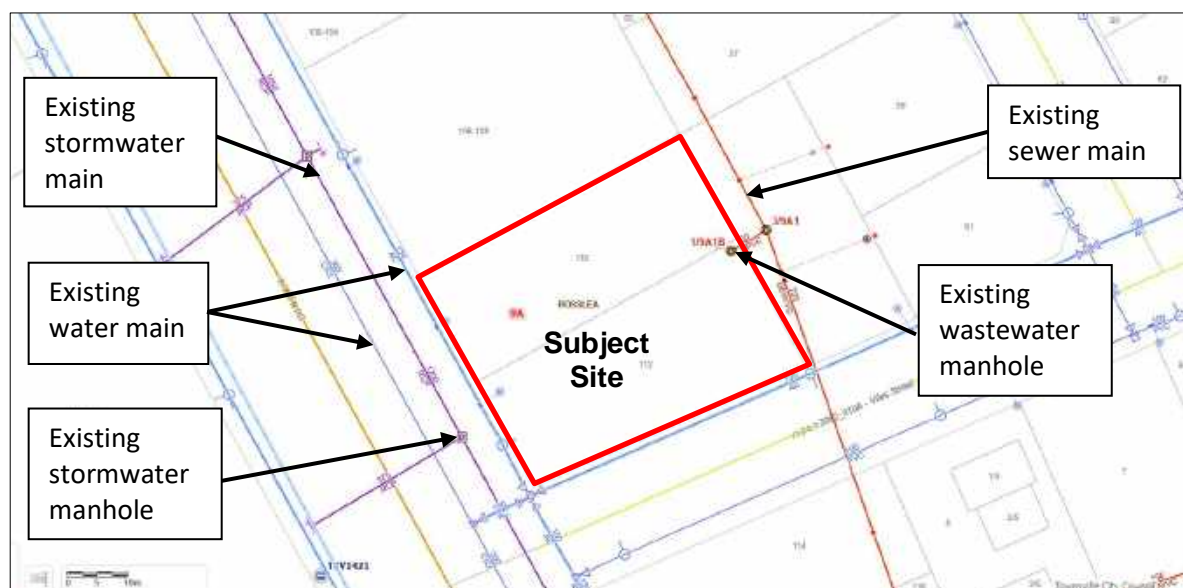


Figure 2. Existing infrastructure services (Source: Townsville City Council Interactive Mapping)

2.1.1 Existing Stormwater

Existing stormwater drainage pipe systems are located along the western boundary on Bowen Road as shown in *Figure 2*. The drainage pipe is 1200 diameter RCP with a drainage manhole near the boundary of the subject site.

2.1.2 Existing Water

From *Figure 2*, there is an existing 100 diameter AC water main adjacent to the southern and a 150 diameter AC water main adjacent to the western boundary of the subject site. Two water meters and a water hydrant are connected with the western water main at Bowen Road and another hydrant is connected with the southern water main at Viles Street near the corner of the south-eastern boundary of the subject site.

2.1.3 Existing Sewer

As shown in *Figure 2*, the subject site is currently serviced by a 225 diameter GEW/VC gravity sewer reticulation main. It is noted that an existing 150 diameter UPVC property connection and a maintenance hole 1/9A1B is also located on the subject site.

3.0 PROPOSED DEVELOPMENT

The proposed extension of Medical Centre is to support a Development Application to Townsville City Council (TCC).

The proposed site layout and internal layout is shown in *Figure 3* and *Figure 4* respectively and included in Appendix A.

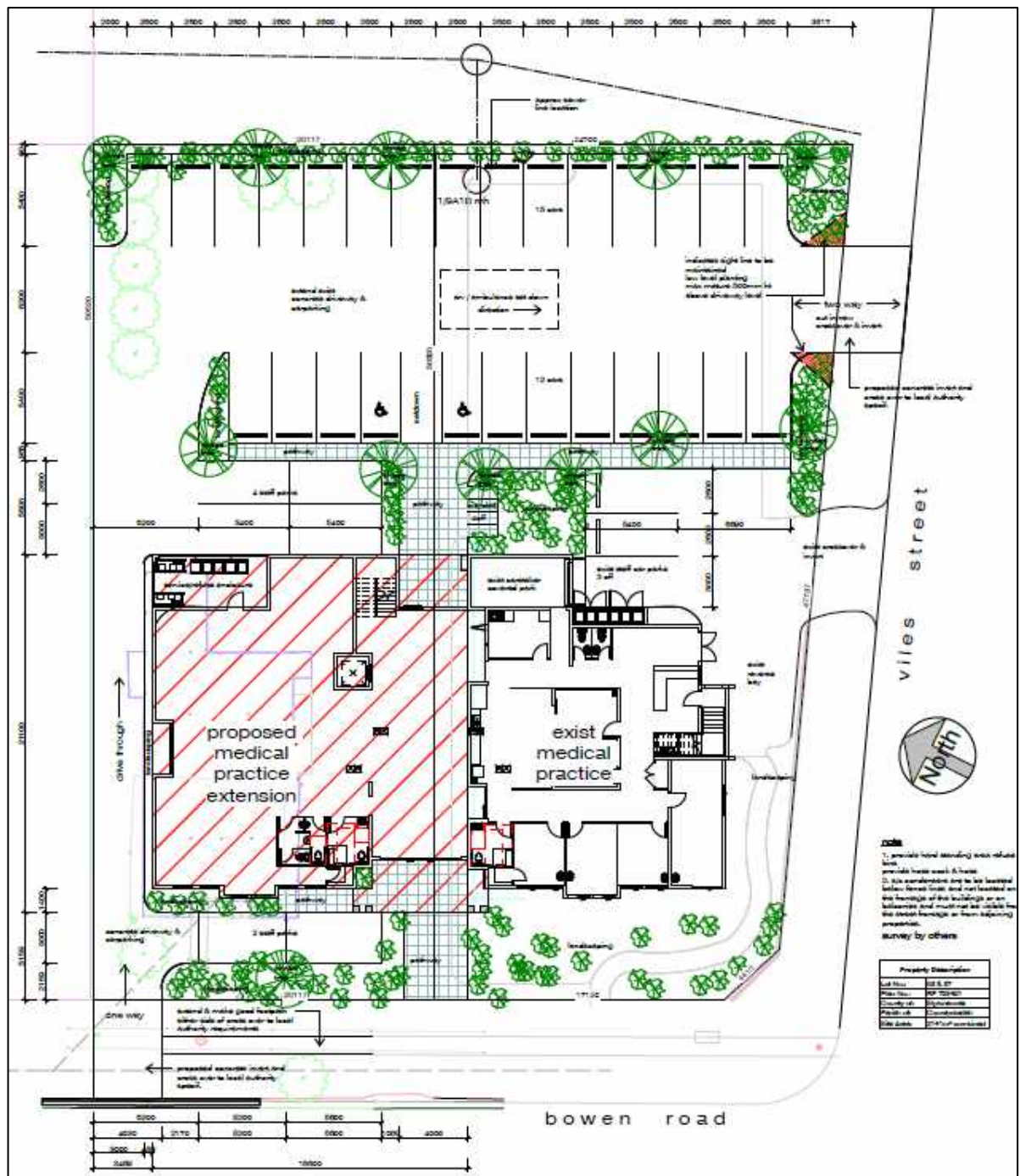


Figure 3. Site Plan (Source: Concepts Building Design)

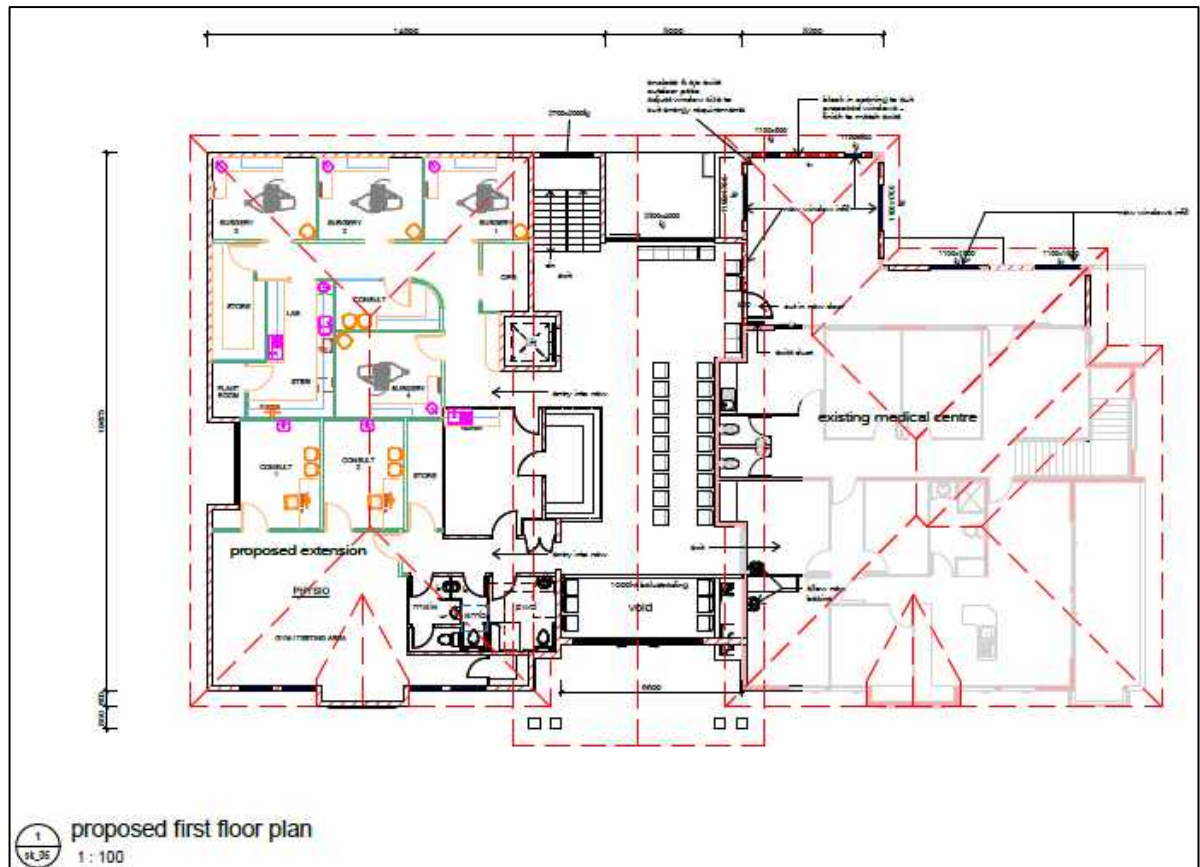


Figure 4. Internal Layout Plan (Source: Concepts Building Design)

The post-development floor areas of the building at lot 56 is 337m². The total post-development floor area for the buildings of lot 57 and 56, encompassed by the outside perimeter of the building is 590m².

4.0 FLOODING

The subject site is located at Ross River downstream floodplain and the flooding of the area is assessed under - Ross River Flood Study - Baseline Flooding Assessment. From the flood study overlay during a 1% AEP flood event shown in **Figure 5** there is no flooding (only 1 area of minor localise ponding).

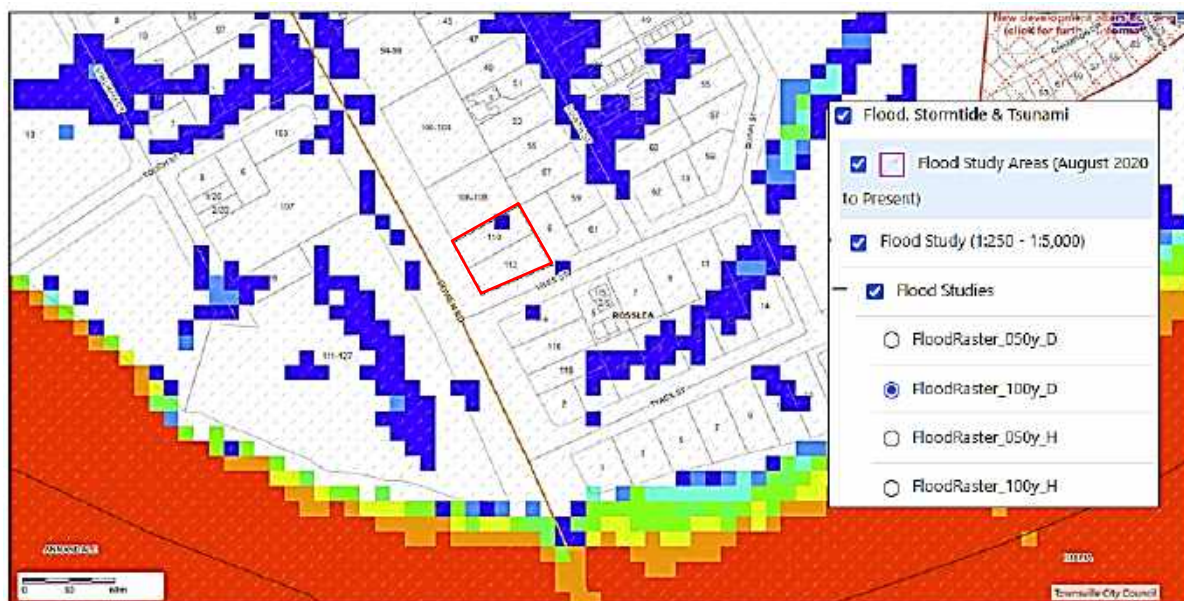


Figure 5. Flooding overlay (Source: TownsvilleMAPS - Flooding)

5.0 STORMWATER

A pre and post development stormwater assessment was completed on the site in accordance with the Queensland Urban Drainage Manual (QUDM). A 1% Annual Exceedance Probability (AEP) (Q100) event was used for this assessment.

5.1.1 Topography

The contour map of the subject site indicates that the existing topography falls south-west to north-east. Refer to **Figure 6** and **Appendix A** for detailed survey of the existing site.

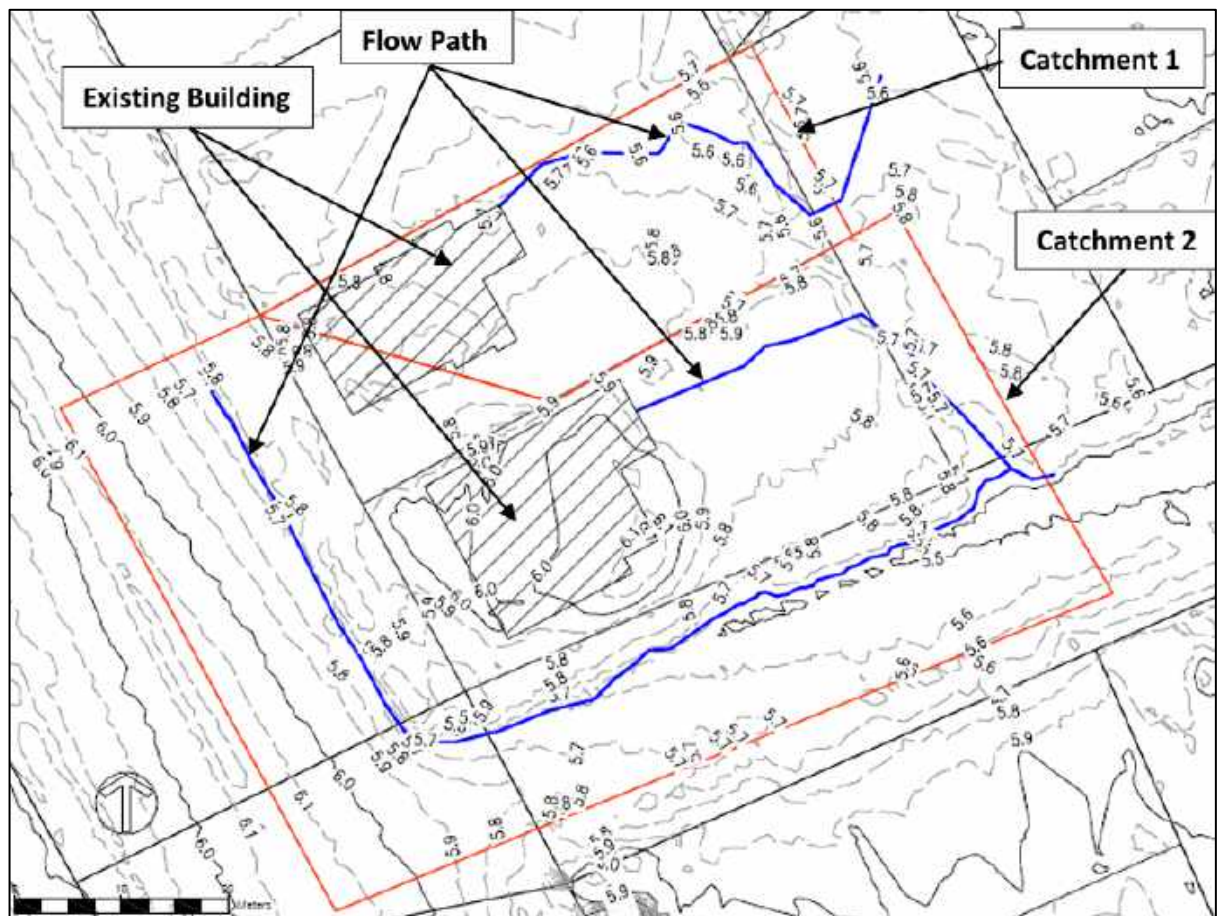


Figure 6. Contour map (Source: Elvis)

5.1.2 Hydraulic assessment

Hydraulic assessment of the site has been undertaken in accordance with the Queensland Urban Drainage Manual (QUDM) 2017. The rational method per the following equation has been adopted:

$$Q_y = (C_y \cdot i_y \cdot A) / 360$$

Where:

- Q_y = peak flow rate (m³/s) for average recurrence interval (ARI) of 'y' years
- C_y = coefficient of discharge (dimensionless) for ARI of 'y' years
- A = area of catchment (Hectares)
- i_y = average rainfall intensity (mm/h) for a design duration of 't' hours and an ARI of 'y' years
- t = the nominal design storm duration as defined by the time of concentration

The major design rainfall event is 1% AEP (ARI100). A five (5) minute time of concentration, t_c , for the site has been adopted in accordance with QUDM Standard inlet time assumption.

5.1.3 Pre-Development stormwater

From **Figure 6**, the flow of the entire catchment area diverted into two directions. The water from the lot 57 and a portion of lot 56 flows towards the kerbs of Bowen Road and Viles Street and then collectively flows to the east direction along Viles Street kerb. The water from other portion of lot 56 flows towards the neighbouring plot at eastern side. The peak flow is calculated accordingly by dividing the catchment into two segments, catchment 1 and catchment 2. Catchment 1 consists of existing medical centre at lot 57 and a portion of lot 56 and the catchment 2 consists of rest of the part of lot 56.

The fractions of impervious for Catchments 1 and 2 are derived as 0.76 and 0.24 and the calculated pre-development peak flow rates are 0.333 m³/s and 0.074 m³/s respectively, for 1% AEP (ARI 100) event.

5.1.4 Post-Development Stormwater

After post-development, the entire stormwater from two lots will flow in one direction through existing driveway of lot 57, the flow path is shown in **Figure 7**.

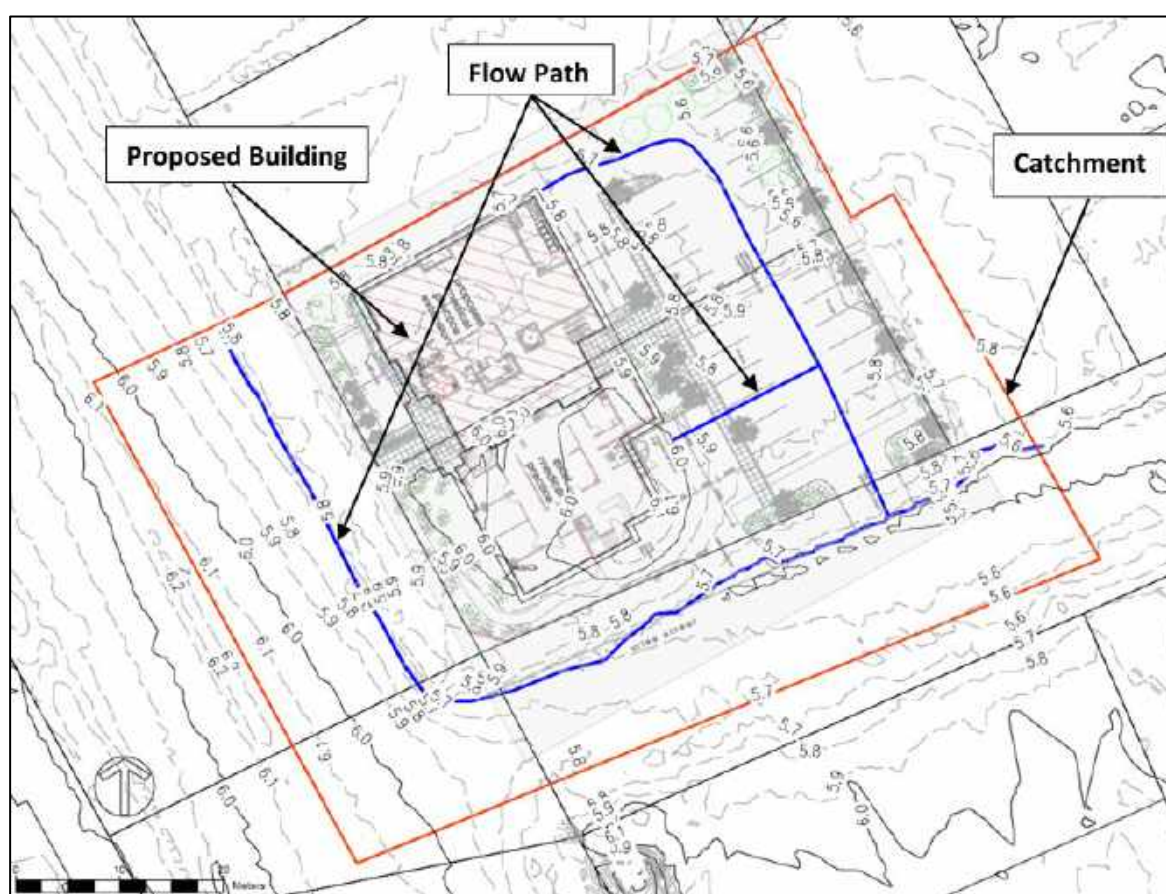


Figure 7. Contour map (Source: Elvis)

Thus, one catchment is considered for post-development calculation. The fractions of impervious is 0.82 and the calculated post-development peak flow rate is 0.415 m³/s, for 1% AEP (ARI 100) event. Compared to the existing design conditions the post-development peak flow of entire catchment is compared to pre-development peak flow of Catchment 1. The proposed development will increase the peak flow rate by 0.082m³/s (i.e. 8.2L/s) during a 1% AEP (ARI 100). Whilst there is a small increase in the peak flow rate post-development, the increase is relatively small and insignificant. As such, no mitigations measures are proposed.

For all hydrological assessment scenarios pre- and post-development refer to **Appendix C**.

5.2 STORMWATER QUALITY

From State Planning Policy (SPP), 2017, Assessment benchmarks - Water Quality and Table B, Post construction phase – Stormwater management design objectives, performance outcomes apply only to development applications for a “material change of use for an **urban purpose** that involves premises **2,500m² or greater in size**”.

The subject site is 2,138m² in area and thus, no does not trigger assessment against SPP Water Quality Objectives.

6.0 WATER RETICULATION

6.1.1 Existing Design Demand

The subject site of two lots is provided with two separate water connections and two water meters. The existing water demand for the site was calculated using the TCC City Plan Table SC3.1.6a. The subject site is in the zone of Low Density Residential (LDR). The design demand of water for LRD zone is 57 EP per net developable Ha. For the existing medical centre area of 0.0714ha, the calculated EP from this assumption is 4.1 EP.

Table 1. Design EP's Per Development Type (Source: Townsville City Plan, Version 2022/02)

Zone	Precinct	EP per net developable Ha	Developable area (Ha)	Total EP
Low Density Residential (LDR)	Other	57	0.0714	4.1

6.1.2 Development Demand

The develop water demand for the site was calculated using the TCC City Plan Table SC3.1.6a. The subject site is in the zone of Low Density Residential (LDR). The design demand of water for LRD zone is 57 EP per net developable Ha. For the extension area of 0.1256ha, the calculated EP from this assumption is 7.2 EP. As such the development is increasing the sewerage EP by 3.1 EP which is insignificant.

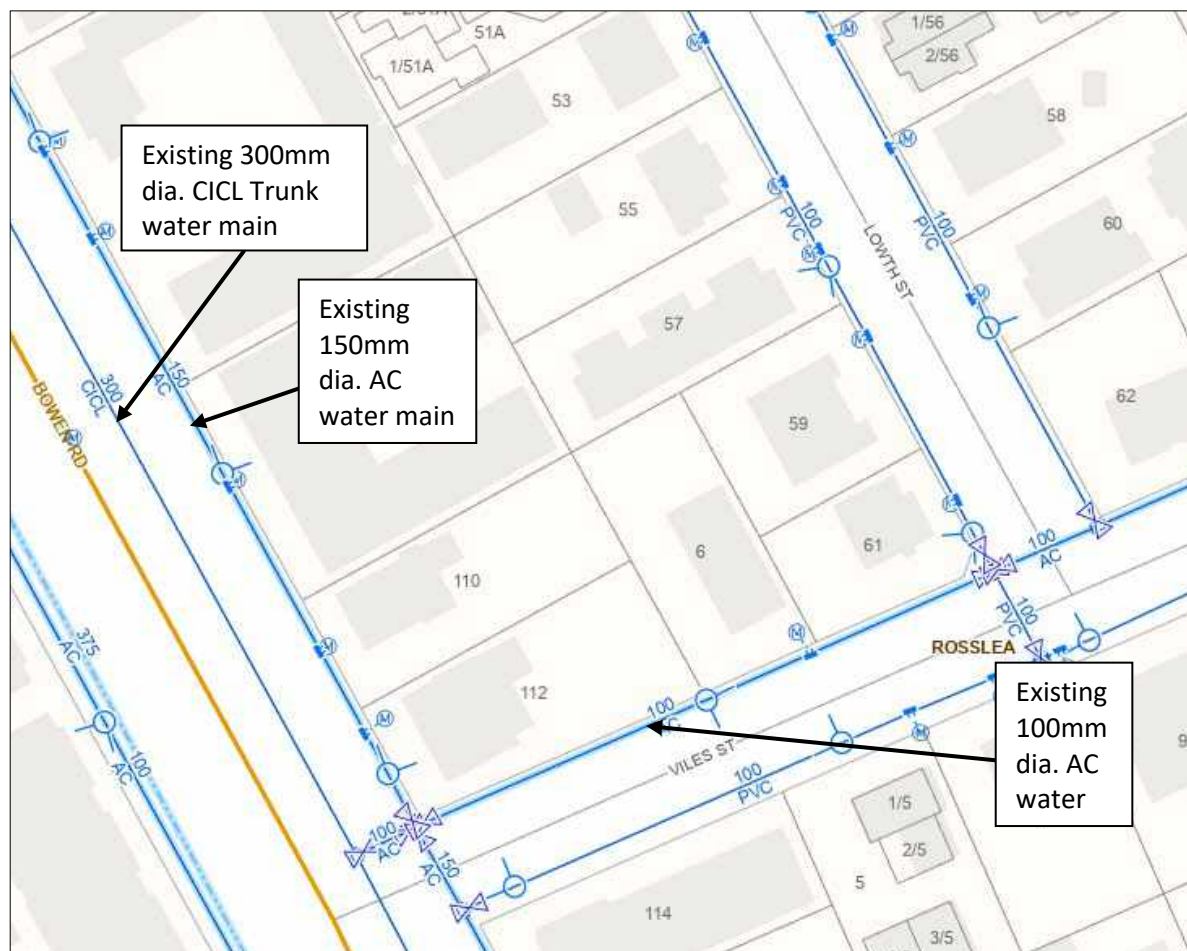


Figure 8. Existing water connection and meter locality on proposed development layout

7.0 SEWERAGE RETICULATION

7.1 PROPOSED SERVICING STRATEGY

The wastewater gravity main of 225mm diameter GEW/VC passes along outside of the eastern boundary of the subject site. It is proposed that the existing development will be serviced by the existing maintenance hole (MH) no. 1/9A1B, located in the lot 57. The MH is received flow by a 100mm diameter UPVC main from lot 56. This MH then discharge the flow to MH 3/9A1 through a gravity main 150mm UPVC main.



Figure 9. Existing sewerage connection

7.2 EXISTING DESIGN LOADING

The sewerage demand for the development was calculated using the TCC City Plan Table SC3.1.6a. The subject site is in the zone of Low Density Residential (LDR). The design demand of wastewater for LRD zone is 57.2 EP per net developable Ha. For the existing medical centre developable area of 0.0714ha, the calculated EP from this assumption is 4.1 EP.

Table 2. Design EP's Per Development Type (Source: Townsville City Plan, Version 2022/02)

Zone	Precinct	EP per net developable Ha	Developable area (Ha)	Total EP
Low Density Residential (LDR)	Other	57.2	0.0714	4.1

7.3 DEVELOPMENT LOADING

From the same table above, the develop demand of wastewater for LRD zone is 57.2 EP per net developable Ha. For the medical centre extension developable area of 0.1.256ha, the calculated EP

from this assumption is 7.2 EP. As such the development is increasing the sewerage EP by 3.1 EP which is insignificant.

8.0 SUMMARY

This report has assessed the suitability of the proposed development and impacts associated with respect to water reticulation, sewerage reticulation and stormwater.

The report has found the following:

Stormwater Assessment

- The pre and post development peak flow rates for the minor and major events are as follows:

Scenario	Catchment	1% AEP (ARI 100)
Pre-development	Catchment 1	0.333m ³ /s
	Catchment 2	0.074m ³ /s
Post-development	Entire Catchment	0.415m ³ /s

- Compared to the pre-development design conditions the proposed development will increase the peak flow rate by 0.082m³/s (i.e. 82L/s) during a 1% AEP (ARI100) event.
- Whilst there is a small increase in the peak flow rate post-development, the increase is relatively small. As such, no mitigations measures are proposed.
- The develop site is 590m² in area and thus, no does not trigger assessment against SPP Water Quality Objectives.

Water

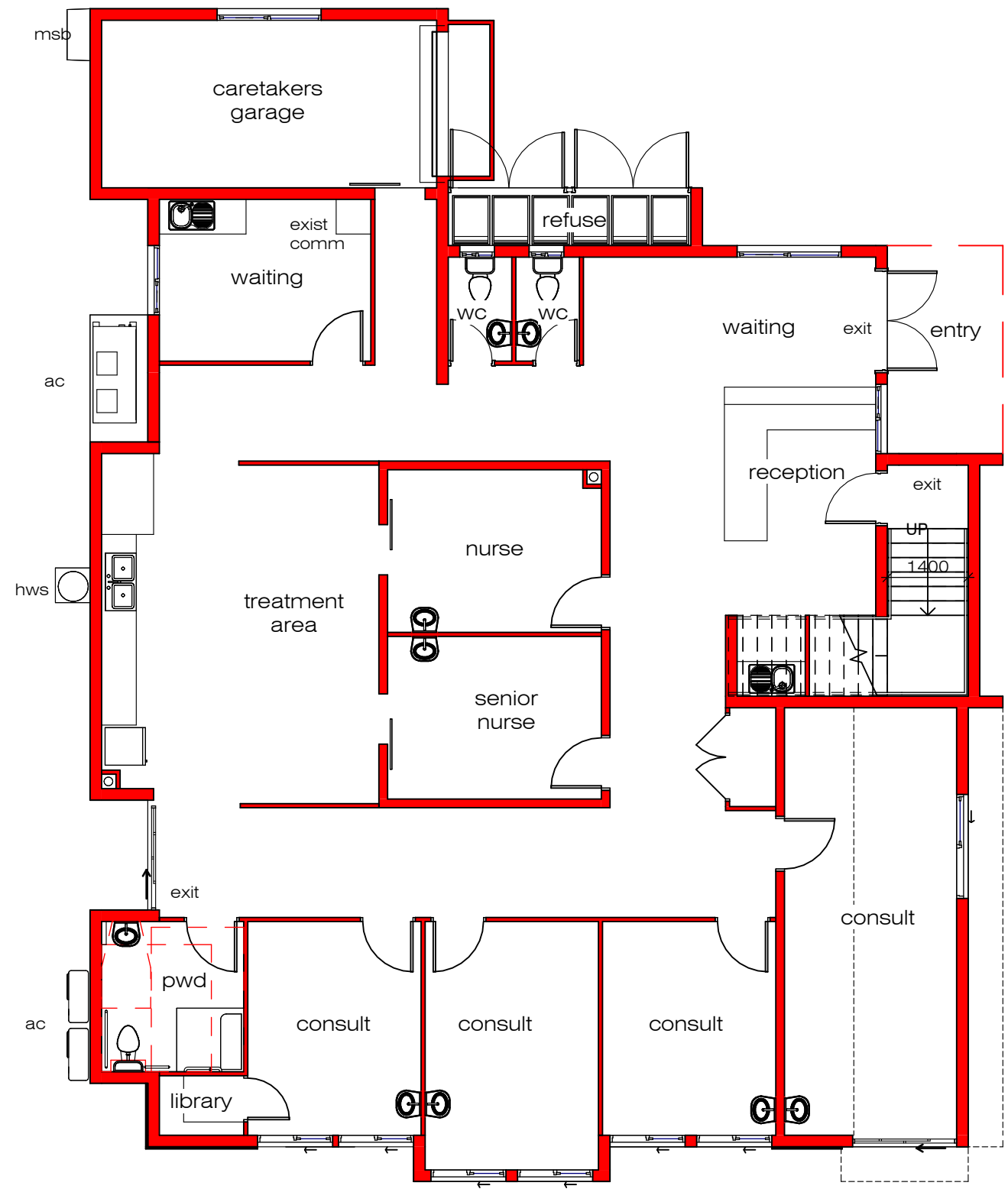
- The subject site is currently serviced by a property connection to the 150mm diameter AC water main on Bowen Road and 100mm diameter AC water main on Viles Street. But the service connections for two lots are located at Bowen Road, are likely to be a domestic connection (i.e. 20mm).
- The existing water connections have two separate water meters for two lots and two hydrants for lot 57. There is no hydrant for lot 56.
- The existing water demand for the subject site is 4.1 EP.
- The proposed water demand for the subject site post-development is 7.2 EP.
- The proposed development water demand is greater than the existing allowed demand by 3.1 EP.

Sewer

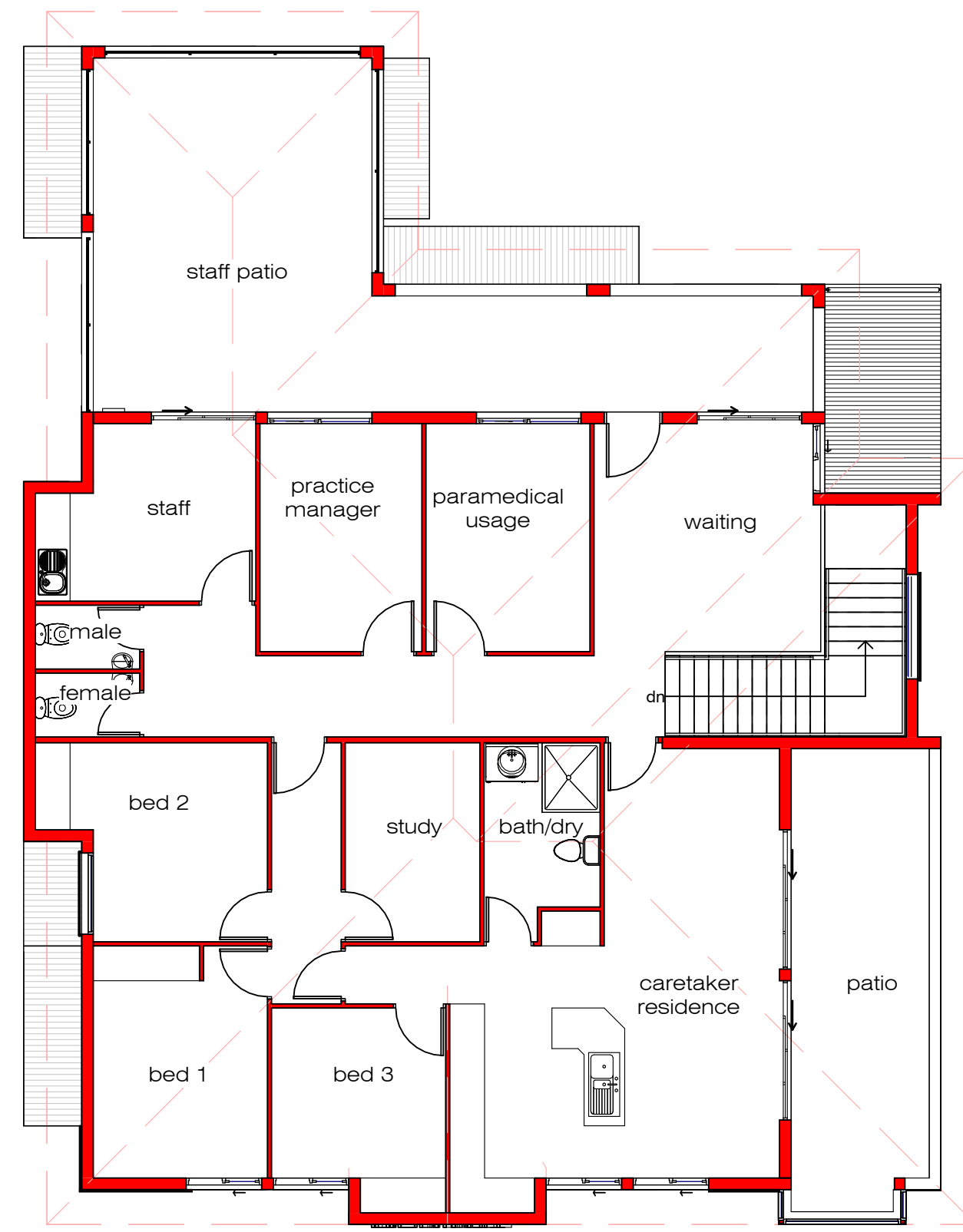
- The subject site is currently serviced by a 150 diameter UPVC sewer reticulation main.
- Based on TCC City Plan Table SC3.1.6a., the calculated existing EP is 4.1 EP.
- The calculated post EP is 7.2 EP.
- The proposed development water demand is greater than the existing allowed demand by 3.1 EP.

APPENDIX A

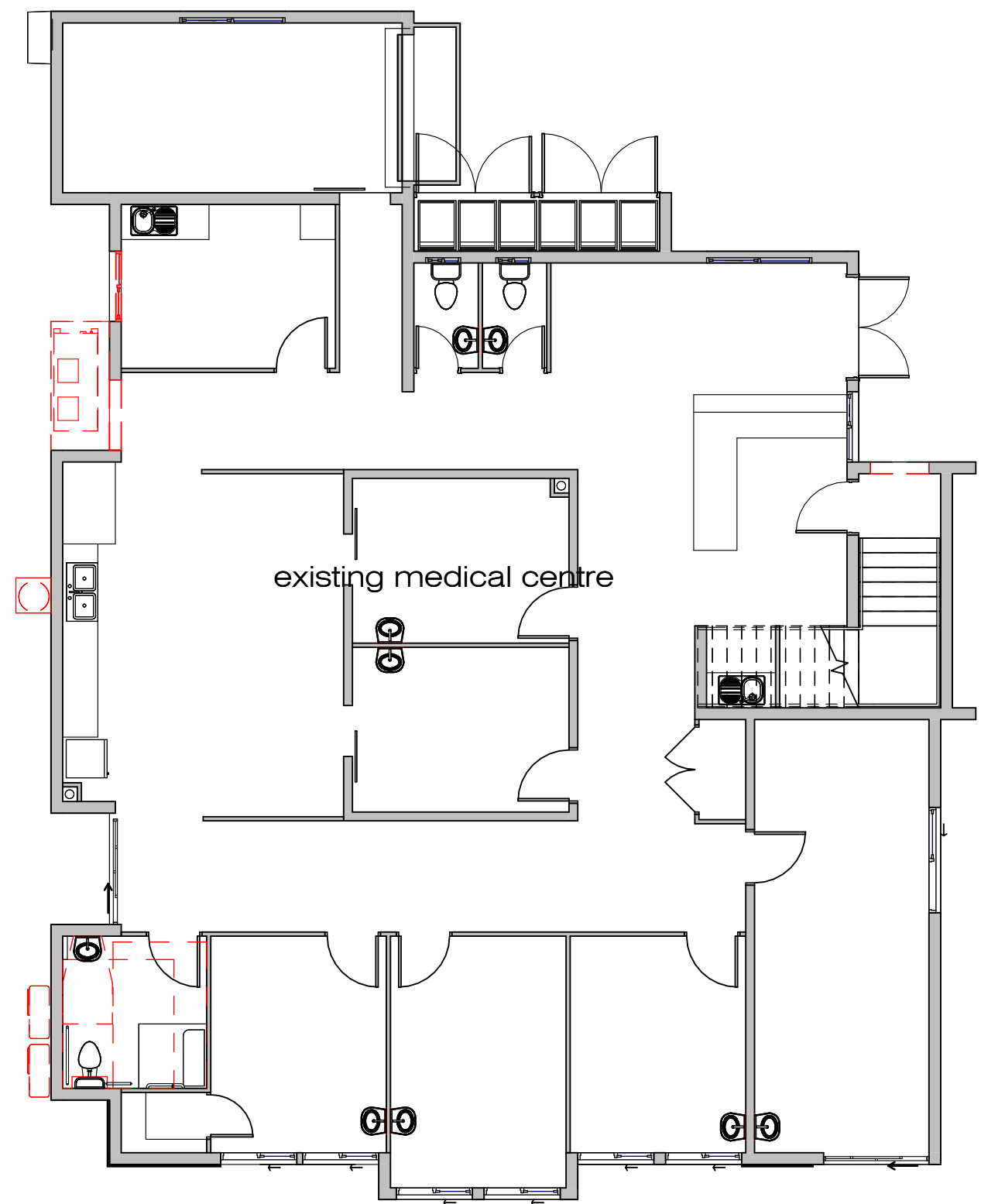
DEVELOPMENT PLANS



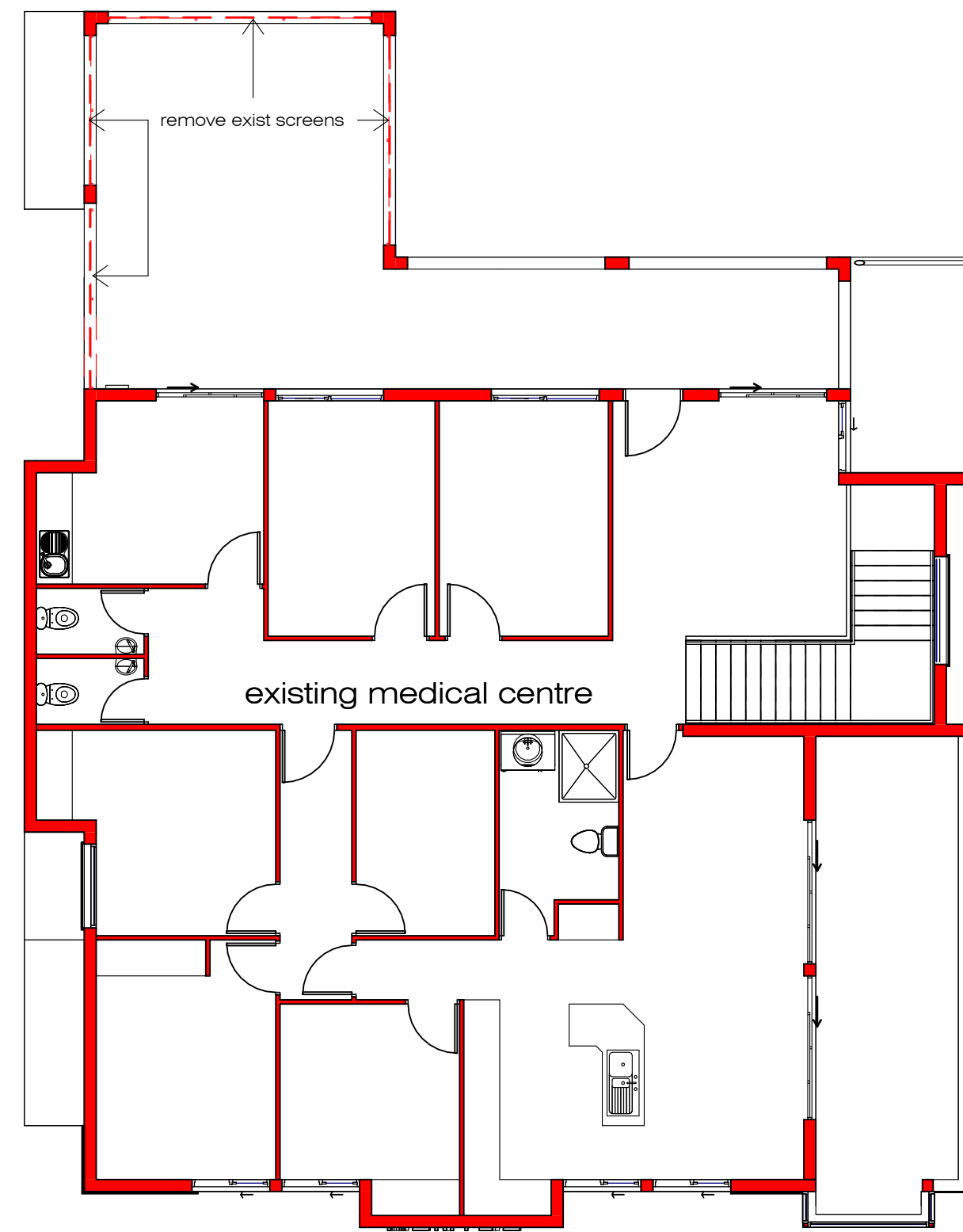
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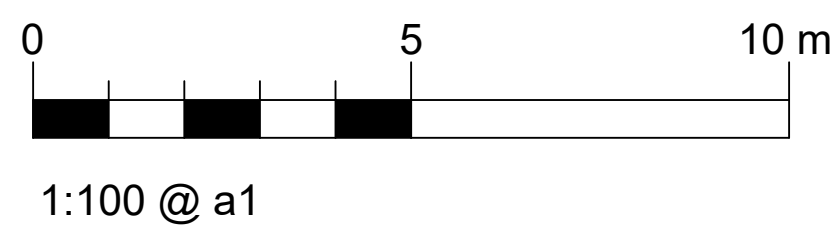


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1 : 100



3
sk_04
first floor demolition plan
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planning
issue date: 24.06.11



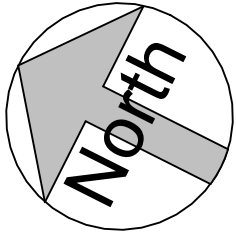
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Revision Schedule		
No	Description	Date
1		



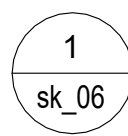
project:
Proposed Dental Practice
for:
Dr Paco Munoz
at:
110-112 Bowen Rd
Rosslea Qld

Issue Date	09/09/21
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scale	1 : 100
sheet	sk_04
22-051	
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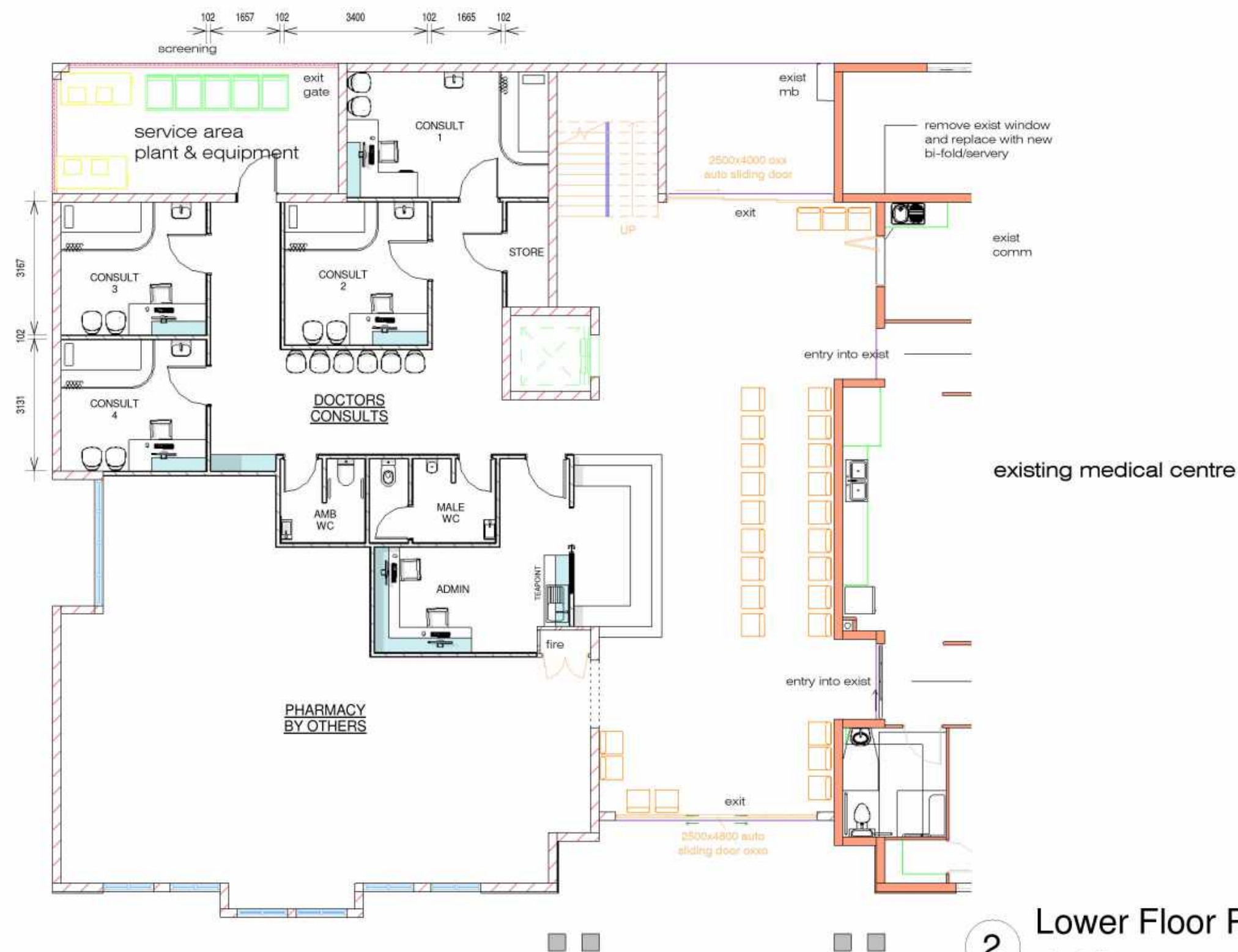
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sk_05

1	first floor level	void	16.50	1%
1			16.50	1%
existing				
1	ground floor level	existing ground floor	255.41	20%
1	ground floor level	existing entry portico	5.76	0%
1	first floor level	existing first floor	252.88	20%
3			514.05	41%
proposed				
1	first floor level	proposed first floor	334.54	27%
1	ground floor level	proposed service area,	21.08	2%
1	ground floor level	proposed service area	12.40	1%
1	ground floor level	proposed street entry portico	23.02	2%
1	ground floor level	proposed ground floor	327.36	26%
5			718.40	58%
9			1248.95	100%



1 : 100

DRAFT
FOR DISCUSSION PURPOSES ONLY



2 Lower Floor Plan
1 : 100

PO BOX 3781, CALOUNDRA DC
QLD 4551
MOB: 0408 960 593
ABN 85 923 612 599
mckibbindesign
VIC - Reg BUILDING PRACTITIONERS - No. DP-ID 44363
TAS - BUILDING SERVICES PROVIDER - No. C07262

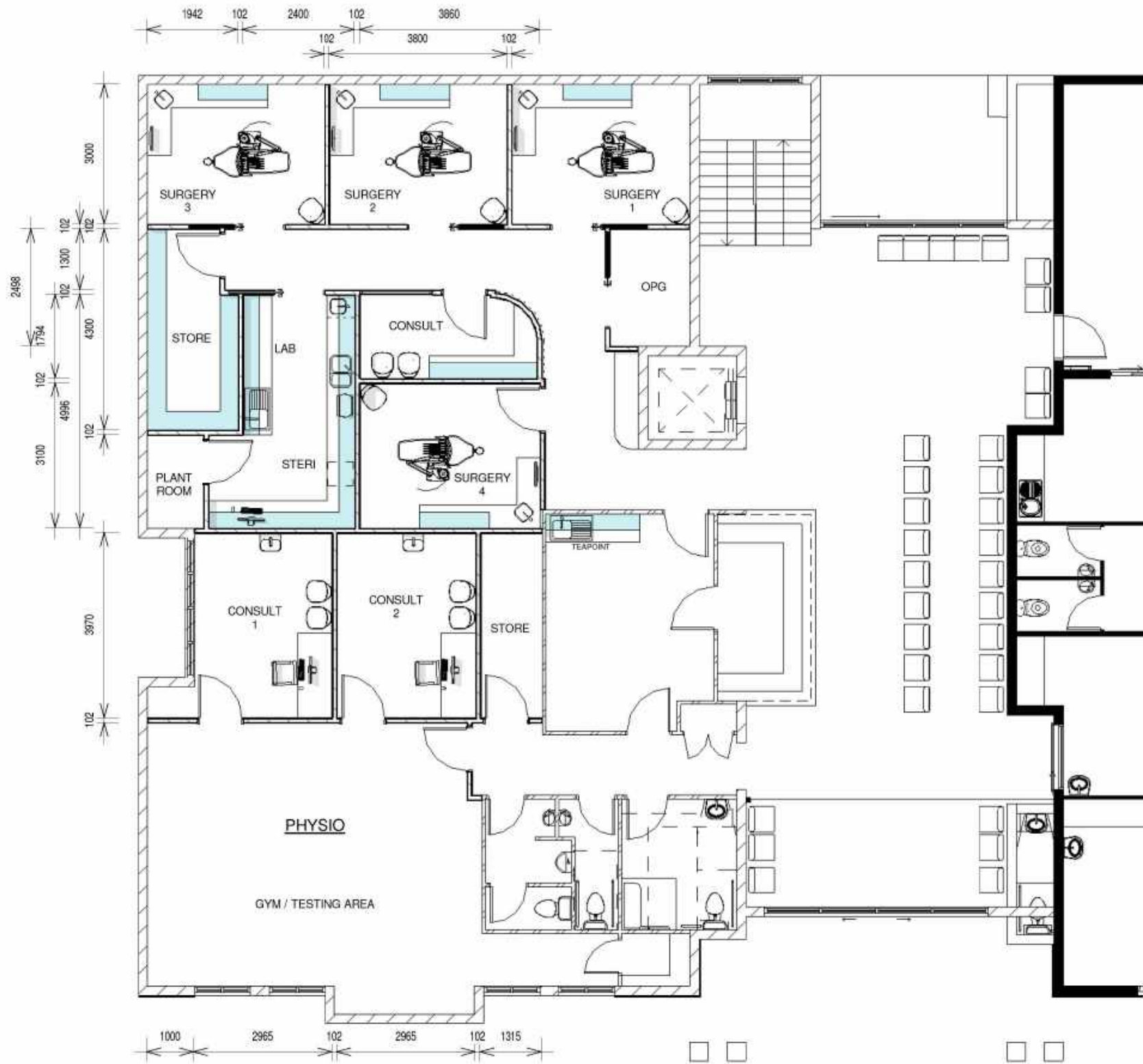
No.	Description	Date
A	Updated Plan	08.11.23
B	Updated Plan	17.01.24

Dr PACO MUNOZ
110 BOWEN RD, ROSSLEA, QLD

CONCEPT FLOOR PLAN - LOWER LEVEL			
Project number	MD 805	100 B	Client Approval For Construction
Date	22.05.22		
Drawn by	Mark McKibbin		
Checked by	Mark McKibbin		
Scale 1 : 100 @ A3			

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DRAFT
FOR DISCUSSION PURPOSES ONLY



1 Upper Floor Plan
1 : 100

PO BOX 3781, CALOUNDRA DC
QLD 4551
MOB: 0408 960 593
ABN 85 923 612 599
mckibbindesign
VIC - Reg BUILDING PRACTITIONERS - No. DP-ID 44363
TAS - BUILDING SERVICES PROVIDER - No. C07262

No.	Description	Date
A	Updated Plan	08.11.23

Dr PACO MUNOZ
110 BOWEN RD, ROSSLEA, QLD

CONCEPT FLOOR PLAN - UPPER LEVEL			
Project number	MD 805	101 A	Client Approval For Construction
Date	22.05.22		
Drawn by	Author		
Checked by	Mark McKibbin		
Scale 1 : 100 @ A3			

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1 floor plans by others
1 : 100

sk_07

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planning
issue date: 24.06.11



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No	Description	Date
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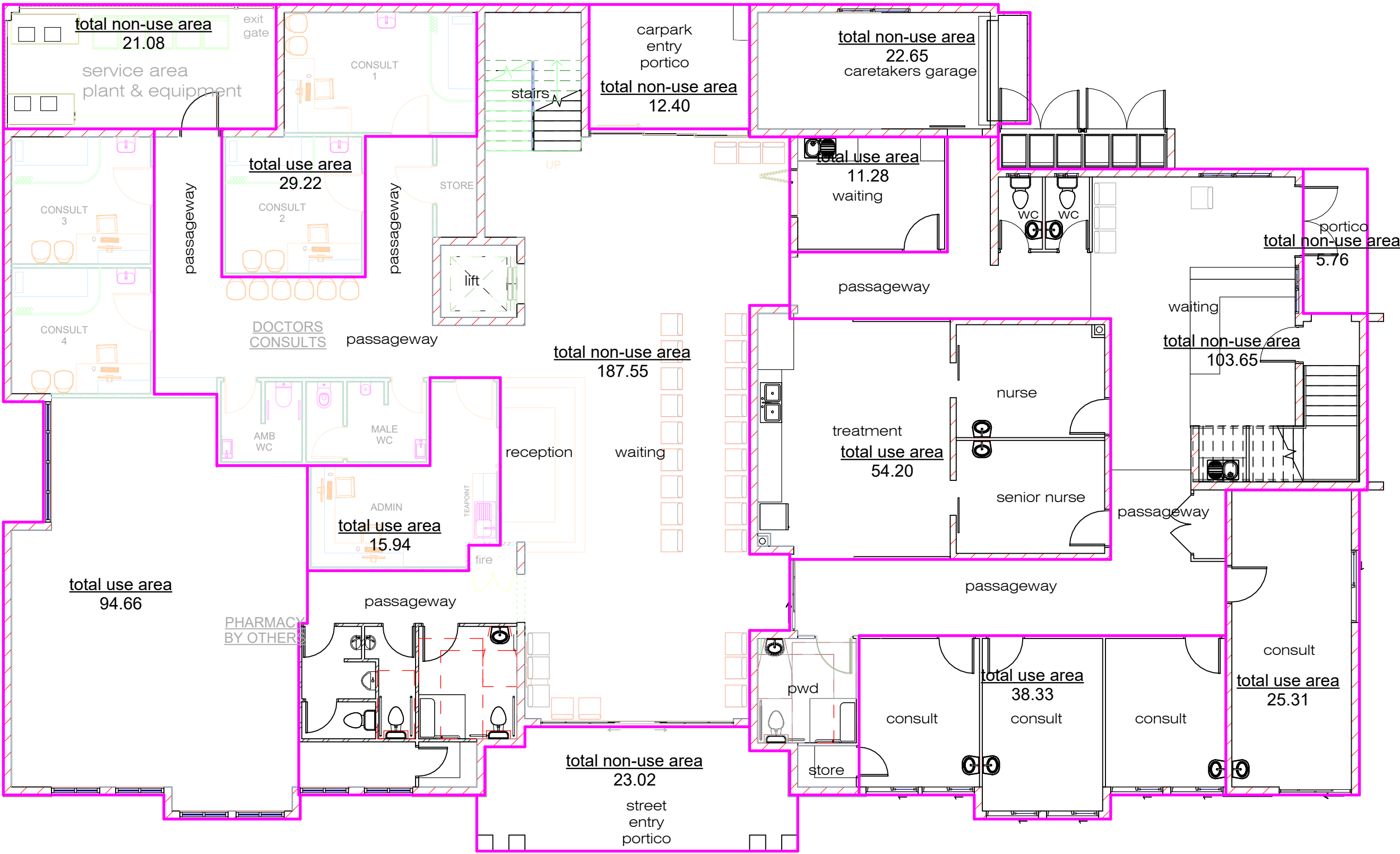
tel: 07 4728 3228

project:
Proposed Dental Practice
for:
Dr Paco Munoz
at:
110-112 Bowen Rd
Rosslea Qld

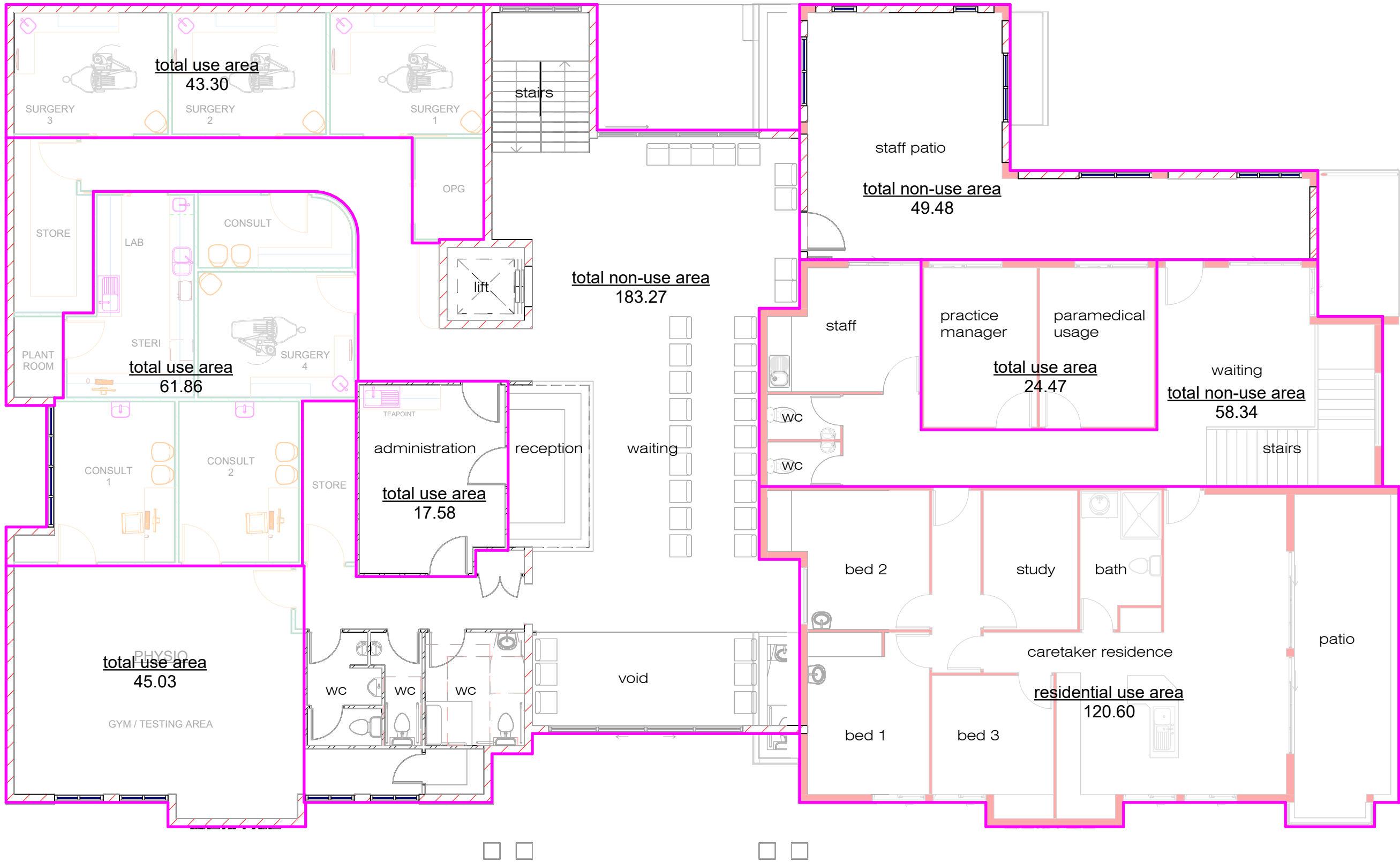
Issue Date	06/11/24
Drawn	Author
scale	1 : 100
sheet	sk_07
22-051	
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Area Schedule (Total Use Area)				
Count	Level	Name	Area	%
residential use area				
1	first floor level	residential use area	120.60	10%
1			120.60	10%
total non-use area				
1	ground floor level	total non-use area	187.55	15%
1	ground floor level	total non-use area	103.65	8%
1	ground floor level	total non-use area	5.76	0%
1	ground floor level	total non-use area	23.02	2%
1	ground floor level	total non-use area	12.40	1%
1	ground floor level	total non-use area	22.65	2%
1	ground floor level	total non-use area	21.08	2%
1	first floor level	total non-use area	163.27	15%
1	first floor level	total non-use area	49.48	4%
1	first floor level	total non-use area	58.34	5%
10			667.18	53%
total use area				
1	ground floor level	total use area	54.20	4%
1	ground floor level	total use area	38.33	3%
1	ground floor level	total use area	11.28	1%
1	ground floor level	total use area	94.66	8%
1	ground floor level	total use area	15.94	1%
1	ground floor level	total use area	29.22	2%
1	ground floor level	total use area	25.31	2%
1	first floor level	total use area	61.86	5%
1	first floor level	total use area	45.03	4%
1	first floor level	total use area	43.30	3%
1	first floor level	total use area	17.58	1%
1	first floor level	total use area	24.47	2%
12			461.17	37%
23			1248.95	100%

Parking Schedule				
Levels	Car parks	Service Vehicle/Ambulance (combined)	bicycles	Motor Bikes
Ground Floor	37		1	4
first floor				
Sub-total	37		1	4
Total parks provided	42			

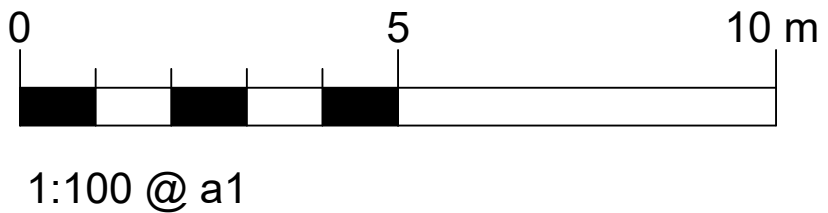


1 ground floor level
sk_08 1 : 100



2 first floor level
sk_08 1 : 100

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planning
issue date: 24.06.11



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No	Revision Schedule	Date
	Description	



project:
Proposed Dental Practice
for:
Dr Paco Munoz
at:
110-112 Bowen Rd
Rosslea Qld

Issue Date 06/11/24

Drawn Author

scale 1 : 100

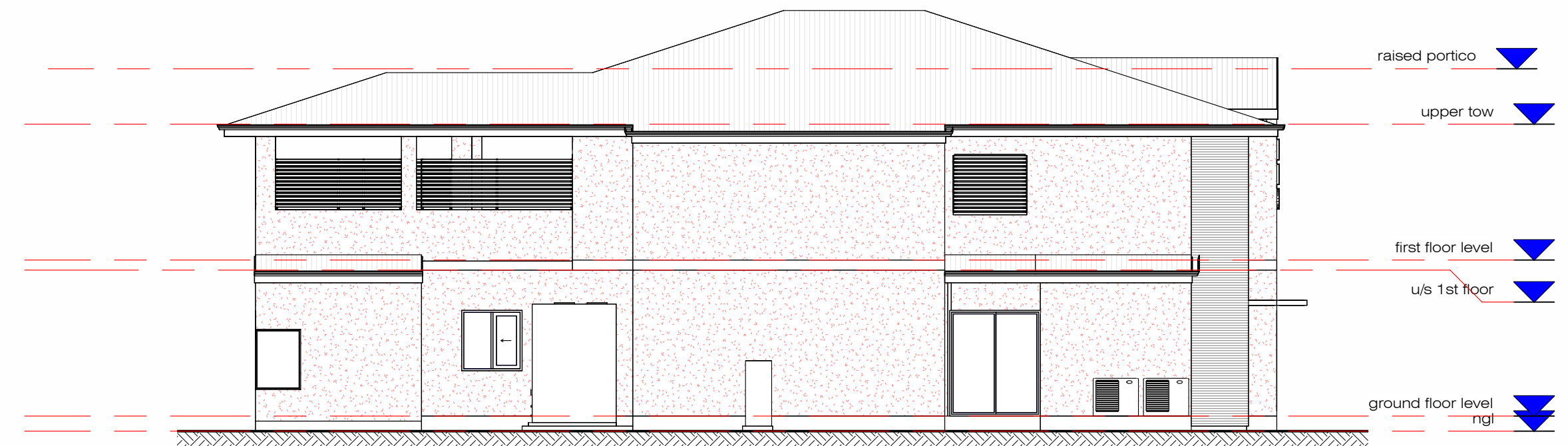
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22-051

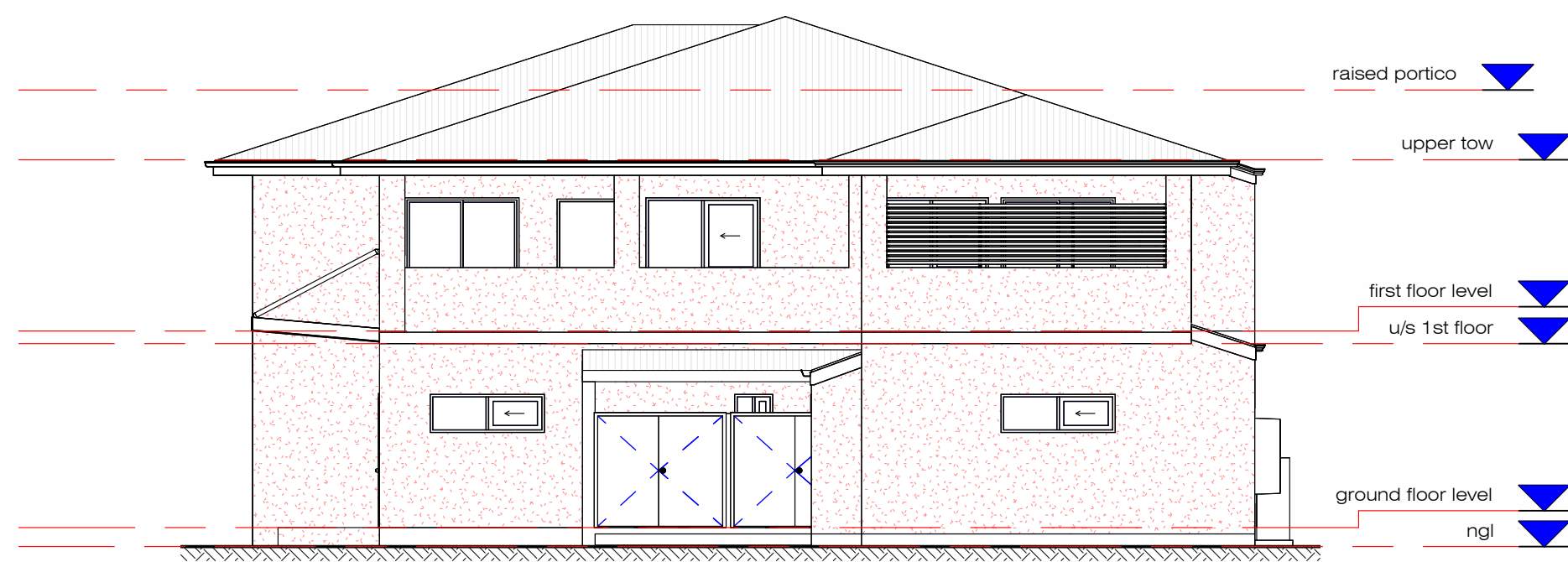
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3
sk_09
exist south-west elevation
1 : 100



2
sk_09
exist north-west elevation
1 : 100

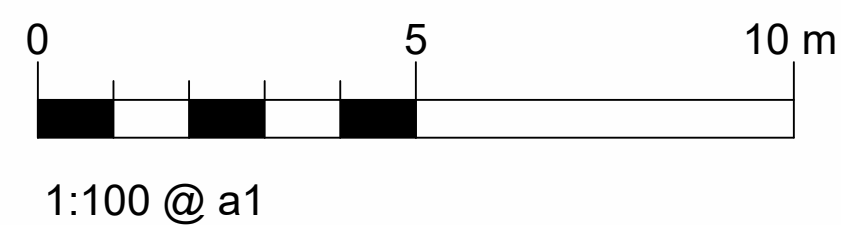


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sk_09
existing north-east elevation
1 : 100



4
sk_09
existing south-east elevation
1 : 100

issued for
planning
issue date: 24.06.11



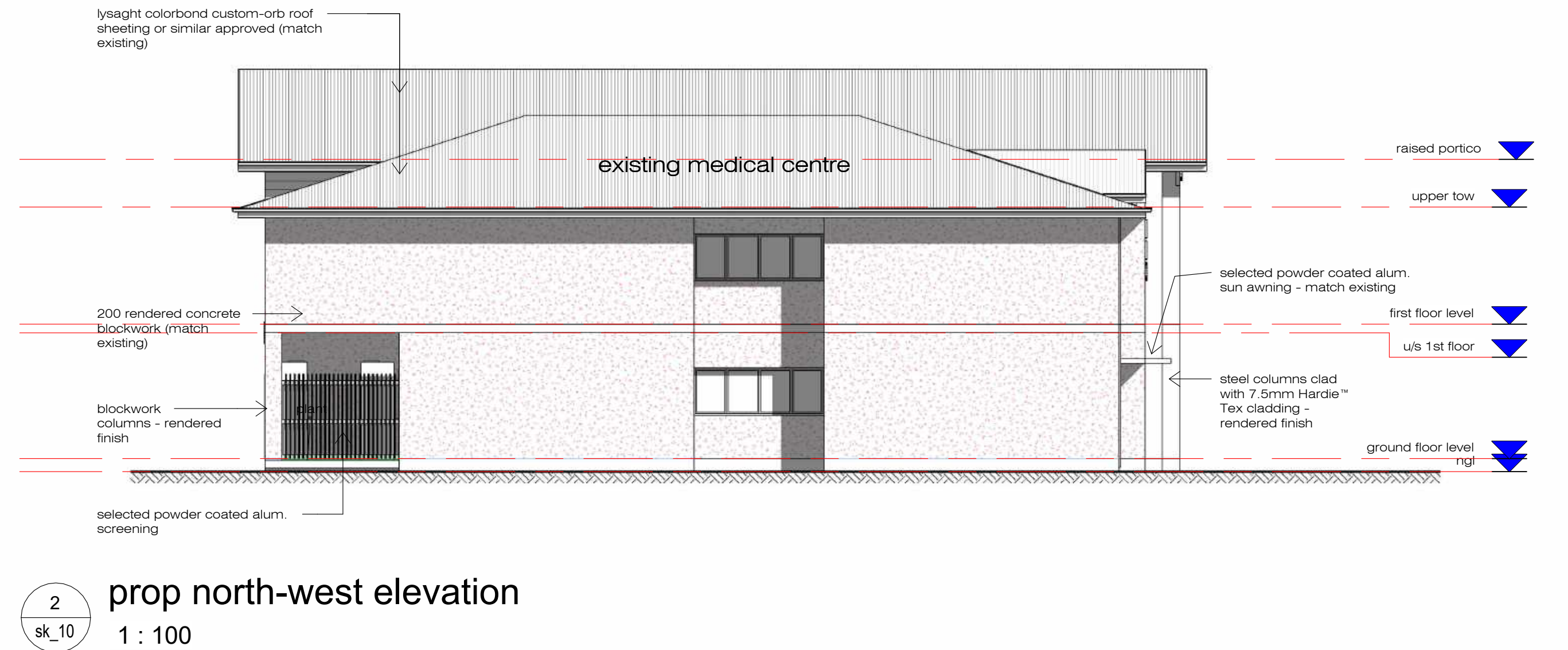
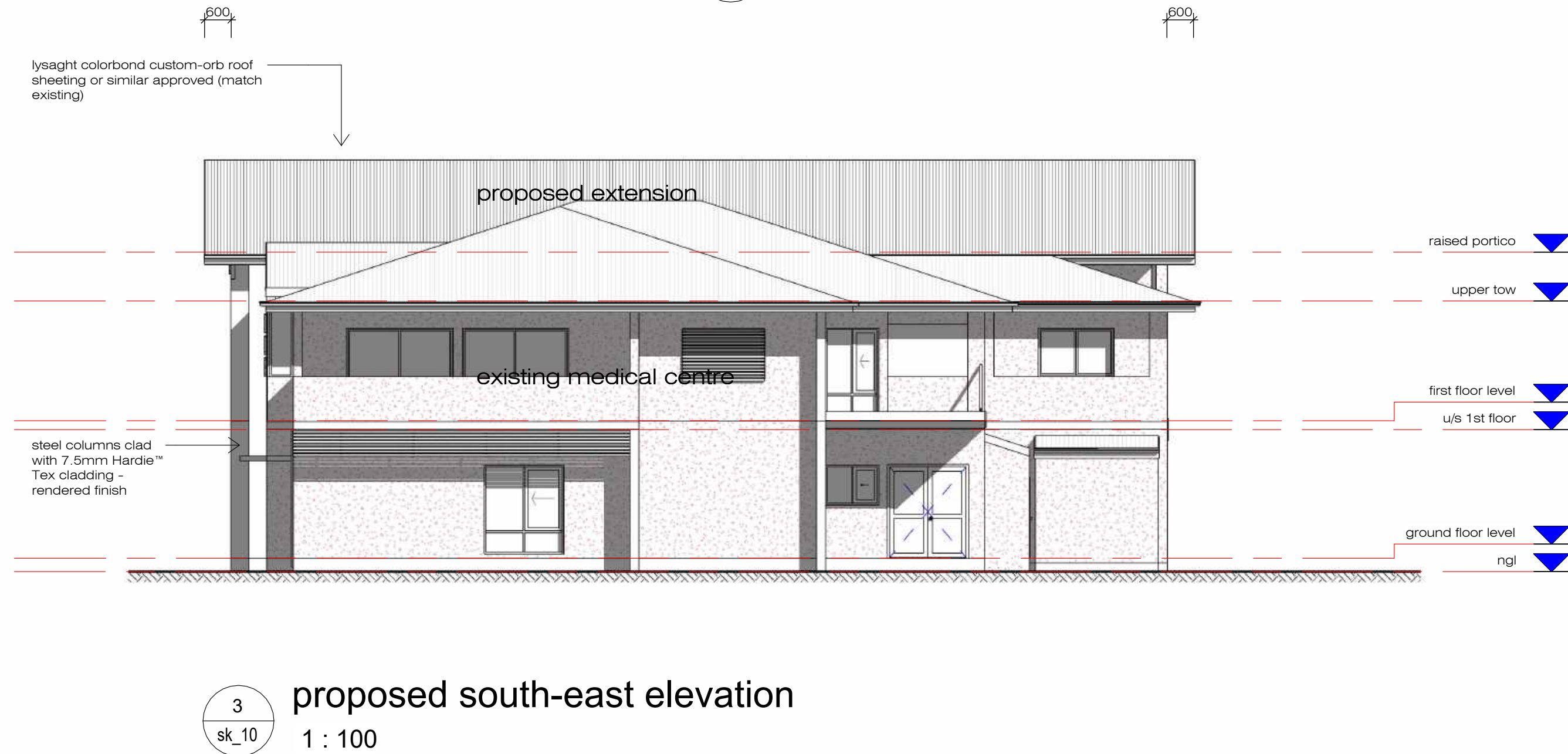
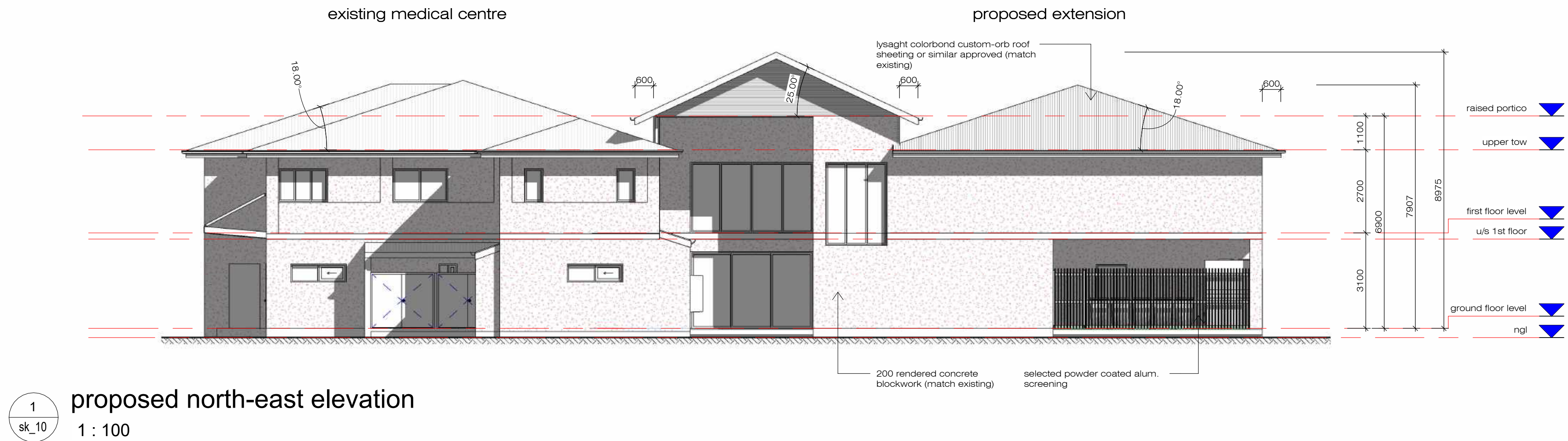
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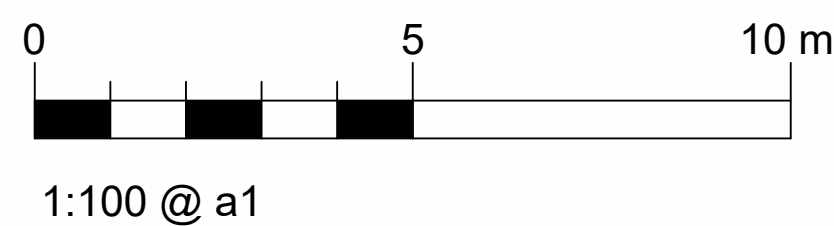


project:
Proposed Dental Practice
for:
Dr Paco Munoz
at:
110-112 Bowen Rd
Rosslea Qld

Issue Date 09/09/22
Drawn S.PARENTI
scale 1 : 100
sheet sk_09
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	Description	



project:
Proposed Dental Practice
for:
Dr Paco Munoz
at:
110-112 Bowen Rd
Rosslea Qld

Issue Date	02/2023
Drawn	Author
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22-051	
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Sheet List	
Sheet No.	Sheet Name
sk_01	title sheet
sk_02	site & site area plans
sk_03	services, floor, aerial plan & detail survey plan
sk_04	existing & demolition plans
sk_05	proposed ground floor plan
sk_06	proposed first floor plan
sk_07	floor plans - by others
sk_08	TUA plans
sk_09	elevations - existing
sk_10	elevations - proposed



2
sk_01 3D View 2



1
sk_01 3D View 1



3
sk_01 3D View 3



4
sk_01 3D View 4



5
sk_01 3D View 5

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planning
issue date: 24.06.11



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Proposed Dental Practice
for:
Dr Paco Munoz
at:
110-112 Bowen Rd
Rosslea Qld

Issue Date 07/04/23

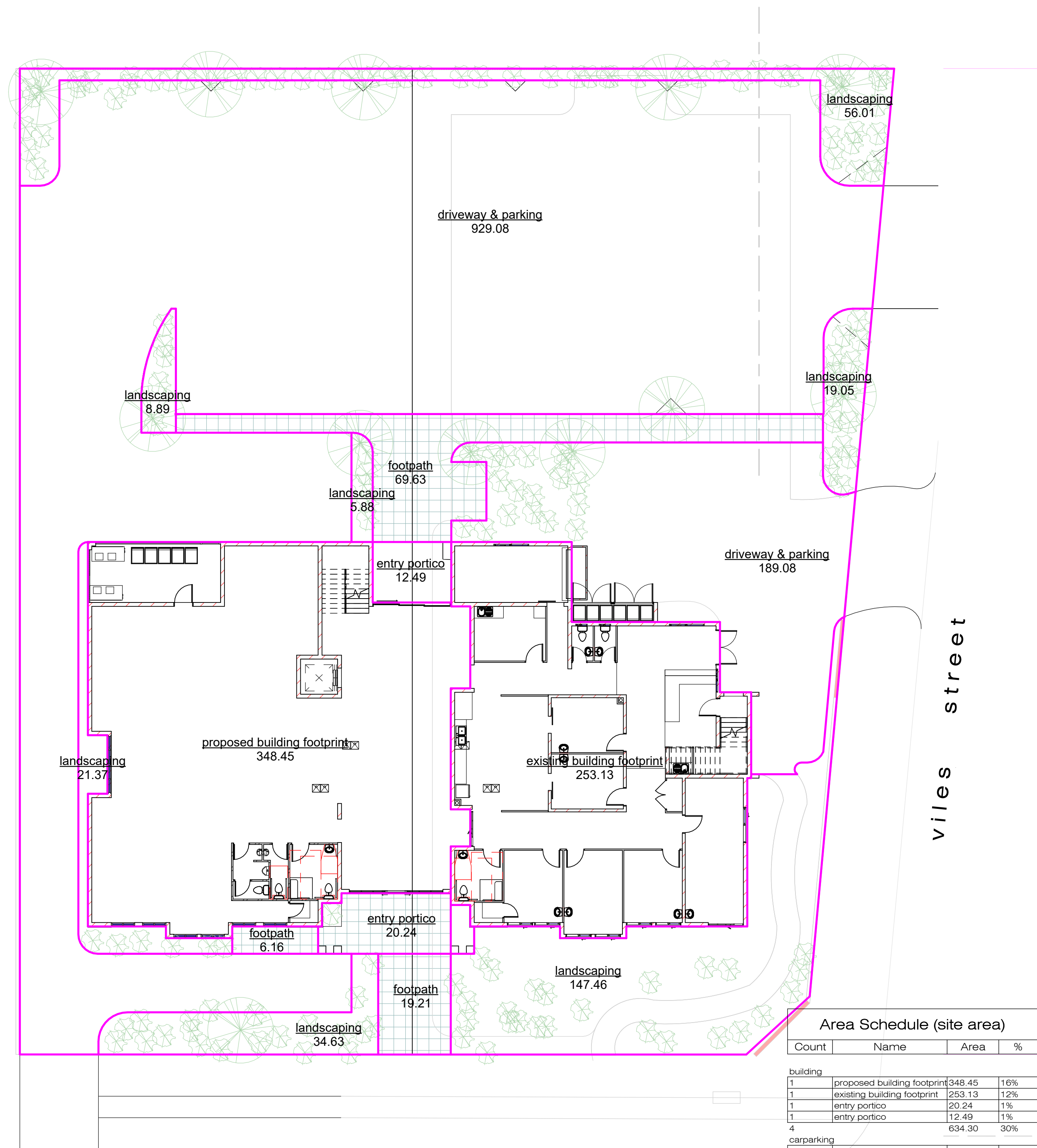
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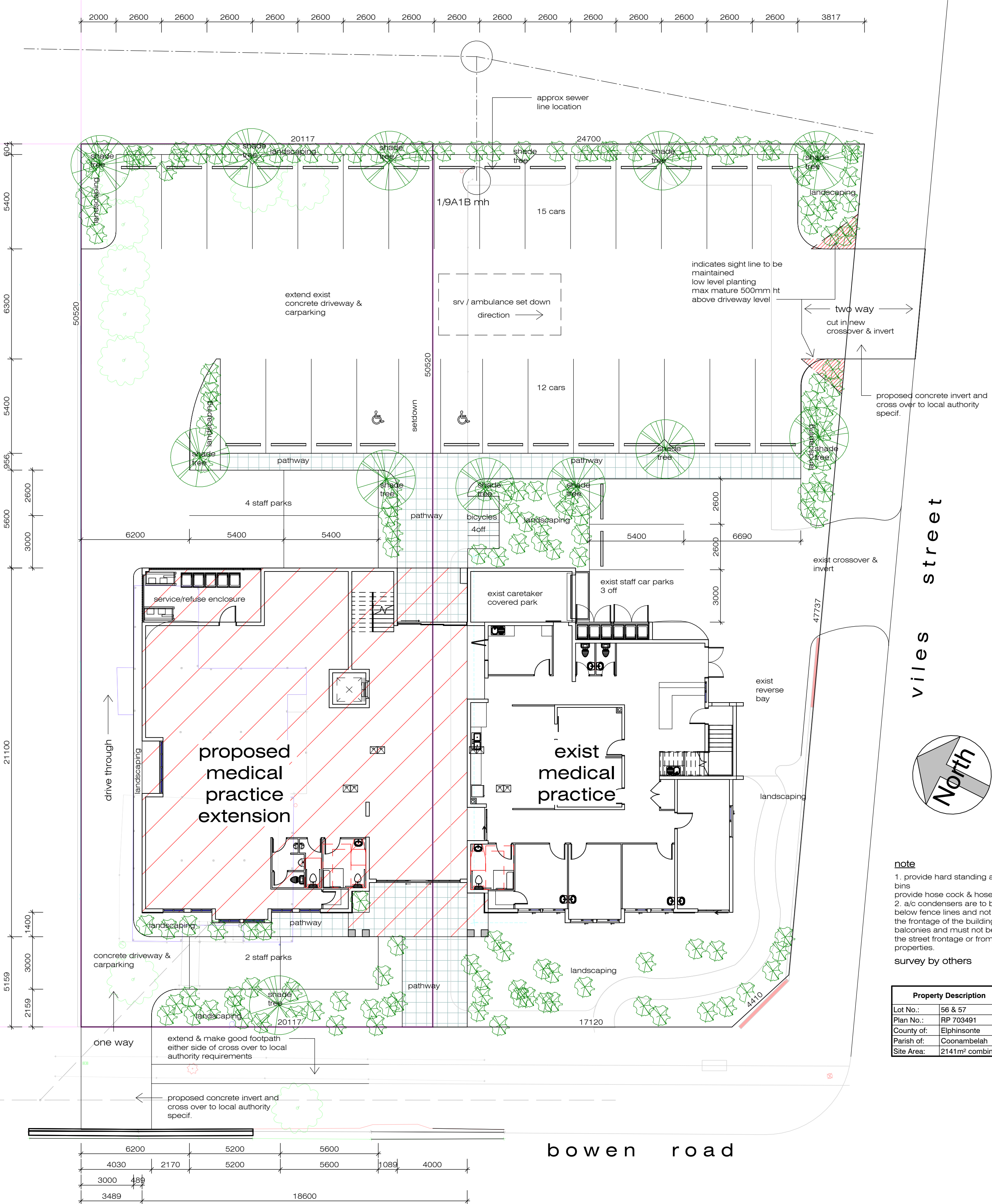
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23-019

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2 site area plan
sk_02 1 : 150



1 proposed site plan
sk_02 1 : 150

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planning
issue date: 24.06.11



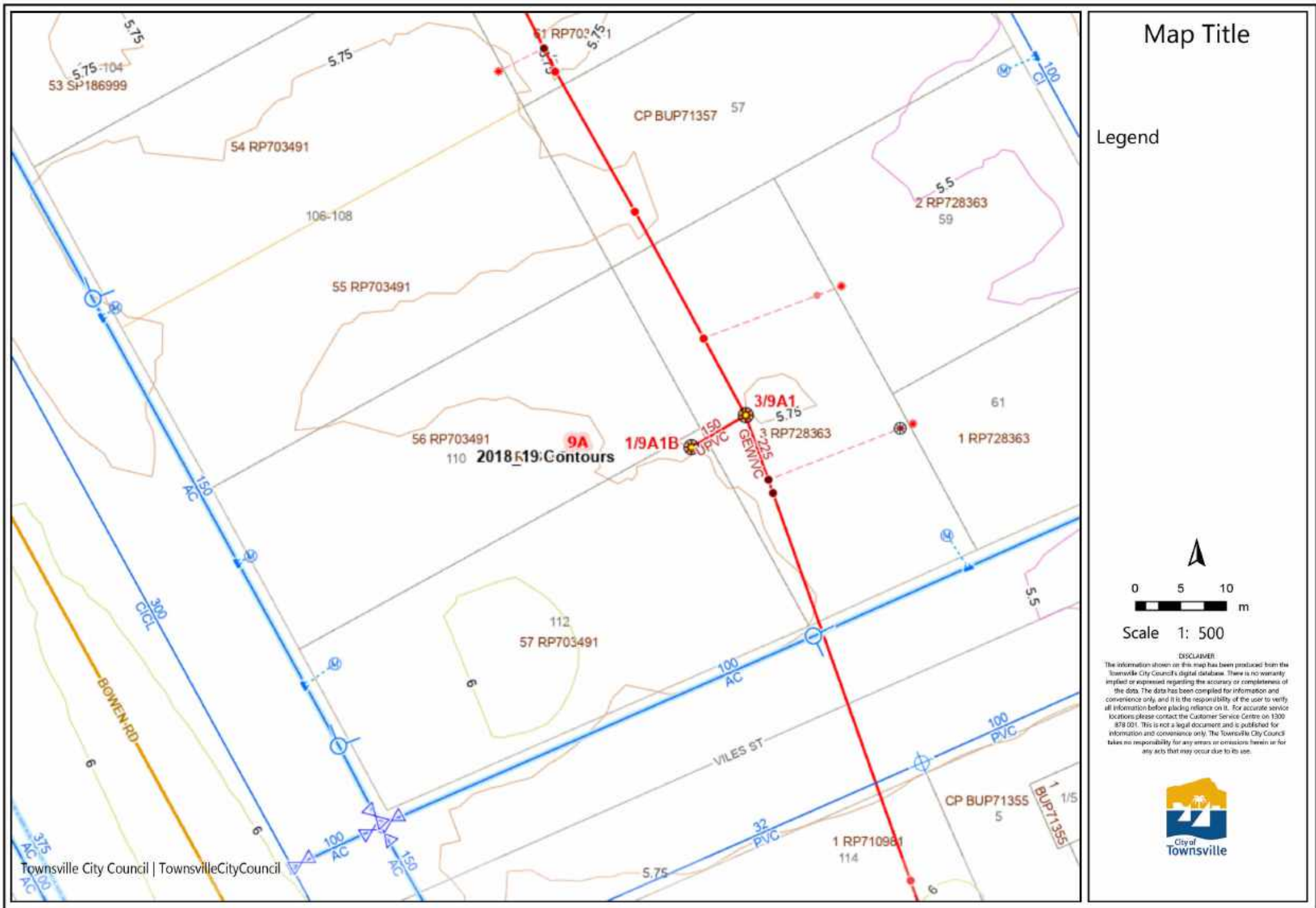
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No	Description	Date
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project:
Proposed Dental Practice
for:
Dr Paco Munoz
at:
110-112 Bowen Rd
Rosslea Qld

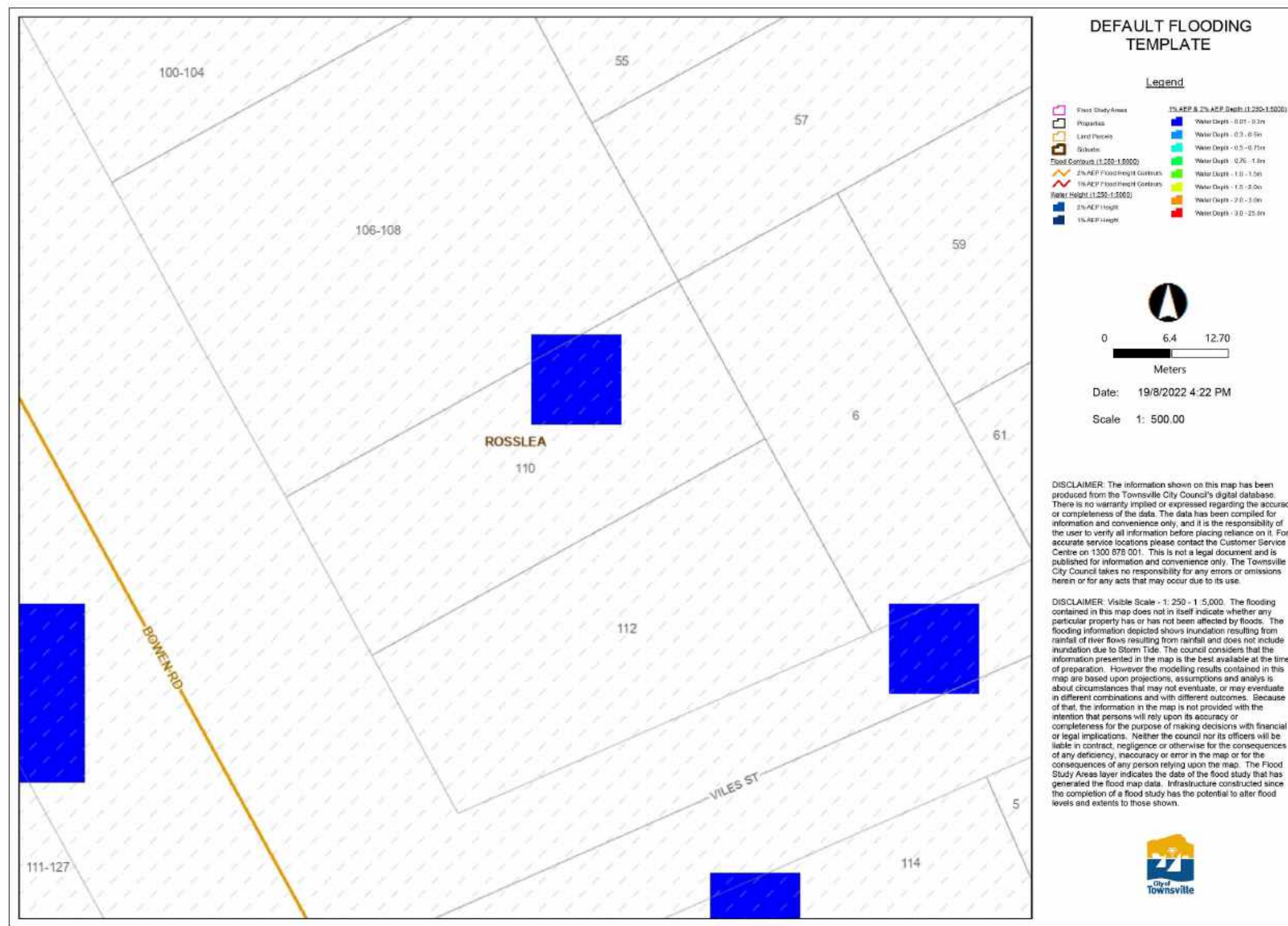
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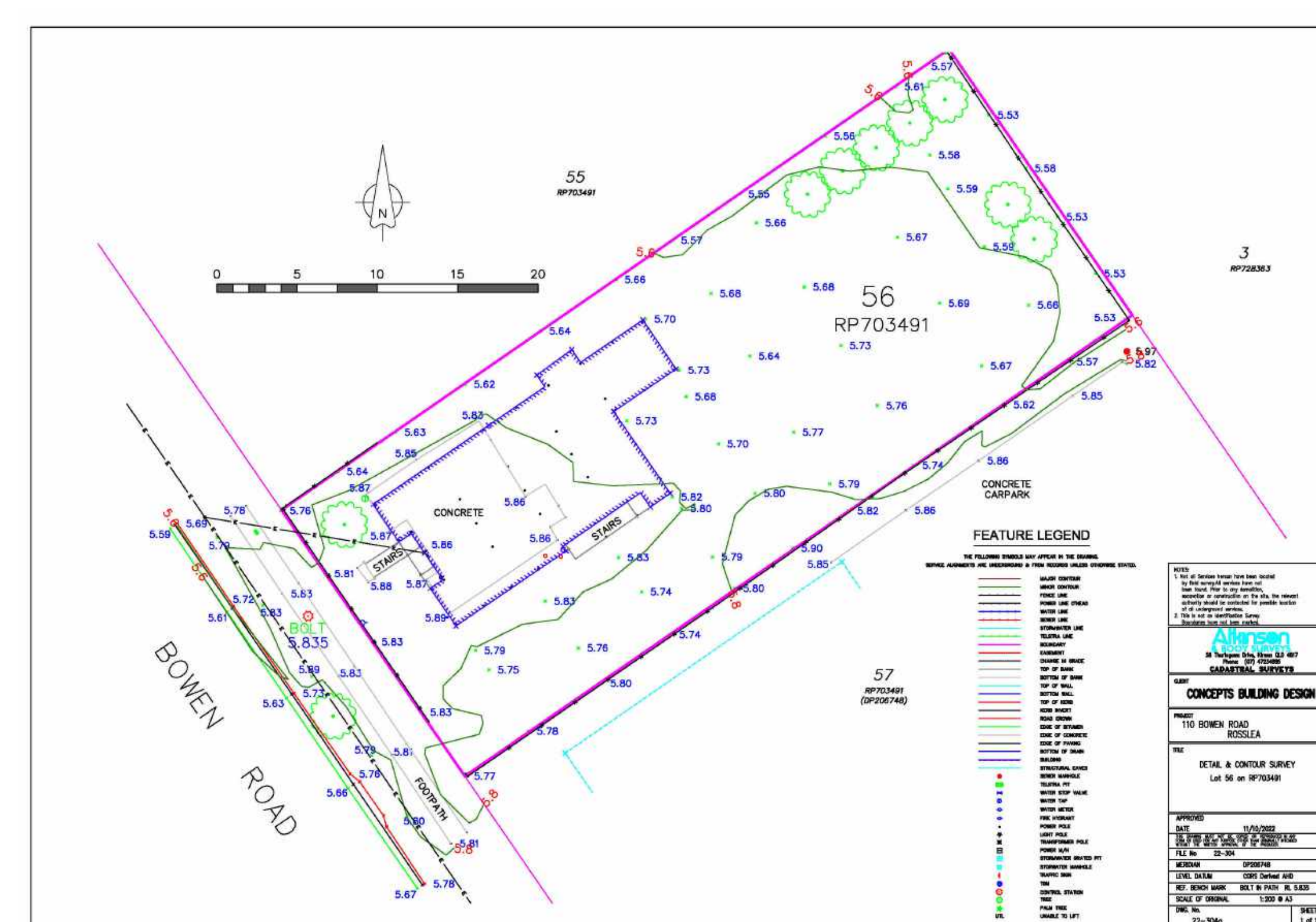
service plan



aerial plan



flood plan



survey by others

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planning
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Revision Schedule		
No	Description	Date
1		



project:
Proposed Dental Practice
for:
Dr Paco Munoz
at:
110-112 Bowen Rd
Rosslea Qld

Issue Date 10/25/22
Drawn S.PARENTI
scale 1: 100
sheet sk.03
23-019
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APPENDIX B

HYDROLOGICAL ASSESSMENT (PRE-DEVELOPMENT)

CATCHMENT HYDROLOGY
(RATIONAL METHOD)
PRE - DEVELOPMENT (Catchment 1)

Table with project details: PROJECT No. 1194, CALCULATION BY, DATE, CHECKED BY AR, DATE, SHEET 1 OF 3

Project Name: Rosslea Medical Centre
Project Location: 112 Bowen Road

Form containing calculation steps: (1) Guidelines, (2) Time of Concentration (tc), (3) Design Flow (Q). Includes input/output boxes for values like tc (mins) = 5.0, Design ARI, y = 100, and final Q (m³/s) = 0.333.

CATCHMENT HYDROLOGY
(RATIONAL METHOD)
PRE - DEVELOPMENT (Catchment 2)

Table with project details: PROJECT No. 1194, CALCULATION BY, DATE, CHECKED BY AR, DATE, SHEET 2 OF 3

Project Name: Rosslea Medical Centre
Project Location: 112 Bowen Road

Main calculation table with columns for Input and Output. Rows include: (1) Guidelines, (2) Time of Concentration (tc), (3) Design Flow (Q) with various sub-calculations like A, tc, Rainfall intensity, Fraction impervious, and final Q.

APPENDIX C

HYDROLOGICAL ASSESSMENT (POST DEVELOPMENT)

CATCHMENT HYDROLOGY
(RATIONAL METHOD)
POST - DEVELOPMENT

Table with project details: PROJECT No. 1194, CALCULATION BY, DATE, CHECKED BY AR, DATE, SHEET 3 OF 3.

Project Name: Rosslea Medical Centre
Project Location: 112 Bowen Road

Form containing calculation steps: (1) Guidelines, (2) Time of Concentration (tc), (3) Design Flow (Q). Includes input/output boxes for values like tc (mins) = 5.0, Design ARI, y = 100, and final Q (m³/s) = 0.415.

Appendix 8

PROPOSED MEDICAL CENTER EXTENSION 110-112 BOWEN ROAD, ROSSLEA



TRAFFIC IMPACT ASSESSMENT

MILFORD PLANNING

LANGTREE CONSULTING

Project No.: 1194

Reference No.: R-RM0002

Date: 22/05/2024

Controlled Copy No.: 1

Revisions: B

Revision Record:

Rev	Review Date	Description	Prepared	Checked	Approved
A	22/05/24	Issued for Client Comment	Rea Maglaya	Aidan Reinaudo	Brett Langtree
B	25/06/24	New Development plans, Car Park Count and Other Minor amendments.	Rea Maglaya	Aidan Reinaudo	Brett Langtree

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APPENDICES

APPENDIX A – DEVELOPMENT PLANS

APPENDIX B – SIDRA RESULTS SUMMARY

APPENDIX C – SWEPT PATHS

1.0 INTRODUCTION

Langtree Consulting has been engaged by Milford Planning on behalf of the client to undertake a Traffic Impact Assessment (TIA), to support a Development Application for the proposed extension to the existing Medical Centre located at 112 Bowen Road, Rosslea and extending into 110 Bowen Road, Rosslea also knowns as Lot 57 and Lot 56 on RP703491 respectively.

The proposed development is for a range of uses in the medical and allied health sector.

This TIA report outlines the following:

- Background information for the project and proposed development;
- Existing traffic conditions, proposed development traffic generation and post-development traffic conditions;
- Intersection analysis including turn warrant assessment;
- Assessment of the development impacts on State-controlled and local roads post-development; and
- Any recommendations and mitigation measures, if required.

2.0 BACKGROUND

The proposed development is located approximately 5km from the Townsville CBD. The development site is proposed to be located on the land described as:

- Existing Medical Centre on Lot 57 on RP703491 and;
- Proposed Medical Extension on Lot 56 on RP703491.

Hereon in, the above-described lands shall be referred to as the subject site.

The subject site has a total area of 2,138m² and is bound by Bowen Road to the west, Viles Street to the south and neighbouring residential lots to the north and east. Lowth Street to the east criss-cross with Viles Street at the south-eastern side of the subject side.

The subject site consists of a two-storey Medical Centre located at Lot 57 on RP703491. The extension of the existing medical centre is proposed into Lot 56 on RP703491 including the demolition of the existing dwelling at Lot 56.

Refer to **Figure 1** in orange for the development site locality.



Figure 1. Site Locality (Source: Queensland Globe)

2.1 LAND USE AND SURROUNDING AREA

The subject site is currently occupied by the existing Medical Centre at 112 Bowen Road and an existing residential dwelling at 110 Bowen are within the Low-density residential category, as shown in Figure 2 .



Figure 2. Current Zoning (Source: Townsville City Council Planning Maps)

2.2 SITE ACCESS

Currently, the subject site has two (2) access, one (1) on Bowen Road to Lot 56 and one (1) on Viles street to Lot 57.

2.3 SURROUNDING ROAD NETWORK

The key surrounding roads in the proximity of the subject site has been identified and summarised in Table 1 below:

Table 1. Key Roads

Road Name	Jurisdiction	Hierarchy	Speed Limit, km/hr	AADT (Year)/ AM PH/ PM PH
Bowen Road	TCC	Major Collector	60	Northbound (South of Viles St) = 11,946 Southbound (North of Viles St) = 12,998
Viles Street	TCC	Minor Collector	50	-

2.4 KEY INTERSECTIONS/ ACCESSES

The key intersections and accesses are summarised below in Table 2.

Table 2. Key Intersections and Accesses

ID	Roads	Control
Intersection 1	Bowen Road/ Viles Street	Give Way Sign, No Stopping Sign
Existing Access	Viles Street/ Site Access	No Stopping Sign
Site Access 1	Bowen Road/ Site Access	Unsignalised
Site Access 2	Viles Street/ Site Access	Unsignalised

2.5 CRASH HISTORY

Queensland Globe was used to investigate the crash history in the vicinity of the key roads, accesses/intersections. There have been four (4) reported road crash locations within the vicinity of the subject site which has been reviewed and are shown in **Figure 3** and summarised in **Table 3**. Among four (4) crashes, three (3) were related to Bowen Road and another one was near the intersection of Lowth Street and Viles Street. The latest crash occurred in 2020 which indicates the site does not possess any safety deficiencies.



Figure 3. Crash Report Locality (Source: Queensland Globe)

Table 3. *Crash History Report Summary*

Crash Location	Year	Severity	Crash Type	Crash Nature	Crash Description
1	2015	Hospitalisation	Multi-Vehicle	Angle	Daylight, clear, sealed-dry, No Traffic control, Vehicle's Manoeuvring: Other
2	2010	Minor Injury	Multi-Vehicle	Rear end	Daylight, clear, sealed-dry, Intersection-T-Junction, No Traffic control, Vehicle's Same Direction: Rear end
3	2015	Hospitalisation	Multi-Vehicle	Angle	Daylight, clear, sealed-dry, No Traffic control, Vehicle's Manoeuvring: Other
4	2020	Medical Treatment	Multi-Vehicle	Angle	Daylight, clear, sealed-dry, Intersection-T Junction, No Traffic control, Vehicle's adjacent approach: Thru-Right

3.0 PROPOSED DEVELOPMENT

The proposed development is to extend the two-storey existing medical centre located at Lot 57 into Lot 56 including the demolition of the existing building at Lot 56. The proposed development is a health care facility which offers various health services such as GP services, Skin checks, Cosmetic Medicine, Veteran Health, and Allied Health.

The centre will operate between 8:00 am to 5:00 pm on weekdays and 8:30 am to 12:00 noon every Saturday. The proposed development plan shows that the existing car park will extend to a total capacity of 36 parking: nine (9) for staff, two (2) for the disabled and the rest of the others for general parking.

The proposed site and internal layouts are shown in **Figure 4** and included in **Appendix A**.

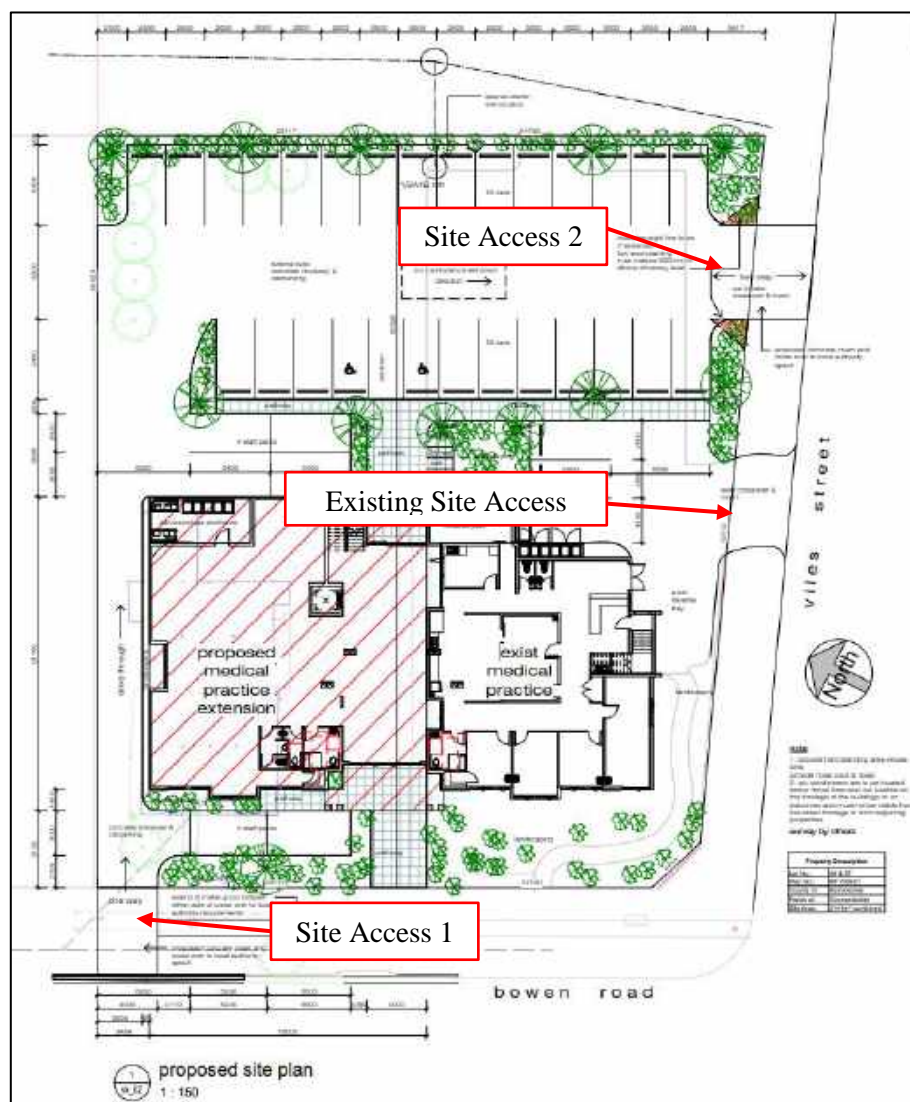


Figure 4. Proposed Site Plan (Source: Concepts Building Design)

4.0 BACKGROUND TRAFFIC

Background data for Bowen Road has been obtained from the Townsville Traffic Flow 2023 Calibration Model. Townsville Traffic Flow 2023 Calibration Model provided data for Viles Street traffic; however, traffic count appears to be extremely excessive (total AADT = 3,500). As such the background traffic for Viles Street was generated using the RTA Guide to Traffic Generating Developments.

Residential dwellings are located along Viles, Lowth and Quinn Streets. It is assumed that access to half of the dwellings at Lowth Street and Quinn Street is via Viles Street. Refer to **Figure 5** below for the assumed catchment area.



Figure 5. Assumed dwellings that access via Viles Street.

There are 47 medium-density dwellings (Large), 18 medium-density dwellings (Small) and 24 dwellings that utilise Viles Street. The RTA provides peak hour trips for a medium density dwelling of 0.65 and 0.5 for larger and smaller units respectively and 0.85 for dwellings.

For Bowen Road and Viles Street, a 1% growth rate was adopted. A summary of the traffic data obtained from Townsville City Council has been summarised in **Table 4**.

The traffic data for the site access along the existing medical centre at Lot 57 was generated using the RTA Guide to Traffic Generating Developments. The RTA provides peak hours trips for health care services per 100m² Gross Floor Area (GFA) from 9:00 am to 12:00 pm resulting in a total trip of 53 trips.

However, assuming the peak hour is from 8:00-9:00 am, thus 35% of the total trip is considered as the background traffic for the existing medical centre for AM and PM presented in **Table 5**.

The existing dwelling on Lot 56 has its site access along Bowen Road. It is assumed that in the worst-case scenario, the weekday peak hour vehicle trips are 2, where 1 account for entry and 1 for vehicle existing. Refer to **Table 6**.

Table 4. Background traffic data

Road (ID)	Count year	AADT	AM Peak	PM Peak	HV%
Bowen Road (North of Viles St)	2023	12,998 (Southbound)	912 (S)	1,255 (S)	3.09
Bowen Road (South of Viles St)	2023	11,946 (Northbound)	1275 (N)	941 (N)	5.89

Table 5. Trip generation for the existing medical centre

Peak Hours	Total Trip	50% Entry/Exit
AM/PM	18	9

Table 6. Trip generation for residential (Source: RTA)

Peak hours	Trip generation per dwelling	50% Entry/Exit
Weekday peak hours	2	1

4.1 BACKGROUND TRIP DISTRIBUTION

The 2025 and 2035 background traffic distributions are summarised in **Figure 6** and **Figure 7**.

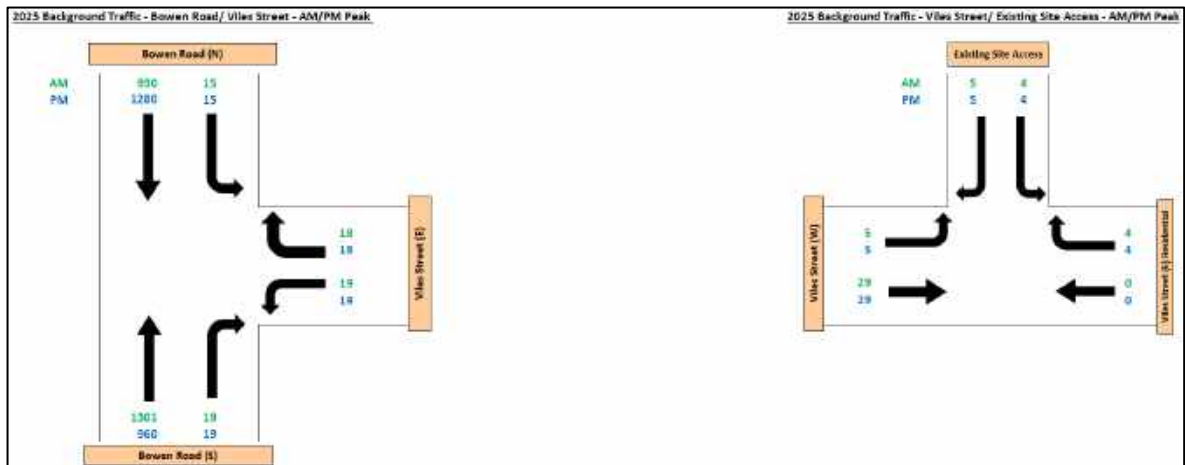


Figure 6. 2025 Background Traffic Distribution

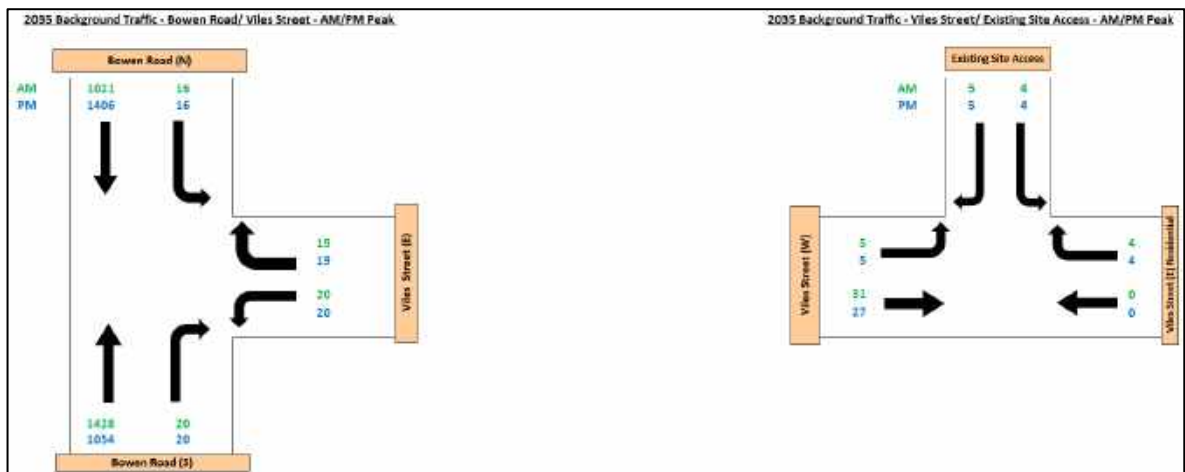


Figure 7. 2035 Background Traffic Distribution

5.0 DEVELOPMENT TRAFFIC

5.1 PROPOSED DEVELOPMENT

The development consists of an extension of the existing medical centre from Lot 57 to Lot 56. The existing and extension building consists of two levels with each level containing the following features:

- Extension Building
 - Ground Floor
 - 6 Staff carpark
 - Service Area Plant and Equipment Room
 - Reception Area
 - Admin Office
 - Male Female and PWD Toilets
 - First Floor Plan
 - Bathrooms
 - Rooms
- Existing Building
 - Ground Floor
 - 3 Staff carpark
 - Caretakers Store
 - Treatment Area
 - Nurse Rooms
 - Reception Area
 - Consultation Rooms
 - Library
 - Male Female and PWD Toilets
 - Waiting Area
 - First Floor Plan
 - Bedrooms
 - Caretakers Residence
 - Male and female toilets
 - Staff Room and Study Room
 - Patio
 - Waiting Area
 - Paramedical Usage Room
 - Practice Manager Room

The existing building consists of 1 set of fire stairs while the extension building consists of a lift and 1 set of fire stairs. The site development includes parking space with 27 available car park spaces, 2 for disabled and 25 for general parking. Refer to **Appendix A** for the development plans.

5.2 OPERATING REGIME

The centre will operate between 8:00 am to 5:00 pm on weekdays and 8:30 am to 12:00 noon every Saturday, with staff arriving and departing half an hour before and after opening hours.

5.3 ACCESS

The proposed development will have three (3) accesses, one (1) of these is the existing site access along Viles Street. The two (2) proposed access is on the northwest corner of Lot 56 along Bowen Road and the other is at the Eastern part of the subject site also, along Viles Street.

5.4 VEHICLE MOVEMENT

The proposed Site Access 1 along Bowen Road is assumed to be one way going to the car park. Refer to **Figure 8** for the development traffic movements.



Figure 8. Development Traffic Movement

5.5 DEVELOPMENT TRAFFIC GENERATION

5.5.1 Traffic Generation

In accordance with the TMR Guide to Traffic Impact Assessment (GTIA), the following resources were assessed to determine the development trip generation rate, the following have been reviewed:

- Traffic generation data – 2006–2017 (Queensland) Open Data;
- Guide to Traffic Generation Developments Updated traffic surveys, RMS (2013) (not available); and
- Guide to Traffic Generating Developments, RTA (2002).

In addition to those listed above the following was also reviewed:

- TMR RPDM 1st edition, Chapter 3;
- First principles traffic generation.

From Traffic generation data – 2006–2017 (Queensland) Open Data the average weekday peak hour volume rate for medical centres is 5.73 trips/100m² GFA and the average daily volume is 52.25 trips/100m² GFA. The proposed extension and existing building's GFA are **1,256m²**. Based on the average medical centre weekday rate the existing and extension development peak hour volume would be **72 trips** per hour and the average AADT is **655** trips.

Various assumptions have been made for the development of traffic distribution. The assumptions are as follows:

- 50% entering/exiting in the AM and 50% entering/exiting in the PM.
- Vehicles from Bowen Road entering Site Access 1 are assumed to be 40%, while vehicles from Bowen Road entering Viles Street is 40% and 20% will come from East Viles Street (i.e. Lowth Street).
- Proposed Site Access 1 along Bowen Road is assumed to be one-way and all vehicles from this access will exist on the proposed Site Access 2 along Viles Street.
- For vehicles from Bowen Rd entering Viles St, 50% will left turn in and 50% will turn right in.
- For vehicles from West Viles Street, 20% is assumed to be left turning in, into the Existing Site Access and 80% is assumed to be left turning in, into the proposed Site Access 2.
- Vehicles exiting the Existing Site Access are assumed to be all turning right to Bowen Road.
- Vehicles exiting Site Access 2 are assumed to be 50% turning right to Bowen Road and 50% turning left to the residential area.
- Vehicles existing on Viles Street have a 50:50 split or right and left out turns.

5.5.2 Development Traffic Distribution

The development traffic distribution is summarised in **Figure 9**.

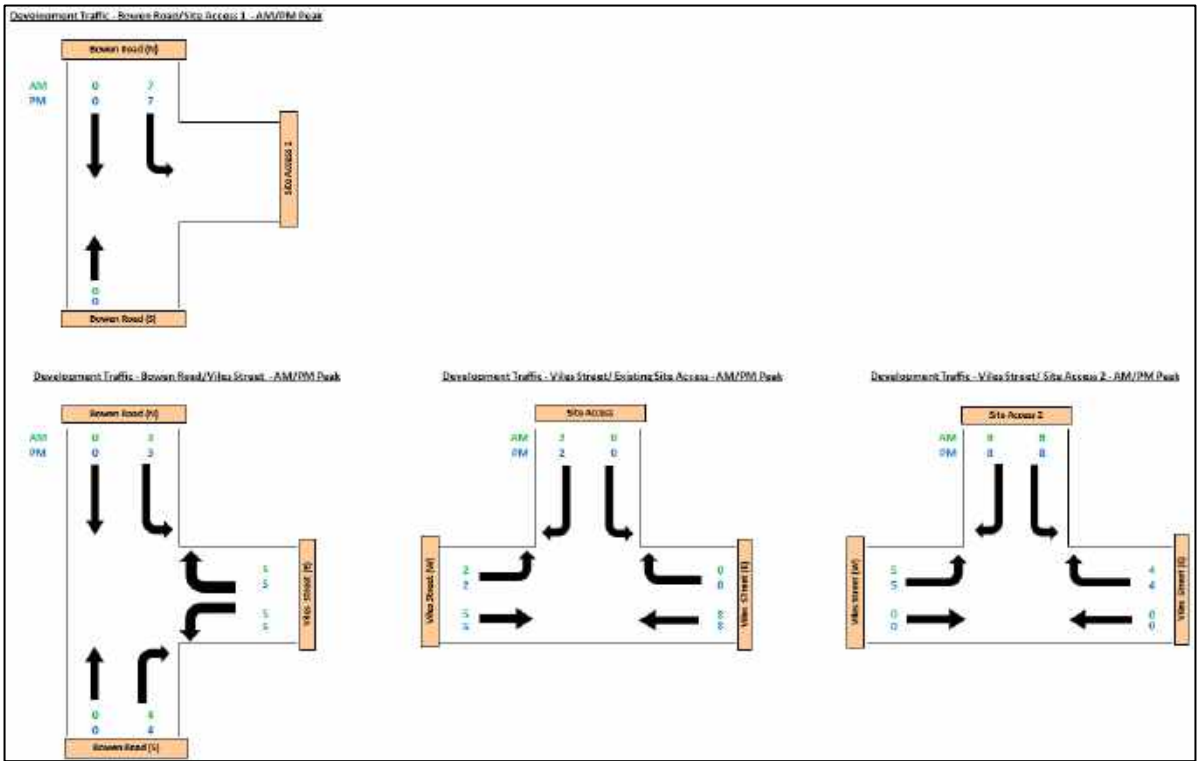


Figure 9. Development Traffic Distribution

5.6 POST DEVELOPMENT TRAFFIC (BACKGROUND+ DEVELOPMENT)

The post-development traffic is summarised in **Figure 10** and **Figure 11**

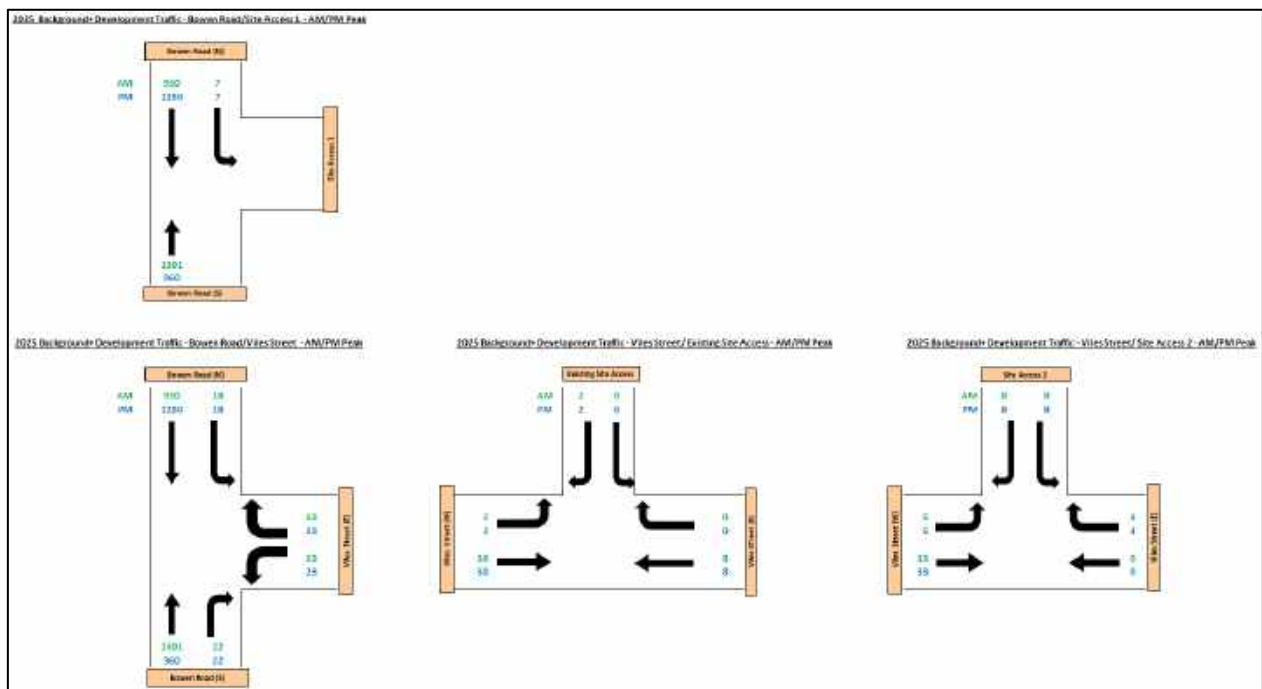


Figure 10. 2025 AM and PM Post Development Traffic

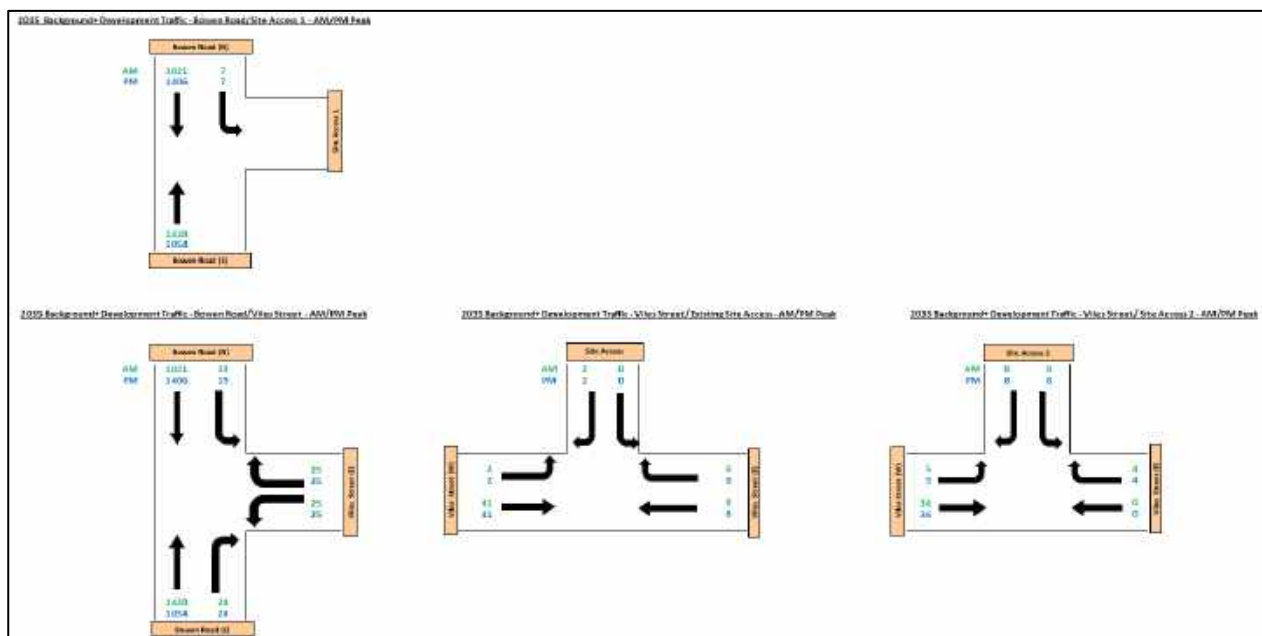


Figure 11. 2035 AM and PM Post Development Traffic

6.0 TRAFFIC IMPACT ASSESSMENT

6.1 SIDRA INTERSECTION ANALYSIS

It is proposed to measure the operational performance of the access “intersections” using SIDRA 7.0 software package. SIDRA is a computer package used to describe the capability and operational performance of an intersection in terms of the parameters as defined below:

- Degree of Saturation (DoS) – is the ratio of demand flow (or number of vehicles) to the physical capacity of the intersection or approach and is usually represented by a value that lies between zero and one. A DoS in excess of 1.0 indicates that the intersection will operate above capacity and that long delays and congestion will occur;
- Average Delay – is usually defined as the difference in time between interrupted and uninterrupted travel times through an intersection;
- Queue Length – is the 95th percentile back of queue length. This is the length to the back of the queue for a particular approach which 95% of all observed queue lengths fall below; and
- Level of Service (LOS) – an index of the operational performance of traffic-on-traffic lane, approach, intersection, route or network, based on measures such as delay, degree of saturation, density, speed, congestion coefficient, speed efficiency or travel time index during a given flow period. This provides a quantitative stratification of a performance measure or measures that represent the quality of service, measured on an A to F scale, with LOS A representing the best operating conditions from the traveller’s perspective and LOS F the worst.

6.1.1 Intersection Performance Assessment Criteria

The two key performance measurements adopted to assess the intersection operational conditions were Degree of Saturation (DoS) and Level of Service (LOS).

In general, the intersection capacity DoS, where it is considered that the operation of the intersection is constrained, are:

- 0.80 (80%) for un-signalised intersections;
- 0.85 (85%) for roundabouts; and
- 0.90 (90%) for signalised intersections.

The typical LOS, its characteristics and rating are defined in **Table 7**

Table 7. Summary of traffic movements

LOS	Description	Rating
A	Free, unrestrictive flow	Very good
B	Mostly free flow, few disruptions	Very good
C	Stable flow	Good
D	Mostly stable flow, some delays	Acceptable
E	Congested	Bad
F	Forced flow	Bad

6.2 INTERSECTION LAYOUTS

6.2.1 Bowen Road/Viles Street Layout

Refer to **Figure 12** for the current Bowen Road and Viles Street intersection layout and **Figure 13** for the post development intersection layout.

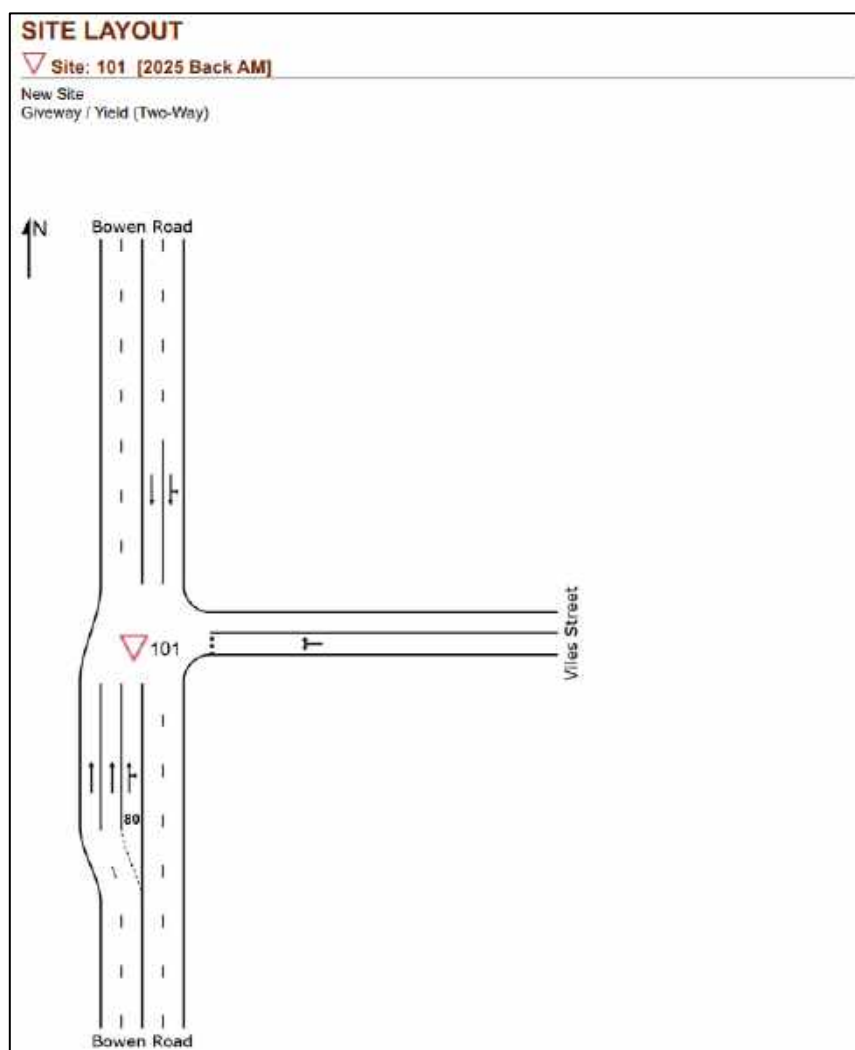


Figure 12: Existing Bowen Road/Viles Street Intersection Layout

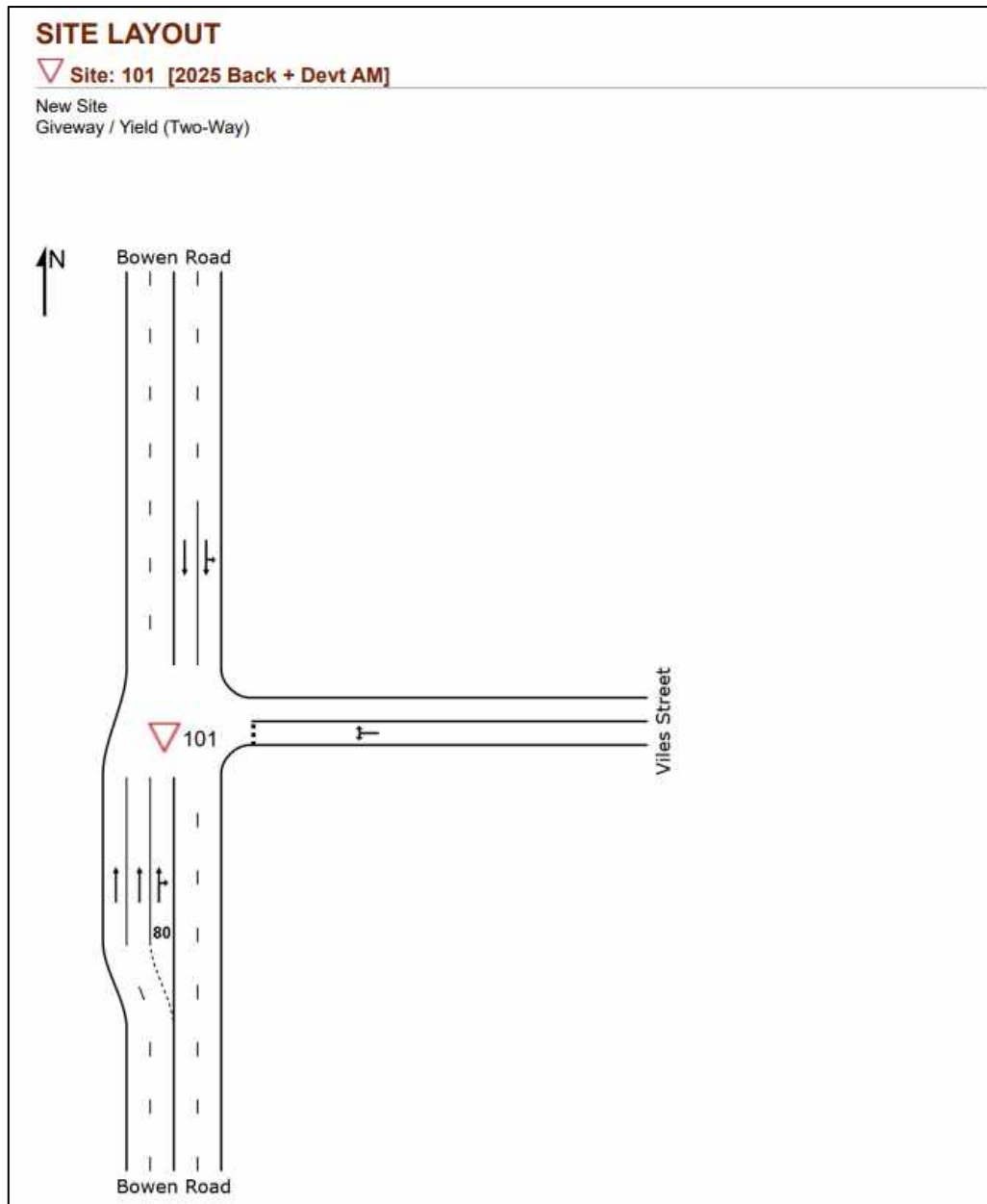


Figure 13: Post development Bowen Road/Viles Street Intersection Layout

6.3 INTERSECTION PERFORMANCE

6.3.1 Bowen Road/ Viles Street

The SIDRA assessment for the Bowen Road and Viles Street Intersection is summarised in **Table 8** and **Table 9** below. Refer to **Appendix B** for the SIDRA summary.

Table 8: Bowen Road/Viles Street year 2025 SIDRA Summary

Year	Description	Approach	Movement	OVERALL		
				DoS	Delay (s)	LOS
2025	AM Peak (Background)	Bowen Rd (S)	Through	0.336	0.5	A
			Right Turn	0.336	17.1	C
		Viles Street St (E)	Left Turn	2.705	1754.5	F
			Right Turn	2.705	1919.7	F
		Bowen Rd (N)	Left Turn	0.265	5.6	A
			Through	0.265	0	A
		Overall		2.705	30.9	
	AM Peak (Background + Development)	Bowen Rd (S)	Through	0.339	0.6	A
			Right Turn	0.339	17.2	C
		Viles Street St (E)	Left Turn	3.532	2472.8	F
			Right Turn	3.532	2601.7	F
		Bowen Rd (N)	Left Turn	0.266	5.6	A
			Through	0.266	0	A
		Overall		3.532	52.4	
	PM Peak (Background)	Bowen Rd (S)	Through	0.272	1.9	A
			Right Turn	0.272	27.0	D
		Viles Street St (E)	Left Turn	3.010	2019.3	F
			Right Turn	3.010	2181.1	F
		Bowen Rd (N)	Left Turn	0.363	5.6	A
			Through	0.363	0	A
		Overall		3.010	35.4	
	PM Peak (Background + Development)	Bowen Rd (S)	Through	0.278	2.2	A
			Right Turn	0.278	27.0	D
		Viles Street St (E)	Left Turn	3.853	2753.4	F
			Right Turn	2.853	2880	F
		Bowen Rd (N)	Left Turn	0.364	5.6	A
			Through	0.364	0	A
		Overall		3.853	58.1	

As seen in **Table 8**, all the leg remain as a LOS as is for background and post development traffic. Currently, the left turn and right turn out to Bowen Road from the Viles Street have a **LOS F**. It is important to take note that an auxiliary lane of approximately 5.2m is present in the intersection for the right turn out to Bowen Road sufficient to store a passenger car. Additionally, it is assumed that the intersection is free flowing. The current width of the left turn and right turn lane on Viles Street is not sufficient for a left turn. Moreover, traffic lights are present on Love Lane/Bowen Road

Intersection which is approximately 500m in Bowen Road/Viles Street intersection which can create a gap between the traffic allowing movements out of Viles Street. Bowen Road right turn movement in 2025 AM Peak Background and 2025 AM Peak Background and Development has increased from LOS C to LOS D in the 2025 PM Peak Background and 2025 PM Peak Background and Development movement. As such, as the current situation on turn left and right-out movement to Bowen Road as well as the right turn from Bowen Road (S) remains the same after the post development, the post development does not impact the intersection.

Table 9: Bowen Road/Viles Street year 2035 SIDRA Summary

Year	Description	Approach	Movement	OVERALL		
				DoS	Delay (s)	LOS
2035	AM Peak (Background)	Bowen Rd (S)	Through	0.371	0.7	A
			Right Turn	0.71	20.3	C
		Viles Street St (E)	Left Turn	3.362	2337.7	F
			Right Turn	3.362	2486.1	F
		Bowen Rd (N)	Left Turn	0.291	5.6	A
			Through	0.291	0	A
		Overall		3.362	39.0	
	AM Peak (Background + Development)	Bowen Rd (S)	Through	0.376	0.9	A
			Right Turn	0.376	20.4	C
		Viles Street St (E)	Left Turn	4.422	3262.9	F
			Right Turn	4.422	3375.5	F
		Bowen Rd (N)	Left Turn	0.292	5.6	A
			Through	0.292	0	A
		Overall		4.422	67.9	
	PM Peak (Background)	Bowen Rd (S)	Through	0.31	3	A
			Right Turn	0.31	34.7	D
		Viles Street St (E)	Left Turn	3.373	2325.7	F
			Right Turn	3.373	2471.7	F
		Bowen Rd (N)	Left Turn	0.399	5.6	A
			Through	0.399	0	A
		Overall		3.373	39.2	
	PM Peak (Background + Development)	Bowen Rd (S)	Through	0.32	3.4	A
			Right Turn	0.32	34.7	D
		Viles Street St (E)	Left Turn	4.436	3257.0	F
			Right Turn	4.436	3368	F
		Bowen Rd (N)	Left Turn	0.4	5.6	A
			Through	0.4	0.1	A
		Overall		4.436	68.0	

As seen in **Table 9**, for the year 2035 all the leg remain as a LOS as is for background and post development traffic. The left turn and right turn out to Bowen Road from the Viles Street have a **LOS F**. Bowen Road right turn movement in 2025 AM Peak Background and 2025 AM Peak Background

and Development has increased from LOS C to LOS D in the 2025 PM Peak Background and 2025 PM Peak Background and Development movement. As such, as the current situation on turn left and turn right-out movement to Bowen Road from Viles Street as well as the right turn from Bowen Road (S) remains the same after the pose development, the post development does not impact the intersection.

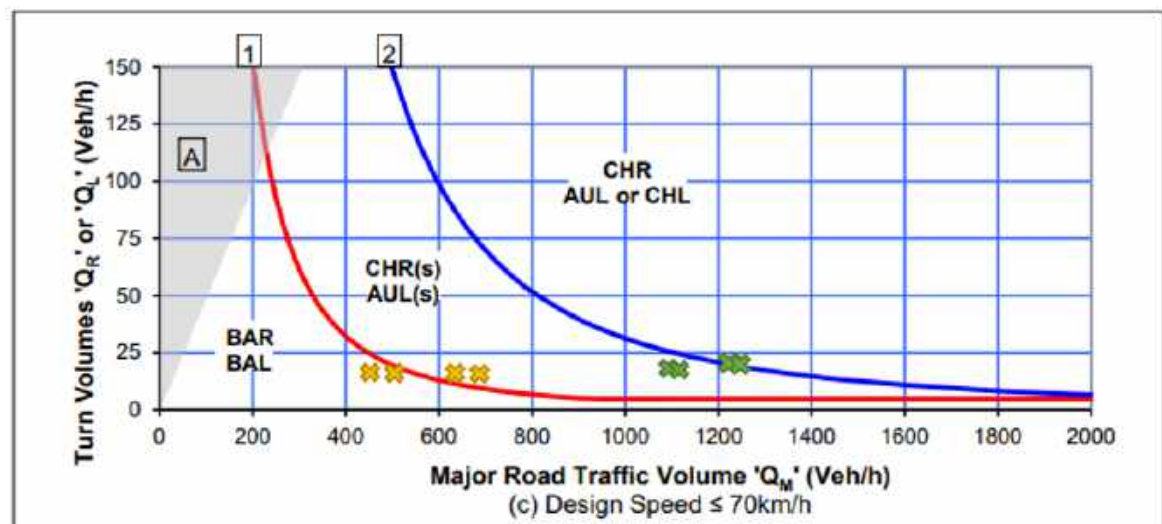
6.4 TURN WARRANT ASSESSMENT

6.4.1 Bowen Road/ Viles Street

A turn warrant check was conducted on the intersection to determine if any specific turn treatment might be recommended. The turn warrant check has been completed in accordance with Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings. **Table 10** shows the Bowen Road/Viles Street warrant check.

Table 10: Bowen Road/Viles Street warrant Check

Scenario	Right Turn In ✖		Left Turn In ✖		Warrants
	QR	QM	QL	QM	
2025 AM	22	1115	18	465	CHR(s)/BAL(s)
2025 PM	22	1120	18	640	CHR(s)/AUL(s)
2035 AM	24	1225	19	511	CHR(s)/BAL(s)
2035 PM	24	1230	19	703	CHR(s)/AUL(s)



Note: the minimum right-turn treatment for multilane roads is a CHR(s).

Source: TMR (2016a).

Figure 14. Warrant Check Turn Treatment

As seen in **Figure 14**. A CHR(s) turn treatment is warranted for right turn and BAL and AUL(s) for the left turn. As the intersection is already existing, these treatments are already implemented as such there is no recommendation for turn warrant and remain the existing. Refer to **Figure 15** for the existing turn warrants.

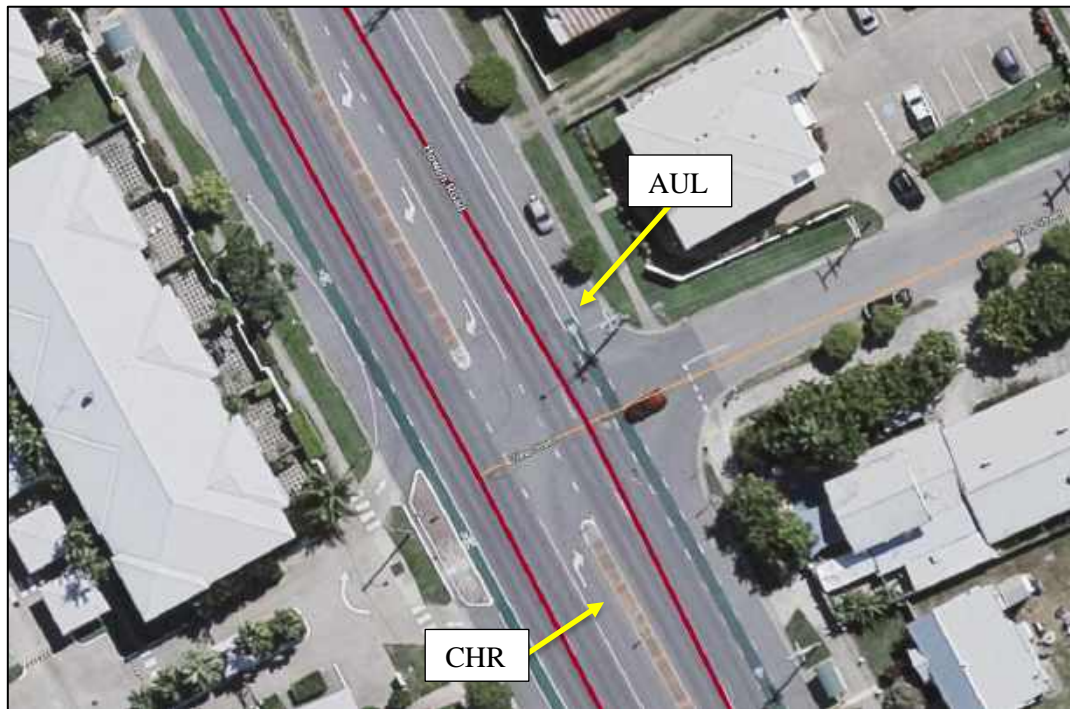


Figure 15. Existing intersection at Bowen Road/Viles Street. Source (Queensland Globe)

7.0 SIGHT DISTANCE

7.1 SAFE INTERSECTION SIGHT DISTANCE (SISD)

A SISD check was conducted for the Bowen Road/ Viles Street intersection and Viles Street/ Site Access 2 in accordance with Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections. The Bowen Road/ Site Access 1 hasn't been checked as this is assumed to be one way site access.

The equation below was used to calculate the SISD:

$$SISD = \frac{D_T \times V}{3.6} + \frac{V^2}{254 \times (d + 0.01 \times a)}$$

Where:

- SISD = safe intersection sight distance (m)
- D_T = decision time (sec) = observation time (sec) + reaction time (sec)
- V = operating (85th percentile) speed (km/h)
- d = coefficient of deceleration
- a = longitudinal grade in % (in direction of travel: positive for uphill grade, negative for downhill grade)

The base cases of car-day and truck-day were checked along with the other relevant check cases below. The minimum required SISD is the same for north and south of the Bowen Road/ Viles Street as the road grade is the same. For, Bowen Road/ Site Access 1 Intersection, only from the north direction will be assessed as this is assumed to be one way. The minimum required SISD will be checked against the available SISD for both intersections. As seen in **Table 11** and **Table 12** the intersections meet the SISD requirements. Refer to **Figure 16** and **Figure 17** for the North and South of Bowen Road available sight distance and **Figure 18** for Site Access 1 available sight distance.

Table 11. SISD Assessment Summary for Bowen Road/ Viles Street

Case	Vehicle Type	Time of day	Design Speed (km/h)	R_t (sec)	O_t (sec)	D_t (sec)	a (%)	d	Min Required SISD (m)	North of Access Available SISD (m)	South of Access Available SISD (m)
Base	Car	Day	60	2.0	3.0	5.0	0	0.36	123	153	146
Base	Truck	Day	60	2.0	3.0	5.0	0	0.46	142		
Check	Car	Night	60	2.0	2.5	4.5	0	0.24	106		
Check	Truck	Night	60	2.0	3.0	5.0	0	0.29	132		



Figure 16. North of Bowen Road/Viles Street available sight distance



Figure 17. South of Bowen Road/Viles Street available sight distance

Table 12. SISD Assessment Summary for Bowen Road/ Site Access 1

Case	Vehicle Type	Time of day	Design Speed (km/h)	R _t (sec)	O _t (sec)	D _t (sec)	a (%)	d	Min Required SISD (m)	North of Access Available SISD (m)
Base	Car	Day	60	2.0	3.0	5.0	0	0.36	123	151
Base	Truck	Day	60	2.0	3.0	5.0	0	0.46	142	
Check	Car	Night	60	2.0	2.5	4.5	0	0.24	106	
Check	Truck	Night	60	2.0	3.0	5.0	0	0.29	132	



Figure 18. North of Bowen Rd/Site Access 1 available sight distance

7.2 APPROACH SIGHT DISTANCE (ASD)

An ASD check was conducted for the Bowen Road/Site Access 1 intersection in accordance with Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections.

The equation below was used to calculate the ASD:

$$ASD = \frac{R_T \times V}{3.6} + \frac{V^2}{254 \times (d + 0.01 \times a)}$$

Where:

- ASD = approach sight distance (m)
- R_T = reaction time (sec), refer to AGRD Part 3 (Austroads 2016a) for guidance on values
- V = operating (85th percentile) speed (km/h)
- d = coefficient of deceleration
- a = longitudinal grade in % (in direction of travel: positive for uphill grade, negative for downhill grade)

As seen in **Table 12** and **Figure 19** the Bowen Road /Site Access 1 has suitable ASD.

Table 12. ASD Assessment Summary for Bowen Road/ Site Access 1

Case	Vehicle Type	Time of day	Design Speed (km/h)	R_t (sec)	a (%)	d	Min Required SIRD (m)	North of Access Available SIRD (m)
Base	Car	Day	60	2.0	0	0.36	73	122
Base	Truck	Day	60	2.0	0	0.46	92	
Check	Car	Night	60	2.0	0	0.24	64	
Check	Truck	Night	60	2.0	0	0.29	82	



Figure 19. North of intersection available sight distance

8.0 SWEEP PATHS

Refer to **Appendix C** for the vehicle swept paths. Proposed developments driveway to conform with TCC SD-030. As the rubbish pickup points are not known, these points are to be confirmed.

9.0 CAR PARKING

The proposed medical centre extension and existing medical centre has a resulting GFA of 462 sq.m. . In accordance with TCC City Plan SC6.10, health care services one (1) space per 20m² of GFA, or four (4) spaces per medical practitioner, whichever is the greater; AND one (1) space for ambulance vehicle pick-up and set down. Using this, the overall development will require 24 parking spaces. As seen in the proposed plans, the development provides 42 parking spaces. In addition to these car park spaces, sufficient off-street parking is available within the vicinity (i.e. Viles street, Bowen Road).

10.0 SAFETY ASSESSMENT

In accordance with the TMR Guide to Impact Assessment (GTIA), Table 9.3.3(a) and Table 9.3.3(b), (shown as **Table 13** and **Table 14** below) the Road environment safety rating (level of risk) for Key Intersection 1 (Bowen Road/ Viles Street) is Medium and the type of assessment required is a road safety assessment.

Table 13. Road environment safety rating matrix (level of risk). (Source: TMR GTIA, 2048, Table 9.3.3(a))

Traffic volume (AADT)	Speed (km/h)		
	Up to 50 km/h	60 km/h to 70 km/h	80 km/h+
≤ 8000	Low	Medium	Medium
> 8000	Medium	Medium	High

Table 14. Type of road safety assessment based on road environment safety rating (Source: TMR GTIA, 2018, Table 9.3.3(b))

Development type	Road environment safety rating		
	Low	Medium	High
Major Development	road safety assessment	road safety audit	road safety audit
Planning Act Development	road safety assessment	road safety assessment	road safety audit

10.1 ROAD SAFETY ASSESSMENT

A road safety risk assessment has been performed in accordance with the Safety Risk Score Matrix in accordance with **Table 15** below.

Table 15. Safety risk score matrix (Source: TMR GTIA, 2018, Table 9.3.2(a))

		Potential consequence				
		Property only (1)	Minor injury (2)	Medical treatment (3)	Hospitalisation (4)	Fatality (5)
Potential likelihood	Almost certain (5)	M	M	H	H	H
	Likely (4)	M	M	M	H	H
	Moderate (3)	L	M	M	M	H
	Unlikely (2)	L	L	M	M	M
	Rare (1)	L	L	L	M	M

L: Low risk
M: Medium risk
H: High risk

Safety risks identified for the development have been summarised in **Table 16**.

Table 16. Safety risk assessment

	Without Development			With Development				With Development and mitigation		
Risk Item	Likelihood	Consequence	Risk Score	Likelihood	Consequence	Risk Score	Mitigation Measure	Likelihood	Consequence	Risk Score
Traffic turning right from Viles Street to Bowen Road	1	3	L	2	3	M	No Action. Ample sight distance and space for passing.	2	3	M
Traffic turning into Site Access 1 colliding with pedestrian	1	3	L	2	3	L	No Action			
Traffic turning in left into Site Access 2 queuing into Viles Street; Rear end of queuing traffic	1	3	L	1	3	L	No Action			

11.0 CONCLUSION

This report has assessed the impact of the traffic generated by the proposed development on the existing road network including at key intersections and accesses. Consideration has been given to operational performance and road safety.

The impact of the proposed development on the road network has been analysed using procedures set out in Austroads, Australian Standard AS2890, Parking facilities and in TMR's Guide to Traffic Impact Assessment. Whilst the level of performance of the left and right turn out from the Viles Street currently shown as operating at a LOS F, assessment has found that there is no significant worsening of the operational performance of the surrounding road network as a result of the proposed development. The turn warrant checked shows that the road networks has already implementing the recommended turn warrants.

In conclusion, the proposed development accesses have been found to be adequate and no significant adverse impact on the operational performance or safety of the surrounding road network has been identified thus, no other mitigation measures have been deemed necessary.

12.0 TRAFFIC IMPACT ASSESSMENT CERTIFICATION

This report has been prepared under the direction of Brett Langtree (RPEQ No 11932), a civil engineer with over 24 years' experience in the planning, design and implementation of urban residential, industrial and commercial land development and the provision of infrastructure services to urban communities and the preparation of traffic impact assessments for developments.

A handwritten signature in blue ink that reads "B. Langtree". The signature is written in a cursive, flowing style.

.....
Brett Langtree – Principal Civil Engineer (RPEQ No 11932), Langtree Consulting

Date: 22 May 2024

APPENDIX A

DEVELOPMENT PLANS

Sheet List	
Sheet No.	Sheet Name
sk_01	title sheet
sk_02	site & site area plans
sk_03	services, floor, aerial plan & detail survey plan
sk_04	existing & demolition plans
sk_05	proposed ground floor plan
sk_06	proposed first floor plan
sk_07	floor plans - by others
sk_08	TUA plans
sk_09	elevations - existing
sk_10	elevations - proposed



2
sk_01 3D View 2



1
sk_01 3D View 1



3
sk_01 3D View 3



4
sk_01 3D View 4



5
sk_01 3D View 5

issued for
planning
issue date: 24.06.11



NOTES:
THIS DRAWING IS ONLY INTENDED TO OBTAIN A LOCAL AUTHORITY BUILDING PERMIT.
COMPLY WITH ALL RELEVANT AUTHORITY REG. & BSA. FIGURED DIMENSIONS TO TAKE PRECEDENCE OVER SCALED MEASUREMENTS. VERIFY ALL ON SITE DIMENSIONS & LEVELS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

Revision Schedule		
No	Description	Date



project:
Proposed Dental Practice
for:
Dr Paco Munoz
at:
110-112 Bowen Rd
Rosslea Qld

Issue Date 07/04/23

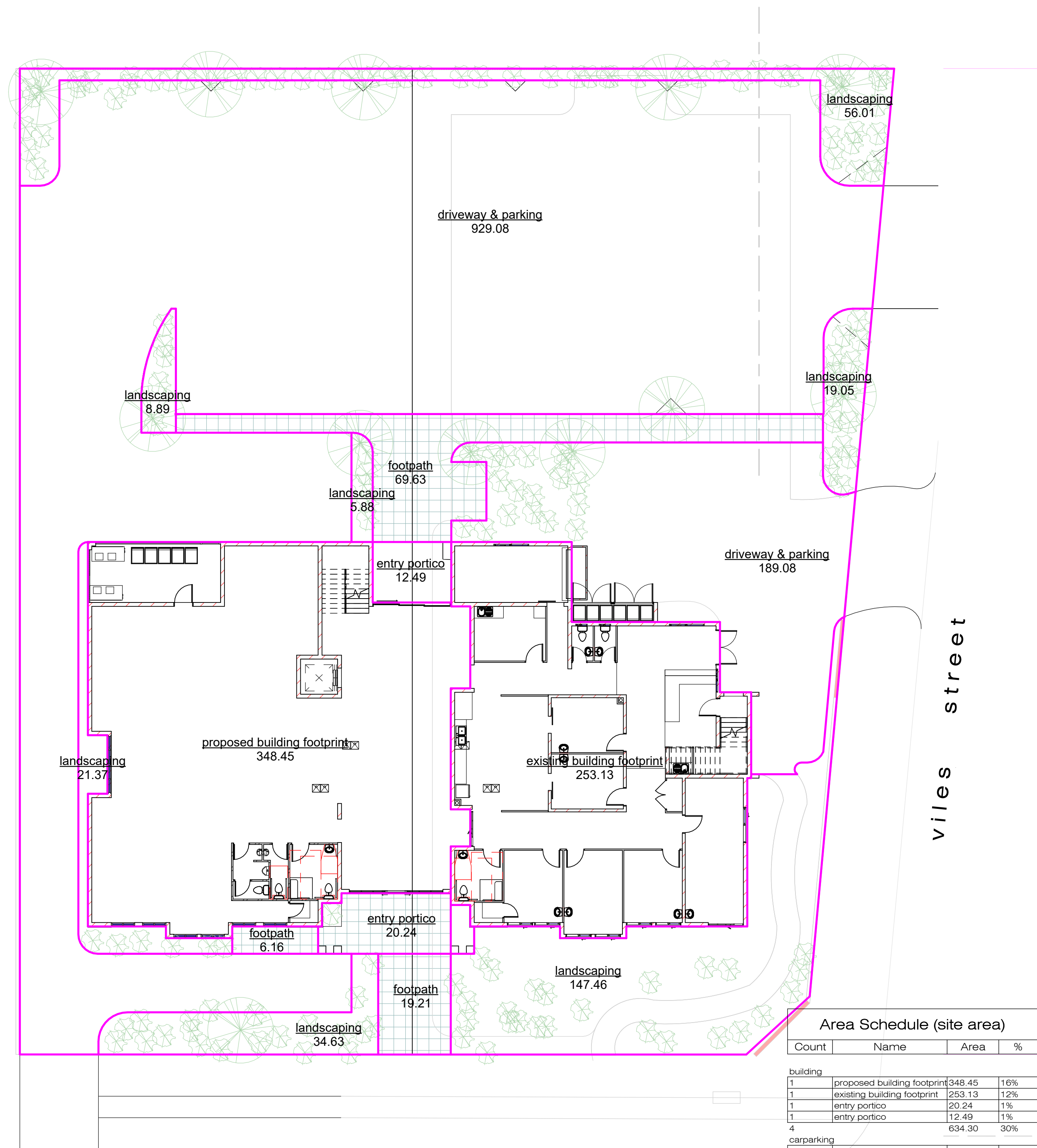
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scale

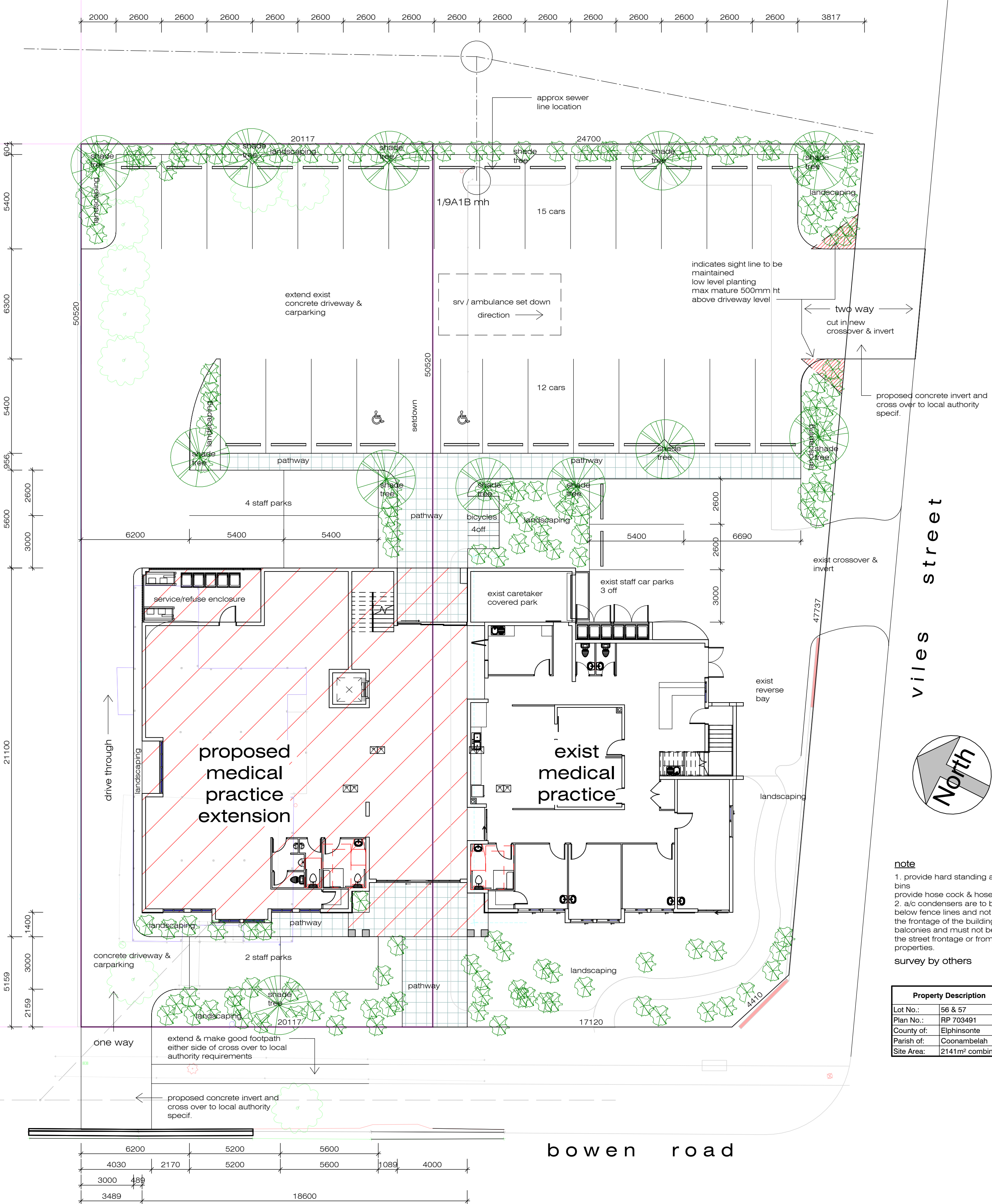
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2 site area plan
sk_02 1 : 150



1 proposed site plan
sk_02 1 : 150

issued for
planning
issue date: 24.06.11



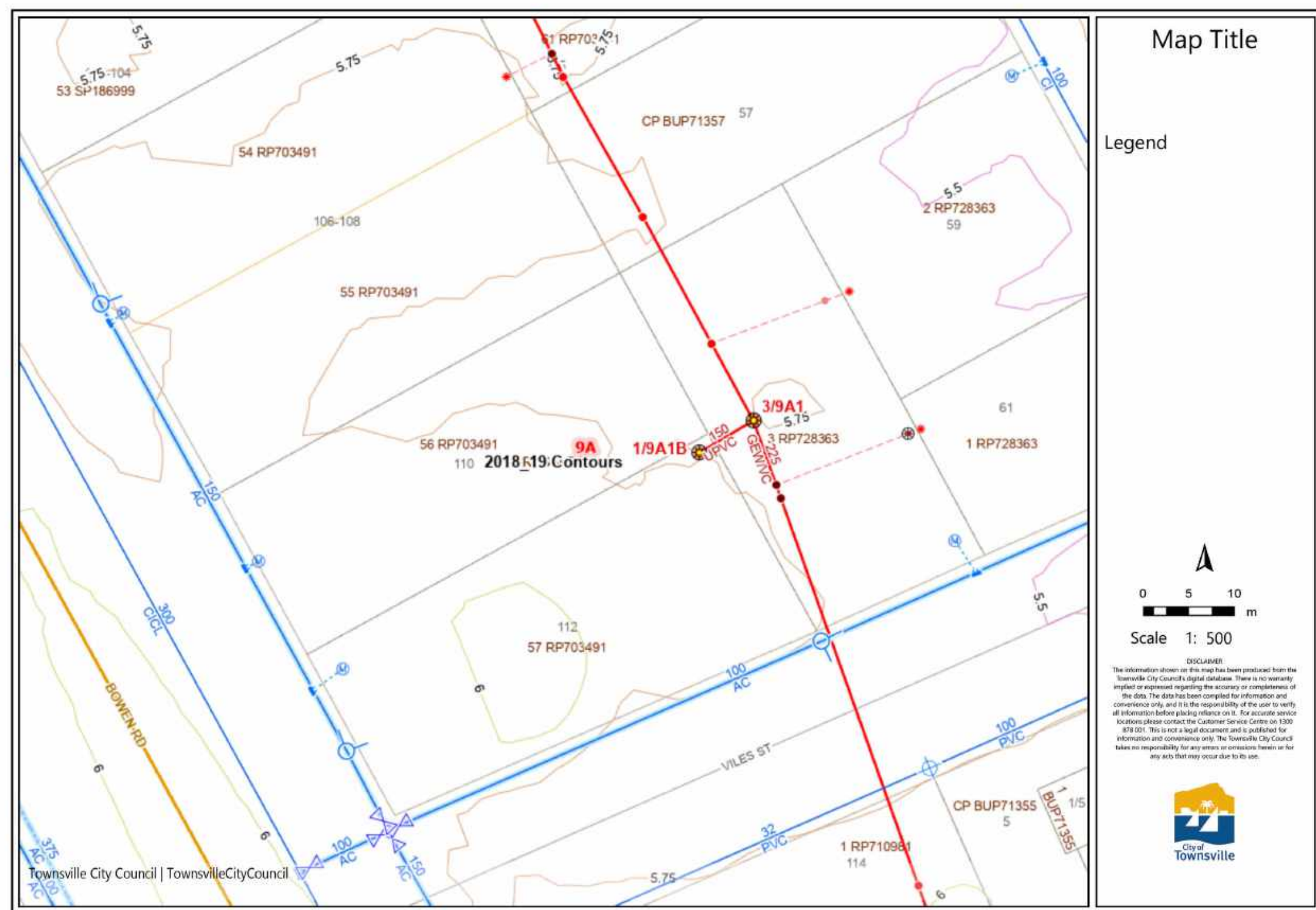
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No	Description	Date
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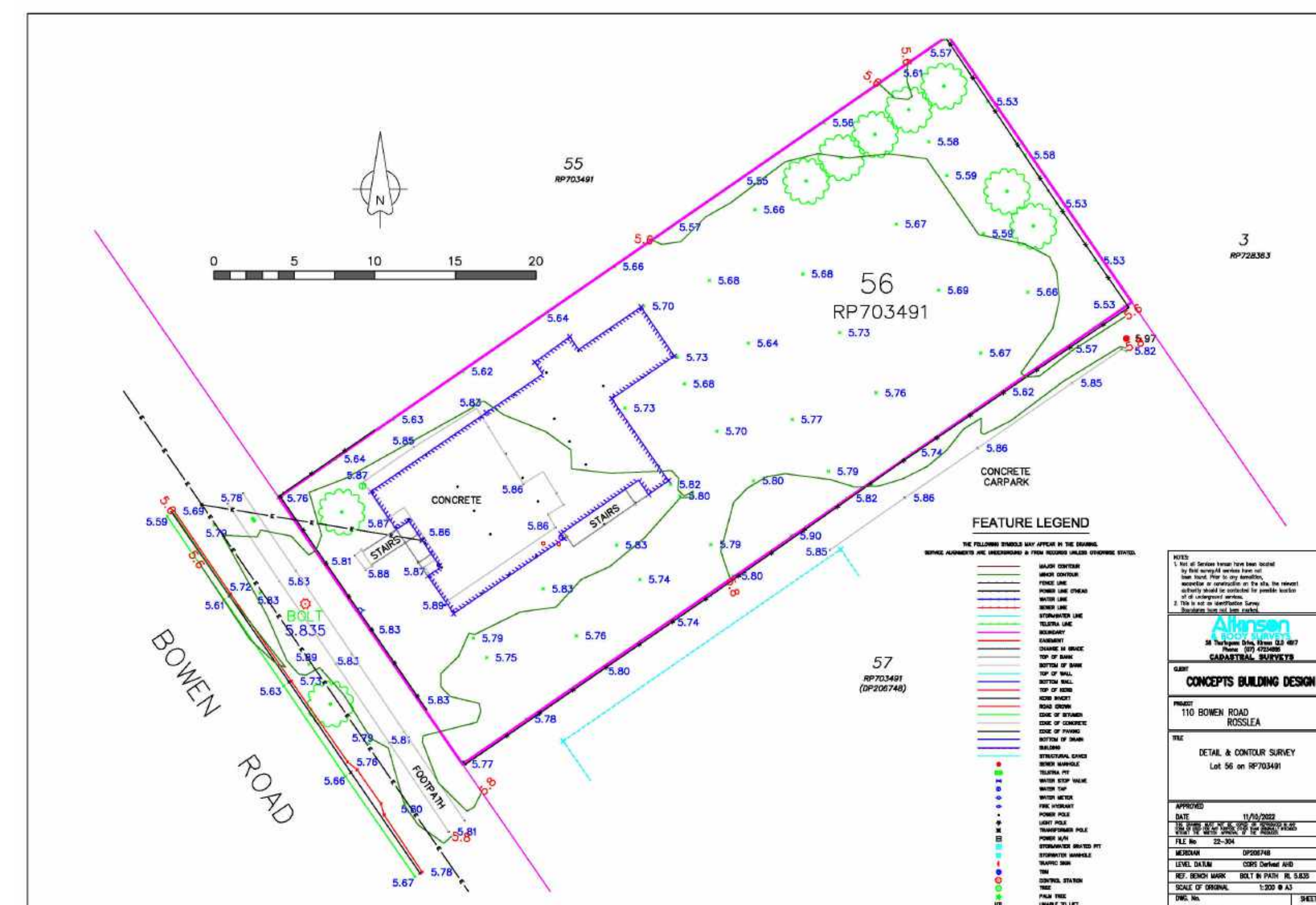
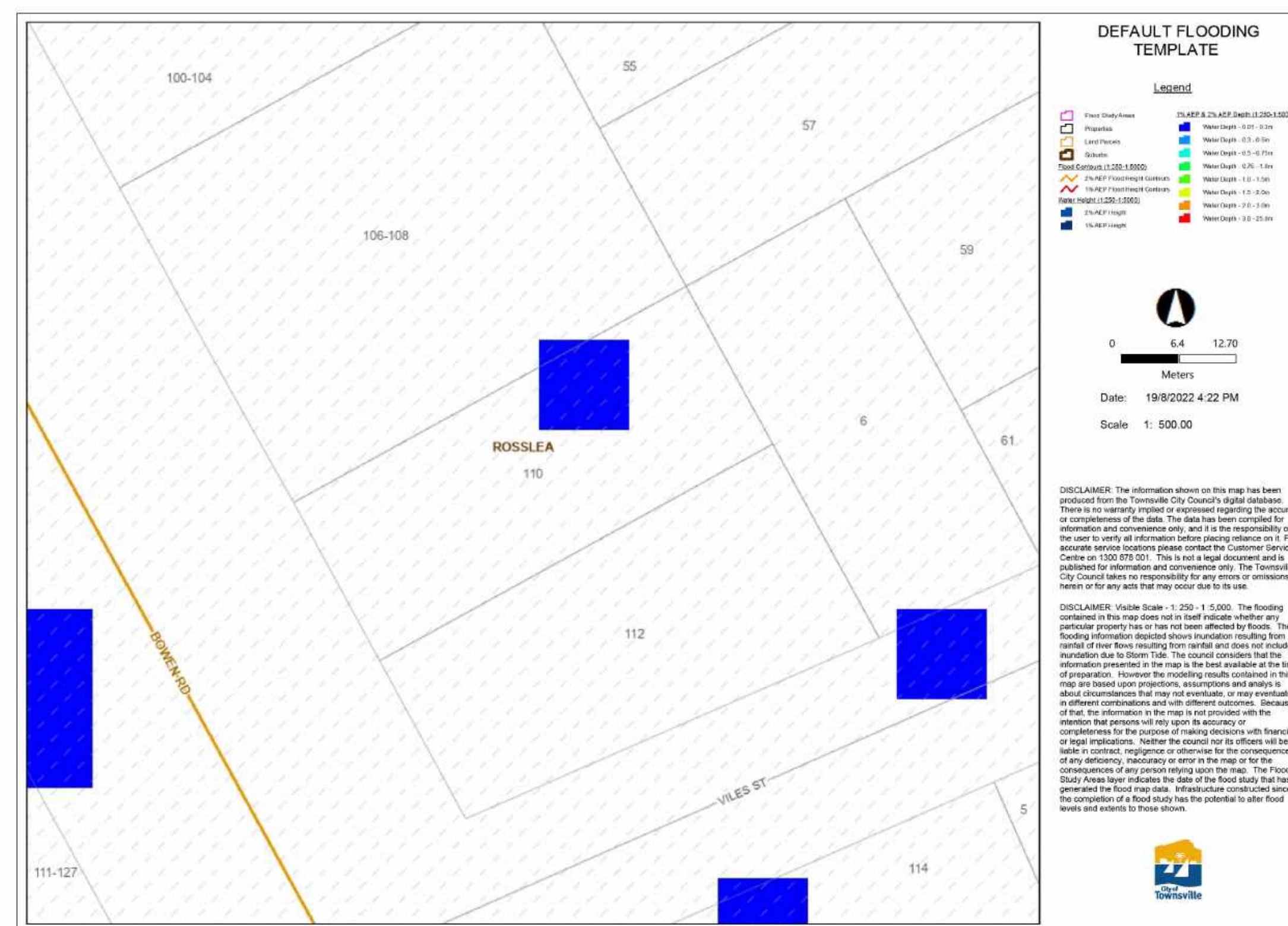


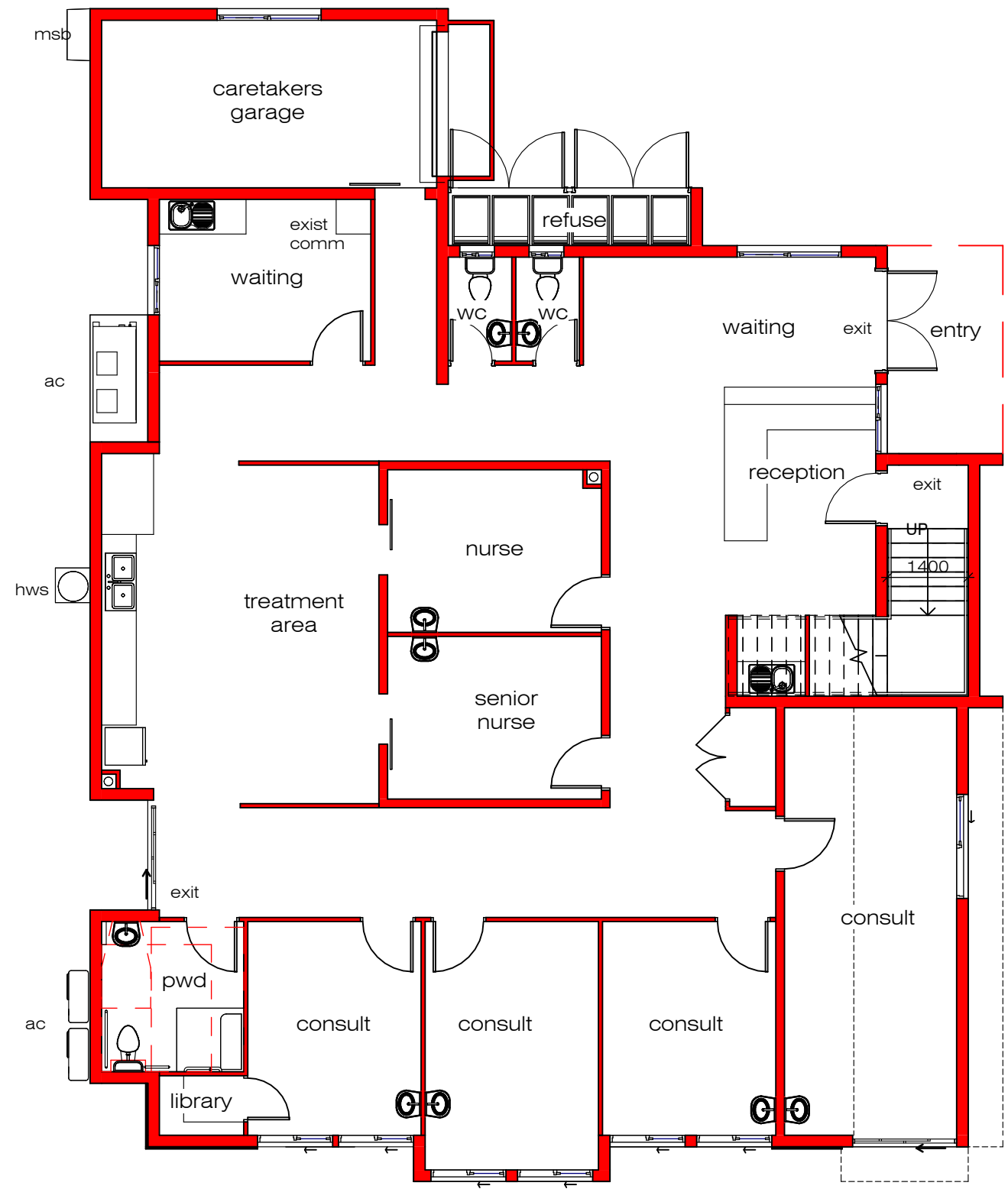
project:
Proposed Dental Practice
for:
Dr Paco Munoz
at:
110-112 Bowen Rd
Rosslea Qld

Issue Date	09/09/21
Drawn	S.PARENTI
scale	1 : 150
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23-019	
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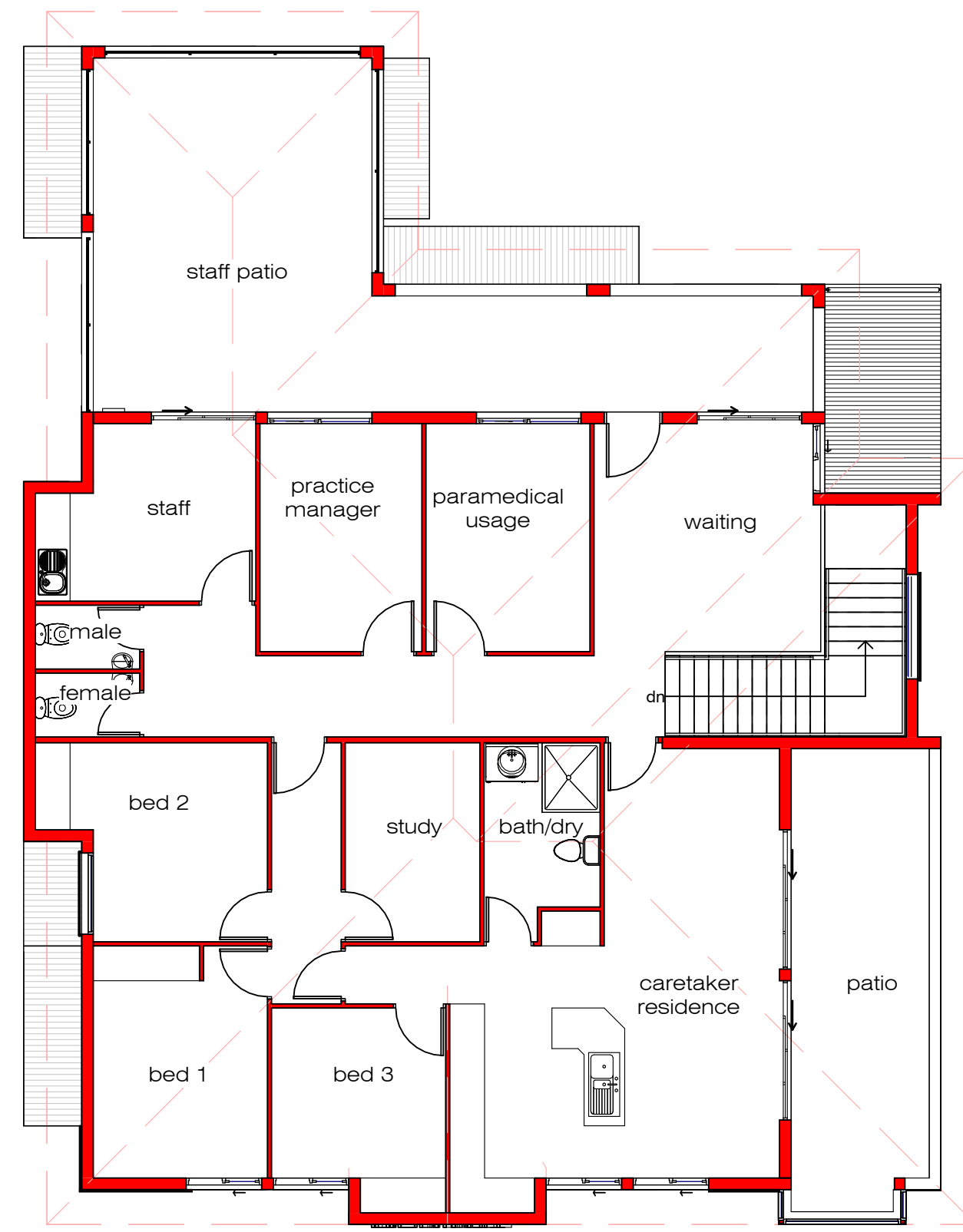


service plan

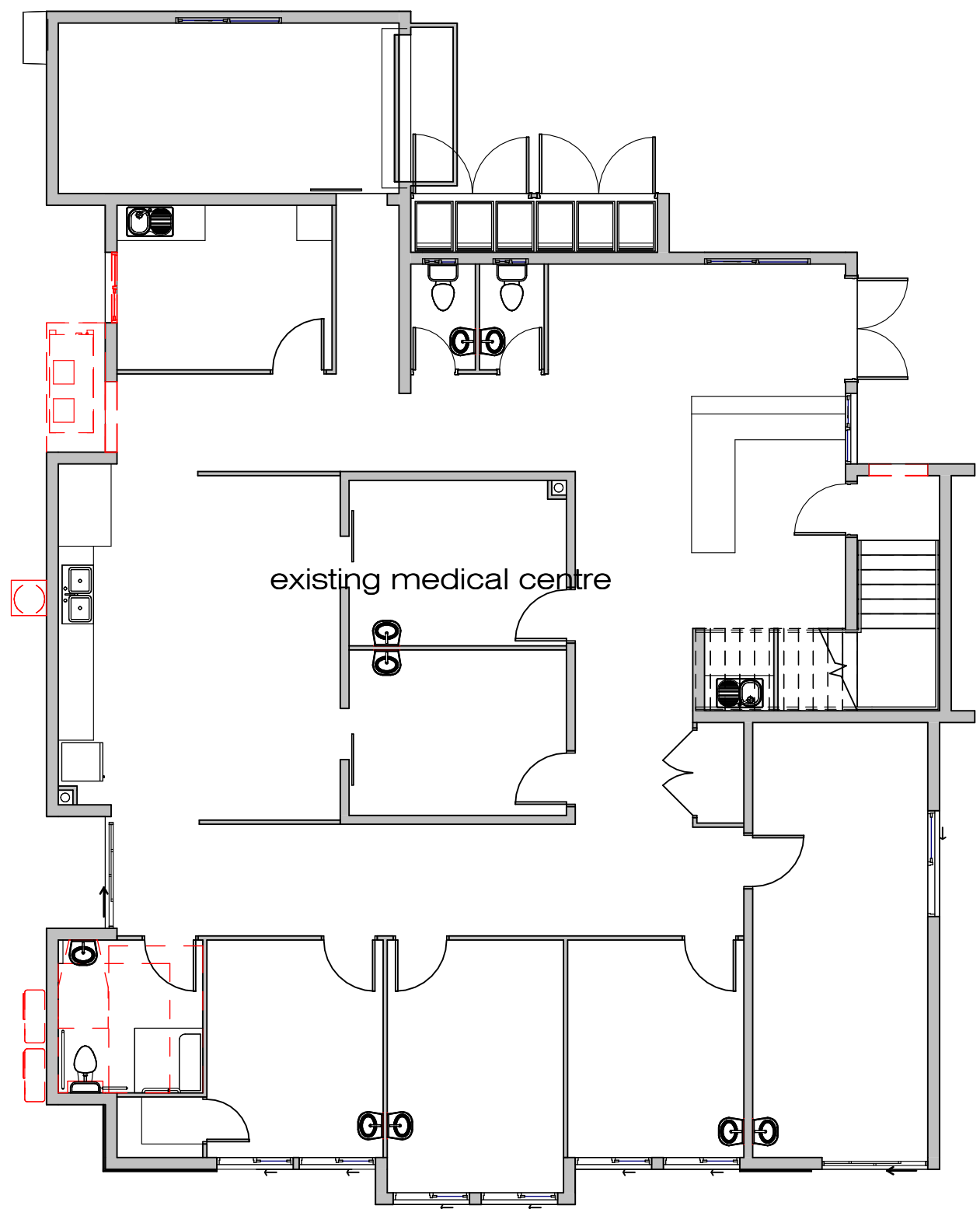




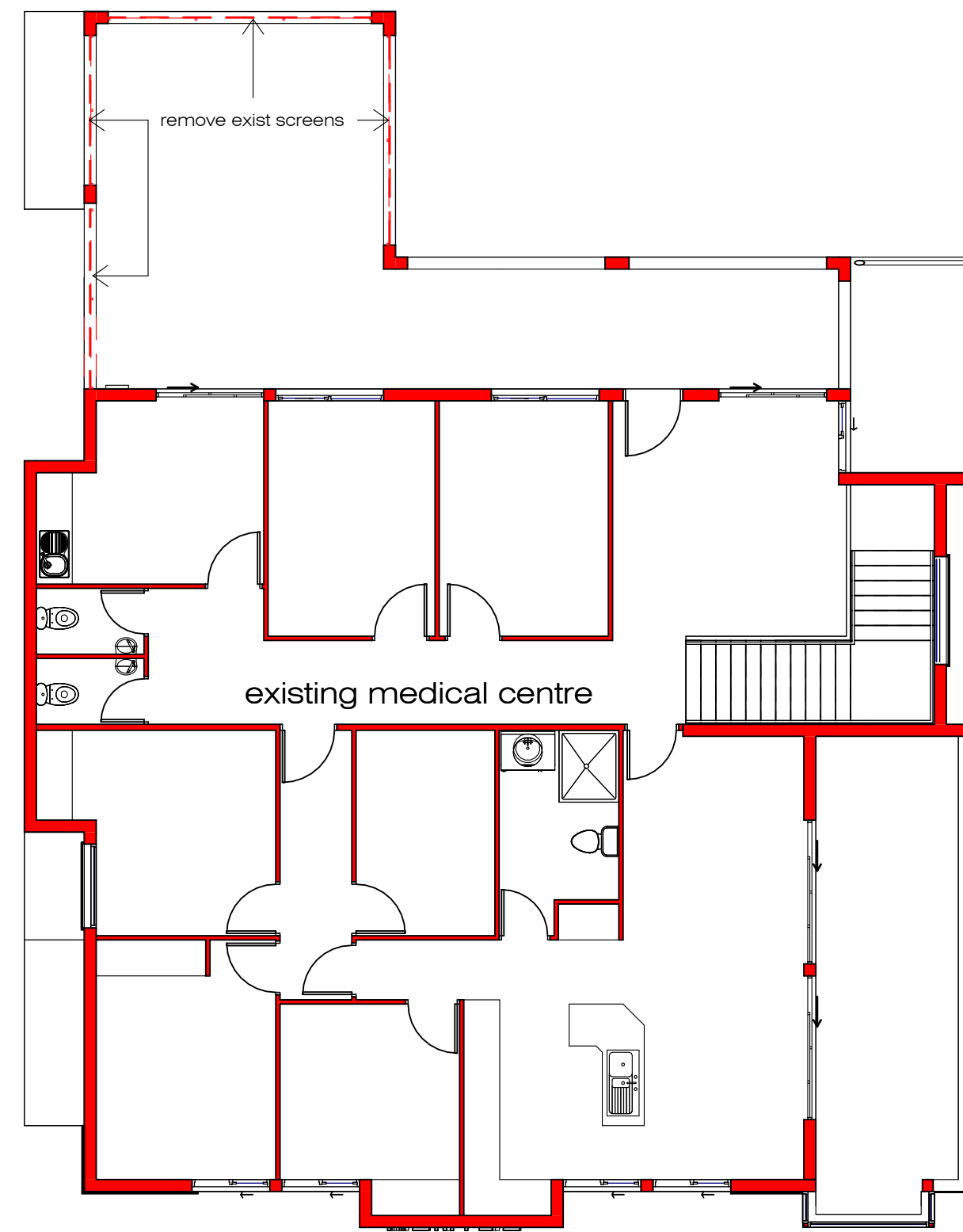
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sk_04
existing ground floor plan
1 : 100



2
sk_04
existing first floor plan
1 : 100

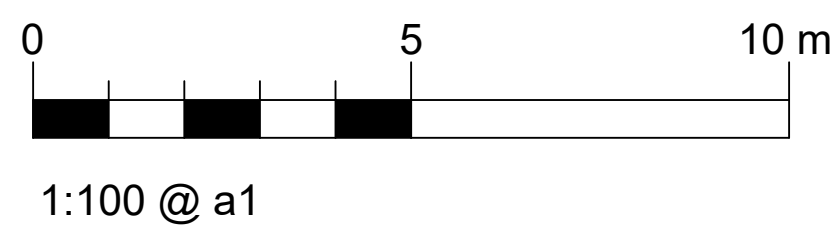


4
sk_04
ground floor demolition plan
1 : 100



3
sk_04
first floor demolition plan
1 : 100

issued for
planning
issue date: 24.06.11



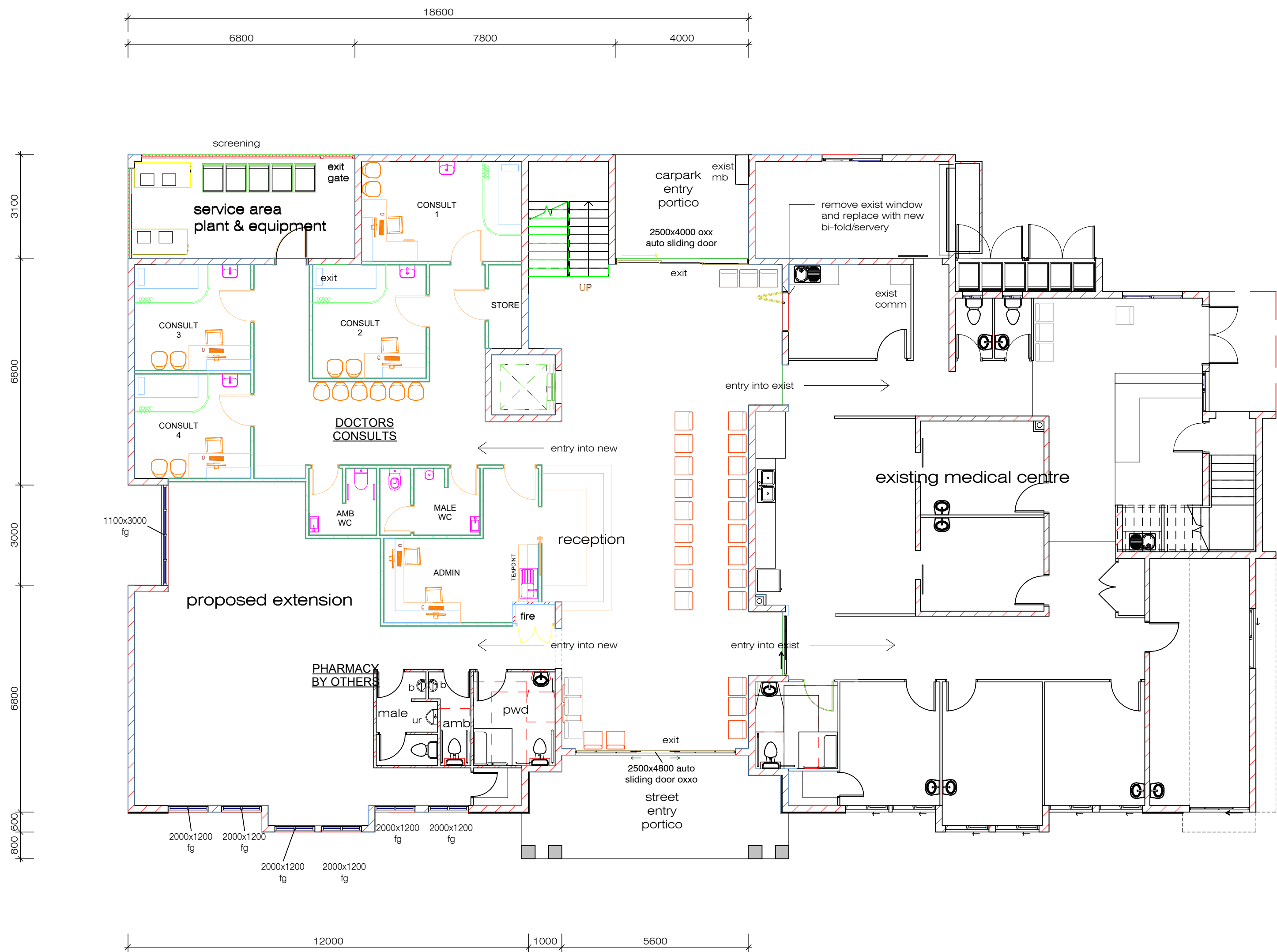
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COMMENCEMENT OF ANY CONSTRUCTION.

No	Revision Schedule	Date
1		



project:
Proposed Dental Practice
for:
Dr Paco Munoz
at:
110-112 Bowen Rd
Rosslea Qld

Issue Date	09/09/21
Drawn	S.PARENTI
scale	1 : 100
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22-051	
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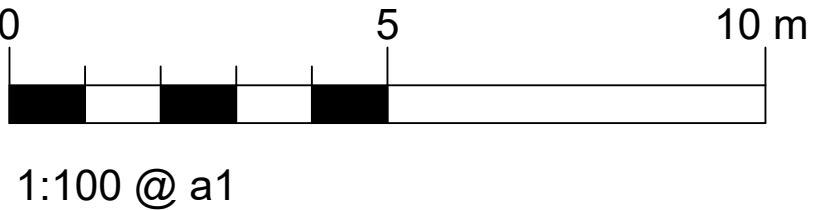


1
sk_05

proposed ground floor plan
1 : 100

Area Schedule (building area)				
Count	Level	Name	Area	%
1	first floor level	void	16.50	1%
1			16.50	1%
existing				
1	ground floor level	existing ground floor	255.41	20%
1	ground floor level	existing entry portico	5.76	0%
1	first floor level	existing first floor	252.88	20%
3			514.05	41%
proposed				
1	first floor level	proposed first floor	334.54	27%
1	ground floor level	proposed service area,	21.08	2%
1	ground floor level	proposed street entry portico	12.40	1%
1	ground floor level	proposed street entry portico	23.02	2%
1	ground floor level	proposed ground floor	327.36	26%
5			718.40	58%
9			1248.95	100%

issued for
planning
issue date: 24.06.11



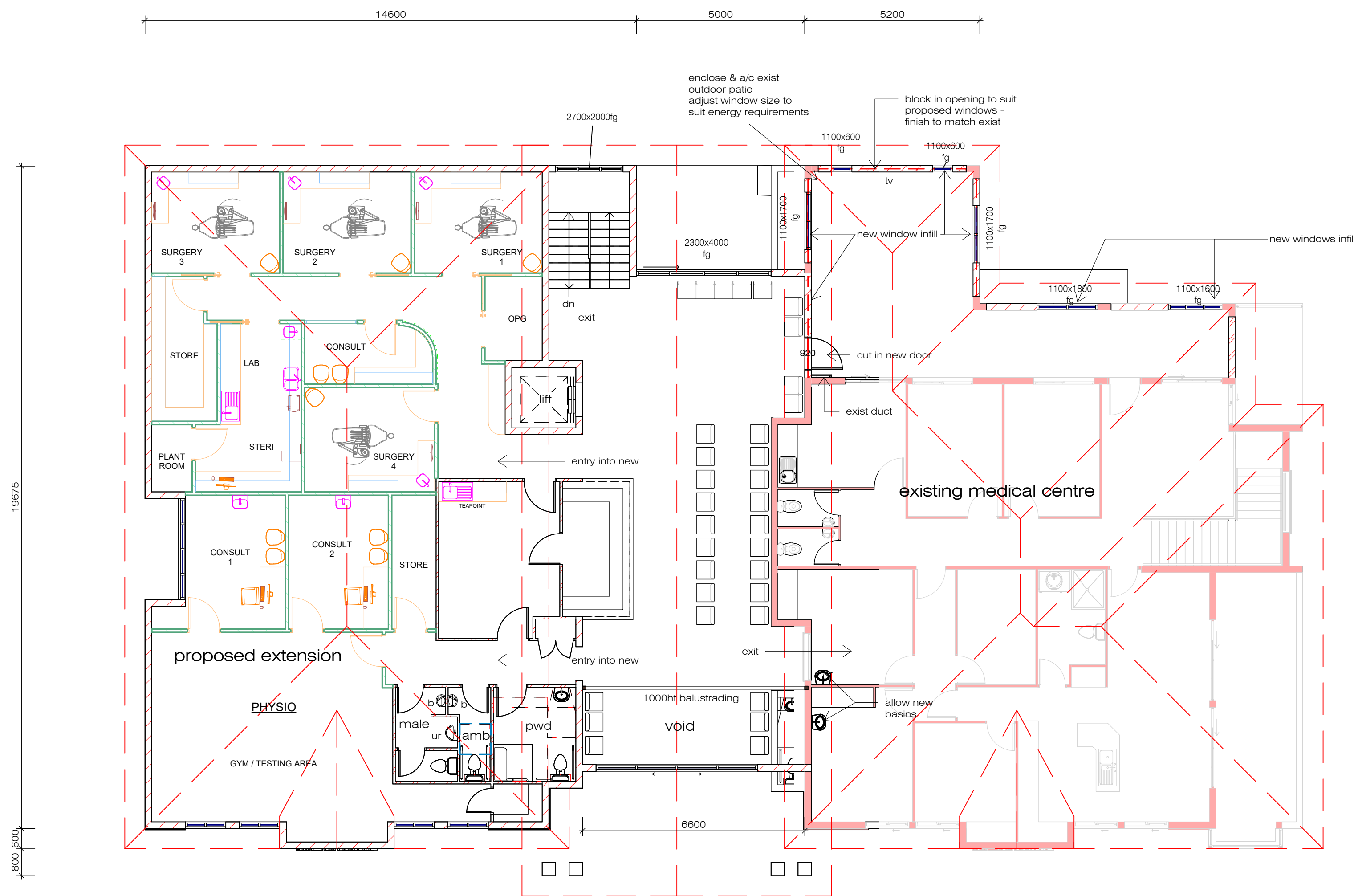
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Revision Schedule		
No	Description	Date



project:
Proposed Dental Practice
for:
Dr Paco Munoz
at:
110-112 Bowen Rd
Rosslea Qld

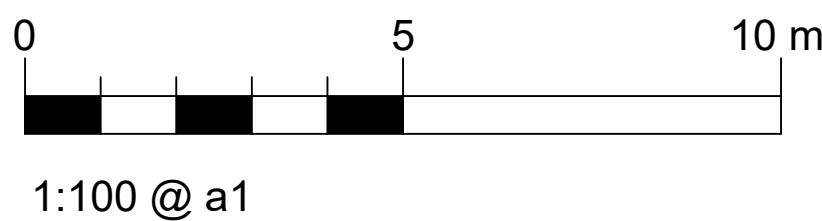
Issue Date	09/09/21
Drawn	S.PARENTI
scale	1 : 100
sheet	sk_05
22-051	
printed 11/06/2024 6:12:17 PM	



1
sk_06

proposed first floor plan
1 : 100

issued for
planning
issue date: 24.06.11



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COMMENCEMENT OF ANY CONSTRUCTION.

No	Revision Schedule	Date
	Description	



project:
Proposed Dental Practice
for:
Dr Paco Munoz
at:
110-112 Bowen Rd
Rosslea Qld

Issue Date 07/04/23

Drawn Author

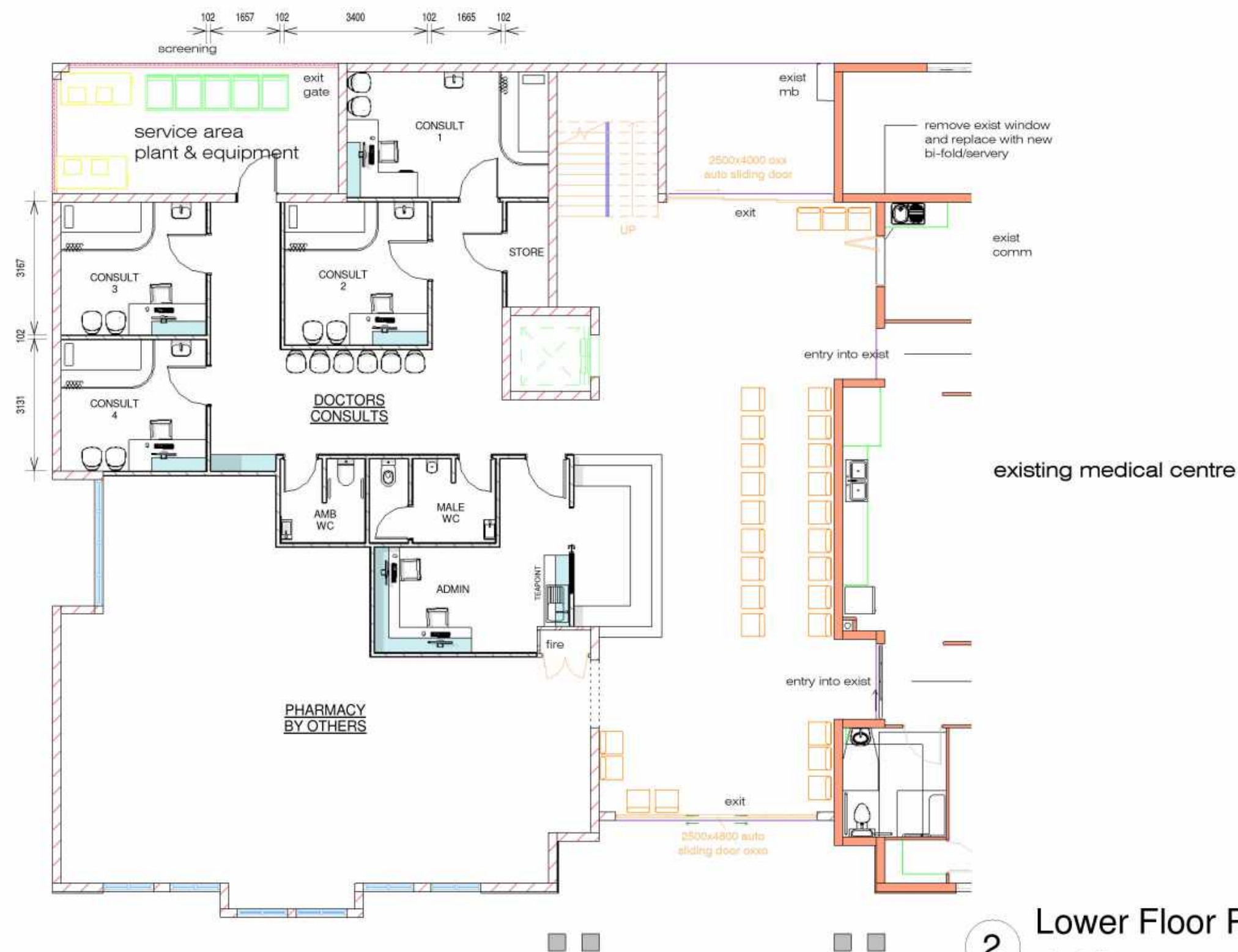
scale 1 : 100

sheet sk_06

22-051

printed 11/06/2024 6:12:18 PM

DRAFT
FOR DISCUSSION PURPOSES ONLY



2 Lower Floor Plan
1 : 100

PO BOX 3781, CALOUNDRA DC
QLD 4551
MOB: 0408 960 593
ABN 85 923 612 599
mckibbindesign
VIC - Reg BUILDING PRACTITIONERS - No. DP-ID 44363
TAS - BUILDING SERVICES PROVIDER - No. C07262

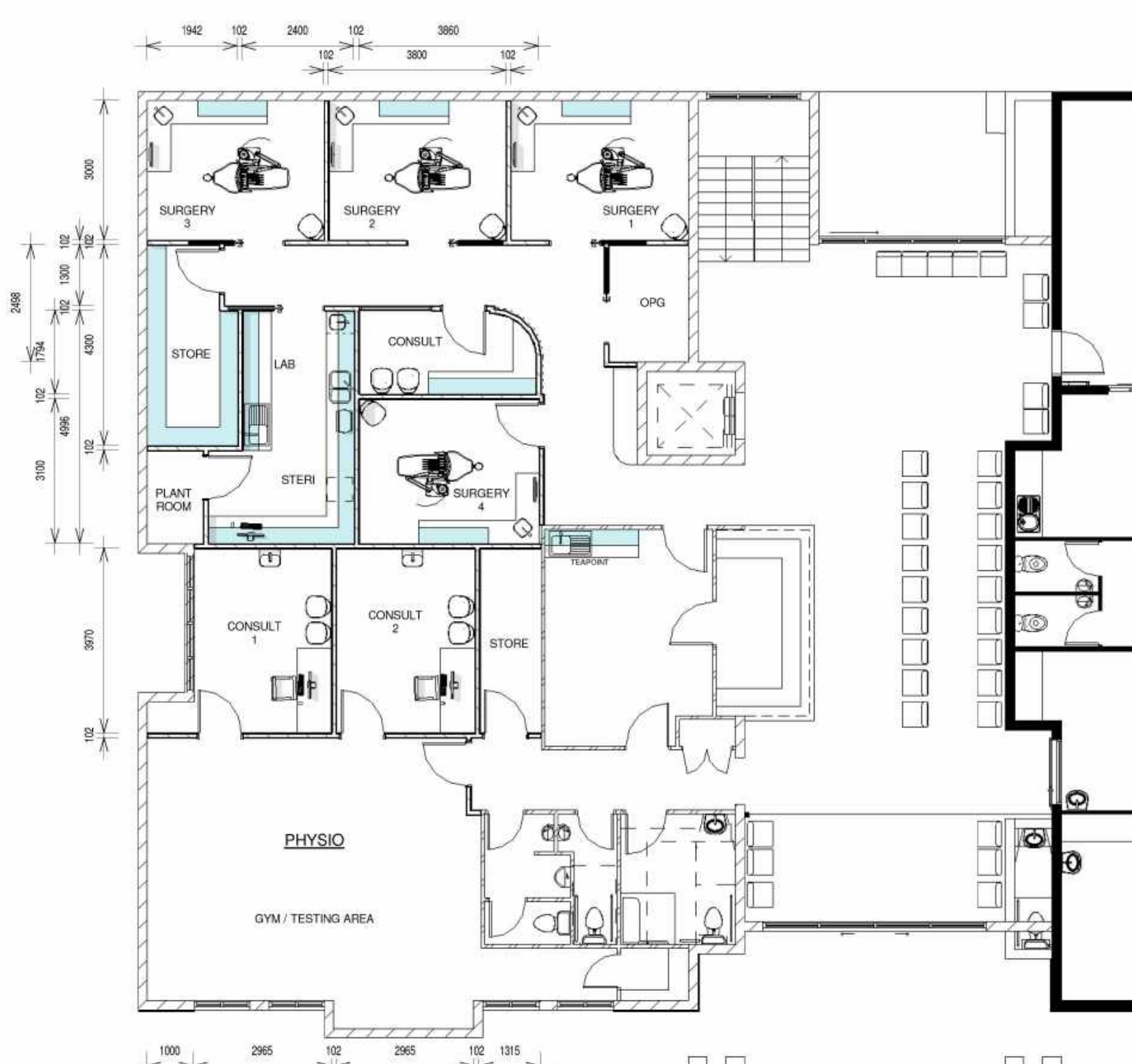
No.	Description	Date
A	Updated Plan	08.11.23
B	Updated Plan	17.01.24

Dr PACO MUNOZ
110 BOWEN RD, ROSSLEA, QLD

CONCEPT FLOOR PLAN - LOWER LEVEL		
Project number	MD 805	
Date	22.05.22	
Drawn by	Mark McKibbin	
Checked by	Mark McKibbin	
Scale	1 : 100 @ A3	

11/06/2024 8:50:13 AM

DRAFT
FOR DISCUSSION PURPOSES ONLY



1 Upper Floor Plan
1 : 100

PO BOX 3781, CALOUNDRA DC
QLD 4551
MOB: 0408 960 593
ABN 85 923 612 599
mckibbindesign
VIC - Reg BUILDING PRACTITIONERS - No. DP-ID 44363
TAS - BUILDING SERVICES PROVIDER - No. C07262

No.	Description	Date
A	Updated Plan	08.11.23

Dr PACO MUNOZ
110 BOWEN RD, ROSSLEA, QLD

CONCEPT FLOOR PLAN - UPPER LEVEL		
Project number	MD 805	
Date	22.05.22	
Drawn by	Author	
Checked by	Mark McKibbin	
Scale	1 : 100 @ A3	

11/06/2024 8:50:14 AM

1 floor plans by others
1 : 100

sk_07

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planning
issue date: 24.06.11



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No	Revision Schedule	Date
	Description	

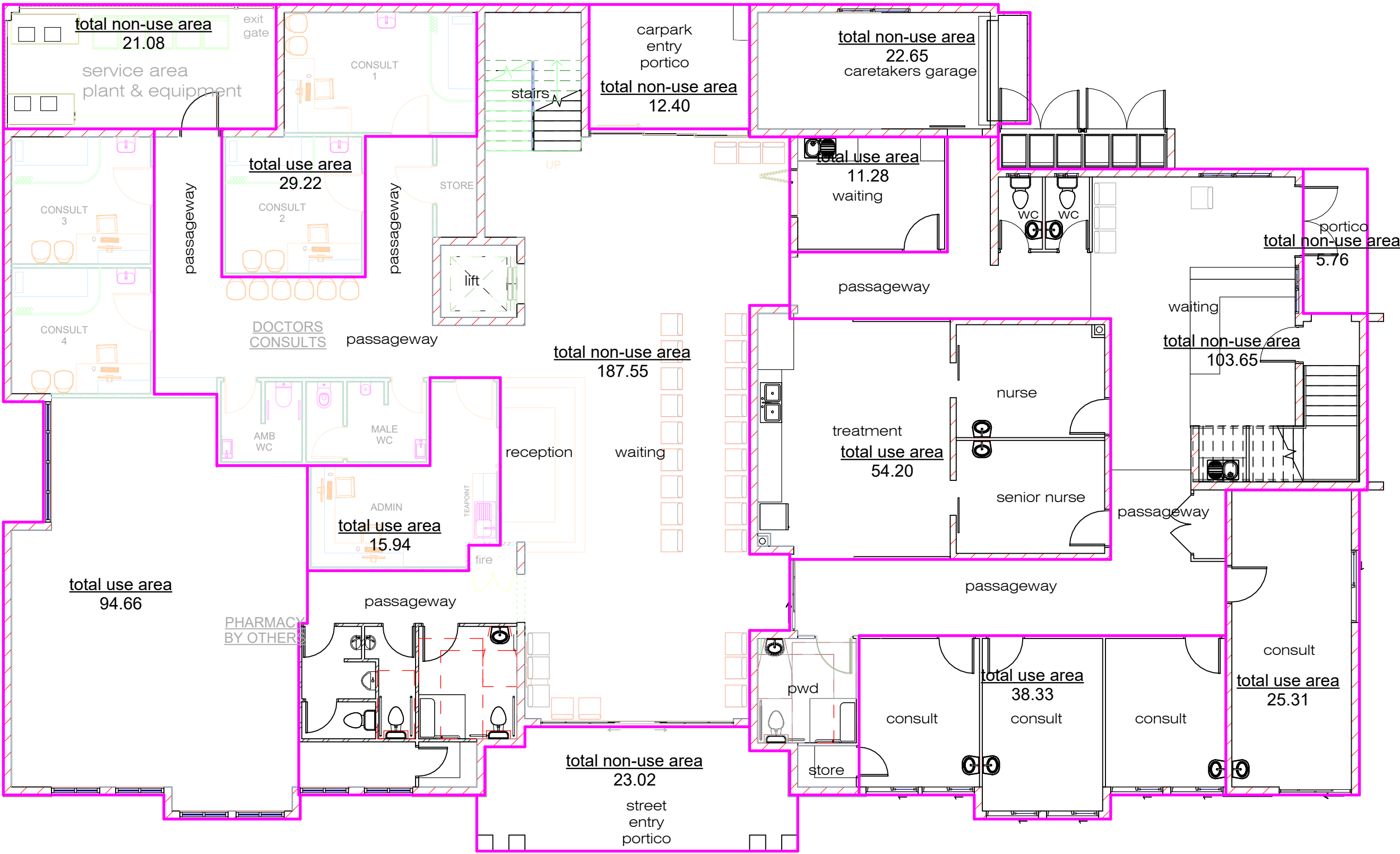


project:
Proposed Dental Practice
for:
Dr Paco Munoz
at:
110-112 Bowen Rd
Rosslea Qld

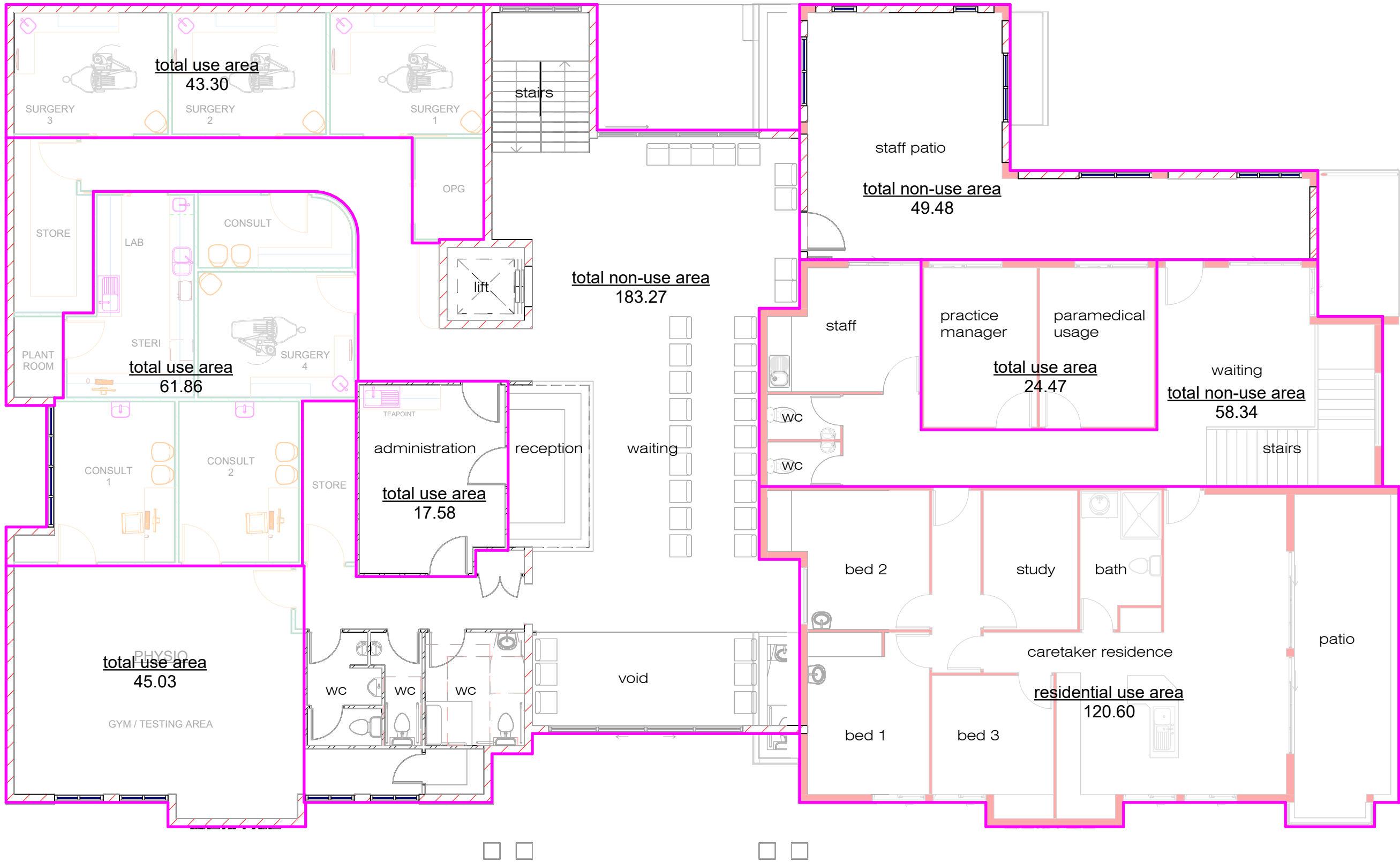
Issue Date	06/11/24
Drawn	Author
scale	1 : 100
sheet	sk_07
22-051	
printed 11/06/2024 6:12:19 PM	

Area Schedule (Total Use Area)				
Count	Level	Name	Area	%
residential use area				
1	first floor level	residential use area	120.60	10%
1			120.60	10%
total non-use area				
1	ground floor level	total non-use area	187.55	15%
1	ground floor level	total non-use area	103.65	8%
1	ground floor level	total non-use area	5.76	0%
1	ground floor level	total non-use area	23.02	2%
1	ground floor level	total non-use area	12.40	1%
1	ground floor level	total non-use area	22.65	2%
1	ground floor level	total non-use area	21.08	2%
1	first floor level	total non-use area	163.27	15%
1	first floor level	total non-use area	49.48	4%
1	first floor level	total non-use area	58.34	5%
10			667.18	53%
total use area				
1	ground floor level	total use area	54.20	4%
1	ground floor level	total use area	38.33	3%
1	ground floor level	total use area	11.28	1%
1	ground floor level	total use area	94.66	8%
1	ground floor level	total use area	15.94	1%
1	ground floor level	total use area	29.22	2%
1	ground floor level	total use area	25.31	2%
1	first floor level	total use area	61.86	5%
1	first floor level	total use area	45.03	4%
1	first floor level	total use area	43.30	3%
1	first floor level	total use area	17.58	1%
1	first floor level	total use area	24.47	2%
12			461.17	37%
23			1248.95	100%

Parking Schedule				
Levels	Car parks	Service Vehicle/Ambulance (combined)	bicycles	Motor Bikes
Ground Floor	37		1	4
first floor				
Sub-total	37		1	4
Total parks provided	42			

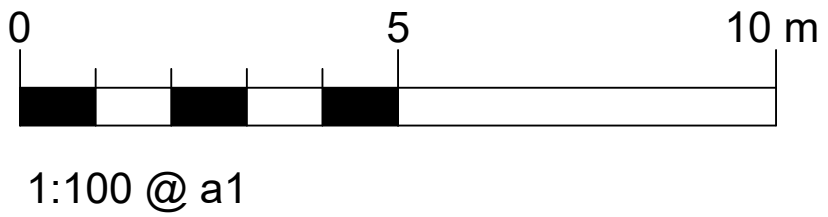


1 ground floor level
sk_08 1 : 100



2 first floor level
sk_08 1 : 100

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planning
issue date: 24.06.11



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No	Revision Schedule	Date
	Description	



project:
Proposed Dental Practice
for:
Dr Paco Munoz
at:
110-112 Bowen Rd
Rosslea Qld

Issue Date 06/11/24

Drawn Author

scale 1:100

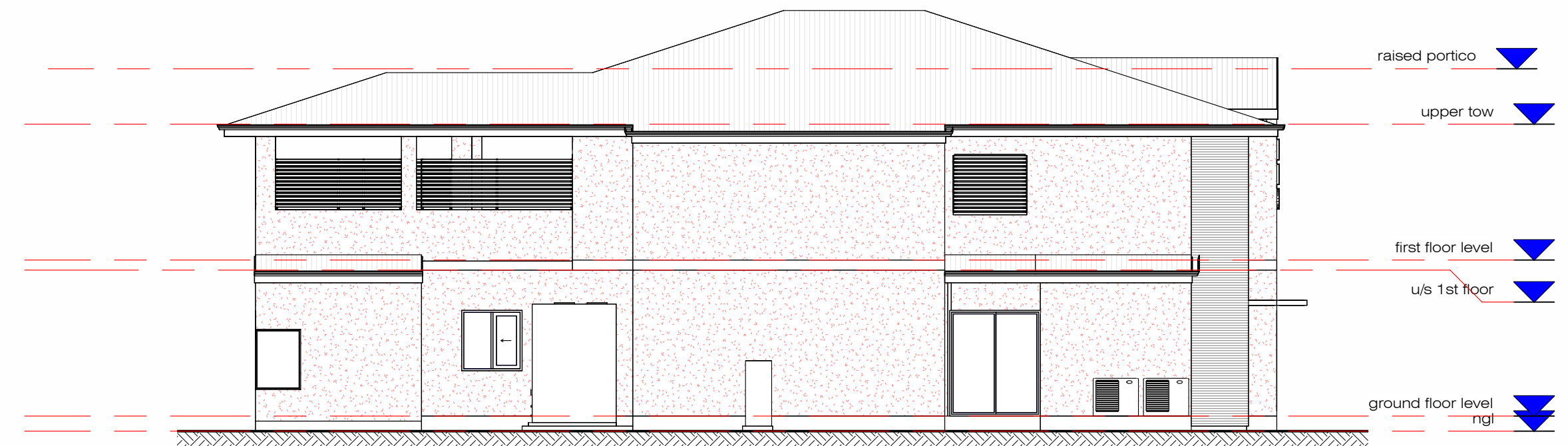
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22-051

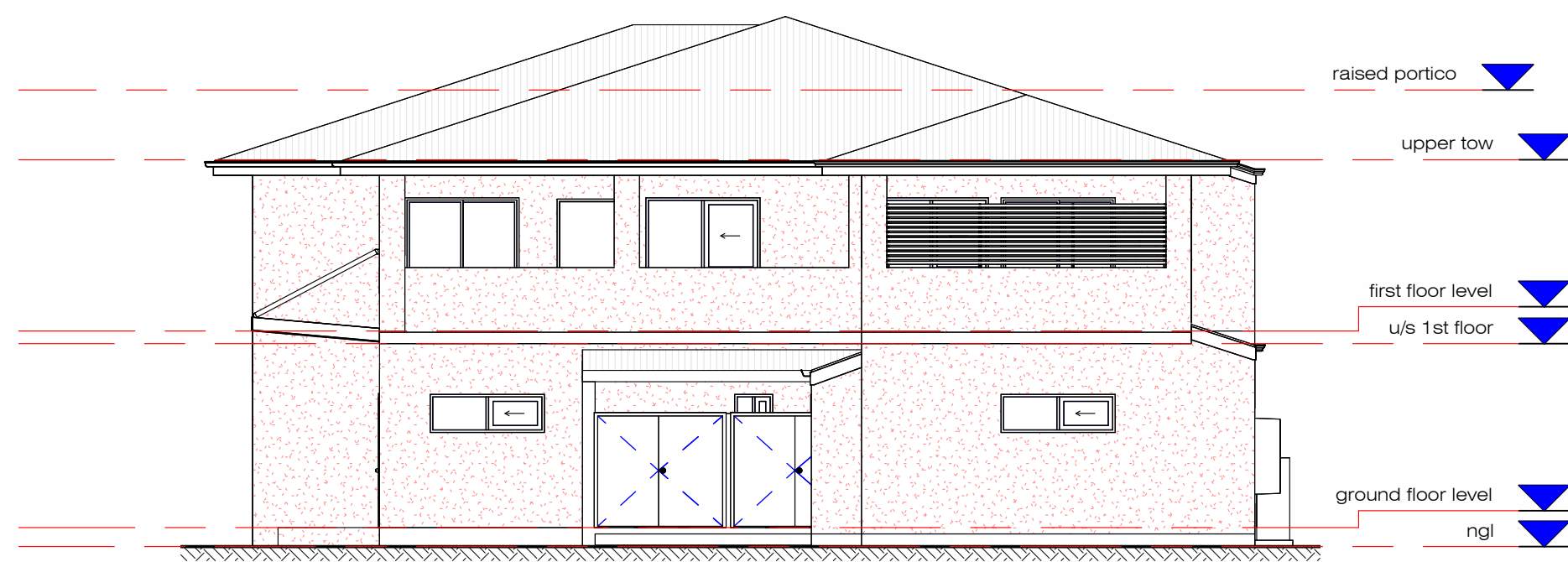
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3
sk_09
exist south-west elevation
1 : 100



2
sk_09
exist north-west elevation
1 : 100

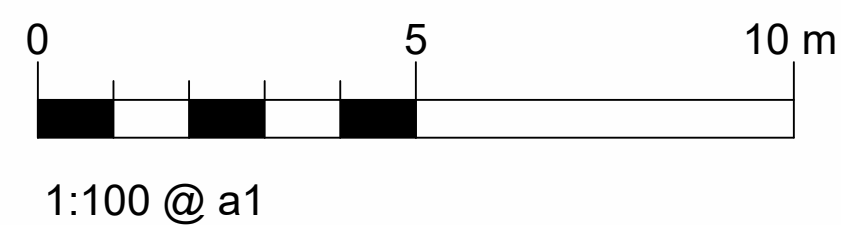


1
sk_09
existing north-east elevation
1 : 100



4
sk_09
existing south-east elevation
1 : 100

issued for
planning
issue date: 24.06.11



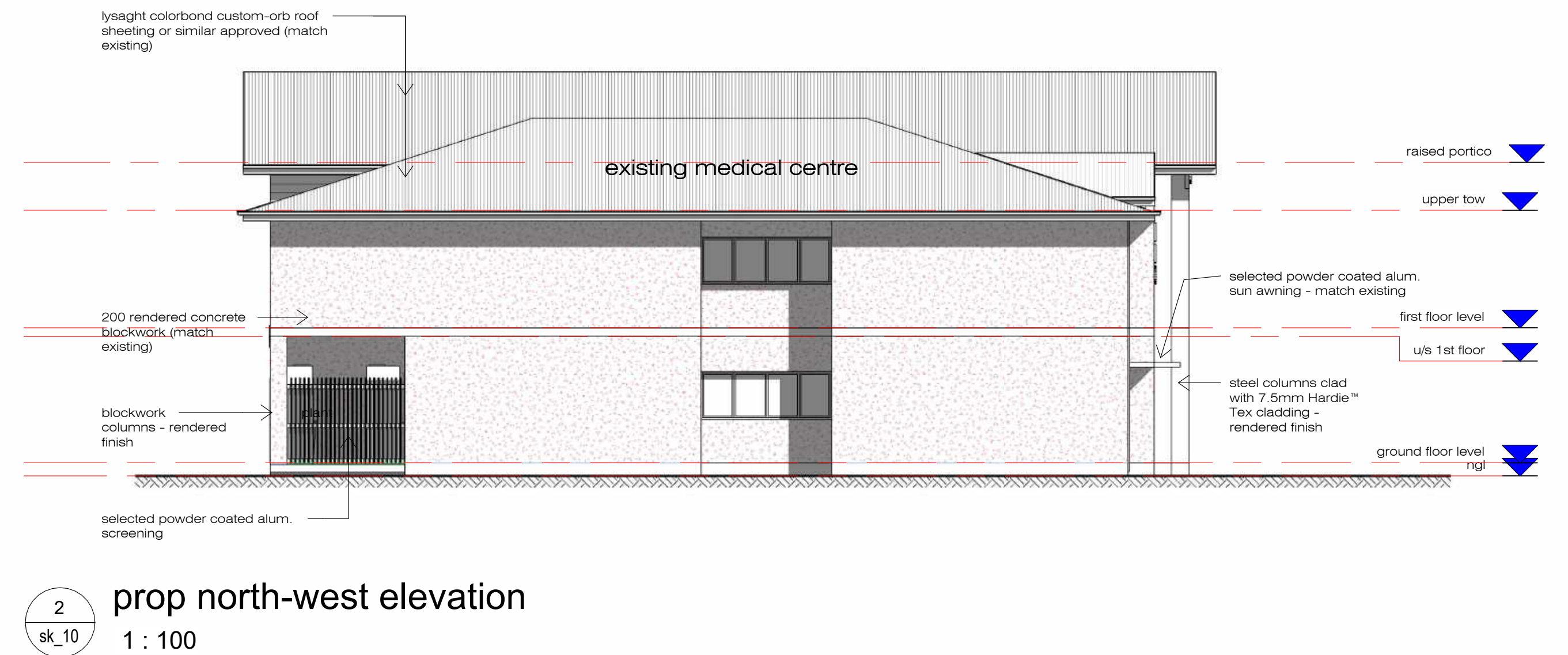
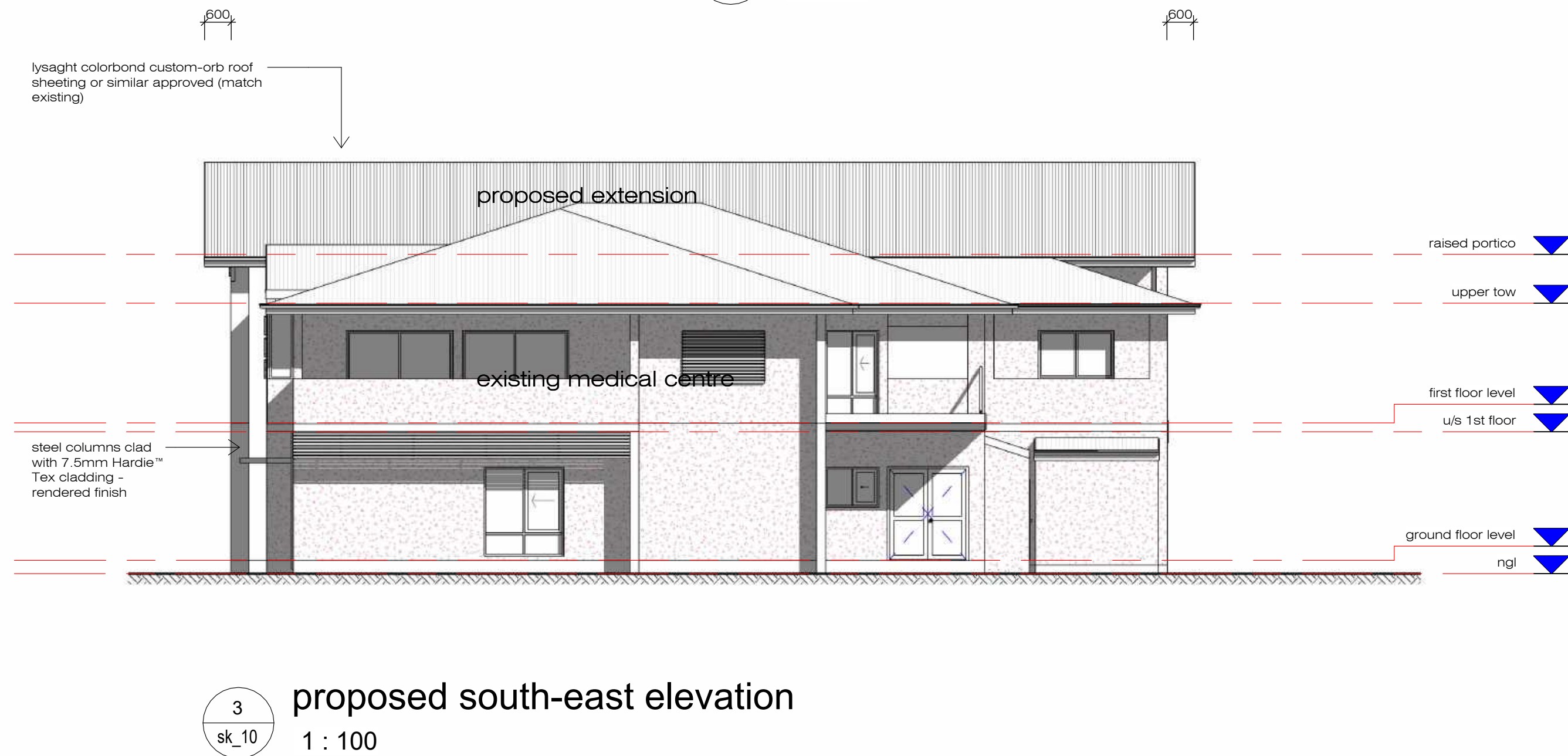
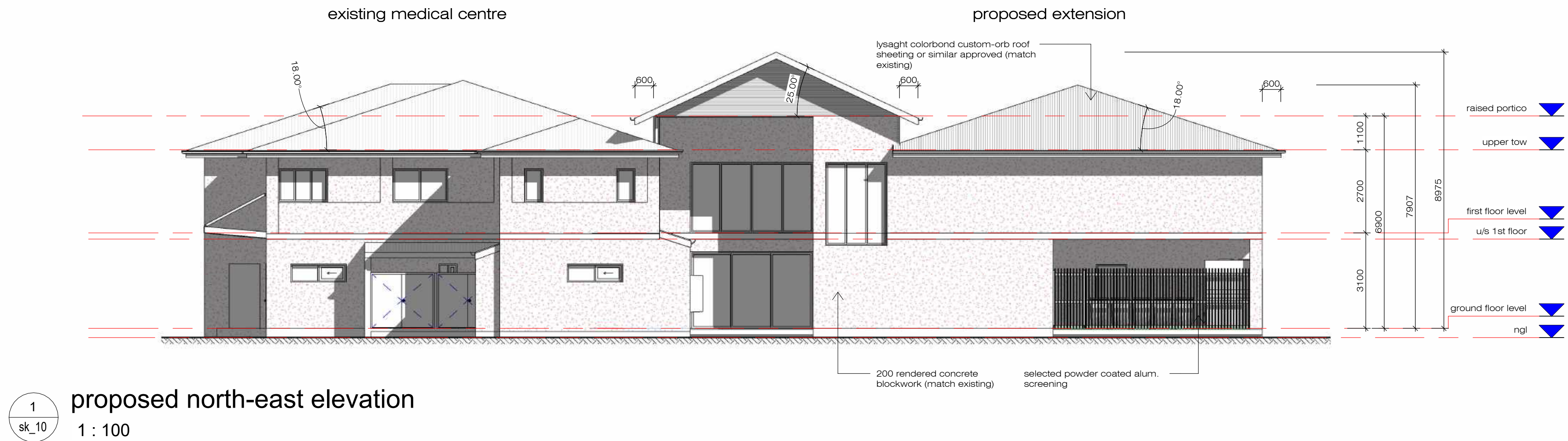
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No	Revision Schedule	Date
	Description	



project:
Proposed Dental Practice
for:
Dr Paco Munoz
at:
110-112 Bowen Rd
Rosslea Qld

Issue Date 09/09/22
Drawn S.PARENTI
scale 1 : 100
sheet sk_09
22-051
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issue date: 24.06.11

MILFORD
PLANNING

0 5 10 m

1:100 @ a1

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No	Revision Schedule	Date
	Description	

concept's
Building
Design
tel: 07 4728 3228

project:
Proposed Dental Practice
for:
Dr Paco Munoz
at:
110-112 Bowen Rd
Rosslea Qld

Issue Date	02/2023
Drawn	Author
scale	1 : 100
sheet	sk_10
22-051	
printed 11/06/2024 6:12:34 PM	

APPENDIX B

SIDRA RESULTS

MOVEMENT SUMMARY

▽ Site: 101 [2025 Back AM]

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Bowen Road											
2	T1	1301	6.0	0.336	0.5	LOS A	0.9	6.8	0.06	0.01	59.2
3	R2	19	1.0	0.336	17.1	LOS C	0.9	6.8	0.13	0.02	52.4
Approach		1320	5.9	0.336	0.8	NA	0.9	6.8	0.06	0.01	59.1
East: Viles Street											
4	L2	20	1.0	2.705	1754.5	LOS F	22.1	156.2	1.00	1.96	1.8
6	R2	19	1.0	2.705	1919.7	LOS F	22.1	156.2	1.00	1.96	1.8
Approach		39	1.0	2.705	1834.9	LOS F	22.1	156.2	1.00	1.96	1.8
North: Bowen Road											
7	L2	16	1.0	0.265	5.6	LOS A	0.0	0.0	0.00	0.02	58.1
8	T1	979	6.0	0.265	0.0	LOS A	0.0	0.0	0.00	0.01	59.8
Approach		995	5.9	0.265	0.1	NA	0.0	0.0	0.00	0.01	59.8
All Vehicles		2354	5.8	2.705	30.9	NA	22.1	156.2	0.05	0.04	38.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: 101 [2025 Back + Devt AM]

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Bowen Road											
2	T1	1301	6.0	0.339	0.6	LOS A	1.1	7.9	0.06	0.01	59.1
3	R2	22	1.0	0.339	17.2	LOS C	1.1	7.9	0.15	0.03	52.1
Approach		1323	5.9	0.339	0.9	NA	1.1	7.9	0.06	0.01	59.0
East: Viles Street											
4	L2	24	1.0	3.532	2472.8	LOS F	30.4	214.3	1.00	2.03	1.3
6	R2	24	1.0	3.532	2601.7	LOS F	30.4	214.3	1.00	2.03	1.3
Approach		48	1.0	3.532	2537.3	LOS F	30.4	214.3	1.00	2.03	1.3
North: Bowen Road											
7	L2	19	1.0	0.266	5.6	LOS A	0.0	0.0	0.00	0.02	58.1
8	T1	979	6.0	0.266	0.0	LOS A	0.0	0.0	0.00	0.01	59.8
Approach		998	5.9	0.266	0.1	NA	0.0	0.0	0.00	0.01	59.8
All Vehicles		2369	5.8	3.532	52.4	NA	30.4	214.3	0.06	0.05	31.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: 101 [2025 Back PM]

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Bowen Road											
2	T1	960	6.0	0.272	1.9	LOS A	1.9	14.0	0.10	0.01	57.8
3	R2	19	1.0	0.272	27.0	LOS D	1.9	14.0	0.29	0.04	49.1
Approach		979	5.9	0.272	2.4	NA	1.9	14.0	0.11	0.01	57.6
East: Viles Street											
4	L2	20	1.0	3.010	2019.3	LOS F	23.6	166.4	1.00	1.85	1.6
6	R2	19	1.0	3.010	2181.1	LOS F	23.6	166.4	1.00	1.85	1.6
Approach		39	1.0	3.010	2098.0	LOS F	23.6	166.4	1.00	1.85	1.6
North: Bowen Road											
7	L2	16	1.0	0.363	5.6	LOS A	0.0	0.0	0.00	0.01	58.1
8	T1	1347	6.0	0.363	0.0	LOS A	0.0	0.0	0.00	0.01	59.8
Approach		1363	5.9	0.363	0.1	NA	0.0	0.0	0.00	0.01	59.8
All Vehicles		2381	5.8	3.010	35.4	NA	23.6	166.4	0.06	0.04	36.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: 101 [2025 Back + Devt PM]

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Bowen Road											
2	T1	960	6.0	0.278	2.2	LOS A	2.2	15.9	0.12	0.02	57.5
3	R2	22	1.0	0.278	27.0	LOS D	2.2	15.9	0.34	0.05	48.4
Approach		982	5.9	0.278	2.7	NA	2.2	15.9	0.12	0.02	57.3
East: Viles Street											
4	L2	24	1.0	3.853	2753.4	LOS F	31.6	223.4	1.00	1.90	1.2
6	R2	24	1.0	3.853	2880.0	LOS F	31.6	223.4	1.00	1.90	1.2
Approach		48	1.0	3.853	2816.7	LOS F	31.6	223.4	1.00	1.90	1.2
North: Bowen Road											
7	L2	19	1.0	0.364	5.6	LOS A	0.0	0.0	0.00	0.02	58.1
8	T1	1347	6.0	0.364	0.0	LOS A	0.0	0.0	0.00	0.01	59.8
Approach		1366	5.9	0.364	0.1	NA	0.0	0.0	0.00	0.01	59.8
All Vehicles		2397	5.8	3.853	58.1	NA	31.6	223.4	0.07	0.05	29.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: 101 [2035 Back AM]

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Bowen Road											
2	T1	1428	6.0	0.371	0.7	LOS A	1.3	9.4	0.06	0.01	59.0
3	R2	20	1.0	0.371	20.3	LOS C	1.3	9.4	0.15	0.02	51.9
Approach		1448	5.9	0.371	1.0	NA	1.3	9.4	0.06	0.01	58.9
East: Viles Street											
4	L2	21	1.0	3.362	2337.7	LOS F	25.9	182.7	1.00	1.92	1.4
6	R2	20	1.0	3.362	2486.1	LOS F	25.9	182.7	1.00	1.92	1.4
Approach		41	1.0	3.362	2410.0	LOS F	25.9	182.7	1.00	1.92	1.4
North: Bowen Road											
7	L2	17	1.0	0.291	5.6	LOS A	0.0	0.0	0.00	0.02	58.1
8	T1	1075	6.0	0.291	0.0	LOS A	0.0	0.0	0.00	0.01	59.8
Approach		1092	5.9	0.291	0.1	NA	0.0	0.0	0.00	0.01	59.8
All Vehicles		2581	5.8	3.362	39.0	NA	25.9	182.7	0.05	0.04	35.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: 101 [2035 Back + Devt AM]

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Bowen Road											
2	T1	1428	6.0	0.376	0.9	LOS A	1.5	11.3	0.07	0.01	58.9
3	R2	24	1.0	0.376	20.4	LOS C	1.5	11.3	0.18	0.03	51.6
Approach		1452	5.9	0.376	1.2	NA	1.5	11.3	0.08	0.01	58.7
East: Viles Street											
4	L2	26	1.0	4.422	3262.9	LOS F	35.6	251.5	1.00	1.97	1.0
6	R2	26	1.0	4.422	3375.5	LOS F	35.6	251.5	1.00	1.97	1.0
Approach		53	1.0	4.422	3319.2	LOS F	35.6	251.5	1.00	1.97	1.0
North: Bowen Road											
7	L2	20	1.0	0.292	5.6	LOS A	0.0	0.0	0.00	0.02	58.1
8	T1	1075	6.0	0.292	0.0	LOS A	0.0	0.0	0.00	0.01	59.8
Approach		1095	5.9	0.292	0.1	NA	0.0	0.0	0.00	0.01	59.8
All Vehicles		2599	5.8	4.422	67.9	NA	35.6	251.5	0.06	0.05	27.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
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Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: 101 [2035 Back PM]

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Bowen Road											
2	T1	1054	6.0	0.310	3.0	LOS A	3.0	22.2	0.12	0.01	56.8
3	R2	20	1.0	0.310	34.7	LOS D	3.0	22.2	0.36	0.04	46.7
Approach		1074	5.9	0.310	3.6	NA	3.0	22.2	0.13	0.01	56.5
East: Viles Street											
4	L2	21	1.0	3.373	2325.7	LOS F	25.8	182.2	1.00	1.84	1.4
6	R2	20	1.0	3.373	2471.7	LOS F	25.8	182.2	1.00	1.84	1.4
Approach		41	1.0	3.373	2396.8	LOS F	25.8	182.2	1.00	1.84	1.4
North: Bowen Road											
7	L2	17	1.0	0.399	5.6	LOS A	0.0	0.0	0.00	0.01	58.1
8	T1	1480	6.0	0.399	0.1	LOS A	0.0	0.0	0.00	0.01	59.8
Approach		1497	5.9	0.399	0.1	NA	0.0	0.0	0.00	0.01	59.8
All Vehicles		2612	5.9	3.373	39.2	NA	25.8	182.2	0.07	0.04	35.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: 101 [2035 Back + Devt PM]

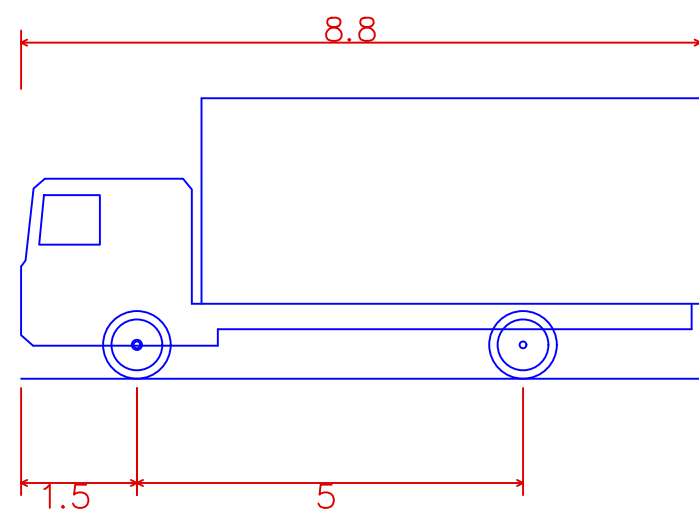
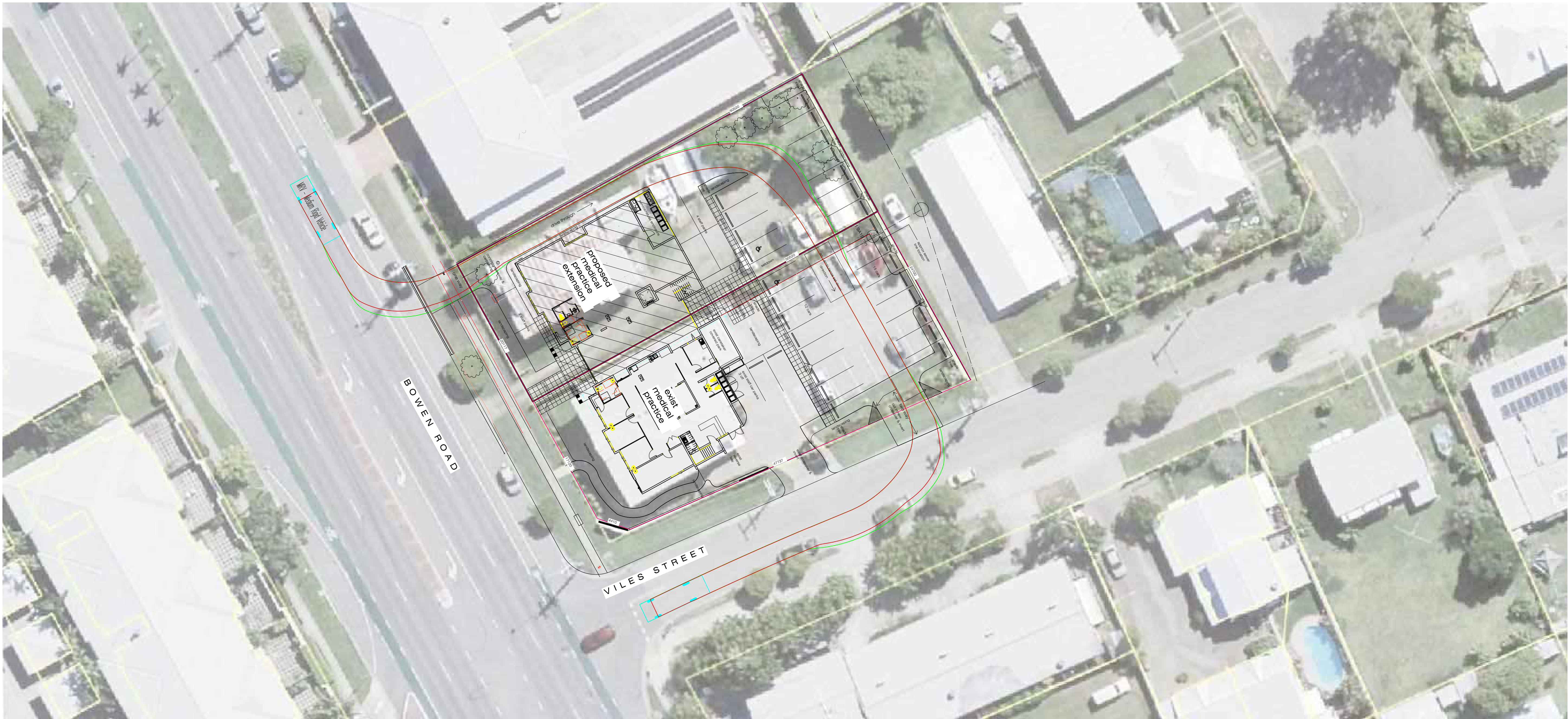
New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Bowen Road											
2	T1	1054	6.0	0.320	3.4	LOS A	3.5	25.6	0.14	0.02	56.4
3	R2	24	1.0	0.320	34.7	LOS D	3.5	25.6	0.43	0.06	45.4
Approach		1078	5.9	0.320	4.1	NA	3.5	25.6	0.14	0.02	56.1
East: Viles Street											
4	L2	26	1.0	4.436	3257.0	LOS F	35.6	251.1	1.00	1.89	1.0
6	R2	26	1.0	4.436	3368.0	LOS F	35.6	251.1	1.00	1.89	1.0
Approach		53	1.0	4.436	3312.5	LOS F	35.6	251.1	1.00	1.89	1.0
North: Bowen Road											
7	L2	20	1.0	0.400	5.6	LOS A	0.0	0.0	0.00	0.02	58.1
8	T1	1480	6.0	0.400	0.1	LOS A	0.0	0.0	0.00	0.01	59.8
Approach		1500	5.9	0.400	0.1	NA	0.0	0.0	0.00	0.01	59.8
All Vehicles		2631	5.8	4.436	68.0	NA	35.6	251.1	0.08	0.05	27.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

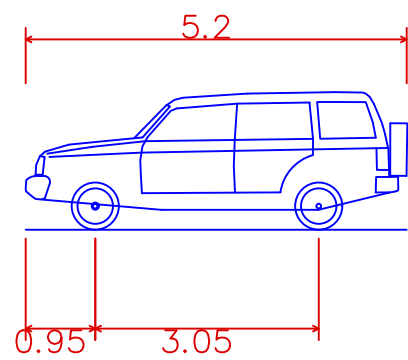
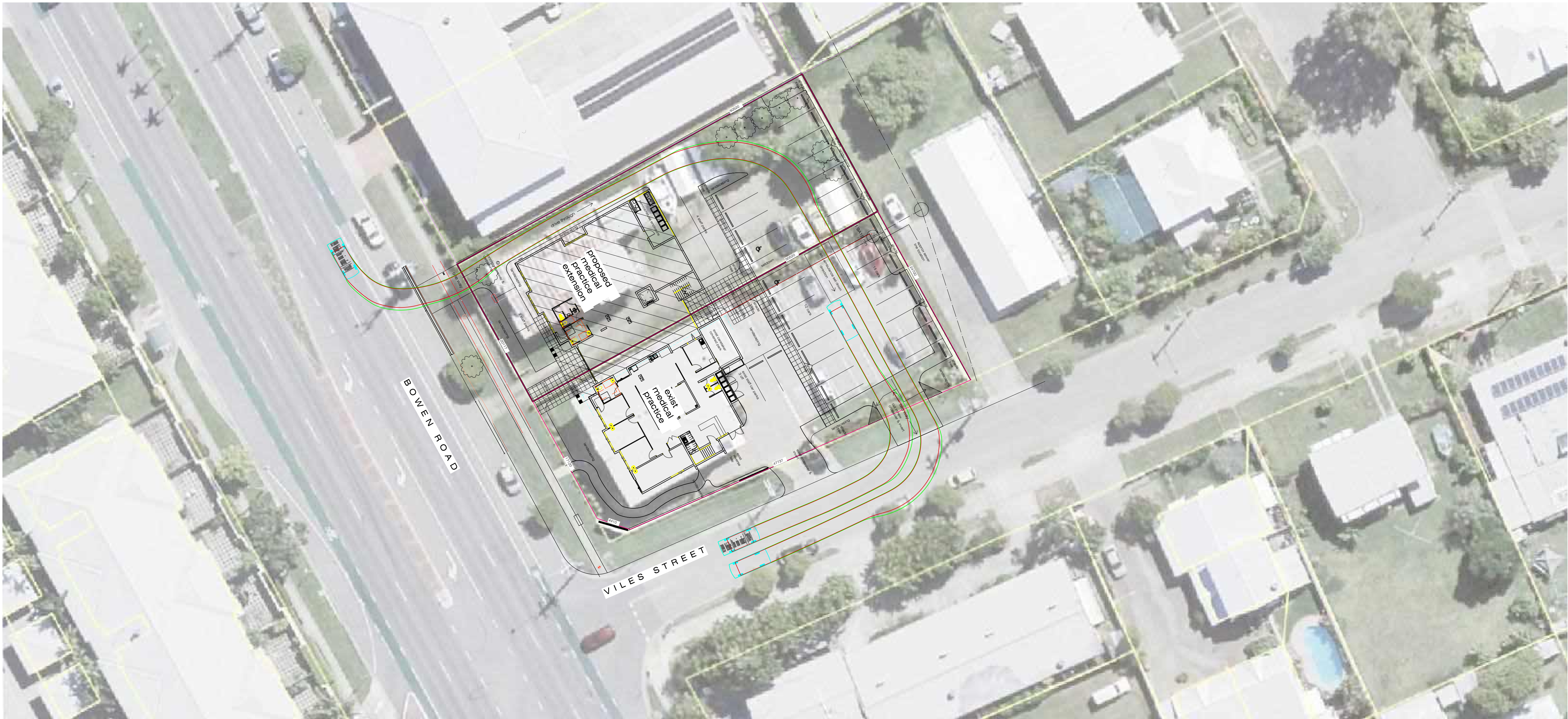
APPENDIX C

SWEPT PATHS



MRV – Medium Rigid Vehicle
Overall Length 8.800m
Overall Width 2.500m
Overall Body Height 3.633m
Min Body Ground Clearance 0.428m
Track Width 2.500m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 10.000m

REVISIONS					HORIZ. DATUM		MGA		CERTIFICATION	<div></div> <div>m 0400 699 979 e brett@langtreeconsulting.com.au</div>	MILFORD PLANNING						SCALE	NTS			
					VERT. DATUM		AHD				COPYRIGHT © These designs and drawings are copyright and are not to be used or reproduced without the written permission of LANGTREE CONSULTING PTY LTD (ACN 29 611 368 024). The contents of this drawing are electronically generated, are confidential and may only be used for the purpose for which they were intended. This is an uncontrolled document issued for information purposes only, unless the checked sections are signed and approved. Figured dimensions take precedence over scale. Do not scale from this drawing.	110–112 BOWEN ROAD, ROSSLEA ROSSLEA MEDICAL CENTRE EXTENSION MEDIUM RIGID VEHICLE PASSING	SHEET	1 OF 2							
	B	B.L	26.06.24	AMENDED DEVELOPMENT LAYOUT	DRG. FILE			DATE	A				B								
	A	B.L	1.05.24	FOR INFORMATION	DESIGN	R.M	01.05.24														
	No.	BY	DATE	DESCRIPTION	DRAWN	R.M	01.05.24				DRG No.	1194–SK01									



B99 Vehicle (8m min radius) (2004)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.878m
Min Body Ground Clearance 0.272m
Track Width 1.840m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 8.000m

REVISIONS					HORIZ. DATUM	MGA	CERTIFICATION
					VERT. DATUM	AHD	
					DRG. FILE	DATE	
	B	B.L	25.06.24	AMENDED DEVELOPMENT LAYOUT	DESIGN	R.M	01.05.24
	A	B.L	1.05.24	FOR INFORMATION	DRAWN	R.M	01.05.24
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m 0400 699 979 e brett@langtreeconsulting.com.au							
LANGTREE CONSULTING ENGINEERS							
MILFORD PLANNING							
110-112 BOWEN ROAD, ROSSLEA ROSSLEA MEDICAL CENTRE EXTENSION							
B99 VEHICLE TURNING IN AND TURNING OUT OF DRIVEWAY							
SCALE NTS							
SHEET 2 OF 2							
REVISION A B							
DRG No. 1194-SK01							

Appendix 9



PRE-LODGEMENT MEETING MINUTES >>

PO BOX 1268, Townsville
Queensland 4810

COUNCIL REFERENCE >> PLM23/0213
ASSESSMENT NO >> 1806044
LEGAL DESCRIPTION >> Lot 56 RP 703491
PROPERTY ADDRESS >> 110 Bowen Road ROSSLEA QLD 4812
PROPOSAL >> Extension to Rosslea Medical Centre

13 48 10

enquiries@townsville.qld.gov.au
townsville.qld.gov.au

ABN: 44 741 992 072

DATE >> 09 January 2024
TIME >> 11:30AM

ATTENDEES >>

Sarah Jones	Milford Planning
Kaitlyn O'Malley	Senior Planner - Planning and Development
Shelly Sharma	Development Engineer - Planning and Development
Luke Jenkins	Planning Support Officer - Planning and Development

Description of the Proposal

- The proposal is for an extension to the Rosslea Medical Centre
- Development proposal plans - [Design Plan](#) & [Site Plans](#)

Property Zoning and Overlays

- **Zone:**
 - >> Low density residential zone
- **Priority infrastructure plan:**
 - >> This property is within a Priority Infrastructure Area
- **Overlay(s):**
 - >> Airport Environs Overlay Map OM-01.1 - Operational airspace - Airspace more than 90m above ground level
 - >> Airport Environs Overlay Map OM-01.2 - Wildlife hazard buffer zones and Public safety areas - Distance from airport runway - 8km
 - >> Development Constraints Overlay Map OM-06.1 to OM-06.2 - Flood hazard - Medium hazard area
 - >> Development Constraints Overlay Map OM-06.1 to OM-06.2 - Flood hazard - Low hazard area

Planning Scheme

The proposal is subject to assessment against the Townsville City Plan. The planning scheme can be viewed via the following link: [Current City Plan \(townsville.qld.gov.au\)](https://townsville.qld.gov.au/current-city-plan)

Furthermore, Townsville Maps can be viewed via the following link: [TownsvilleMAPS Mapping Service - Townsville City Council](#)

Meeting Discussion

- Defined Use - Health care services
- Level of assessment - Impact
- Strategic Framework
- Low density residential zone code
- Transport impact, access, and parking code
 - Parking - Tandem carparking for staff and patient carparking at the rear. Carparking numbers as required per practitioner will be provided.
 - Access - One-way access off Bowen Road for emergency services and staff carparking. Access off Bowen Road to be discussed with DTMR. Retain access off Viles Street - advised to be reduced in width. A new two-way crossover to be installed on Viles Street.
 - Footpath on Viles street is not required as there is an entry from carpark into the Foyer.
- Flood hazard overlay code
 - There is minor localised medium hazard flooding area. FIA not required.

Other Applicable Information

Upon lodgement of your development application, you will be required to pay assessment fees in accordance with Council's Planning Services Fees and Charges Schedule. For the most current schedule, please refer to: [Fees & Charges - Townsville City Council](#)

Furthermore, the development proposal [will](#) be subject to Infrastructure Charges. For a comprehensive review of Council's Infrastructure Charge Resolution, please view the following link: [Infrastructure Charges - Townsville City Council](#)

Meeting Closed >> 11:46AM

Note: This pre-lodgement advice has been prepared based on the information provided in the meeting. A full assessment of the proposal against the planning scheme has not been carried out and this advice may be subject to change at the time of lodgement of a formal development application. An application may be subject to requests for further information not identified in the pre-lodgement meeting following a full assessment.