

Reference: 26.122r01v02

27 March 2026

Centuria Property Fund Limited  
Level 41, Chifley Tower, 2 Chifley Square  
Sydney NSW 2000

Attention: Sai Sooriakumar, Assistant Development Manager

**Re: Weststate Private Hospital, Townsville – Proposed Increase in Bed Capacity  
Traffic Impact Statement**

Dear Sai,

TRAFFIX has been commissioned to assess the traffic and parking impacts in support of a Development Application (DA) for the proposed increase in bed capacity at the approved Weststate Private Hospital located on the northwest corner of Ingham Road / Sturt Street intersection. The proposed development seeks approval to reconfigure level 4 of the building to accommodate 28 additional beds. The subject site is located within the Townsville City Council (TCC) Local Government Area and has been assessed under that Council's controls.

This statement documents the findings of our investigations and should be read in the context of the accompanying Planning Report, prepared separately.

## ➤ Site and Location

The subject site is located at 37 Ingham Road, West End, formally described as Lot 707 on SP327134, situated on the northwest corner of Ingham Road / Sturt Street intersection.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**.



**Figure 1: Location Plan**



Figure 2: Site Plan

➤ **Current Development Status**

Approval has been granted by the Planning and Environment Court for the material change of use for a hospital (22 beds), health care services, shop and food and drink outlet, known as “Weststate Private Hospital”, under No. 155 of 2023.

The development involves the construction of a multidisciplinary hospital providing an entry foyer, food services, radiology, PACU, theatres, recovery, CSD, day unit, admissions, administration, cath labs, cardiology consulting, 22 IPU beds, and 4 ICU/CCU bays. Central to the upgrade also includes refurbishment of an existing heritage building which aims to provide ancillary services to the main development including but not limited to administration, back of house, consulting, pharmacy, pathology, staff education, research, staff, and dining lounge.

It is further understood that construction works has commenced on site and the approved building is currently partially completed.

➤ **Description of Proposed Development**

A detailed description of the proposed development is provided in the accompanying Planning Report prepared separately.

In summary, the application seeks approval to reconfigure level 4 of the building to accommodate 28 additional beds, increasing the total bed capacity from 22 to 50. The proposal will also result in an increase of 10 hospital staff, with no change to the number of doctors. All previously approved ancillary services to the main development will also remain unchanged.

All off-street car parking areas, vehicular access arrangements, and loading and servicing provisions are to remain in accordance with the current approval.

➤ **Car Parking Requirements**

The statutory car parking requirements applicable to the subject development have been established with reference to the Traffic and Transport Impact Assessment prepared by Calibre (herein referred to as 'Calibre TIA'), as endorsed by the court (No. 155 of 2023). A summary of the applicable statutory car parking requirements for the modified development is set out in **Table 1**.

**Table 1 – DCP Car Parking Rate and Provisions**

Type	Approved	Proposed (Additional)	Modified DA Sub Total	TCC Provision Rate	Parking Required
Public	22 beds	28 beds	50 beds	1 per 4 beds	13
Staff	90 staff	10 staff	100 staff	2 per 3 staff	67
Doctors	20 doctors	-	20 doctors	1 per doctor	20
<b>Total:</b>					<b>100</b>

It can be seen from **Table 1** that the proposed development is nominally required to provide a total of 100 car parking spaces. In response, the development will retain the approved provision of 103 car parking spaces, thereby satisfying TCC parking requirements.

It is also noted that the site is conveniently located within approximately 350 metres of bi-directional bus stops at the Ingham Road–Church Street intersection, and is well serviced by existing pedestrian and cycling infrastructure. This provides staff and visitors with a range of convenient travel options in addition to private vehicle use.

## ➤ Traffic Impacts

An indication of the traffic generation potential of the proposed development is provided by reference to the Calibre TIA.

The Calibre TIA examined the traffic generation data for nine (9) hospital sites with less than 200 beds, and identified the following average trip generation rate in Section 5.4 of the report as endorsed by the court (No. 155 of 2023):

- AM Peak Hour: 2.78 peak hour vehicle trips per hospital bed; and,
- PM Peak Hour: 1.02 peak hour vehicle trips per hospital bed.

Application of the above trip rate to the proposed 50 hospital beds in total (+28) outlined in the development proposal will result in the following traffic generation estimate:

- AM Peak Hour: 139 vehicle trips per hour; and,
- PM Peak Hour: 51 vehicle trips per hour.

The projected increase in traffic generation associated with the proposed development has already been adequately assessed in the Traffic Impact Assessment prepared by UDP (herein referred to as the 'UDP TIA'), dated 15 February 2017. The UDP TIA is also understood to have been considered as part of the Court's determination leading to the grant of development consent (No. 155 of 2023).

The UDP TIA assessed traffic impacts based on 136 vehicle trips during the AM peak hour and 167 vehicle trips during the PM peak hour. These volumes are broadly consistent with the trip generation expected for a development comprising a total of 50 hospital beds in the AM peak hour and are considered conservative for the PM peak hour as outlined above.

On the above basis and noting the court's prior endorsement of the current development approval for 22 hospital beds, the proposed development is expected to operate satisfactorily and in accordance with its current development consent.

➤ **Conclusion**

On the basis of the above, the proposed increase in bed capacity at the approved Weststate Private Hospital from 22 beds to 50 beds with a corresponding increase of 10 hospital staff in our view is considered supportable for a traffic engineering perspective.

We trust the above is of assistance and request that you contact the undersigned should you have any queries or require any further information. In the event that any concerns remain, we request an opportunity to discuss these with Council officers prior to any determination being made.

Yours faithfully,

**Traffic**



Thomas Yang  
**Executive Engineer**