MILFORD PLANNING

MP ref: M1931
QA: af.gm.ap

6 December 2022

Assessment Manager
Charters Towers Regional Council
PO Box 189
CHARTERS TOWERS QLD 4820
Via email: *mail@charterstowers.qld.gov.au*

Attention: Paul Want – Manager Planning and Development

Dear Paul,

Re: Development Application seeking a Development Permit for Material Change of Use – Tourist Park (59 Proposed Van Sites) on land described as Lot 1 on MPH31209 and located at 28 Dalrymple Road, Toll

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 Charters Towers Regional Council's (Council) Fees and Charges 2022/23.

Component	Calculation	Fee
Code assessment where there is no increase in gross floor area	$787 per application	**$787**
	TOTAL ASSESSMENT FEE:	**$787**

We request that an invoice for the above amount be raised upon lodgement of this application and we will action payment accordingly.

(07) 4724 0095
info@milfordplanning.com.au
15 Allen Street
South Townsville Q 4810
PO Box 5463
Townsville Q 4810
ABN 31 162 988 132
www.milfordplanning.com.au

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 or George Milford on TEL: (07) 4724 0095.

Yours sincerely,

MILFORD PLANNING

Abbey Feldt

TOWN PLANNER

Encl: Development application package

MILFORD PLANNING

Applicant	**Affordable Gold City Motel Pty Ltd**
Reference	**M1931**
Date	**December 2022**

Development Application

Proposed Development	**Material Change of Use – Tourist Park (59 Proposed Van Sites)**
Property Details	**Lot 1 on MPH31209** **28 Dalrymple Road, Toll**

DOCUMENT CONTROL

Applicant	Affordable Gold City Motel Pty Ltd
Proposed Development	Material Change of Use – Tourist Park (59 Proposed Van Sites)
Contact	Abbey Feldt

Quality Assurance		
Date 6.12.22 **Version** 1 **Issue** Final **Template** DA-STN-1	 Abbey Feldt TOWN PLANNER	 George Milford DIRECTOR
	Author	**Reviewer**

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1.0 INTRODUCTION

1.1 Purpose

The purpose of this development application is to seek approval for Material Change of Use – Tourist Park (59 Proposed Van Sites) (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; 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	Cherylle and Alan Hamilton and Gloria May Battle (refer **Appendix 1**)
Street Address	28 Dalrymple Road, Toll
Formal Description	Lot 1 on MPH31209
Site Area	1.81 ha (refer **Appendix 2**)
Easements	The land is not burdened by any easements.
Street Frontage	Dalrymple Road and Manners Street
Topography	The site has generally even topography.
Existing Use	Affordable Gold City Motel which features more than eight units, an existing caretaker's residence and office.
Existing Infrastructure	The site is serviced by the following infrastructure: ▪ 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	The following State interests are relevant to the proposed development as detailed in the State Assessment Referral Agency (SARA) mapping (refer **Appendix 3**): ▪ Water resource planning area boundaries; ▪ State-controlled Road; and ▪ area within 25 m of a State-controlled road.

2.2 Surrounding Area

North	Dalrymple Tourist Van Park and Charters Towers Golf Course
East	Residential area with community support uses (such as Richmond Hill State School) throughout the area
South	Residential use on the opposite side of a drain
West	Vacant/ undeveloped land

3.0 PROPOSED DEVELOPMENT

3.1 Description of Proposed Development

The proposed development involves the extension of the existing Affordable Gold City (AGC) Motel by creating new recreational vehicle (RV) van sites. Specific detail of the proposed development is provided below.

Purpose of Development

The purpose of the development is to establish a tourist park at the rear of the site to support the increased demand for RV tourist accommodation in the Charters Towers Region. The proposed RV sites provide more accommodation options for travellers and will ultimately promote tourism opportunities in the area.

This type of accommodation facility supports policies and initiatives of Townsville Enterprise and Tourism Events (QLD) in growing the drive tourism market.

Design Overview

The proposed development will be achieved by creating 59 new RV van sites in the western portion of the site which is currently vacant. The van sites are all proposed to have an area of 80 m^2 with dimensions of 10 m by 8 m. The existing short-term accommodation use (caretakers' residence, office and units) located on the eastern portion of the site will be retained as part of the development.

A Locality Plan and Site Plan have been prepared by Stephen de Jersey Architect that demonstrates the proposed layout (refer **Appendix 4**).

Operational Overview

Similar to many tourist accommodation parks, the proposed development will be open generally between the hours of 8 am to 4 pm Monday to Sunday (including public holidays). These hours of operation will accommodate the vast majority of travellers that come to the site given arrival and departure times commonly fall within daylight hours. On occasion, some travellers may need to arrive outside of these hours due to traffic and other unforeseen delays. However, outside of hours arrivals will be very rare and will likely still fall within the hours of 7 am to 7 pm. Staff will be available to facilitate these late check-ins.

Scale and Intensity

Currently on site, the facilitate can accommodate approximately 8 to 16 groups of people in the existing short-term accommodation units. Due to demand, the proposed extension will take the site capacity to a total of approximately 75 groups (including the existing units and 59 van sites).

The existing caretaker's residence and office will be retained as part of the proposal and can support the additional quests generated to the site.

Access and Parking

Vehicular access will be via Dalrymple Road, through the existing driveway. To service the proposed van sites, there will be an internal road constructed which will extend from the existing driveway entrance to the van sites at the rear of the property. Waste collection service vehicles will enter and exit the site as per the existing arrangement which will be via the existing driveway from Dalrymple Road. The proposed internal road is considered an appropriate width and design to accommodate the relevant vehicles (including service vehicles) entering and exiting the site in a forward motion.

In support of the proposal, a Traffic Impact Assessment has been prepared by Langtree Consulting that determines the existing and post development traffic conditions for Council's information (refer **Appendix 5**). Additionally, this Traffic Impact Assessment provides recommendations and mitigation measures where necessary.

Water and Sewer

It is understood that the site is located within Council's water and wastewater service area and the site is connected to Council's reticulated network. Adjoining the existing residence will be an amenities area that provides toilets, showers and so forth for clients staying at the site. It is noted that the van sites will accommodate self contained vehicles which will not require waste disposal areas that some tourism parks require.

Stormwater

Stormwater runoff will be directed to the lawful point of discharge and as per the existing regime.

Electricity and Communications

The site is currently connected to electricity and telecommunications which will be retained and upgraded where necessary to service the extended accommodation area.

Landscaping

Vegetation in the proposed van areas will be cleared where necessary with trees retained where possible. Otherwise, vegetation will be retained wherever practicable across the site.

3.2 Development Plans

The proposed development is detailed in the plans provided at **Appendix 4** and listed overleaf. In addition, the proposed development is further detailed in the associated reports listed below and appended as referenced.

Title	Number	Issue	Date
Locality Plan	2115-SD01	A	11.10.2022
Site Plan	2115-SD02	A	11.10.2022
Associated Reports			
Traffic Impact Assessment prepared by Langtree Consulting (refer **Appendix 5**)			

3.3 Existing Use and Definition

As abovementioned, the site includes an existing short-term accommodation (motel) use located within the eastern portion of the site. This use features several accommodation cabins/ units which are supported by an office, caretakers residence and ancillary facilities (toilets, laundry, etc.).

Given the proposed development involves the creation of a caravan park for self contained RV's, the use falls under the definition of a Tourist Park. A Tourist Park is defined as:

The use of premises for:

a) holiday, accommodation in caravans, self-contained cabins, tents or other similar structures; or

b) amenity facilities, a Food and drink outlet, a manager's residence, offices, recreation facilities for the use of occupants and their visitors, or staff accommodation, if the use is ancillary to the use in paragraph (a).

3.4 Historic Approval/ Use

The subject site has been consistently operating as the AGC Motel for decades since its establishment during the time of the 1980's approximately. Since this time, the facilities on site have generally remained the same. In 2004, an application was lodged over the subject site that involved an extension to the existing AGC Motel which was approved in 2005 (refer **Appendix 6**). This application was staged in three parts and included overnight cabins, a motor home park, powered van sites, tent sites and ancillary toilets and laundry where necessary. Given the proposal was not progressed at the time, this historic approval has since lapsed.

Although the original approval from 2005 was not progressed, the demand for tourist accommodation that supports vans and motor homes has increased. Therefore, the original concept and approval was refined and has resulted in the layout, scale and intensity proposed in this application.

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	Tourist Park
Specific Description	59 Proposed Van Sites

4.4 Assessment Manager Assessment Parameters

Assessment Manager	Charters Towers Regional Council
Planning Instrument	*Charters Towers Regional Town Plan* (the planning scheme)
Zone and Precinct	Minor Tourism Zone
Triggered Overlays	Natural Environment Overlay – Matters of State Environmental Significance (MSES) – Regulated Vegetation (Intersecting a watercourse) Natural Environment Overlay – Matters of State Environmental Significance (MSES) – Regulated Vegetation (Category R) Flood Hazard Overlay – Significant Hazard Area, High Hazard Area, and Extreme Hazard Area – QRA Level 2 with 1% AEP

	Regional Infrastructure Overlay – Adjoining a State Controlled Road
Category of Assessment	Code
Table of Assessment Reference	Table 5.4.6.1 – Minor Tourism Zone

Assessment Manager Assessment Benchmarks	▪ Minor Tourism Zone Code ▪ Development Works Code ▪ Landscape Code ▪ Natural Environment Overlay Code ▪ Flood Hazard Overlay Code ▪ Regional Infrastructure Overlay Code

4.5 Referral Agency Assessment Parameters

Referral Agencies	State Assessment Referral Agency
Planning Instrument	*Planning Regulation 2017* (the Regulation)
Referral Triggers	The proposed development triggers the following referral: ▪ Schedule 10, Part 9, Division 4, Subdivision 1, Table 4, Item 1(a) – area within 25 m of a State transport corridor.
Referral Agency Assessment Benchmarks	▪ 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 2017 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 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.

5.4 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	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	Minor Tourism Zone Code		Development Works Code		Landscaping Code		Natural environment Overlay Code		Flood Hazard Overlay Code		Regional Infrastructure Overlay Code									
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Outcome PO or AO	Minor Tourism Zone Code		Development Works Code		Landscaping Code		Natural environment Overlay Code		Flood Hazard Overlay Code		Regional Infrastructure Overlay Code									
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Criteria identified in the assessment matrix as requiring further explanation or further assessment is addressed in the following subsection.

5.5 Planning Scheme Detailed Assessment

Minor Tourism Zone Code

PO6 Development provides adequate separation, screening and buffering from any adjoining residential premises or land in a zone in which residential activities can occur, so that residential privacy and amenity is not adversely affected.	**AO6.1** Where adjoining a residential use or land in a zone in which residential activities can occur: (a) a minimum side and rear boundary setback of 3m is required for any: (i) ancillary kiosk or Food and drink outlet premises; (ii) site access points; and (iii) car parking areas; (b) a minimum boundary setback of 10m is required for any: (i) amenity buildings; (ii) servicing or outdoor storage areas; (iii) temporary structures including caravans; and (iv) active outdoor use areas.
	AO6.2 Plant and air-conditioning equipment is screened from view of the road or adjoining residential activity.

Complies with PO6

The proposed van sites along the southern boundary of the property adjoin residential uses and therefore fall within the setback requirements of AO6.1. The subject site is surrounded by landscaping and vegetation with large trees that can appropriately act as a buffer between the proposed development and the adjoining residential uses to the south.

PO8 Development minimises impacts on surrounding land and uses, having regard to: (a) noise; (b) visual impact; (c) signage; (d) odour and emissions; (e) lighting; (f) access to sunlight; and (g) privacy. Editor's note–Applicants may be required to engage specialists to provide detailed investigations into the above matters in order to demonstrate compliance with this performance outcome.	No acceptable outcome is nominated.

Complies with PO8

Given the nature of the proposed extension and use near the adjoining residential properties, it is understood that the proposed development can be established whilst maintaining the amenity, privacy and so forth of the adjoining land uses. The residential nature of the proposal means that people relaxing and living within the park will emit minimal noise, odour, etc that will not create conflict between other residential uses. Generally these van sites will face towards the internal road network for ease of accessibility and therefore will not impact the privacy of the adjoining residents.

Natural Environment Overlay Code

PO1	AO1
Development maintains and protects and MSES by: (a) locating in areas that avoid adverse impacts on MSES; or (b) where adverse environmental impacts cannot be avoided, impacts are minimised and an environmental offset is provided for any residual adverse impacts; and (c) the underlying ecological processes and biodiversity values of MSES are maintained or enhanced. Editor's note– (i) to assist in demonstrating achievement of an environmental and ecological assessment may be required to demonstrate compliance with this performance criterion; (ii) where it is demonstrated that adverse impacts cannot be avoided or minimised, significant residual impacts on matters of state environmental significance may require an offset in accordance in accordance with the *Environmental Offsets Act 2014*.	Development locates outside of an area supporting MSES as shown on map OM5.

Complies with PO1 and AO1

The area on site shown as Regulated Vegetation (Category R) and the area intersecting a watercourse is generally located towards the south east portion of the site. This area on site is being retained as open green space with the existing residence and units located partly in this area. The proposed development largely avoids the Category R area by siting the van sites within the western portion of the subject site. Therefore, it is considered that the proposed development retains and protects these environmentally relevant areas where possible.

PO2	AO2
Development is setback from and provides an adequate vegetated buffer to areas containing MSES to: (a) protect these areas and their values from threatening processes; (b) avoid edge effects such as undesirable microclimate effects and threats from non-native or pest fauna or flora; and (c) maintain and enhance ecological connectivity.	A buffer extending from the outside edge of an area of MSES is provided and has a minimum width of 200m where located outside an urban zone.

Complies with PO2

Given the site is within an urban area surrounded by other residential uses, it is considered that a 200 m buffer around the MSES areas is not achievable. The proposal does however site the development on the part of the land which is the least impacted by MSES areas and protects these areas where possible.

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	PO	AO	PO	AO	PO	AO	PO	AO	PO	AO	PO	AO	PO	AO	PO	AO	PO	AO
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Outcome PO or AO	State Code 1																			
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Outcome PO or AO	State Code 1																			
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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	
PO1 The location of the development does not create a safety hazard for users of the **state-controlled road.**	**AO1.1** Development is not located in a **state-controlled road.** AND **AO1.2** Development can be maintained without requiring access to a **state-controlled road.**

Complies with PO1

The subject site currently has direct access to the State-controlled Road (Dalrymple Road) which will be maintained as part of the proposed development. Langtree Consulting have prepared a

Traffic Impact Assessment (refer **Appendix 5**) which demonstrated that the proposed Dalrymple Road intersection and network is able to support the proposed development and does not compromise the safety of the road network.

PO2 The design and construction of the development does not adversely impact the **structural integrity** or physical condition of the **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.

Complies with PO2

The proposed design and construction of the development will not adversely impact the structural integrity or condition of the State-controlled Road (Dalrymple Road). The Traffic Impact Assessment (refer **Appendix 5**) demonstrates that the integrity of Dalrymple Road will not be compromised as a result of the proposal.

PO3 The location of the development does not obstruct **road transport infrastructure** or adversely impact the operating performance of the **state-controlled road**.	No acceptable outcome is prescribed.

Complies with PO3

The location of the proposal on the western portion of the site will not obstruct any road transport infrastructure or the performance the State-controlled Road (Dalrymple Road). The Traffic Impact Assessment (refer **Appendix 5**) demonstrates that the operations of Dalrymple Road will not be compromised as a result of the proposal.

PO15 The location, design and operation of a **new or changed access** to a **state-controlled road** does not compromise the safety of users of **the state-controlled road**.	No acceptable outcome is prescribed.

Complies with PO15

The proposed development involves an extension to the existing driveway with direct access to the State-controlled Road (Dalrymple Road). The Traffic Impact Assessment (refer **Appendix 5**) demonstrates that the extension of this driveway from Dalrymple Road will not impact the safety of users of Dalrymple Road.

PO16 The location, design and operation of a **new or changed access** does not adversely impact the **functional requirements** of the **state-controlled road**.	No acceptable outcome is prescribed.

Complies with PO16

The proposed development involves an extension to the existing driveway with direct access to the State-controlled Road (Dalrymple Road). The Traffic Impact Assessment (refer **Appendix 5**) demonstrates that the extension of this driveway from Dalrymple Road will not impact the functionality of Dalrymple Road.

PO17 The location, design and operation of a **new or changed access** is consistent with the **future intent** of the **state-controlled road**.	No acceptable outcome is prescribed.

Complies with PO17

The proposed development only involves the extension to the existing driveway with direct access to the State-controlled Road (Dalrymple Road) and therefore will note impact any future intent within the Dalrymple Road.

PO25 Development does not compromise the safety of users of the **state-controlled road** network.	No acceptable outcome is prescribed.

Complies with PO25

The Traffic Impact Assessment (refer **Appendix 5**) demonstrates that the development does not compromise the safety of users of the State-controlled Road (Dalrymple Road).

PO26 Development ensures **no net worsening** of the operating performance of the **state-controlled road** network.	No acceptable outcome is prescribed.

Complies with PO26

The Traffic Impact Assessment (refer **Appendix 5**) demonstrates that the development does not compromise the performance the State-controlled Road (Dalrymple Road).

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

Whilst there is a local road adjoining the land to the west (Manners Street), this is a laneway with unusual shape and only supports the few residential lots adjoining. Therefore, this laneway would require a significant upgrade and would be unlikely to support the vehicle types (RV's), swept path requirements and number of vehicles generated by the development.

PO39 Development minimises noise intrusion from a **state-controlled road** in **private open space**.	**AO39.1** Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for **private open space** at the ground floor level; 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR **AO39.2** Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for **private open space** by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.

Complies with PO39

Given the proposed RV van sites are located as far away as possible from the State-controlled Road (Dalrymple Road), it is not considered necessary for a formal noise barrier to be provided since the existing structures, buildings and vegetation at the front of the site will minimise potential noise intrusion from Dalrymple Road.

7.0 CONCLUSION

7.1 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
- compliance with the relevant assessment benchmarks can be managed through reasonable and relevant conditions.

7.2 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) and supporting documentation 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
Locality Plan	2115-SD01	A	11.10.2022
Site Plan	2115-SD02	A	11.10.2022
Associated Reports			
Traffic Impact Assessment prepared by Langtree Consulting			

(b) The recommendations outlined in the above reports/s must be implemented prior to the commencement of the use.

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Appendix 1

DA Form 1 – Development application details

Approved form (version 1.3 effective 28 September 2020) 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*)	Affordable Gold City Motel Pty Ltd c/- Milford Planning
Contact name *(only applicable for companies)*	Abbey Feldt
Postal address *(P.O. Box or street address)*	PO Box 5463
Suburb	Townsville
State	QLD
Postcode	4810
Country	AUS
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)*	M1931

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
		28	Dalrymple Road	Toll
	Postcode	Lot No.	Plan Type and Number *(e.g. RP, SP)*	Local Government Area(s)
	4820	1	MPH31209	Charters Towers Regional Council
b)	Unit No.	Street No.	Street Name and Type	Suburb
	Postcode	Lot No.	Plan Type and Number *(e.g. RP, SP)*	Local Government Area(s)

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

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

☐ Coordinates of premises by longitude and latitude

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

☐ Coordinates of premises by easting and northing

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

3.3) Additional premises

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

☒ Not required

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

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

Name of water body, watercourse or aquifer:

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

Lot on plan description of strategic port land:

Name of port authority for the lot:

☐ In a tidal area

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

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

☐ On airport land under the *Airport Assets (Restructuring and Disposal) Act 2008*

Name of airport:

☐ Listed on the Environmental Management Register (EMR) under the *Environmental Protection Act 1994*	
EMR site identification:	
☐ Listed on the Contaminated Land Register (CLR) under the *Environmental Protection Act 1994*	
CLR site identification:	

5) Are there any existing easements over the premises?

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

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

☒ No

PART 3 – DEVELOPMENT DETAILS

Section 1 – Aspects of development

6.1) Provide details about the first development aspect

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

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

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

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

c) What is the level of assessment?

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

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

Tourist Park (59 Proposed Van Sites)

e) Relevant plans

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

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

6.2) Provide details about the second development aspect

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

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

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

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

c) What is the level of assessment?

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

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

e) Relevant plans

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

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

6.3) Additional aspects of development

☐ Additional aspects of development are relevant to this development application and the details for these aspects that would be required under Part 3 Section 1 of this form have been attached to this development application

☒ Not required

Section 2 – Further development details

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

Division 1 – Material change of use

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

8.1) Describe the proposed material change of use			
Provide a general description of the proposed use	Provide the planning scheme definition *(include each definition in a new row)*	Number of dwelling units *(if applicable)*	Gross floor area (m^2) *(if applicable)*
Proposed Van Sites	Tourist Park	59 van sites	

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

Division 2 – Reconfiguring a lot

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

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

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

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

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

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

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

Division 3 – Operational work

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

14.1) What is the nature of the operational work?		
☐ Road work	☐ Stormwater	☐ Water infrastructure
☐ Drainage work	☐ Earthworks	☐ Sewage infrastructure
☐ Landscaping	☐ Signage	☐ Clearing vegetation
☐ Other – please specify:		
14.2) Is the operational work necessary to facilitate the creation of new lots? *(e.g. subdivision)*		
☐ Yes – specify number of new lots:		
☐ No		
14.3) What is the monetary value of the proposed operational work? *(include GST, materials and labour)*		
$		

PART 4 – ASSESSMENT MANAGER DETAILS

15) Identify the assessment manager(s) who will be assessing this development application
Charters Towers Regional 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
☐ 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 Part 3 of 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 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules.*

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

PART 7 – FURTHER DETAILS

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

☐ Yes – provide details below or include details in a schedule to this development application
☒ No

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

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

☐ Yes – a copy of the receipted QLeave form is attached to this development application
☐ No – I, the applicant will provide evidence that the portable long service leave levy has been paid before the assessment manager decides the development application. I acknowledge that the assessment manager may give a development approval only if I provide evidence that the portable long service leave levy has been paid
☒ Not applicable *(e.g. building and construction work is less than $150,000 excluding GST)*

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

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

☐ Yes – show cause or enforcement notice is attached
☒ No

23) Further legislative requirements

Environmentally relevant activities

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

☐ Yes – the required attachment (form ESR/2015/1791) for an application for an environmental authority accompanies this development application, and details are provided in the table below
☒ No

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

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

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

Hazardous chemical facilities

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

☐ Yes – *Form 69: 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.des.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 Natural Resources, Mines and Energy at www.dnrme.qld.gov.au for further information.*

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

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

Waterway barrier works

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

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

☒ No

DA templates are available from https://planning.dsdmip.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 Natural Resources, Mines and Energy at www.dnrme.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 and Science at www.des.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.dnrme.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.des.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.des.qld.gov.au for information requirements regarding development of Queensland heritage places.*

Name of the heritage place:		Place ID:	

Brothels

23.14) Does this development application involve a **material change of use for a brothel**?

☐ Yes – this development application demonstrates how the proposal meets the code for a development application for a brothel under Schedule 3 of the *Prostitution Regulation 2014*
☒ No

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

23.15) 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

23.16) 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.dsdmip.qld.gov.au for further information.*

PART 8 – CHECKLIST AND APPLICANT DECLARATION

24) Development application checklist

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

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: M2031
QA: af

15 November 2022

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 **CHERYLLE HAMILTON, ALAN HAMILTON** and **GLORIA BATTLE**, being the registered owners of land described as **Lot 1 on MPH31209** and located at **28 Dalrymple Road, Toll**, 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	Tuesday Day 15th Month Nov Year 2022		
Signature	A Hamilton	C Battle	C Hamilton
Name	ALAN MAXWELL HAMILTON	Gloria May Battle	Cherylle Faith Hamilton
Position	OWNER	owner	owner

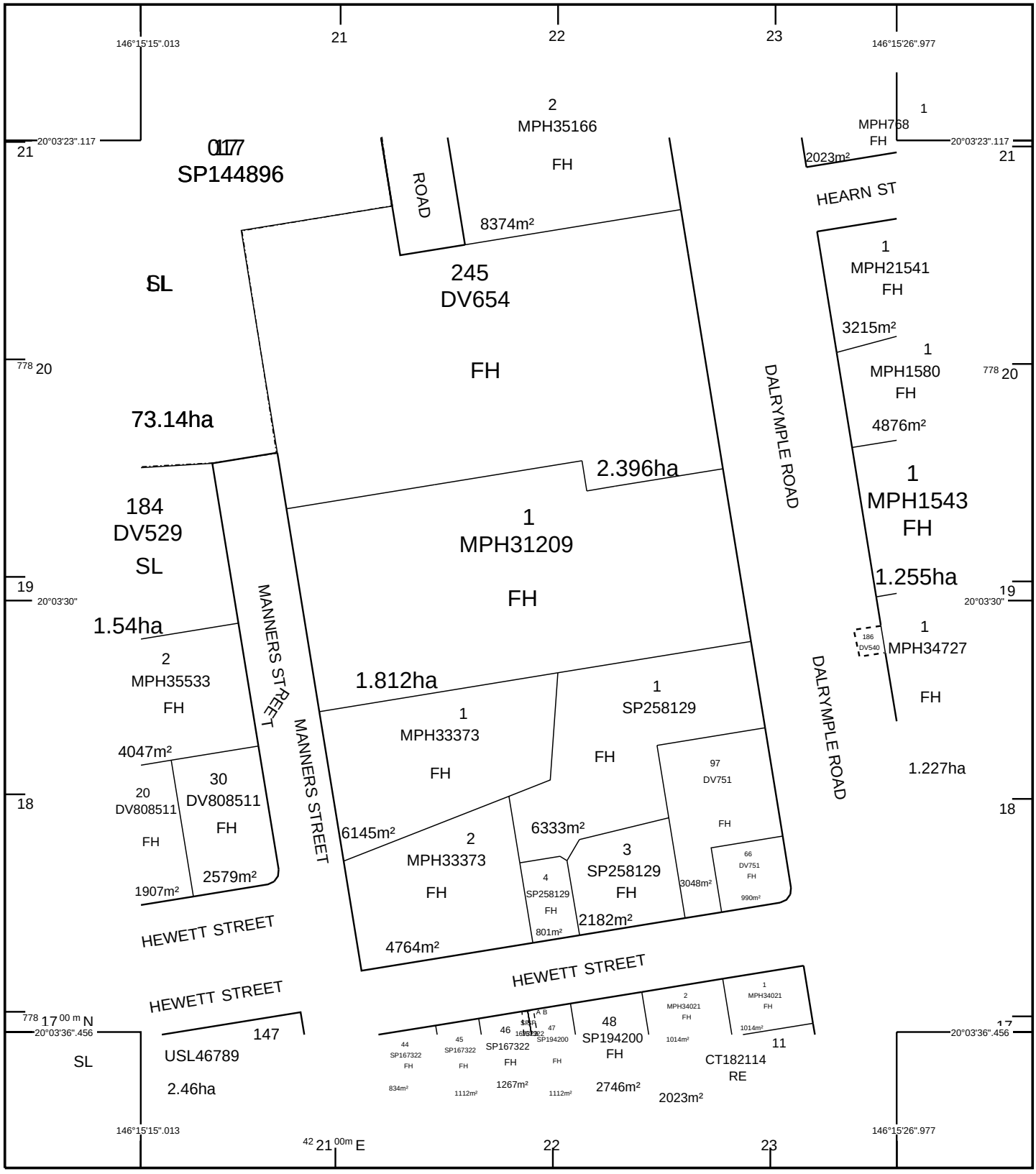
Note

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.

MILFORD PLANNING

Appendix 2



STANDARD MAP NUMBER
8157-14433

0 50 100 150 200 250 m

HORIZONTAL DATUM:GDA94 ZONE:55 SCALE 1 : 2500

MAP WINDOW POSITION & NEAREST LOCATION

146°15'20".995
20°03'29".786
TOLL
0.93 KM

SUBJECT PARCEL DESCRIPTION

DCDB

Lot/Plan	1/MPH31209
Area/Volume	1.812ha
Tenure	FREEHOLD
Local Government	CHARTERS TOWERS REGIONAL
Locality	TOLL
Segment/Parcel	46789/94

CLIENT SERVICE STANDARDS

PRINTED 14/10/2022

DCDB 13/10/2022

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GDA

SmartMap

An External Product of SmartMap Information Services

Based upon an extraction from the Digital Cadastral Data Base

Queensland Government

MILFORD PLANNING

Drawing
Site Aerial

Property
28 Dalrymple Road, Toll
Lot 1 on MPH31209

Drawing Number	Issue	Sheet
M1931-SK-01	A	1
Date	**Author**	**Reviewer**
18.10.22	HW	AF

Legend
- Subject Site
- Cadastre

Scale (A3 Original)
1:1,000
0 8 16 24 32 40 m

Sources
Milford Planning GIS (2022)
DCDB extract – State of Queensland (2022)
Aerial imagery – Bing (2022)

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

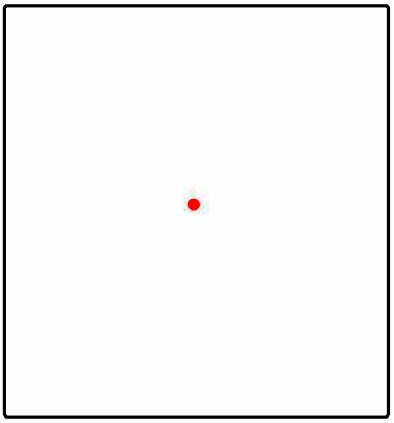
MILFORD PLANNING

Appendix 3

State Assessment and Referral Agency

Date: 14/10/2022

Queensland Government

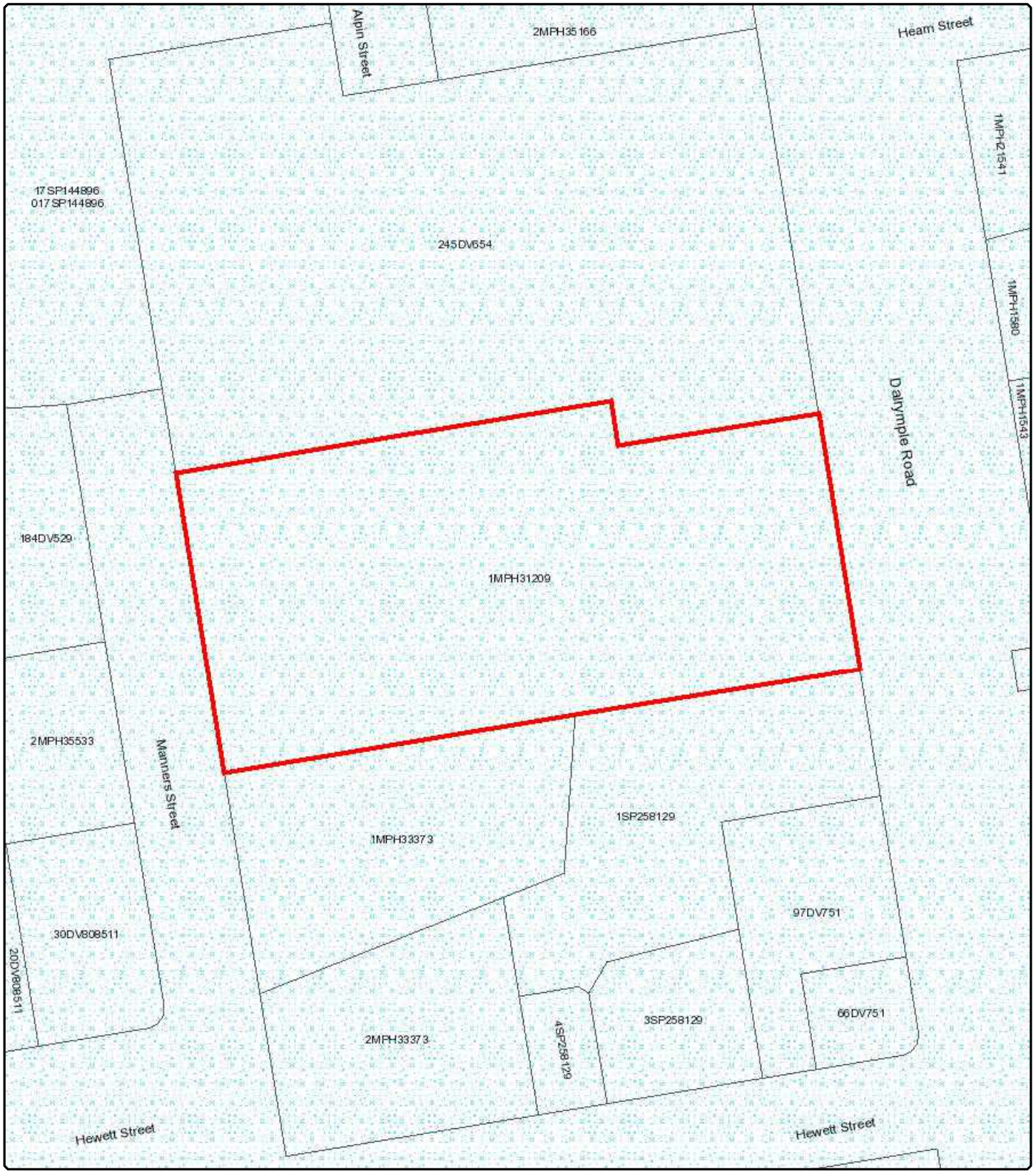


Matters of Interest for all selected Lot Plans

Water resource planning area boundaries
State-controlled road
Area within 25m of a State-controlled road

Matters of Interest by Lot Plan

Lot Plan: 1MPH31209 (Area: 18120 m^2)
Water resource planning area boundaries
State-controlled road
Area within 25m of a State-controlled road



State Assessment and Referral Agency

Date: 14/10/2022

Queensland Government

Legend

Water resource planning area boundaries

Water resource planning area boundaries

0 30 60 90 120

Metres

State Assessment and Referral Agency

Date: 14/10/2022

Queensland Government

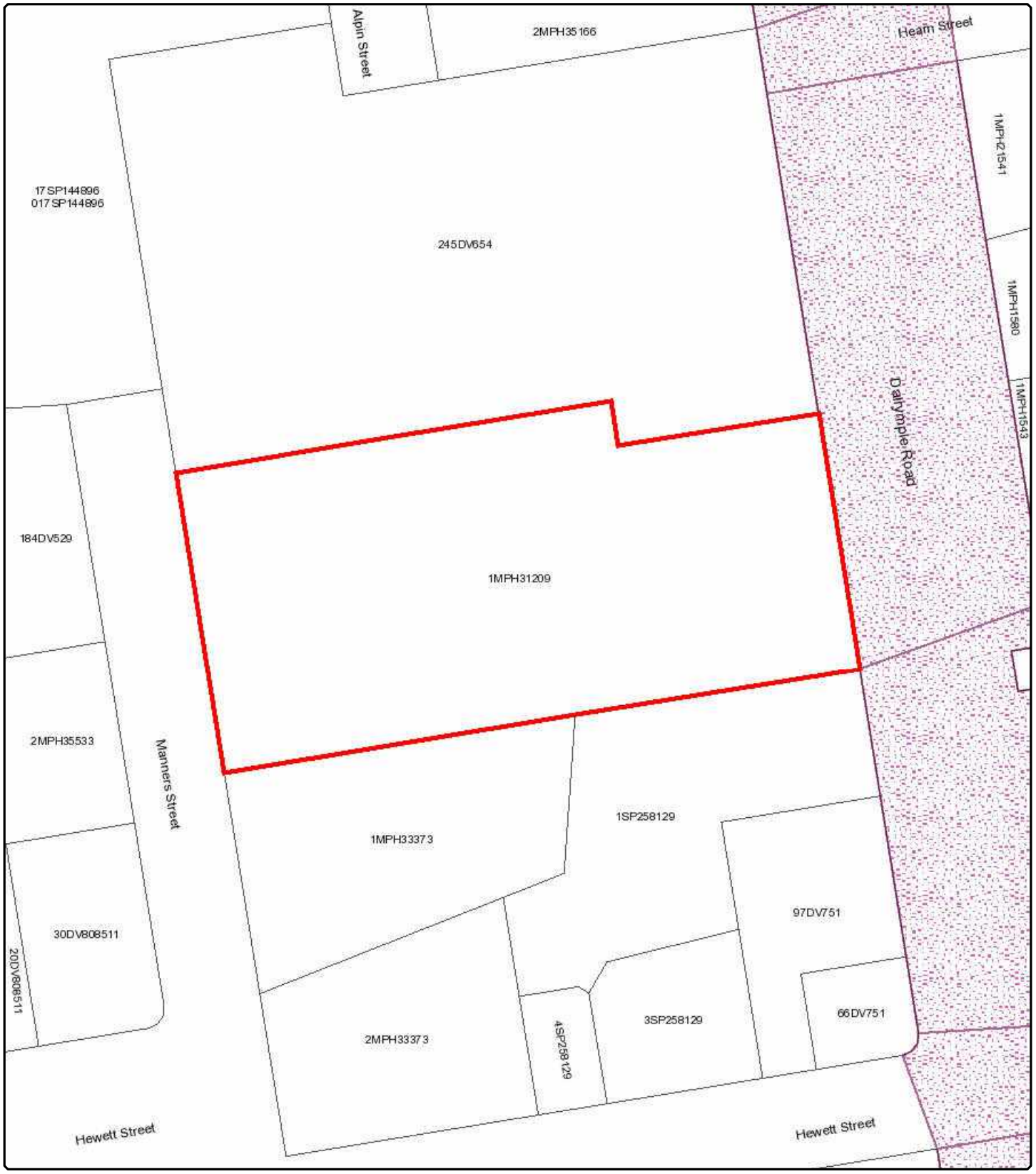
Legend

Area within 25m of a State-controlled road

Area within 25m of a State-controlled road

0 30 60 90 120

Metres



State Assessment and Referral Agency

Date: 14/10/2022

Queensland Government

Legend

State-controlled road

State-controlled road

0 30 60 90 120

Metres

MILFORD PLANNING

Appendix 4

Affordable Gold City Motel - 28 Dalrymple Road, Charters Towers | Proposed Van Sites

REAL PROPERTY DESCRIPTION
Lot 1 on MPH 31209

1 / - LOCALITY PLAN 1:750 at A1 or 1:1500 at A3

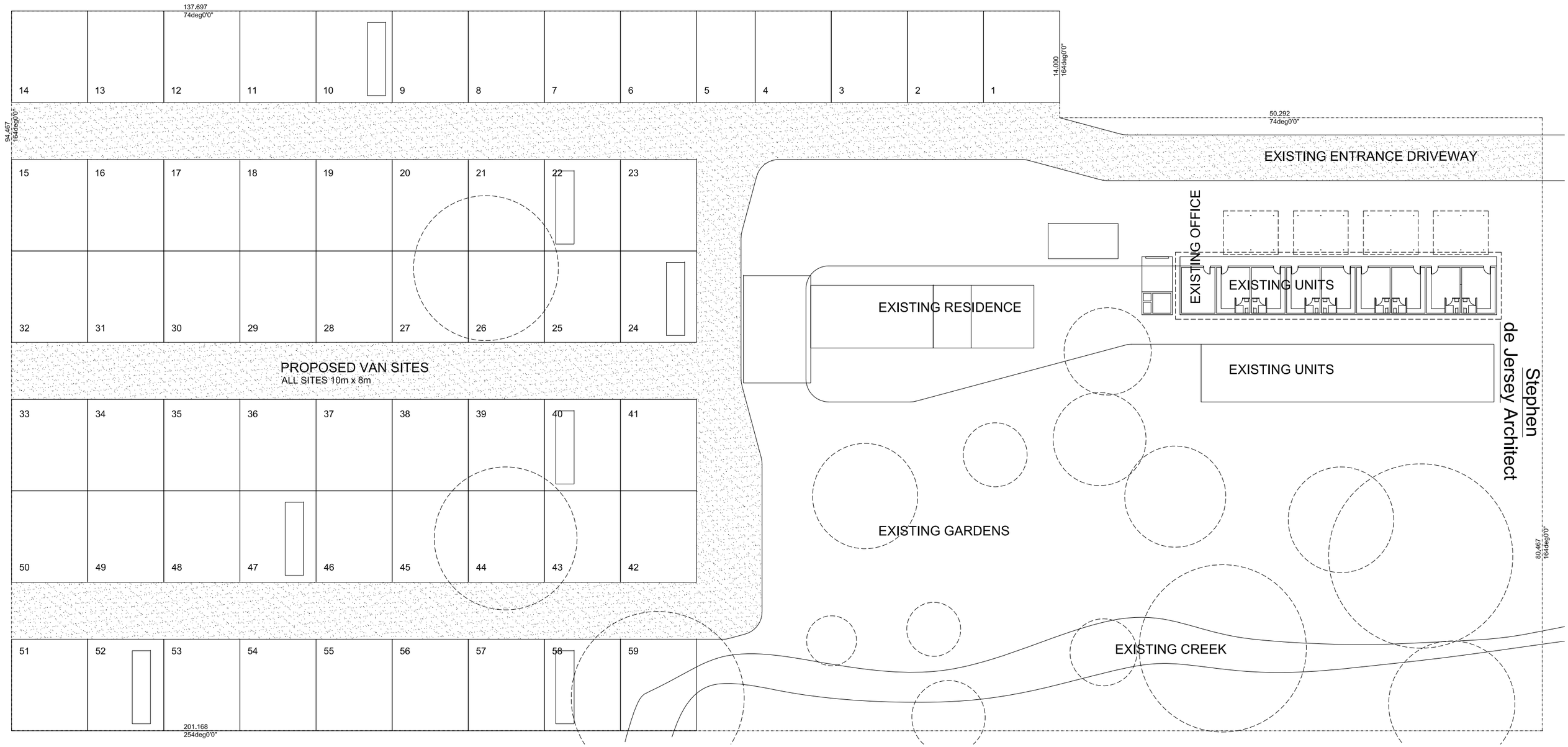
2115-SD01 | Locality Plan Rev.A 11.10.2022

October 2022 | North

Stephen de Jersey Architect

PO Box 5674
Townsville QLD 4810
Phone (07) 4772 2602
Admin@SdeJArchitect.com | www.SdeJArchitect.com

Affordable Gold City Motel - 28 Dalrymple Road, Charters Towers | Proposed Van Sites



1 - SITE PLAN 1:250 at A1 or 1:500 at A3

2115-SD02 | Site Plan Rev.A 11.10.2022

October 2022 | North

PO Box 5674
Townsville QLD 4810
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MILFORD PLANNING

Appendix 5

LANGTREE
Consulting Engineers

TRAFFIC IMPACT ASSESSMENT

GOLD CITY MOTEL

MILFORD PLANNING

LANGTREE CONSULTING

Project No.: 0793

Reference No.: R-AR0113

Date: 27/06/2022

Controlled Copy No.: 1

Revisions: A

Revision Record:

Rev	Review Date	Description	Prepared	Checked	Approved
A	27/06/2022	Issued for Client Comment	Aidan Reinaudo	Geoffrey Smart	Brett Langtree

TABLE OF CONTENTS

1.0 INTRODUCTION

Langtree Consulting has been engaged by Milford Planning to undertake a Traffic Impact Assessment (TIA) at 28 Dalrymple Road, Toll (also known as Lot 1 on MPH31209 (referred to as the "subject site" hereon in), in support of a development application to accommodate specialised RV accommodation sites.

This report outlines the following:

- Background information for the subject site and proposed development/change in operation of the site;
- Determination of existing traffic conditions and post-development traffic conditions; including traffic generation and distribution;
- Assessment of the impact post-development traffic; and
- Recommendations and mitigation measures.

2.0 BACKGROUND

2.1 SITE LOCATION

The subject site (Affordable Gold City Motel) is located on Lot 1 on MPH31209, at 28 Dalrymple Road, Toll. The subject site has an area of approximately 1.81ha and is located in the northern section the township of Charters Towers. Refer to **Figure 1** for the site locality. The site is bound by Dalrymple Road to the east, a caravan park (Dalrymple Tourist Van Park) to the north and residential lots to the south and west.

Figure 1: *Site Locality (Source: QGlobe)*

3.0 EXISTING CONDITIONS

3.1 LAND USE AND ZONING

The subject site currently consists of a 12 unit motel complex that is located 1.5kms from the city centre. The Applicant is proposing to provide the facilities to accommodate RV's on the site.

In accordance with Charters Towers Regional Council (CTRC) Regional Town Plan Maps, the subject site is currently zoned as minor tourism. Refer to Figure 2 below.

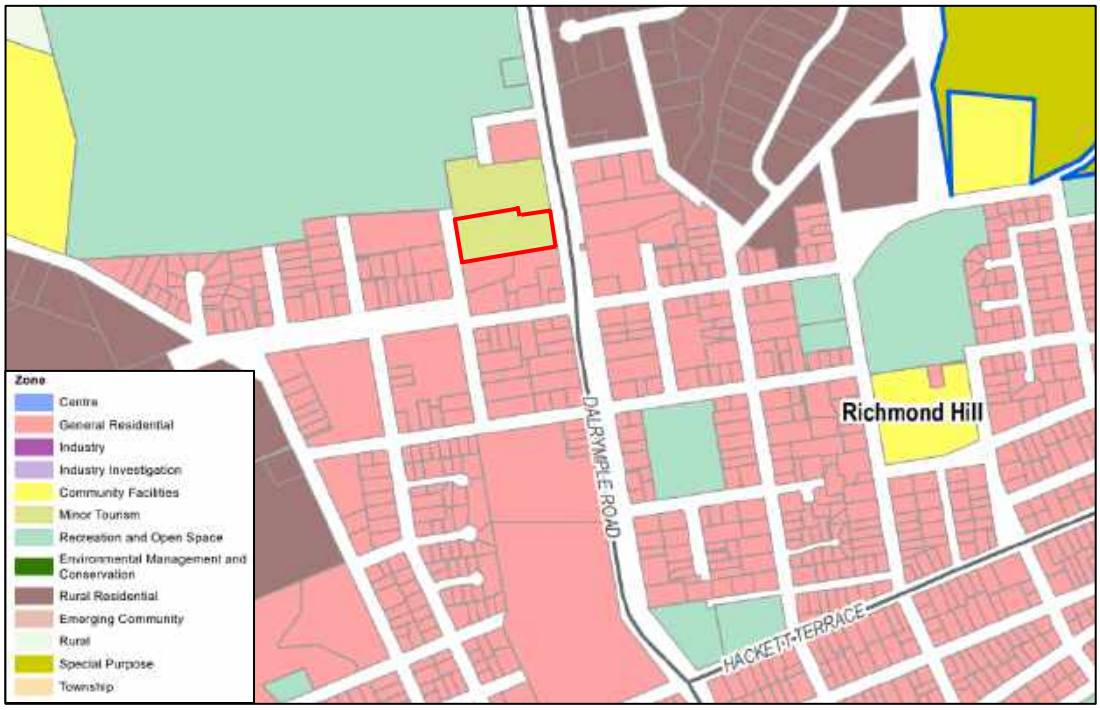


Figure 2: *Subject Site Zoning (Source: CTRC Regional Town Plan Maps)*

3.2 SITE ACCESS

The site currently has one (1) access which is via Dalrymple Road on the eastern boundary of the site.

Refer to **Figure 3** for the access location and **Figure 4** for the access from street view.

Figure 3: *Site Access Location (Source: QGlobe)*

Figure 4: *Site Access Street View (Source: Google Maps Street View)*

4.0 SURROUNDING ROAD NETWORKS

4.1 KEY ROADS

The key roads in the proximity of the site have been summarised in Table 1 and Figure 5 below.

Table 1: *Key Roads Summary*

Road Name	Jurisdiction	Hierarchy	Speed Limit
Dalrymple Road	TMR	Main Road	60km/h
Hewett Street	CTRC	Local Road	Unposted
Hearn Street	CTRC	Local Road	Unposted

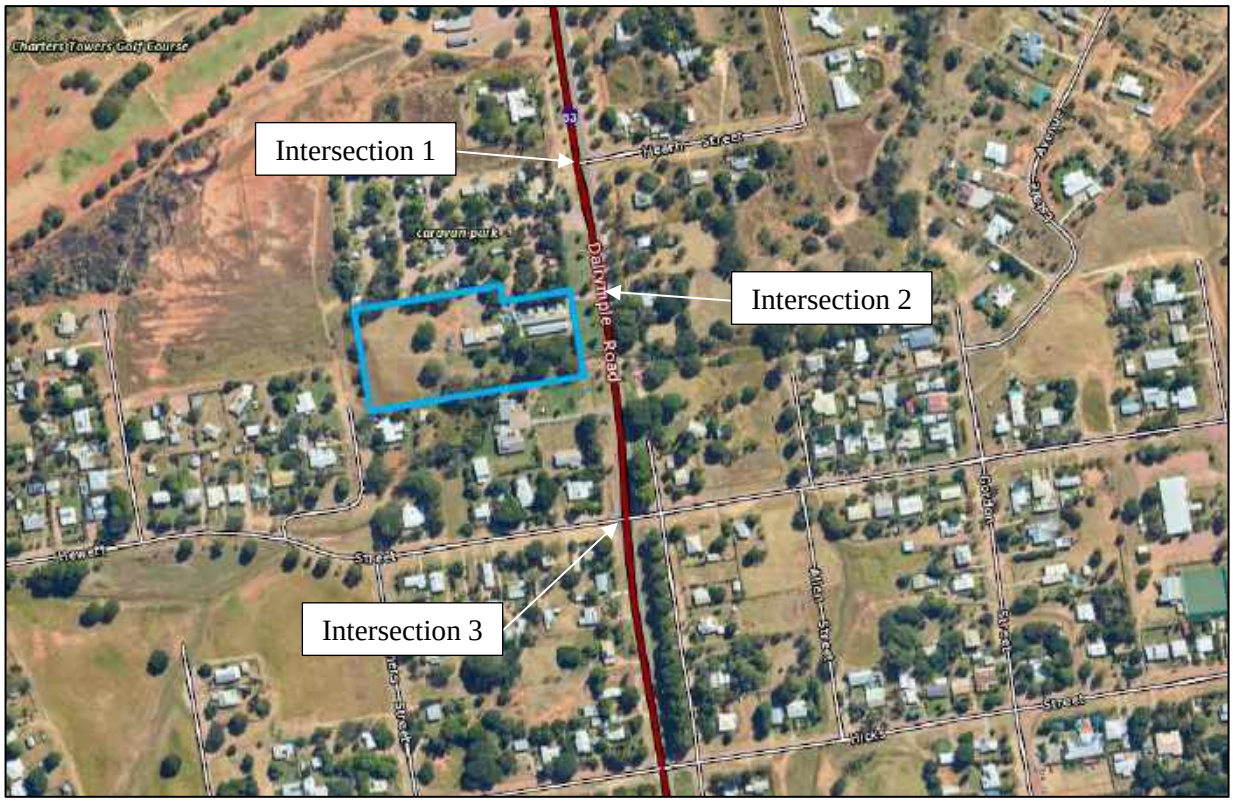


Figure 5: *Surrounding Road Network (Source: QGlobe)*

4.2 KEY INTERSECTIONS

Table 2 provides a summary of the key intersections within the proximity of the site.

Table 2: *Key Intersection Summary*

ID	Name	Jurisdiction	Control
Intersection 1	Dalrymple Road / Hearn Street	DTMR	Unsignalised
Intersection 2	Dalrymple Road / Site Access	DTMR	Unsignalised
Intersection 3	Dalrymple Road / Hewett Street	DTMR	Give Way Sign

4.3 CRASH HISTORY

A review of the crash history in the vicinity of the site was conducted based on Queensland Globe data. The data indicates that there were five (5) crashes within the vicinity of the site with the most recent one being in January of 2013. The crashes occurred at intersections that are in close proximity to the site with none occurring at the site access. Refer to **Figure 6** for the crash sites and to **Table 3** for the crash data summary.

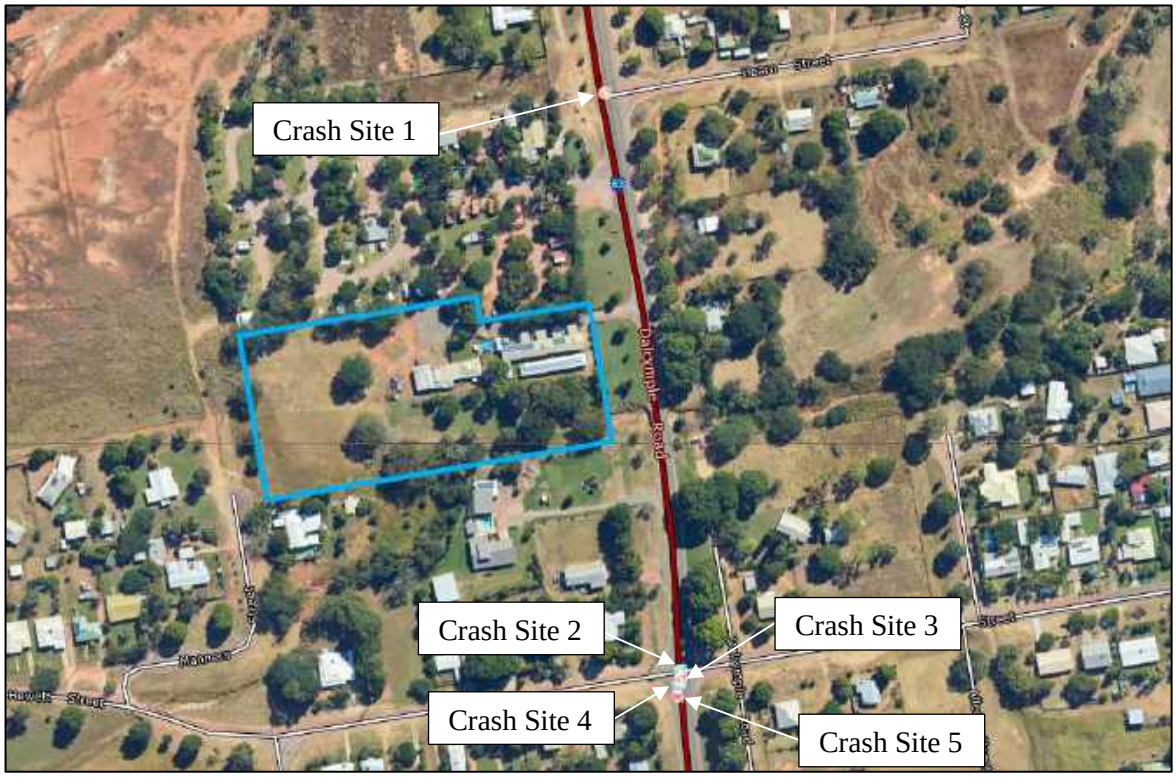


Figure 6: *Crash Locations (Source: QGlobe)*

Table 3: *Crash Data Summary*

Location	Hour, Day, Month, Year & Light Conditions	Severity	Crash Type	Nature	Road Conditions
1	14, Wednesday, December, 2011, Daylight	Medical Treatment	Multi-Vehicle	Angle	Sealed-dry
2	18, Tuesday, April, 2010, Dawn/dusk	Property damage only	Multi-Vehicle	Angle	Sealed-dry
3	15, Monday, January, 2013, Daylight	Medical Treatment	Multi-Vehicle	Angle	Sealed-dry
4	16, Wednesday, November, 2002, Daylight	Property damage only	Multi-Vehicle	Angle	Sealed-dry
5	18, Monday, December, 2009, Daylight	Hospitalisation	Single Vehicle	Hit object	Sealed-dry

5.0 EXISTING (BACKGROUND) TRAFFIC

5.1 DALRYMPLE ROAD

5.1.1 Traffic Growth Rate

In accordance with the 2020 AADT Segment Analysis Report (Counter Site 91327) provided by DTMR (Refer to Appendix A), the historical annual segment growth rates for Dalrymple Road adjacent to the subject site are shown in Table 4 below. Very little growth data was available, therefore to be conservative a 1.00% growth rate was adopted for Dalrymple Road.

***Table 4:** Growth rate*

Road	Travel Direction	Annual Segment Growth Rate			Adopted Growth
		Based on 1 years data	Based on 5 years data	Based on 10 years data	
Dalrymple Road	Gazettal (Northbound)	No data	No data	No data	1.00%
	Against Gazettal (Southbound)	No data	No data	No data	1.00%
	Both Directions	-	0.06%	-	1.00%

5.1.2 Heavy Vehicles (HV%)

The heavy vehicle percentage (HV%) for Dalrymple Road was extracted from DTMR's 2020 AADT Segment Analysis Report (Counter Site 91327) and is summarised in Table 5 below.

***Table 5.** Hervey Range Road Heavy Vehicle Percentage*

Gazettal (Northbound)	Against Gazettal (Southbound)	Both Directions
11.55%	16.38%	14.01%

5.1.3 Peak Hour Traffic and Distribution

The peak hour traffic volumes on Dalrymple Road was assessed using the Queensland Traffic Data Explorer AADT Site Profiles Report. A summary of the data can be found in Appendix B. As the site can be used at anytime and any day throughout the week, the largest peak hour between the average weekday and average weekend was selected. For this case the average weekday had the largest peak hour traffic for both AM and PM.

The AM peak hour occurred between 8am to 9am and the PM peak hour occurred between 3pm to 4pm. The adopted growth rate of 1.00% was used to generate the projected background 2023 and 2033 weekend peak hour traffic volumes for Dalrymple Road. The generated background traffic volumes for Dalrymple Road are summarised in Table 6.

Table 6: *Dalrymple Road Weekend AM & PM Peak Hour Traffic*

Year	AM Peak (veh/hr)		PM Peak (veh/hr)	
	Gazettal (Northbound)	Against Gazettal (Southbound)	Gazettal (Northbound)	Against Gazettal (Southbound)
2020	110	193	170	144
2023	114	202	177	150
2033	126	223	196	166

5.2 EXISTING MOTEL TRAFFIC

No traffic data was available for the site. As this was the case the DTMR's RPDM Chapter 3 Table 3.9 was used for the traffic generation. A land use of a Motel was selected as it best resembled the current site. The traffic generation was based on the number of units at the motel which is 12. According to DTMR's RPDM Chapter 3 Table 3.9, the peak rate for a motel is 0.4 trips/occupied unit and the daily rate for a motel is 4 trips/occupied unit. As a worst case scenario it was assumed that all the units were occupied. It was also assumed that half of the traffic will be entering in the AM and the other half in the PM. The direction distribution for AM peak was assumed to be 40% entering and 60% exiting. For the PM the directional distribution was assumed to be 60% entering and 40% exiting. To get to the town centre and to travel to Townsville or Hughenden the Motel occupants have to travel south out of the site. North of the site is the Lynd Highway which was considered a minor secondary destination. For this report, it was assumed that 80% of occupants leaving the site are travelling south and 20% are heading North. Using the above data the background traffic for the Motel was calculated and is summarised in Table 7 below.

Table 7: *Existing Motel Background Traffic*

Travelling from/to		No. of Units	AM Peak Hour Traffic (veh/hr)	AM Peak (veh/hr)		PM Peak Hour Traffic (veh/hr)	PM Peak (veh/hr)	
				In	Out		In	Out
North (i.e. Lynd Hway)	20%	2	1	1	1	1	1	1
South (i.e. Town centre, Townsville, Hughenden)	80%	10	4	2	3	4	3	2

5.3 COMBINED BACKGROUND TRAFFIC

The background traffic for 2023 and 2033 for Dalrymple Road has been summarised in Figure 7 and Figure 8 below.

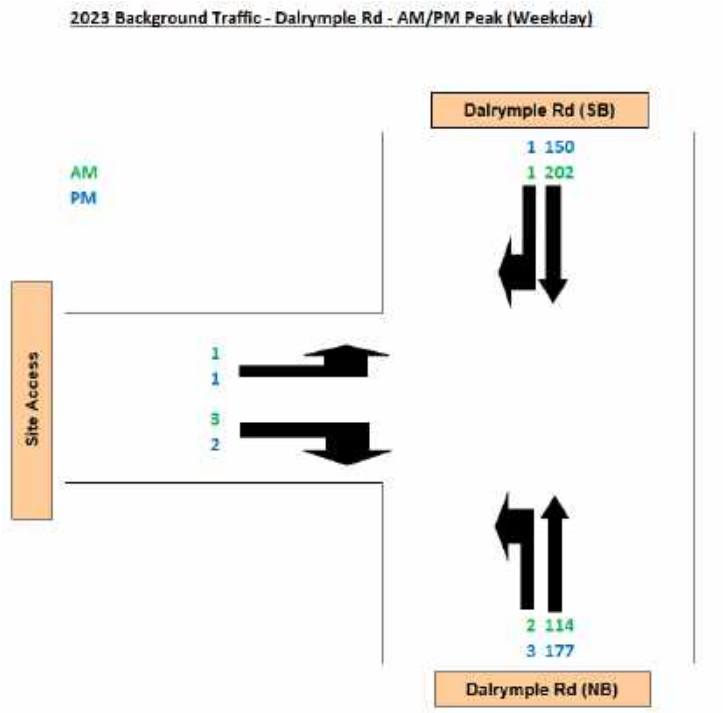


Figure 7: *2023 Background Traffic AM and PM Peak Hour Traffic Distribution*

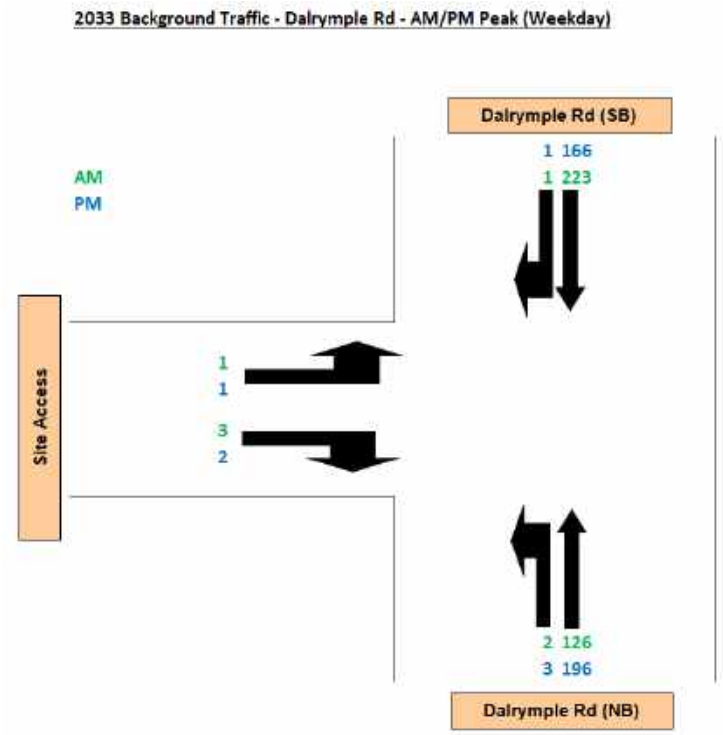


Figure 8: *2033 Background Traffic AM and PM Peak Hour Traffic Distribution*

6.0 PROPOSED DEVELOPMENT

The owners of Affordable Gold City Motel are preparing a development application to allow their motel to accommodate specialised RV accommodation sites.

A rough layout of the sites has been completed to determine approximately how many caravan sites could fit on the site. Using a minimum caravan site size of 12m x 10m (120m^2) the following layout plan was designed and it was found that the site can accommodate for 59 caravan sites. Refer to **Figure 9** for the proposed layout plan.

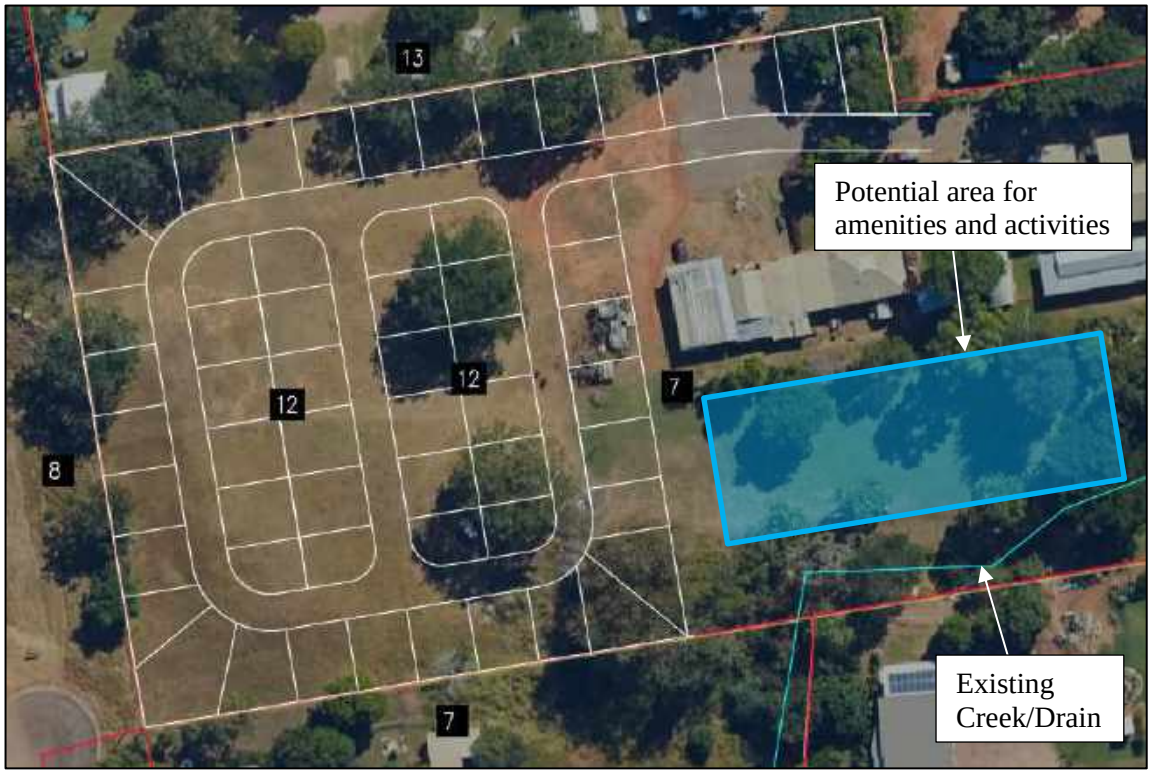


Figure 9: *Proposed Site Layout Plan*

To be conservative a maximum number of 70 caravan sites will be used for the assessment as there is potential for a minor increase in caravan sites.

6.1 DEVELOPMENT TRAFFIC

DTMR's Road Planning and Design Manual (RPDM) Chapter 3 Table 3.9 was used to determine the trip generation for the site. The land use for the site is a caravan park which was determined to be rural as Charters Towers is a rural community. The traffic generation data is summarised in **Table 8** below.

Table 8: *Trip Generation Data (Source: DTMR's RPDM Chapter 3 Table 3.9)*

Land Use	Type Range	Peak Rate	Unit	Source
Caravan Park	Rural	0.8	Occupied Site	Queensland Transport

For this study it was assumed that of the 70 vehicles (1 vehicle per occupied site), 80% entered or exited in peak hours. Other movements would be generated for each occupied site, but all other movements are assumed to occur outside the nominated peak hours.

The AM peak split was assumed to be 20% entering and 80% exiting. This split was based on the assumption that the majority of people would stop in Charters Towers for the night and head off to their next destination in the morning. For the PM peak split, it was assumed that 60% of vehicles were entering and 40% were exiting. Arrivals into caravan parks are likely to be spread over a longer portion of a day than departures. Moreover, the exiting traffic allows for some of the earlier arrivals to undertake some site seeing or shopping. It is expected that 20% of people leaving/entering the site will come from the north and 80% will leave/enter from the south. This is expected because the town centre, Townsville and Hughenden are accessed by heading south which is where the majority of people will be heading.

Please note that no heavy vehicles (Class 3 to 12) will be using the site apart from the occasional rubbish truck. The vehicle that will be predominantly using the site is a car with a caravan (Class 2) as shown in the Austroads Vehicle Classification System.

Refer to Table 9 for the summary of the development traffic movements.

Table 9: *Summary of Development Traffic Movements*

No. of Vehicles	Travelling from/to		No. of Vehicles	AM Peak Hour Traffic (veh/hr)	AM Peak (veh/hr)		PM Peak Hour Traffic (veh/hr)	PM Peak (veh/hr)	
					In	Out		In	Out
70	North (i.e. Lynd Hway)	20%	14	11	2	9	11	7	5
	South (i.e. Town, Townsville, Hughenden)	80%	56	45	9	36	45	27	18

The trip distribution for AM and PM is summarised in Figure 10 below. Please note that as the 70 sites is the maximum number of sites, the development traffic will remain the same in 2033.

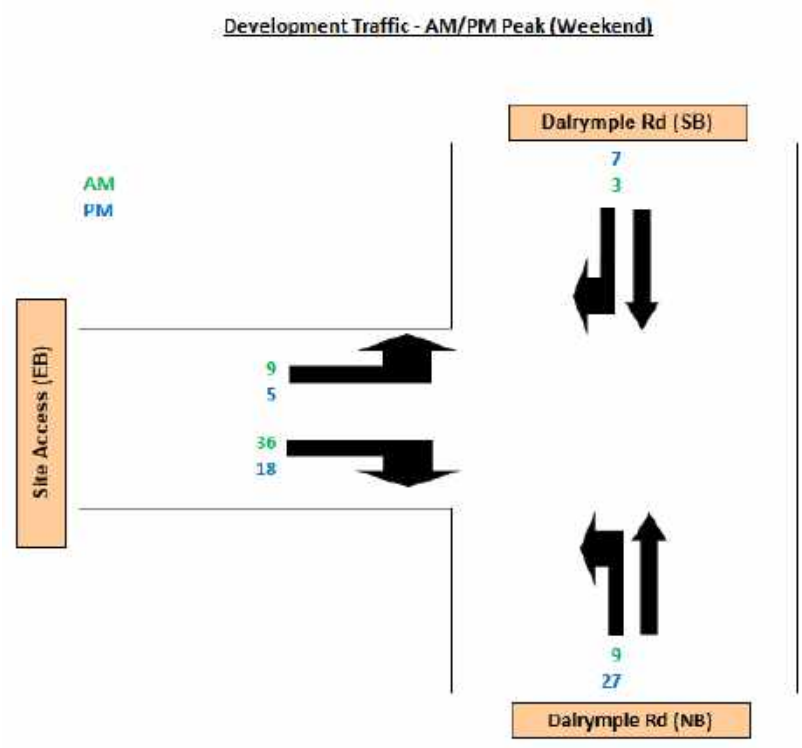


Figure 10: *Development Traffic AM and PM Peak*

7.0 DEVELOPMENT AND BACKGROUND TRAFFIC COMBINED

The 2023 and 2033 peak hour background traffic was combined with the development traffic to give the overall traffic distribution of the site as shown in Figure 11 and Figure 12.

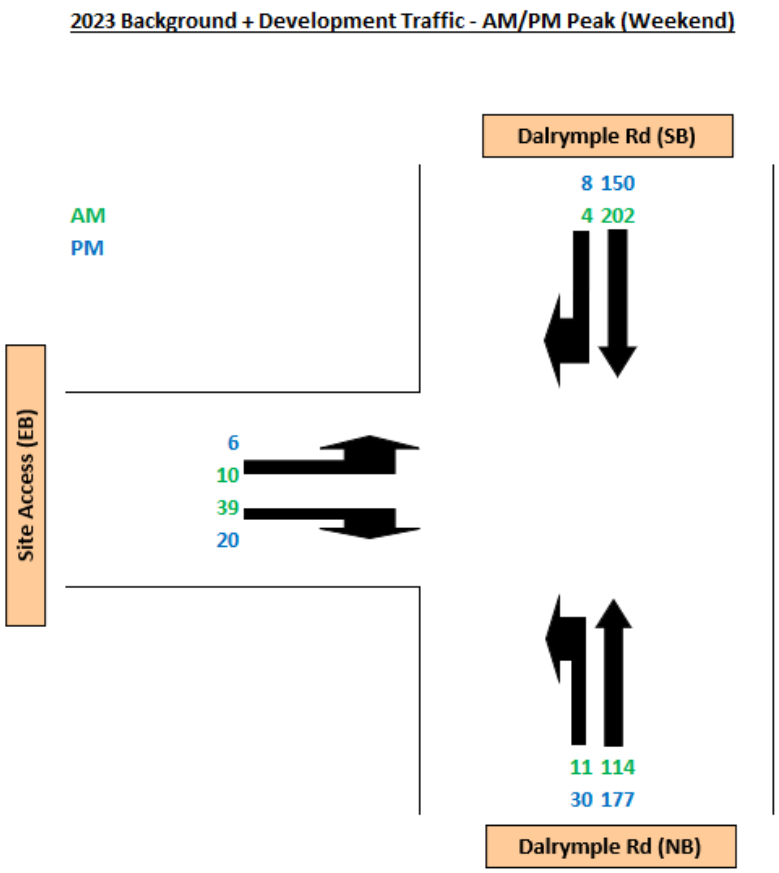


Figure 11: *2023 Background + Development Traffic for AM & PM Peaks*

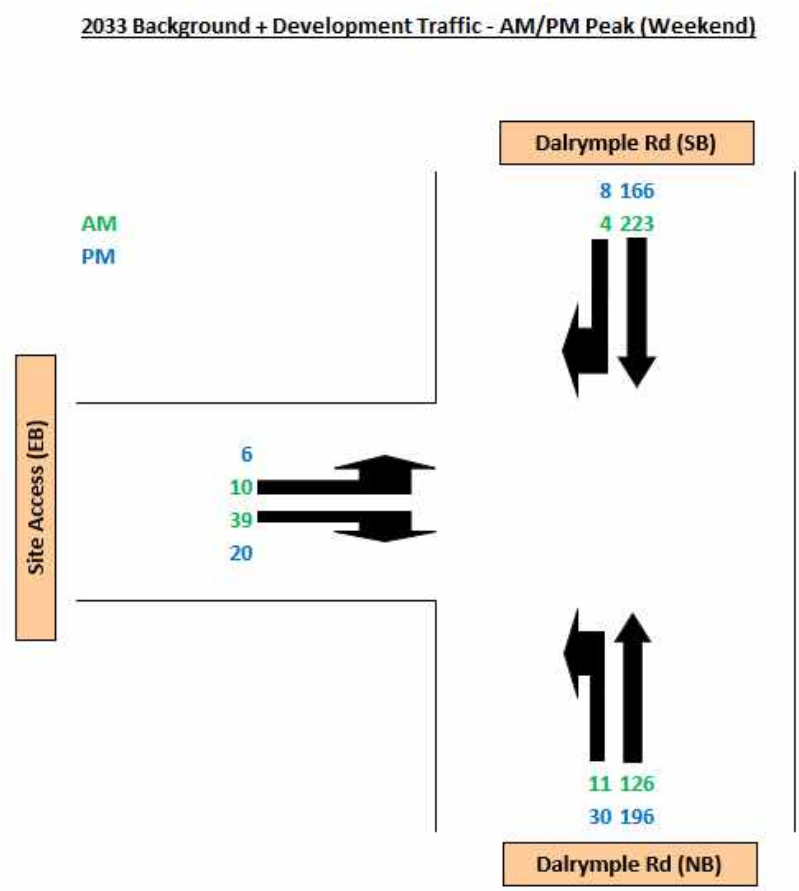


Figure 12: *2033 Background + Development Traffic for AM & PM Peaks*

8.0 5% ASSESSMENT

DTMR's Road Planning and Design Manual (RPDM) Chapter 3 Table 3.9 indicates that a rural caravan park site could generate 8 movements per day per occupied site. For this site, 4 movements a day was adopted for each van site as the majority of users of the site are likely to be overnighters. It is expected the adopted traffic movement generation will still be conservative. Total movements from the 70 sites is 280 movements. Again, 80% of total movements are assumed to be to and from the south and 20% to and from the north.

Table 10 below summarises the 5% threshold assessment. As seen in the table, the development traffic exceeds 5% in the southerly direction and hence a SIDRA analysis has been completed to check the safety and capacity of the site access intersection.

Table 10: *5% Threshold Assessment*

Dalrymple Road Travel Direction	2023 Background Traffic (veh/day)	2023 Development Traffic (veh/day)	% of Development Traffic to Background Traffic
Northbound	1481	56	3.8%
Southbound	1532	224	14.6%

9.0 IMPACT ASSESSMENT AND MITIGATION

9.1 SIDRA INTERSECTION ANALYSIS

It is proposed to measure the operational performance of the intersection 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.

9.1.1 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 11***.

Table 11: *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

9.2 INTERSECTION PERFORMANCE

The SIDRA movement Summary assessment results for 2023 and 2033 AM and PM peaks for the intersection are summarised in Table 12 below. Refer to Appendix C for the SIDRA outputs.

Table 12: *SIDRA Movement Summary Results*

Year	Intersection Type	Description	Approach	Movement	OVERALL		
					DoS	Delay (s)	LOS
2023	3-way unsignalised	AM Peak (Background)	Dalrymple Rd (S)	Left Turn	0.067	6.1	A
				Through	0.067	0.0	A
			Dalrymple Rd (N)	Right Turn	0.121	7.0	A
				Through	0.121	0.0	A
			Motel Access (W)	Left Turn	0.005	2.8	A
				Right Turn	0.005	4.1	A
			Overall		**0.121**	**0.1**	**A**
		AM Peak (Background + Development)	Dalrymple Rd (S)	Left Turn	0.072	5.6	A
				Through	0.072	0.0	A
			Dalrymple Rd (N)	Right Turn	0.123	0.0	A
				Through	0.123	6.3	A
			Motel Access (W)	Left Turn	0.054	2.4	A
				Right Turn	0.054	3.8	A
			Overall		**0.123**	**0.7**	**A**
		PM Peak (Background)	Dalrymple Rd (S)	Left Turn	0.104	5.9	A
				Through	0.104	0.0	A
			Dalrymple Rd (N)	Right Turn	0.090	7.6	A
				Through	0.090	0.0	A
			Motel Access (W)	Left Turn	0.004	3.3	A
				Right Turn	0.004	4.5	A
			Overall		**0.104**	**0.1**	**A**
		PM Peak (Background + Development)	Dalrymple Rd (S)	Left Turn	0.108	5.6	A
				Through	0.108	0.0	A
			Dalrymple Rd (N)	Right Turn	0.095	0.1	A
				Through	0.095	6.4	A
			Motel Access (W)	Left Turn	0.029	2.6	A
				Right Turn	0.029	3.8	A
			Overall		**0.108**	**0.9**	**A**
2033	3-way unsignalised	AM Peak (Background + Development)	Dalrymple Rd (S)	Left Turn	0.079	5.6	A
				Through	0.079	0.0	A
			Dalrymple Rd (N)	Right Turn	0.135	0.0	A
				Through	0.135	6.4	A
			Motel Access (W)	Left Turn	0.056	2.4	A
				Right Turn	0.056	4.0	A
			Overall		**0.135**	**0.7**	**A**
		PM Peak (Background + Development)	Dalrymple Rd (S)	Left Turn	0.130	5.6	A
				Through	0.130	0.0	A
			Dalrymple Rd (N)	Right Turn	0.105	0.1	A
				Through	0.105	6.6	A
			Motel Access (W)	Left Turn	0.031	2.8	A
				Right Turn	0.031	4.2	A
			Overall		**0.130**	**0.8**	**A**

Comparing the pre-development (background traffic) to the post development (background + development) for each case shown in Table 12, the LOS of the intersection remains at a LOS A for the development meaning that the traffic remains free flowing and unrestricted with the development. The DOS of each leg of the intersection remains well below the 0.8 (80%) capacity of an unsignalised intersection. Therefore, the intersection is deemed to be suitable to accommodate the development traffic without affecting the current operations of the existing intersection.

10.0 SIGHT DISTANCE CHECKS

10.1 SAFE INTERSECTION SIGHT DISTANCE (SISD)

A sight intersection sight distance (SISD) check was conducted in accordance with *Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections*.

The equation below was used to calculate the SISD:

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

SISD = safe intersection sight distance (m)

D_T = decision time (sec) = observation time (sec) + reaction time (sec)

V = operating (85^{th} 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 different for north and south of the access as the road grade is different. The minimum required SISD will be checked against the available SISD for north and south of the site access.

Table 13: *Safe Intersection Site Distance (SISD) Calculations for North of the Access*

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
Base	Car	Day	70	2.5	3	5.5	-1.29	0.36	163	524
Base	Truck	Day	70	2.5	3	5.5	-1.29	0.24	192	
Check	Car	Night	70	2.5	2.5	5	-1.29	0.46	140	
Check	Truck	Night	70	2.5	3	5.5	-1.29	0.29	177	

Table 14: *Safe Intersection Site Distance (SISD) Calculations for South of the Access*

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)	South of Access Available SISD
Base	Car	Day	70	2.5	3	5.5	0.09	0.36	160	221
Base	Truck	Day	70	2.5	3	5.5	0.09	0.24	187	
Check	Car	Night	70	2.5	2.5	5	0.09	0.46	139	
Check	Truck	Night	70	2.5	3	5.5	0.09	0.29	173	

As seen in Table 13 and Table 14, no cases exceed the available SISD for both south and north of the intersection. Therefore, there are no SISD issues with the existing intersection.

10.2 APPROACH SITE DISTANCE (ASD)

An approach sight distance (ASD) check was conducted in accordance with *Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections*.

The equation below was used to calculate the ASD:

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

ASD = safe intersection sight distance (m)

R_T = reaction time (sec)

V = operating (85^{th} 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. The minimum required ASD is different for north and south of the access as the road grade is different. The minimum required ASD will be checked against the available ASD for north and south of the site access.

Table 15: *Approach Site Distance (ASD) Calculations for North of the Access*

Case	Vehicle type	Time of day	Design Speed (km/h)	R_t (sec)	a (%)	d	Min Required ASD (m)	North of Access Available ASD
Base	Car	Day	70	2	-1.29	0.36	94	150
Base	Truck	Day	70	2	-1.29	0.24	124	

Table 16: *Approach Site Distance (ASD) Calculations for South of the Access*

Case	Vehicle type	Time of day	Design Speed (km/h)	R_t (sec)	a (%)	d	Min Required ASD (m)	North of Access Available ASD
Base	Car	Day	70	2	0.09	0.36	92	179
Base	Truck	Day	70	2	0.09	0.24	119	

As seen in Table 15 and Table 16, no cases exceed the available ASD for both south and north of the intersection. Therefore, there are no ASD issues with the existing intersection. The profile of the road was found from ELVIS contours which was used to find the ASD. Refer to Figure 13 and Figure 14 for the lines of sight.

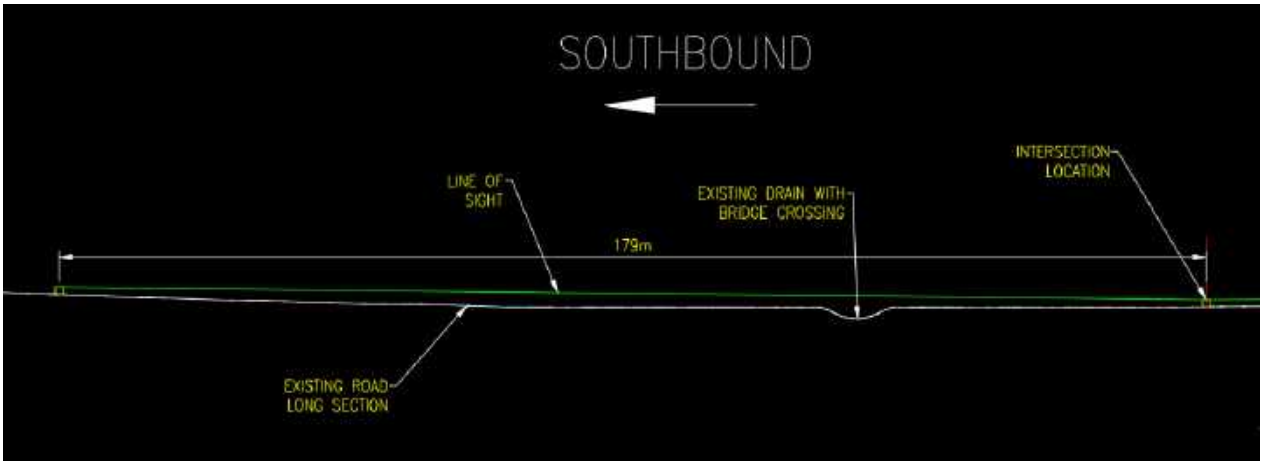


Figure 13: *Southbound ASD*

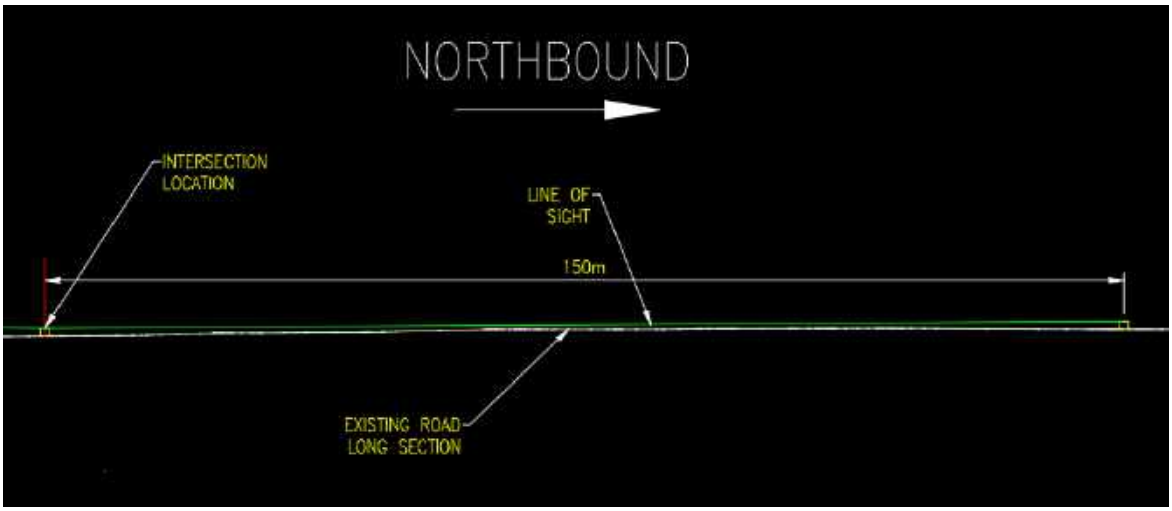


Figure 14: *Northbound ASD*

11.0 VEHICLE SWEPT PATHS

The vehicle swept paths have been check for a caravan and for a rubbish truck (medium rigid vehicle)

11.1 CARAVAN SWEPT PATH

Refer to Figure 15 and Figure 16 for the caravan swept paths entering and existing the site.

Figure 15: *Site Swept Paths for vehicle/caravan exiting the site*

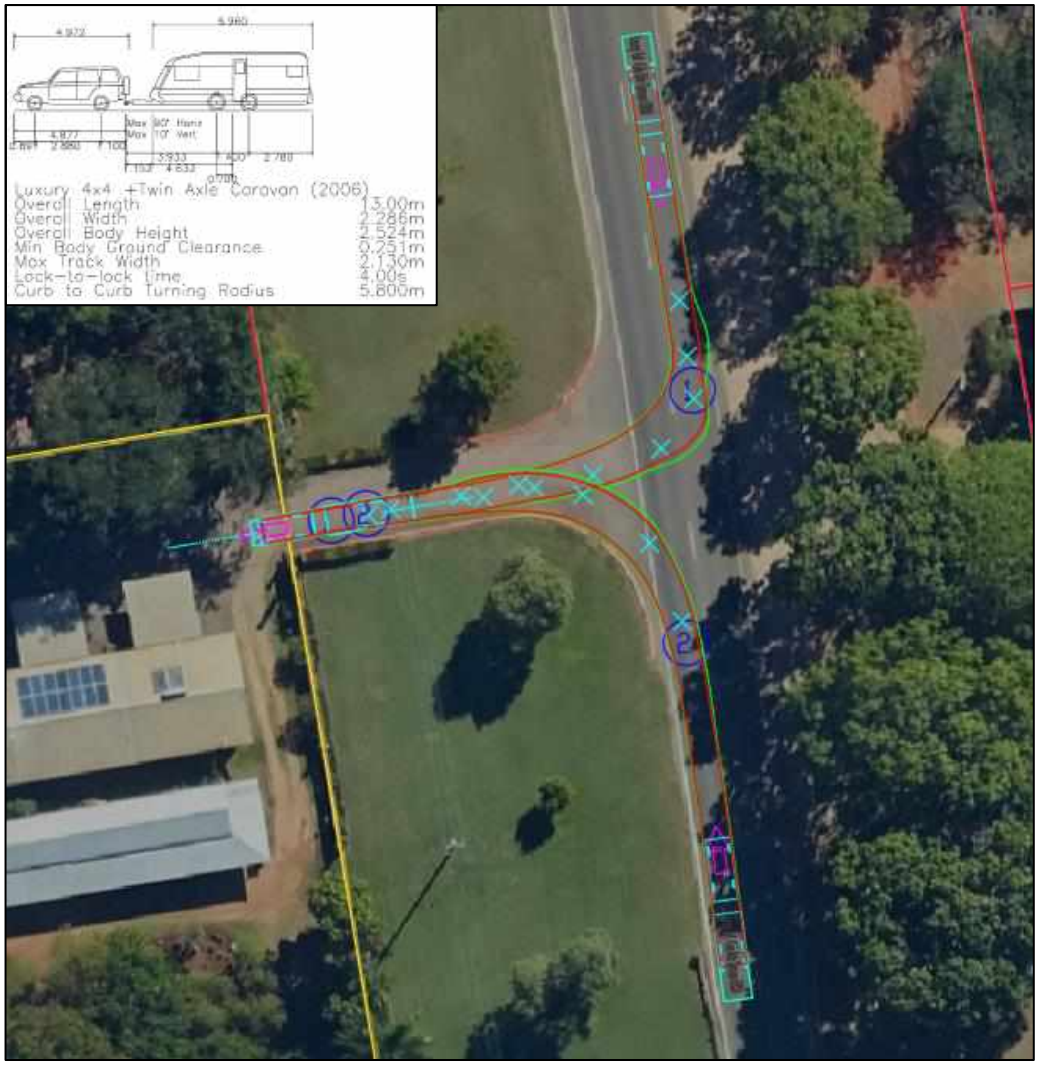


Figure 16: *Site Swept Paths for vehicle/caravan entering the site*

As seen in the figures above the caravans can enter and exit the site with no issues.

11.2 MEDIUM RIGID VEHICLE SWEPT PATH

Refer to Figure 17Figure 15 and Figure 18 for the caravan swept paths entering and existing the site.

Figure 17: *Medium Rigid Vehicle Exiting the Site Swept Paths*

Figure 18: *Medium Rigid Vehicle Entering the Site Swept Paths*

As seen in the figures above the medium rigid vehicle can enter and exit the site with no issues.

12.0 TURNS WARRANT

A turn warrant check was conducted on the intersection to determine if any specific turn treatment might be recommended.

Table 17: *Warrant Check Data*

Scenario	Right Turn In ✖		Left Turn In ✖		Warrants (Right in / Left in)
	QR	QM	QL	QM	
2023 AM	4	202	11	114	BAR/BAL
2023 PM	8	150	30	177	BAR/BAL
2033 AM	4	223	11	126	BAR/BAL
2033 PM	8	166	30	196	BAR/BAL

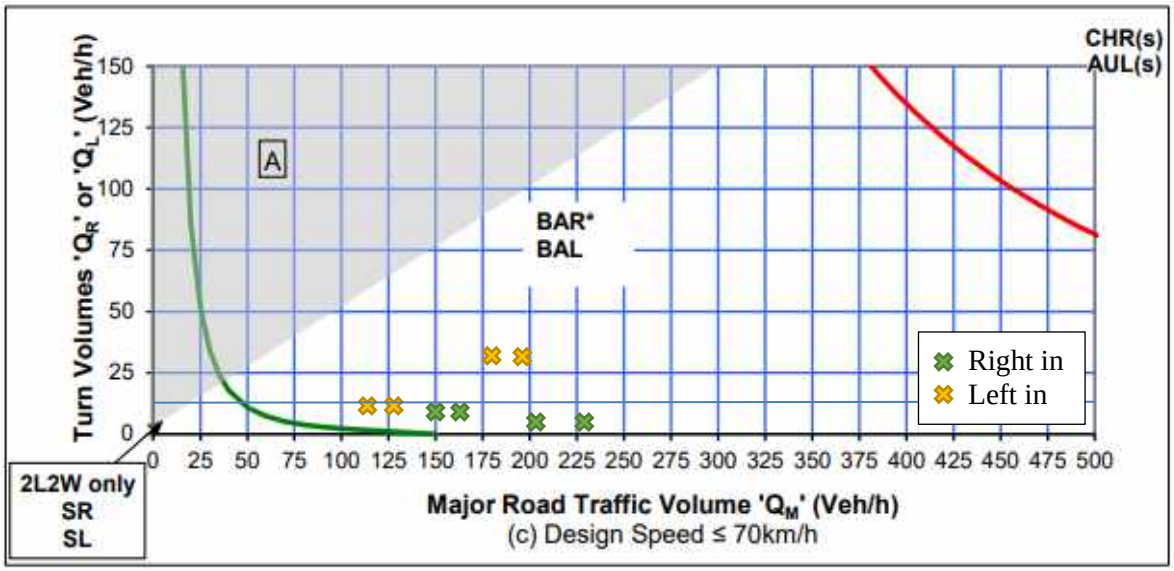


Figure 19: *Turn Warrant Check*

According to Figure 19, a BAR and BAL treatment is required on the intersection. Taking a further look at the background traffic, the count site for Site 91327 (Refer to Appendix A) is located on Dalrymple Road close to its intersection with Hackett Terrace which is close to the town centre.

Figure 20: *Site 91327 Count Location*

As seen in Figure 20, there are five (5) possible options for traffic to exit the Dalrymple Road before they reach the site. Therefore, the background traffic for Site 91327 of 3,013 AADT is deemed very conservative. This is backed up by Site 90087 (Refer to Appendix B) which has an AADT of 932 which shows that approximately 2,000 vehicles turn off Dalrymple Road between Site 91327 and Site 90087. Site 91327 has five (5) possible exit options before traffic reaches the site access which means traffic will be significantly reduced by the time it reaches the site access. Site 90087 provided a more realistic background data for the warrant check and therefore, will be used for the warrant checks.

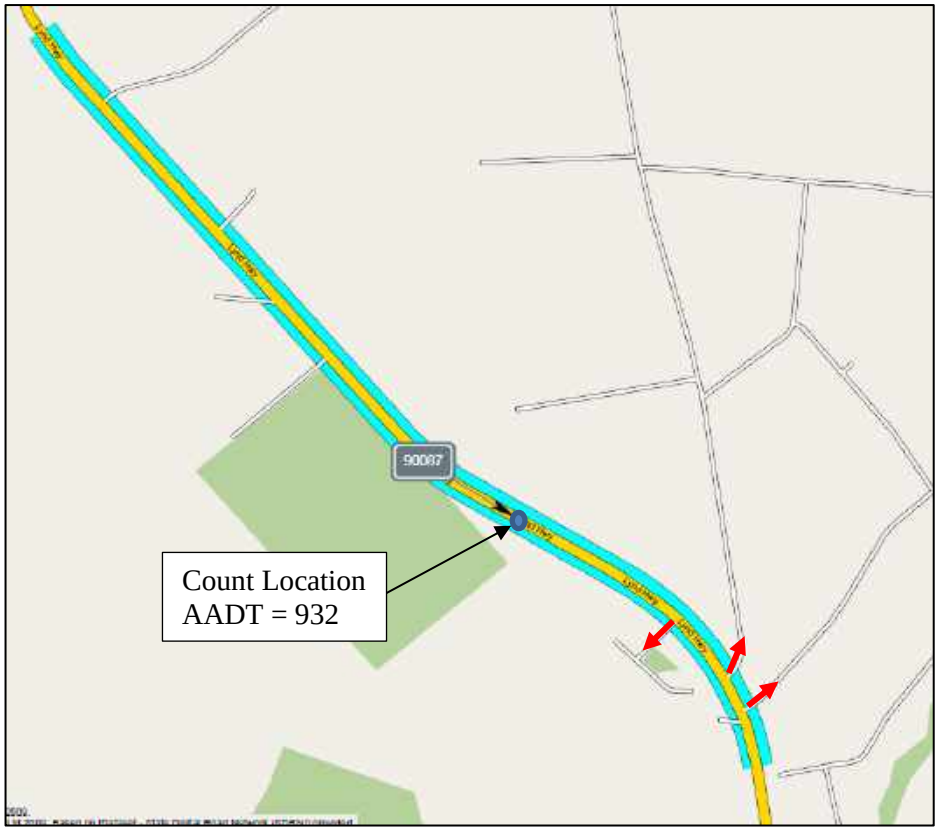


Figure 21: *Site 90087 Count Location*

Table 18: *Revised Warrant Check Data*

Scenario	Right Turn In		Left Turn In		Warrants (Right in / Left in)
	QR	QM	QL	QM	
2023 AM	4	50	11	42	None / None
2023 PM	8	40	30	47	None / BAL
2033 AM	4	55	11	46	None / None
2033 PM	8	44	30	52	None / BAL

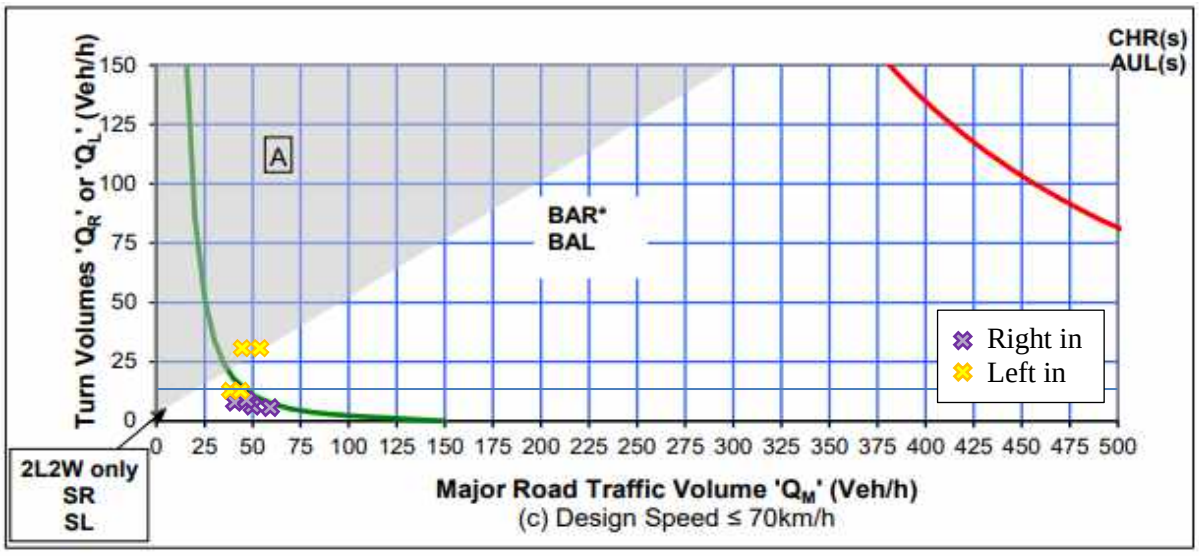


Figure 22: *Revised Warrant Check*

As seen in Figure 22, the right in turn does not require any treatment however the left in turn does require treatment. For the development traffic, it a was assumed that 80% of the traffic is entering in the peak hour. This is very conservative as the traffic will most likely be spread out over the afternoon and not all in one hour. As the left in turn is only just in the BAR/BAL section, it is believed that no treatment is required. This is also supported by the SIDRA analysis which indicates that the intersection will function at a LOS A in its current state.

13.0 SUMMARY

A traffic impact assessment has been prepared by Langtree Consulting to assess the development traffic impact has on the existing road network. The development is for an application to allow a motel to expand to allow for specialised caravan accommodation.

A summary of the findings are as follows:

- The crash history findings did not indicate any safety issues for the current site access;
- A caravan layout plan suggests that 56 van sites can be created behind the existing motel facilities. This traffic assessment has been based on 70 van sites and allows for some additional rationalization of the site.;
- No heavy vehicles (Class 3 to 12) will be using the site apart from the occasional rubbish truck. The vehicle that will be predominantly using the site is a car with a caravan (Class 2) as shown in the Austroads Vehicle Classification System;

- A 5% assessment was completed and found that the proposed development did exceed the 5% threshold for southbound traffic;
- A SIDRA analysis was completed for the site access intersection and found that the intersection remains at a LOS A and remains well below a DOS of 0.8. Therefore, the intersection is deemed to be suitable to accommodate the development traffic without affecting the current operations of the existing intersection;
- An SISD and ASD check was completed on the intersection and it was found that there are no sight distance issues at the intersection;
- Vehicle swept paths for a caravan (car and trailer) and a medium rigid vehicle (rubbish truck) were checked and found that the intersection is suitable for these vehicles;
- Initially a warrant check was completed using traffic data from Count Site 91327 (AADT = 3,0137). This was determined to be very conservative so traffic data from Count Site 90087 (AADT = 932) was used. The revised warrant check found that no treatment was required for the right in turn. For the left in turn the graph indicates that a BAR/BAL is required, however it was assumed that 80% of the development traffic was entering in the peak hour which is very conservative as most likely the traffic will be spread over the afternoon. As this is the case and that the left in turn is only just in the BAR/BAL section, it is believed that no treatment is required. This is also supported by the SIDRA analysis which indicates that the intersection will function at a LOS A in its current state.

14.0 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.

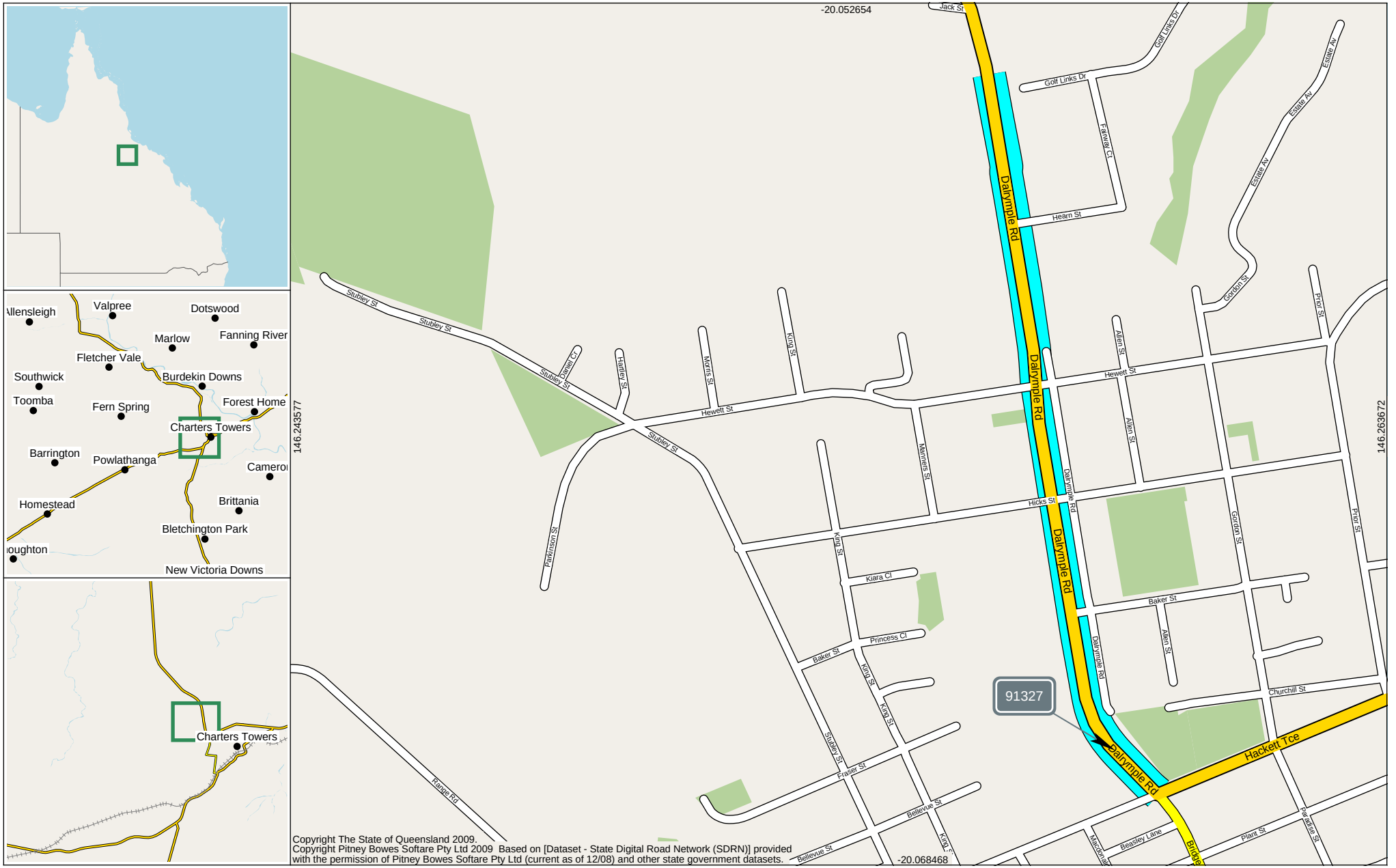
……

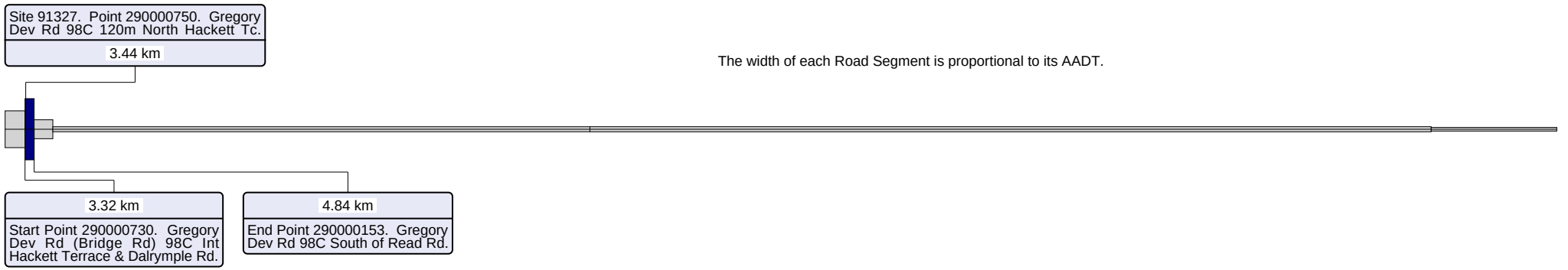
Brett Langtree – Principal Civil Engineer (RPEQ No 11932), Langtree Consulting

Date: 23 June 2022

APPENDIX A

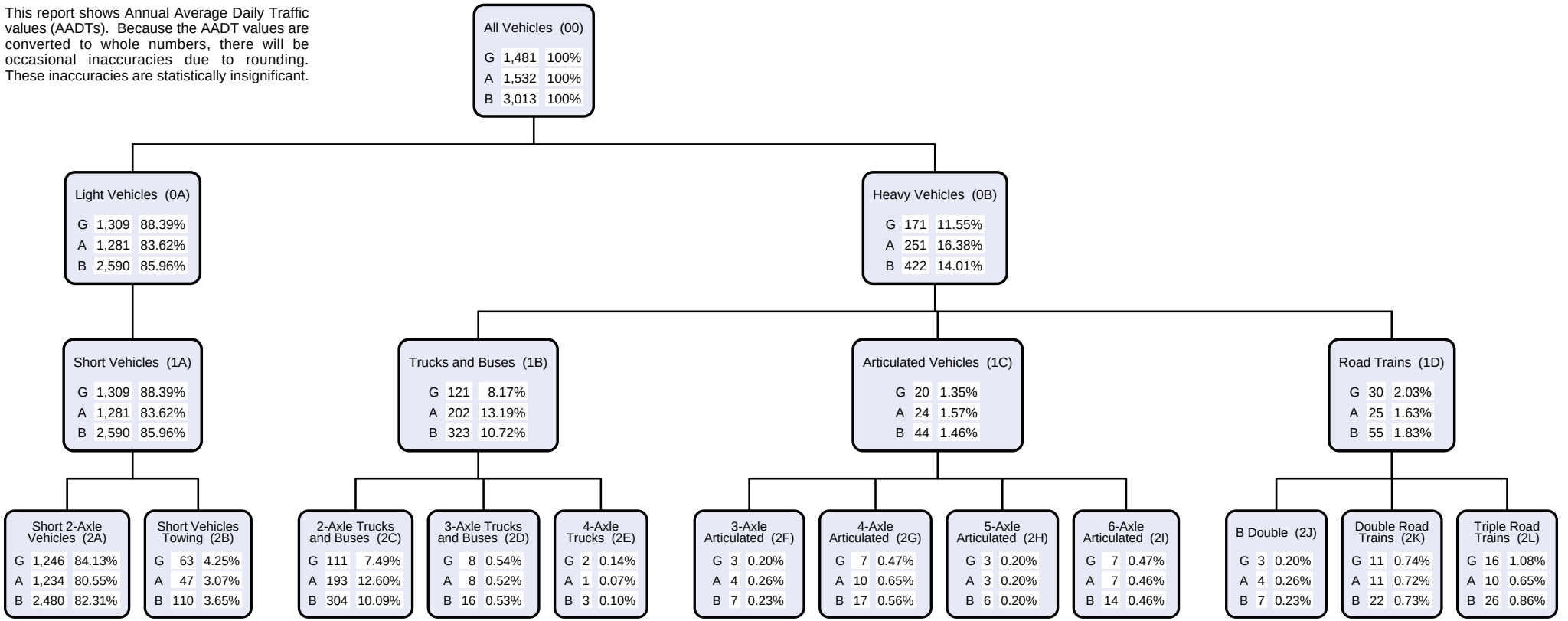
AADT SEGMENT REPORT – SITE 91327





The width of each Road Segment is proportional to its AADT.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Annual Volume Report
Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)
Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments
The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area
For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitian District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values
AADT values are displayed by direction of travel as:

- G Traffic flow in gazettal direction
- A Traffic flow against gazettal direction
- B Traffic flow in both directions

Data Collection Year
Is the most recent year that data was collected at the data collection site.

Please Note:
Due to location and/or departmental policy, some sites are not counted every year.

Gazettal Direction
Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

Maps
Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section
Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site
Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site
The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description
The description of the physical location of the traffic counting device.

Start and End Point
The unique identifier for the Through Distance along a Road Section.

Vehicle Class
Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles
00 = 0A + 0B

Light Vehicles
0A = 1A
1A = 2A + 2B

Heavy Vehicles
0B = 1B + 1C + 1D
1B = 2C + 2D + 2E
1C = 2F + 2G + 2H + 2I
1D = 2J + 2K + 2L

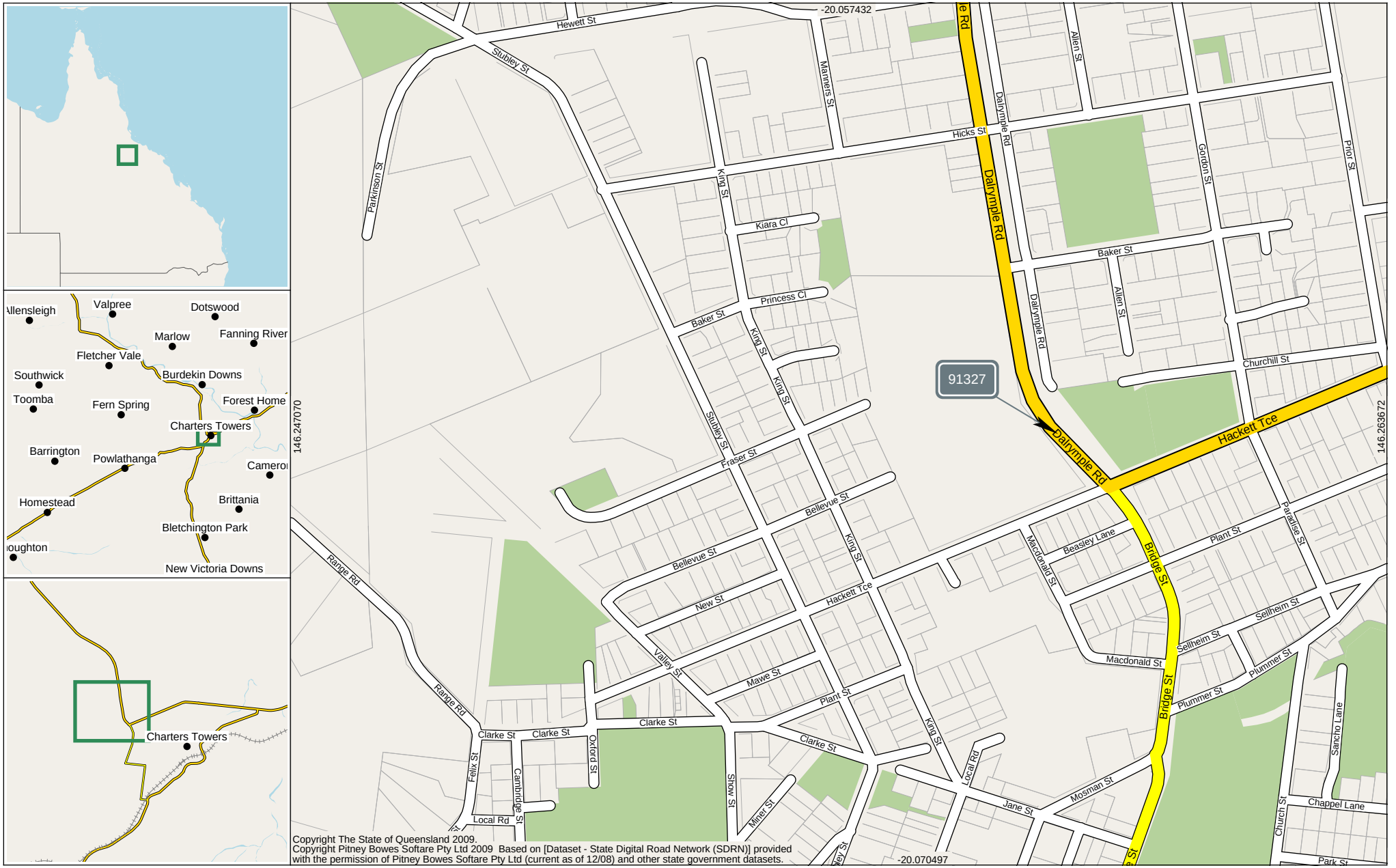
The following classes are the categories for which data can be captured:

Volume
00 All vehicles

2-Bin
0A Light vehicles
0B Heavy vehicles

4-Bin
1A Short vehicles
1B Truck or bus
1C Articulated vehicles
1D Road train

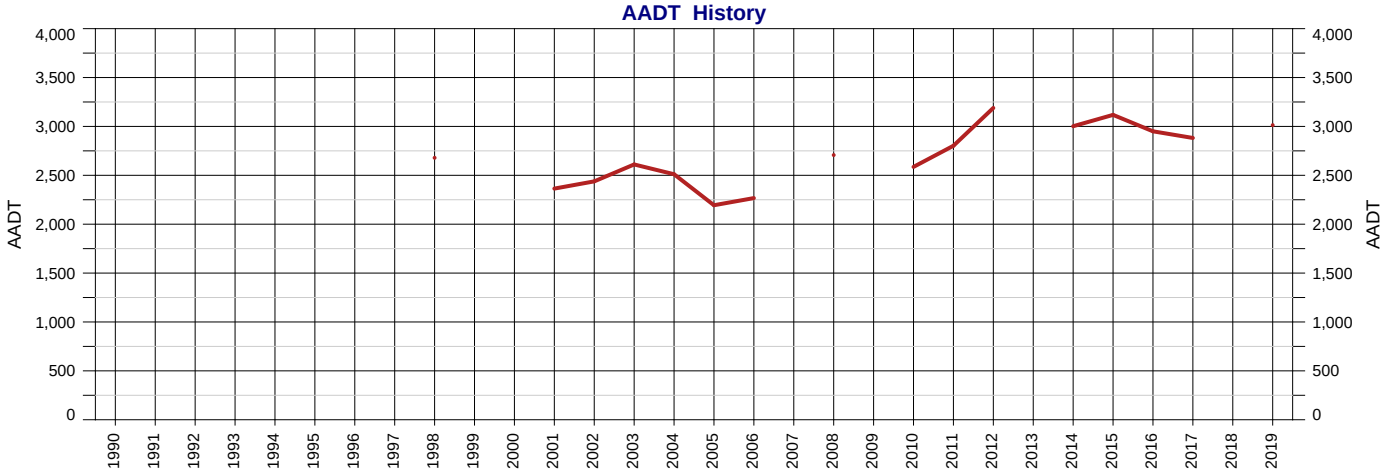
12-Bin
2A Short 2 axle vehicles
2B Short vehicles towing
2C 2 axle truck or bus
2D 3 axle truck or bus
2E 4 axle truck
2F 3 axle articulated vehicle
2G 4 axle articulated vehicle
2H 5 axle articulated vehicle
2I 6 axle articulated vehicle
2J B double
2K Double road train
2L Triple road train



Area	408 - Northern District
Road Section	98C - GREGORY DEVELOPMENTAL ROAD (CHARTERS TWRS-TI
Site	91327 - Gregory Dev Rd 98C 120m North Hackett Tc
Thru Dist	3.44
Type	C - Coverage
Stream	TB - Bi-directional traffic flow

Year	2019	Growth last Year	
AADT	3,013	Growth last 5 Yrs	0.06%
Avg Week Day	3,284	Growth last 10 Yrs	
Avg Weekend Day	2,500		

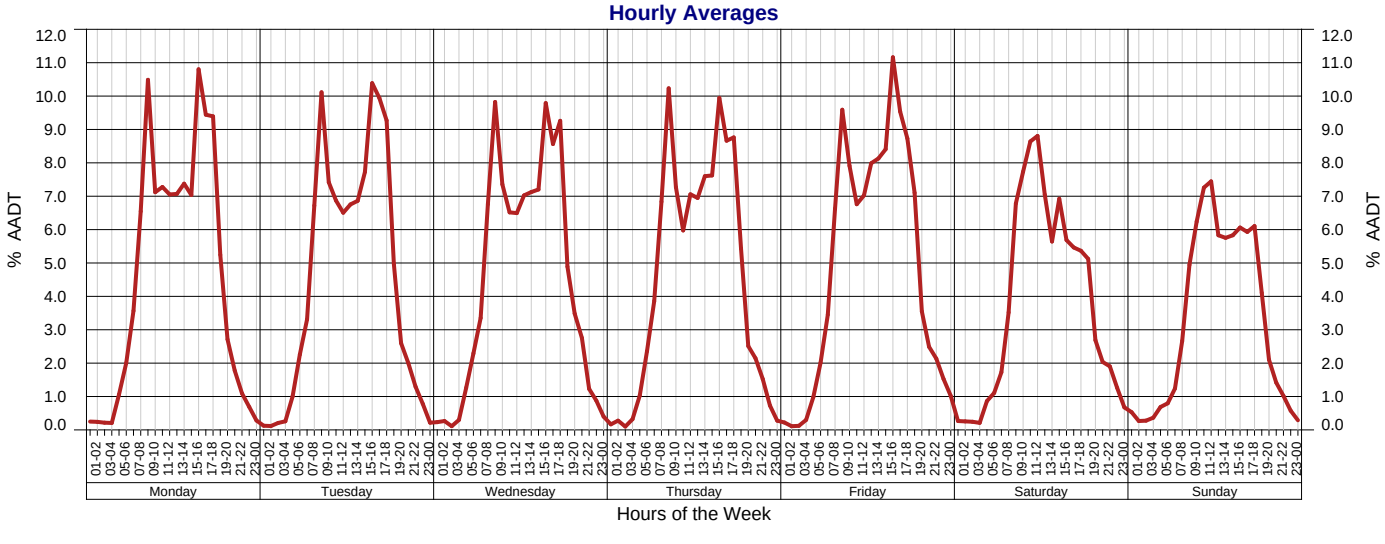
AADT History



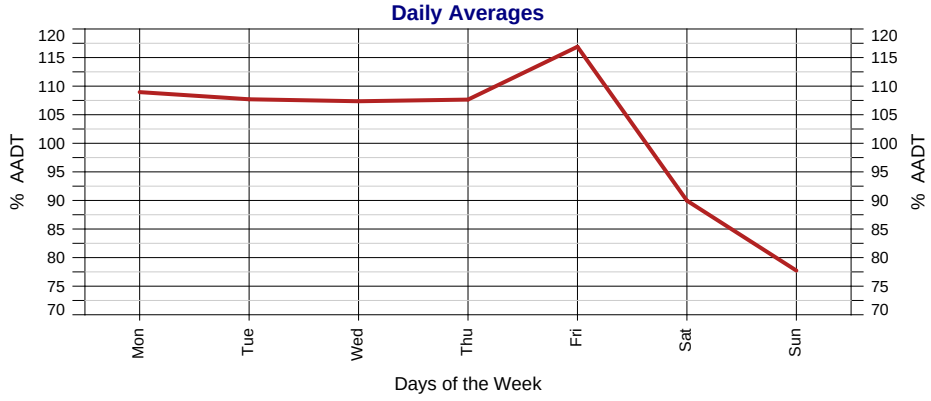
Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	3,013		0.06%	
2018				
2017	2,882	-2.31%	-2.05%	
2016	2,950	-5.39%	-0.31%	1.63%
2015	3,118	3.86%	2.65%	3.15%
2014	3,002			2.67%
2013				
2012	3,189	13.81%		3.56%
2011	2,802	8.35%	3.62%	1.93%
2010	2,586		2.83%	
2009				
2008	2,707		2.75%	1.33%
2007				
2006	2,267	3.33%	-1.97%	
2005	2,194	-12.62%		

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	2,511	-3.83%		
2003	2,611	7.10%	0.46%	
2002	2,438	3.13%		
2001	2,364			
2000				
1999				
1998	2,679			
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				

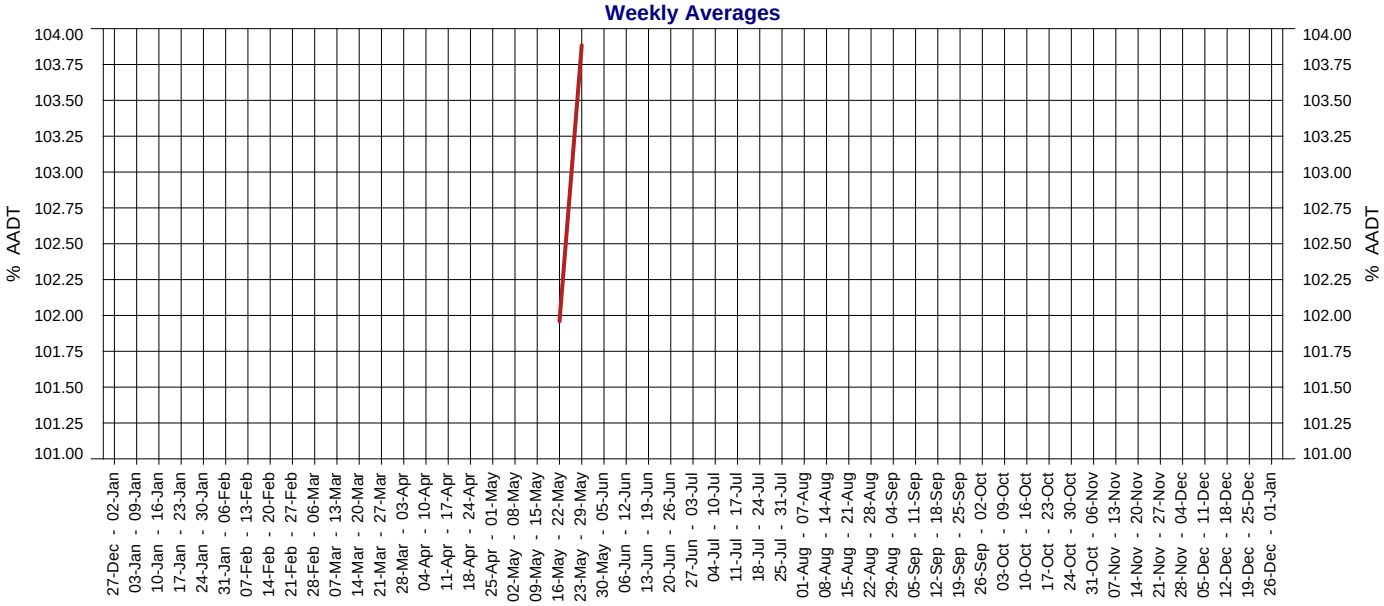
Hourly Averages



Daily Averages



Weekly Averages



2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report
Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)
Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History
Displays the years when traffic data was collected at this count site.

Area
For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitian District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day
Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day
Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar
Days on which traffic data was collected are highlighted in green.

Gazettal Direction
The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage
Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages
The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section
Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site
The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream
The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist
The distance from the beginning of the Road Section, in kilometres.

Type
There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year
Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

APPENDIX B

AADT SEGMENT REPORT – SITE 90087

AADT Segment Report

Area 408 - Northern District Road Section 98C - GREGORY DEVELOPMENTAL ROAD (CHARTERS TWRS-THE LYND)
Road Segment from 4.840km to 7.960km Segment Site 90087 Traffic Year 2020 Data Collection Year 2019

Site 90087. Point 290000152. CTCC & DSC Boundary (Roadworks affected).

5.92 km

The width of each Road Segment is proportional to its AADT.

4.84 km

Start Point 290000153. Gregory Dev Rd 98C South of Read Rd.

7.96 km

End Point 290000004. Gregory Dev Rd 98C North of Tea Tree Crescent.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)

G	493	100%
A	439	100%
B	932	100%

Light Vehicles (0A)

G	338	68.56%
A	346	78.82%
B	684	73.39%

Heavy Vehicles (0B)

G	155	31.44%
A	92	20.96%
B	247	26.50%

Short Vehicles (1A)

G	338	68.56%
A	346	78.82%
B	684	73.39%

Trucks and Buses (1B)

G	99	20.08%
A	56	12.76%
B	155	16.63%

Articulated Vehicles (1C)

G	23	4.67%
A	10	2.28%
B	33	3.54%

Road Trains (1D)

G	33	6.69%
A	26	5.92%
B	59	6.33%

Short 2-Axle Vehicles (2A)

G	306	62.07%
A	320	72.89%
B	626	67.17%

Short Vehicles Towing (2B)

G	32	6.49%
A	26	5.92%
B	58	6.22%

2-Axle Trucks and Buses (2C)

G	93	18.86%
A	50	11.39%
B	143	15.34%

3-Axle Trucks and Buses (2D)

G	4	0.81%
A	4	0.91%
B	8	0.86%

4-Axle Trucks (2E)

G	2	0.41%
A	2	0.46%
B	4	0.43%

3-Axle Articulated (2F)

G	5	1.01%
A	1	0.23%
B	6	0.64%

4-Axle Articulated (2G)

G	10	2.03%
A	4	0.91%
B	14	1.50%

5-Axle Articulated (2H)

G	2	0.41%
A	1	0.23%
B	3	0.32%

6-Axle Articulated (2I)

G	6	1.22%
A	4	0.91%
B	10	1.07%

B Double (2J)

G	4	0.81%
A	3	0.68%
B	7	0.75%

Double Road Trains (2K)

G	12	2.43%
A	10	2.28%
B	22	2.36%

Triple Road Trains (2L)

G	17	3.45%
A	13	2.96%
B	30	3.22%

AADT Segment Annual Volume Report
Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

Annual Average Daily Traffic (AADT)
Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segments
The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

Area
For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitian District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

AADT Values
AADT values are displayed by direction of travel as:

- G Traffic flow in gazettal direction
- A Traffic flow against gazettal direction
- B Traffic flow in both directions

Data Collection Year
Is the most recent year that data was collected at the data collection site.

Please Note:
Due to location and/or departmental policy, some sites are not counted every year.

Gazettal Direction
Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

Maps
Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

Road Section
Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Segment Site
Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

Site
The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site Description
The description of the physical location of the traffic counting device.

Start and End Point
The unique identifier for the Through Distance along a Road Section.

Vehicle Class
Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

Volume or All Vehicles
00 = 0A + 0B

Light Vehicles
0A = 1A
1A = 2A + 2B

Heavy Vehicles
0B = 1B + 1C + 1D
1B = 2C + 2D + 2E
1C = 2F + 2G + 2H + 2I
1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume
00 All vehicles

2-Bin
0A Light vehicles
0B Heavy vehicles

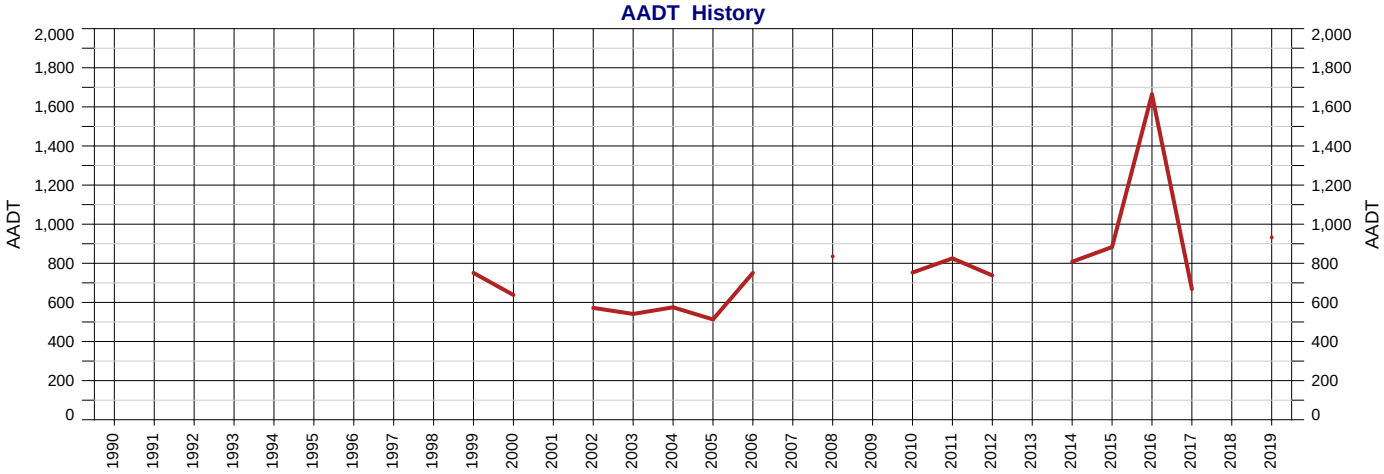
4-Bin
1A Short vehicles
1B Truck or bus
1C Articulated vehicles
1D Road train

12-Bin
2A Short 2 axle vehicles
2B Short vehicles towing
2C 2 axle truck or bus
2D 3 axle truck or bus
2E 4 axle truck
2F 3 axle articulated vehicle
2G 4 axle articulated vehicle
2H 5 axle articulated vehicle
2I 6 axle articulated vehicle
2J B double
2K Double road train
2L Triple road train

Area	408 - Northern District
Road Section	98C - GREGORY DEVELOPMENTAL ROAD (CHARTERS TWRS-TI
Site	90087 - CTCC & DSC Boundary
Thru Dist	5.92
Type	C - Coverage
Stream	TB - Bi-directional traffic flow

Year	2019	Growth last Year	
AADT	932	Growth last 5 Yrs	-0.26%
Avg Week Day	987	Growth last 10 Yrs	
Avg Weekend Day	866		

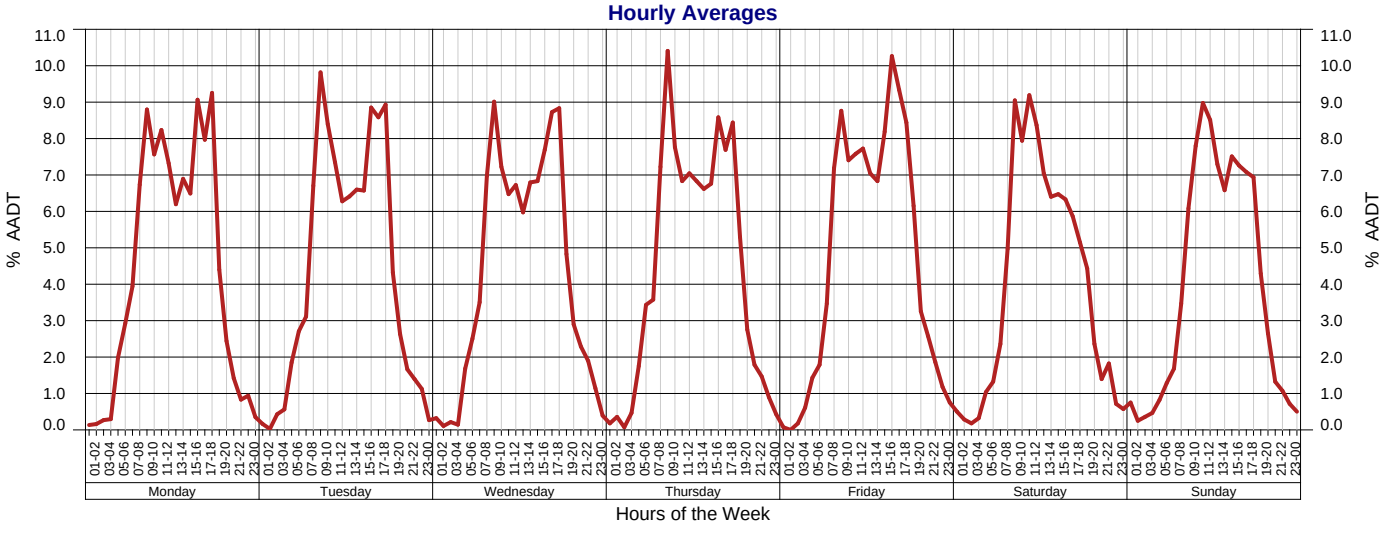
AADT History



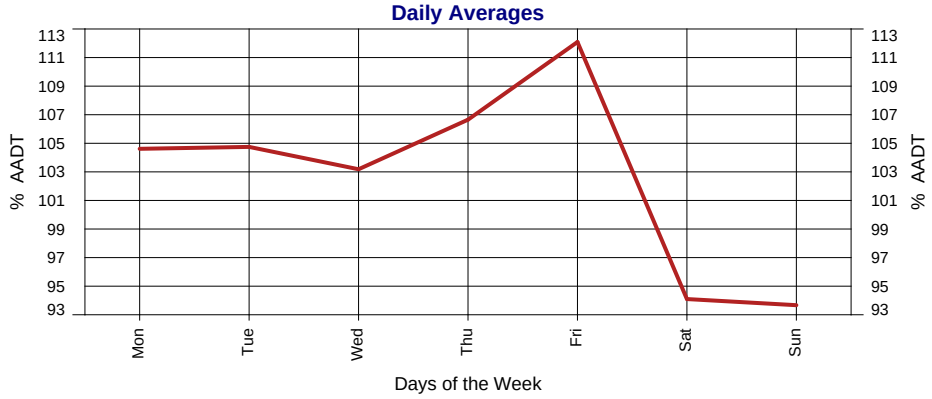
Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	932		-0.26%	
2018				
2017	668	-59.86%	-6.30%	
2016	1,664	88.45%	21.18%	11.63%
2015	883	9.28%	3.38%	3.25%
2014	808			2.71%
2013				
2012	738	-10.55%		2.64%
2011	825	9.56%	1.51%	
2010	753		3.90%	3.29%
2009				
2008	835		10.39%	
2007				
2006	751	46.39%		
2005	513	-10.78%	-4.11%	

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	575	6.28%	-3.59%	
2003	541	-5.42%		
2002	572			
2001				
2000	638	-15.05%		
1999	751			
1998				
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				

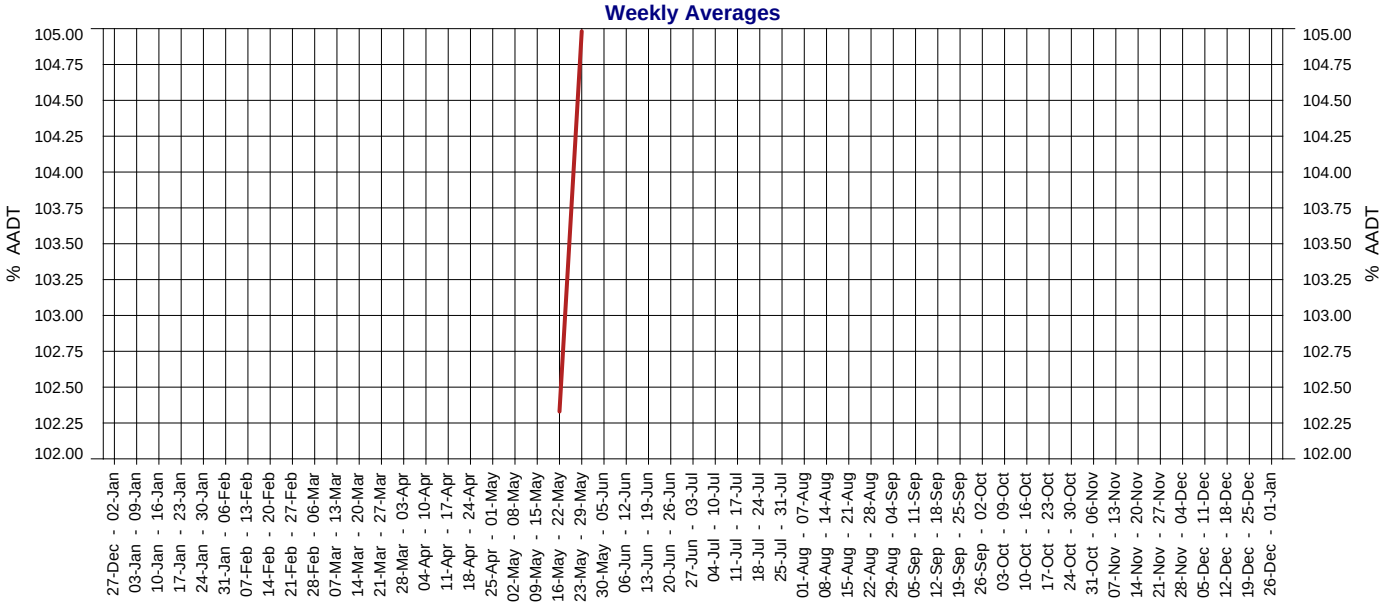
Hourly Averages



Daily Averages



Weekly Averages



2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report
Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)
Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History
Displays the years when traffic data was collected at this count site.

Area
For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitian District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day
Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day
Average daily traffic volume during the weekend, Saturday and Sunday.

Calendar
Days on which traffic data was collected are highlighted in green.

Gazettal Direction
The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Growth Percentage
Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages
The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

Road Section
Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site
The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

Stream
The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

Thru Dist or TDist
The distance from the beginning of the Road Section, in kilometres.

Type
There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Year
Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

APPENDIX C

SIDRA OUTPUTS

MOVEMENT SUMMARY

Site: 101v [2023 AM Peak (Back)]

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: Dalrymple Road											
1	L2	2	50.0	0.067	6.1	LOS A	0.0	0.0	0.00	0.01	30.0
2	T1	120	11.4	0.067	0.0	LOS A	0.0	0.0	0.00	0.01	59.9
Approach		122	12.1	0.067	0.1	NA	0.0	0.0	0.00	0.01	59.3
North: Dalrymple Road											
8	T1	213	16.3	0.121	0.0	LOS A	0.0	0.1	0.00	0.01	59.9
9	R2	1	100.0	0.121	7.0	LOS A	0.0	0.1	0.00	0.01	52.3
Approach		214	16.7	0.121	0.1	NA	0.0	0.1	0.00	0.01	59.8
West: Motel											
10	L2	1	100.0	0.005	2.8	LOS A	0.0	0.2	0.32	0.41	30.6
12	R2	3	33.3	0.005	4.1	LOS A	0.0	0.2	0.32	0.41	31.9
Approach		4	50.0	0.005	3.8	LOS A	0.0	0.2	0.32	0.41	31.6
All Vehicles		340	15.5	0.121	0.1	NA	0.0	0.2	0.01	0.01	59.2

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: 101v [2023 PM Peak (Back)]

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: Dalrymple Road											
1	L2	3	33.3	0.104	5.9	LOS A	0.0	0.0	0.00	0.01	30.2
2	T1	186	11.3	0.104	0.0	LOS A	0.0	0.0	0.00	0.01	59.8
Approach		189	11.7	0.104	0.1	NA	0.0	0.0	0.00	0.01	59.2
North: Dalrymple Road											
8	T1	158	16.7	0.090	0.0	LOS A	0.0	0.1	0.01	0.01	59.8
9	R2	1	100.0	0.090	7.6	LOS A	0.0	0.1	0.01	0.01	52.2
Approach		159	17.2	0.090	0.1	NA	0.0	0.1	0.01	0.01	59.8
West: Motel											
10	L2	1	100.0	0.004	3.3	LOS A	0.0	0.2	0.37	0.42	30.3
12	R2	2	50.0	0.004	4.5	LOS A	0.0	0.2	0.37	0.42	29.4
Approach		3	66.7	0.004	4.1	LOS A	0.0	0.2	0.37	0.42	29.7
All Vehicles		352	14.7	0.104	0.1	NA	0.0	0.2	0.01	0.01	59.2

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: 101v [2023 AM Peak (Back + Dev)]

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: Dalrymple Road											
1	L2	12	9.1	0.072	5.6	LOS A	0.0	0.0	0.00	0.05	30.0
2	T1	120	11.4	0.072	0.0	LOS A	0.0	0.0	0.00	0.05	58.8
Approach		132	11.2	0.072	0.5	NA	0.0	0.0	0.00	0.05	55.9
North: Dalrymple Road											
8	T1	213	16.3	0.123	0.0	LOS A	0.0	0.3	0.01	0.01	59.6
9	R2	4	25.0	0.123	6.3	LOS A	0.0	0.3	0.01	0.01	53.3
Approach		217	16.5	0.123	0.1	NA	0.0	0.3	0.01	0.01	59.5
West: Motel											
10	L2	11	10.0	0.054	2.4	LOS A	0.2	1.3	0.31	0.47	37.2
12	R2	41	5.1	0.054	3.8	LOS A	0.2	1.3	0.31	0.47	37.0
Approach		52	6.1	0.054	3.5	LOS A	0.2	1.3	0.31	0.47	37.0
All Vehicles		400	13.4	0.123	0.7	NA	0.2	1.3	0.05	0.08	55.6

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: 101v [2023 PM Peak (Back + Dev)]

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: Dalrymple Road											
1	L2	32	6.7	0.108	5.6	LOS A	0.0	0.0	0.00	0.10	29.6
2	T1	164	12.8	0.108	0.0	LOS A	0.0	0.0	0.00	0.10	57.8
Approach		196	11.8	0.108	0.9	NA	0.0	0.0	0.00	0.10	52.7
North: Dalrymple Road											
8	T1	158	16.7	0.095	0.1	LOS A	0.1	0.5	0.04	0.03	58.9
9	R2	8	12.5	0.095	6.4	LOS A	0.1	0.5	0.04	0.03	29.6
Approach		166	16.5	0.095	0.4	NA	0.1	0.5	0.04	0.03	57.2
West: Motel											
10	L2	6	16.7	0.029	2.6	LOS A	0.1	0.7	0.33	0.46	36.0
12	R2	21	5.0	0.029	3.8	LOS A	0.1	0.7	0.33	0.46	37.1
Approach		27	7.7	0.029	3.5	LOS A	0.1	0.7	0.33	0.46	36.8
All Vehicles		389	13.5	0.108	0.9	NA	0.1	0.7	0.04	0.09	53.5

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: 101v [2033 AM Peak (Back + Dev)]

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: Dalrymple Road											
1	L2	12	9.1	0.079	5.6	LOS A	0.0	0.0	0.00	0.05	30.0
2	T1	133	11.9	0.079	0.0	LOS A	0.0	0.0	0.00	0.05	58.9
Approach		144	11.7	0.079	0.5	NA	0.0	0.0	0.00	0.05	56.3
North: Dalrymple Road											
8	T1	235	16.1	0.135	0.0	LOS A	0.0	0.3	0.01	0.01	59.7
9	R2	4	25.0	0.135	6.4	LOS A	0.0	0.3	0.01	0.01	53.4
Approach		239	16.3	0.135	0.1	NA	0.0	0.3	0.01	0.01	59.6
West: Motel											
10	L2	11	10.0	0.056	2.4	LOS A	0.2	1.4	0.33	0.48	36.9
12	R2	41	5.1	0.056	4.0	LOS A	0.2	1.4	0.33	0.48	36.7
Approach		52	6.1	0.056	3.7	LOS A	0.2	1.4	0.33	0.48	36.8
All Vehicles		435	13.6	0.135	0.7	NA	0.2	1.4	0.05	0.08	55.9

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: 101v [2033 PM Peak (Back + Dev)]

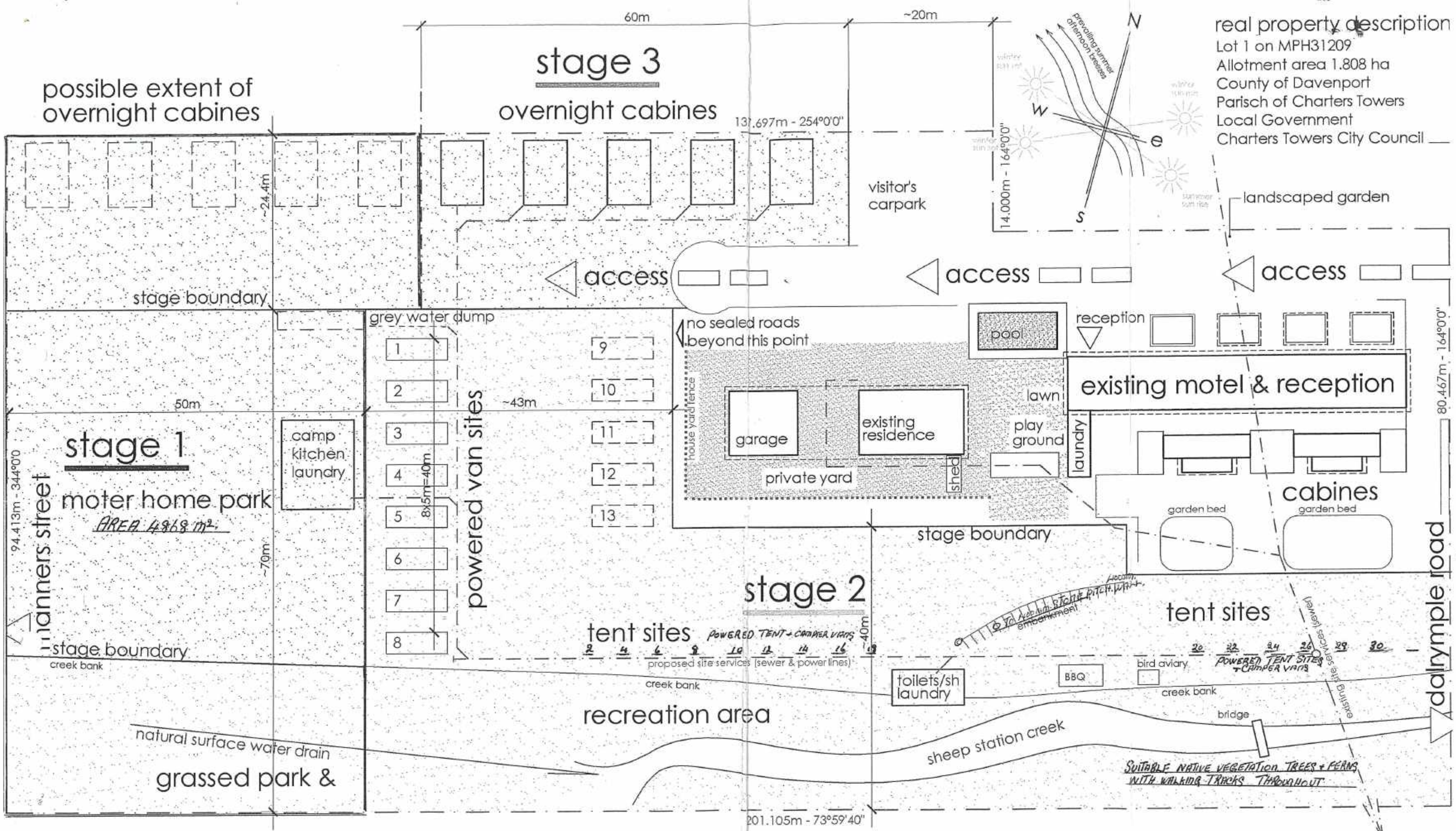
New Site
Giveway / Yield (Two-Way)

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: Dalrymple Road											
1	L2	32	3.3	0.130	5.6	LOS A	0.0	0.0	0.00	0.08	29.7
2	T1	206	11.7	0.130	0.0	LOS A	0.0	0.0	0.00	0.08	58.1
Approach		238	10.6	0.130	0.7	NA	0.0	0.0	0.00	0.08	53.9
North: Dalrymple Road											
8	T1	175	16.3	0.105	0.1	LOS A	0.1	0.6	0.04	0.03	58.9
9	R2	8	12.5	0.105	6.6	LOS A	0.1	0.6	0.04	0.03	53.1
Approach		183	16.1	0.105	0.4	NA	0.1	0.6	0.04	0.03	58.8
West: Motel											
10	L2	6	16.7	0.031	2.8	LOS A	0.1	0.8	0.37	0.49	35.4
12	R2	21	10.0	0.031	4.2	LOS A	0.1	0.8	0.37	0.49	35.6
Approach		27	11.5	0.031	3.9	LOS A	0.1	0.8	0.37	0.49	35.6
All Vehicles		448	12.9	0.130	0.8	NA	0.1	0.8	0.04	0.08	54.7

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.

MILFORD PLANNING

Appendix 6


60m
~20m
stage 3
overnight cabines
possible extent of overnight cabines
131.697m - 254°0'0"
visitor's carpark
14.000m - 164°0'0"
N
W
e
S
prevailing summer afternoon breezes
real property description
Lot 1 on MPH31209
Allotment area 1.808 ha
County of Davenport
Parisch of Charters Towers
Local Government
Charters Towers City Council
landscaped garden
access
access
access
~24.4m
stage boundary
grey water dump
no sealed roads beyond this point
pool
reception
existing motel & reception
80.467m - 164°0'0"
50m
~43m
house yard fence
garage
existing residence
lawn
play ground
laundry
private yard
shed
cabines
garden bed
garden bed
stage 1
moter home park
AREA 4868 m²
camp kitchen laundry
94.413m - 344°0'0
manners street
~70m
8x5m=40m
powered van sites
1
2
3
4
5
6
7
8
9
10
11
12
13
stage boundary
stage 2
tent sites
POWERED TENT + CAMPER VANS
2 4 6 8 10 12 14 16 18
40m
tent sites
20 22 24 26 28 30
POWERED TENT SITES + CAMPER VANS
embankment
proposed site services (sewer & power lines)
existing site services (sewer)
stage boundary
creek bank
creek bank
creek bank
toilets/sh laundry
BBQ
bird aviary
recreation area
bridge
natural surface water drain
grassed park &
sheep station creek
SUITABLE NATIVE VEGETATION TREES + FERNS WITH WALKING TRACKS THROUGHOUT
dalrymple road
201.105m - 73°59'40"

gold city motel charters towers

Mr & Mrs Alan Hamilton Dalrymple Road Charters Towers Qld

site & staging plan 1: 500 without trees & vegetation

felix riedweg architects pty ltd - MOT2416-sk4.2 - october 04 rw

APPROVED TOWN PLANNING
7/1/2005