

ENVIRONMENTAL ASSESSMENT REPORT

52-64 ANNERLEY ROAD, WOOLLOONGABBA

3 SEPTEMBER 2020
PREPARED FOR PIKOS GROUP



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Project Code	P0023987
Report Number	V1

TABLE OF CONTENTS

1.	Introduction	3
2.	The Site and Surrounds	4
2.1.	Site Details	4
2.2.	Site Context	6
3.	Development History	8
3.1.	Existing Development Approvals	8
3.2.	Compliance with Conditions	9
4.	The Proposal	11
4.1.	Overview of the Proposed Designation	11
4.2.	Intent of the Designation	11
4.3.	Consistency with Previous Development Approvals	12
4.4.	Community Benefits	12
4.5.	Overview of Anticipated Impacts	12
4.6.	Specialist information	13
5.	Statutory Planning Framework	14
5.1.	State and Regional Planning Framework	14
5.2.	Local Planning Framework	16
5.3.	Land Use Definition	16
5.4.	Zoning	16
5.5.	Neighbourhood Plan	17
6.	Environmental Assessment	21
6.1.	Transport Infrastructure	21
6.2.	Service Infrastructure	21
6.3.	Noise	22
6.4.	Natural Hazards	22
6.5.	Construction Impacts	22
6.6.	Socio-Economic Impacts	22
6.7.	Operational Impacts	23
7.	Consultation and Engagement	24
7.1.	Affected Parties and Stakeholders	24
7.2.	Pre-engagement Consultation Outcomes	24
7.3.	Proposed Consultation Strategy	25
8.	Conclusion	27
Appendix A	Architectural Plan prepared by Kris Kowalski Architects	30
Appendix B	Traffic Impact Assessment and Addendum prepared by Q Traffic	31
Appendix C	Stormwater Management Plan and Addendum prepared by Civil Works Engineers	32
Appendix D	Pre-consultation Responses	33
Appendix E	Title and EMR/CLR documentation	36

EXECUTIVE SUMMARY

Urbis has been commissioned by Pikos Group ('the Applicant') to prepare this Environmental Assessment Report in accordance with Section 36 of the *Planning Act 2016* (**Planning Act**), in support of a request to the Minister for Planning ('the **Minister**') for the designation of land at 52-64 Annerley Road, Woolloongabba, formally described as Lot 1 on RP84528 and Lot 10 on RP211687.

Key site details are provided in **Table 1** below.

Table 1 – Key Site Details

Site Address	<ul style="list-style-type: none">• 52-64 Annerley Road, Woolloongabba QLD 4102
Real Property Description	<ul style="list-style-type: none">• Lot 1 on RP84528; and• Lot 10 on RP211687
Land Owner	52 Annerley Road S1 Pty Ltd A.C.N. 605 927 400 64 Annerley Road S1 Pty Ltd A.C.N. 611 117 394
Total Site Area	2,568 m ²
Local Government	Brisbane City Council

This request seeks the designation of infrastructure in accordance with Schedule 5 of the Planning Regulation 2017 ('**Planning Regulation**'). The following types of infrastructure are sought as part of this designation:

- 12 hospitals and health care services

This Environmental Assessment Report has been prepared in accordance with Section 36 of the Planning Act and the Minister's Guidelines and Rules (**MGR**), a statutory instrument made pursuant to Section 17 of the Planning Act.

The proposal has been assessed against the relevant legislative provisions. This assessment demonstrates the proposed designation maintains consistency with the relevant statutory instruments and does not result in additional environmental impacts.

This Environmental Assessment Report demonstrates that the proposed designation maintains consistency with previous development approvals, minimised environmental impacts, and results in significant community benefits including:

- Supporting the growth of South East Queensland through the provision of critical infrastructure in a high growth area.
- Providing opportunities for local employment.
- Continuing to support a variety of healthcare and hospital offerings and choice for the local community. Nearby healthcare and hospital services include Mater Hospital, Mater Mother's and Lady Cilento Children's Hospital.
- Providing additional community services within close proximity to other key offerings, including Mater Public and Private Hospitals, The Gabba, Dutton Park and Dutton Park State School.
- Promoting the use of public and active transport options. The site is in close proximity to bus stops, including on Annerley Road at the intersection with Lockhart Street. Park Road Train Station is located approximately 510 metres south-east of the site.

Based on the assessment contained within this report, the Minister is requested to favourably consider the proposed designation.

APPLICANT & URBIS CONTACT DETAILS

Applicant	Pikos Group
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Urbis reference	P0023987

1. INTRODUCTION

Urbis has been commissioned by Pikos Group ('the Applicant') to prepare this Environmental Assessment Report, in support of a request to the Minister for Planning (the **Minister**) for the designation of land at 52-64 Annerley Road, Woolloongabba, formally described as Lot 1 on RP84528 and Lot 10 on 211687.

This request seeks the development of infrastructure in accordance with Schedule 5 of the Planning Regulation 2017 (**Planning Regulation**). The following types of infrastructure are sought as part of this designation:

12 *hospitals and health care services*

The intent of this designation is to ensure that the Hospital use previously not considered can be delivered on site in a timely and cost-effective manner to meet market expectations and demand.

This designation seeks the inclusion of an additional Hospital use within an Approved building (Council Reference: A004827412).

The designation will ultimately facilitate a total of 355 FTE permanent staff positions and a patient capacity of 221 within the hospital and health care services.

This report provides an overview of the proposed infrastructure, along with an assessment of matters a designator must be satisfied with pursuant to Section 36 of the *Planning Act 2016* (**Planning Act**) and Chapter 7 of the *Minister's Guidelines and Rules 2016* (**MGR**).

Specifically, this report has been prepared to address the following in accordance with Chapter 7, Part 1, Section 2.2 of the MGR:

- (a) *the site description including the location of the premises proposed to be designated;*
- (b) *any existing uses on the premises proposed to be designated;*
- (c) *existing uses on adjoining sites;*
- (d) *the type of infrastructure;*
- (e) *information about the nature, scale and intensity of the infrastructure and each use proposed;*
- (f) *the intended outcomes of the proposed uses on the site;*
- (g) *any anticipated impacts on the surrounding infrastructure network (both state and local);*
- (h) *a list of the applicable state interests as identified by the infrastructure entity and a statement about how they relate to the infrastructure proposal;*
- (i) *a statement about any relevant regional plans and state development areas that are applicable to the site and how they are relevant to the infrastructure proposal;*
- (j) *sufficient information to address the requirements of section 36(1) of the Act;*
- (k) *a proposed consultation strategy for the proposed designation that has taken into account the level of impact of the infrastructure proposal and that includes a method for consultation with directly affected landowners, adjoining landowners, and identified Native Title parties, differentiated from general public consultation; and*
- (l) *any other matter the infrastructure entity considers relevant to the request.*

This report should be read in conjunction with relevant architectural drawings and specialist reports included as appendices.

2. THE SITE AND SURROUNDS

2.1. SITE DETAILS

The site is located at 52-64 Annerley Road, Woolloongabba, approximately 2km south-east of the Brisbane CBD.

The site is currently improved by two single storey commercial buildings (which are vacant) and associated on grade car parking. The site is currently accessed by two separate crossovers: one from Heaslop Street and one from Lockhart Street.

Significantly, the site benefits from a recent development approval for a 10 storey building accommodating a range of uses including Health care services, Office, Child care centre, Food and drink outlet and Shop (Council reference: A004827412).

Key site details are provided in **Table 2**.

Table 2 – Key Site Details

Address of site	<ul style="list-style-type: none"> 52-64 Annerley Road, Woolloongabba QLD 4102
Real property description	<ul style="list-style-type: none"> Lot 1 on RP84528 Lot 10 on RP211687
Total site area	2,568 m ²
Landowner	52 Annerley Road S1 Pty Ltd A.C.N. 605 927 400 64 Annerley Road S1 Pty Ltd A.C.N. 611 117 394
Existing uses on site	Two single storey commercial buildings (Shop and Office uses)
Encumbrances	The site has no known encumbrances
Road frontages	The site possesses three (3) road frontages: <ul style="list-style-type: none"> Heaslop Street (Neighbourhood road) – frontage of approximately 32.5m Annerley Road (Arterial road) – frontage of approximately 86.5m Lockhart Street (Neighbourhood road) – frontage of approximately 49m
Existing improvements	Two single storey commercial buildings and on-grade car parking (currently vacant)
Vehicle Access	Two separate crossovers – one from Heaslop Street and one from Lockhart Street
Relevant Approvals	A004827412 <ul style="list-style-type: none"> Development Permit for a Material Change of Use for Centre Activities (Childcare Centre, Health Care Service, Shop, Office, Food and Drink Outlet), Residential Care Facility and Retirement Facility; and Preliminary Approval for Operational Works – Filling and/or Excavation (work in the Potential and Actual Acid Sulfate Soils Overlay)

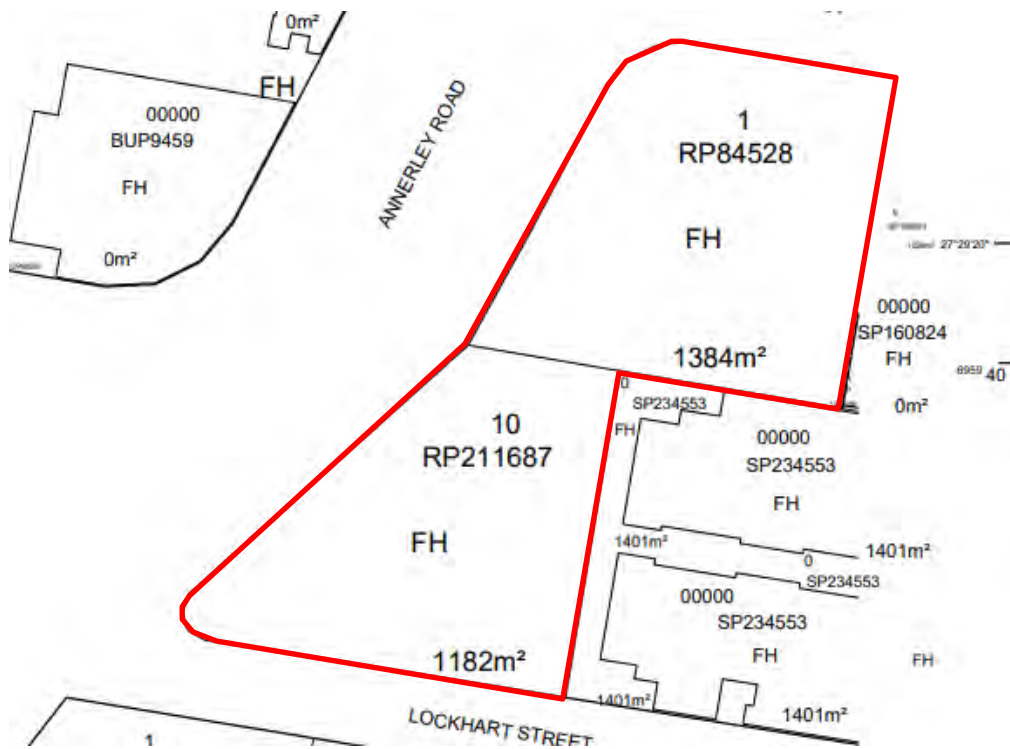
The existing condition of the site is illustrated in **Figure 1** to **6**.

Figure 1 – Aerial Image of the Site



Source: Nearmap 2020

Figure 2 – Cadastral plan



Source: SmartMap, DNRME

Table 3 below provides a general description of the infrastructure which services or is directly related to the site.

Table 3 – Site Infrastructure Overview

Infrastructure	Description
Road Infrastructure	The site is bound by Heaslop Street to the North, Annerley Road to the West, and Lockhart Street to the South. Heaslop Street and Lockhart Street are two-way single lane roads that run east-west and connect to Annerley Road, a two-way four lane major road which provides access the wider road network including A7 Motorway (Ipswich Road).
Public Transport Network	The site is serviced by bus services, with the Park Road Station located approximately 550m to the south-east. Additionally, regular bus services operate along Annerley Road.
Water and Sewer	Sewer is managed via on-site effluent management systems. The site is connected to the City's reticulated water network.
Stormwater	Stormwater matters are assessed in the attached Stormwater Management Plan prepared by Civil Works Engineers (Appendix C).
Electricity	The site is serviced by existing electricity infrastructure.
Telecommunications	The site connected to existing telecommunications infrastructure.

2.2. SITE CONTEXT

The surrounding context is characterised by a mix of healthcare and hospital facilities, commercial and retail services, and character housing. At a local scale, the site has the following surrounding context:

- **North** – Mater Hospital, Mater Mother's Hospital and Lady Cilento Children's Hospital are located approximately 250 metres north of the site.
- **East** – development to the east of the site is primarily characterised by a mix of multiple dwellings and character housing. Further east is the Pacific Motorway.
- **South** –
 - Dutton Park and Dutton Park State School are located approximately 600m south of the site.
 - Park Road Station is located approximately 550 south-east of the site.
 - Princess Alexandra Hospital is located approximately 1.1km south-east of the site.
- **West** - development to the west of the site is primarily characterised by a mix of multiple dwellings and character housing.

More specifically, the existing uses on adjoining sites is summarised as:

- **North** – the northern boundary of the site is bound by Heaslop Street. The land on the the opposite side of Heaslop Street and along Annerley Road contains one (1) and two (2) storey commercial and retail buildings. Tenancies on this site include Bikebug Bicycle Store, CrossFit Woolloongabba and Sport and Spinal Woolloongabba.
- **East** – directly adjoining the site to the east are two multiple dwellings, each three (3) storeys in height. Further east is a mix of low-medium density multiple dwellings and dwelling houses.

- **South** – the southern boundary of the site is bound by Lockhart Street. The land on the opposite side of Lockhart Street contains a two (2) storey commercial building and two dwelling houses.
- **West** – the western boundary of the site is bound by Annerley Road. On the opposite side of Annerley Road are two (2) storey commercial buildings and dwelling houses.

The site's immediate context is shown in **Figure 3** below.

Figure 3 – Aerial Image of the Site - Local Context



Source: Nearmap, 2019

3. DEVELOPMENT HISTORY

3.1. EXISTING DEVELOPMENT APPROVALS

The site is subject to a variety of historic and current planning approvals. The site's approval history is elaborated in **Table 4** below.

Table 4 – Site Approval History

Approval Date	Council Reference	Approval Type and Description
17 June 2016	A004176747	<p>On 17 June 2016, Council approved a Development Permit for a Material Change of Use for Health care service. The application was subject to Code Assessment.</p> <p>The approval provided for a four (4) storey Healthcare service building and one (1) level of basement car parking over only 52 Annerley Road. The approved building comprised a total of 9 main tenancies over all four (4) levels.</p>
21 December 2017	A004447032	<p>On 21 December 2017, Council approved a Development Permit for a Material Change of Use for Health care service and a Preliminary Approval under s241 for Building Work. The application was subject to Code Assessment.</p> <p>The original application involved a Health care service over 64 Annerley Road, however throughout this application a change was made to include the land at 52 Annerley Road and provide two (2) additional basement levels for car parking.</p> <p>The approval provided for a four (4) storey Health care service building and four (4) levels of basement car parking. The approved building comprised a total of 14 individual tenancies over all four (4) levels.</p>
07 March 2019	A004827412	<p>An Impact Assessable application was lodged with Council on 12 January 2018 seeking development approval for a Development Permit for a Material Change of Use (Health care service, Shop, Food and drink outlet, Office, Retirement facility and Residential care facility) and a Nature Application: Preliminary Approval under s241 for Operational Work (Filling and/or Excavation).</p> <p>Throughout the assessment process the Retirement Facility and Residential Care Facility uses were removed, and Child Care Centre was included.</p> <p>Significantly, on 14 August 2018, Brisbane City Council adopted an amendment to <i>City Plan 2014</i> to incorporate provisions of the Dutton Park-Fairfield Neighbourhood Plan. The assessment of A004827412 included assessment against the provisions of this incoming neighbourhood plan.</p> <p>Ultimately, Council issued an Approval for a Development Permit for a Material Change of Use (Healthcare services, Child care centre, Food and drink outlet, Shop and Office), and Preliminary Approval under</p>

Approval Date	Council Reference	Approval Type and Description
		<p>s241 for Operational Work (Filling and/or Excavation) on 7 March 2019.</p> <p>Specifically, the Approval provided for:</p> <ul style="list-style-type: none"> • 13,775m² GFA of Office/ Health care services uses operating between 6am and 10pm, and limited to Levels 1 to 9 and the rooftop; • 905m² GFA of Food and drink outlet/ Shop uses operating between 6am to 10pm, and limited to the Ground Floor; • 833m² GFA of Child care centre use operating 7am to 7pm internally, and 7am to 6pm for outdoor play areas, and limited to a maximum of 80 children, and within Level 9 and the rooftop over 52 Annerley Road; • 10 storey building height; and • Parking for 261 cars within four basement levels.

3.2. COMPLIANCE WITH CONDITIONS

The Applicant acknowledges and notes that the MID process does not remove or negate the need for ongoing compliance with development approval conditions. Any ongoing obligations and former operational conditions associated with the abovementioned development approvals, will be captured through the Environmental Assessment Process, to ensure any conflicts are avoided.

In this regard, we have undertaken a review of the conditions of approval for the most recent development permit facilitating the construction of the 10-storey building on site (Council Reference: A004827412), and note the following:

- The proposal will facilitate the delivery of a Hospital use within an approved 10 storey building (A004827412). No changes are proposed regarding the Approved built form on site.
- The facilities proposed are consistent with the type and scale of land uses sought by the neighbourhood plan precinct and zone.
- The proposal will not alter the parking, access and servicing arrangement as per the Approved arrangement. Refer to the Traffic Impact Assessment in **Appendix C** for further details.
- No changes are proposed regarding the hours of operation for the Approved land uses (6am-10pm), including Health care service, Food and drink outlet and Shop. Additionally, the use of the operation of the rooftop terrace area will remain as per the Approval (7am-6pm), and trucks and commercial vehicle (excluding waste collection vehicles) operations will be as per the Approval (7am-7pm Monday-Saturday).

It is noted that the proposed Hospital use will operate 24 hours a day/7 days a week due to the overnight accommodation component of the Hospital. The proposed Hospital is wholly contained within the approved building and will not involve any activity with amplified noise. Furthermore, it is confirmed that there are no emergency facilities provided and that the previously approved ambulance bay will remain for patient transfers and the like.

It is therefore anticipated that the impacts of noise, traffic, parking, and servicing will be commensurate with the levels of amenity expected for the Approved land uses. The Hospital component will remain compliant with relevant noise criteria.

- The designation will continue to comply with relevant amplified noise limitations in accordance with the existing development permit.
- A construction management plan can be prepared and submitted to Queensland Treasury if required for endorsement prior to construction commencing on site.

As demonstrated above, the proposal has been designed, and supported by technical reporting, that ensures the designation does not conflict with existing development permits relevant to the site. The proposal, therefore, will result in the ongoing compliance with existing approvals.

4. THE PROPOSAL

4.1. OVERVIEW OF THE PROPOSED DESIGNATION

This Environmental Assessment Report seeks the designation of land at 52-64 Annerley Road, Woolloongabba for the provision of healthcare infrastructure.

This request seeks the development of infrastructure in accordance with Schedule 5 of the Planning Regulation. The following types of infrastructure are sought as part of this designation:

12 *hospital and health care services*

The proposal is shown in the attached Architectural Drawings in **Appendix A**.

4.2. INTENT OF THE DESIGNATION

The intent of this designation is to provide for the timely and cost-effective delivery of a private hospital and associated health care services on site. The proposal will accommodate inpatient, outpatient and day patient private services, with proposed services providing a general mix of surgery and specialty programs. Specifically, the proposed hospital will include:

- Outpatient and day patient services;
- Day-surgery unit of 32 beds;
- Inpatient unit of 70 beds;
- 6 operating theatres; and
- Admission unit, radiology, pharmacy, pathology and sterilisation services, and recreational areas.

The proposed development has a strong need and clear relationship with the surrounding hospital and healthcare services along Annerley Road and Stanley Street.

Figure 4 - Approved built form on site (A004827412)



4.3. CONSISTENCY WITH PREVIOUS DEVELOPMENT APPROVALS

As discussed, the site has the benefit of historic development approval, and mostly recently A004827412 which established the development footprint on site.

For the most part, the proposed designation is entirely consistent with the development footprint of the previous development approval over the site. However, given the proposal's inclusion of a new use, this is not unexpected. Notably, external features and the ground plane will remain as per the existing approval. Ground level tenancies will be in accordance with the existing Approved uses – Shop and Food and drink outlet – and it is anticipated that these uses will support and be ancillary to the proposed Hospital and Health care services.

Based on the above, the proposed designation maintains consistency with the site's previous development approval and minimises impacts to that which were previously approved.

4.4. COMMUNITY BENEFITS

The proposed Ministerial Infrastructure Designation will result in a range of community benefits. Key benefits are of the designation are as follows:

- As stated in *'The Health of Queenslanders: Report of the Chief Health Officer Queensland, 2018'*, the latest population projections indicate Queensland will reach a population of 5.7 million by 2026, an increase of about 880,000 people. Importantly, approximately one-third will be of people aged 65 years and older, an additional 300,000 older Queenslanders. This population growth and changing population profile is predicted in the report to increase hospital admissions by 1.4 million, to reach 3.7 million per year in 2026.

Hospital and healthcare services across Queensland are much in demand currently, and increasingly so. The public hospital system is currently experiencing difficulty coping with the number of patients requiring attention. This is especially the case for the specialist type of services to be offered by the proposal. It is essential that the private sector continues to cater for the overflow of patients from the public sector and the proposed site is in a prime position to cater for this overflow.

- The proposal supports the growth of South East Queensland through the provision of critical infrastructure in a high growth area. The proposed Hospital use is identified as an essential service in accordance with the Planning Act and the State Planning Policy.
- The proposal provides opportunities for local employment.
- The proposal continues to support a variety of healthcare and hospital offerings and choice for the local community. Nearby healthcare and hospital services include Mater Hospital, Mater Mother's and Lady Cilento Children's Hospital.
- The proposal provides additional community services within close proximity to other key offerings, including The Gabba, Dutton Park and Dutton Park State School.
- The proposal promotes the use of public and active transport options. The site is in close proximity to bus stops, including on Annerley Road at the intersection with Lockhart Street, and the Mater Hill Station located approximately 550m north-west of the site. Additionally, Park Road Train Station is located approximately 510m south-east of the site.

4.5. OVERVIEW OF ANTICIPATED IMPACTS

The following sections provides an overview of the anticipated impacts proposed by this MID and specifically the inclusion of a Hospital use within the Approved building in addition to the Approved Health care services, Shop and Food and drink outlet. Further assessment is provided within Section 6 of this report.

Noise – The ground level uses (Shop and Food and drink outlet), along with the rooftop terrace, as well as servicing will continue to operate within approved hours of operation and noise limitations pursuant to the overarching Material Change of Use (Council Reference: A004827412). The new Hospital use is proposed to operate 24/7 given the overnight accommodation portion, but no additional noise impacts are anticipated. Refer to **Section 3.2** above for additional details.

Amenity – Design impacts regarding amenity, overlooking, privacy, aesthetic appeal and so forth were considered through statutory processes and the proposed inclusion of a Hospital use does not alter the Approved built form.

Traffic – The proposal does not seek to alter the access and parking arrangements of the approved development on site. A Traffic Impact Assessment was prepared by QTraffic as part of the approved development. An addendum is included in **Appendix B**. The assessment confirms that the previous report largely remains applicable and that the inclusion of a Hospital use is supported from a traffic perspective in terms of access, servicing and car parking requirements, and is not expected to result in an additional impacts.

Stormwater – A Civil Engineering Report was prepared by Civil Works as part of the approved development. A Stormwater Management Plan Addendum is included in **Appendix C**. The assessment confirms that the Site Based Stormwater Management Plan dated 24/10/18 by Civil Works Engineers is still applicable and addresses all the relevant requirements. The inclusion of a Hospital use within Levels 1-9 of the Approved built form will not result in an additional impact from a stormwater quantity and quality perspective.

Infrastructure – The site is located within an urban area and is well-serviced by water, sewer, power and telecommunications. No additional impacts from an infrastructure capacity perspective are anticipated in terms of the additional use.

Economic – The scale and size of development is not of a level that would impact broader public supply, to the point where both are at detriment.

4.6. SPECIALIST INFORMATION

This report should be read in conjunction with the other supporting documentation, drawings and technical reports accompanying this Environmental Assessment Report, which are:

- **Appendix A** – Approved Architectural Plans prepared by *Kris Kowalski Architects*
- **Appendix B** – Traffic Impact Assessment and addendum prepared by *QTraffic Engineers*
- **Appendix C** – Stormwater Management Plan and addendum prepared by *Civil Works Engineers*

These detailed technical reports have been prepared respond to and address the relevant assessment matters discussed throughout this Environmental Assessment Report.

5. STATUTORY PLANNING FRAMEWORK

5.1. STATE AND REGIONAL PLANNING FRAMEWORK

A summary assessment of the State and Regional planning framework as relevant to the proposed designation is outlined in **Table 5** below.

Table 5 – Overview of State and Regional Planning Framework

Instrument/Assessment Benchmark	Date of Instrument	Assessment
Planning Act 2016 (Planning Act)	1 July 2019	<p>This application relates to the making of a designation for infrastructure in accordance with Section 36 of the Planning Act.</p> <p>Section 36(7) of the Planning Act requires that to make, or amend, a designation, a designator must have regard to all planning instruments that relate to the premises. Further, the designation must have regard to any assessment benchmarks, other than in planning instruments, that relate to the development that is subject of the designation or amendments.</p>
Planning Regulation 2017 (Planning Regulation)	1 July 2019	<p>This request seeks the development of infrastructure in accordance with Schedule 5 of the Planning Regulation. The following types of infrastructure are sought as part of this designation:</p> <p style="text-align: center;">12 <i>hospital and health care services</i></p>
Minister's Guidelines and Rules (MGR)	July 2017	<p>The MGR is a statutory instrument made pursuant to Section 17 of the Planning Act.</p> <p>In accordance with Section 36(3) of the Planning Act, the Minister may, in guidelines, set out the process for the environmental assessment and consultation.</p> <p>This application has been prepared to satisfy the requirements of the MGR.</p>
State Planning Policy (SPP)	3 July 2017	<p>The SPP applies to the extent relevant when designating premises for infrastructure. When making or amending a designation, the Planning Minister must have regard to the relevant parts of the SPP as shown in <i>Figure 3: Application of the SPP</i> of the SPP - i.e.; the whole of the SPP.</p> <p>The site is identified on the following SPP Assessment Benchmark Mapping:</p> <ul style="list-style-type: none"> Natural Hazards, Risk and Resilience – Flood hazard area (Local Government flood mapping area. <p>The site is not identified in any Local Government flood mapping area. No further assessment of the Natural Hazards, Risk and Resilience – Flood hazard area of the SPP is relevant.</p> <p>With regards to the remainder of the SPP, the proposal is considered to meet the five (5) key guiding principles:</p>

Instrument/Assessment Benchmark	Date of Instrument	Assessment
		<ul style="list-style-type: none"> • Clearly focus on the delivery of outcomes – The proposal seeks to designate the site for the purposes of a Hospital. The designation considers economic, environmental and social needs of current and future generations through the delivery of the infrastructure. • Reinforce the role of local planning schemes as the integrated, comprehensive statement of land use policy and development intentions for a local area - Not applicable as the proposal is for an Infrastructure Designation and not for plan making. • Support the efficient determination of appropriate development - The proposal seeks to designate the site for the purposes of a Hospital. The designation forwards the efficient and timely delivery of infrastructure, within a built form previously approved by Council. • Enable positive responses to change, challenges and opportunities - Not applicable as the proposal is for an Infrastructure Designation and not for plan making. • Promote confidence in the planning system through plans and decisions that are transparent and accountable - The infrastructure designation process is proposed in accordance with Chapter 2 of the Planning Act. Assessment of impacts has had due consideration to relevant State and Local plans and mapping. Consultation with relevant Federal, State and Local agency stakeholders, political representatives, local government and the community will occur as part of this MID process. <p>As such, the proposed designation is considered consistent with the requirements of the SPP.</p>
South-East Queensland Regional Plan 2017 (Shaping SEQ)	11 August 2017	<p>The site is located within the Urban Footprint.</p> <p>When considering the nature of the infrastructure designation, the proposal accords with the objectives of Shaping SEQ and does not undermine the achievement of the goals and themes of the Urban Footprint. It seeks to provide infill development in a well populated and serviced area and will support surrounding communities, providing a much needed medical establishment.</p> <p>The proposal is considered to support the intent established by Shaping SEQ and provides a complementary development that supports surrounding rural communities.</p>
State Development Assessment Provisions Version 2.6 (SDAP)	1 July 2019	<p>An infrastructure designation proposal is required to consider the purpose of the SDAP codes. However, no State interests are of relevant to the site, and no further assessment is therefore required in this instance</p>

5.2. LOCAL PLANNING FRAMEWORK

The CityPlan 2014 (**City Plan**) is the current local categorising instrument used to assess and decide development applications within the Brisbane City Council local government area.

The following sections of this report provide a high-level assessment of the proposed development against the relevant provisions of the City Plan.

5.3. LAND USE DEFINITION

Pursuant to the City Plan, the proposal if it was to be subject to assessment against the City Plan, would be defined as a Hospital and Health care service as follows:

Hospital means the use of premises for

- (a) The medical or surgical care or treatment of patients, whether or not the care or treatment requires overnight accommodation; or
- (b) Providing accommodation for patients; or
- (c) Providing accommodation for employees, or any other use, if the use is ancillary to the use in paragraph (a) or (b).

Health care service means the use of the premises for medical purposes, paramedical purposes, alternative health therapies or general health care, if overnight accommodation is not provided in the premises.

For completeness the following definitions for the ground level uses as Approved under A004827412 are also provided:

Food and drink outlet means the use of premises for-

- (a) preparing and selling food and drink for consumption on or off the premises; or
- (b) providing liquor for consumption on the premises, if the use is ancillary to the use in paragraph (a).

Shop means the use of premises for-

- (a) displaying, selling or hiring goods; or
- (b) providing personal services or betting to the public.

5.4. ZONING

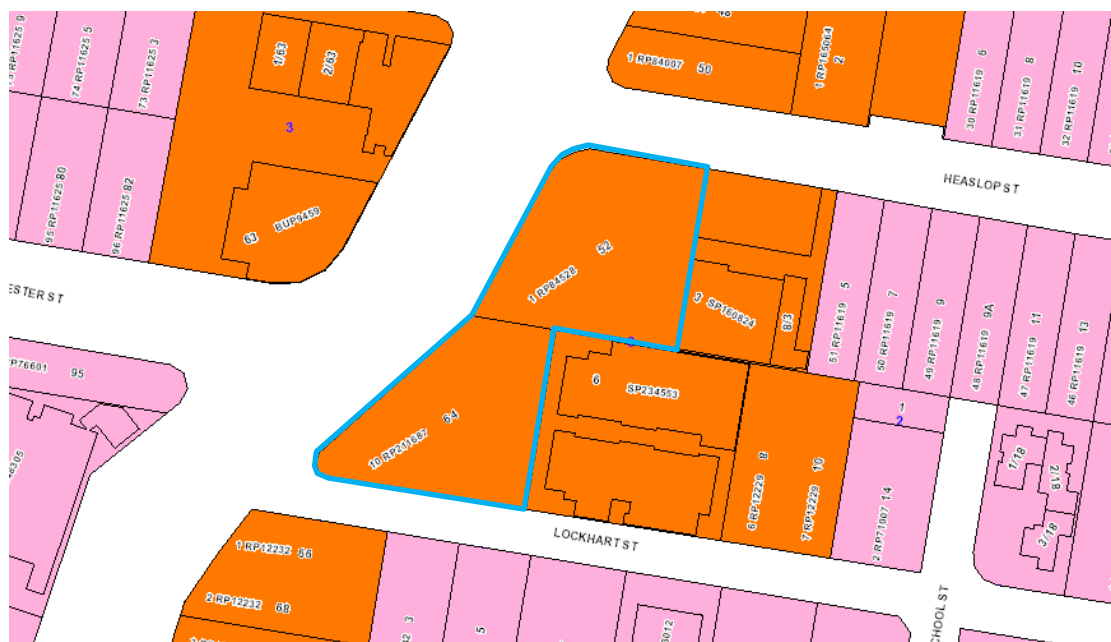
In accordance with the City Plan, the site is included within the MU3 Mixed Use Zone. The purpose of the Mixed Use zone is:

“to provide for a mixture of development that may include business, retail, residential, tourist accommodation and associated services, service industry and low impact industrial uses.”

The site's City Plan zone designation is shown in **Figure 5**.

The inclusion of a Hospital use by way of the designation complies with the overall outcomes of the MU3 Mixed Use Zone as it provides for associated services – health infrastructure – to support the local and broader community.

Figure 5 – Extract from City Plan Zone Map



Source: CityPlan 2014

5.5. NEIGHBOURHOOD PLAN

In accordance with the City Plan, the site is included within the Dutton Park-Fairfield Neighbourhood Plan. Specifically, it is included within the Annerley Road sub-precinct (NPP-001C) of the Mater Hill precinct (NPP-001) (refer to **Figure 6**). The overall outcomes of the Mater Hill precinct and the Annerley Road sub-precinct are as follows:

Mater Hill precinct (NPP-001)

- (a) *Development supports the growth of specialised and regionally significant health services, health research and education within an established character residential suburb. Heritage buildings are retained and repurposed to maintain a strong identity for this centre.*

(c) Annerley Street sub-precinct (NPP-001C)

- (i) *Supports the development, up to 10 storeys, of an active sub-precinct near the Mater Hospital, comprising a mix of non-residential ancillary uses, including health care services, conference facilities, offices, short-term accommodation, food and drink outlets.*
- (ii) *Manages the interface between new development and character residential areas by providing transitions in building heights between development in the Mixed use zone and the Character residential zone.*

Figure 6 – Extract from Neighbourhood Plan Map



Source: CityPlan 2014

Highlights of the Dutton Park-Fairfield Neighbourhood Plan which are relevant to the development include:




- Fostering the development of health and knowledge industries such as the Mater, Queensland Children's and Princess Alexandra hospitals.
- Supporting jobs growth by accommodating up to 13,000 extra jobs in the area through additional commercial and retail space.
- Creating a high-quality streetscape along Annerley Road.




The proposed development is consistent with the intent of the Dutton Park-Fairfield Neighbourhood Plan, delivering a range of land uses to support the health and knowledge industries in the locality.

This section identifies overlays from the City Plan which are relevant to the site, and considers their relevance. Refer to **Table 6** below.

Significantly, given that the designation relates to the inclusion of an additional use within an Approved building, specific assessment noting compliance with the relevant overlay codes of the City Plan remains as per the previous assessment undertaken as part of A004827412.

Table 6 – City Plan Overlays

Relevant Overlay	Overlay Map	Alteration in Compliance due to Hospital use
<p>Airport environs overlay</p> <ul style="list-style-type: none"> • OLS – Horizontal limitation surface boundary • Procedures for air navigation surfaces (PANS) • BBS zone – Distance from airport 8-13km 		<p>The proposal does not involve any change to the approved built form and building height of 10 storeys. The approved built form achieves compliance with all relevant Acceptable Outcomes of the Airport environs overlay code.</p>
<p>Bicycle network overlay</p>		<p>The alteration does not involve changes or extensions to the Bicycle network.</p>
<p>Potential and actual acid sulfate soils overlay</p> <ul style="list-style-type: none"> • Potential and actual acid sulfate soils sub-category • Land above 5m AHD and below 20m AHD sub-category 		<p>The proposal does not introduce any additional groundworks, and is therefore not considered to introduce new, or exacerbate existing constraints relating to Acid Sulfate Soils as a result.</p>

Relevant Overlay	Overlay Map	Alteration in Compliance due to Hospital use
<p>Road hierarchy overlay</p>		<p>The alteration does not involve changes or extensions to the road hierarchy.</p>
<p>Streetscape hierarchy overlay</p>		<p>The proposal does not involve any change or extension to the Streetscape hierarchy. A high quality streetscape activation outcome will be provided as per the Approved design.</p>
<p>Transport noise corridor overlay</p> <ul style="list-style-type: none"> Noise corridor - Brisbane: Queensland Development Code MP4.4 Noise Category 2 sub-category Noise corridor - Brisbane: Queensland Development Code MP4.4 Noise Category 3 sub-category 		<p>The proposal does not involve any change to Approved built form. No additional impacts are expected from the adjoining transport corridor.</p>

6. ENVIRONMENTAL ASSESSMENT

Prior to the designation of a premises for infrastructure, an Environmental Assessment is to be undertaken to satisfy the Minister that the proposal has been considered against Chapter 7 of the MGR and the Planning Act.

Section 36 of the Planning Act outlines the relevant environmental assessment matters as follows:

- *all planning instruments that relate to the premises; and*
- *any assessment benchmarks, other than in planning instruments, that relate to the development that is the subject of the designation or amendment; and*
- *if the premises are in a State development area under the State Development Act—any approved development scheme for the premises under that Act; and*
- *if the premises are in a priority development area under the Economic Development Act 2012—*
- *any development scheme for the priority development area under that Act; and*
- *any properly made submissions made as part of the consultation carried out under section 37; and*
- *the written submissions of any local government.*

This section of the Environmental Assessment Report provides an assessment of impacts which may be generated by the designation and any recommendations to ameliorate such impacts, where they exist.

6.1. TRANSPORT INFRASTRUCTURE

6.1.1. Road Infrastructure

The proposed designation has been supported by a Traffic Impact Assessment and addendum, prepared by QTraffic (**Appendix B**) which undertook a detailed analysis of the existing Approval. Significantly, QTraffic have also assessed any alteration in traffic, access, servicing and car parking impacts as a result of the designation, and provides commentary on the future operations of the site. The analysis concluded that the anticipated traffic impact of the proposed development is anticipated to be generally consistent with that of the approved development, and acceptable from a traffic engineering perspective.

Please refer to **Appendix B** for further details.

6.1.2. Car Parking

Car parking provision to support the propose designation has been calculated based on the requirement of 1 space per 100m² GFA as the site is located within the City Frame area and has a total GFA of 15,513m². The car parking provisions rate required by the calculation equates to 156 car parking spaces. The Approved development provides for a total of 261 car parking spaces available to the designation. The proposal is therefore considered to provide sufficient car parking to cater for the demand of the proposal into the future.

Please refer to **Appendix B** for further details.

6.1.3. Active Transport Infrastructure

With respect to active transport infrastructure, the site is well connected to existing, and recently upgraded facilities along Annerley Road. The on-street bicycle lanes along Annerley Road will not be altered as a result of this designation.

6.2. SERVICE INFRASTRUCTURE

6.2.1. Water and Sewer

The proposal will maintain existing connections to the city's reticulated water network and sewer network. The existing networks are considered to have sufficient capacity to cater for the proposed designation.

6.2.2. Stormwater

This Approved built form was supported by a Stormwater Management Plan, prepared by Civil Works Engineers (**Appendix C**). Significantly, Civil Works have also assessed any alteration in stormwater impacts as a result of the designation, and this report concludes that the designation will continue to adequately addresses the management of stormwater quantity and quality during the operational phase.

Please refer to the Stormwater Management Plan and associated addendum at **Appendix C** for further details.

6.2.3. Electricity and Telecommunications

The site has access to existing electricity and telecommunication infrastructure. The existing networks are considered to have sufficient capacity to cater for the proposed designation.

6.3. NOISE

The proposal will continue to operate within approved noise limitations pursuant to the overarching Material Change of Use (Council Reference: A004827412). It is noted that the proposed use will operate 24 hours a day/7 days a week due to the overnight accommodation component of the private Hospital.

6.4. NATURAL HAZARDS

6.4.1. Flood

Pursuant City Plan Overlay Mapping, the site is not identified as being potentially flood affected. No further consideration of the proposal with respect to flooding is required.

6.4.2. Acid Sulfate Soils

The site is identified in City Plan Overlay Mapping as potentially comprising Acid Sulfate Soils. Significantly, the proposed designation relates to the inclusion of an additional use within an Approved building. To that end, any risk of Acid Sulfate Soils on the site is considered to have been appropriately assessed by Council and ameliorated on site. The proposal is not considered to introduce new, or exacerbate existing constraints relating to Acid Sulfate Soils as a result.

6.4.3. Contaminated Land

The site is not included on the Department of Environment and Science's Environmental Management Register or Contaminated Land Register. Refer to **Appendix E**

6.5. CONSTRUCTION IMPACTS

A construction management plan can be prepared and implemented during the construction phase. The construction management plan will ensure that any potential impacts from construction works are appropriately managed.

6.6. SOCIO-ECONOMIC IMPACTS

The proposed infrastructure designation seeks to facilitate additional medical services, offering a broadening of medical infrastructure and employment opportunities to the community.

The proposal will facilitate ongoing development of the site in accordance with an existing Approval, and construction of additional facilities to cater for the growing needs the local and wider community. Proposed works will ensure that the designation provides high-quality medical facilities, which improve on the existing socio-economic environment of the area.

The works will create additional local jobs, stimulating the local economy, including local construction and supply companies which will be engaged to undertake the works.

The proposal is considered to positively contribute to the areas socio-economic environment.

6.7. OPERATIONAL IMPACTS

6.7.1. Traffic

As noted in the Traffic Impact Assessment prepared by QTraffic, the inclusion of a Hospital use within the approved built form results in minimal changes to the Traffic Impact Assessment previously undertaken. The addendum letter provided at **Appendix B** notes the minor alterations not previously assessed and addressed through the inclusion of a Hospital, and it concludes that the proposed infrastructure is not anticipated to result in new, or exacerbate existing, traffic impacts to the surrounding network.

6.7.2. Noise

Potential sources of environmental noise from the site include general vehicle movements and carparking, service and refuse vehicles, air conditioners, kitchen exhaust, sound from staff and patients.

The proposal will continue to operate within approved noise limitations pursuant to the overarching Material Change of Use (Council Reference: A004827412). It is noted that the proposed Hospital use will operate 24 hours a day/7 days a week due to the overnight accommodation component of the Hospital. The proposed Hospital is wholly contained within the approved building and will not involve any activity with amplified noise. Furthermore, it is confirmed that there are no emergency facilities provided and that the previously approved ambulance bay will remain for patient transfers and the like. As such, noise impacts will be commensurate with the levels of amenity expected for the Approved land uses.

The proposed infrastructure is therefore not anticipated to result in new, or exacerbate existing, noise impacts.

7. CONSULTATION AND ENGAGEMENT

Chapter 7 of the MGR requires that an infrastructure entity must consult with affected parties and stakeholders about the proposal designation of infrastructure.

The following section of this report identified the affected parties and stakeholders and the proposed consultation strategy.

7.1. AFFECTED PARTIES AND STAKEHOLDERS

The affected parties and stakeholders relevant to the proposed infrastructure designation are as follows:

- **Local Government** – Brisbane City Council;
- **Elected representatives** – Brisbane City Council Councillor Jonathan Sri (The Gabba Ward), Ms Jacklyn Trad MP – State Member for South Brisbane, and Hon Terri Butler MP – Member for Griffith, Queensland;
- **Native Title Parties** – Mr John Dowsett;
- **Adjoining Land Owners/ Directly affected landowners** – As identified by Queensland Treasury

7.2. PRE-ENGAGEMENT CONSULTATION OUTCOMES

The Applicant, and its project team, have engaged with identified stakeholders prior to the submission of the Streamlined MID Request. This engagement took place with all stakeholders list in **Section 7.1** above.

During the pre-consultation time period, key stakeholders were notified of the proposed designation by sending a letter with details of the proposal, and three (3) formal responses were received. These formal responses are attached at **Appendix D**. A response from Brisbane City Council was also received on 25 August 2020 after the closing of the pre-consultation time period. A copy of this response is also provided at **Appendix D**.

Table 7 - Submissions Summary

Key Submission Issues	Response
Land Use There are already sufficient sites for Hospital and Health Care uses in the near vicinity. It is undesirable to increase the concentration of Hospital facilities.	The approved land uses, and the introduction of a Hospital facility, are consistent with the intent of the Strategic Framework, and supports the zoning and neighbourhood plan designation. As outlined in Section 2 of this letter, the projected increase in population and associated hospital admissions across Queensland necessitates an increase in Health Care infrastructure. The public hospital system is currently experiencing difficulty coping with the number of patients requiring attention. The proposed facility can cater for the current overflow of patients and future projected hospital admissions.
Vehicle Access The site is located along the major Annerley Road bikeway with barrier-separated bike lanes and right turn for the adjoining side streets. It would be a poor choice for healthcare facilities of any kind as vehicle access is limited.	The development will utilise an acceptable vehicle access arrangement as per the approved design (A004827412). Vehicle access will be provided to basement level car parking via Heaslop Street.

Key Submission Issues	Response
Green space There is a need and demand for greenspaces within the area. There is a significant lack of accessible greenspaces within the Woolloongabba precinct. A greenspace area within the area would provide interesting urban design prospects and offer a place for families and visitors to enjoy.	Whilst we recognise the value of green space to serve community needs for recreation and leisure activities, the site is not identified within any statutory document as required for park dedication. The approved built form will incorporate an extensive and high-quality landscaping outcome consisting of a mix of large trees, planters and shrubs along the street frontages and on the building rooftop. The rooftop is designed as a large communal terrace to provide open space for tenants and visitors.

7.3. PROPOSED CONSULTATION STRATEGY

As instructed by the Queensland Treasury, Planning Group, the Applicant and its project team have engaged with key stakeholders prior to the submission of this application as outlined in Section 7.2 above.

In addition to the consultation already undertaken to date, **Table 8** below identifies the consultation strategy which is proposed to be undertaken to further engage with affected parties and stakeholders following lodgement of this Environment Assessment Report.

Table 8 – Consultation Strategy

Strategy	Affected Parties/Stakeholders	Description
Brief Elected Representatives	Elected Representatives	<ul style="list-style-type: none"> Distribute briefing note to Councillor Jonathan Sri, outlining the proposed infrastructure designation. If required, a follow up briefing will be provided. Distribute briefing note to Ms Jacklyn Trad MP, outlining the proposed infrastructure designation. If required, a follow up briefing will be provided. Distribute briefing note to Hon Terri Butler MP, outlining the proposed infrastructure designation. If required, a follow up briefing will be provided.
Concurrent EAR submission to Local Government and briefing	Local Government	Provide EAR to Brisbane City Council at the same time as submission to the Minister. If required by Council, a prelodgement meeting will be undertaken with Brisbane City Council representatives.
Refer to Native Title Parties	Native Title Group	Provide EAR and briefing note to Mr John Dowsett for review and comment.
Public Consultation	Adjoining and neighbouring landowners Local community	Place public notice in the local newspaper (Courier Mail). Place a single sign per street frontage, for a period of 15 days, outlining the proposed infrastructure designation. Distribute letters to adjoining and neighbouring landowner's outlining the proposed infrastructure designation.

8. CONCLUSION

Urbis Pty Ltd has been commissioned by Pikos Group ('the Applicant') to prepare this Environmental Assessment Report, in support of a request to the Minister of Planning for the designation of land at 52-64 Annerley Road, Woolloongabba, properly described as Lot 1 on RP84528 and Lot 10 on RP211687.

This request seeks the development of infrastructure in accordance with Schedule 5 of the Planning Regulation. The following types of infrastructure are sought as part of the designation:

12 *hospital and health care services*

This report provides an overview of the proposed infrastructure, along with an assessment of matters a designator must be satisfied with pursuant to Section 36 of the Planning Act and Chapter 7 of the MGR.

This Environmental Assessment Report demonstrates that the proposed designation maintains consistency with previous development approvals, minimised environmental impacts, and results in significant community benefits including:

- Supporting the growth of South East Queensland through the provision of critical infrastructure in a high growth area.
- Providing opportunities for local employment.
- Continuing to support a variety of healthcare and hospital offerings and choice for the local community.
- Providing additional community services withing close proximity to other key offerings.
- Promoting the use of public and active transport options.

Overall, the designation allows for the timely delivery of a Hospital use in accordance with Section 36(1) of the Planning Act, and maintains consistency with the relevant assessment matters outlined within Chapter 7 of the MGR. The designation therefore warrants favourable consideration.

DISCLAIMER

This report is dated 5 August 2020 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Pikos Group (**Instructing Party**) for the purpose of MID (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

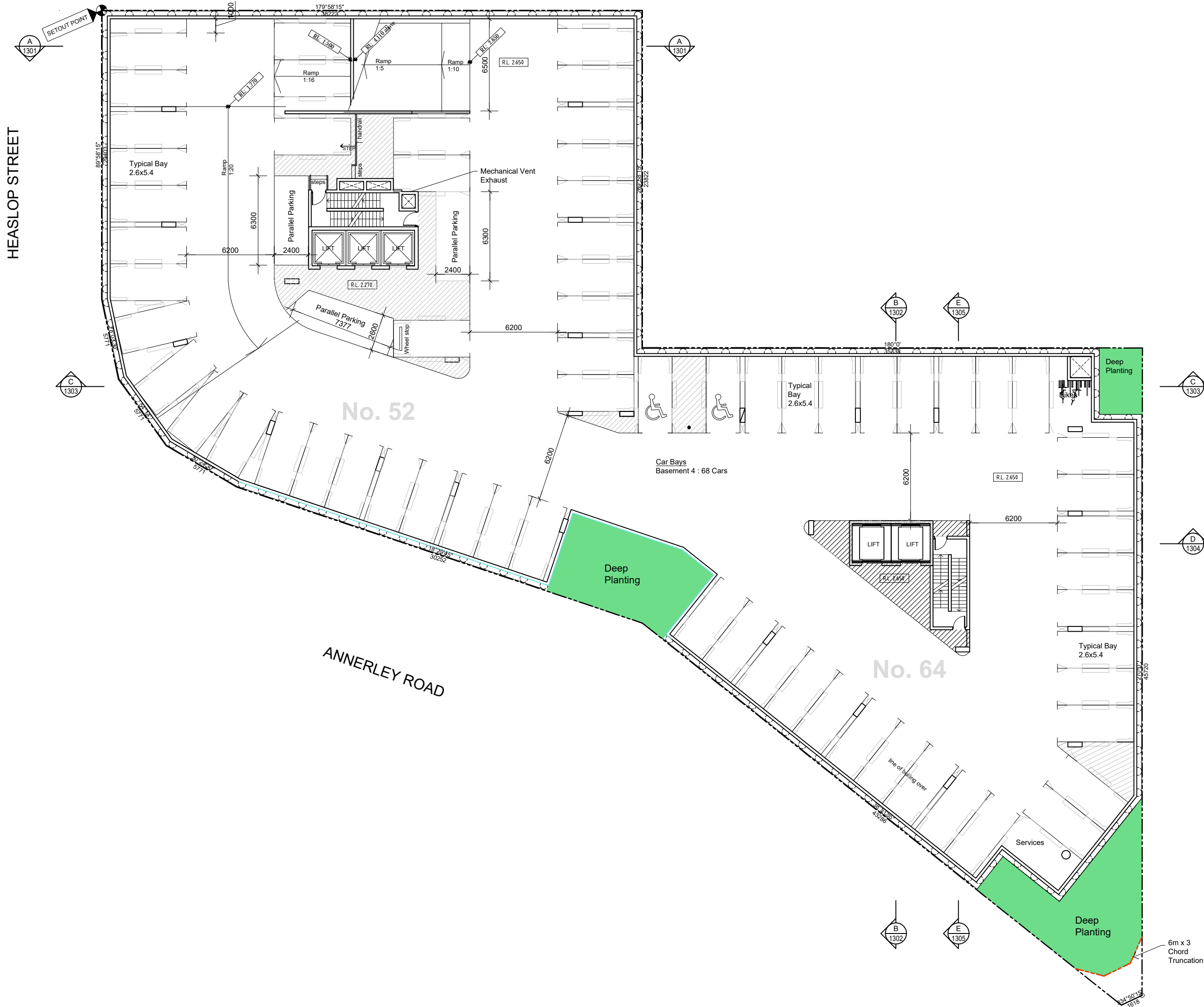


APPENDIX A ARCHITECTURAL PLAN PREPARED BY KRIS KOWALSKI ARCHITECTS

HEASLOP STREET

ANNERLEY ROAD

LOCKHART STREET



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A	31.05.17	TBL	INITIAL ISSUE
B	02.06.17	MHC	GENERAL AMENDMENTS
C	28.06.17	MIR	GENERAL AMENDMENTS
D	15.08.17	SW	GENERAL AMENDMENTS
E	25.08.17	SW	GENERAL AMENDMENTS
F	05.09.17	MHC	GENERAL AMENDMENTS
G	16.10.17	MHC	GENERAL AMENDMENTS
H	18.10.17	MHC	GENERAL AMENDMENTS
J	03.05.18	MHC	RENUMBERED
K	11.05.18	MHC	GENERAL REVISIONS
L	24.05.18	MHC	GENERAL REVISIONS
M	28.09.18	MHC	GENERAL REVISIONS
N	02.10.18	MHC	GENERAL REVISIONS
P	18.10.18	MHC	GENERAL REVISIONS
Q	31.01.19	MHC	GENERAL REVISIONS
R	01.02.19	TBL	GENERAL REVISIONS



PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA



DRAWING TITLE:
FLOOR PLAN
BASEMENT 4

SCALE: 1:125@A1/1:250@A3

DATE: May 2017

DRAWN: TBL

CHECKED:

Dwg Ref 1767_DA1095

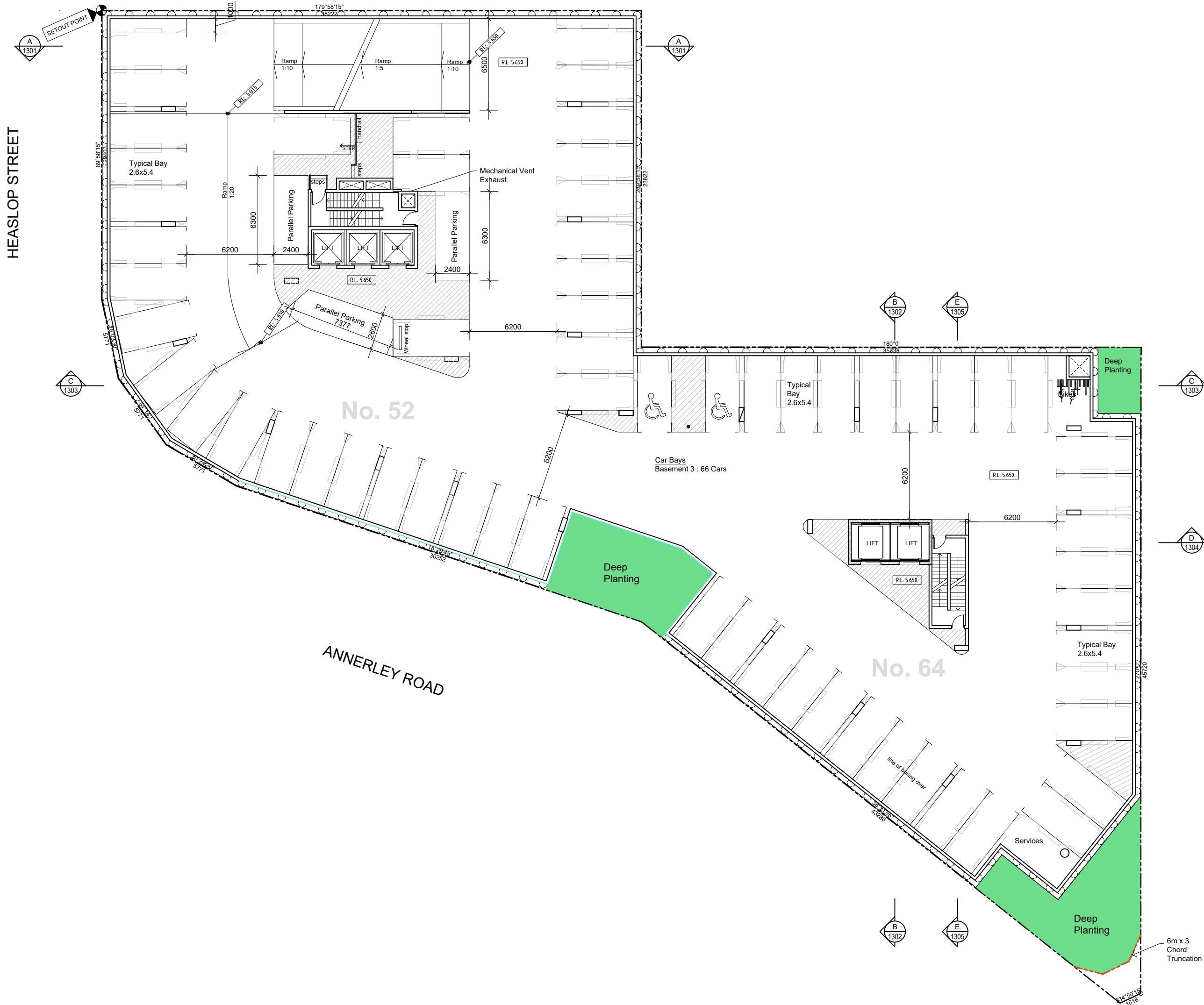
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P	18.10.18	MHC	GENERAL REVISIONS
Q	31.01.19	MHC	GENERAL REVISIONS
R	01.02.19	TBL	GENERAL REVISIONS



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BASEMENT 3

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Dwg Ref 1767_DA1096

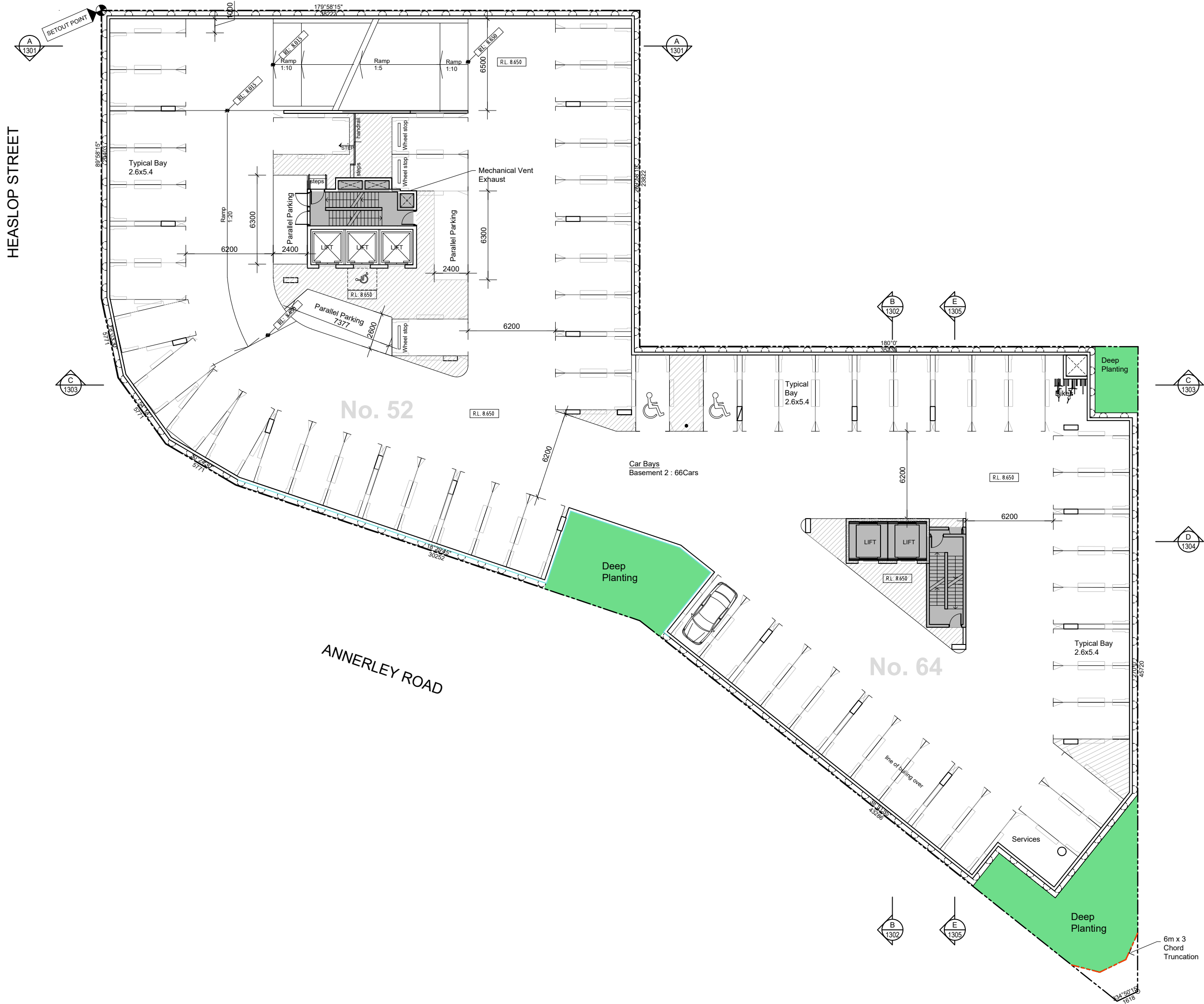
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P	18.10.18	MHC	GENERAL REVISIONS
Q	31.01.19	MHC	GENERAL REVISIONS
R	01.02.19	TBL	GENERAL REVISIONS

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PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
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WOOLLOONGABBA

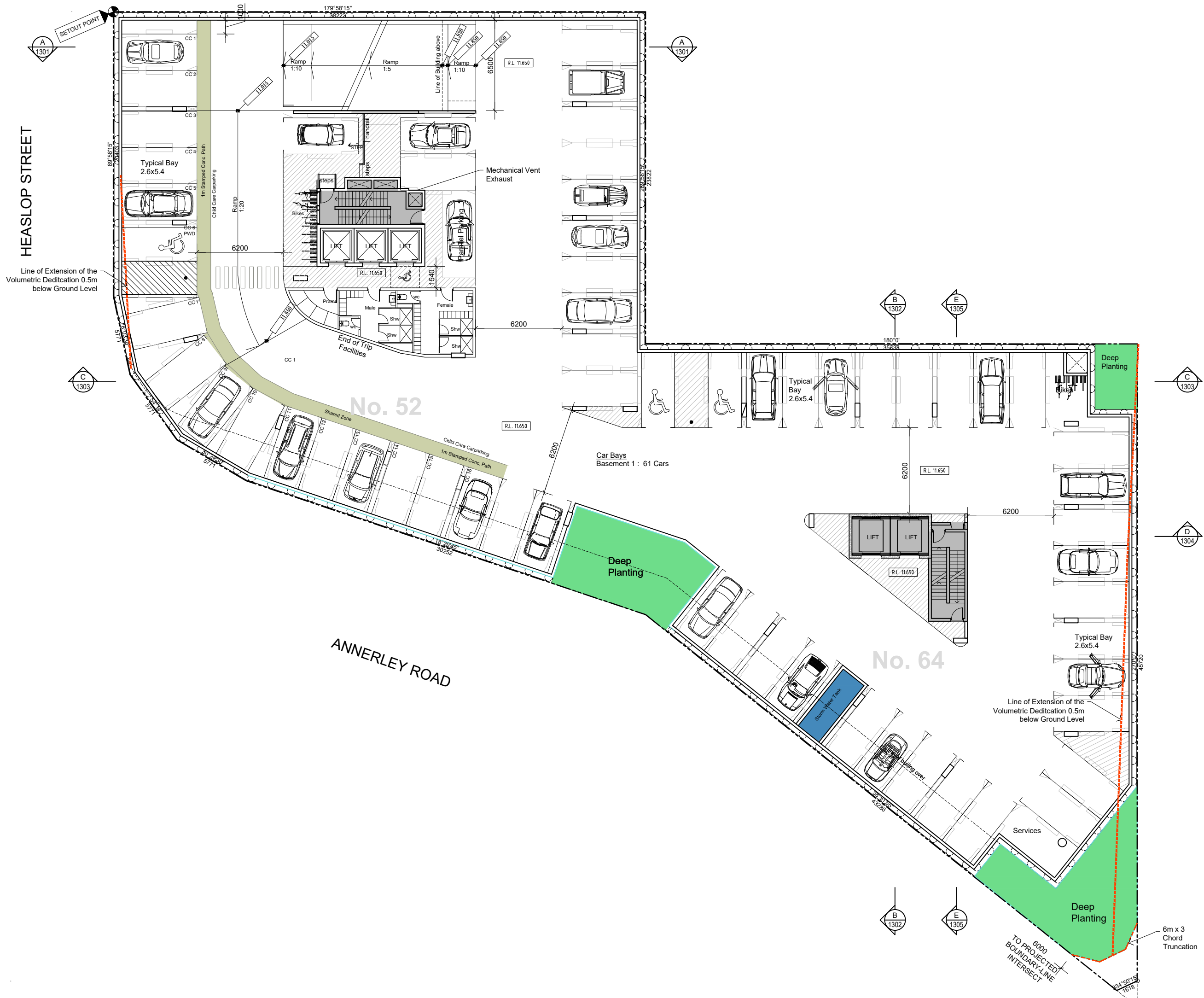
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pikas **HEATHLEY**

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BASEMENT 2

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R	02.10.18	MHC	GENERAL REVISIONS
S	18.10.18	MHC	GENERAL REVISIONS
T	01.02.19	TBL	GENERAL REVISIONS

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PROJECT:
**ANNERLEY ROAD
WELLNESS CENTRE**

AT:
**52-64 ANNERLEY ROAD
WOOLLOONGABBA**

CLIENT:

pikas HEATHLEY

DRAWING TITLE:
**FLOOR PLAN
BASEMENT 1**

SCALE: 1:125@A1/1:250@A3

DATE: May 2017

DRAWN: TBL

CHECKED:

Dwg Ref 1767_DA1098

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HEASLOP STREET



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T	28.09.18	MHC	GENERAL REVISIONS
U	02.10.18	MHC	GENERAL REVISIONS
V	18.10.18	MHC	GENERAL REVISIONS



PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA



DRAWING TITLE:
GROUND FLOOR

SCALE: 1:125@A1/1:250@A3

DATE: May 2017

DRAWN: TBL

CHECKED:

Dwg Ref 1767_DA1099

REV V

NORTH

HEASLOP STREET



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REV	DATE	BY	AMENDMENT
A	31.05.17	MHC	INITIAL ISSUE
B	02.06.17	MHC	GENERAL AMENDMENTS
C	15.08.17	SW	GENERAL AMENDMENTS
D	25.08.17	SW	GENERAL AMENDMENTS
E	05.09.17	MHC	GENERAL AMENDMENTS
F	07.09.17	MHC	GENERAL AMENDMENTS
G	16.10.17	MHC	GENERAL AMENDMENTS
H	18.10.17	MHC	GENERAL AMENDMENTS
J	08.03.18	MHC	GENERAL AMENDMENTS
K	19.03.18	MHC	GENERAL AMENDMENTS
L	02.05.18	MHC	GENERAL AMENDMENTS
M	03.05.18	MHC	RENUMBERED
N	11.05.18	MHC	GENERAL REVISIONS
O	28.05.18	MHC	VEHICLE ENTRY AT No.52 REVISED
P	30.05.18	MHC	GENERAL REVISIONS
Q	14.06.18	MR	GENERAL AMENDMENTS
R	26.09.18	MHC	GENERAL AMENDMENTS
S	02.10.18	MHC	GENERAL AMENDMENTS
T	18.10.18	MHC	GENERAL REVISIONS
U			

K

**KRIS KOWALSKI
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ABN 3405335801

PROJECT:
**ANNERLEY ROAD
WELLNESS CENTRE**

AT:
**52-64 ANNERLEY ROAD
WOOLLOONGABBA**

CLIENT:

pikos HEATHLEY

DRAWING TITLE:
**FLOOR PLAN
SERVICE AREA**

SCALE: 1:125@A1/1:250@A3

DATE: May 2017

DRAWN: MHC

CHECKED:

Dwg Ref 1767_DA1100

REV U

NORTH

HEASLOP STREET



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REV	DATE	BY	AMENDMENT
A	-	TBL	INITIAL ISSUE
B	02.06.17	MHC	GENERAL AMENDMENTS
C	23.06.17	MIR	GENERAL AMENDMENTS
D	15.08.17	SW	GENERAL AMENDMENTS
E	25.08.17	SW	GENERAL AMENDMENTS
F	05.09.17	MHC	GENERAL AMENDMENTS
G	16.10.17	MHC	GENERAL AMENDMENTS
H	18.10.17	MHC	GENERAL AMENDMENTS
J	28.11.17	MHC	GENERAL AMENDMENTS
K	20.12.17	MHC	GENERAL AMENDMENTS
L	08.03.18	MHC	GENERAL AMENDMENTS
M	19.03.18	MHC	GENERAL AMENDMENTS
N	02.05.18	MHC	GENERAL AMENDMENTS
O	03.05.18	MHC	RENUMBERED
P	11.05.18	MHC	GENERAL REVISIONS
R	24.05.18	MHC	GENERAL REVISIONS
S	30.05.18	MHC	GENERAL REVISIONS
T	14.06.18	MIR	GENERAL AMENDMENTS
U	26.09.18	MHC	GENERAL AMENDMENTS
V	02.10.18	MHC	GENERAL AMENDMENTS
W	11.10.18	MHC	GENERAL AMENDMENTS
X	18.10.18	MHC	GENERAL REVISIONS
Y	23.10.18	MIR	GENERAL AMENDMENTS
Z	07.08.20	DH	GENERAL AMENDMENTS
AA	11/09/20	DH	GENERAL AMENDMENTS



PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA

CLIENT:



DRAWING TITLE:

FLOOR PLAN
LEVEL 1

SCALE: 1:125@A1/1:250@A3

DATE: May 2017

DRAWN: MHC

CHECKED:

Dwg Ref

1767_DA1101

110920_1213 David Halpin

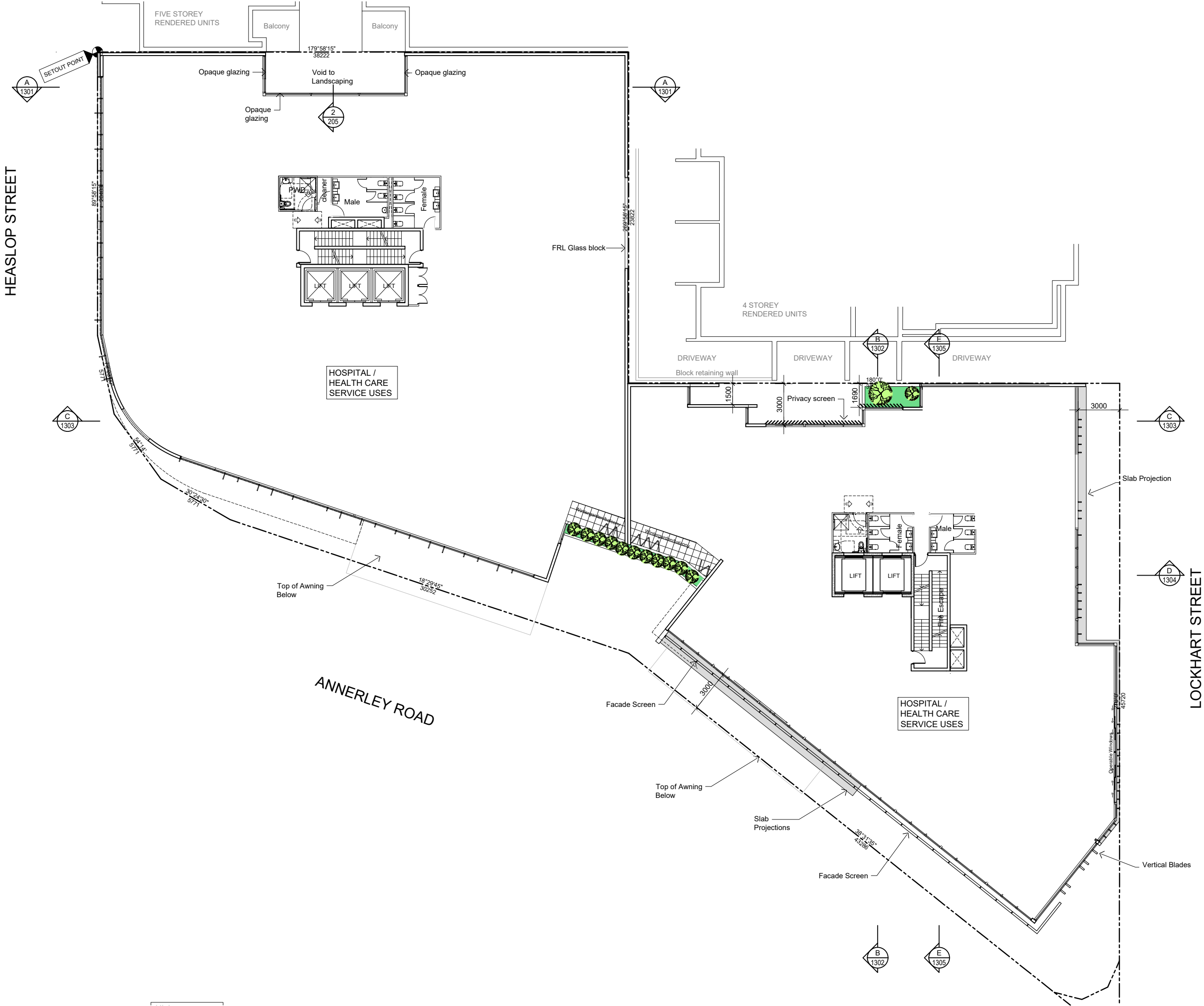
NORTH



REV

AA

HEASLOP STREET



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REV	DATE	BY	AMENDMENT
A	31.05.17	TBL	INITIAL ISSUE
B	02.06.17	MHC	GENERAL AMENDMENTS
C	23.06.17	MR	GENERAL AMENDMENTS
D	15.08.17	SW	GENERAL AMENDMENTS
E	25.08.17	SW	GENERAL AMENDMENTS
F	05.09.17	MHC	GENERAL AMENDMENTS
G	16.10.17	MHC	GENERAL AMENDMENTS
H	18.10.17	MHC	GENERAL AMENDMENTS
J	28.11.17	MHC	GENERAL AMENDMENTS
K	30.11.17	MHC	GENERAL AMENDMENTS
L	20.12.17	MHC	GENERAL AMENDMENTS
M	19.03.18	MHC	GENERAL AMENDMENTS
N	02.05.18	MHC	GENERAL AMENDMENTS
O	03.05.18	MHC	RENUMBERED
P	11.05.18	MHC	GENERAL AMENDMENTS
R	24.05.18	MHC	GENERAL AMENDMENTS
S	30.05.18	MHC	GENERAL AMENDMENTS
T	14.06.18	MR	GENERAL AMENDMENTS
U	26.09.18	MHC	GENERAL AMENDMENTS
V	02.10.18	MHC	GENERAL AMENDMENTS
W	11.10.18	MHC	GENERAL AMENDMENTS
X	18.10.18	MHC	GENERAL REVISIONS
Y	23.10.18	MR	GENERAL AMENDMENTS
Z	31.01.19	MHC	GENERAL AMENDMENTS
AA	01.02.19	TBL	GENERAL AMENDMENTS
AB	07/08/20	DAH	GENERAL AMENDMENTS
AC	11/09/20	DAH	GENERAL AMENDMENTS



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ABN 34053355801

PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA

CLIENT:



DRAWING TITLE:
FLOOR PLANS
LEVEL 2

SCALE: 1:125@A1/1:250@A3

DATE: May 2017

DRAWN: MHC

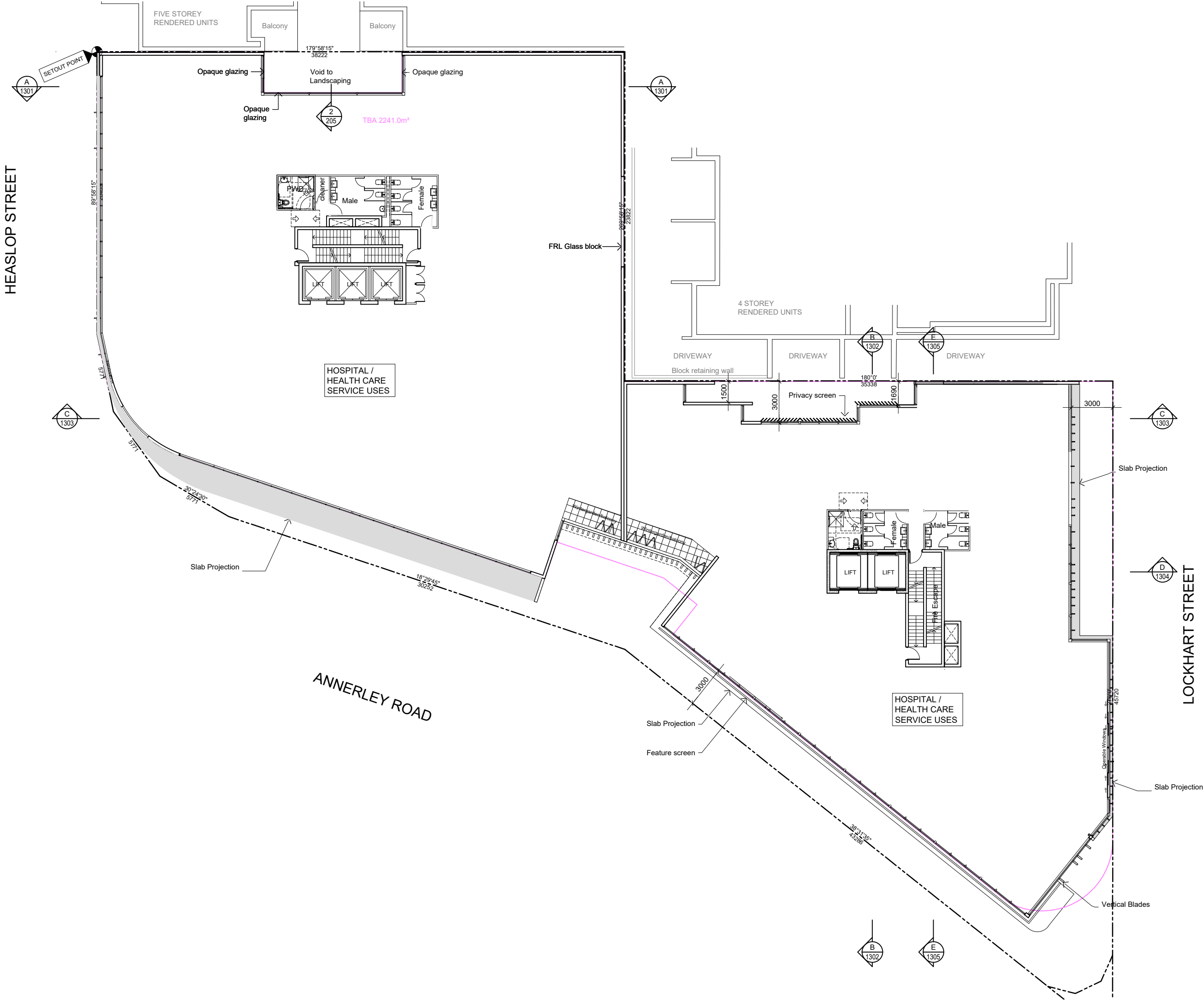
CHECKED:

Dwg Ref 1767_DA1102

REV AC



HEASLOP STREET



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REV	DATE	BY	AMENDMENT
A	18.10.18	MR	INITIAL ISSUE
B	23.10.18	MR	GENERAL AMENDMENTS
C	31.01.19	MHC	GENERAL AMENDMENTS
D	01.02.19	TBL	GENERAL AMENDMENTS
E	07/08/20	DH	GENERAL AMENDMENTS
F	11/09/20	DAH	GENERAL AMENDMENTS



PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA



DRAWING TITLE:
FLOOR PLANS
LEVEL 3

SCALE: 1:125@A1/1:250@A3

DATE: Oct 2018

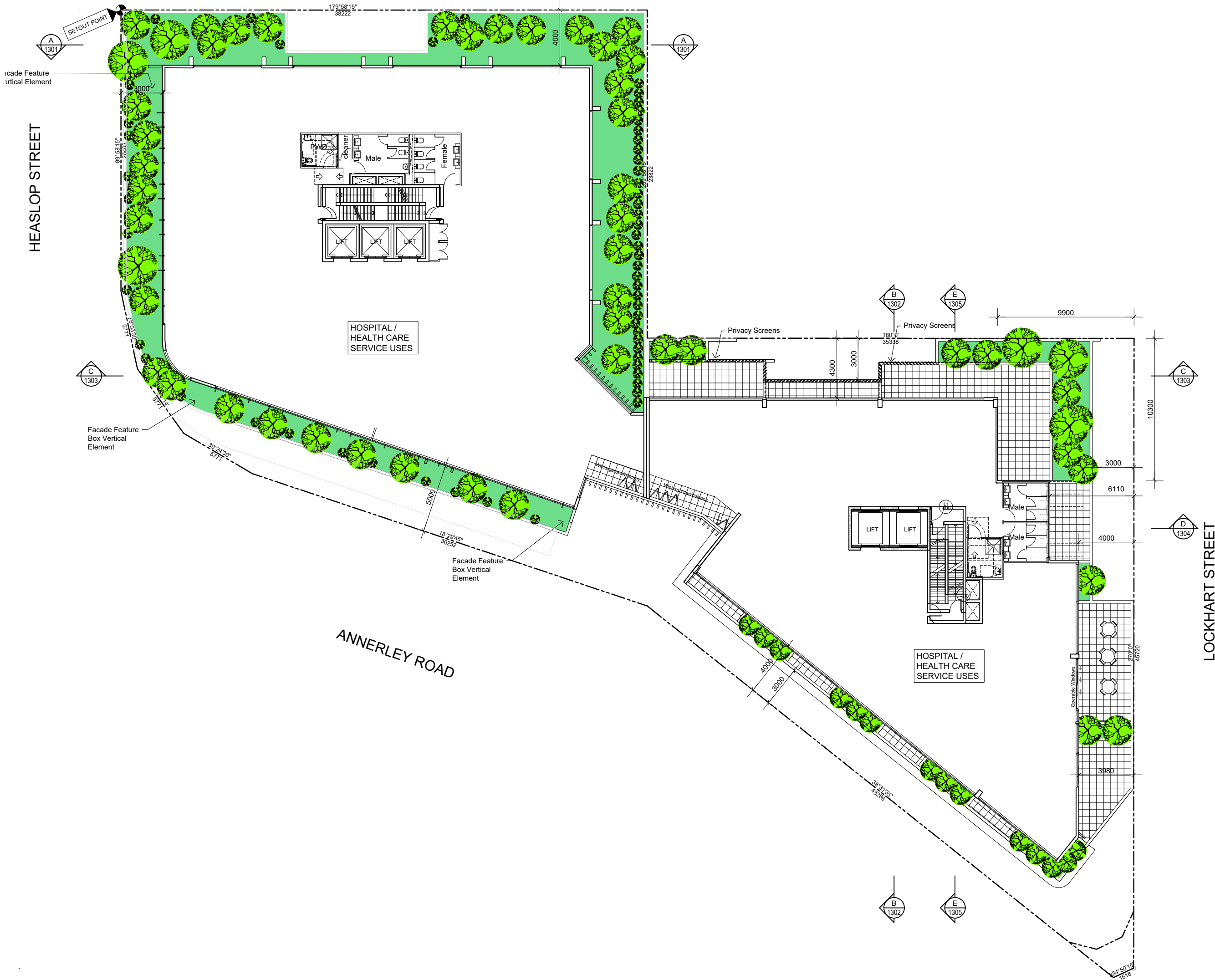
DRAWN: MHC

CHECKED:

Dwg Ref 1767_DA1103

REV F





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REV	DATE	BY	AMENDMENT
A	31.05.17	TBL	INITIAL ISSUE
B	05.09.17	MHC	GENERAL AMENDMENTS
C	16.10.17	MHC	GENERAL AMENDMENTS
D	18.10.17	SW	GENERAL AMENDMENTS
E	28.11.17	MHC	GENERAL AMENDMENTS
F	20.12.17	MHC	GENERAL AMENDMENTS
G	08.03.18	MHC	GENERAL AMENDMENTS
H	19.03.18	MHC	LEVEL NUMBER CHANGED
J	02.05.18	MHC	LEVEL NUMBER CHANGED
K	03.05.18	MHC	RENUMBERED
L	11.05.18	MHC	GENERAL REVISIONS
M	15.05.18	MHC	PERGOLA, PRIVACY SCREENS TO No.64 EAST
N	01.02.19	TBL	GENERAL AMENDMENTS
P	07/08/20	DH	GENERAL AMENDMENTS
Q	11/09/20	DH	GENERAL AMENDMENTS

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PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA

CLIENT:

pikos **HEATHLEY**

DRAWING TITLE:
FLOOR PLAN
LEVEL 4

SCALE: 1:125@A1/1:250@A3

DATE: Jan 2019

DRAWN: MHC

CHECKED:

Dwg Ref 1767_DA1104

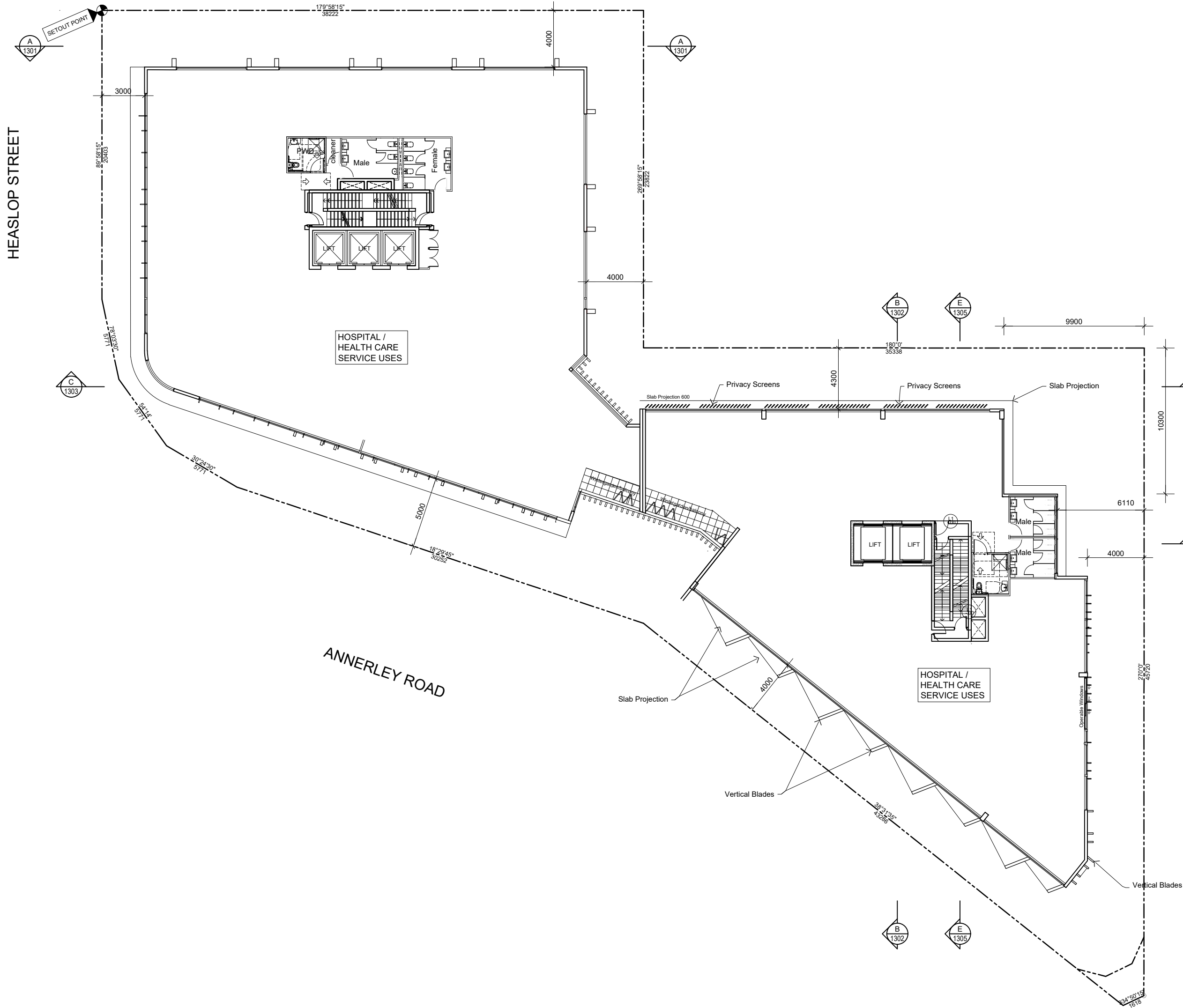
REV Q

NORTH

HEASLOP STREET

ANNERLEY ROAD

LOCKHART STREET



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REV	DATE	BY	AMENDMENT
A	31.05.17	TBL	INITIAL ISSUE
B	02.06.17	MHC	GENERAL AMENDMENTS
C	23.06.17	MR	GENERAL AMENDMENTS
D	15.08.17	SW	GENERAL AMENDMENTS
E	25.08.17	SW	GENERAL AMENDMENTS
F	05.09.17	MHC	GENERAL AMENDMENTS
G	16.10.17	MHC	GENERAL AMENDMENTS
H	18.10.17	MHC	GENERAL AMENDMENTS
J	28.11.17	MHC	GENERAL AMENDMENTS
K	20.12.17	MHC	GENERAL AMENDMENTS
L	08.03.18	MHC	FLOOR LEVELS RENUMBERED
M	02.05.18	MHC	GENERAL REVISIONS
N	03.05.18	MHC	RENUMBERED
P	11.05.18	MHC	GENERAL REVISIONS
Q	15.05.18	MHC	PRIVACY SCREENS TO64 EAST SIDE
R	24.05.18	MHC	GENERAL REVISIONS
S	30.05.18	MHC	GENERAL REVISIONS
T	26.09.18	MHC	GENERAL REVISIONS
U	02.10.18	MHC	GENERAL REVISIONS
V	11.10.18	MHC	GENERAL REVISIONS
X	18.10.18	MHC	GENERAL REVISIONS
Y	23.10.18	MR	GENERAL AMENDMENTS
Z	31.01.19	MHC	GENERAL AMENDMENTS
AA	04.02.19	MHC	GENERAL AMENDMENTS
AB	04.03.19	EH	TEXT ADDED
AC	07/08/20	DH	GENERAL AMENDMENTS
AD	11/09/20	DH	GENERAL AMENDMENTS



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ABN 34053355801

PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA

CLIENT:



DRAWING TITLE:
FLOOR PLANS
LEVELS 5-9

SCALE: 1:125@A1/1:250@A3


DATE: May 2017

DRAWN: MHC

CHECKED:

Dwg Ref 1767_DA1106

REV AD



NOTES:
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REV	DATE	BY	AMENDMENT
A	03.05.18	MHC	INITIAL ISSUE
B	11.05.18	MHC	GENERAL AMENDMENTS
C	15.08.18	MHC	PLANTER TO EDGE No.52
D	24.05.18	MHC	GENERAL AMENDMENTS
E	29.05.18	MHC	GENERAL AMENDMENTS
F	30.05.18	MHC	GENERAL AMENDMENTS
G	11.06.17	MHC	GENERAL AMENDMENTS
H	28.09.18	MHC	GENERAL REVISIONS
I	20.12.17	MHC	PLANTERS REVISED
J	28.09.18	MHC	PLANTERS REVISED
K	01.10.18	MHC	GENERAL REVISIONS
L	02.10.18	MHC	GENERAL REVISIONS
M	18.10.18	MHC	GENERAL REVISIONS
N	23.10.18	MHC	GENERAL AMENDMENTS
P	07.08.2020	DH	GENERAL AMENDMENTS
Q			
R			



PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA



DRAWING TITLE:
ROOF TERRACE

SCALE: 1:125@A1/1:250@A3
DATE: May 2018
DRAWN: MHC
CHECKED:
Dwg Ref 1767_DA1115
REV R



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6/2/2019

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REV	DATE	BY	AMENDMENT
A	31.05.17	MR	INITIAL ISSUE
B	23.06.17	MR	GENERAL AMENDMENTS
C	15.08.17	SW	GENERAL AMENDMENTS
D	25.08.17	MR	GENERAL AMENDMENTS
E	05.09.17	MHC	REPRINT
F	08.09.17	MHC	GENERAL AMENDMENTS
G	31.10.17	MR	GENERAL AMENDMENTS
H	03.11.17	EH	GENERAL AMENDMENTS
J	01.12.17	MR	GENERAL AMENDMENTS
K	15.05.18	MR	GENERAL AMENDMENTS
L	25.05.18	MR	GENERAL AMENDMENTS
M	29.05.18	MR	GENERAL AMENDMENTS
N	14.06.18	MR	GENERAL AMENDMENTS
P	04.10.18	MR	GENERAL AMENDMENTS
Q	18.10.18	MR	GENERAL AMENDMENTS
R	22.10.18	MR	GENERAL AMENDMENTS
S	23.10.18	MR	GENERAL AMENDMENTS
T	04.02.19	TBL	GENERAL AMENDMENTS

PLANS AND DOCUMENTS
referred to in the
APPROVAL

Dated: 07/03/2019

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(This includes for any works for: built to boundary walls; any construction (retaining walls) within neighbouring buildings structural zones, boundary fences, temporary rock anchoring, or crane overall)



PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA



DRAWING TITLE:
EXTERNAL
ELEVATION - NORTH
(HEASLOP STREET)

SCALE: 1:125@A1/1:250@A3

DATE: May 2017

DRAWN: MR

CHECKED:

Dwg Ref

1767_DA1210

NORTH

REV

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Received
6/2/2019
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REV	DATE	BY	AMENDMENT
A	31.05.17	MR	INITIAL ISSUE
B	23.06.17	MR	GENERAL AMENDMENTS
C	15.08.17	SW	GENERAL AMENDMENTS
D	25.08.17	MR	GENERAL AMENDMENTS
E	05.09.17	MHC	REPRINT
F	08.09.17	MHC	GENERAL AMENDMENTS
G	31.10.17	MR	GENERAL AMENDMENTS
H	03.11.17	EH	GENERAL AMENDMENTS
J	01.12.17	MR	GENERAL AMENDMENTS
K	15.05.18	MR	GENERAL AMENDMENTS
L	25.05.18	MR	GENERAL AMENDMENTS
M	29.05.18	MR	GENERAL AMENDMENTS
N	14.06.18	MR	GENERAL AMENDMENTS
P	04.10.18	MR	GENERAL AMENDMENTS
Q	18.10.18	MR	GENERAL AMENDMENTS
R	04.02.19	TBL	GENERAL AMENDMENTS
S	05.02.19	MHC	GENERAL AMENDMENTS

PLANS AND DOCUMENTS
referred to in the
APPROVAL
Dated: 07/03/2019

Neighbouring Property Consent
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(This includes for any works for: built to boundary walls; any construction (retaining walls) within neighbouring buildings structural zones; boundary fences; temporary rock anchoring; or crane oversail.)



PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA



DRAWING TITLE:
EXTERNAL
ELEVATION - WEST
(ANNERLEY ROAD)

SCALE: 1:125@A1/1:250@A3
DATE: May 2017
DRAWN: MR
CHECKED:
Dwg Ref 1767_DA1211
NORTH
REV S
050219_0903 Michael Heath-Caldwell



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REV	DATE	BY	AMENDMENT
A	31.05.17	MR	INITIAL ISSUE
B	23.06.17	MR	GENERAL AMENDMENTS
C	15.08.17	SW	GENERAL AMENDMENTS
D	25.08.17	MR	GENERAL AMENDMENTS
J	29.11.17	MHC	GENERAL AMENDMENTS
F	08.09.17	MHC	GENERAL AMENDMENTS
G	31.10.17	MR	GENERAL AMENDMENTS
H	03.11.17	EH	GENERAL AMENDMENTS
E	05.09.17	MHC	REPRINT
K	30.11.17	MHC	GENERAL AMENDMENTS
L	01.12.17	MR	GENERAL AMENDMENTS
M	04.12.17	MR	GENERAL AMENDMENTS
N	15.05.18	MR	GENERAL AMENDMENTS
P	16.05.18	MR	GENERAL AMENDMENTS
Q	26.05.18	MR	GENERAL AMENDMENTS
R	14.06.18	MR	GENERAL AMENDMENTS
S	18.10.18	MR	GENERAL AMENDMENTS
T	23.10.18	MR	GENERAL AMENDMENTS
U	04.02.19	TBL	GENERAL AMENDMENTS
V	05.02.19	MHC	GENERAL AMENDMENTS

PLANS AND DOCUMENTS referred to in the **APPROVAL**

Dated: 07/03/2019

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Facsimile: (07) 3003 1170
E-mail: mail@krisowalski.com.au
ABN: 34053355801

PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA

CLIENT:



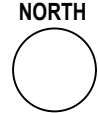
DRAWING TITLE:
EXTERNAL
ELEVATION - SOUTH
(LOCKHART STREET)

SCALE: 1:125@A1/1:250@A3

DATE: May 2017

DRAWN: MR

CHECKED:

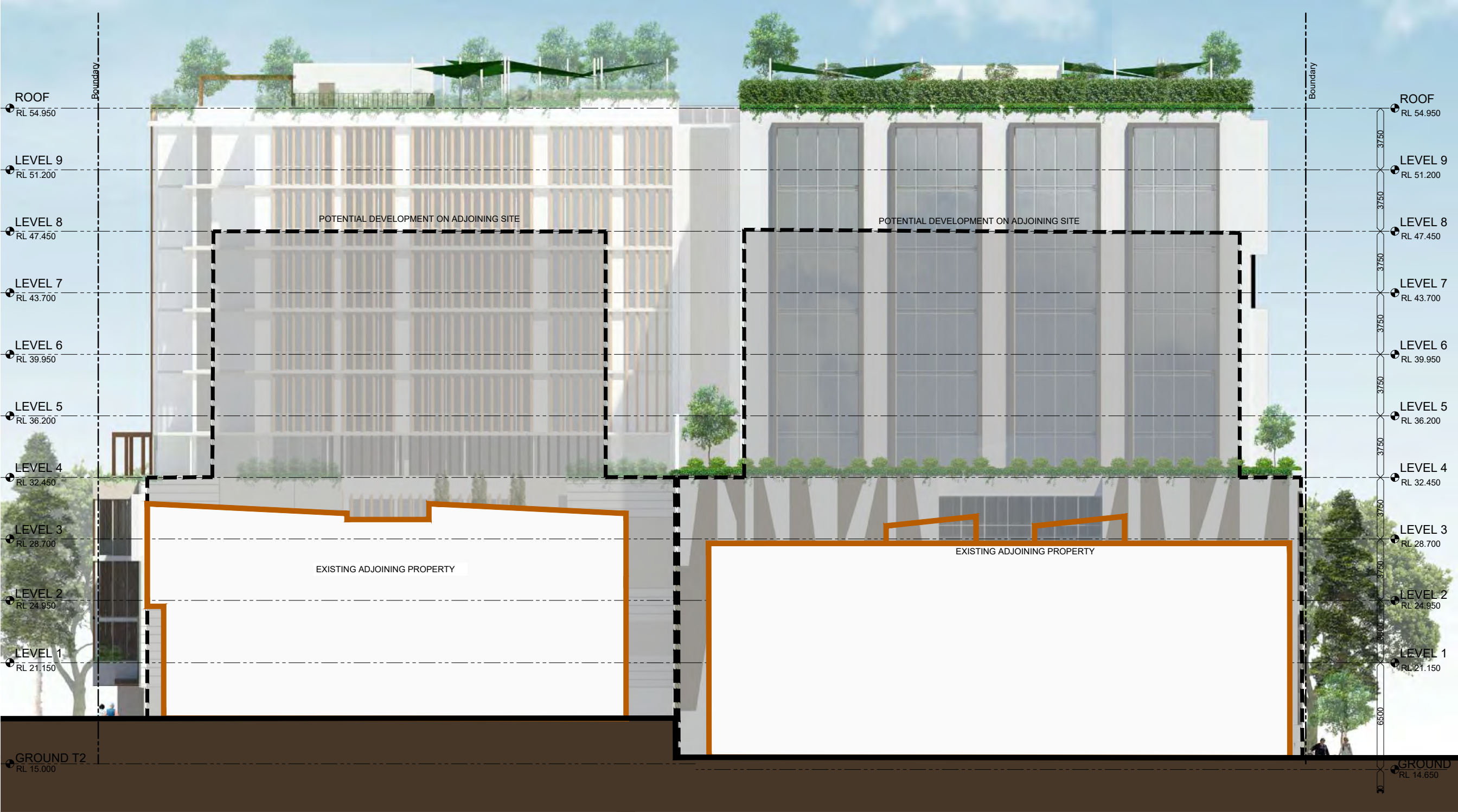


NORTH

Dwg Ref 1767_DA1212

REV V





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6/2/2019

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A	31.05.17	MR	INITIAL ISSUE
B	23.06.17	MR	GENERAL AMENDMENTS
C	15.08.17	SW	GENERAL AMENDMENTS
D	25.08.17	MR	GENERAL AMENDMENTS
E	05.09.17	MHC	REPRINT
F	08.09.17	MHC	GENERAL AMENDMENTS
G	31.10.17	MR	GENERAL AMENDMENTS
H	03.11.17	EH	GENERAL AMENDMENTS
J	28.11.17	MHC	GENERAL AMENDMENTS
K	30.11.17	MHC	GENERAL AMENDMENTS
L	01.12.17	MR	GENERAL AMENDMENTS
M	04.12.17	MR	GENERAL AMENDMENTS
N	15.05.18	MR	GENERAL AMENDMENTS
P	16.05.18	MR	GENERAL AMENDMENTS
Q	26.05.18	MR	GENERAL AMENDMENTS
R	14.06.18	MR	GENERAL AMENDMENTS
S	18.10.18	MR	GENERAL AMENDMENTS
T	23.10.18	MR	GENERAL AMENDMENTS
U	04.02.19	TBL	GENERAL AMENDMENTS
V	05.02.19	MHC	GENERAL AMENDMENTS

PLANS AND DOCUMENTS

referred to in the
APPROVAL

Dated: 07/03/2019

Neighbouring Property Consent

This approval does not authorise or give permission to enter onto, under or over any neighbouring private properties to survey or carryout any works without any prior consultation or without the prior consent of the relevant land or property owner(s).

[This includes for any works for: built to boundary walls; any construction (retaining walls) within neighbouring buildings structural zones, boundary fences, temporary rock anchoring, or crane overalls]



PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA

CLIENT:



DRAWING TITLE:
EXTERNAL
ELEVATION - EAST

SCALE: 1:125@A1/1:250@A3

DATE: May 2017

DRAWN: MR

CHECKED:

Dwg Ref

1767_DA1213

NORTH

REV

V

APPENDIX B TRAFFIC IMPACT ASSESSMENT AND ADDENDUM PREPARED BY Q TRAFFIC

TRAFFIC ADDENDUM LETTER – 27 AUGUST 2020

Our Ref: 604_TPA173

27 August 2020

Brisbane City Council
Planning Services South
GPO Box 1434
Brisbane Qld 4001

For the Attention of the Development Assessment Manager

Approval Ref: A004827412

Activity: Health Care Service, Shop, Food and Drink Outlet, Office, Child Care Centre

Site Location: 52 – 64 Annerley Road, Woolloongabba

Subject: Addendum Traffic Report to Support Ministerial Infrastructure Designation (Replacing Approved Office and Child Care Centre space with Hospital)

Dear Sir/Madam,

We refer to the above approval for a development comprising Health Care Service, Shop, Food and Drink Outlet, Office and Child Care Centre activities on the site at 52 – 64 Annerley Road, Woolloongabba which was granted on 7 March 2013 (A004827412). Plans of the approved development are included for reference as **Attachment 1**.

This letter has been prepared to accompany an application for a Ministerial Infrastructure Designation which will essentially replace the Child Care Centre and Office GFA under the approved development scheme with that of Hospital. The intended private Hospital does not include any alteration to the approved design of the building footprint, car parking, vehicle servicing, or vehicular site access arrangements.

Q Traffic was engaged to consider the traffic implications of the proposed change of use (compared with the approved uses) against the relevant design standards and guidelines.

The following sections document the findings of our investigations addressing the following key traffic design elements of the amended development scheme:

- Vehicle access arrangements;
- On-site car parking provision;
- Design of parking and vehicle circulation areas;
- Servicing and refuse collection arrangements; and
- The expected traffic impact of the proposed development, compared with that of the previously approved development.

Approved Development

The relevant plans showing the approved development are included for reference as **Attachment 1**.

Specifically, the Approval provided for:

- 13,775m² GFA of Office/Health care services uses operating between 6am and 10pm, and limited to Levels 1 to 9 and the rooftop;
- 905m² GFA of Food and drink outlet/ Shop uses operating between 6am to 10pm, and limited to the Ground Floor;
- 833m² GFA of Child care centre use operating 7am to 7pm internally, and 7am to 6pm for outdoor play areas, and limited to a maximum of 80 children, and within Level 9 and the rooftop over 52 Annerley Road;
- 10 storey building height; and
- Parking for 261 cars within four basement levels.

As shown in **Figure 1** below, vehicular access under the approved scheme was provided by way of a driveway on Heaslop Street (providing access to the car park and the main servicing area), and a driveway on Lockhart Street (providing access to an ambulance bay servicing the southern portion of the development). An access driveway was required on both frontages due to the shape and configuration of the subject site, which requires two separate loading areas to be provided for ease of access for emergency vehicles (ambulances) to/from the northern and southern components of the development, via both lift cores.

The following sections of this report describe the amendments to the approved traffic arrangements proposed under the amended development scheme which is the subject of this application for a Ministerial Infrastructure Designation.

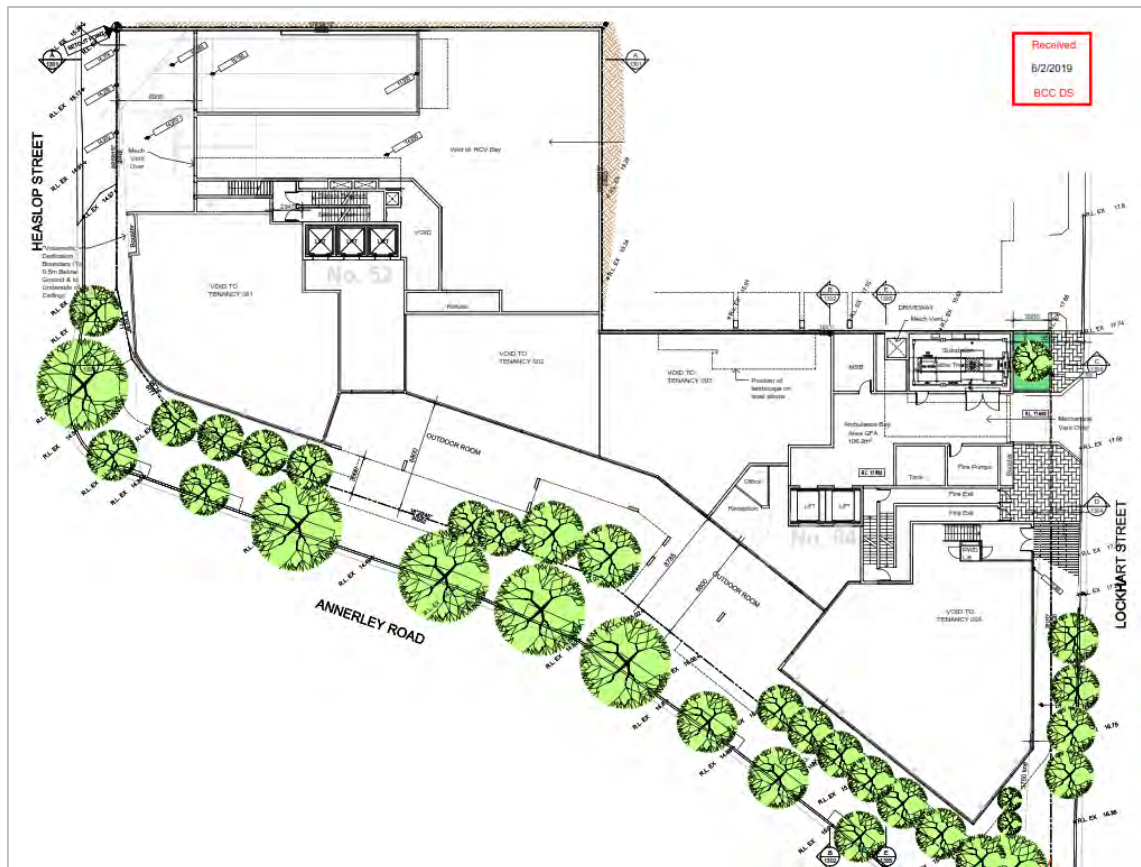


Figure 1: Extract from Approved Plan (Floor Plan – Service Area)

Amended Proposal

The intent of the change to the approved development is to provide for of a private Hospital on the site, in place of the approved Child Care Centre and Office GFA.

The proposed private Hospital will accommodate inpatient, outpatient and day patient private services, with proposed services providing a general mix of surgery and specialty programs. Specifically, the proposed Hospital will include:

- Day-surgery unit of 32 beds;
- Inpatient unit of 70 beds;
- 6 operating theatres; and
- Admission unit, radiology, pharmacy, pathology and sterilisation services, and recreational areas.

It is noted that the proposed use will operate 24 hours a day / 7 days a week due to the overnight accommodation component of the private Hospital.

The proposed designation is consistent with the development footprint of the previous development approval over the site, with the exception of internal floorplate layouts. External features and the ground plane will remain as per the existing approval.

Consistent with the approved development scheme, the amended proposal provides for:

- vehicular access by way of a driveway on Heaslop Street (which will provide access to the car park and the main servicing area);
- a driveway on Lockhart Street (which will provide access to an ambulance bay servicing the southern portion of the development); and
- parking for 261 cars within four basement levels.

The traffic elements of the amended development scheme are discussed in further detail in the following sections of this report.

Vehicular Access Arrangements

Heaslop Street Driveway

Consistent with the approved development scheme, the primary vehicular access to the site will be on Heaslop Street. This driveway will cater for service vehicle access to the loading area, as well as passenger vehicle access to the basement car park.

In order to accommodate access to both of these areas, the driveway is approximately 10.3m wide at the site boundary. A 600mm wide pedestrian refuge area is provided for within the crossover between the access to the servicing area and the ramp into the basement, to assist in the safe pedestrian movement of pedestrians along the verge.

The Heaslop Street access driveway will be located approximately 18.5m from the Annerley Road intersection (measured along the kerbline, disregarding the corner truncation), and the access to the basement car park will be positioned approximately 24m from the Annerley Road intersection. The proposed access arrangements therefore substantially improve upon the existing access arrangement, noting that the existing driveway on Heaslop Street is positioned only approximately 9m from the Annerley Road intersection.

Roller shutters are proposed to be provided at the entrance to the basement car park and the loading area (6m inside the property boundary), however these are intended primarily for after-hours security (operated on a timer), and would generally be kept open during the operating hours of the uses within the development.

A 2.5m long and 2.0m wide sight triangle is provided for inside the frontage boundary to the west of the loading area, to provide visibility between pedestrians approaching the driveway on the footpath and a service vehicle exiting the loading area.

In summary, the Heaslop Street vehicular access arrangements under the amended development scheme are consistent with those under the approved development scheme, and supportable from a traffic perspective.

Lockhart Street Driveway

Consistent with the approved development scheme, the proposed driveway on Lockhart Street will cater for emergency vehicle access only.

In accordance with Section 4.2 of Council's TAPS Planning Scheme Policy, the proposed access driveway will be located approximately 39m from the Annerley Road intersection, which substantially exceeds the minimum separation requirement of 20m (on a minor road, to a major intersection). This further improves upon the existing access arrangement on Lockhart Street, noting that the existing driveway is positioned only approximately 17m from the Annerley Road intersection.

The proposed driveway on Lockhart Street is also positioned to achieve a minimum of 3m separation from the eastern boundary and the existing driveway to the property immediately to the east. This meets the requirement in Table 5 of Council's TAPS Planning Scheme Policy.

The proposed access driveway on Lockhart Street is approximately 4m wide measured at the boundary, and the driveway geometry has been developed to accommodate the manoeuvring requirements (reverse entry and forwards exit) of a small rigid vehicle (ambulance), whilst minimising impact upon the streetscape amenity as well as pedestrian crossing distance.

Given the proposed building is to be set back from the Lockhart Street frontage by approximately 3m, and the pedestrian footpath along Lockhart Street runs adjacent to the kerbline (i.e. with several metres separation from the building), there would be adequate separation and therefore visibility between a vehicle exiting this driveway, and a pedestrian approaching the driveway on the Lockhart Street footpath.

In summary, the Lockhart Street vehicular access arrangements under the amended development scheme are consistent with those under the approved development scheme, and supportable from a traffic perspective.

It should however be noted that access to/from Annerley Road is restricted at the Heaslop Street and Lockhart Street intersections (to left-in, left-out movements only), which may delay emergency vehicle access to/from the site. Given the nature of the proposed development however (i.e. a private Hospital providing a general mix of surgery and specialty programs), the frequency with which emergency vehicle access to the site would be required is expected to be low.

Car Parking Provision

Given the subject site is within the City frame area identified in Figure a in Council's Transport, Access, Parking and Servicing (TAPS) Code, the applicable parking rate is a maximum of 1 space per 100m² GFA (applicable for uses other than multiple dwelling, rooming accommodation and short term accommodation). Based upon the overall GFA of 15,513m², the maximum recommended parking provision is therefore 156 spaces.

Consistent with the approved development scheme, a total of 261 car parking spaces are proposed over the four (4) basement levels. Whilst it is acknowledged that the proposed level of on-site parking provision exceeds the maximum recommended in Council's TAPS Planning Scheme Policy, in our opinion the proposed use warrants special consideration, and hence an alternative outcome is considered appropriate on the following grounds:

- The subject site is located towards the fringe of the City Frame area, and is not centrally located where there is excellent access to public transport, services, and amenities. Whilst the City Frame area has a somewhat arbitrary boundary, it is logical that there should be progression in maximum parking rates, with the rates increasing from the CBD area (where there is better access to public transport, services, and amenities), towards the fringe of the City Frame area;
- If the proposed development were to be located only approximately 350m to the south, the applicable parking rate under the provisions of Council's TAPS Planning Scheme Policy would be

14 spaces plus 5 spaces per 100m² GFA, equating to over 790 parking spaces. The proposed level of on-site parking provision (261 spaces) is substantially lower than this (i.e. approximately 67% lower); and

- The nature of the use is such that a reasonable proportion of the trips made to the development (with the exception of staff trips) would necessarily be made by private vehicle. Visitors to the development (patients) are in many cases likely to be unwell, injured and/or immobile, or unable to travel independently following medical procedures, and as such, travel via alternative transport modes (i.e. bus, walk, cycle) is unlikely to be a viable option for these visitors.

On the basis of the above, the proposed level of on-site car parking (i.e. 261 parking spaces), which is consistent with that under the approved development scheme, is considered to be acceptable and supportable from a traffic engineering perspective.

Car Parking Design

Consistent with the approved development scheme, the parking layout under the amended development scheme has been designed generally in accordance with the requirements of Council's TAPS Planning Scheme Policy and/or the relevant Australian Standards.

In my capacity as a Registered Professional Engineer of Queensland (RPEQ), I am satisfied that the design of the car park is supportable from a traffic engineering perspective, subject to minor refinements which typically occur during the detailed design stage.

Servicing and Refuse Collection Arrangements

Given the nature of the proposed development, convenient and direct access to all areas of the building (i.e. both the northern and southern components) is vital for an emergency vehicle (ambulance).

Consistent with the approved development scheme, the site layout will accommodate on-site servicing and refuse collection by up to a 10.24m long rear-loading refuse collection vehicle, allowing for a vehicle of this size to enter the site via the Heaslop Street driveway in a forward direction, turn around on-site, and exit the site in a forward gear. This servicing area would more than adequately accommodate an ambulance, given that it would comfortably accommodate access by a 10.24m long rear-loading refuse collection vehicle.

In addition, the proposed ambulance bay accessed via Lockhart Street would accommodate the manoeuvring requirements (reverse entry and forwards exit) of a small rigid vehicle (ambulance), whilst minimising impact upon the streetscape amenity as well as pedestrian crossing distance. This assumes the prohibition of the kerbside parking along the frontage of the site (to achieve two-way traffic flow on Lockhart Street and keep parking manoeuvres a suitable distance from the Annerley Road intersection).

In summary, the servicing arrangements under the amended development scheme are consistent with those under the approved development scheme, and supportable from a traffic perspective. However as previously noted, access to/from Annerley Road is restricted at the Heaslop Street and Lockhart Street intersections (to left-in, left-out movements only), which may delay emergency vehicle access to/from the site. Given the nature of the proposed development however (i.e. a private Hospital providing a general mix of surgery and specialty programs), the frequency with which emergency vehicle access to the site would be required is expected to be low.

Traffic Impact of Development

The RTA Guide to Traffic Generating Developments provides traffic generation rates for various land uses. The most relevant rates provided however are for extended hours medical centres, which would demonstrate different operational characteristics to the proposed development. Further, the rates provided are based upon surveys undertaken at centres with unconstrained parking situations, and would therefore be substantially higher than the trip generation demonstrated by the proposed development, which is located in the City Frame area and therefore provides only 261 parking spaces (compared with over 790 spaces as would be required if the development was outside the City Frame area).

In light of the above, a first principles approach has been taken towards determining the likely traffic generation of the development. With a view to maintaining a conservative approach, it has been estimated that:

- The car park would 50% fill in the morning peak hour, and 20% of the spaces would empty during this time (i.e. 131 arrivals and 52 departures); and
- The car parking would 50% empty in the afternoon peak hour, and 20% of the spaces would be occupied during this time (i.e. 52 arrivals and 131 departures).

The resulting traffic generation (i.e. 183 vehicle trips in the peak hours) equates to approximately three (3) vehicle trips per minute on average, during the peak hours.

However it should be noted that the net traffic impact of the proposal would be lower than that described above, given the proposed redevelopment will remove the existing uses on the subject site (and therefore the traffic generated by these existing uses).

Applying a similar methodology in order to determine the traffic generation of the existing uses on the site (which provide a total of 31 parking spaces), it is estimated that:

- The car park would entirely fill in the morning peak hour, and 20% of the spaces would empty during this time (i.e. 31 arrivals and 6 departures); and
- The car parking would entirely empty in the afternoon peak hour, and 20% of the spaces would be occupied during this time (i.e. 6 arrivals and 31 departures).

The net traffic impact of the proposal would therefore be as follows:

- 100 arrivals and 46 departures in the morning peak hour; and
- 46 arrivals and 100 departures in the afternoon peak hour.

The net traffic impact of the proposal therefore equates to fewer than three (3) vehicle trips per minute on average, during the peak hours. This level of traffic generation is relatively low, and once distributed onto the various arrival / departure routes, would be likely to be within the range of typical fluctuations in traffic volumes on the road network.

In light of the above:

- no external roadworks are considered to be required to support the proposed development, from a capacity perspective;
- no upgrade to or widening of Lockhart Street is required, given that the only site-generated traffic which will access the site via the Lockhart Street driveway is emergency vehicle (ambulance) traffic;
- no upgrade to or widening of Heaslop Street is considered to be required, on the basis of the additional traffic volumes expected to be generated; and
- the impact of the proposal upon the performance of the Annerley Road / Heaslop Street intersection and the Annerley Road / Lockhart Street intersection is expected to be low.

In summary, the anticipated traffic impact of the proposed development is anticipated to be generally consistent with that of the approved development, and acceptable from a traffic engineering perspective.

Conclusion

In my capacity as a Registered Professional Engineer of Queensland, I am satisfied that the proposed vehicular access, parking, servicing and refuse collection arrangements under the amended development scheme are generally in accordance with the approved development scheme and/or the relevant standards and guidelines, and/or represent suitable performance-based solutions which are acceptable from a traffic engineering perspective, considering the specific site conditions and the nature of the use.

On this basis, the proposed inclusion of hospital and healthcare uses on site as part of the MID process will not result in any new or additional impacts on the surrounding network from a traffic engineering perspective.

Should you have any queries regarding the above, please do not hesitate to contact the undersigned.

Regards

A handwritten signature in blue ink, appearing to read 'Richard Quinn', is shown within a light blue rectangular box.

Richard Quinn
BECivil, MIEAust, RPEQ (08565)
Director – Q Traffic

**TRAFFIC ENGINEERING REPORT PREPARED FOR A004827412 –
DECEMBER 2017**

52-64 Annerley Road, Woolloongabba

Received

30.01.2018

BCC DS

APPENDIX

E

TRAFFIC ENGINEERING REPORT

Integrated Health Care
Development, 52 – 64
Annerley Road,
Woolloongabba
Traffic Report

Revision A
8 December 2017

Our Ref: 604_TPA173

Prepared for: Pikos

Prepared by: Richard Quinn
Director, Q Traffic
BE Civil, MIEAust, RPEQ

Contents

1.0	Introduction	1
2.0	Context	2
2.1	Subject Site	2
2.2	Existing Uses	3
2.3	Local Road Network	4
3.0	Proposal	7
3.1	Vehicle Access	8
3.2	Car Parking Provision	10
3.3	Bicycle Parking Provision	12
3.4	Parking Layout and Geometric Design	12
3.5	Servicing	13
4.0	Traffic Impact Assessment	14
5.0	Recommendation	15
5.1	Qualifications	15

Appendices

APPENDIX A

Development Plans

APPENDIX B

TAPS Code

APPENDIX C

Swept Path Analysis – Refuse Collection Vehicle

APPENDIX D

Swept Path Analysis – Small Rigid Vehicle (Ambulance)

Q Traffic has prepared this report solely for the benefit and use of our Client for the sole purpose of lodging a development application. This report takes into account the particular instructions and requirements of the client. In preparing this report we assume that all information and documents provided to us by the client or their consultants were complete, accurate and current. Q Traffic will not be liable for any conclusion drawn resulting from omission or lack of full disclosure by the client or their consultants.

This report may not be relied upon by a third party. Q Traffic does not and shall not assume any responsibility or liability whatsoever to any third party arising from the use, reliance upon, or any decision made regarding the contents of this report.

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1.0 Introduction

Q Traffic was engaged to undertake a Traffic Impact Assessment of a proposed integrated health care development, to be located at 52 - 64 Annerley Road, Woolloongabba.

The site is located in the Brisbane City Local Government Area, and the proposal has been assessed considering the relevant Council controls.

This report provides relevant background information regarding the proposal, and documents the results and findings of our investigations addressing the following key traffic design elements and issues:

- Vehicular access arrangements;
- On-site car parking provision;
- Service vehicle requirements; and
- The traffic impacts anticipated as a result of the development.

2.0 Context

2.1 Subject Site

The subject site comprises the lots at 52 Annerley Road (Lot 1 on RP84528) and 64 Annerley Road (Lot 10 on RP211687) in Woolloongabba. It is located on the eastern side of Annerley Road, and fronts Heaslop Street to the north, and Lockhart Street to the south. The site has a total area of approximately 2,570m², and is located within the City Frame area as defined in Council's *Transport, Access, Parking and Servicing (TAPS) Code*.

Figure 2.1a and **Figure 2.1b** below show the location of the subject site, as well as the local road network in the vicinity of the site.



Figure 2.1a: Site Location



Figure 2.1b: Subject Site

2.2 Existing Uses

As previously discussed, the subject site is comprised of two lots, including 52 Annerley Road (Lot 1 on RP84528) and 64 Annerley Road (Lot 10 on RP211687) in Woolloongabba.

The northern lot is 52 Annerley Road, which is approximately 1,387m² in area. This site currently accommodates a single-storey commercial building of approximately 250m², with at-grade car parking for approximately 15 vehicles. This site is currently accessed via three (3) driveways, including two (2) on Annerley Road, and one (1) on Heaslop Street which is located approximately 9m from Annerley Road.

The southern lot is 64 Annerley Road, which is approximately 1,183m² in area. This site currently accommodates a single-storey commercial building of approximately 350m² with at-grade car parking for approximately 16 vehicles. This site is currently accessed via a driveway on Lockhart Street which is located approximately 17m from Annerley Road.



Figure 2.2: Existing Buildings and Access Driveways

2.3 Local Road Network

The subject site has frontage to Annerley Road to the west, Heaslop Street to the north, and Lockhart Street to the south.

Annerley Road is under the control of Brisbane City Council, and is designated as an Arterial Road (i.e. major road) in Council's Road Hierarchy. It runs in a north-south direction connecting from Stanley Street at its northern end, to Ipswich Road in Annerley at its southern end. It has a four-lane two-way undivided carriageway in the vicinity of the site, with shoulders in each direction which are used for time-restricted (paid) kerbside parking during certain periods.

A 12-month trial of the implementation of peak hour no stopping zones within the shoulders to facilitate bicycle lanes along Annerley Road was undertaken in 2015/2016. These no stopping zones were in effect from 6 – 9am and 4 – 7pm Monday to Friday, on both the inbound and outbound sides of the road. Parking in the car spaces and loading zones was permitted as usual outside these times. The trial was implemented in August 2015 and was scheduled to conclude in late August 2016, however the peak hour bicycle lanes remain in place.



Figure 2.2a: Looking south along Annerley Road (from just south of Heaslop Street)



Figure 2.2b: Looking north along Annerley Road (from just south of Lockhart Street)

Heaslop Street is designated as a Neighbourhood Road (i.e. minor road) in Council’s Road Hierarchy. It is designated as a local traffic area, with a 40km/hr posted speed limit.

Heaslop Street has a two-lane, two-way undivided carriageway, and a road pavement width of approximately 8.5m in the vicinity of the site. Kerbside parking is permitted on Heaslop Street clear of intersections and driveways, however this parking is metered and time-restricted in the vicinity of the site, with 15-minute parking on the northern side of the road, and 2-hour parking on the southern side of the road.



Figure 2.2c: Looking west along Heaslop Street from east of subject site



Figure 2.2d: Looking east along Lockhart Street from Annerley Road intersection

Lockhart Street is designated as a Neighbourhood Road (i.e. minor road) in Council's Road Hierarchy. It is designated as a local traffic area, with a 40km/hr posted speed limit.

Lockhart Street has a two-lane, two-way undivided carriageway, and a road pavement width of approximately 6.0m in the vicinity of the site. Kerbside parking is permitted on Lockhart Street clear of intersections and driveways in accordance with Queensland Road Rules, however there is a no stopping ban along the southern side of the road between the hours of 8am and 5:30pm, Monday to Friday. Given the need to maintain a minimum width of 3m for through traffic (under Section 208 of the Queensland Road Rules) and the fact that parking along the northern side of the road is generally unrestricted, vehicles typically do not park along the southern side of the road.



Figure 2.2e: Looking west along Lockhart Street from east of subject site



Figure 2.2f: Looking east along Lockhart Street from Annerley Road intersection

There are no road upgrades identified in Council's Priority Infrastructure Plan on Annerley Road, Heaslop Street, or Lockhart Street which would have an impact upon the subject site.

3.0 Proposal

Approval is sought for a Material Change of Use (Development Permit) and for Centre Activities (Health Care Services) on the subject site at 52 - 64 Annerley Road, Woolloongabba. Specifically, the proposal is for a 10-12 storey integrated health care building, including a 10 storey health care service component at 52 Annerley Road and a 12 storey residential care and retirement facility component at 64 Annerley Road. The development will comprise 8,855m² of health care services, 70 residential care units, 45 retirement facility units and 876m² of ground level retail space. The overall GFA of the building will be approximately 16,822m².

Architectural plans of the proposed development are included as **Appendix A**, and an extract showing the ground floor detail is provided for reference as **Figure 3** below.

As shown in these plans, provision has been made for a truncation at the south-western corner of the site at the intersection of Annerley Road / Lockhart Street, as instructed by Council as part of previous applications over the subject site.

The traffic elements of the design scheme have been developed based upon the requirements of Council's *Transport, Access, Parking and Servicing (TAPS) Planning Scheme Policy* as well as the relevant Australian Standards (AS2890.1 and AS2890.6) as discussed in the following sections. Council's *Transport, Access, Parking and Servicing (TAPS) Code* has also been completed, and is included as **Appendix B**.



Figure 3: Extract from Ground Floor Plan

3.1 Vehicle Access

Access to the proposed development is to be provided via a driveway on Heaslop Street (which will provide access to the car park and the main servicing area), and a driveway on Lockhart Street (which will provide access to an ambulance bay servicing the southern portion of the development).

The proposal will therefore reduce the overall number of access driveways from four (4) to two (2), removing all direct access to Annerley Road, which is a highly desirable outcome from a traffic operations perspective.

An access driveway is required on both frontages due to the shape and configuration of the subject site, which requires two separate loading areas to be provided for ease of access for emergency vehicles (ambulances) to/from the northern and southern components of the development, via both lift cores.

The driveways proposed are discussed further in the following sections.

3.1.1 Heaslop Street Driveway

The primary vehicular access to the site will be on Heaslop Street. As shown in **Figure 3.1.1** below, this driveway will cater for service vehicle access to the loading area, as well as passenger vehicle access to the basement car park.

In order to accommodate access to both of these areas, the proposed driveway is approximately 10.3m wide at the site boundary. A 600mm wide pedestrian refuge area is provided for within the crossover between the access to the servicing area and the ramp into the basement, to assist in the safe pedestrian movement of pedestrians along the verge.

Further detail regarding the driveway configuration, considering service vehicle access and manoeuvring, is provided in Section 3.5 of this report.

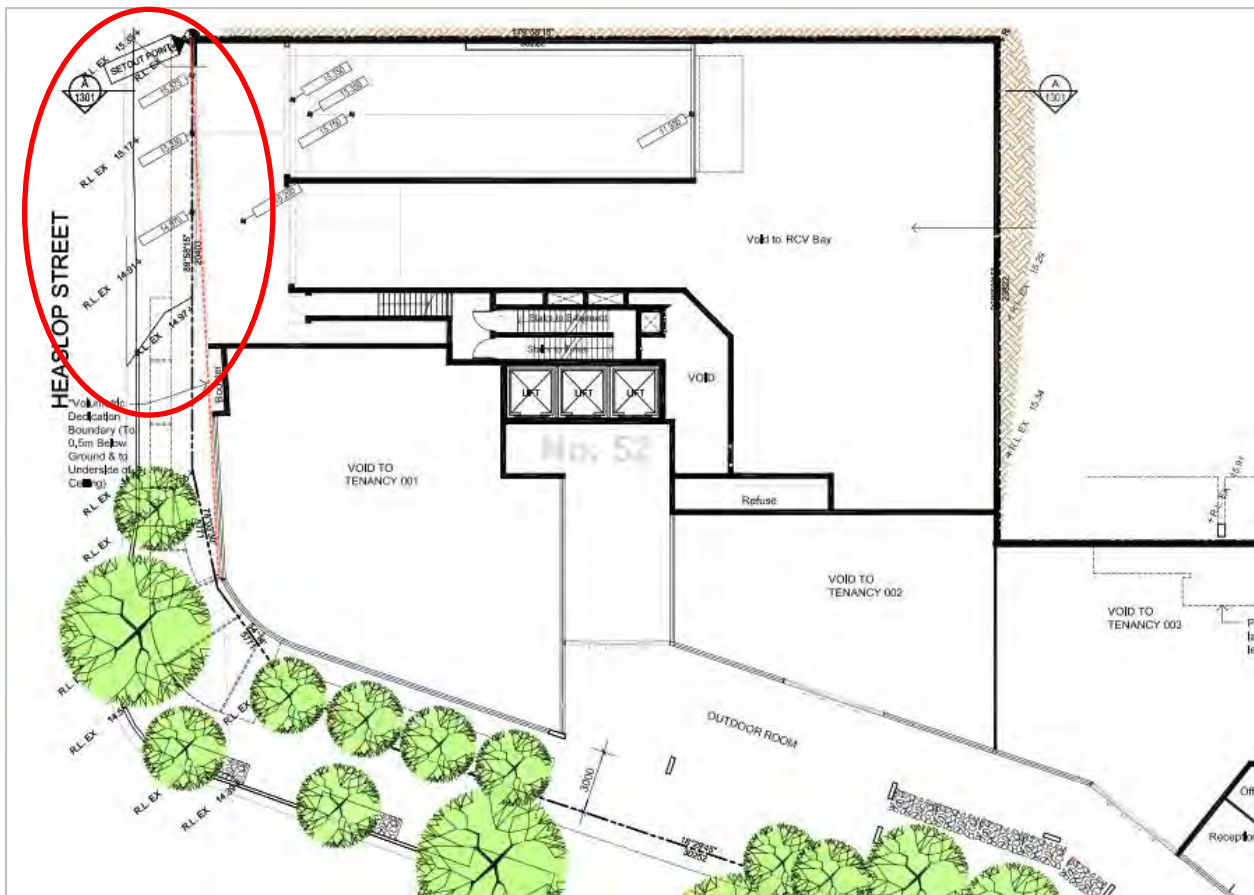


Figure 3.1.1: Proposed Site Access Driveway – Heaslop Street

The proposed access driveway will be located approximately 18.5m from the Annerley Road intersection (measured along the kerbline, disregarding the corner truncation), and the access to the basement car park will be positioned approximately 24m from the Annerley Road intersection. The proposed access arrangements therefore substantially improve upon the existing access arrangement, noting that the existing driveway on Heaslop Street is positioned only approximately 9m from the Annerley Road intersection.

Roller shutters are proposed to be provided at the entrance to the basement car park and the loading area (approximately 4.5m inside the property boundary), however these are intended primarily for after-hours security (operated on a timer), and would generally be kept open during the operating hours of the tenancies within the development.

It is anticipated that a fob or proximity card reader would be provided prior to the roller shutter, for after-hours access i.e. in the event that a staff member may require access to the basement car park outside the operating hours of the facility. Whilst the driver may need to exit the vehicle to swipe and open the roller shutter, this is considered to be acceptable on the following grounds:

- This is expected to occur only very infrequently, and during non-peak periods e.g. very early in the morning or late in the evening;
- Under the proposed design there is approximately 7.6m storage from the kerbline to the roller shutter, which is more than adequate to store a passenger vehicle without impacting upon through traffic on Heaslop Street; and
- It is highly unlikely that more than one vehicle would seek to enter the basement car park outside the operating hours of the facility.

A 2.5m long and 2.0m wide sight triangle is provided for inside the frontage boundary to the west of the loading area, to provide visibility between pedestrians approaching the driveway on the footpath and a service vehicle exiting the loading area.

On the above grounds, the proposed driveway on Heaslop Street is considered to be supportable from a traffic engineering perspective.

3.1.2 Lockhart Street Driveway

As shown in **Figure 3.1.2** over page, the proposed driveway on Lockhart Street will cater for emergency vehicle access only. No passenger vehicle access to the basement car park will be provided via this driveway, therefore the proposal will in fact reduce the traffic volumes accessing the site via Lockhart Street (noting that the existing development at 64 Annerley Road has approximately 16 on-site parking spaces which are accessed via the existing driveway on Lockhart Street).

In accordance with Section 4.2 of Council's *TAPS Planning Scheme Policy*, the proposed access driveway will be located approximately 39m from the Annerley Road intersection, which substantially exceeds the minimum separation requirement of 20m (on a minor road, to a major intersection). This further improves upon the existing access arrangement on Lockhart Street, noting that the existing driveway is positioned only approximately 17m from the Annerley Road intersection.

The proposed driveway on Lockhart Street is also positioned to achieve a minimum of 3m separation from the eastern boundary and the existing driveway to the property immediately to the east. This meets the requirement in Table 5 of Council's *TAPS Planning Scheme Policy*.

The proposed access driveway on Lockhart Street is approximately 4m wide measured at the boundary, and the driveway geometry has been developed to accommodate the manoeuvring requirements (reverse entry and forwards exit) of a small rigid vehicle (ambulance), whilst minimising impact upon the streetscape amenity as well as pedestrian crossing distance. This is discussed further in Section 3.5 following, which deals with the servicing and refuse collection arrangements.

Given the proposed building is to be set back from the Lockhart Street frontage by approximately 2m, and the pedestrian footpath along Lockhart Street runs adjacent to the kerbline (i.e. with several metres separation from the building), there would be adequate separation and therefore visibility between a vehicle exiting this driveway, and a pedestrian approaching the driveway on the Lockhart Street footpath.

Accordingly, the proposed Lockhart Street driveway is considered to be supportable from a traffic engineering perspective, and generally in accordance with Council's requirements, subject to refinement at detailed design stage, if necessary.

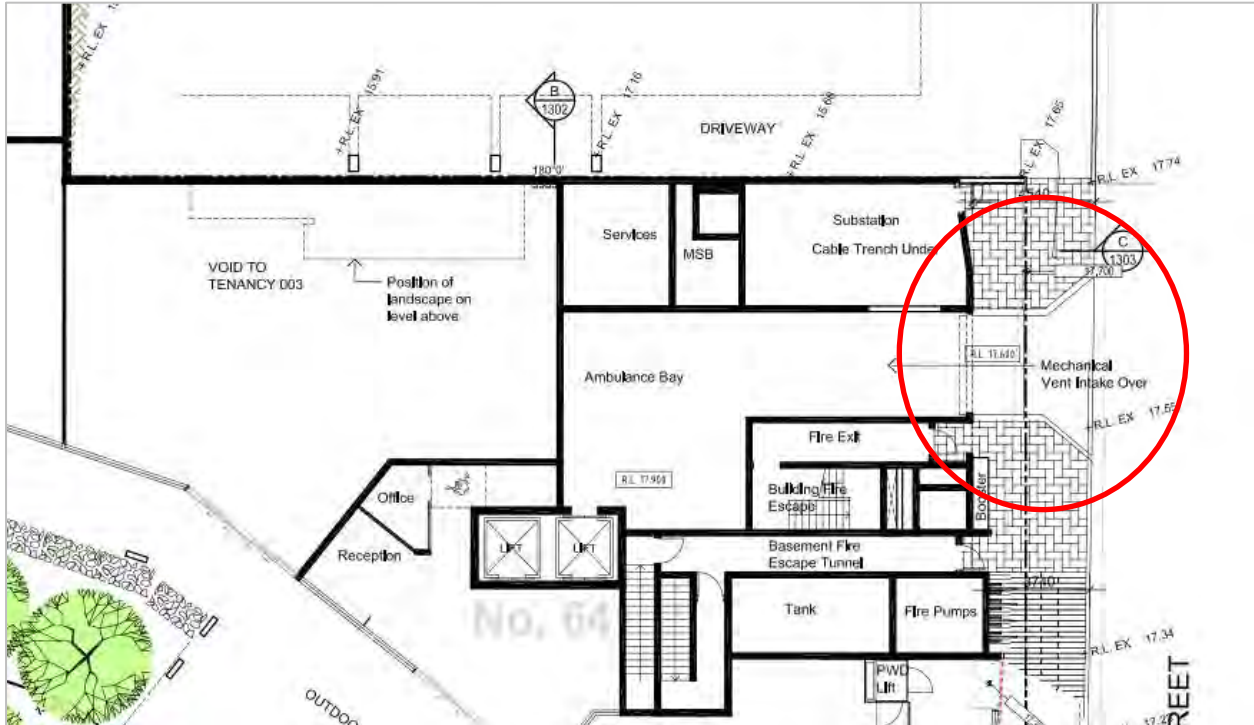


Figure 3.1.2: Proposed Site Access Driveway – Lockhart Street

In summary, the proposed site access arrangements are considered to represent a significant improvement over the existing arrangements, on the following grounds:

- The proposal will reduce the overall number of access driveways to the site from four (4) to two (2), removing all direct access to Annerley Road which is a highly desirable outcome from a traffic operations perspective;
- The proposal will substantially increase the separation of the driveways on Heaslop Street and Lockhart Street from Annerley Road, compared with the existing access driveway locations; and
- The proposal will reduce site traffic generation on Lockhart Street (which is a narrow local street), given that the proposed driveway on this street will cater for emergency vehicle (ambulance) access only.

Accordingly, the proposed site access arrangements are considered to be appropriate given the scale and nature of the proposed development, and supportable from a traffic engineering perspective.

3.2 Car Parking Provision

Given the subject site is within the City frame area identified in Figure a in Council's *Transport, Access, Parking and Servicing (TAPS) Code*, the applicable parking rate is a maximum of 1 space per 100m² GFA (applicable for uses other than multiple dwelling, rooming accommodation and short term accommodation). Based upon the proposed GFA of 16,822m², the maximum recommended parking provision is therefore 168 spaces.

As shown in the architectural plans included as **Appendix A**, a total of 282 car parking spaces are proposed over the four (4) basement levels. Whilst it is acknowledged that the proposed level of on-site parking provision exceeds the maximum recommended in Council's *TAPS Planning Scheme Policy*, in our opinion the proposed use warrants special consideration, and hence an alternative outcome is considered appropriate on the following grounds:

- As shown in **Figure 3.2** over page, the subject site is located towards the fringe of the City Frame area, and is not centrally located where there is excellent access to public transport, services, and amenities. Whilst the City

Frame area has a somewhat arbitrary boundary, it is logical that there should be progression in maximum parking rates, with the rates increasing from the CBD area (where there is better access to public transport, services, and amenities), towards the fringe of the City Frame area;

- If the proposed development were to be located only approximately 350m to the south, the applicable parking rate under the provisions of Council's *TAPS Planning Scheme Policy* would be 14 spaces plus 5 spaces per 100m GFA, equating to over 850 parking spaces. The proposed level of on-site parking provision (282 spaces) is substantially lower than this (i.e. approximately 67% lower);
- The nature of the use is such that a reasonable proportion of the trips made to the health care service component of the development (with the exception of staff trips) would necessarily be made by private vehicle. Visitors to the development (patients) are in many cases likely to be unwell, injured and/or immobile, and as such, travel via alternative transport modes (i.e. bus, walk, cycle) is unlikely to be a viable option for these visitors; and
- The proposed development comprises 70 residential care units and 45 retirement facility units. Whilst these uses do not strictly fall within the residential categories in Table 13 of Council's *TAPS Planning Scheme Policy* for which minimum (rather than maximum) parking rates apply (i.e. multiple dwelling, rooming accommodation and short term accommodation), it is considered appropriate that a higher level of parking provision than the maximum of 1 space per 100m² GFA be made for these uses given that:
 - residents are unlikely to be able to travel via alternative transport modes (i.e. bus, walk, cycle); and
 - there will be a reasonable staff and visitor parking demand generated by this component of the development.

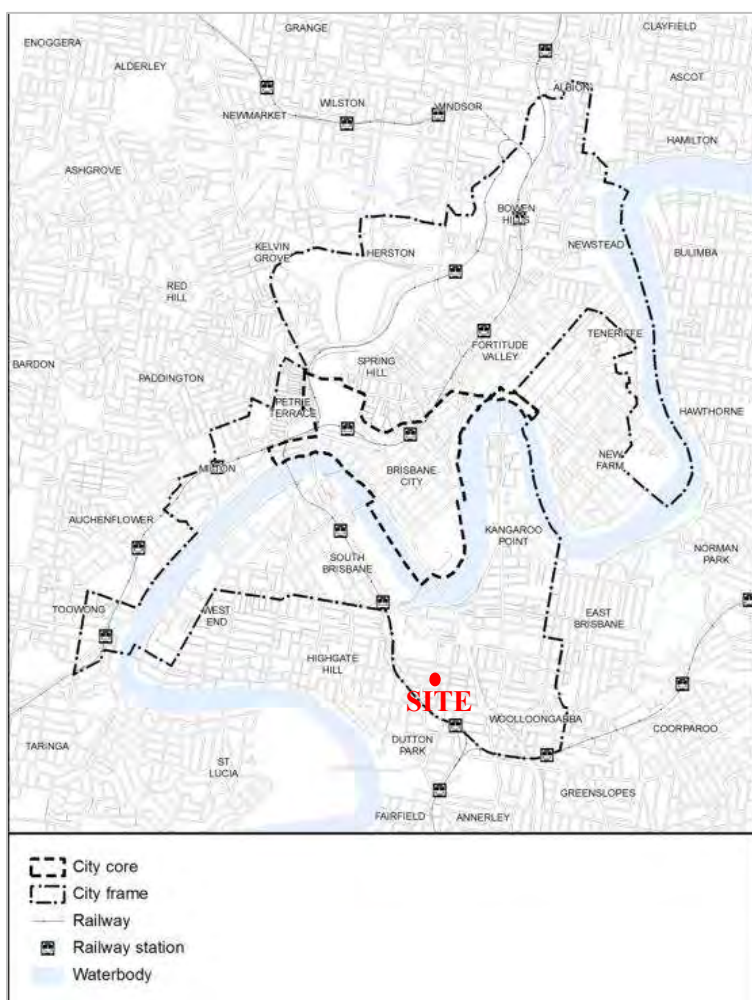


Figure 3.2: City Core and City Frame (extract from BCC TAPS Code, Figure a)

On the basis of the above considerations, a higher level of on-site parking provision than that prescribed in Council's *TAPS Code* for uses other than multiple dwelling, rooming accommodation and short term accommodation within the City Frame area is considered to be appropriate in this instance.

The proposed level of on-site parking (282 spaces) represents approximately 33% of that which would be required were the proposed development to be located only approximately 350m to the south, and is considered to strike a reasonable balance between the maximum parking rate recommended in Council's *TAPS Code*, and the minimum parking rate for the use, were it located outside the City Frame area.

As shown in the architectural plans included as **Appendix A**, eight (8) parking spaces for people with disabilities are proposed to be provided (i.e. two (2) on each level), which exceeds Council's requirement for one (1) space for people with disabilities per 50 car parking spaces, as stipulated in Section 6 of Council's *TAPS Planning Scheme Policy*. This increased level of parking provision for people with disabilities is considered to be appropriate given the specific nature of the proposed use.

3.3 Bicycle Parking Provision

Council's *TAPS Planning Scheme Policy* does not recommend bicycle parking rates for uses of the nature of that proposed, therefore the rate for office / shop has been adopted as the most applicable rate for staff bicycle parking. The policy suggests 1 lockable bicycle space per 200m² for employees. Applying this to the proposed overall GFA of 16,822m² suggests that 84 bicycle parking spaces for employees be provided.

As shown in the architectural plans included as **Appendix A**, an area is designated in the south-eastern corner of each basement level for bicycle storage. It is anticipated that these areas would be adequate to accommodate 84 bicycle parking spaces by way of racks or wall or floor mounted rails, and it is therefore assumed that specific bicycle requirements could be addressed as a condition of the approval.

3.4 Parking Layout and Geometric Design

The parking layout has been designed generally in accordance with the requirements of Council's *TAPS Planning Scheme Policy* and/or the relevant Australian Standards, as summarised following:

- The ramps within the basement car park are 6.5m wide including clearances, or 5.9m wide plus 300mm clearances on either side. Whilst marginally narrower than the width recommended in Council's *TAPS Planning Scheme Policy* (i.e. 6.5m plus 300mm clearances), the proposed ramp width exceeds the requirement stipulated in AS2890.1, and is therefore supportable from a traffic engineering perspective;
- Standard parking spaces are 2.6m in width and 5.4m in length, as recommended in Council's *TAPS Planning Scheme Policy* for car parks with moderate turnover rates, such as medical centres;
- Small car bays are 2.3m in width and 5.0m in length minimum, as required under the provisions of AS2890.1;
- The parking spaces for people with disabilities (PWD) are 2.4m in width and have adjacent shared areas of 2.4m width, in accordance with the requirements of AS2890.6. The gradient across these parking space will necessarily not exceed 1:40, and the minimum height clearance required is 2.5m over both the parking spaces and the shared areas;
- Parking aisles have a minimum width of 6.2m, in accordance with the recommendation made in Council's *TAPS Planning Scheme Policy*;
- Columns adjacent to parking spaces are positioned within the parking space clearance envelope as identified in AS2890.1, i.e. between 750mm and 1,750mm from the open end of the parking space;
- Minimum clearances of 300mm are provided adjacent to parking spaces which are adjacent to vertical obstructions, for door opening and manoeuvring to/from parking spaces;
- A maximum gradient across standard parking spaces of 1:20 is proposed, in accordance with the recommendation made in Council's *TAPS Planning Scheme Policy*;
- Ramps and ramp transitions are designed generally in accordance with the requirements of AS2890.1, and are therefore supportable from a traffic engineering perspective;

- The sections in the architectural drawing set included as **Appendix A** demonstrate a minimum floor to floor height of 3m. This is relatively standard for a basement car park, and is considered adequate to enable a minimum of 2.5m height clearance to be provided over the accessible parking spaces, as required under the provisions of Council's *TAPS Planning Scheme Policy* and AS2890.6 (allowing for overhead obstructions).

Overall, the design of the four (4) parking levels generally meets the requirements stipulated in Council's *TAPS Planning Scheme Policy* and/or the relevant Australian Standards. In my capacity as a Registered Professional Engineer of Queensland (RPEQ), I am satisfied that the design of the car park is supportable from a traffic engineering perspective, subject to minor refinements which typically occur during the detailed design stage.

3.5 Servicing

Given the nature of the development, the demand for service vehicles would be limited. With the exception of the occasional delivery vehicle, tradesperson, or courier, the only servicing requirements would be regular refuse collection, and emergency vehicle (ambulance) access.

Council's TAPS Planning Scheme Policy (Section 3.2) stipulates the following service vehicle requirements for a 'Health care services' facility:

- Occasional access (i.e. reverse entry or exit permissible) for up to a Small Rigid Vehicle; and
- Regular access for up to a van.

No specific requirement for refuse collection is stipulated for a development of the nature of that proposed.

Notwithstanding this, the site layout as shown in the drawing included in **Appendix A** will accommodate on-site servicing and refuse collection by up to a 10.24m long rear-loading refuse collection vehicle, allowing for a vehicle of this size to enter the site via the Heaslop Street driveway in a forward direction, turn around on-site, and exit the site in a forward gear. The vehicle tracking diagram included as **Appendix C** demonstrates these manoeuvres.

As previously discussed, given the nature of the proposed development, convenient and direct access to all areas of the building (i.e. both the northern and southern components) is vital for an emergency vehicle (ambulance).

The servicing area accessed via Heaslop Street would more than adequately accommodate an ambulance, noting that it would comfortably accommodate access by a 10.24m long rear-loading refuse collection vehicle.

In addition, the vehicle tracking diagram included as **Appendix D** demonstrates that the proposed ambulance bay accessed via Lockhart Street would accommodate the manoeuvring requirements (reverse entry and forwards exit) of a small rigid vehicle (ambulance), whilst minimising impact upon the streetscape amenity as well as pedestrian crossing distance. This assumes the prohibition of the kerbside parking along the frontage of the site as discussed in Section 3.1, to achieve two-way traffic flow on Lockhart Street and keep parking manoeuvres a suitable distance from the Annerley Road intersection.

Overall, the proposed servicing / refuse collection arrangements are considered to be appropriate given the nature and scale of the development, and in accordance with Council's requirements.

4.0 Traffic Impact Assessment

The RTA Guide to Traffic Generating Developments provides traffic generation rates for various land uses. The most relevant rates provided however are for extended hours medical centres, which would demonstrate different operational characteristics to the proposed development. Further, the rates provided are based upon surveys undertaken at centres with unconstrained parking situations, and would therefore be substantially higher than the trip generation demonstrated by the proposed development, which is located in the City Frame area and therefore provides only 282 parking spaces (compared with over 850 spaces as would be required if the development was outside the City Frame area).

In light of the above, a first principles approach has been taken towards determining the likely traffic generation of the development. With a view to maintaining a conservative approach, it has been estimated that:

- The car park would 50% fill in the morning peak hour, and 20% of the spaces would empty during this time (i.e. 141 arrivals and 56 departures); and
- The car parking would 50% empty in the afternoon peak hour, and 20% of the spaces would be occupied during this time (i.e. 56 arrivals and 141 departures).

The resulting traffic generation (i.e. 197 vehicle trips in the peak hours) equates to 3 - 4 vehicle trips per minute on average, during the peak hours.

However it should be noted that the net traffic impact of the proposal would be lower than that described above, given the proposed redevelopment will remove the existing uses on the subject site (and therefore the traffic generated by these existing uses).

Applying a similar methodology in order to determine the traffic generation of the existing uses on the site (which provide a total of 31 parking spaces), it is estimated that:

- The car park would entirely fill in the morning peak hour, and 20% of the spaces would empty during this time (i.e. 31 arrivals and 6 departures); and
- The car parking would entirely empty in the afternoon peak hour, and 20% of the spaces would be occupied during this time (i.e. 6 arrivals and 31 departures).

The net traffic impact of the proposal would therefore be as follows:

- 110 arrivals and 50 departures in the morning peak hour; and
- 50 arrivals and 110 departures in the afternoon peak hour.

The net traffic impact of the proposal therefore equates to fewer than three (3) vehicle trips per minute on average, during the peak hours. This level of traffic generation is relatively low, and once distributed onto the various arrival / departure routes, would be likely to be within the range of typical fluctuations in traffic volumes on the road network.

In light of the above:

- no external roadworks are considered to be required to support the proposed development, from a capacity perspective;
- no upgrade to or widening of Lockhart Street is required, given that the only site-generated traffic which will access the site via the Lockhart Street driveway is emergency vehicle (ambulance) traffic;
- no upgrade to or widening of Heaslop Street is considered to be required, on the basis of the additional traffic volumes expected to be generated;
- the impact of the proposal upon the performance of the Annerley Road / Heaslop Street intersection and the Annerley Road / Lockhart Street intersection is expected to be low; and therefore
- any impacts (however minor) would be mitigated by way of infrastructure charges levied against the development.

5.0 Recommendation

In light of the information contained within this report, we consider that the proposal is satisfactory from a traffic operations perspective and recommend that the development application be approved.

5.1 Qualifications

This report has been approved by Richard Quinn | Director | RPEQ 08565

APPENDIX A

Development Plans



PROJECT STATISTICS

SITE ADDRESS
52-64 ANNERLEY ROAD
WOOLLOONGABBA

RPD:-
LOT 1 RP84528 & LOT 10 RP211687
COUNTY OF STANLEY
PARISH OF SOUTH BRISBANE
LOCAL GOVERNMENT: BRISBANE CITY

TOTAL SITE AREA	2570sqm
PLOT RATIO	7.2
SITE COVER	2291m²(89.1%)

CAR PARKING PROVIDED	
Basement 1 (incl. PWD)	67 cars
Basement 2 (incl. PWD)	71 cars
Basement 3 (incl. PWD)	71 cars
Basement 4 (incl. PWD)	73 cars
Total Cars provided	282 cars

GFA (20 Oct 2017)	No. 52	No.64	Total
Ground Floor	374m²	502m²	876m²
Mezzanine	-	-	-
Level 1	1,171m²	744m²	1,915m²
Level 2	1,171m²	880m²	2,051m²
Level 3	1,171m²	880m²	2,051m²
Level 4	1,171m²	812m²	1,983m²
Level 5	842m²	652m²	1,494m²
Level 6	842m²	655m²	1,497m²
Level 7	842m²	661m²	1,503m²
Level 8	842m²	661m²	1,503m²
Level 9	842m²	661m²	1,503m²
Level 10		661m²	661m²
Level 11		661m²	661m²
GFA	8,894m²	7,928m²	16,822m²

CAR PARKING REQUIRED
Commercial 1 per 100sqm (max) = 168 Cars

LANDSCAPING	
Deep planting	125m²
Planter	509m²
Total	634m²

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D	25.08.17	SW	GENERAL AMENDMENTS
E	05.09.17	MHC	GENERAL AMENDMENTS
F	16.10.17	MHC	GENERAL AMENDMENTS
G	03.11.17	MHC	GENERAL AMENDMENTS



PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA

CLIENT:



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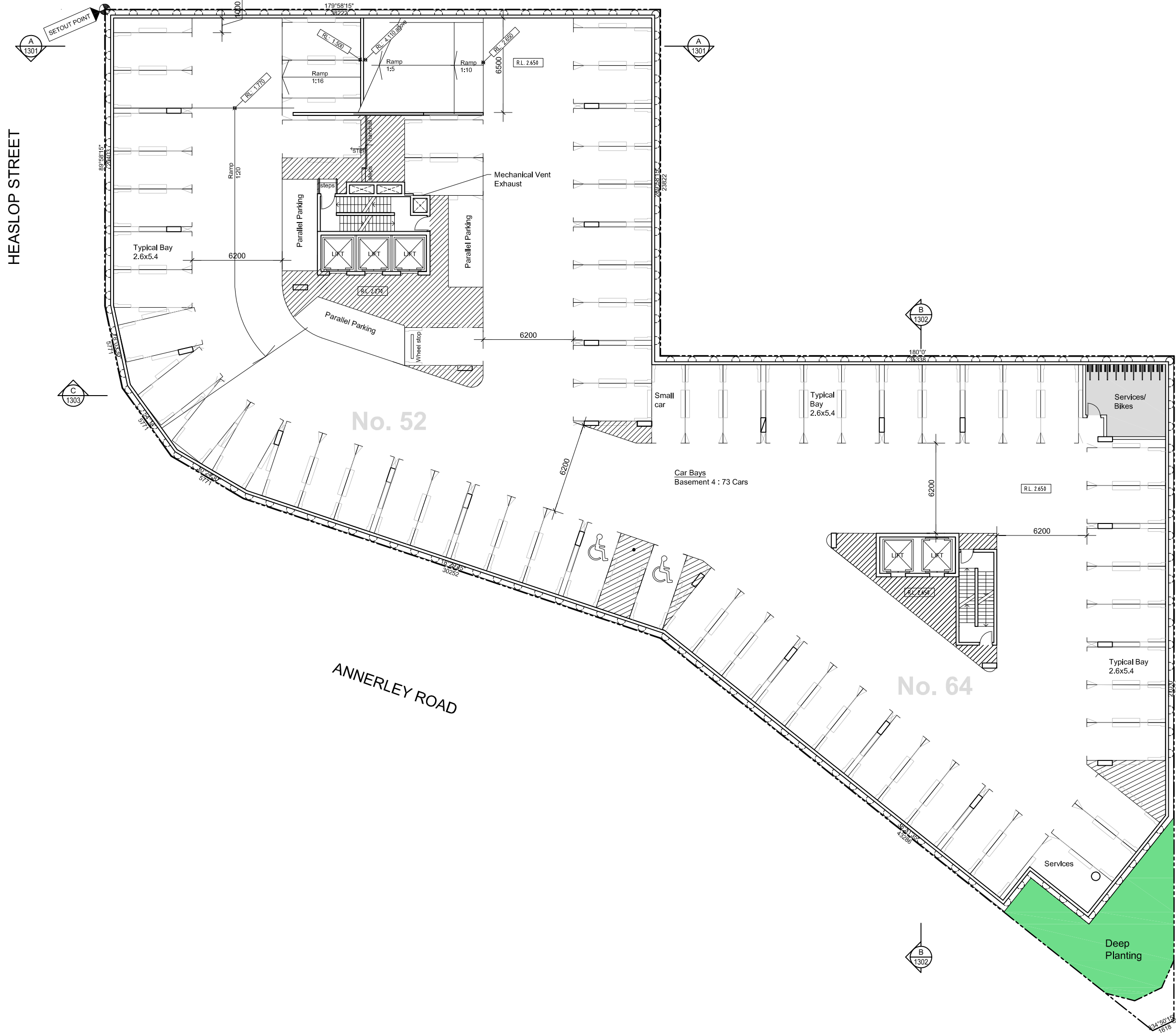
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HEASLOP STREET

ANNERLEY ROAD

LOCKHART STREET



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H	18.10.17	MHC	GENERAL AMENDMENTS	



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PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA

CLIENT:



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FLOOR PLAN
BASEMENT 4

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PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA

CLIENT:



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BASEMENT 3

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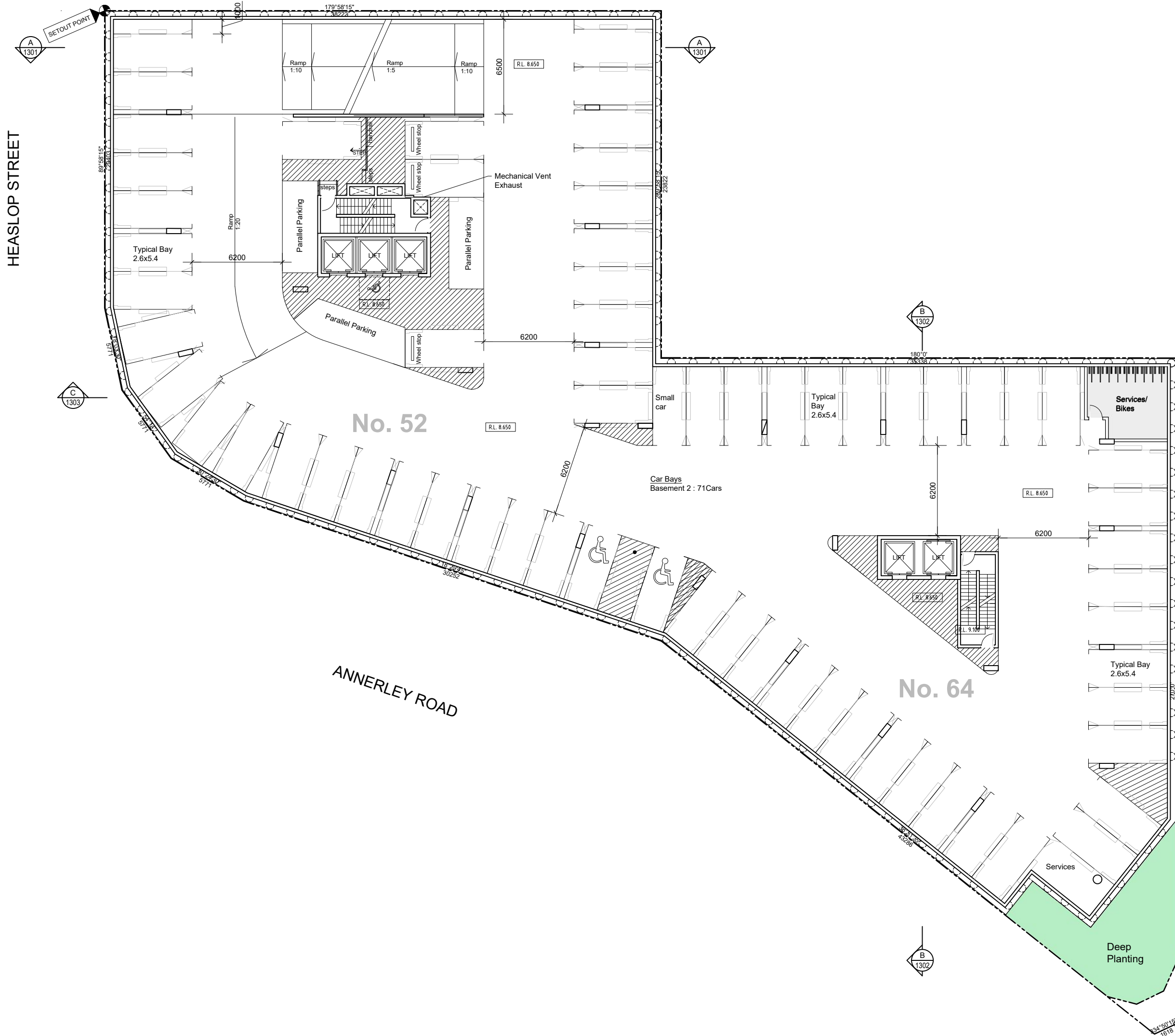
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PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA

CLIENT:



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BASEMENT 2

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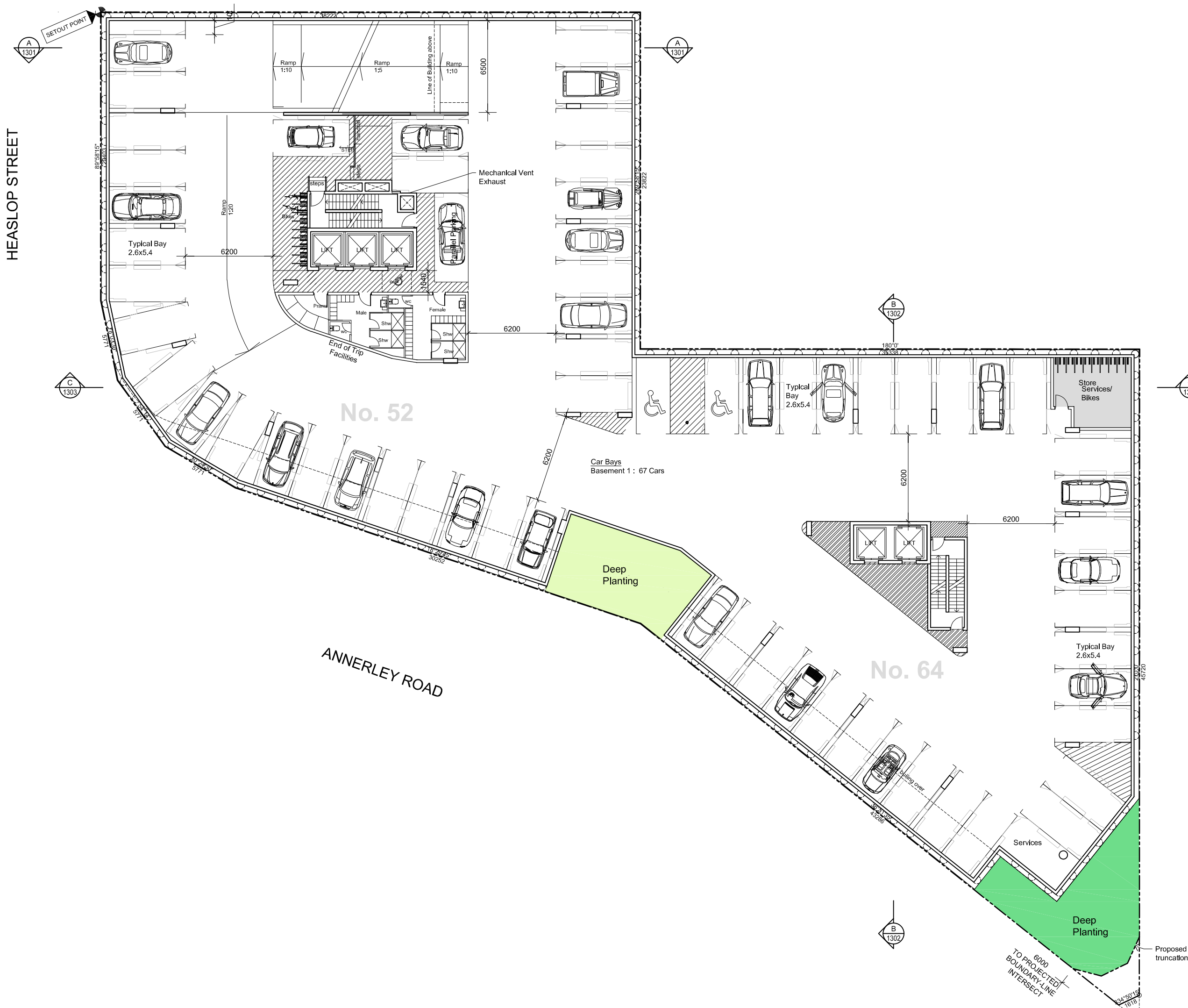
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PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
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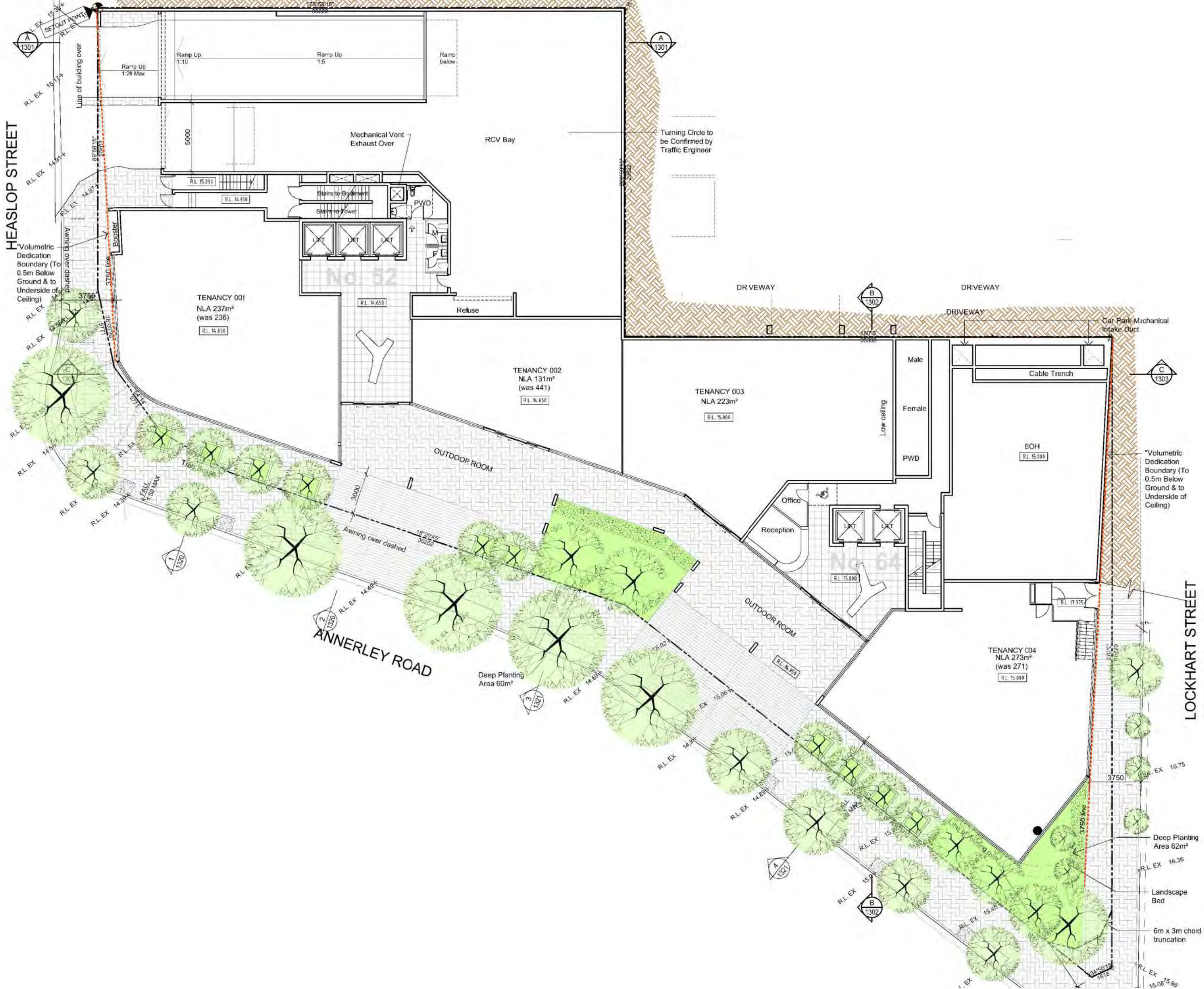


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PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA

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PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA

CLIENT:



DRAWING TITLE:
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SERVICE AREA

SCALE: 1:125@A1/1:250@A3


DATE: May 2017

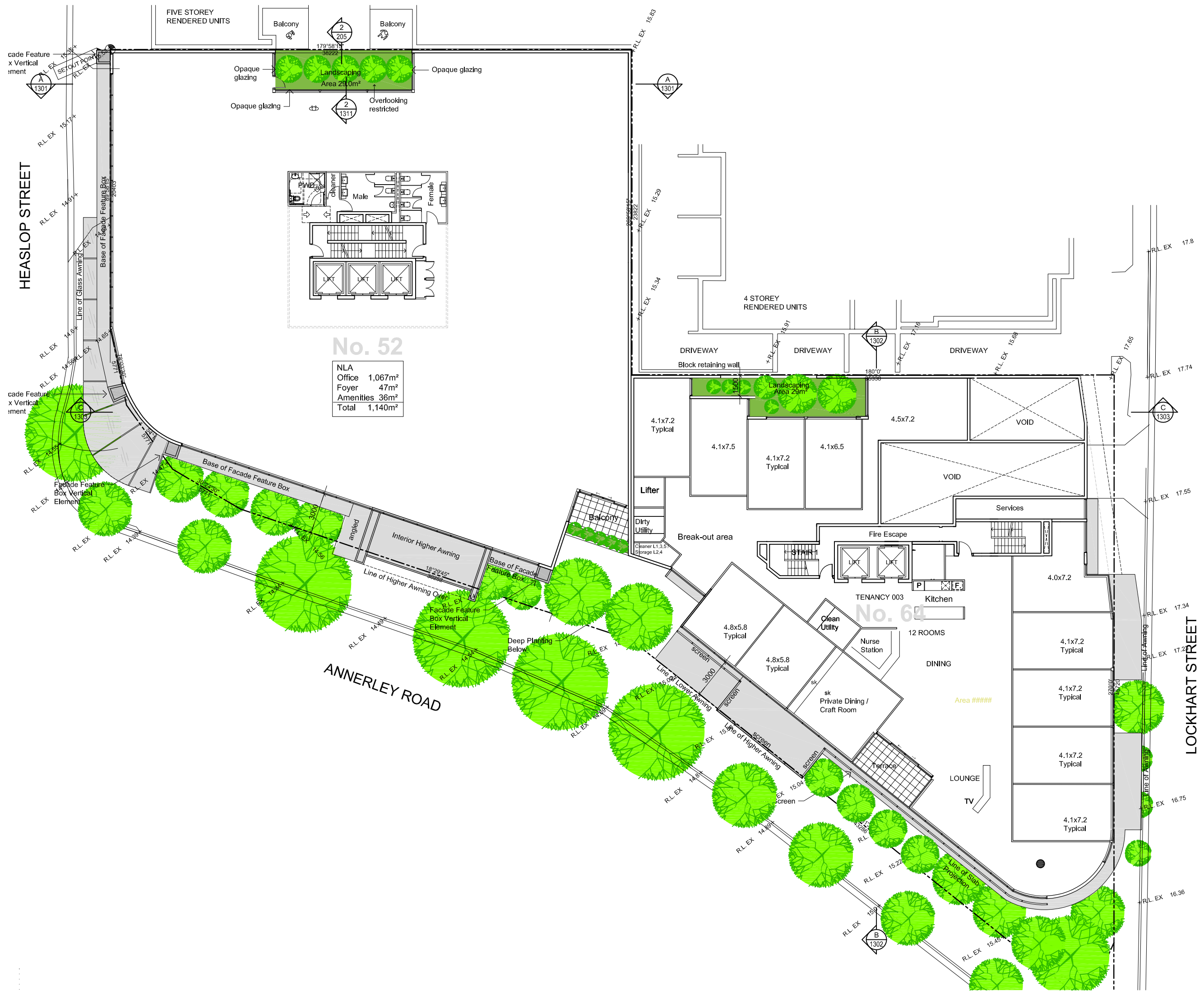
DRAWN: MHC

CHECKED:

Dwg Ref 1767_DA1101

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C	15.08.17	MR	GENERAL AMENDMENTS
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E	05.09.17	SW	GENERAL AMENDMENTS
F	16.10.17	MHC	GENERAL AMENDMENTS
G	18.10.17	MHC	GENERAL AMENDMENTS
H			GENERAL AMENDMENTS

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PROJECT:
**ANNERLEY ROAD
WELLNESS CENTRE**

AT:
**52-64 ANNERLEY ROAD
WOOLLOONGABBA**

CLIENT:

pikas **HEATHLEY**

DRAWING TITLE:
**FLOOR PLAN
LEVEL 1**

SCALE: 1:125@A1/1:250@A3
DATE: May 2017
DRAWN: TBL
CHECKED:
Dwg Ref 1767_DA1102
REV H

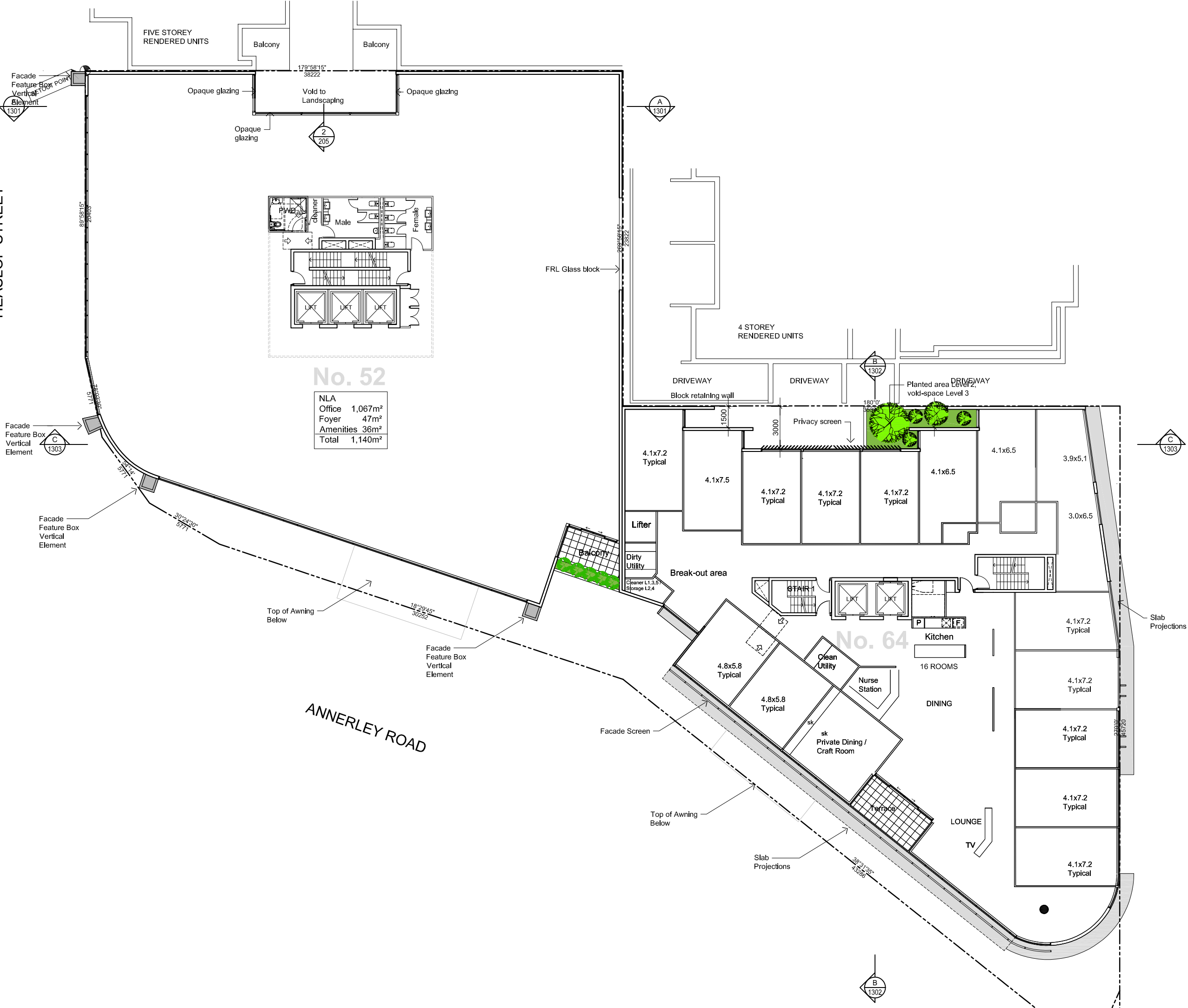
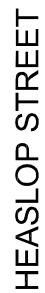
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LOCKHART STREET



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HEASLOP STREET



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B	05.08.17	MHC	GENERAL AMENDMENTS
C	16.10.17	MHC	GENERAL AMENDMENTS
D	18.10.17	SW	GENERAL AMENDMENTS

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PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA

CLIENT:

 **HEATHLEY**

DRAWING TITLE:
FLOOR PLAN
No.52 - LEVEL 3
No.64 - LEVEL 4

SCALE: 1:125@A1/1:250@A3
DATE: Aug 2017
DRAWN: TBL
CHECKED:
Dwg Ref 1767_DA1104
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F	05.09.17	MHC	GENERAL AMENDMENTS
G	16.10.17	MHC	GENERAL AMENDMENTS
H	18.10.17	MHC	GENERAL AMENDMENTS



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**ANNERLEY ROAD
WELLNESS CENTRE**

AT:
**52-64 ANNERLEY ROAD
WOOLLOONGABBA**

CLIENT:



DRAWING TITLE:
**FLOOR PLAN
No.52 - LEVEL 4
No.64 - LEVEL 5**

SCALE: 1:125@A1/1:250@A3
DATE: May 2017
DRAWN: TBL
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H	18.10.17	MHC	GENERAL AMENDMENTS



PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA

CLIENT:



DRAWING TITLE:
FLOOR PLAN
No.52 - LEVEL 5
No.64 - LEVEL 6

SCALE: 1:125@A1/1:250@A3

DATE: May 2017

DRAWN: TBL

CHECKED:

Dwg Ref

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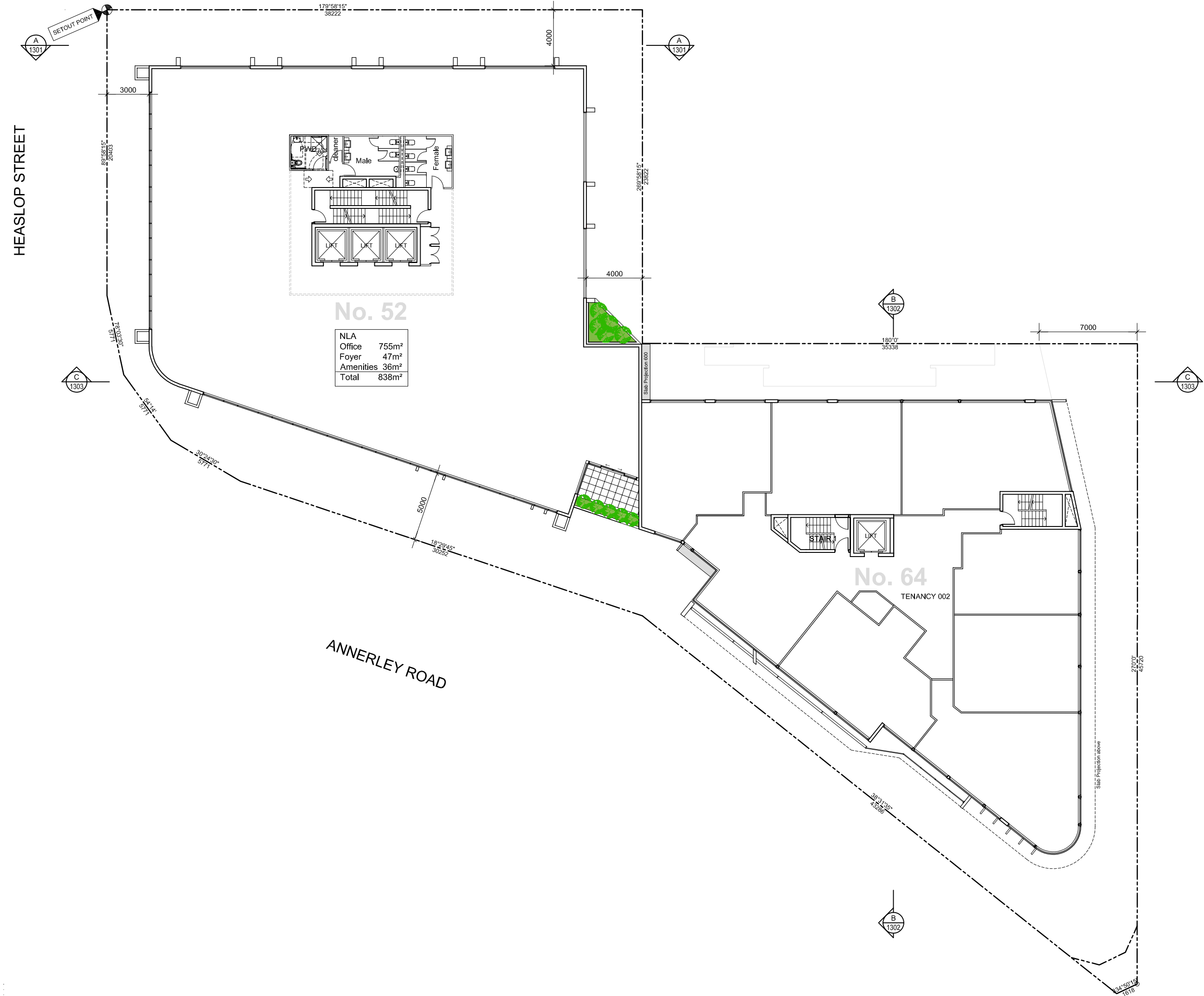
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HEASLOP STREET

ANNERLEY ROAD

LOCKHART STREET



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G	18.10.17	MHC	GENERAL AMENDMENTS
H	03.11.17	MHC	GENERAL AMENDMENTS

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PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA

CLIENT:

DRAWING TITLE:
FLOOR PLAN
No.52 - LEVEL 6-7
No.64 - LEVEL 7 & 11

SCALE: 1:125@A1/1:250@A3

DATE: May 2017

DRAWN: MHC

CHECKED:

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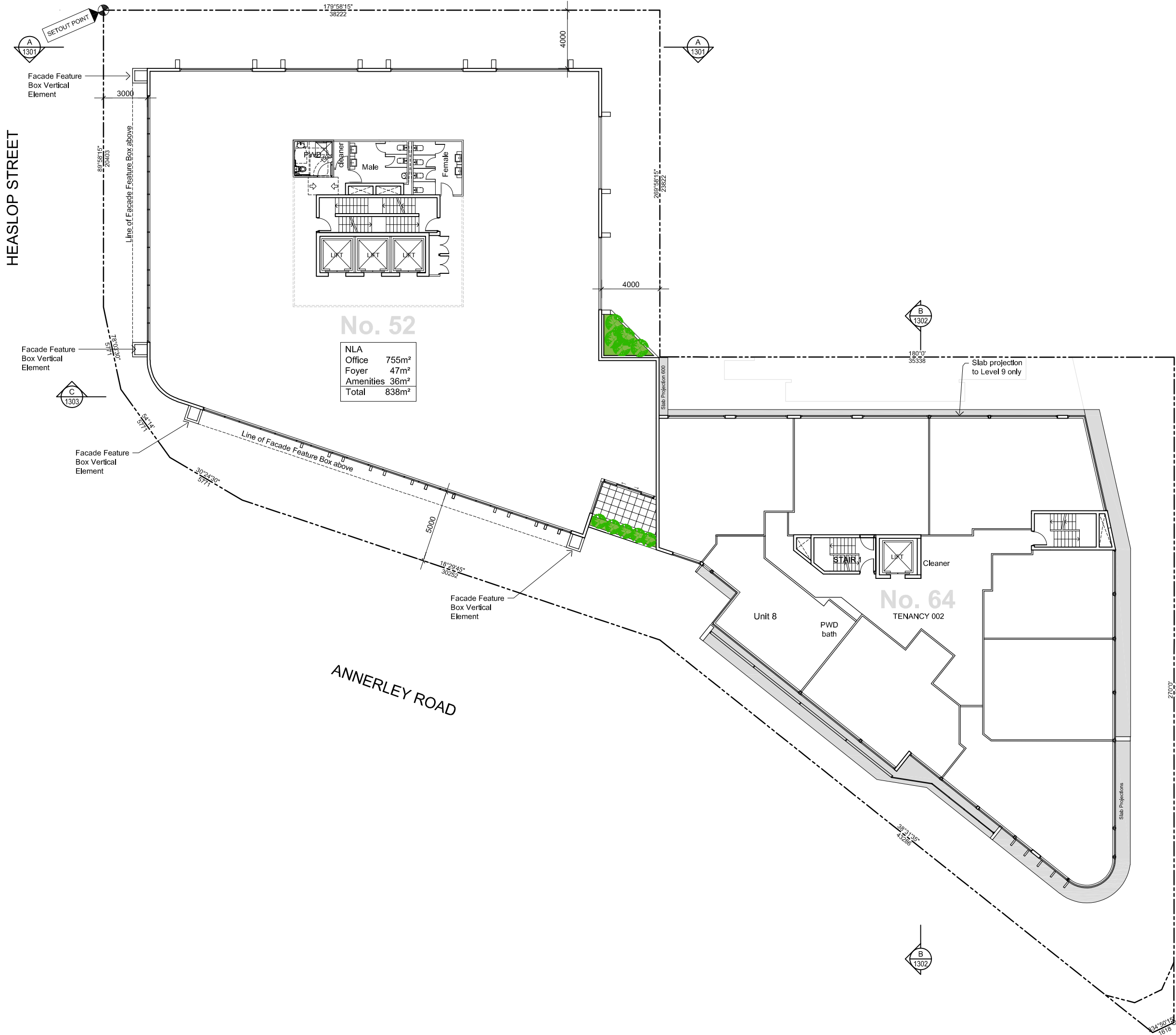
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ANNERLEY ROAD

LOCKHART STREET



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H	03.11.17	MHC	GENERAL AMENDMENTS



PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA

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DRAWING TITLE:
FLOOR PLAN
No.52 - LEVEL 8-9
No.64 - LEVEL 8-10

SCALE: 1:125@A1/1:250@A3

DATE: Jun 2017

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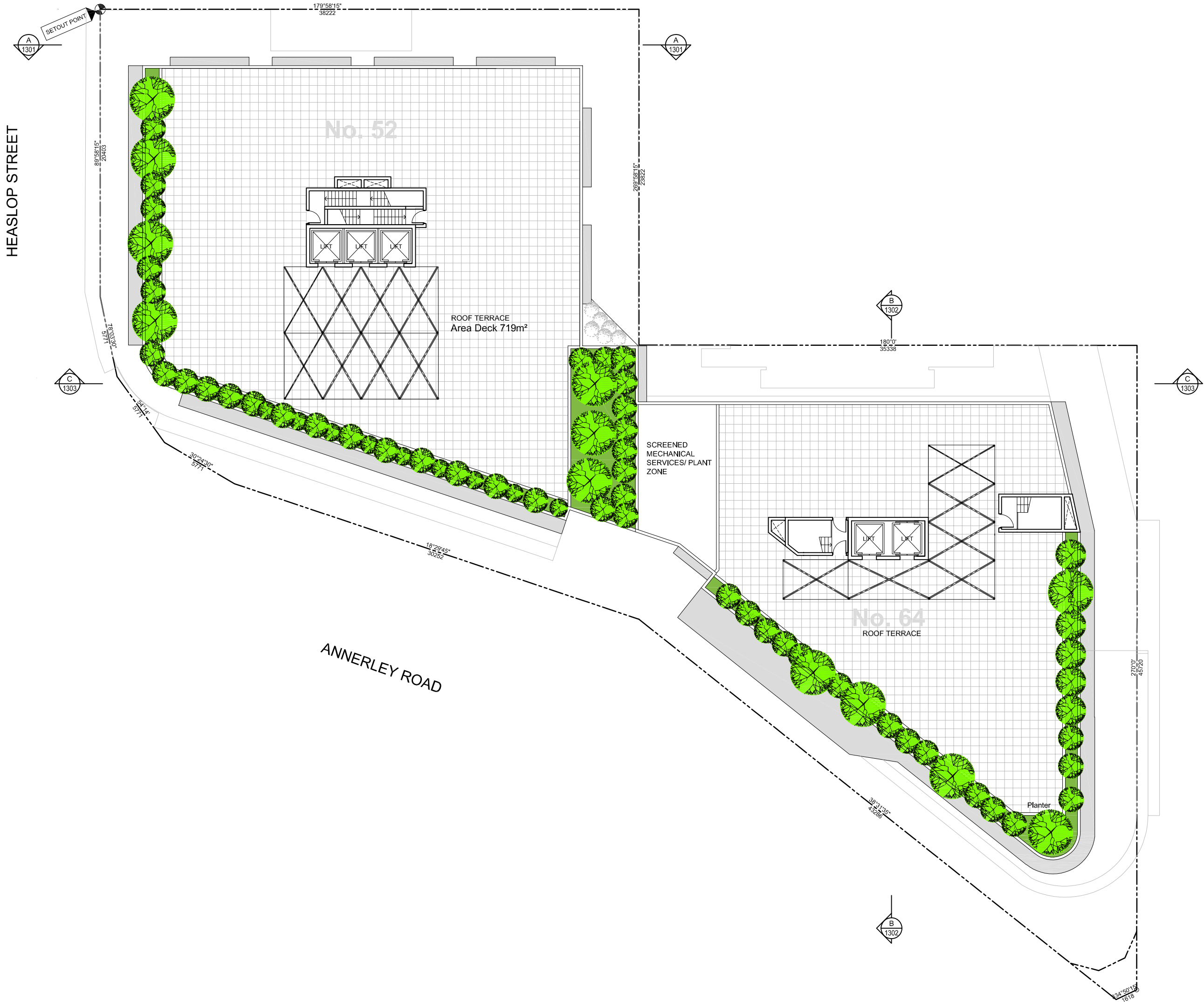
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G	18.10.17	MHC	GENERAL AMENDMENTS
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ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA



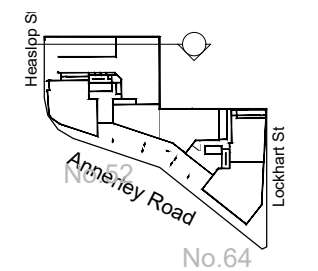
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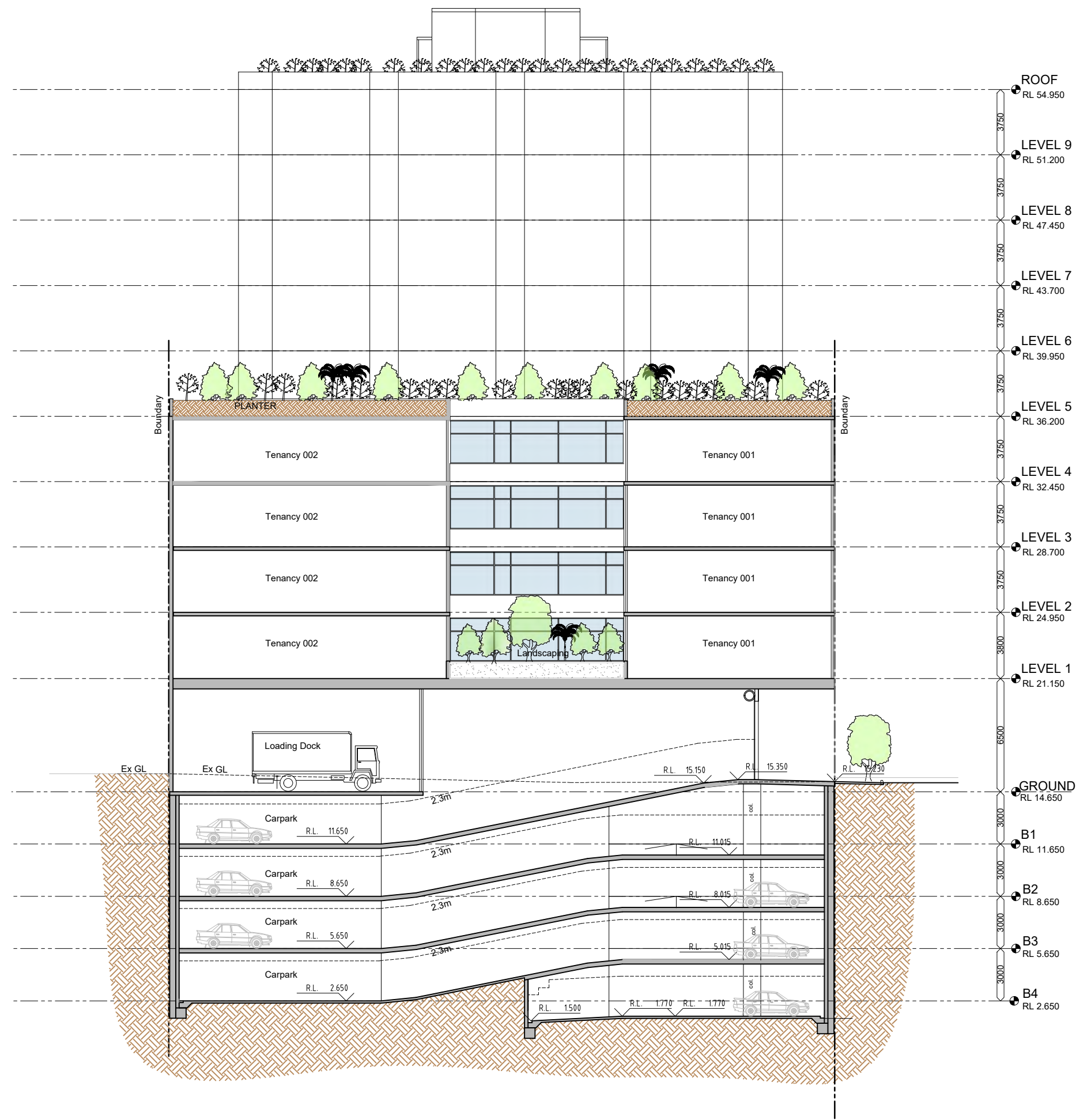
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ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA



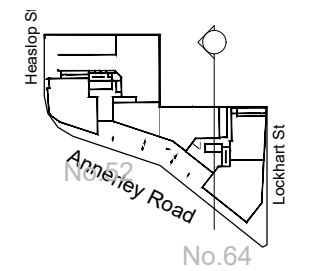
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WELLNESS CENTRE

AT:
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WOOLLOONGABBA

CLIENT:



DRAWING TITLE:
SECTION B

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DATE: May 2017

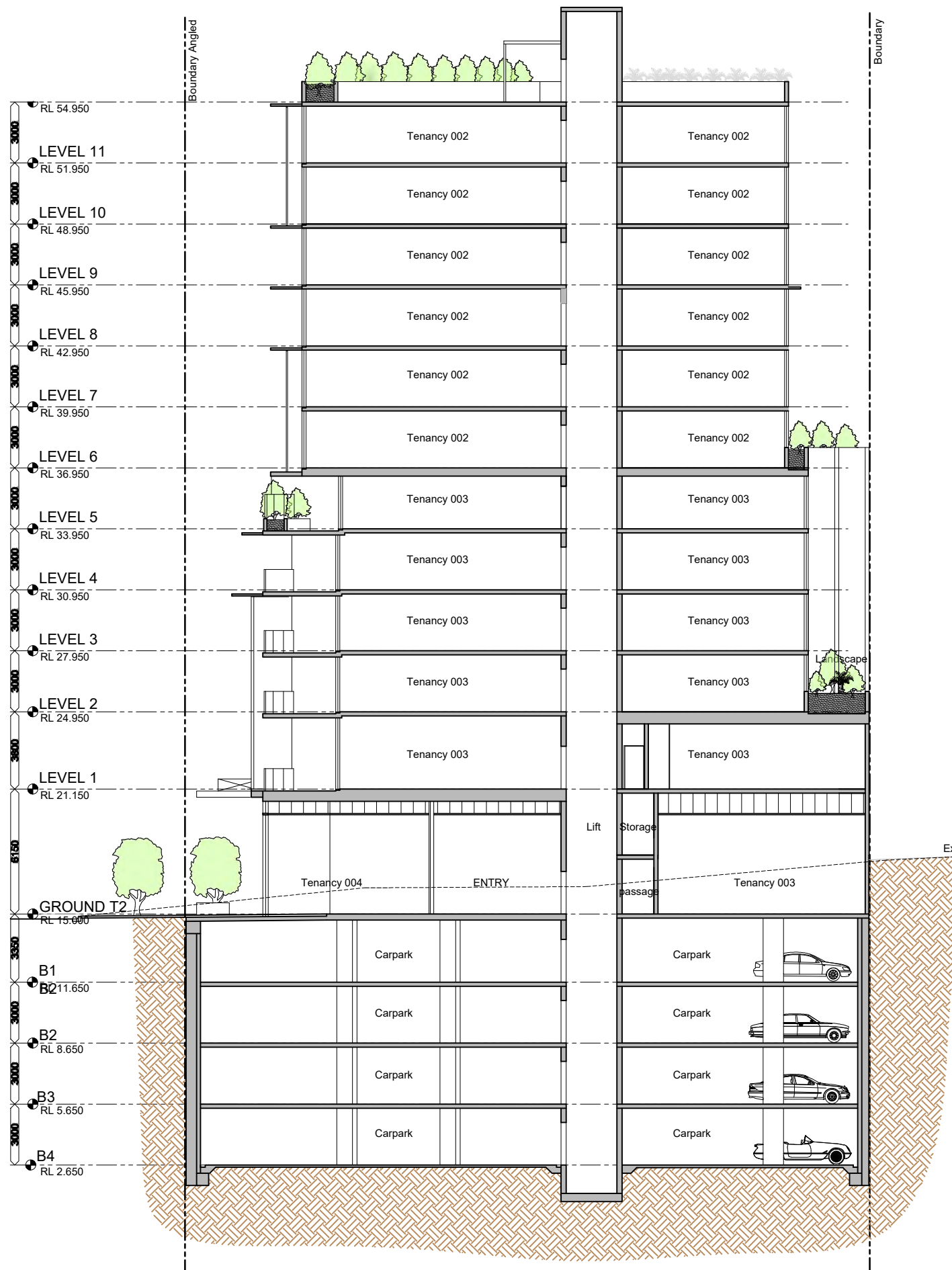
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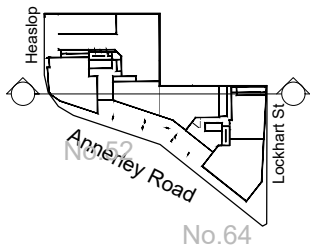
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031117_1504 Michael Heath-Caldwell



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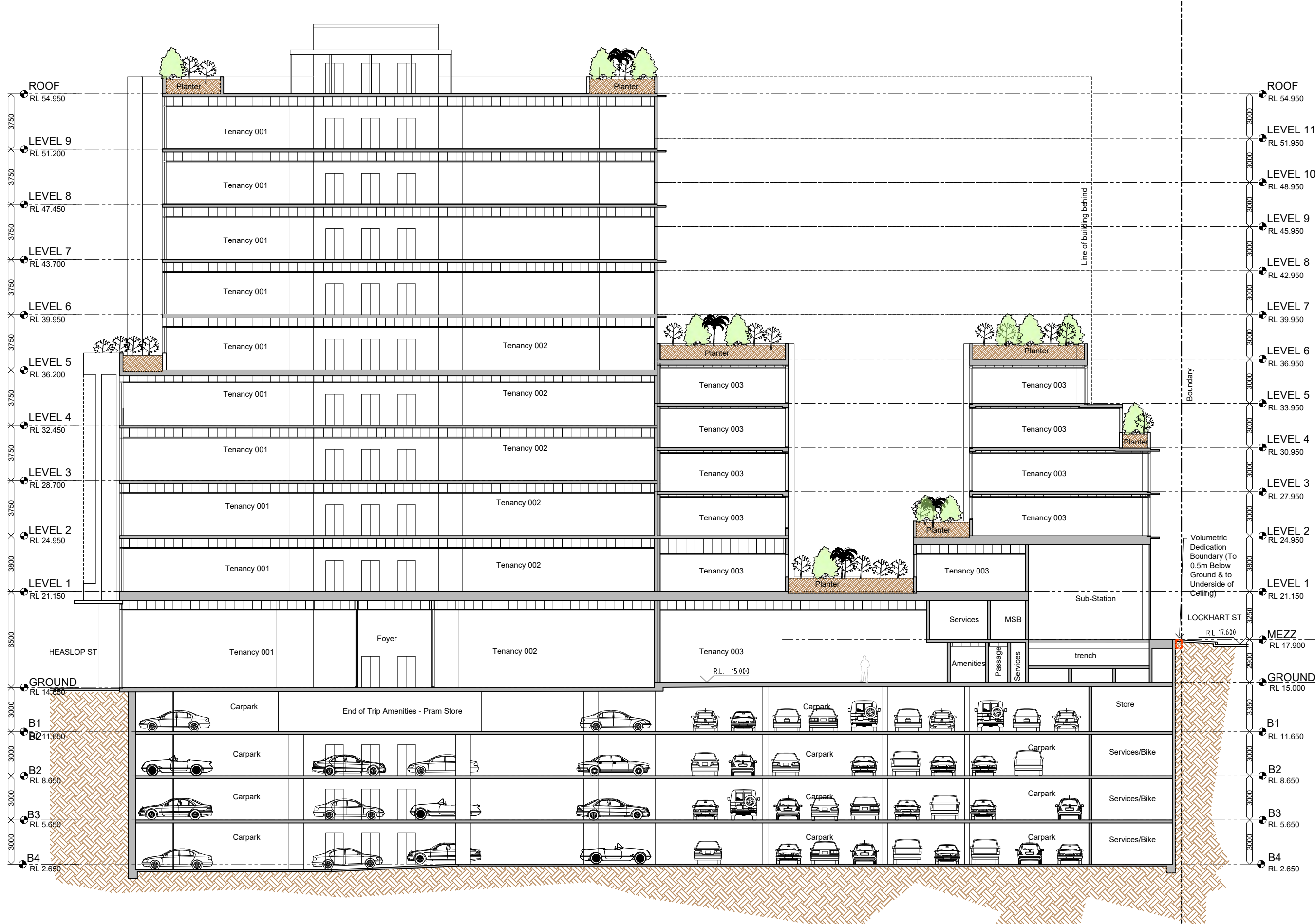
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ANNERLEY ROAD WELLNESS CENTRE

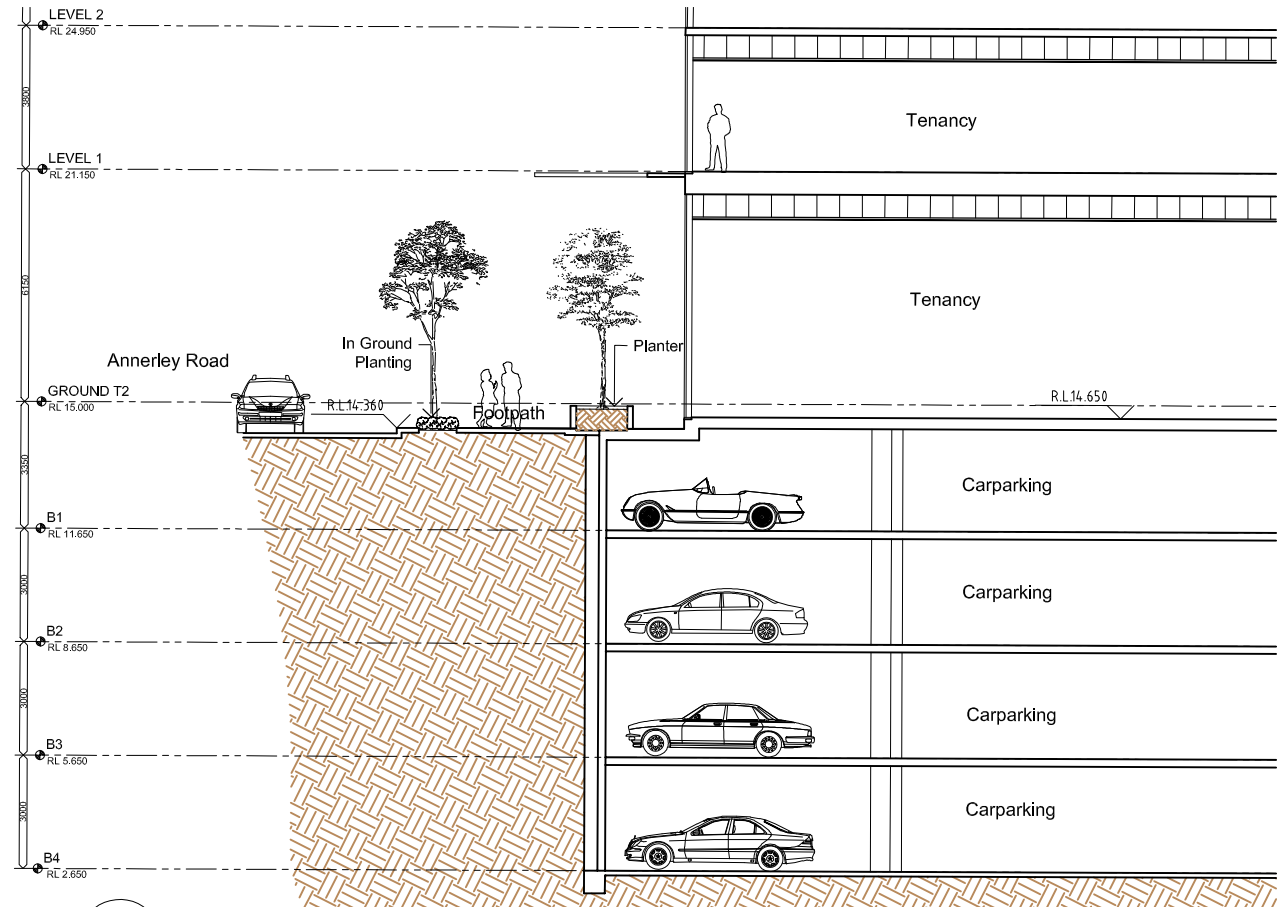
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52-64 ANNERLEY ROAD WOOLLOONGABBA



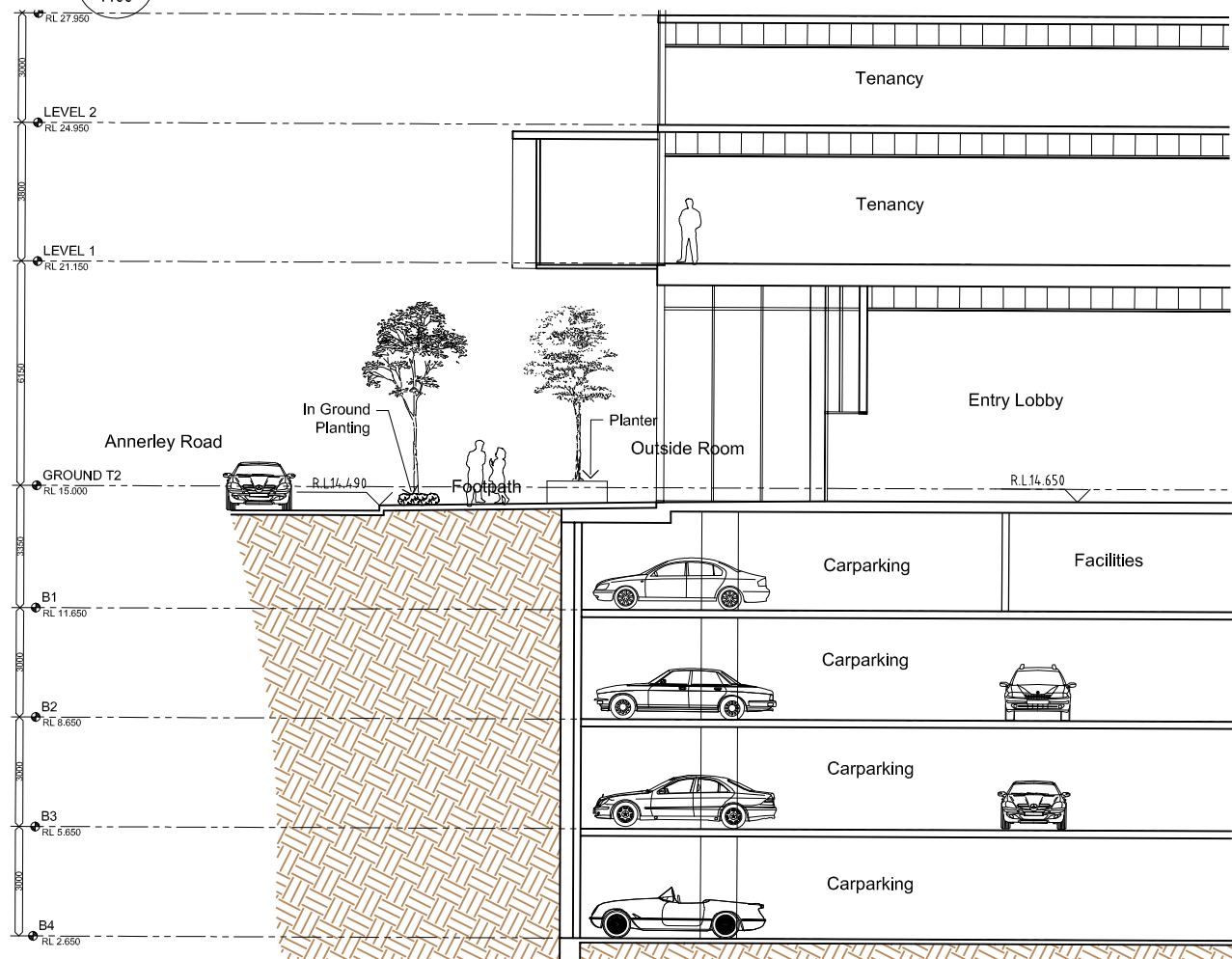
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REV G





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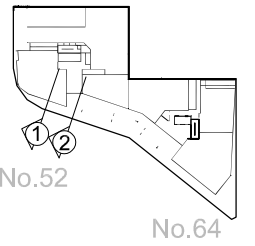


2 SECTION 2 - FOOTPATH
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AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA

CLIENT:



DRAWING TITLE:
SECTION 1 & 2
FOOTPATH

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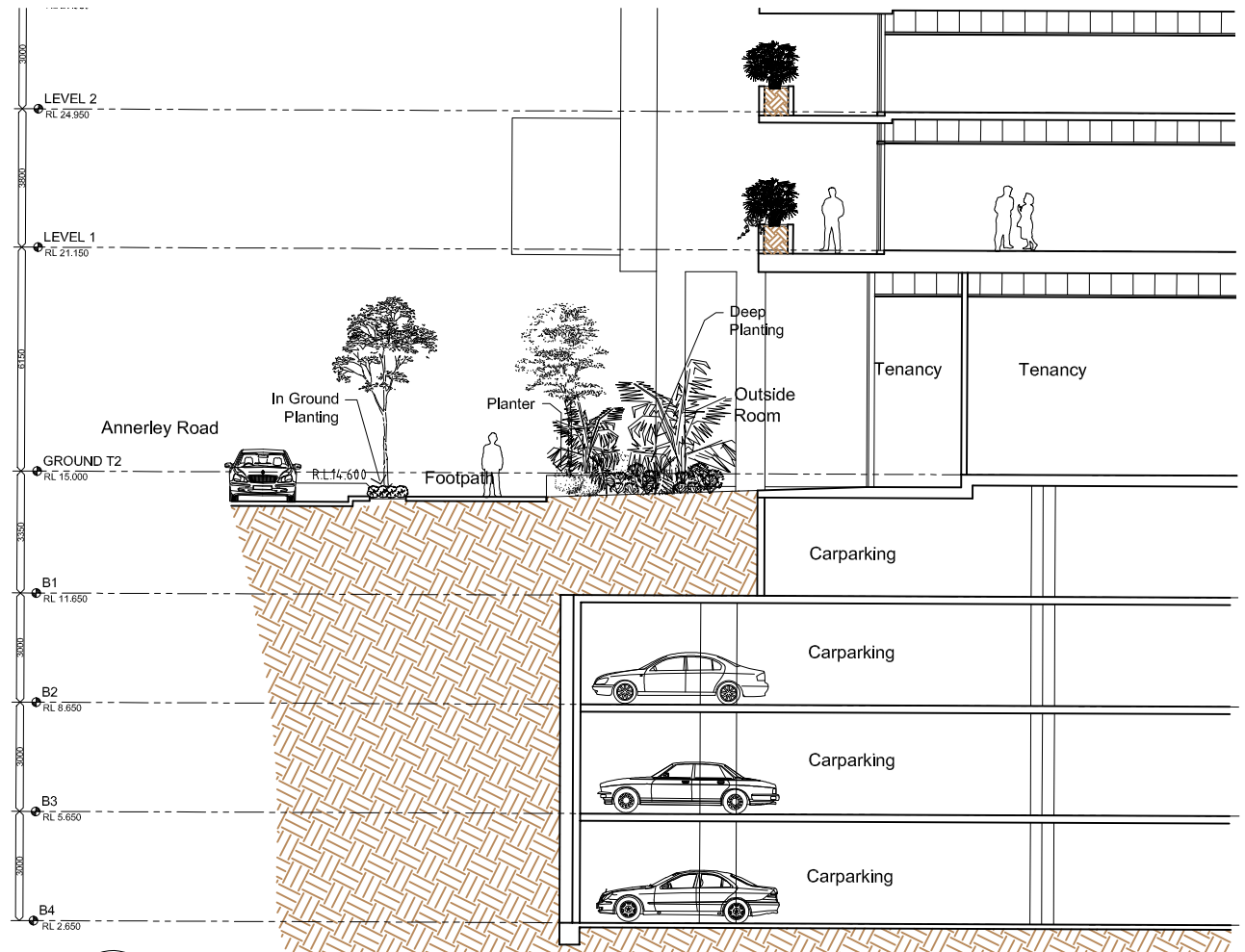
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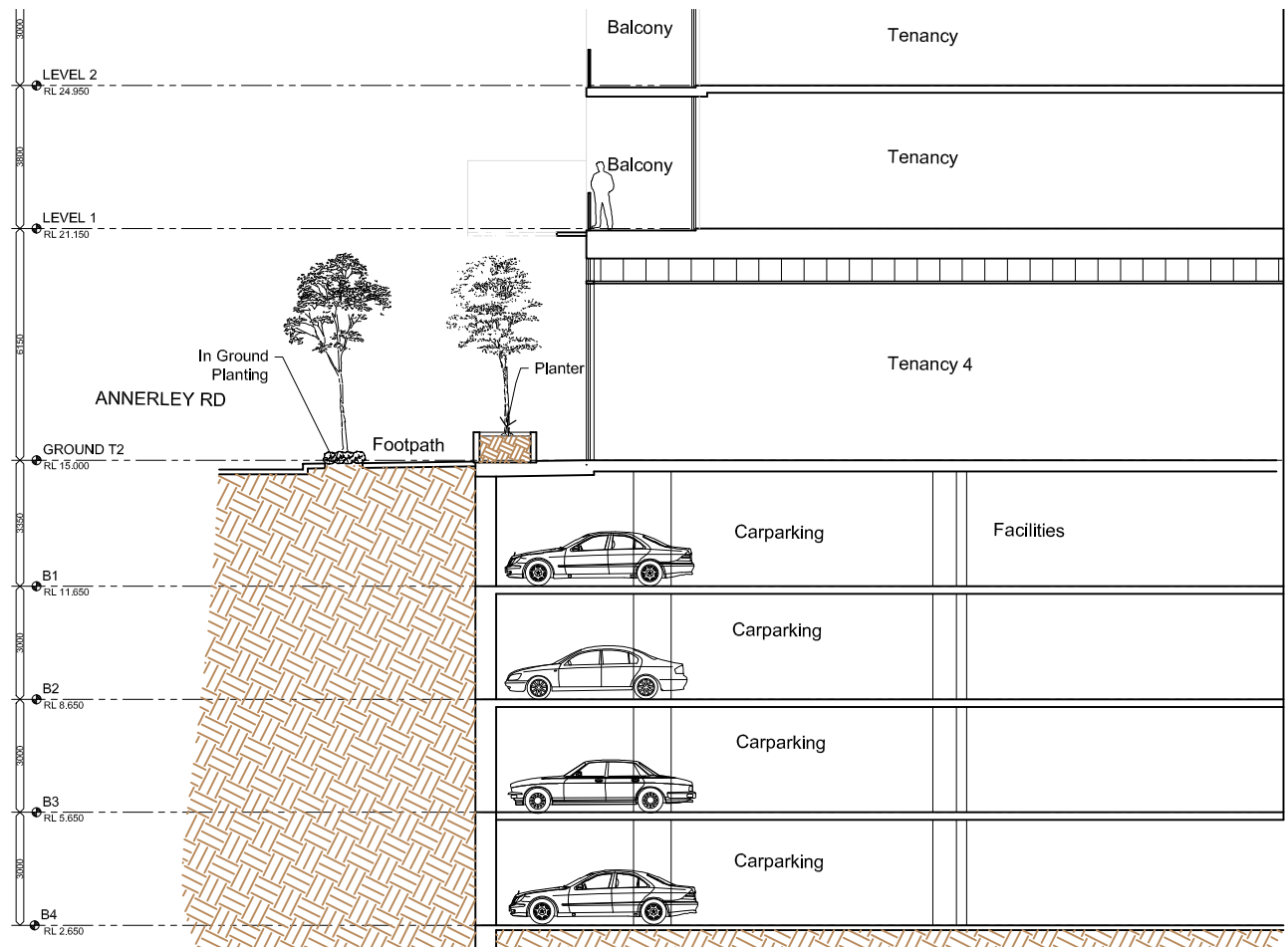
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1767_DA1320 A

031117_1505 18/10/2017 14:00



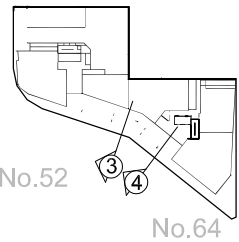
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4 SECTION 4 - FOOTPATH
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PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA



DRAWING TITLE:
SECTION 3 & 4
FOOTPATH

SCALE:	50@A1/1:100@A3	NORTH
DATE:	Oct 2017	
DRAWN:	MR	
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Dwg Ref	REV	
1767_DA1321	A	

APPENDIX B

TAPS Code

9.4.11.3 Performance outcomes and acceptable outcomes

Table 9.4.11.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	
<p>PO1 Development is designed:</p> <p>(a) to include a technically competent and accurate response to the transport and traffic elements of the development;</p> <p>(b) in accordance with the standards in the Transport, access, parking and servicing planning scheme policy;</p> <p>(c) to ensure the efficient operation and safety of the development and its surrounds.</p> <p>Note—The acceptable outcome and performance outcome can be demonstrated through a development application that:</p> <ul style="list-style-type: none"> • is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices. 	<p>AO1 Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>Refer to the Traffic Report dated 8/12/17, prepared by Richard Quinn, Director of Q Traffic (BE Civil, MIEAust, RPEQ 08565) which accompanies the development application.</p> <p>The development is designed generally in accordance with the requirements of Council’s Transport, access, parking and servicing planning scheme policy.</p>

<p>PO2 Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the Queensland Government and Council.</p>	<p>AO2 No acceptable outcome is prescribed.</p>	<p>The proposed development will be in close proximity to convenient bus services travelling along Annerley Road (the 112 and 116 routes).</p> <p>It will also be a convenient 9 – 10 minute walk from Park Road Rail station, to the south.</p> <p>Finally, the proposed development will benefit from access to existing and proposed pedestrian and cyclist facilities in the area, thereby achieving integration with the local public and active transport networks.</p>
<p>PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.</p>	<p>AO3.1 Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>Access to the proposed development is to be provided via a driveway on Heaslop Street (which will provide access to the car park and the main servicing area), and a driveway on Lockhart Street (which will provide access to an ambulance bay servicing the southern portion of the development).</p> <p>The proposal will therefore reduce the overall number of access driveways from four (4) to two (2), removing all direct access to Annerley Road, which is a highly desirable outcome from a traffic operations perspective.</p> <p>An access driveway is required on both frontages due to the shape and configuration of the subject site, which requires two separate loading areas to be provided for ease of access for emergency vehicles (ambulances) to/from the northern and southern components of the development, via both lift cores.</p> <p>The proposed access arrangements are generally in accordance with the requirements of Council’s Transport, access, parking and servicing planning scheme policy. Refer to Section 3.1 of the Traffic Impact Assessment report for further detail.</p>
	<p>AO3.2 Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.</p>	<p>NA.</p> <p>Vehicular access not required to service more than the individual development or premises, therefore no easement required.</p>

<p>PO4 Development provides walking and cycle routes through the site which: (a) link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; (b) encourage walking and cycling; (c) ensure pedestrian and cyclist safety; (d) provide a direct and legible network.</p> <p>Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.</p>	<p>AO4.1 Development provides walking and cycle routes which are constructed on the carriageway or through the site to: (a) create a walking or cycle route along the full frontage of the site; (b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.</p> <p>AO4.2 Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.</p> <p>AO4.3 Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.</p>	<p>The proposed development will retain the existing pedestrian footpaths along the frontage roads.</p> <p>In addition, the proposed development would benefit from access to existing pedestrian and cyclist facilities in the area (including the existing bicycle lanes on Annerley Road), thereby achieving integration with the local public and active transport networks.</p> <p>Given the nature and scale of the development, the pedestrian / cyclist provisions are considered to be appropriate, and in accordance with the intent of Council's policies.</p>
<p>PO5 Development provides secure and convenient bicycle parking which: (a) for visitors is obvious and located close to the building's main entrance; (b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; (c) is easily and safely accessible from outside the site; (d) does not impact adversely on visual amenity; (e) does not impede the movement of pedestrians or other vehicles; (f) is designed to comply with a recognised standard for the construction of bicycle facilities.</p> <p>Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO5.1 Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p> <p>AO5.2 Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities.</p>	<p>Council's TAPS Planning Scheme Policy does not recommend bicycle parking rates for uses of the nature of that proposed, therefore the rate for office / shop has been adopted as the most applicable rate for staff bicycle parking. The policy suggests 1 lockable bicycle space per 200m² for employees. Applying this to the proposed overall GFA of 16,822m² suggests that 84 bicycle parking spaces for employees be provided.</p> <p>As shown in the architectural plans for the proposed development, an area is designated in the south-eastern corner of each basement level for bicycle storage. It is anticipated that these areas would be adequate to accommodate 84 bicycle parking spaces by way of racks or wall or floor mounted rails, and it is therefore assumed that specific bicycle requirements could be addressed as a condition of the approval.</p> <p>Showers are proposed on the ground floor, in convenient proximity to the bicycle parking areas in the basement via the lift. It is anticipated that any specific requirements with regard to end-of-trip facilities could reasonably be addressed in response to a condition of the approval, at detailed design stage.</p>

	A05.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.	It is anticipated that any specific requirements with regard to signage could reasonably be addressed in response to a condition of the approval, at detailed design stage.
	A05.4 Development provides visitor bicycle parking which does not impede pedestrian movement.	Council's TAPS Planning Scheme Policy does not recommend visitor bicycle parking rates for uses of the nature of that proposed. It is anticipated that any specific requirements in this regard could reasonably be addressed in response to a condition of the approval, at detailed design stage.
	A05.5 Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy .	NA – development not yet constructed.
PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users. Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy .	A06 Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy .	Showers are proposed on the ground floor, in convenient proximity to the bicycle parking areas in the basement via the lift. It is anticipated that any specific requirements with regard to end-of-trip facilities could reasonably be addressed in response to a condition of the approval, at detailed design stage.
PO7 Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.	A07 Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy .	The main pedestrian access to the development will be from Annerley Road, from which direct access to the two separate lift cores will be provided. Cyclist access to the basement parking area would be via the same route (i.e. from Annerley Road to either of the lift cores to the basement), or via the car park (vehicular) access from Heaslop Street.

<p>PO8 Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.</p>	<p>AO8 No acceptable outcome is prescribed.</p>	<p>The main pedestrian access to the development will be from Annerley Road, taking advantage of safe crossing points (i.e. at the Stephens Road intersection to the south and the mid-block signalised pedestrian crossing to the north), and public transport facilities (noting the existing 112 and 116 bus services travelling along Annerley Road, and stopping at the bus stops immediately to the south of the proposed development site).</p>
<p>PO9 Development provides access driveways in the road area that are located, designed and controlled to:</p> <p>(a) minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists;</p> <p>(b) ensure the amenity of adjacent premises, from impacts such as noise and light.</p>	<p>AO9.1 No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).</p>	<p>Access to the proposed development is to be provided via a driveway on Heaslop Street (which will provide access to the car park and the main servicing area), and a driveway on Lockhart Street (which will provide access to an ambulance bay servicing the southern portion of the development).</p>
	<p>AO9.2 Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.</p>	
	<p>AO9.3 Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>The proposal will therefore reduce the overall number of access driveways from four (4) to two (2), removing all direct access to Annerley Road, which is a highly desirable outcome from a traffic operations perspective.</p>
	<p>AO9.4 Development provides access driveways in the road area which:</p> <p>(a) are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy;</p> <p>(b) are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.</p>	<p>The proposed development is a major development as defined in the Transport, access, parking and servicing planning scheme policy, therefore under AO9.2, it is not required to provide only a single site access.</p>
	<p>AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.</p>	<p>An access driveway is required on both frontages due to the shape and configuration of the subject site, which requires two separate loading areas to be provided for ease of access for emergency vehicles (ambulances) to/from the northern and southern components of the development, via both lift cores.</p> <p>The proposed access arrangements are generally in accordance with the requirements of Council's Transport, access, parking and servicing planning scheme policy. Refer to Section 3.1 of the Traffic Impact Assessment report for further detail.</p>

<p>PO10 Redevelopment provides for: (a) the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy; (b) the reinstatement of adjacent footpaths.</p>	<p>AO10 No acceptable outcome is prescribed.</p>	<p>The proposed development will close the two (2) existing access driveways on Annerley Road, and reinstate the pedestrian footpath.</p>
<p>PO11 Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.</p>	<p>AO11.1 Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p> <p>AO11.2 Development ensures that convex mirrors are only used in a site: (a) as a secondary support at access driveways; (b) in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>At the Heaslop Street driveway, a 2.5m long and 2.0m wide sight triangle is provided for inside the frontage boundary to the west of the loading area, to provide visibility between pedestrians approaching the driveway on the footpath and a service vehicle exiting the loading area.</p> <p>At the Lockhart Street driveway (which is to be used by emergency vehicles only), given the proposed building is to be set back from the Lockhart Street frontage by approximately 2m, and the pedestrian footpath along Lockhart Street runs adjacent to the kerbline (i.e. with several metres separation from the building), there would be adequate separation and therefore visibility between a vehicle exiting this driveway, and a pedestrian approaching the driveway on the Lockhart Street footpath.</p>
<p>PO12 Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.</p>	<p>AO12 Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p> <p>Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.</p>	<p>As shown in the architectural plans, a total of 282 car parking spaces are proposed over the four (4) basement levels. Whilst it is acknowledged that this exceeds the maximum recommended in Council’s TAPS Policy, in our opinion the proposed use warrants special consideration, and hence an alternative outcome is considered appropriate on several grounds, as outlined in Section 3.2 of the Traffic Report.</p> <p>The proposed level of on-site parking (282 spaces) represents approximately 33% of that which would be required were the proposed development to be located only approximately 350m to the south, and is considered to strike a reasonable balance between the maximum parking rate recommended in Council’s TAPS Code, and the minimum parking rate for the use, were it located outside the City Frame area.</p>

<p>PO13 Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.</p>	<p>AO13 Development outside of the City core and City frame as identified in Figure a: (a) provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or (b) for accepted development subject to compliance with identified requirements, does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy.</p> <p>Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.</p>	<p>NA – Development is within City Frame area.</p>
<p>PO14 Development ensures that the number of car parking spaces and design of the car parking area: (a) meet the combined design peak parking demand for residential, visitor and business parking; (b) allow for the temporal sharing of car-parking spaces for uses with different peak parking demands.</p> <p>Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided.</p>	<p>AO14.1 Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time.</p> <p>AO14.2 Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.</p>	<p>NA – Development is within City Frame area, therefore a maximum parking provision applies.</p> <p>Shared parking will be provided for all the businesses / tenancies within the development.</p>
<p>PO15 Development provides a car park layout which allows for on-site vehicle parking that: (a) is clearly defined, safe and easily accessible; (b) is designed to contain potential adverse impacts within the site; (c) does not detract from the aesthetics or amenity of an area; (d) discourages on-street parking if parking has an adverse traffic management safety or amenity impact; (e) is consistent with safe and convenient pedestrian and cyclist movement.</p>	<p>AO15 Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>The parking layout has been designed generally in accordance with the requirements of Council's TAPS Planning Scheme Policy and/or the relevant Australian Standards, as outlined in Section 3.4 of the Traffic Report.</p>

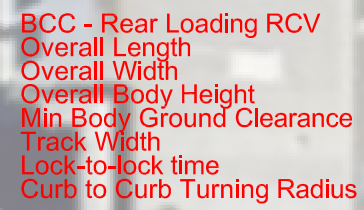
<p>PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.</p>	<p>AO16 Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by: (a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; (b) defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; (c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; (d) ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; (e) including way-finding cues; (f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas.</p> <p>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.</p>	<p>NA – not a traffic issue. To be addressed by others.</p>
<p>PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.</p>	<p>AO17 Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by: (a) denying access to potential canvases through access control techniques; (b) reducing potential canvases through canvas reduction techniques; (c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques.</p> <p>Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.</p>	<p>NA – not a traffic issue. To be addressed by others.</p>

<p>PO18 Development is serviced by an adequate number and size of service vehicles.</p>	<p>AO18 Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>As shown in the architectural drawings, a large consolidated servicing area is proposed off Heaslop Street. This will be adequate to accommodate on-site servicing and refuse collection by up to a 10.24m long rear-loading refuse collection vehicle, allowing for a vehicle of this size to enter the site in a forward direction, turn around on-site, and exit the site in a forward gear. This area will also accommodate medium rigid vehicles, small rigid vehicles, and passenger (trade) vehicles / vans, if required.</p> <p>Furthermore, given the nature of the proposed development, convenient and direct access to all areas of the building (i.e. both the northern and southern components) is vital for an emergency vehicle (ambulance).</p> <p>The servicing area accessed via Heaslop Street would more than adequately accommodate an ambulance. In addition, the proposed ambulance bay accessed via Lockhart Street would accommodate the manoeuvring requirements (reverse entry and forwards exit) of a small rigid vehicle (ambulance), whilst minimising impact upon the streetscape amenity as well as pedestrian crossing distance.</p> <p>This assumes the prohibition of the kerbside parking along the frontage of the site as discussed in Section 3.1 of the Traffic Report, to achieve two-way traffic flow on Lockhart Street and keep parking manoeuvres a suitable distance from the Annerley Road intersection.</p>
<p>PO19 Development layout provides for services which: (a) are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor road where use of the footpath is not adversely affected; (b) are clearly defined, safe and easily accessible; (c) are designed to contain potential adverse impacts of servicing within the site; (d) do not detract from the aesthetics or amenity of the surrounding area.</p>	<p>AO19.1 Development ensures that a service bay provided on site: (a) is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy; (b) is located away from street frontages and screened from adjoining premises.</p>	
	<p>AO19.2 Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy.</p>	
	<p>AO19.3 Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.</p>	
<p>PO20 Development provides service vehicle access routes to and from the site which minimise the impact on: (a) amenity and safety in residential areas; (b) streets not constructed to a standard that accommodate increased heavy vehicle movements.</p>	<p>AO20 Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.</p>	
<p>If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensioned vehicle or any on vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)</p>		

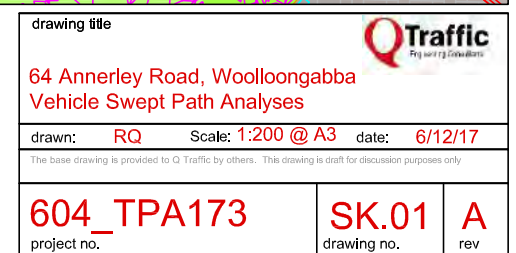
<p>PO21 Development which is freight-dependent development ensures that the traffic generated by the development does not impact on:</p> <ul style="list-style-type: none"> (a) the operation of the transport network; (b) the safety and amenity of a residential area; (c) a road not constructed to accommodate a non-standard vehicle such as a road only constructed to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1–9. 	<p>AO21.1 Development which is freight-dependent development is located on a site which:</p> <ul style="list-style-type: none"> (a) has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or (b) can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy. 	<p>NA – development is not required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensioned vehicle or any on vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development).</p>
	<p>AO21.2 Development which is freight-dependent development provides any necessary upgrade to a road used as an access route in compliance with the Infrastructure design planning scheme policy.</p>	

APPENDIX C

Swept Path Analysis – Refuse Collection Vehicle



10.240m
2.500m
3.206m
0.411m
2.500m
4.00s
9.500m



APPENDIX D

Swept Path Analysis – Small Rigid Vehicle (Ambulance)

APPENDIX C STORMWATER MANAGEMENT PLAN AND ADDENDUM PREPARED BY CIVIL WORKS ENGINEERS

STORMWATER ADDENDUM LETTER – 5 AUGUST 2020

5 August 2020

Our Ref: CW17124

52-64 ANNERLEY ROAD, WOOLLOONGABBA

**SITE BASED STORMWATER MANAGEMENT PLAN ADDENDUM
LETTER REGARDING PROPOSED MID APPLICATION**

It is understood that a MID is proposed to be lodged for the development at 52-64 Annerley Road, Woolloongabba. As part of this application, Hospital and Health Care Services will generally replace the previously proposed Child Care Centre and Office uses above the ground floor area and does not include any changes to the previously approved (Brisbane City Council reference: A004827412) design, building footprint, car parking, access, etc.

In terms of stormwater quantity and quality, the Site Based Stormwater Management Plan dated 24/10/18 by Civil Works Engineers is still applicable and addresses all the relevant requirements. The inclusion of a Hospital use within Levels 1-9 of the Approved built form will not result in an additional impacts from a stormwater quantity and quality perspective.

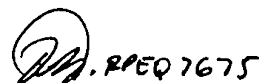
Should you require any further information, please do not hesitate to contact the undersigned.

Yours sincerely,

CIVIL WORKS ENGINEERS



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**SITE BASED STORMWATER QUALITY MANAGEMENT PLAN
PREPARED FOR A004827412 – SEPTEMBER 2018**



SITE BASED STORMWATER QUALITY MANAGEMENT PLAN

CW17124

PROPOSED DEVELOPMENT AT
**52-64 Annerley Road
Woolloongabba**

PREPARED FOR
Main St Medical Trust

September 2018

Civil Works Engineers

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SITE BASED STORMWATER QUALITY MANAGEMENT PLAN

CW17124

PROPOSED DEVELOPMENT AT

**52-64 Annerley Road
Woolloongabba**

PREPARED FOR

Main St Medical Trust

REVISION / CHECKING




Rev No.	Date	Issued By	Signed	Reviewed By	Signed
0	24/09/18	A. Hakansson		J. McDonald	
Authorised By: R. Andrade			 RPEQ 7675	Dated:	24/09/18

Table of Contents

1.	Introduction	4
2.	Site Characteristics	5
3.	Stormwater Quality Management	7
4.	Operational Maintenance of SQIDs	14
5.	Erosion and Sediment Management	15
6.	Conclusion	17
7.	Recommendation	18

List of Appendices

APPENDIX A – Concept Services Sketch
APPENDIX B – Survey Plan
APPENDIX C – Architectural Drawings
APPENDIX D – Dial Before You Dig
APPENDIX E – eBIMAP
APPENDIX F – SQID Details
APPENDIX G – FloodWise Property Report
APPENDIX H – Erosion Hazard Assessment

1. Introduction

This Site Based Stormwater Quality Management Plan has been prepared for the proposed development at 52-64 Annerley Road, Woolloongabba. The site is within the local government area of Brisbane City Council (BCC) and as such will be assessed against the Brisbane City Plan 2014. For clarity and consistency, the aforementioned property will be referred to as the “site” from herein.

1.1. Background Information

This report has been prepared utilising the following available information:

- Survey Plan provided by Site Surveys (Appendix B);
- Architectural Drawings provided by Kris Kowalski Architects (Appendix C);
- Nearby services information provided by Dial Before You Dig (Appendix D); and,
- BCC eBIMAP information provided by Brisbane City Council (Appendix E);

1.2. Scope of Report

This report will address the requirements for stormwater quality for the development, including the following specific items:

- General
 - Identify the location of the lawful point/s of discharge for the development;
 - Prepare a stormwater drainage concept design for the proposed development including any proposed quality measures;
- Stormwater Quality
 - Identify the development’s classification (low or high risk) and the relevant policies and guidelines that the development is obligated to comply with;
 - If applicable, identify water quality objective targets as determined by the Local Authority Planning Schemes & Department of Infrastructure, Local Government and Planning;
 - If applicable, identify a suitable “stormwater treatment train” aimed to comply with the identified water quality objectives;
 - If applicable, demonstrate compliance to the determined water quality objectives with the use of MUSIC Software; and
 - If applicable, provide details on monitoring and maintenance requirements for all stormwater treatment devices incorporated within this development.

2. Site Characteristics

2.1. Site Description

The development site is described as Lot 1 and Lot 10 on RP84528 and RP211687 respectively. The total site area is 2,570m² and currently consists of a number of commercial buildings and car parks. Brisbane City Council's City Plan 2014 states that the site is currently zoned as District Centre (District) – DC1.

The site is bounded by Heaslop Street to the north, Lockhart Street to the south, Annerley Road to the west, and residential properties in all other directions. The site falls west, towards Annerley Road at gradient ranging from of 1V:25H to 1V:15H.



Figure 1 – Site Locality Plan (City Plan 2014)

2.2. Existing Stormwater Drainage

Stormwater runoff from the site discharges to the kerb and channel along Annerley Road. Refer to Appendix D and Appendix E for Dial Before You Dig information and eBIMAP information respectively.

2.3. Proposed Development

It is proposed to develop the site to provide a mixed use multistorey building. Vehicular access to the building will be from Heaslop Street. Pedestrian access will be from Heaslop Street, Annerley Road, and Lockhart Street. Refer to Appendix A for the Concept Services Sketch and Appendix C for the Architectural Drawings.

2.4. Lawful Point of Discharge

The lawful point of discharge for the site is the existing stormwater infrastructure within Annerley Road.

2.5. Flooding

The BCC FloodWise Property Report indicates that the site is not affected by flooding, refer to Appendix G. However, it should be noted that BCC Interactive mapping shows overland flow within Annerley Road, refer to Figure 2 below.

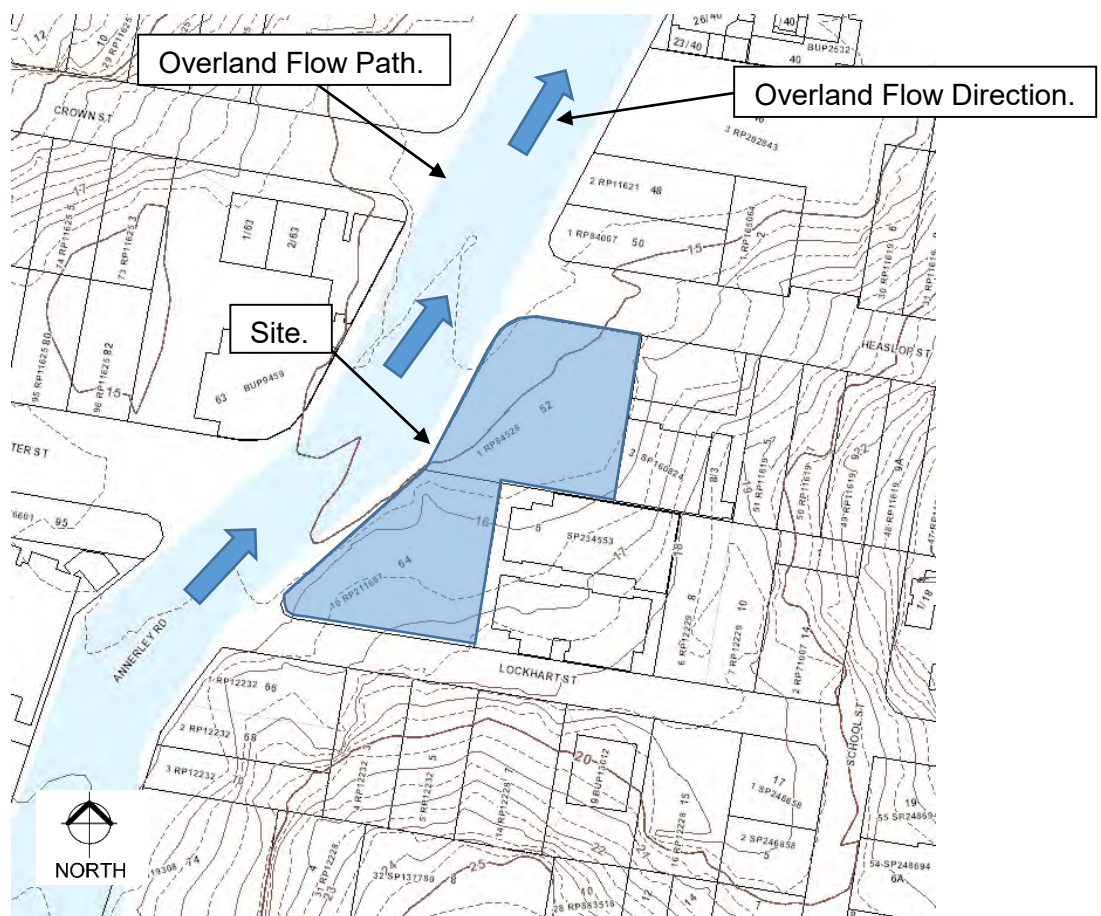


Figure 2 – Flood Overlay (City Plan 2014)

3. Stormwater Quality Management

3.1. Classification

The following key points are used to determine the classification of the site and the required compliance measures for implementing stormwater quality management for the development. Depending on the scale and nature of the project, one of the points below will be identified as the required criteria for design and implementation of stormwater quality management:

- Identify if compliance with the Dept. of Environment and Resource Management (DERM)—State Planning Policy (SPP) is required for the development; or
- Identify if compliance with local authority stormwater objectives is required.

In any of the above cases, water quality management will be undertaken in accordance with the following important principles:

- Water Sensitive Urban Design (WSUD) principles shall be adopted where possible;
- Water quality controls shall be considered for both the construction phase and operational phase; and,
- Assessment of the site shall be undertaken during construction and maintenance period of for the development.

3.2. State Planning Policy Requirements

A review of the SPP compliance criteria is required in determining if compliance is required. If any of the compliance criteria below are deemed applicable, then compliance with the SPP is expected. If all of the criteria is deemed not applicable, then a local authority assessment or best management practice solution is required.

Table 1 below demonstrates that compliance with the SPP water quality objectives is required for the residential subdivision development.

Table 1 – State Planning Policy Compliance Criteria

Criteria	Status
Material Change of Use for urban purposes that involves land greater than 2500m ² that:	
Will result in an impervious area greater than 25 percent of the net developable area; or	Applicable
Will result in six (6) or more dwellings.	Applicable
Reconfiguration of a Lot for urban purposes that involves a land area greater than 2500m ² , and will result in six (6) or more lots.	Not applicable
Operational Work for urban purposes that involves disturbing more than 2500m ² of land.	Applicable

3.3. Pollutants of Concern

3.3.1. Construction Phase

During the construction phase of a development, the pollutants listed in Table 2 below have been identified as being typically generated. These have been obtained from Council's Subdivision and Development Guidelines (2008) which are still applicable. Measures will be put in place during the construction phase to manage each of these pollutants.

Table 2 – Typical Pollutants during the Construction Phase

Pollutant	Source
Litter	Paper, packaging, food waste, cigarette butts, off-cuts
Sediment	Unprotected exposed soils, erosion, stockpiles
Hydrocarbons	Fuel and oil spills
Toxic Materials	Solvents, Cleaning Agents, Asphalt Primer, Cement Slurry
Ph Altering Substances	Wash Water, Acid Sulphates, Cement Slurry
Thermal Pollution	Increased impervious area, vehicles and machinery

3.3.2. Operational Phase

The key pollutants generated by various developments during the operational (post-construction) phase of developments are outlined below. Those presented in bold text are identified as the key pollutants to be targeted for treatment, and have been selected with consideration of the proposed operational activities and processes to be undertaken on the site:

- **Litter**
- **Sediment**
- Oxygen demanding substances (possibly present)
- **Nutrients (N & P)**
- Pathogens / Faecal coliforms (possibly present)
- **Hydrocarbons**
- **Heavy Metals (often associated with fine sediment)**
- **Surfactants**
- Organochlorines & organophosphates (unlikely to be present)
- Thermal pollution
- pH altering substances (possibly present)

During the operational phase, no major sources of oxygen demanding substances, pathogens/faecal coliforms, surfactants, organochlorines & organophosphates and thermal pollution are expected to be found on site. Therefore, no further consideration has been given to

these pollutants.

3.4. Operational Phase Water Quality Objectives

The load reduction WQOs presented in Table 3 below are based on Appendix 3 of the State Planning Policy (2016) for South East Queensland.

Table 3 – Operational Phase Water Quality Objectives

Pollutant	Load Based Reduction Objective
Total Suspended Solids (TSS)	80%
Total Phosphorus (TP)	60%
Total Nitrogen (TN)	45%
Gross Pollutants (GP)	90%

3.5. Water Quality Management Strategy

3.5.1. Construction Phase

An Erosion Hazard Assessment (EHA) has been completed for the works extent based on the information currently available. The assessment indicates that the development may be considered 'medium risk' with respect to erosion and sediment control as the area of disturbance is less than 10,000m². The completed EHA is attached in Appendix H.

Erosion and sediment control measures are further discussed in Section 5 of this report.

3.5.2. Operational Phase

A treatment train of suitable Stormwater Quality Improvement Devices (SQIDs) is proposed to intercept and capture the pollutants so that the potential impacts on waterways downstream are mitigated.

It is proposed to treat stormwater runoff from Catchment A, comprised of roof area inclusive of terracing and landscaping areas. This catchment was split between terraced areas (modelled as impervious ground source nodes) and landscaping areas (modelled as pervious roof source nodes). This was done to reflect the gross pollutants associated with the respective area types. Stormwater runoff would be captured and conveyed to two (2) grated pits fitted with a SPEL Stormsack for pre-treatment prior to passing through a three (3) 450mm SPEL Filter cartridge system within a precast stormwater tank. This treatment train, or approved equivalent, will be owned and maintained by a body corporate or similar entity.

Stormwater runoff from Catchment B is proposed to bypass the treatment train. This catchment was comprised of both landscaping and ground areas (modelled as a ground source node with an appropriate fraction impervious) located on the ground level which would free drain to the road reserve.

3.6. MUSIC Modelling

Stormwater quality modelling of the proposed development has been undertaken using the Model for Urban Stormwater Improvement Conceptualisation (MUSIC) Version 6.3.0, developed by the Cooperative Research Centre for Catchment Hydrology (CRCCH). MUSIC enables the user to conceptualise the transfer of pollutants through a stormwater drainage system and provides an aid in quantifying the effectiveness of the proposed stormwater quality management strategy. MUSIC only provides quantitative modelling for Total Suspended Solids (TSS), Total Phosphorous (TP), Total Nitrogen (TN) and Gross Pollutants (GP).

The MUSIC model was setup in accordance with Water by Design MUSIC Modelling Guidelines (2010). The subsequent sections discuss the model configurations adopted for the analysis.

3.6.1. Meteorological Data

The meteorological data required for MUSIC Modelling was sourced from eWater website. The following pluviographic data was used.

- Rainfall Period: 1/01/1980 to 31/12/1989
- Rainfall Station: 40214 BRISBANE REGIONAL OFFICE (central)
- Modelling Time step: 6 minutes

The 10 year rainfall period is in accordance with Table 3.1 from Music Modelling Guidelines (2010). The mean annual rainfall for this period based on the six minute time step is 1,178mm.

3.6.2. Source Nodes

The split catchment approach in accordance with the MUSIC Modelling Guideline (2010) was used in MUSIC. The three surface types modelled are road, roof, and ground. Table 4 outlines the MUSIC catchment areas modelled.

The rainfall runoff parameters for all nodes have been configured in accordance with Table 3.7 of the MUSIC Modelling Guidelines (2010) for commercial land use type.

Pollutant export properties for source nodes have been configured in accordance with Table 3.8 of the MUSIC Modelling Guidelines (2010) for commercial land use type.

Stochastic generation estimation and serial autocorrelation set to zero has also been adopted.

Table 4 – MUSIC Source Nodes

Catchment	Surface Type	Source Node Type	Area (m ²)	Fraction Impervious
A	Landscaping	Roof	607	0%
A	Terracing	Ground	1783	100%
B	Footpath and Landscaping	Ground	180	37%

Figure 3 below illustrates the MUSIC model layout.

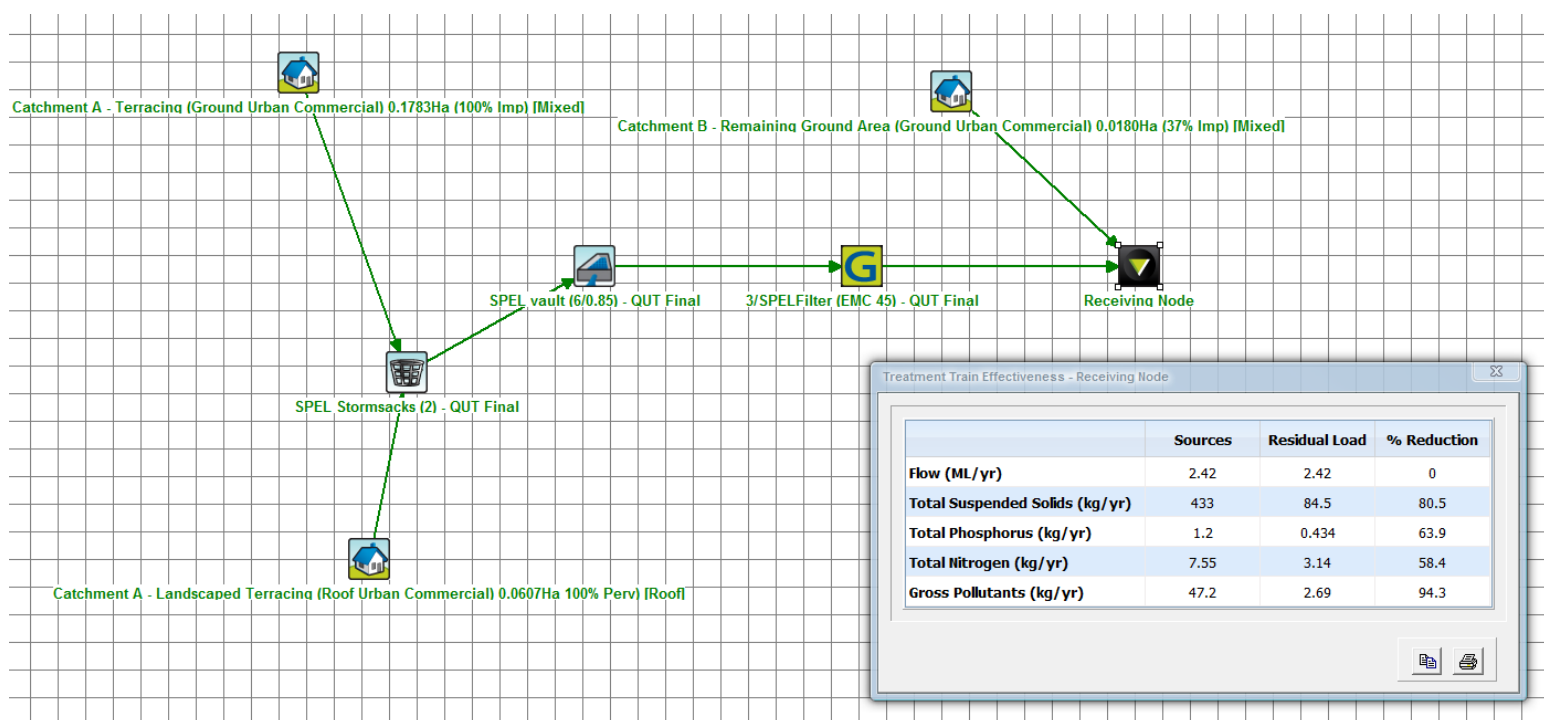


Figure 3 – MUSIC Layout

3.6.3. Drainage Links

The default drainage links have been used. The default drainage link configuration assumes no routing. Section 4.17 of the MUSIC Modelling Guidelines (2010) states that this assumes flows and associated pollutants from all parts of the catchment arrive at the treatment nodes at the same time. This is conservative as it means that MUSIC may overestimate the overflow volumes.

3.6.4. Treatment Nodes

The following treatment nodes have been modelled in MUSIC.

Stormsacks

Two (2) SPEL Stormsacks (or approved equivalent) with a high-flow bypass rate of 11l/s each were modelled using a GPT Treatment Node. It should be noted that all grated inlet pits proposed will be fitted with a Stormsack (or approved equivalent).

This treatment node was provided by SPEL Environmental and included the configuration of pollutant removal efficiencies. Refer to Appendix F for product information and design drawings. Refer to Appendix A for the locations of the proposed Stormsacks or approved equivalent.

SPELFilter

Three (3) SPELFilter cartridges with a high-flow bypass rate of 2.83l/s each were modelled using a Generic Treatment Node and the Detention Treatment Node with transfer functions of the pollutant removals as set up by the product manufacturer.

The detention treatment node accounts for the volume within the stormwater retention chamber, while the generic treatment node accounts for the SPELFilter cartridges.

These treatment nodes were provided by SPEL Environmental and included the configuration of pollutant removal efficiencies. Refer to Appendix F for product information. Refer to Appendix A for the location of the proposed SPELFilter or approved equivalent.

3.7. MUSIC Results

MUSIC modelling results for the proposed stormwater quality management strategy are presented in Table 5 below.

Table 5 – MUSIC Results

Pollutant	Reduction Achieved	WQO	WQO Met?
Total Suspended Solids (TSS)	80.5%	80%	Yes
Total Phosphorous (TP)	63.9%	60%	Yes
Total Nitrogen (TN)	58.4%	45%	Yes
Gross Pollutants (GP)	94.3%	90%	Yes

The above results indicate that water quality objectives are met when considering the contributing catchments for the site. It can therefore be concluded that the proposed treatment drain satisfactorily addresses both Brisbane City Council and State Planning Policy water quality requirements.

3.8. Water Quality Monitoring

No monitoring of water quality of the runoff from the development area is proposed. Un-trialled stormwater quality management measures are not proposed. Additionally, the level of treatment proposed is considered best practice and little improvement in the treatment train is likely to occur as a result of monitoring.

4. Operational Maintenance of SQIDs

Regular inspections of the SQIDs are required to ensure they remain effective for their intended life span. Refer to information contained in Appendix F for details of the procedures to be adopted for carrying out inspections and maintenance of the various SQIDs proposed.

Note that it will be the property owner/lease holder's responsibility to maintain the SQIDs on site.

4.1. Maintenance Requirements

Routine maintenance of the proposed infrastructure is required to minimise the potential for untreated stormwater discharging from the site. Treatment devices shall be maintained using the following documentation, where applicable:

- Manufacturer's specifications for proprietary stormwater management devices; and
- WSUD Technical Design Guidelines for South East Queensland, Healthy Waterways, 2006.

4.2. Maintenance Frequency

For proprietary elements of this plan, reference is to be made to the manufacturers' specification. Actively developing a maintenance log can identify detailed performance information with regard to maintenance frequency and scheduled maintenance tasks, however, this should not supersede the recommended maintenance requirements as nominated by manufacturers.

4.3. Maintenance Record

A record of all maintenance checks for all stormwater controls on-site should be kept to evolve an appropriate maintenance routine to reflect the particular characteristics of the adopted treatment devices. It will also allow management of the site to refine the maintenance frequencies listed in this report, which were based on generic devices located in typical urban environments.

The report is to be carried out to create a chain of responsibility for maintenance and should include details of the following:

- The date of maintenance;
- The name of the persons performing the maintenance;
- What types of maintenance actions were performed for each water quality device;
- The environmental state of the device including an estimate of the type and weight of litter removed and the amount of sediment captured where appropriate.

5. Erosion and Sediment Management

5.1. Objectives

The objective of Erosion and Sediment Management is to limit soil erosion and control sediment discharge from the proposed development by using suitable control devices during the four (4) primary phases; Existing, Earthworks, Construction and the Proposed Use.

Typical erosion and sediment control measures that will be incorporated into these development phases are highlighted in the following section.

5.2. Erosion & Sediment Management During Development Phases

Phase 1 - Existing

Prior to construction commencing, the following sediment and erosion control measures will be implemented to minimise disturbance and ensure water quality is maintained:

- Designation of transport routes to ensure minimal vegetation disturbance. Transport routes will have construction exits in accordance with IECA Guidelines,
- Construction entry/exit to be installed and will comprise of a designed gravel pad or placement of hardwood logs in accordance with the IECA Guidelines,
- Install sediment fences around the proposed site (along tow of batter alignment),
- Install check dams if required, and
- Install dust control fences adjacent to the proposed earthworks areas (along property boundary).

Phase 2 - Earthworks and Phase 3 - Construction

The following measures will be undertaken to mitigate water quality impacts during construction phase:

- Sediment fences to be erected at the base of all batters and stockpiles to prevent sediment transportation off site;
- Turf filter strips to be placed along all road verges;
- Diversion swales to divert sediment laden water;
- Rock check dams are to be placed intermittently along diversion swales;
- Incorporate a temporary sediment basin in the treatment of sediment laden water;
- Re-vegetation of all disturbed areas as soon as possible;
- All sediment control structures to be maintained in an effective manner and inspected after each stormwater event. No structure is to accumulate sediment above 40% of its capacity;
- Construction of water quality treatment devices are to be undertaken in the final stages of construction of the development to ensure that clogging of the filter media is avoided; and
- Regular monitoring of water quality to determine the effectiveness of the sediment and erosion control measures.

Phase 4 - Proposed Development

Once construction is completed, the following strategies will be implemented to limit soil erosion and control sediment discharge leaving the site:

A monitoring program will be established for the stormwater treatment devices, if required, however un-trilled devices are not proposed and monitoring may be of little benefit.

5.3. Erosion Control Measures

The time of disturbance on-site should be kept to a minimum by ensuring that construction works immediately follow the earthworks phase. Consideration to staging works should be given to minimise the area of exposed works at any given time.

Areas that may be subject to concentrated flow and that have been cleared may require turfing to ensure gully erosion does not start.

Any overburden that is not to be taken off-site should be stockpiled nearby and covered to prevent the mobilization of any particles into the drainage system.

The remaining exposed areas of the site are to be damped down as deemed necessary by the site supervisor to prevent dust. All batters are to have mulch or erosion control mats immediately after achieving final level.

Dust fencing is to be installed around the perimeter of earthworks to prevent wind velocities at ground level over the site.

The site is to be landscaped and revegetated in accordance with the approved Landscape Plans immediately after completion of construction activities to minimise the risk of erosion from exposed earthworks.

5.4. Sediment Control Measures

With reference to the IECA Guidelines and Current Best Practice methods, there are six (6) fundamental sediment control principles that have been identified for use during construction for this development site and are as follows:

- Construction Exit
- Sediment Fences
- Sediment Barriers
- Turfed Filter Strips
- Diversion Drains
- Sediment Basins

6. Conclusion

6.1. Lawful Point of Discharge

The lawful point of discharge for the site is the existing stormwater infrastructure within Annerley Road.

6.2. Stormwater Quality

Water quality analysis has been undertaken to identify a suitable “stormwater treatment train” to comply with the identified water quality objectives.

The outcomes of the analyses undertaken in this report include the following.

- The stormwater quality runoff from the development will be managed via a treatment train comprising of a litter basket and filter cartridge system.
- MUSIC modelling demonstrated that the proposed water quality treatment measures achieve the required WQOs for all pollutants of concern.
- The operational maintenance procedures outlined should be followed for carrying out inspection and regular maintenance of the SQIDs to ensure optimal performance of these devices during their life spans.

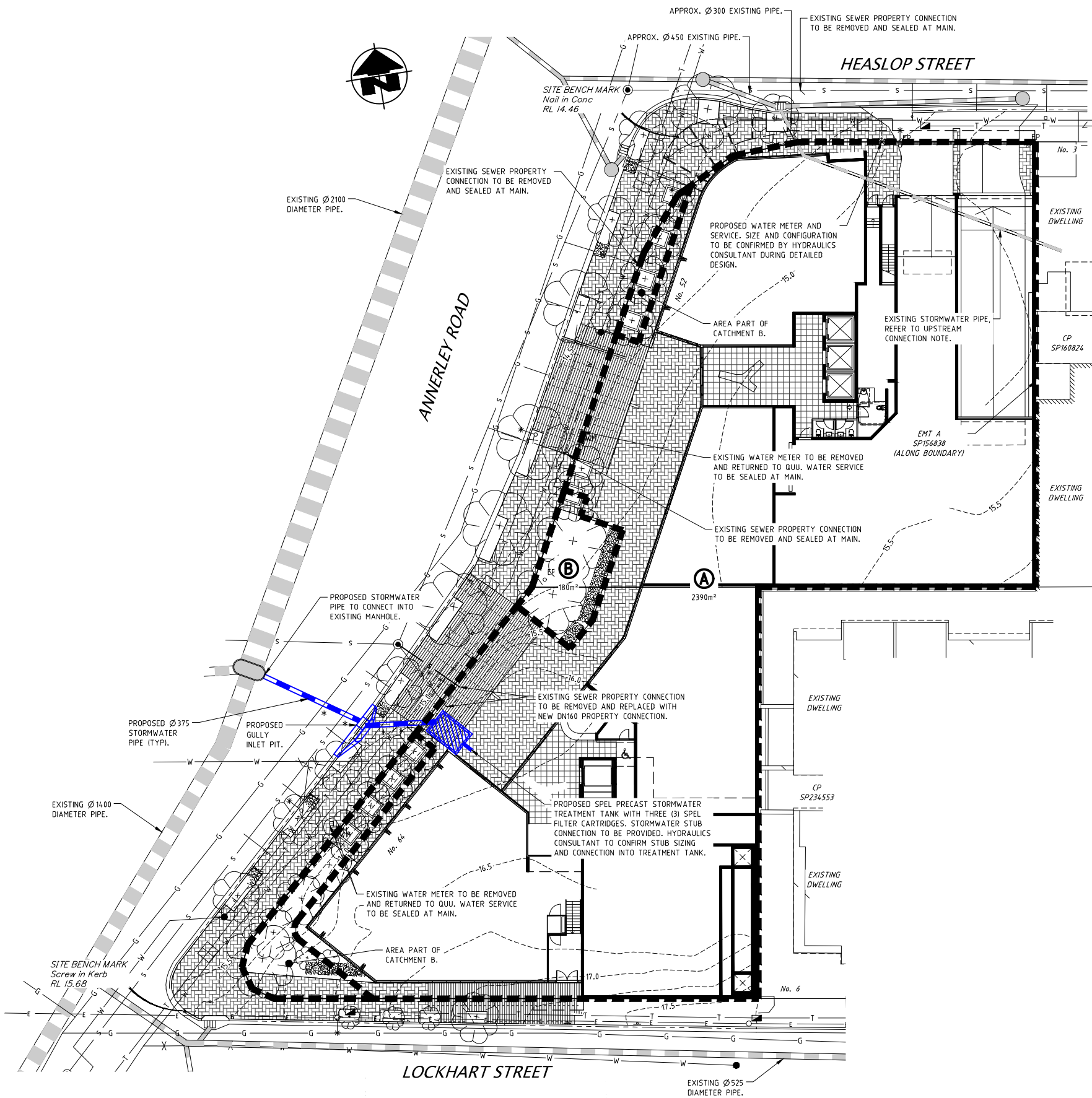
6.3. Erosion and Sediment Management

An Erosion and Sediment Control (ESC) plan will be completed as part of the detailed design phase of this development, incorporating the recommendations included within this report, and shall be undertaken prior to work commencing on site.

7. Recommendation

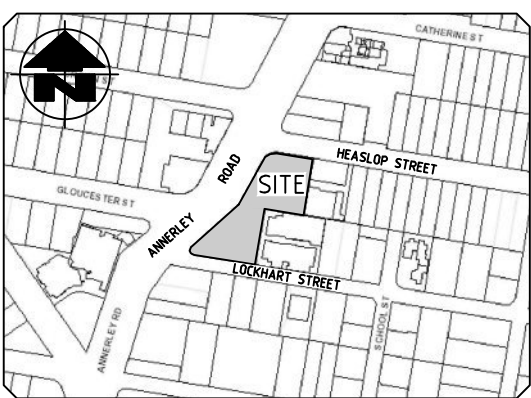
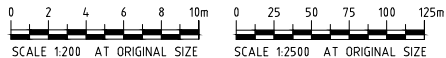
It is recommended that the concept stormwater drainage design presented in this report be approved as part of the development application. The final design outcomes are subject to detailed design, however, the design objectives presented in this report are to be maintained.

APPENDIX A – Concept Services Sketch



*NOTE: POT HOLLING OF EXISTING SERVICES TRAVERSING PROPOSED SERVICE ALIGNMENT REQUIRED PRIOR TO DETAILED DESIGN.

PLAN
SCALE 1:200



UBD MAP REF: MAP 161 GRID G16
LOCALITY PLAN
SCALE 1:2500

PRELIMINARY
NOT FOR CONSTRUCTION

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STORMWATER QUALITY NOTE

STORMWATER QUALITY TREATMENT TRAIN TO BE PROVIDED BY SPEL ENVIRONMENTAL OR APPROVED EQUIVALENT. STORMWATER RUNOFF FROM ROOF AREAS (TERRACED AND LANDSCAPED ROOF AREAS) TO BE CONVEYED THROUGH A MINIMUM OF TWO (2) SPEL STORMSACKS FOR PRE-TREATMENT PRIOR TO BEING TREATED BY A THREE (3) SPEL FILTER CARTRIDGE SYSTEM. EXACT CONFIGURATION AND ARRANGEMENT TO BE CONFIRMED BY INTERNAL HYDRAULICS CONSULTANT.

UPSTREAM CONNECTION NOTE

A CCTV SURVEY WILL BE PERFORMED DURING THE DETAILED DESIGN TO CONFIRM IF THE EXISTING PIPE THROUGH THE SITE IS IN USE. IN THE EVENT THAT THE STORMWATER PIPE IS LIVE, THE DEVELOPMENT WILL INCORPORATE THE STORMWATER RUNOFF INTO THE DRAINAGE SYSTEM. FINAL DETAILS WILL BE CONFIRMED AT THE DETAILED DESIGN PHASE.

STORMWATER DETENTION NOTE

STORMWATER DETENTION IS NOT REQUIRED AS PER BCC INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY SECTION 7.5.2.3.A AND E.

EXISTING SERVICES NOTE

THIS DESIGN HAS BEEN PREPARED BASED ON SERVICE AUTHORITY AS CONSTRUCTED INFORMATION. NO POT HOLLING HAS BEEN UNDERTAKEN TO VERIFY EXISTING SERVICE LOCATIONS AND DEPTHS. IT IS THE CONTRACTORS RESPONSIBILITY TO UNDERTAKE POT HOLLING TO VERIFY THE DESIGN.

DIAL BEFORE YOU DIG NOTE

IT IS THE CONTRACTORS RESPONSIBILITY TO CONTACT 'DIAL BEFORE YOU DIG' PH.1100 FOR THE LOCATION OF EXISTING PUBLIC UTILITIES PRIOR TO EXCAVATION. ANY DAMAGE CAUSED TO EXISTING PUBLIC UTILITIES BY THE CONTRACTOR WILL BE REPAIRED BY THE RELEVANT AUTHORITY AT THE CONTRACTORS EXPENSE.

REAL PROPERTY DESCRIPTION	
LOT No.	10
PLAN No.	RP 211687

REAL PROPERTY DESCRIPTION	
LOT No.	1
PLAN No.	RP 84528

DO NOT SCALE.
CONFIRM ALL DIMENSIONS ON SITE.

ISSUE	AMENDMENT	DATE
A	ISSUE FOR DEVELOPMENT APPROVAL	08.12.17
B	SEWER PC LOCATION	08.12.17
C	CATCHMENT BOUNDARIES	24.09.18

LEGEND

- 30.5--- EXISTING SURFACE CONTOURS
- PROPOSED STORMWATER
- EXISTING STORMWATER (INDICATIVE)
- CATCHMENT BOUNDARIES
- CATCHMENT NAME
- PROPOSED SEWER CONNECTION
- EXISTING SEWER MAIN
- EXISTING SEWER MAINTENANCE STRUCTURE
- WATER SERVICE ENTRY POINT
- PROPOSED WATER SERVICE
- EXISTING WATER MAIN
- EXISTING WATER METER
- EXISTING FIRE HYDRANT
- EXISTING O/H ELECTRICAL
- EXISTING ELECTRICITY POLE
- EXISTING TELSTRA
- EXISTING TELSTRA PIT

ASSOCIATED CONSULTANT

PROJECT
52-64 ANNERLEY ROAD
WOOLLOONGABBA

CLIENT
MAIN ST MEDICAL
PTY LTD
TITLE
CONCEPT SERVICES
SKETCH



Property Development Solutions

176 Boniface Street, Archerfield QLD 4108
PO Box 13, Moorooka QLD 4105
T (07) 3195 8180
E info@civilworks.com.au
W www.civilworks.com.au

Designed AH	Drawn AH	Date 05.12.17
Approved S. REO 7675	Scale AS SHOWN	Rev.
Drawing No. CW17124-SK01	C	

APPROVED.....☐

NAME.....

SIGNED.....

DATE...../...../.....

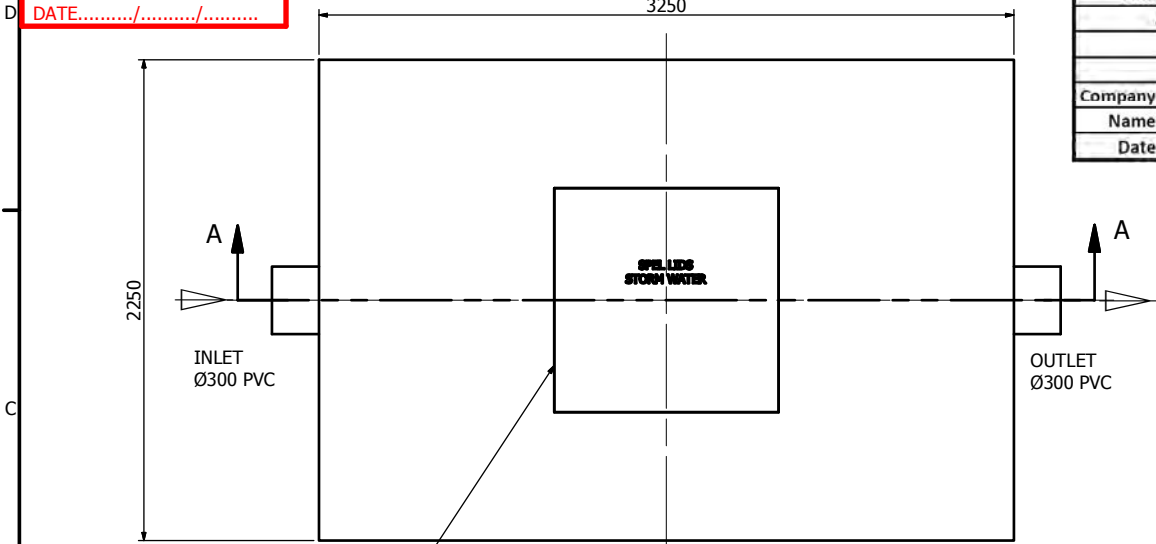
ISSUE FOR APPROVAL

NOT FOR CONSTRUCTION

REVISION HISTORY				
REV	DESCRIPTION	AUTHOR	DATE	APPROVED
1	INITIAL RELEASE	P.Z.	15/02/16	M.M.

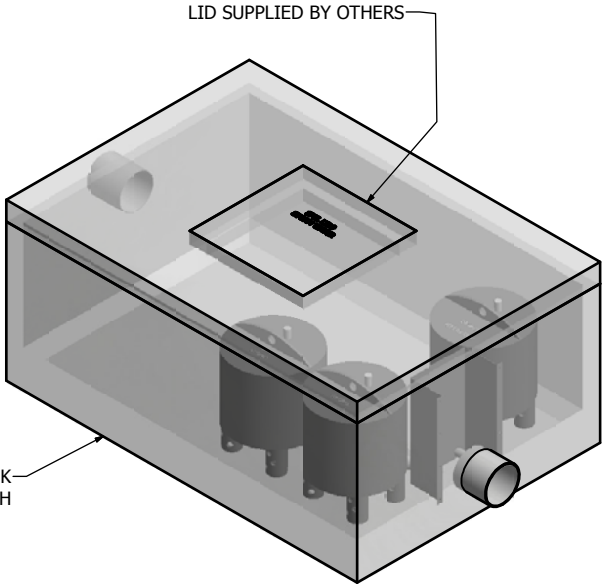
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Finished Surface Level (FSL)	RL:
Access Cover Thickness	mm
Inlet Invert Level	RL:
Outlet Invert Level	RL:
Company:	
Name:	
Date:	

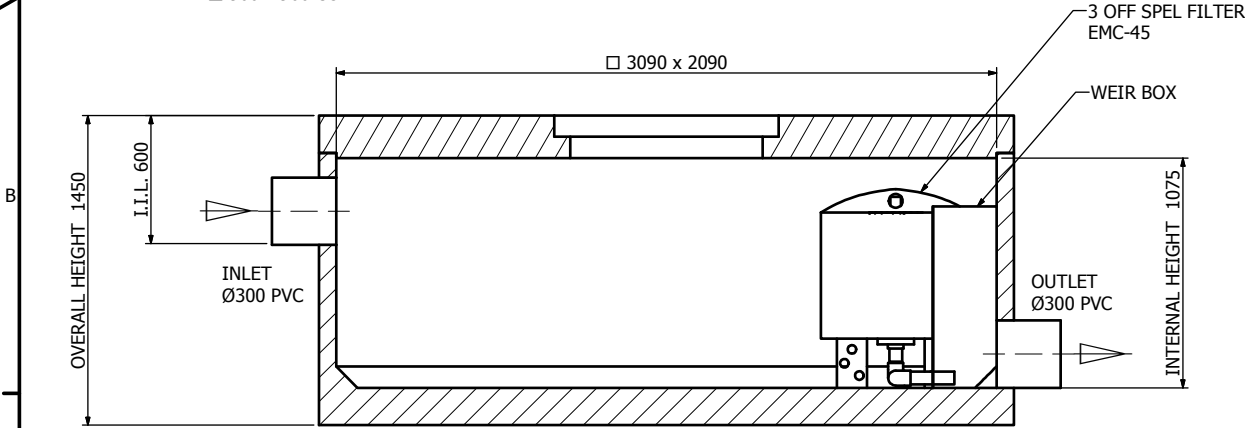


ACCESS MANHOLE
□ 900 x 900 COVERED

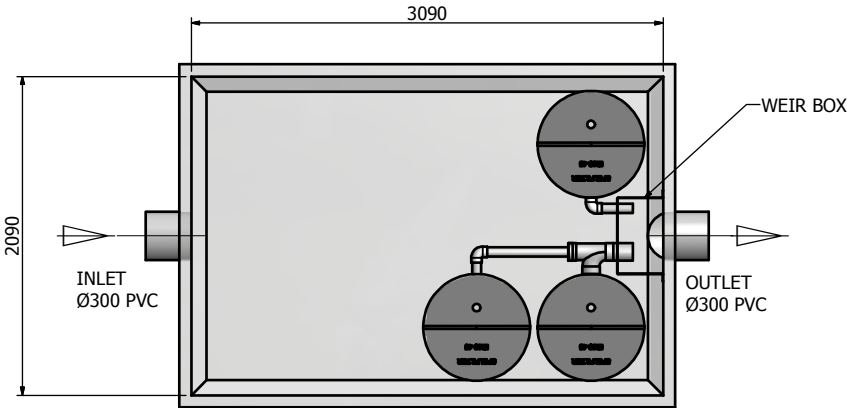
PLAN VIEW



ISOMETRIC VIEW



SECTION A-A
ISOMETRIC VIEW



PLAN VIEW
COVER & LID REMOVED FOR CLARITY

TOLERANCE: ALL DIMENSIONS 10mm UNLESS OTHERWISE STATED.

CLIENT:

DISTRIBUTOR :

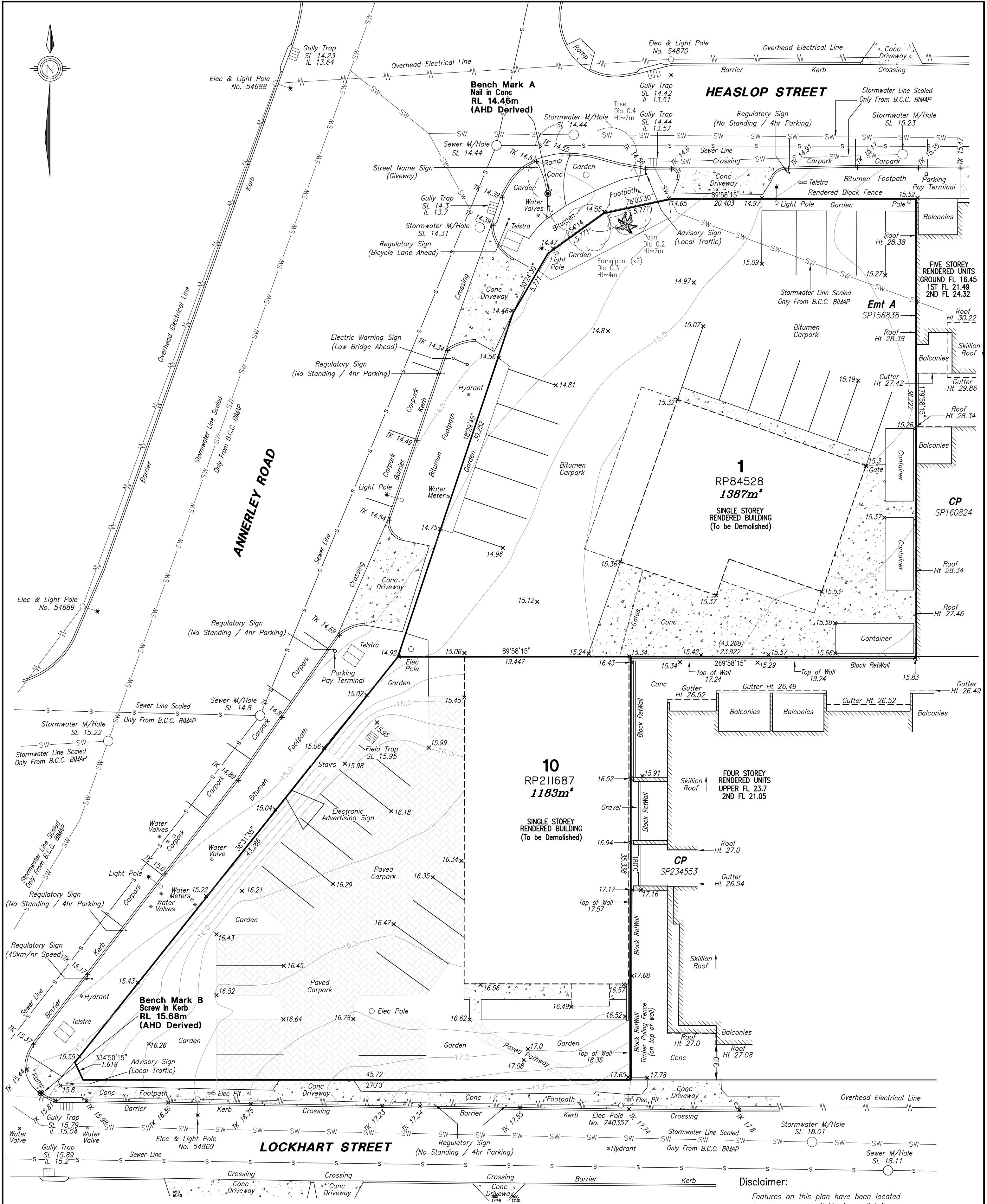
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Drawn P.Z.
Check M.M.
Verified Date
Approved Date
Request No. RN2325

SPEL
ENVIRONMENTAL
INTEGRATED WATER SOLUTIONS
100 Silverwater Road Silverwater NSW 2128
PH: 1300 773 500 | E: sales@spel.com.au
www.spel.com.au

PROJECT :
TITLE
SPEL FILTER SYSTEM
SF.2030/03-29.CON.300.PVC
3 SPEL FILTER CARTRIDGES
GENERAL ARRANGEMENT
SCALE N.T.S
SIZE A3
SHEET 1
REV 1
CUSTOMER CODE :
DWG No. SP16-SF1770-S

APPENDIX B – Survey Plan



Disclaimer:


Features on this plan have been located to an accuracy suitable for a Detail Survey and hence should not be used for exact measurements. Underground services have NOT been located.

This is NOT a Boundary Survey, areas and dimensions if shown are indicative only and subject to Cadastral Survey.

Any license express or implied to use this document for any purpose whatsoever is restricted to the terms of agreement or implied agreement between Site Surveys P/L and the instructing party.

WARNING Underground services present on site and in road (not located) – refer to Dial Before You Dig!

*See Ground Level Plan (sheet 2) for Brisbane Cityplan 2014 defined ground level!

CLIENT 2 Fella Pty. Ltd.	DESCRIPTION	Lot 1 on RP84528 & Lot 10 on RP211687
	PARISH	SOUTH BRISBANE
	COUNTY	STANLEY
	Date of Compilation	05/11/2015
	Contour Interval	0.25m
Reference: 1451	Local Authority	BRISBANE CITY COUNCIL
SHEET: 1 OF 2	Level Datum	AHD derived based upon Permanent Survey Mark No. 44768
SITE PLAN		
of Lot 1 on RP84528, Lot 10 on RP211687 & Easement A on SP156838 (52 & 64 Annerley Road, Woolloongabba)		
SCALE 1:200 @ A2		
 SITE SURVEYS		
Ph. 07 3367 0433 Fax. 07 3369 6667 Email. mail@sitesurveys.com.au 148 Arthur Tce, REDHILL QLD 4059 PO BOX 3133, NEWMARKET 4051		

APPENDIX C – Architectural Drawings



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REV	DATE	BY	AMENDMENT
A	31.05.17	TBL	INITIAL ISSUE
B	26.06.17	MR	GENERAL AMENDMENTS
C	15.08.17	SW	GENERAL AMENDMENTS
D	25.08.17	SW	GENERAL AMENDMENTS
E	05.09.17	MHC	GENERAL AMENDMENTS
F	16.10.17	MHC	GENERAL AMENDMENTS
G	18.10.17	MHC	GENERAL AMENDMENTS
H	20.12.17	MHC	GENERAL AMENDMENTS
J	19.03.18	MHC	GENERAL AMENDMENTS
K	02.05.18	JH	GENERAL AMENDMENTS
L	03.05.18	MHC	RENUMBERED
M	11.05.18	MHC	GENERAL REVISIONS



PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA



DRAWING TITLE:
FLOOR PLAN
BASEMENT 1

SCALE: 1:125@A1/1:250@A3
DATE: May 2017
DRAWN: TBL
CHECKED:
Dwg Ref 1767_DA1098
REV M



HEASLOP STREET

ANNERLEY ROAD

LOCKHART STREET

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CHECK ALL DIMENSIONS ON SITE PRIOR TO FABRICATION OR SETOUT.

REV	DATE	BY	AMENDMENT
A	02.06.17	MHC	INITIAL ISSUE
B	23.06.17	MR	GENERAL AMENDMENTS
C	15.08.17	SW	GENERAL AMENDMENTS
D	25.08.17	SW	GENERAL AMENDMENTS
E	05.09.17	MHC	GENERAL AMENDMENTS
F	16.10.17	MHC	GENERAL AMENDMENTS
G	18.10.17	MHC	GENERAL AMENDMENTS
H	03.11.17	MHC	GENERAL AMENDMENTS
J	28.11.17	MHC	GENERAL AMENDMENTS
K	20.12.17	MHC	GENERAL AMENDMENTS
L	29.01.18	EH	LEVEL 8.9 TEXT ADDED
M	08.03.18	MHC	FLOOR LEVELS REVISED
N	02.05.18	MHC	GENERAL REVISIONS
P	03.05.18	MHC	RENUMBERED
Q	11.05.18	MHC	GENERAL REVISIONS



PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA

CLIENT:



DRAWING TITLE:
FLOOR PLAN
No.52 - LEVEL 8-9
No.64 - ROOF TERRACE

SCALE: 1:125@A1/1:250@A3

DATE: Jun 2017

DRAWN: MHC

CHECKED:

Dwg Ref

1767_DA1108

NORTH



REV

P

110518_1152

HEASLOP STREET

ANNERLEY ROAD

LOCKHART STREET

No. 52

Child Care
Centre
Roof Terrace

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NOTES:
USE FIGURED DIMENSIONS IN PREFERENCE TO SCALED.
CHECK ALL DIMENSIONS ON SITE PRIOR TO FABRICATION OR SETOUT.

REV	DATE	BY	AMENDMENT
A	03.05.18	MHC	INITIAL ISSUE
B	11.05.18	MHC	GENERAL AMENDMENTS
C	15.08.18	MHC	PLANTER TO EDGE No.52



PROJECT:
ANNERLEY ROAD
WELLNESS CENTRE

AT:
52-64 ANNERLEY ROAD
WOOLLOONGABBA

CLIENT:



DRAWING TITLE:
FLOOR PLAN
No.52 ROOF TERRACE

SCALE: 1:125@A1/1:250@A3

DATE: May 2018

DRAWN: MHC

CHECKED:

Dwg Ref REV

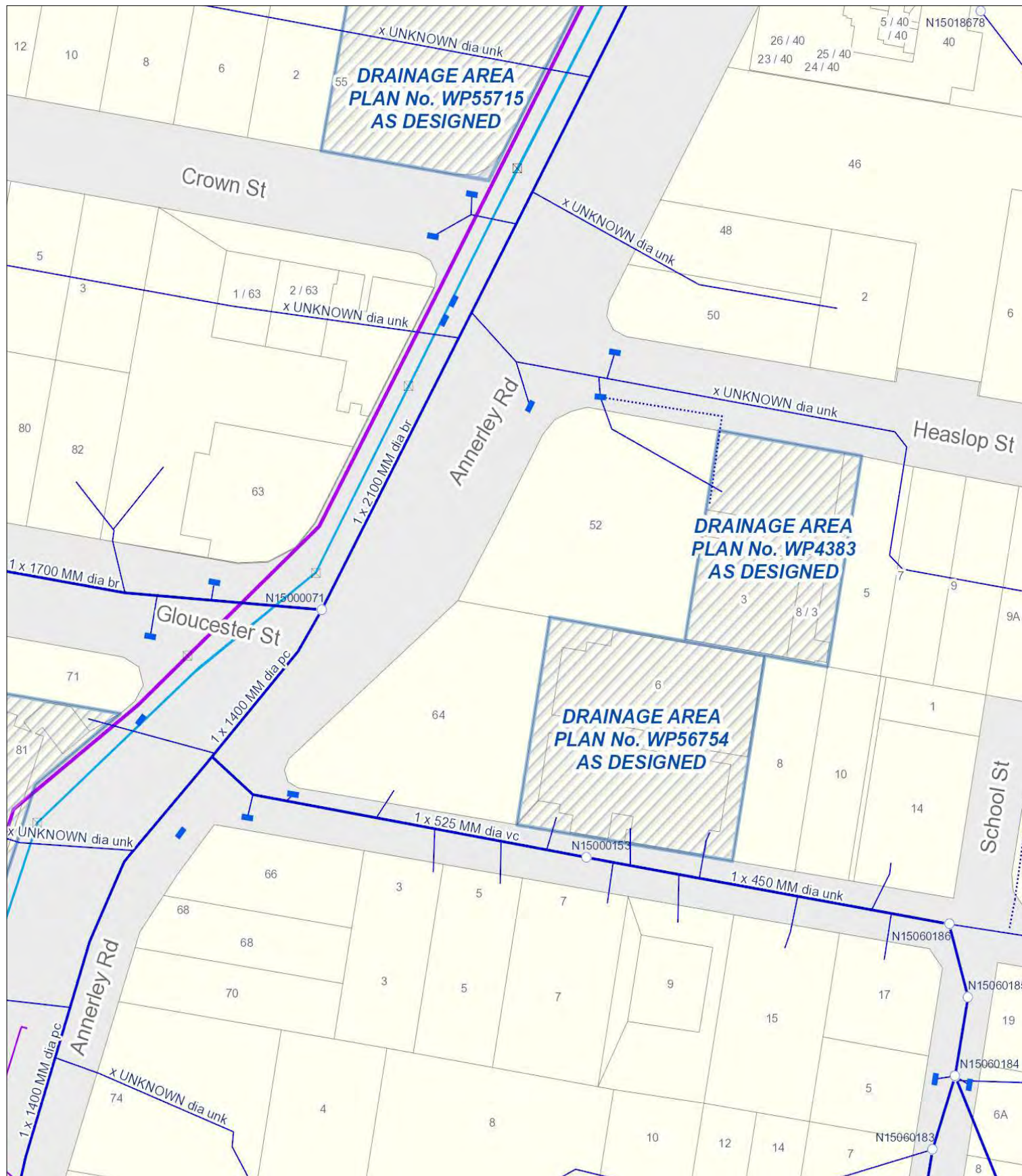
1767_DA1115 C

150518_1441

NORTH



APPENDIX D – Dial Before You Dig



BCC Stormwater and Cable Networks

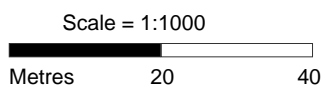
Sequence Number: 66806836

Disclaimer:

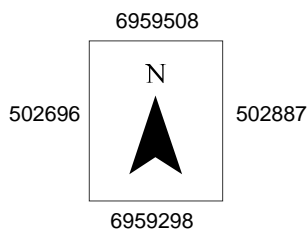
(c) Brisbane City Council [2017]
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Copyright of data is as follows:
Cadastre (c) 2017 Department of Natural Resources and Mines
Street Names and House Numbers (c) 2017 Brisbane City Council

Caution: This map may contain the locations of abandoned underground asbestos pipes. Council gives no warranty to the completeness or accuracy of these records. Appropriate care needs to be taken in all cases.



Location:



Sheet 1












Copyright BCC, 2017








Date: Dec 05, 2017

Legend

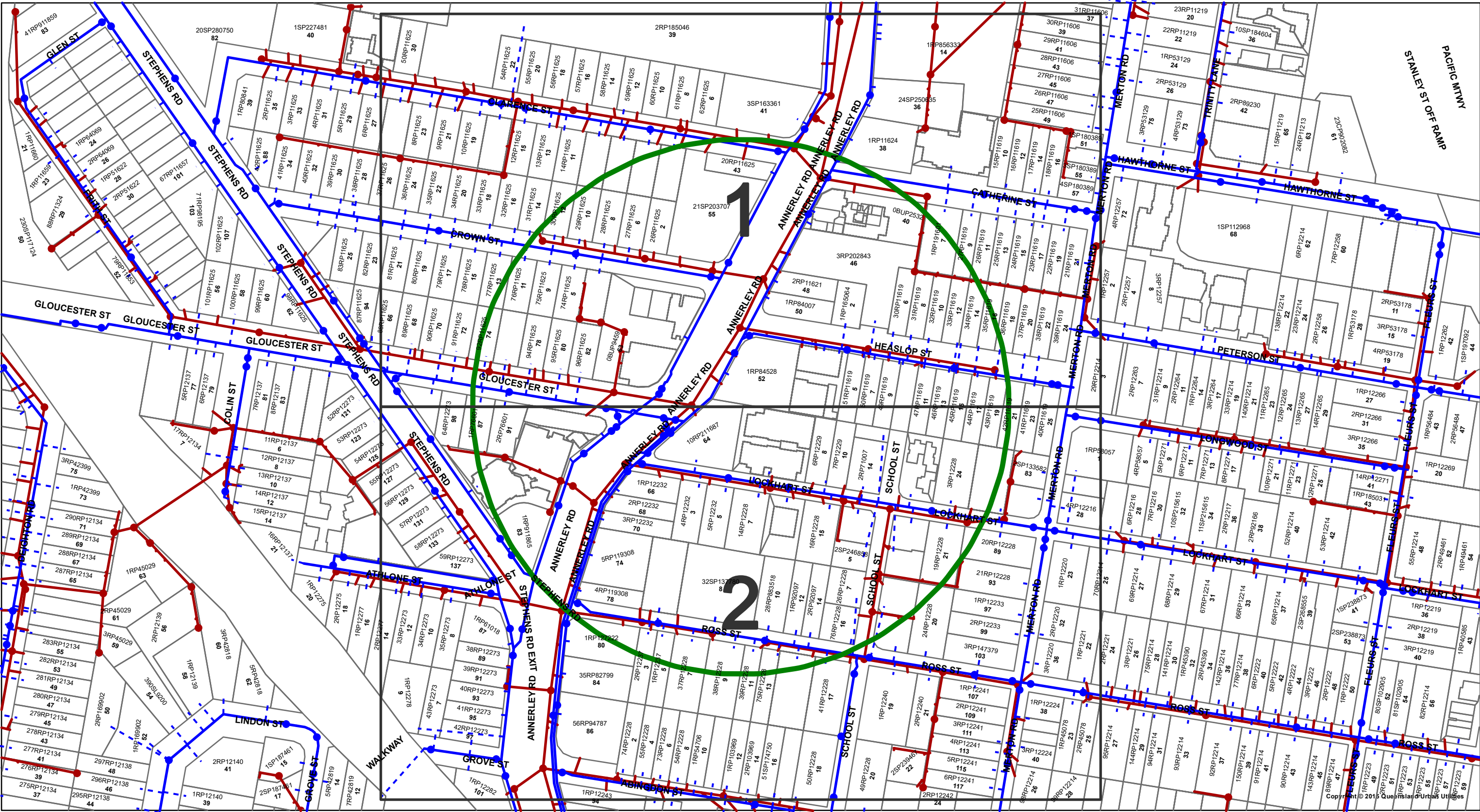
Stormwater Network

-  Stormwater Drain
-  Stormwater Gully / Roofwater Connection
-  Future Stormwater Drain
-  Stormwater Maintenance Hole
-  Stormwater Roofwater Pit
-  Stormwater Gully Pit
-  Stormwater Field Inlet
-  Stormwater Quality Improvement Device
-  Stormwater Culvert

BCC Cable Network

-  Traffic System Cable
-  Traffic Signal Ducting
-  Traffic Light Conduit
-  Fibre Optic Cable Location
-  Flood Telemetry Conduit
-  Parking Sensor Ducting
-  Fibre Optic Pit Location

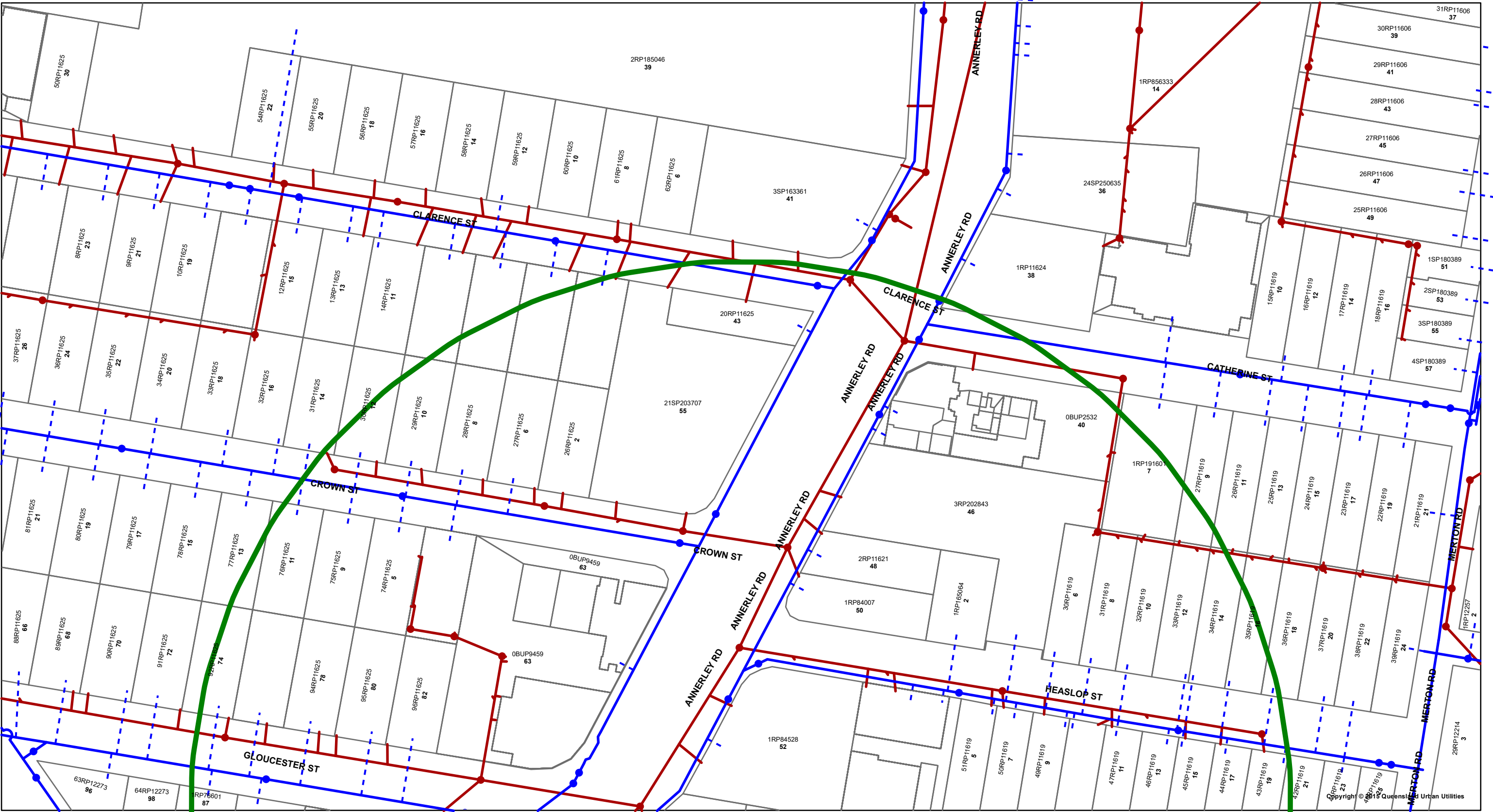
Queensland Urban Utilities - Water & Sewer Infrastructure






Copyright © 2015 Queensland Urban Utilities

<div></div> <div>DBYD - Queensland Urban Utilities Water & Sewer Infrastructure</div> <div>DBYD Reference No: 66806841</div> <div><div>Date DBYD Ref Received: 5/12/2017 9:15:00 AM</div><div>Date DBYD Job to Commence: 23/04/2018 12:00:00 AM</div><div>Date DBYD Map Produced: 5/12/2017</div><div>This Map is valid for 30 days</div></div> <div><div>Produced By: Queensland Urban Utilities</div><div></div></div>	<div>Sewer</div> <div><div>● Infrastructure</div><div>◆ Major Infrastructure</div><div>— Network Pipelines</div><div>— Recycled Water Pipelines</div><div>▨ Network Structures</div></div> <div>Water</div> <div><div>● Infrastructure</div><div>◆ Major Infrastructure</div><div>— Network Pipelines</div><div>▨ Network Structures</div></div>	<div></div> <div>Map Scale</div> <div>1:2050</div>	<p>The plans are indicative and approximate only and provided without warranties of any kind, express or implied including in relation to accuracy, completeness, correctness, currency or fitness for purpose.</p> <p>QUU takes no responsibility and accepts no liability for any loss, damage, costs or liability that may be incurred by any person acting in reliance on the information provided on the plans.</p> <p>This plan should be used as guide only. Any dimensions should be confirmed on site by the relevant authority.</p> <p>Based on or contains data provided by the State of Queensland (Department of Natural Resources and Mines) [2012]. In consideration of the State permitting the use of this data you acknowledge and agree that the State gives no warranty in relation to the data (including accuracy, liability in negligence) for any loss, damage or costs (including consequential damage) relating to any use of the data. Data must not be used for direct marketing or be used in breach of the privacy laws. © State of Queensland Department of Natural Resources and Mines [2012]</p> <p>For further information, please call Queensland Urban Utilities on 13 26 57 (7am-7pm weekdays). Faults and emergencies 13 23 64 (24/7). www.urbanutilities.com.au ABN 67 835 011</p>
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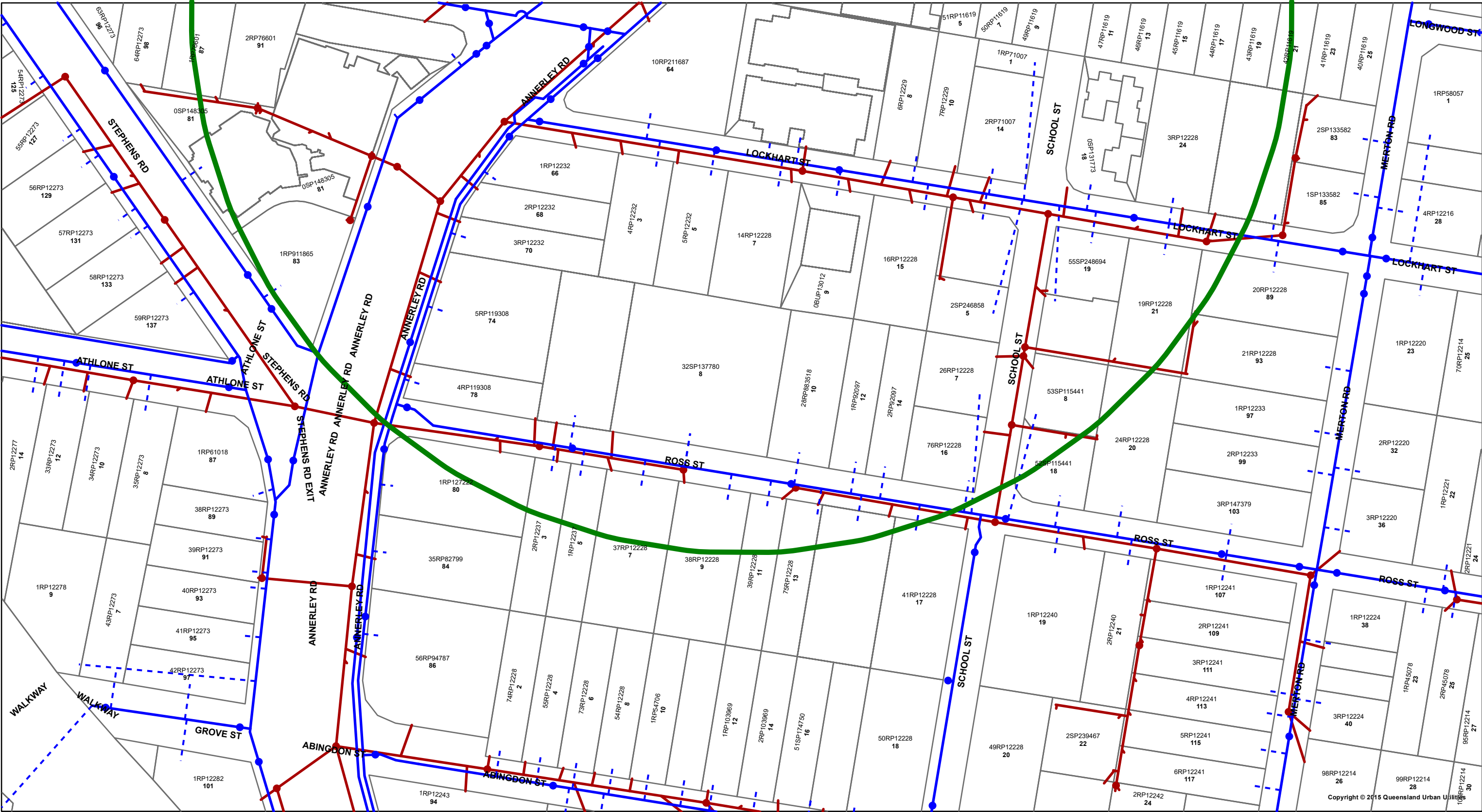
Queensland Urban Utilities - Water & Sewer Infrastructure






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	<p>DBYD - Queensland Urban Utilities Water & Sewer Infrastructure</p> <p>DBYD Reference No: 66806841</p> <p><small>Date DBYD Ref Received: 5/12/2017 9:15:00 AM Date DBYD Job to Commence: 23/04/2018 12:00:00 AM Date DBYD Map Produced: 5/12/2017 This Map is valid for 30 days</small></p> <p><small>Produced By: Queensland Urban Utilities</small></p> 	<p>Sewer</p> <ul style="list-style-type: none"> ● Infrastructure ◆ Major Infrastructure — Network Pipelines — Recycled Water Pipelines ▨ Network Structures 	<p>Water</p> <ul style="list-style-type: none"> ● Infrastructure ◆ Major Infrastructure — Network Pipelines ▨ Network Structures 	<p> Map Scale 1:1000</p> <p><small>The plans are indicative and approximate only and provided without warranties of any kind, express or implied including in relation to accuracy, completeness, correctness, currency or fitness for purpose.</small></p> <p><small>QUU takes no responsibility and accepts no liability for any loss, damage, costs or liability that may be incurred by any person acting in reliance on the information provided on the plans.</small></p> <p><small>This plan should be used as guide only. Any dimensions should be confirmed on site by the relevant authority.</small></p> <p><small>Based on or contains data provided by the State of Queensland (Department of Natural Resources and Mines) [2012]. In consideration of the State permitting the use of this data you acknowledge and agree that the State gives no warranty in relation to the data (including accuracy, liability in negligence) for any loss, damage or costs (including consequential damage) relating to any use of the data. Data must not be used for direct marketing or be used in breach of the privacy laws. © State of Queensland Department of Natural Resources and Mines [2012]</small></p> <p><small>For further information, please call Queensland Urban Utilities on 13 26 57 (7am-7pm weekdays). Faults and emergencies 13 23 64 (24/7). www.urbanutilities.com.au ABN 86 673 835 011</small></p>
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Queensland Urban Utilities - Water & Sewer Infrastructure



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	<p>DBYD - Queensland Urban Utilities Water & Sewer Infrastructure</p> <p>DBYD Reference No: 66806841</p> <p>Date DBYD Ref Received: 5/12/2017 9:15:00 AM Date DBYD Job to Commence: 23/04/2018 12:00:00 AM Date DBYD Map Produced: 5/12/2017 This Map is valid for 30 days</p> <p>Produced By: Queensland Urban Utilities </p>	<p>Sewer</p> <ul style="list-style-type: none"> ● Infrastructure ◆ Major Infrastructure — Network Pipelines — Recycled Water Pipelines ▨ Network Structures 	<p>Water</p> <ul style="list-style-type: none"> ● Infrastructure ◆ Major Infrastructure — Network Pipelines ▨ Network Structures 	<p> Map Scale 1:1000</p> <p><small>The plans are indicative and approximate only and provided without warranties of any kind, express or implied including in relation to accuracy, completeness, correctness, currency or fitness for purpose.</small></p> <p><small>QUU takes no responsibility and accepts no liability for any loss, damage, costs or liability that may be incurred by any person acting in reliance on the information provided on the plans.</small></p> <p><small>This plan should be used as guide only. Any dimensions should be confirmed on site by the relevant authority.</small></p> <p><small>Based on or contains data provided by the State of Queensland (Department of Natural Resources and Mines) [2012]. In consideration of the State permitting the use of this data you acknowledge and agree that the State gives no warranty in relation to the data (including accuracy, liability in negligence) for any loss, damage or costs (including consequential damage) relating to any use of the data. Data must not be used for direct marketing or be used in breach of the privacy laws. © State of Queensland Department of Natural Resources and Mines [2012]</small></p> <p><small>For further information, please call Queensland Urban Utilities on 13 26 57 (7am-7pm weekdays). Faults and emergencies 13 23 64 (24/7). www.urbanutilities.com.au ABN 86 673 835 011</small></p>
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All underground cables shall be treated as being energised. Where a cable is located that is not represented on the ENERGEX EnerGISE DBYD map, then ENERGEX shall be contacted immediately.

For Emergency Situations
Please call 13 19 62

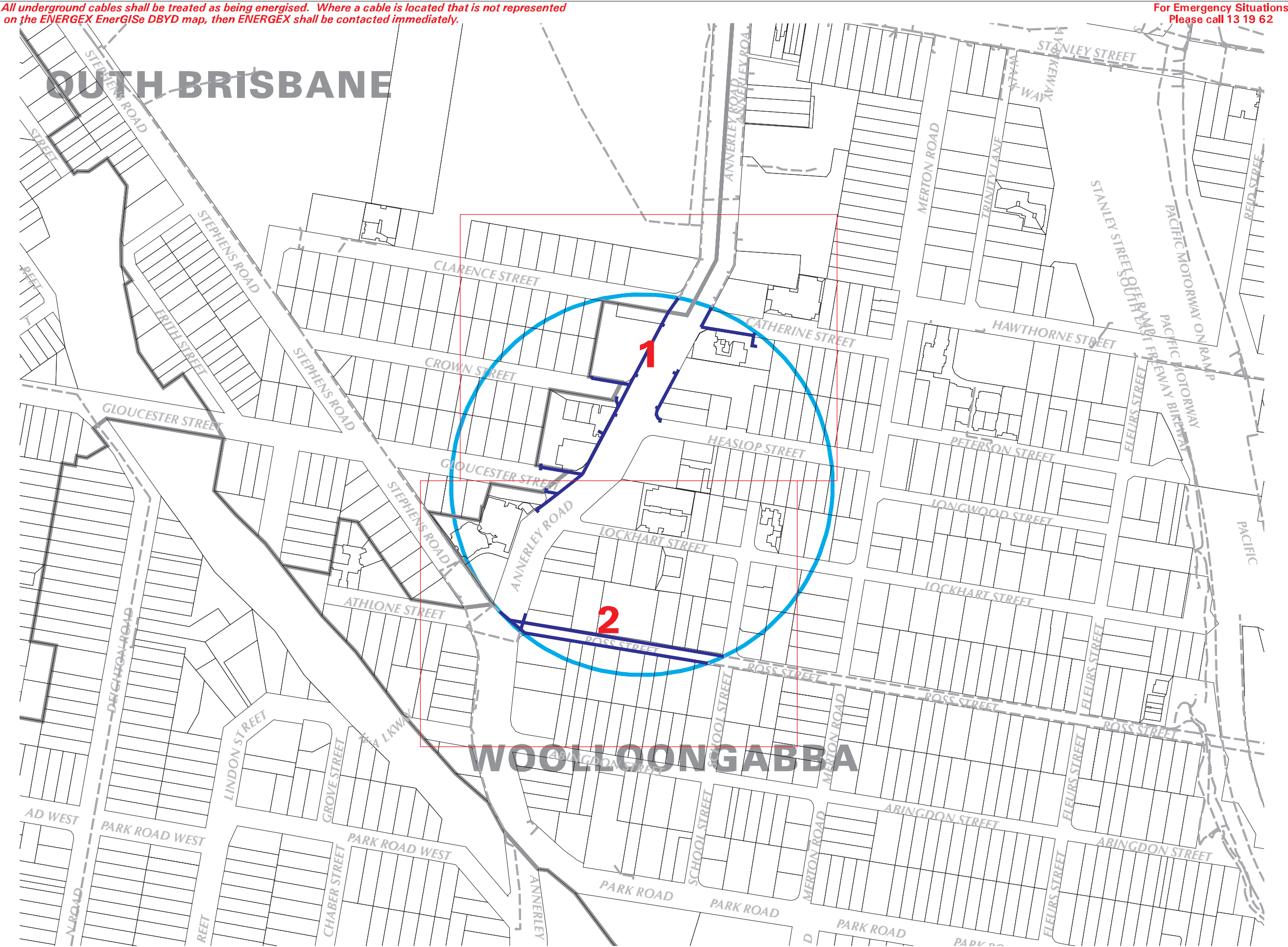


Date: 05 Dec 17 Time: 08.18.03
Requested By: DBYD

NOT TO SCALE
0 100m

Enquiry No: 66806837
KEY MAP

Enquiry Area



This output provides details of the ENERGEX electrical network. As variations may exist no responsibility is incurred by ENERGEX for the accuracy or completeness of the information provided. Exact positions of cables and electrical connectivity should be confirmed on site.

UNCONTROLLED COPY

LOCALITY DIAGRAM



All underground cables shall be treated as being energised. Where a cable is located that is not represented on the ENERGEX EnerGISE DBYD map, then ENERGEX shall be contacted immediately.

For Emergency Situations
Please call 13 19 62



Date: 05 Dec 17 Time: 08:18.22
Requested By: DBYD

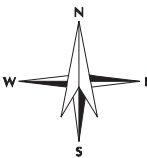
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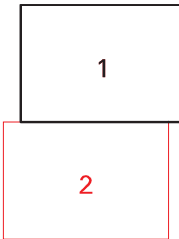
Enquiry No: 66806837

STRIP No: 1

- Connection Pit**
No Unauthorised Access
- | | | | |
|--|---------------------|--|------------------------------|
| | Ground Transformer | | Cable Voltage Less Than 33kV |
| | Cubicle Transformer | | Cable Voltage 33kV or Higher |
| | Ring Main Unit | | |
| | Metering Unit | | Direct-Lay Cable |
| | Link Pillar | | Conduit |
| | Service Pillar | | Multi-Section Duct |
| | Junction Pillar | | Trench |
| | Pit | | Cable Tray |
| | Cable Joint | | Tunnel |
| | Cable Termination | | |
| | Cable Marker | | |
| | Street Light Pole | | |
| | Earth | | |
| | Works Order Polygon | | |



INDEX TO SHEETS



LOCALITY DIAGRAM



This output provides details of the ENERGEX electrical network. As variations may exist no responsibility is incurred by ENERGEX for the accuracy or completeness of the information provided. Exact positions of cables and electrical connectivity should be confirmed on site.

UNCONTROLLED COPY

All underground cables shall be treated as being energised. Where a cable is located that is not represented on the ENERGEX EnerGISE DBYD map, then ENERGEX shall be contacted immediately.

For Emergency Situations
Please call 13 19 62



Date: 05 Dec 17 Time: 08:18.50
Requested By: DBYD

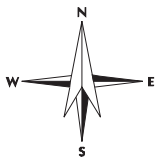
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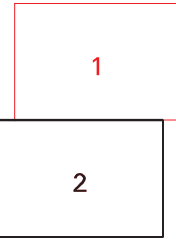
Enquiry No: 66806837

STRIP No: 2

- | | | | |
|--|---------------------|--|------------------------------|
| | Ground Transformer | | Cable Voltage Less Than 33kV |
| | Cubicle Transformer | | Cable Voltage 33kV or Higher |
| | Ring Main Unit | | Direct-Lay Cable |
| | Metering Unit | | Conduit |
| | Link Pillar | | Multi-Section Duct |
| | Service Pillar | | Trench |
| | Junction Pillar | | Cable Tray |
| | Pit | | Tunnel |
| | Cable Joint | | |
| | Cable Termination | | |
| | Cable Marker | | |
| | Street Light Pole | | |
| | Earth | | |
| | Works Order Polygon | | |



INDEX TO SHEETS



LOCALITY DIAGRAM



This output provides details of the ENERGEX electrical network. As variations may exist no responsibility is incurred by ENERGEX for the accuracy or completeness of the information provided. Exact positions of cables and electrical connectivity should be confirmed on site.

UNCONTROLLED COPY



66806840 Map Sheet: 1

Papersize: A3 Scale: 1: 1000

0 0.01km

NORTH

Map Key:

1

Legend

Distribution Main

- Class 900 Transmission
- Class 600 Transmission
- Class 300 Transmission
- High Pressure Steel
- High Pressure PE Trunk
- High Pressure/ Class 500
- Medium Pressure PE/ Nylon
- Medium Pressure (Allgas)
- Low Pressure
- LPG
- TLP
- Proposed/ Under Construction
- Idle Gas Pipe
- Abandoned Gas Pipe
- Sleeve

(1) Medium Pressure in AGN/ Nylon in Allgas

Gas Assets and Fittings

- Gate Station
- Regulator Station
- Block/ Emergency Valve
- Isolation Valve
- Test Point
- Syphon
- Anode
- Pipeline Marker
- Trace Wire Point
- Reducer
- Pipe Connector/ Tee
- Pipe Connector
- End Cap

Pipe Materials

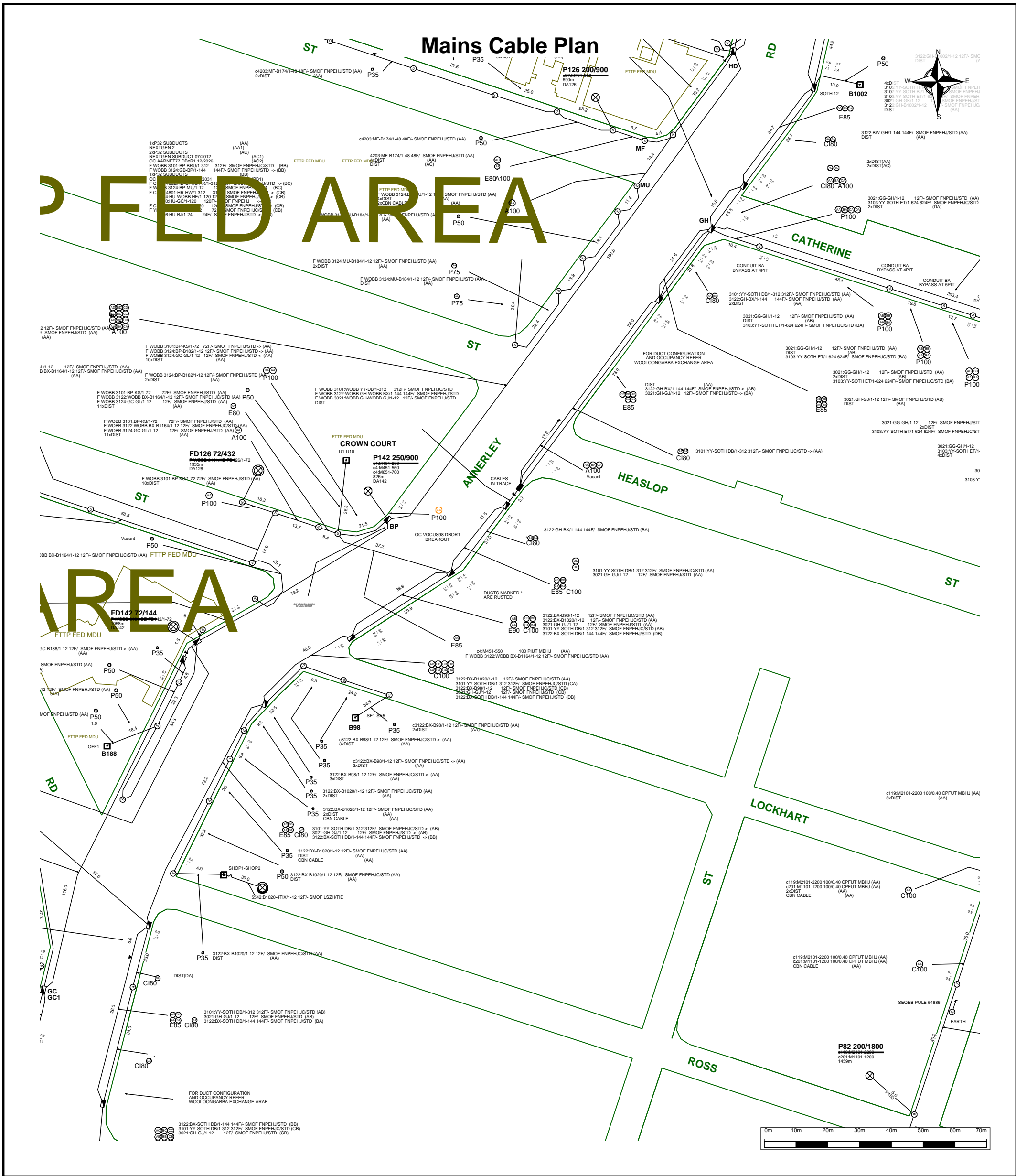
- CI Cast Iron
- CU Copper
- GAL Wrought Galvanised Iron
- PGAL Poly Coated Wrought Galvanised Iron
- ST Steel
- NY/ NY11 Nylon
- PE Polyethylene
- MDPE Medium Density Polyethylene
- HDPE High Density Polyethylene
- DN Nominal Diameter
- OD Outside Diameter


Examples: 40PE in DN80 CI 40mm Polyethylene in an 80mm (Nominal Diameter) Cast Iron Sleeve
63PE INS 63mm Polyethylene inserted in another pipe

Line/ Polygon Request

Data Source

Pipeline Data Copyright APA Group, Property Parcels Copyright QLD Government, UBD Imagery - Copyright Sensis, DBYD Dig Location provided by DBYD.



	<p>For all Telstra DBYD plan enquiries - email - Telstra.Plans@team.telstra.com For urgent onsite contact only - ph 1800 653 935 (bus hrs)</p>	<p>Sequence Number: 66806838</p>
<p>TELSTRA CORPORATION LIMITED A.C.N. 051 775 556</p>		<p>CAUTION: Fibre optic and/ or major network present in plot area. Please read the Duty of Care and contact Telstra Plan Services should you require any assistance.</p>
<p>Generated On 05/12/2017 09:19:07</p>		

WARNING - Due to the nature of Telstra underground plant and the age of some cables and records, it is impossible to ascertain the precise location of all Telstra plant from Telstra's plans. The accuracy and/or completeness of the information supplied can not be guaranteed as property boundaries, depths and other natural landscape features may change over time, and accordingly the plans are indicative only. Telstra does not warrant or hold out that its plans are accurate and accepts no responsibility for any inaccuracy shown on the plans.

It is your responsibility to locate Telstra's underground plant by careful hand pot-holing prior to any excavation in the vicinity and to exercise due care during that excavation.

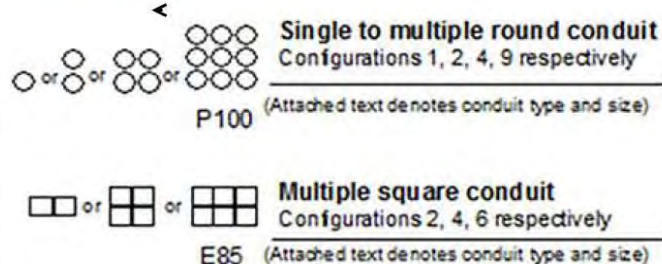
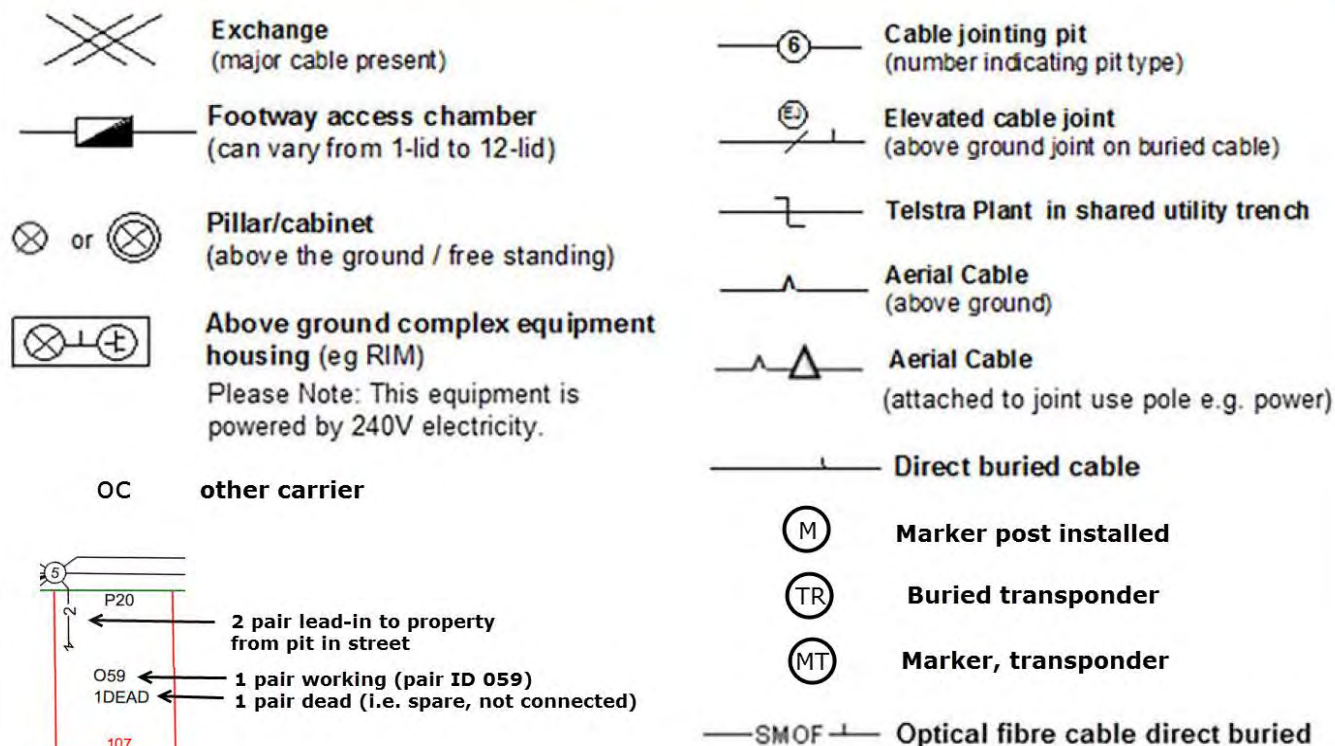
Please read and understand the information supplied in the duty of care statement attached with the Telstra plans. TELSTRA WILL SEEK COMPENSATION FOR LOSS CAUSED BY DAMAGE TO ITS PLANT.

Telstra plans and information supplied are valid for 60 days from the date of issue. If this timeframe has elapsed, please reapply for plans.

LEGEND

For more info contact a Telstra Accredited Locator or Telstra Plan Services 1800 653 935

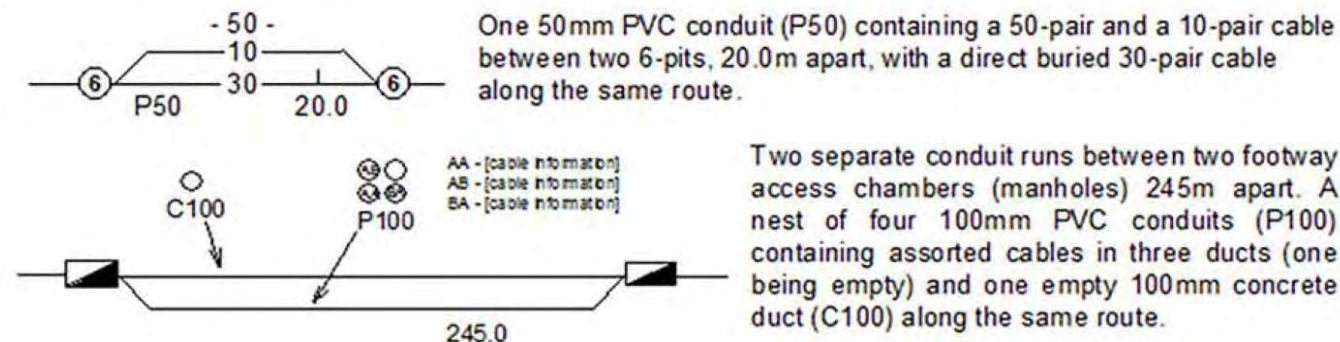
IT'S HOW
WE CONNECT



Some examples of conduit type and size:
A - Asbestos cement, P - PVC / plastic, C - Concrete, GI - Galvanised iron, E - Earthenware.
Conduit sizes *nominally* range from 20mm to 100mm.

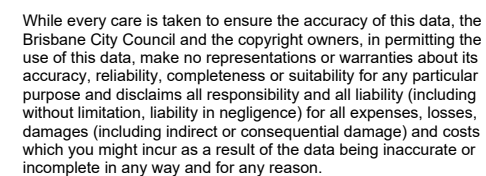
P50	50mm PVC conduit
P100	100mm PVC conduit
A100	100mm asbestos cement conduit
E 85	85mm square earthenware conduit

Some examples of how to read Telstra plans:



WARNING: Telstra plans and location information conform to Quality Level 'D' of the Australian Standard AS 5488 - Classification of Subsurface Utility Information. As such, Telstra supplied location information is indicative only. Spatial accuracy is not applicable to Quality Level D. Refer to AS 5488 for further details. Telstra does not warrant or hold out that its plans are accurate and accepts no responsibility for any inaccuracy shown on the plans. FURTHER ON SITE INVESTIGATION IS REQUIRED TO VALIDATE THE EXACT LOCATION OF TELSTRA PLANT PRIOR TO COMMENCING CONSTRUCTION WORK. A plant location service is an essential part of the process to validate the exact location of Telstra assets and to ensure the asset is protected during construction works. The exact position of Telstra assets can only be validated by physically exposing it. Telstra will seek compensation for damages caused to its property and losses caused to Telstra and its customers.

APPENDIX E – eBIMAP



Legend

- 5m Contour

Intermediate Contour

Intermediate Contour

Index Contour
- Sewer Chamber
- Sewer Fitting - Main Fittings
- OUTLET

<all other values>

PROPERTY CONNECTION BOUNDARY

BEND

REDUCER

INLET

CONCRETE STOP

HEAD WALL
- Sewer Manholes
- MANHOLE - OFFLINE

Flume Pit

AIR

REFLUX

VACCUM - OFFLINE

<all other values>

BUTTERFLY

BUTTERFLY - OFFLINE

TREATMENT PLANT - OFFLINE

ODOUR CONTROL

WET WELL - OFFLINE

PUMP STATION
- Sewer Vertical Gravity Main

<all other values>
- Sewer Gravity Main - by Type
- DISCHARGE

OVERFLOW MAIN

DISCHARGE - OFFLINE

OVERFLOW MAIN - OFFLINE

MODEL LINK

VACUUM MAIN

RISING MAIN - OFFLINE
- Manhole

Artesian Well
- Stormwater Junction
- Flood Gate
- Surface Drain
- Foul Water and Roof Water
- FLOW METER

FLOW METER - OFFLINE
- Water Fitting
- PIGGING POINT

JOINT

TAPPING

TEE

SCOUR OUTLET
- Water Structures
- PIPE BRIDGE

PIER
- Water Hydrant
- INGROUND HYDRANT

Service Valve, OPEN

SEQWATER

- 1m Contour
- 0.5m Contour
- Supplementary Contour

Intermediate Contour
- CHAMBER

END FLUSHING POINT

VACUUM LIFT

JOINT

JUNCTION

WYE

GIBAULT JOINT

OUTLET

PIPE BRIDGE

PIER

<all other values>
- Sewer Manhole -All Other Types
- Sewer Manhole Stub
- SCOUR

AIR - OFFLINE

REFLUX - OFFLINE

SEWER DOOR

SEWER DOOR - OFFLINE
- Sewer Network Structure -Treatment Plants
- Sewer Network Structure - All Features
- WET WELL

ODOUR CONTROL - OFFLINE

PUMP STATION - OFFLINE
- Sewer Vertical Pressure Main

Model Link

<all other values>

TRUNK MAIN

MODEL LINK

TRUNK MAIN - OFFLINE

MODEL LINK - OFFLINE

LOW PRESSURE MAIN

MODEL LINK - OFFLINE

VACUUM MAIN - OFFLINE
- SQID

Detention Basin
- Stormwater End Structure
- Pipe End Outlet
- Drain
- Water Device - All Other Assets
- PRESSURE GAUGE

PRESSURE GAUGE - OFFLINE

<all other values>

END CAP

GIBAULT JOINT

REDUCER

RESERVOIR INLET

CHEMICAL INJECTION POINT

<all other values>

CONCRETE STOP
- Water Chamber

<all other values>
- Water Service Valve
- Water Network Structure - Reservoirs
- PRIVATE

- Index Contour
- Index Contour
- 0.25m Contour
- Supplementary Contour

CHAMBER - OFFLINE

INLINE FLUSHING POINT
- Sewer Fitting - All Other Fittings
- RODDING JOINT

END CAP

TEE

CROSS
- Sewer Structure - by Type
- ANCHOR BLOCK
- Sewer Support Structure Boundary

MANHOLE

End
- Sewer Control Valve - by Type
- VACCUM, AS CONSTRUCTED

SCOUR - OFFLINE
- Sewer System Valve - by Type
- GATE

GATE - OFFLINE

TREATMENT PLANT, AS CONSTRUCTED

STORAGE FACILITY

STORAGE FACILITY - OFFLINE
- Sewer Pump Station
- Sewer Network Structure Boundary
- Sewer Service
- Service

SYPHON

RETICULATION MAIN

SYPHON - OFFLINE

RETICULATION MAIN - OFFLINE
- Sewer Pressure Main - by Type
- RISING MAIN

LOW PRESSURE MAIN - OFFLINE
- Gully
- Waterbody
- Lake

End cap
- Culvert
- Gully Connect
- <all other values>

LEVEL SENSOR

LEVEL SENSOR - OFFLINE

BEND

CROSS

TAPPING BAND

WYE

RESERVOIR OUTLET

SAMPLING STATION

ANCHOR BLOCK

HEADWALL
- Water Network Structure Boundary

PILLAR HYDRANT

Service Valve, CLOSED

QUU

QUU - NON POT

APPENDIX F – SQID Details



Model Number

Job Number

SPEL StormSack

OPERATIONS & MAINTENANCE

www.spel.com.au

Manual Introduction

Maintenance of the SPEL StormSack is essential to preservation of its condition to ensure lifetime operational effectiveness.

The SPEL StormSack is a highly engineered water quality device that is deployed directly in the stormwater system as primary treatment to capture contaminants close to the surface. To ensure full operational capacity, it is vital to ensure that the pollutants it captures are periodically removed, and filtration components are thoroughly cleaned.

Maintenance frequencies and requirements of the SPEL StormSack are dependent on the biological factors of the site in which it is situated. These factors can include excessive sediment loading or occurrence of toxic chemicals due to the natural and unnatural factors such as site erosion, chemical spills or extreme storms.

This manual has been designed by the SPEL StormSack Manufacturer the client or device owner in the maintenance of the SPEL StormSacks.

This manual should be used in conjunction with the relevant site traffic management and safety plans, as well as any other provided documentation from SPEL.

SPEL StormSack

Specifications/Features

CHAPTER 2

1. General Description

The SPEL StormSack provides effective filtration of solid pollutants and debris typical of urban runoff, while utilising the existing or new storm drain infrastructure. The StormSack is designed to rest on the flanges of conventional catch basin frames and is engineered for most hydraulic and cold climate conditions.

Components:

- a. Adjustable Flange and Deflector: Aluminium Alloy 6063-T6
- b. Splash Guard: neoprene rubber
- c. StormSack: woven polypropylene geotextile with US Mesh 20
- d. Corner Filler: Aluminium Alloy 5052-H32
- e. Lifting Tabs: Aluminium Alloy 5052-H32
- f. Replaceable Oil Boom: polypropylene 3 inch (76 mm) diameter
- g. Mesh Liner: HDPE, diamond configuration
- h. Support Hardware: CRES 300 Series

Sizes:

STANDARD SPEL STORMSACK TO SUIT PIT SIZES

- 450x450mm
- 600x600mm
- 900x600mm
- 900x900mm

Custom sizes (i.e. 1200x900mm) can be manufactured on short lead times.

1. Personal Health & Safety

When carrying out maintenance operations of the SPEL StormSack all contractors and staff personnel must comply with all current workplace health and safety legislation.

The below measures should be adhered to as practically as possible:

- Comply with all applicable laws, regulations and standards
- All those involved are informed and understand their obligations in respect of the workplace health and safety legislation.
- Ensure responsibility is accepted by all employees to practice and promote a safe and healthy work environment.

2. Personal Protective Equipment

When carrying out maintenance operations of the SPEL StormSack, wearing the appropriate personal protective equipment is vital to reducing potential hazards. Personal protective equipment in this application includes:

- Eye protection
- Safety apron
- Fluorescent safety vest
- Form of skin protection
- Puncture resistant gloves
- Steel capped safety boots



3. Maintenance of the SPEL StormSacks is a specialist activity.

When carrying out maintenance operations of the SPEL StormSack, factors such as equipment handling methods, pollutants and site circumstances can impose potential risks to the maintainer and nearby civilians.

4. Captured Pollutants

The material captured by the SPEL StormSack can be harmful and needs to be handled correctly. The nature and amount of the captured pollutants depends on the characteristics of the site. Pollutants can include from organic material such as leaves and sticks through to debris such as plastics, glass and other foreign objects such as syringes.

5. Site Circumstances

It is essential that Occupational Safety and Health guidelines and site specific safety requirements are followed at all times. It is important that all following steps specified by SPEL are carried out to ensure safety in the entire maintenance operation. The general workplace hazards associated with working outdoors also need to be taken into account.

6. Equipment Handling

Handling activities such as removing the drain grate as well as managing pedestrians and other non-worker personnel at the site should be exercised in accordance with specified safety procedures and guidelines.

7. Confined Spaces

Confined space entry procedures are not covered in this manual. It is requested that all personnel carrying out maintenance of the SPEL StormSack must evaluate their own needs for confined space entry and compliance with occupational health and safety regulations

When maintenance operations cannot be carried out from the surface and there is a need to enter confined space, only personnel that currently hold a Confined Space Entry Permit are allowed to enter the confined space. All appropriate safety equipment must be worn, and only trained personnel are permitted to use any required breathing apparatus gear. Necessary measures and controls must always be exercised to meet the confined space entry requirements. Non trained staff are not permitted to participate in any confined space entries.

8. Traffic Management

Typically stormwater gully pits are situated on roads and carparks, or adjacent to roads in a footpath or swale. As traffic requirements vary depending on the circumstance of the site, separate traffic control plans should be prepared for each site.

The specific road safety requirements for each site can be obtained from the relevant road authority to ensure all maintenance operations comply with the laws and regulations. State government publications can also be useful to find out the signage requirements, placement of safety cones and barricades that are required when working on public roads.

1. General Monitoring

The SPEL Stormsack must be checked on a regular basis to analyse whether it requires maintenance or cleaning.

As gully pit grates are usually quite heavy, it is vital to exercise the correct lifting techniques and also ensure that the area surrounding the open pit is shielded from access of non-work personnel.

To ensure optimal performance of the SPEL Stormsack, the material collected by the filter bag should not exceed the level of approximately a half to two thirds of the total bag depth. When this material collected is showing signs of exceeding this level they should be scheduled to be emptied.

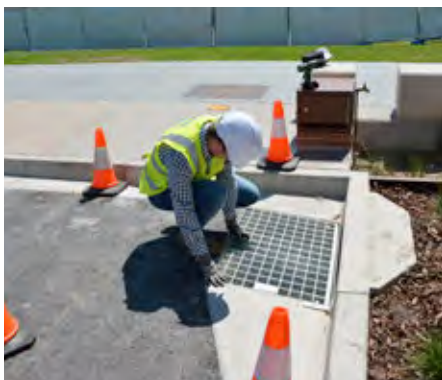
It is also recommended that additional monitoring is conducted following moderate to extreme rainfall events, especially when previous months have had little or no rainfall.



2. Gully Pit Cover Removal

Opening a Hinged Pit Cover

- A. Insert the lifting hooks beneath the grate
- B. Check hinge points are not damaged and debris is not caught in the hinge area
- C. Fully open pit grate, ensuring that the grate will stay in the open position without any external forces applied. Grates that do not remain open without being held, should be removed or secured during maintenance activities.



Opening a Non-Hinged Pit Cover

- A. Place lifting hooks beneath grate, where possible in the four corners of the grate. Concrete lids may have Gatic lifting points, a key arrangement or holes in the lid, which may require special equipment such as Gatic lifters. Alternatively if safe to do so grip the grate with your hands.
- B. Position each person on either side of the grate.
- C. Lift the grate, ensuring that good heavy lifting posture is used at all times.
- D. Place the grate on angle on the gutter, to allow for the lifting hooks to be removed.
- E. For extremely heavy one-piece grates and concrete Gatic covers, insert the lifters in place and slide the lids back.



3. Cleaning Methods

Cleaning using an inductor truck

- A. Open Gully pit
- B. Place the indicator hose, suck out all of the sediment, organic leaf material, litter and other materials that were collected in the filter bag
- C. Allow the filter bag to be sucked up in the inductor hose for a few seconds to allow for the filter mesh pores to be cleaned.
- D. Use the inductor hose to remove any build-up of material around the overflows and in the bottom of the pit.
- E. Remove filter back from pit
- F. Remove any sediment and litter caught in the Gully pit grate
- G. Back opening channels are to be cleared of any debris to ensure flow is not hindered.
- H. Thoroughly examine the structural integrity of the filter bag and frame.
- I. Reinstate filter bag and gully pit covers

Hand Maintenance

- A. Open Gully pit
- B. Using the correct lifting technique, lift the StormSack out by the diagonal lifting corners fitted to the frame.
- C. For extremely heavy and overfilled bags either use a hydraulic lifting arm to lift the StormSack, or remove excess material using a shovel or etc. Take care not to damage the bag when removing litter from the bag.
- D. Lift the StormSack clear of the stormwater pit.



- E. Position the StormSack over the collection bin or vehicle.
- F. Lift and empty the bag by holding the bottom lifting loops only.
- G. Brush the StormSack with a stiff brush to remove the sediment from the filter pores.
- H. Thoroughly examine the structural integrity of the filter bag and frame.
- I. Reinstate StormSack and gully pit covers.



4. SPEL StormSack Post Maintenance Inspection

After the SPEL StormSack has been removed, emptied and cleaned, it should be thoroughly examined to sure that:

- There is no movement or damage to the Cage
- There is no movement or damage to the plastic pit seals
- Structural integrity is in good condition including all fixings, joints and connections.
- The filter bag pores are not clogged
- The filter bag is not damaged in anyway.

The gully pit, pipe inlet/outlets and its cover should also be inspected to ensure there is no damage, debris build up or any potential to cause the SPEL StormSack to operate inefficiently.



5. Material Disposal

Collected materials can be potentially harmful to humans and the environment.

Once all captured material from the SPEL StormSack has been removed, it must be taken off site and disposed of at a transfer station or a similar approved disposal site.

6. SPEL StormSack Repairs

Depending on the extent of the damage to the SPEL StormSack unit, it can usually be repaired.

Small tears to the filter bag can be repaired by either sewing the tear back together with additional fabric to increase the strength of the stitching, or by sewing a patch of filter material onto the filter bag.

If large tears or irreparable damage to the frame and structure are present, it is advisable to replace the components.

All required spare parts can be sourced from SPEL Environmental at a cost to the owner of the SPEL Stormsack.

7. Emergency Procedures

Spills and blockages can be detrimental to the performance of a stormwater management system, potentially damaging the surrounding built infrastructure, waterways and environment.

Spill Procedures

In the event of a spill discharging into a gully pit, all effected sediment must be removed from the filter bags and the filter bags are to be removed and replaced with new filter bags. All additional cleaning as a result of the spill should also be carried out in accordance with the normal operation procedures.

Blockages

In the unlikely event of surface flooding around a gully pit which has a SPEL StormSack fitted, the following steps should be carried out:

- A. Check the overflow bypass.
- B. If overflow is clear and surface flooding still exists remove the SPEL StormSack and check the outlet pipe for blockages. Removal of the SPEL StormSack can be difficult if clogged with sediment and holding water.
- C. If the filter is clogged brush the side walls to dislodge particles trapped at the interface allowing water to flow through the filter.
- D. If the outlet pipe is blocked, it is likely that a gully sucker truck will be required to unblock it. Litter can be removed from the SPEL StormSack using the gully sucker truck before the SPEL StormSack is removed. If a gully sucker truck is not available and the SPEL StormSacks need to be removed by hand follow the below steps.
 - i. Remove excess debris by hand or brush the side of the filter bag
 - ii. Remove entire SPEL Stormsack by taking hold of the inside of the frame.
 - iii. Unblock the outlet pipe



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SPEL Environmental accepts no responsibility for any loss or damage resulting from any person acting on this information. The details and dimensions contained in this document may change, please check with SPEL Environmental for confirmation of current specifications.



Model Number

Job Number

SPEL Filter

INSTALLATION MANUAL

www.spel.com.au

Contents

Introduction	Pg.3
Figure 1 - Spel Filter Specifications	Pg.3
Spel Filter Vault Types	Pg.4
Spel Filter Install Prerequisites	Pg.4
Figure 2 - Spel Filter Install	Pg.4
Health And Safety	Pg.5
Personal Health & Safety	Pg.5
Personal Protective Equipment / Safety Equipment	Pg.5
Figure 3 - Safety Materials	Pg. 5
Materials Required To Install Spel Filters	Pg.6
Figure 4 - Spel Filter Install Set-Up	Pg. 6
Spel Filter Installation	Pg.7
Installation Of A Spel Filter System Procedure	Pg.7
Figure 5 - Standard Install With Pvc Outlet Pipework	Pg.8
Figure 6 - Standard Install With Channel Outlet Pipework	Pg.9
Figure 7 - Standard 2 Install With Channel Outlet Pipework	Pg.10

Introduction

Understanding how to correctly and safely install the SPEL Filter is essential for the preservation of the filter's condition and its operational effectiveness.

The SPEL Filter is a highly engineered Stormwater filtration device designed to remove fine sediments, heavy metals, nitrogen and phosphorus from stormwater runoff.

The SPEL Filter relies on a spiral wound media filter cartridge. The Filters can be housed in either a concrete or fiberglass structure that evenly distributes the flow between cartridges. Flow through the filter cartridges is gravity driven and self-regulating, which makes the SPEL Filter system a low maintenance, high performance stormwater treatment device.

This manual will provide the necessary steps that are to be taken to correctly and efficiently install the SPEL Filter product.



Figure 1. SPEL Filter Specifications

SPEL Filter Vault Types

There are three vault types, which the SPEL Filter can be installed into:

1. Precast Vault: Monolithically poured concrete vault (Base and walls)
2. Cast in place vault: Custom designed for site.
3. Fiberglass Vault: Must be made by an approved supplier.

Spel Filter Install Prerequisites:

- Vault must be clean from all debris, etc.
- Vault must be easily accessible.
- 900 x 900mm Lid must be installed correctly and operational.
- Structure of the tank must be safe and hazard free.



Figure 2. SPEL Filter install

Health and Safety

a. Personal Health & Safety

When carrying out the necessary installation operations of the SPEL Filter all contractors and staff personnel must comply with all current workplace health and safety legislation.

The below measures should be adhered to as practically as possible.

- Comply with all applicable laws, regulations and standards
- All those involved are informed and understand their obligations in respect of the workplace health and safety legislation.
- Ensure responsibility is accepted by all employees to practice and promote a safe and healthy work environment.

b. Personal Protective Equipment / Safety equipment

When carrying out the necessary installation operations of the SPEL Filter, wearing the appropriate personal protective equipment and utilising the adequate safety equipment is vital to reducing potential hazards. Personal protective equipment / safety equipment in this application includes:

- Eye protection
- Safety apron
- Fluorescent safety vest
- Form of skin protection
- Puncture resistant gloves
- Steel capped safety boots
- Ear muffs
- Hard hat/s
- Sunscreen

c. If classed as confined space

- Harness
- Gas detector
- Tripod
- Spotter



Figure 3. Safety Materials



Materials Required To Install Spel Filters

When installing the SPEL Filter, having the necessary tools and equipment is vital to efficiently and effectively installing the SPEL Filters.

Tools that will be required include:

- PVC Pipe Primer
- PVC Pipe Cement
- Hammer Drill
- Hammer
- Hole saw
- Battery / Power Drill
- Hack Saw
- Ratchet Kit
- Shovel
- Tripod
- Winch/Chain block for lowering Filters into vault
- Ladder
- Sikaflex Gun

Items/products that will be included:

- SPEL Filter/s
- Weir wall & Fixings
- Energy Dissipater (if required)
- Pipework & Fittings
- Fixings
- Anti - Floatation brackets



Figure 4. SPEL Filter install set-up

SPEL Filter Installation

SPEL Filter installation procedures may vary depending on the configuration of the SPEL Filters, the type of vault and engineers specs. Installation instructions for manhole SPEL Filter systems and precast vault SPEL Filter systems are contained in this section.

Custom SPEL Filter systems may have particular installation issues that will be addressed during the design.

INSTALLATION OF A SPEL FILTER SYSTEM PROCEEDURE

1. Implement Pre-start safety measures.

Ensure that the area in which operational works are to be carried out is cordoned off, to prevent unauthorised access. Adequate safety barriers must be erected. Area in which work is to be carried out must be clean, safe and hazard free. (Refer to figure 4.)

2. Set-up Gantry Tri-pod above Manhole.

Assemble and position the gantry above the manhole safely and as practically as possible. Attach the winch or chain block to the gantry for lifting the SPEL Filters. Perform safety procedures ie. Attach harnesses etc. (if confined space).

3. Open manhole lid.

Once you have sent up the Gantry and ensured that the area is safe to operate in, you can proceed to open the manhole lid, using lid lifters.

4. Conduct Gas tests. (If tank is classed confined space)

Once the lids have been removed to a safe distance to prevent tripping, you must then proceed to conduct gas tests. Perform necessary gas tests according to the confined space regulations.

5. Once confined space has been deemed safe to operate in, enter tank safely.

Once you have carried out the required gas test and the work area is deemed safe, you may then enter the pit via a ladder or winch system to assess the work area you will be operating in. Ensure all confined space procedures are followed.

6. Set up weir wall over outlet pipe and energy dissipater over inlet pipe (if required).

When installing the weir wall you must ensure that it is securely bolted to the tank wall and completely sealed. Centre the aluminium weir over the outlet pipe and fix weir to tank wall with the supplied fixings. Then use Sikaflex to seal around the edge of the weir and filter outlet pipework.

7. Install pipework and SPEL Filters.

Please refer to the below standard install diagrams for the SPEL Filters. Then refer to your site specific drawings, as site requirements may require something different to the standard layout. Lower filters into tank, position into place, connect filter outlet pipework with the supplied fittings.

8. Install anti – floatation bars.

Please refer refer to the detailed drawings showing how the Anti – Floatation (Anchor) bars are to be installed.



Figure 5. Standard install with PVC Outlet pipework

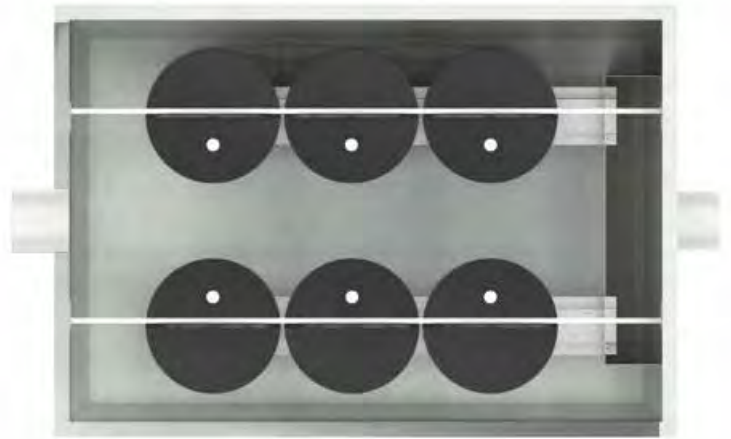


Figure 6. Standard install with Channel system Outlet pipework

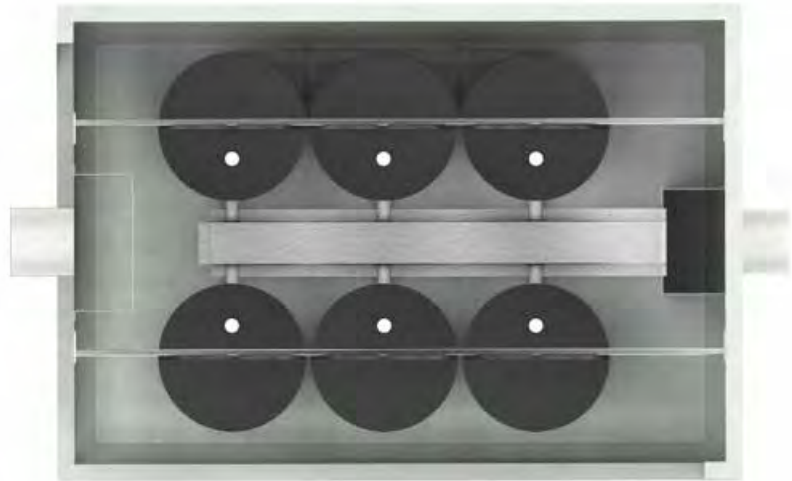


Figure 7. Standard install with Channel system Outlet pipework



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APPENDIX G – FloodWise Property Report



Brisbane City Council FloodWise Property Report

Report Reference

1512425809672

05/12/2017 08:16:49

Dedicated to a better Brisbane

THIS REPORT IS FOR BUILDING AND DEVELOPMENT PURPOSES ONLY

The FloodWise Property Report provides property or lot-based flood information for building and development requirements. This report provides information on estimated flood levels, habitable floor level requirements and more technical information on the four sources of flooding: river, creek / waterway, storm tide and overland flow. Refer to the Useful Definitions section for a glossary of terms.

To find out more about how the contents of this report may affect building or development on this property, please visit www.brisbane.qld.gov.au/planning-building. For more general information about understanding your flood risk and how to prepare your property, family or business for potential flooding visit www.brisbane.qld.gov.au/beprepared

THIS IS A REPORT FOR:

Rateable Address: 52 ANNERLEY RD, WOOLLOONGABBA QLD 4102

Lot Details: L.1 RP.84528

This property has flags for building or development purposes only

Brisbane City Council has not assigned flood level information for this property for building or development purposes. However, mapping indicates that it is affected by one or more flood or property development flags. Please refer below for details.

For professional advice or detailed assessment of a property contact a Registered Professional Engineer of Queensland.

For general information on your flood risk and how to prepare your home or business for potential flooding visit www.brisbane.qld.gov.au/beprepared.

FLOOD AND PLANNING DEVELOPMENT FLAGS

DEVELOPMENT FLAG(S)

This property may also be affected by one or more flood or property development overlays or flags. These include: LARGE ALLOTMENT

Please review the technical summary over page and refer to Council's planning scheme for further information.



Brisbane City Council FloodWise Property Report

Report Reference

1512425809672

05/12/2017 08:16:49

Dedicated to a better Brisbane

TECHNICAL SUMMARY

This section of the FloodWise Property Report contains more detailed flood information for this property so surveyors, builders, certifiers, architects and engineers can plan and build in accordance with Council's planning scheme. For more information about building and development in Brisbane please visit www.brisbane.qld.gov.au/planning-building or talk to a Development Assessment Planning Information Officer via Council's Contact Centre on (07) 3403 8888.

THIS IS A REPORT FOR:

Rateable Address: 52 ANNERLEY RD, WOOLLOONGABBA QLD 4102

Lot Details: L.1 RP.84528

FLOOD PLANNING DEVELOPMENT INFORMATION

This section of the FloodWise Property Report contains information about Council's planning scheme overlays. Overlays identify areas within the planning scheme that reflect distinct themes that may include constrained land and/or areas sensitive to the effects of development.

FLOOD OVERLAY CODE

There are currently no River, Creek/Waterway, or Overland Flow Flood Planning Areas that apply to this property.

COASTAL HAZARD OVERLAY CODE

There are currently no Coastal Hazard Overlays that apply to this property.

PROPERTY DEVELOPMENT FLAGS

Large Allotment - This property is either a Large Allotment of over 1000 square metres or is located within a Large Allotment. Flood levels may vary significantly across allotments of this size. Further investigations may be warranted in determining the variation in flood levels and the minimum habitable floor level across the site. For more information or advice, it is recommended you engage a Registered Professional Engineer of Queensland.



Brisbane City Council FloodWise Property Report

Report Reference

1512425809672

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Useful Definitions

Australian Height Datum (AHD) - The reference level for defining ground levels in Australia. The level of 0.0m AHD is approximately mean sea level.

Annual Exceedance Probability (AEP) - The probability of a flood event of a given size occurring in any one year, usually expressed as a percentage annual chance.

Defined Flood Level (DFL) - The DFL for Brisbane River flooding is a level of 3.7m AHD at the Brisbane City Gauge based on a flow of 6,800 m³/s.

Maximum and Minimum Ground Level - Highest and lowest ground levels on the property based on available ground level information. A Registered Surveyor can confirm exact ground levels.

Minimum Habitable Floor Level - The minimum level in metres AHD at which habitable areas of development (generally including bedrooms, living rooms, kitchen, study, family and rumpus rooms) must be constructed.

Council's Planning Scheme - The City Plan (planning scheme) has been prepared in accordance with the Sustainable Planning Act as a framework for managing development in a way that advances the purpose of the Act. In seeking to achieve this purpose, the planning scheme sets out the Council's intention for future development in the planning scheme area, over the next 20 years.

Residential Flood Level (RFL) - Residential flood level (RFL) for Brisbane River flooding equates to the flood level applicable to the extent of January 2011 floods as depicted by mapping on the Queensland Reconstruction Authority website or the Council's defined flood level (DFL) for the Brisbane River, whichever is higher.

Rateable Address - A Lot or Property may have more than one street address. The address shown on this report is the address used by Council for the Lot or property selected.

Property - A property will contain 1 or more lots. The *Multiple Lot Warning* is shown if you have selected a property that contains multiple lots.

2017 Brisbane River Catchment Flood Study (BRCFS) - The BRCFS is a project led by the Queensland Government. The flood study was released in 2017. The 1% AEP flood levels from the flood study is yet to be adopted for application in planning schemes and is for information only. Other % AEPs will be updated with new information from the flood study as part of any relevant changes to City Plan 2014 as soon as is practicable.

Brisbane City Council's Online Flood Tools

Council provides a number of online flood tools:

- to guide planning and development
- to help residents and businesses understand their flood risk and prepare for flooding.

Planning and Development Online Flood Tools

Council's online flood tools for planning and development purposes include:

- FloodWise Property Report
- Flood Overlay Code

For more information on Council's planning scheme and online flood tools for planning and development:

- phone 07 3403 8888 to talk to a Development Assessment Customer Liaison Officer
- visit www.brisbane.qld.gov.au/planning-building
- visit a Regional Business Centre.

Helping residents and businesses be prepared for flooding

Council has a range of free tools and information to help residents and businesses understand potential flood risks and how to be prepared. This includes:

- Flood Awareness Maps
- Flooding in Brisbane - A Guide for Residents
- Flooding in Brisbane - A Guide for Business
- Early Warning Alert Service. Visit www.brisbane.qld.gov.au/earlywarning to register for email, home phone or SMS severe weather alert updates.

Note: The Flood Awareness Maps show four levels of flood likelihood from high likelihood (flooding is very likely to occur) through to very low likelihood (very rare and extreme flood events).

For more information on Council's online flood tools for residents and business:

- Visit www.brisbane.qld.gov.au/beprepared
- Phone (07) 3403 8888.



Brisbane City Council FloodWise Property Report

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1512425809672

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Disclaimer

1. Defined Flood Levels and Residential Flood Levels, and the Minimum Habitable Floor Levels are determined from the best available information to Council at the date of issue. These flood levels, for a particular property, may change if more detailed information becomes available or changes are made in the method of calculating flood levels.
2. Council makes no warranty or representation regarding the accuracy or completeness of a FloodWise Property report. Council disclaims any responsibility or liability in relation to the use or reliance by any person on a FloodWise Property Report.



Planning to build or renovate?

For information, guidelines, tools and resources to help you track, plan or apply for your development visit www.brisbane.qld.gov.au/planning-building

You can also find the Brisbane City Plan 2014 and Neighbourhood Plans as well as other information and training videos to help with your building and development plans.



Brisbane City Council FloodWise Property Report

Report Reference

1512425816134

05/12/2017 08:16:56

Dedicated to a better Brisbane

THIS REPORT IS FOR BUILDING AND DEVELOPMENT PURPOSES ONLY

The FloodWise Property Report provides property or lot-based flood information for building and development requirements. This report provides information on estimated flood levels, habitable floor level requirements and more technical information on the four sources of flooding: river, creek / waterway, storm tide and overland flow. Refer to the Useful Definitions section for a glossary of terms.

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THIS IS A REPORT FOR:

Rateable Address: 64 ANNERLEY RD, WOOLLOONGABBA QLD 4102

Lot Details: L.10 RP.211687

This property has flags for building or development purposes only

Brisbane City Council has not assigned flood level information for this property for building or development purposes. However, mapping indicates that it is affected by one or more flood or property development flags. Please refer below for details.

For professional advice or detailed assessment of a property contact a Registered Professional Engineer of Queensland.

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DEVELOPMENT FLAG(S)

This property may also be affected by one or more flood or property development overlays or flags. These include: LARGE ALLOTMENT

Please review the technical summary over page and refer to Council's planning scheme for further information.



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1512425816134

05/12/2017 08:16:56

Dedicated to a better Brisbane

TECHNICAL SUMMARY

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Brisbane City Council FloodWise Property Report

Report Reference

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Rateable Address - A Lot or Property may have more than one street address. The address shown on this report is the address used by Council for the Lot or property selected.

Property - A property will contain 1 or more lots. The *Multiple Lot Warning* is shown if you have selected a property that contains multiple lots.

2017 Brisbane River Catchment Flood Study (BRCFS) - The BRCFS is a project led by the Queensland Government. The flood study was released in 2017. The 1% AEP flood levels from the flood study is yet to be adopted for application in planning schemes and is for information only. Other % AEPs will be updated with new information from the flood study as part of any relevant changes to City Plan 2014 as soon as is practicable.

Brisbane City Council's Online Flood Tools

Council provides a number of online flood tools:

- to guide planning and development
- to help residents and businesses understand their flood risk and prepare for flooding.

Planning and Development Online Flood Tools

Council's online flood tools for planning and development purposes include:

- FloodWise Property Report
- Flood Overlay Code

For more information on Council's planning scheme and online flood tools for planning and development:

- phone 07 3403 8888 to talk to a Development Assessment Customer Liaison Officer
- visit www.brisbane.qld.gov.au/planning-building
- visit a Regional Business Centre.

Helping residents and businesses be prepared for flooding

Council has a range of free tools and information to help residents and businesses understand potential flood risks and how to be prepared. This includes:

- Flood Awareness Maps
- Flooding in Brisbane – A Guide for Residents
- Flooding in Brisbane – A Guide for Business
- Early Warning Alert Service. Visit www.brisbane.qld.gov.au/earlywarning to register for email, home phone or SMS severe weather alert updates.

Note: The Flood Awareness Maps show four levels of flood likelihood from high likelihood (flooding is very likely to occur) through to very low likelihood (very rare and extreme flood events).

For more information on Council's online flood tools for residents and business:

- Visit www.brisbane.qld.gov.au/beprepared
- Phone (07) 3403 8888.



Brisbane City Council FloodWise Property Report

Report Reference

1512425816134

05/12/2017 08:16:56

Dedicated to a better Brisbane

Disclaimer

1. Defined Flood Levels and Residential Flood Levels, and the Minimum Habitable Floor Levels are determined from the best available information to Council at the date of issue. These flood levels, for a particular property, may change if more detailed information becomes available or changes are made in the method of calculating flood levels.
2. Council makes no warranty or representation regarding the accuracy or completeness of a FloodWise Property report. Council disclaims any responsibility or liability in relation to the use or reliance by any person on a FloodWise Property Report.



Planning to build or renovate?

For information, guidelines, tools and resources to help you track, plan or apply for your development visit www.brisbane.qld.gov.au/planning-building

You can also find the Brisbane City Plan 2014 and Neighbourhood Plans as well as other information and training videos to help with your building and development plans.

APPENDIX H – Erosion Hazard Assessment



Erosion Hazard Assessment - June 2014

Brisbane City Council (BCC), *Erosion Hazard Assessment* form must be read in conjunction with the *Erosion Hazard Assessment- Supporting Technical Notes* (June 2014 or later version) for explanatory terms and Certification information.

What is an Erosion Hazard Assessment?

Soil erosion and sediment from urban development, particularly during construction activities, is a significant source of sediment pollution in Brisbane's waterways. The Erosion Hazard Assessment determines whether the risk of soil erosion and sediment pollution to the environment is 'low', 'medium' or 'high'.

When is the EHA required?

An *Erosion Hazard Assessment* form must be completed and lodged with BCC for any Development Application (ie MCU or ROL) that will result in soil disturbance OR Operational Works or Compliance Assessment Application for 'Filling' or Excavation.

Failure to submit this form during lodgement of an application may result in assessment delays or refusal of the application.

Privacy Statement

The personal information collected on this form will be used by Brisbane City Council for the purposes of fulfilling your request and undertaking associated Council functions and services. Your personal information will not be disclosed to any third party without your consent, unless this is required or permitted by law.

Assessment Details

1 Please turn over and complete the erosion hazard assessment.

2 Based on the erosion hazard assessment overleaf, is the site:

☐ A 'low' risk site

Best practice erosion and sediment control (ESC) must be implemented but no erosion and sediment control plans need to be submitted with the development application. Factsheets outlining best practice ESC can be found at <http://www.waterbydesign.com.au/factsheets>

☒ A 'medium' risk site

If the development is approved, the applicant will need to engage a Registered Professional Engineer (RPEQ) or Certified Professional in Erosion and Sediment Control (CPESC) to prepare an ESC Program and Plan and supporting documentation — in accordance with the requirements of the Infrastructure Design Planning Scheme Policy.

☐ A 'high' risk site

If the development is approved, the applicant will need to engage a RPEQ and CPESC to prepare an ESC Program and Plan and supporting documentation — in accordance with the requirements of the Infrastructure Design Planning Scheme Policy. The plans and program will need to be certified by a CPESC.

3 Site Information and Certification

Application number (if known)

Site address

52-64 Annerley Road, Woolloongabba

Postcode 4102

I certify that:

- ☒ I have made all relevant enquiries and am satisfied no matters of significance have been withheld from the assessment manager.
- ☒ I am a person with suitable qualifications and/or experience in erosion and sediment control.
- ☒ The Erosion Hazard Assessment was completed in accordance with the Erosion Hazard Assessment Supporting Technical Notes and the BCC Infrastructure Design Planning Scheme Policy.
- ☒ The Erosion Hazard Assessment accurately reflects the site's overall risk of soil erosion and sediment pollution to the environment.
- ☒ I acknowledge and accept that the BCC, as assessment manager, relies, in good faith, on this certification as part of its development assessment process and the provision of false or misleading information to the BCC constitutes an offence for which BCC may take punitive steps/ action against me/ enforcement action against me.

Certified by *Print name*

Andreas Hakansson

Certifier's signature

 **CIVILWORKS**
ENGINEERS
Property Development Solutions

P (07) 3195 8180
E info@civilworks.com.au
W www.civilworks.com.au

Date

5 / 12 / 2017

Table 1: Low Risk Test

		Yes	No
1.1	is the area of land disturbance > 1000 m ²	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1.2	does any land disturbance occur in a BCC mapped waterway corridor	<input type="checkbox"/>	<input checked="" type="checkbox"/>
1.3	is there any slope on site (longer than three metres in length) before, during or after construction that is steeper than 5%	<input type="checkbox"/>	<input checked="" type="checkbox"/>
1.4	does any land disturbance occur below 5 m AHD	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1.5	does development involve endorsement of a staging plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>
1.6	is there an upstream catchment passing through the site > 1 hectare	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Have you answered 'yes' to any of the questions in Table 1?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>

If 'No' then site is low risk with respect to erosion and sediment control

If 'Yes' then proceed to Table 2

Table 2: Medium Risk Test

		Yes	No
2.1	is the area of land disturbance > 1 hectare	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If 'No' then site is medium risk with respect to erosion and sediment control

If 'Yes' then proceed to Table 3

Table 3: High Risk Test

3.1	is there an upstream catchment passing through the site > 1 hectare	<input type="checkbox"/>	<input type="checkbox"/>
3.2	does any land disturbance occurs in a BCC mapped waterway corridor	<input type="checkbox"/>	<input type="checkbox"/>
3.3	is there any slope on site (longer than three metres in length) before, during or after construction that is steeper than 15%	<input type="checkbox"/>	<input type="checkbox"/>

Have you answered 'yes' to any of the questions in Table 3?

Yes	No
<input type="checkbox"/>	<input type="checkbox"/>

If 'No' then site is medium risk with respect to erosion and sediment control

If 'Yes' then site is high risk with respect to erosion and sediment control

APPENDIX D PRE-CONSULTATION RESPONSES

From: Amelia Spring <ameliamaryspring@gmail.com>
Sent: Thursday, 9 July 2020 4:56 PM
To: Katherine Matthews <kmatthews@urbis.com.au>; Julie Saunders <jsaunders@urbis.com.au>
Cc: Robert Friend <rob@robfriend.com.au>; thegabba.ward@bcc.qld.gov.au
Subject: Prelodgement Consultation - Intended Minister's Infrastructure Designation at 52-64 Annerley Rd, Woolloongabba

Dear Colleagues,

As a resident of Corah House, the neighbouring property of 3 Heaslop Street, I would like to register my support against the proposed development. Woolloongabba, specifically Annerley Road is oversaturated with health care and health associated facilities. There is no need or requirement or demand for more health care/services within the area.

There is, however, a need and demand for greenspaces within the area. There is a significant lack of accessible greenspaces within the Woolloongabba / south-east Brisbane precinct. A greenspace within the area would provide interesting urban design prospects and offer a place for families and visitors to enjoy. Furthermore the psychological benefits that a greenspace would provide to hospital patients would assist the clients of EXISTING health care services.

Kind Regards,

Amelia Spring

From: TheGabba Ward Office <TheGabba.Ward@bcc.qld.gov.au>
Sent: Monday, 13 July 2020 3:29 PM
To: Katherine Matthews <kmatthews@urbis.com.au>
Cc: Julie Saunders <jsaunders@urbis.com.au>; Andrew Aldridge <aaldridge@urbis.com.au>
Subject: Prelodgement Consultation - Intended Ministerial Infrastructure Designation at 52-64 Annerley Road, Woolloongabba

Hi team,

I write to advise that I would not support a ministerial infrastructure designation for the site at 52-64 Annerley Rd, Woolloongabba. There are already sufficient sites available for Hospital and Health Care uses in the near vicinity, and from an urban planning perspective, it is undesirable to increase the concentration of hospital facilities within this precinct. It would be better to encourage the provision of hospital facilities in areas of the city which are currently under-serviced in terms of healthcare options.

Furthermore, I note that the site in question is located along the major Annerley Rd bikeway with barrier-separated bike lanes and right-turn bans for the adjoining side-streets. As such, it would be a poor choice for healthcare facilities of any kind as vehicle access is so limited, and it will not be possible for vehicles to pull into the property directly from Annerley Rd.

Warm regards,

Jonno

Jonathan Sri

Councillor for the Gabba Ward

P: 3403 2165 | A: 2/63 Annerley Road, Woolloongabba

W: jonathansri.com | E: thegabba.ward@bcc.qld.gov.au

To be truly radical is to make hope possible, rather than despair convincing.

From: Vasiliou, Joanna <Joanna.Vasiliou@mater.org.au>
Sent: Friday, 17 July 2020 5:06 PM
To: Julie Saunders <jsaunders@urbis.com.au>
Subject: Prelodgement Consultation 52-64 Annerley Rd Woolloongabba

Hi Julie

Thanks for your time yesterday. In regards to the Prelodgment Consultation for the intended MID at 52-64 Annerley Rd Woolloongabba, as Mater is a key stakeholder in the area, we would like to continue to be participate in the process. Could you continue to include myself in the communications regarding this process.

Kind Regards

Jo

Joanna Vasiliou
Director Built Environment
Mater Group

Built Environment | Raymond Tce | Mater Hill | South Brisbane | Qld 4101
t: 07 3163 2126 m: 0434 607 513
e: joanna.vasiliou@mater.org.au w: mater.org.au

Follow Mater:    

Mercy | Dignity | Care | Commitment | Quality

City Planning & Sustainability Division
City Planning and Economic Development Branch
Level 9 Brisbane Square, 266 George Street
Brisbane Qld 4000
GPO Box 1434, Brisbane Qld 4001
www.brisbane.qld.gov.au

25 August 2020

Ms Katherine Matthews
Associate Director
Urbis
Level 32, 300 George Street
BRISBANE QLD 4000
kmatthews@urbis.com.au

Dear Ms Matthews

Future Request for Ministerial Infrastructure Designation at 52-64 Annerley Road, Woolloongabba

Thank you for advising Council that you will be making a request for a Ministerial Infrastructure Designation (designation) for a proposed private hospital use within a proposed development for Health Care Service, Shop, Food and Drink Outlet, Office and Child Care Centre at 52-64 Annerley Road, Woolloongabba.

Brisbane City Council's (Council) preferred approach is that development in Brisbane should be subject to the provisions of *Brisbane City Plan 2014* (City Plan) and not be exempted by a designation. Council does not support the use of designations under the *Planning Act 2016* (the Act).

Should you proceed with this request, it is Council's expectation that the Environmental Assessment Report (EAR) will address all relevant aspects of the planning scheme. The EAR should show that adverse impacts have been avoided or addressed and mitigated. Impacts associated with hospitals typically include, different trip generation and carparking demands, extended hours of operation and additional servicing requirements. Storage of dangerous goods may also be an issue for consideration.

It is also Council's expectation that outstanding infrastructure charges associated with Council's recent development approval (Council application reference A004827412) be paid in full.

Thank you for contacting me about this matter. If you would like to discuss the issues outlined above further please contact Georgina Aitchison, Urban Planner, City Planning Operations Team, City Planning and Economic Development on (07) 3403 4707.

Yours sincerely



Sharon Nicol
Strategic Planning Manager
City Planning and Economic Development
Ref: CO15157-2020

APPENDIX E TITLE AND EMR/CLR DOCUMENTATION

PLAN MUST BE DRAWN WITHIN BLUE LINES

211687



Robt E. McFalls
13-B-87

ANNERLEY

 $1182m^2$

10

LOCKHART

STREET

REFERENCE MARK CONNECTIONS ARE FROM
THE CORNER TO THE MARK

NO FIELD NOTES LODGED

ORIGINAL GRANT

2368

PLAN OF

Lot 10

Cancelling ^{LOTS}~~Results~~ 1 and 2 on R.P. 12229⁶

MAP REF.
C.C. 117

PROCLAIMED
SURVEY AREA

SURVEYED BY R.E. SKETT
10/8/86

MERIDIAN



SCALE
1:500

ORIG. PORTION 210
TOWN CITY of BRISBANE
PARISH SOUTH BRISBANE
COUNTY Stanley

REGISTERED PLAN — 211687

CROWN COPYRIGHT RESERVED, REGISTRAR OF TITLES, QUEENSLAND



CURRENT TITLE SEARCH
NATURAL RESOURCES, MINES AND ENERGY, QUEENSLAND

Request No: 34614178

Search Date: 06/08/2020 11:48

Title Reference: 12998230

Date Created: 23/11/1956

Previous Title: 12958076
12958077
12958078

REGISTERED OWNER

Dealing No: 717353825 29/06/2016

52 ANNERLEY ROAD S1 PTY LTD A.C.N. 605 927 400
TRUSTEE
UNDER INSTRUMENT 717353825

ESTATE AND LAND

Estate in Fee Simple

LOT 1 REGISTERED PLAN 84528
Local Government: BRISBANE CITY

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 19561049 (SUBN ALLOT 136)
2. EASEMENT No 706809197 18/07/2003 at 14:43
burdening the land to
LOT 2 ON RP84528 OVER
EASEMENT A ON SP156838
3. MORTGAGE No 719481735 26/06/2019 at 16:04
HEATHLEY ASSET MANAGEMENT LIMITED A.C.N. 003 976 672
4. MORTGAGE No 719559155 09/08/2019 at 15:17
KS1 PTY LTD A.C.N. 110 151 972
5. PRIORITY OF MORTGAGE No 719559741 12/08/2019 at 10:17
MORTGAGE: 719559155
is given priority over
MORTGAGE: 719481735

ADMINISTRATIVE ADVICES - NIL
UNREGISTERED DEALINGS - NIL

Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **

COPYRIGHT THE STATE OF QUEENSLAND (NATURAL RESOURCES, MINES AND ENERGY) [2020]
Requested By: D-ENQ GLOBALX

CURRENT TITLE SEARCH
NATURAL RESOURCES, MINES AND ENERGY, QUEENSLAND

Request No: 34614267

Search Date: 06/08/2020 11:51

Title Reference: 17056207

Date Created: 04/09/1987

Previous Title: 11416194
11416196

REGISTERED OWNER

Dealing No: 717871789 02/03/2017

64 ANNERLEY ROAD S1 PTY LTD A.C.N. 611 117 394
TRUSTEE
UNDER INSTRUMENT 717871789

ESTATE AND LAND

Estate in Fee Simple

LOT 10 REGISTERED PLAN 211687
Local Government: BRISBANE CITY

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 19507186 (POR 210)
2. MORTGAGE No 719481739 26/06/2019 at 16:05
HEATHLEY ASSET MANAGEMENT LIMITED A.C.N. 003 976 672
3. MORTGAGE No 719559154 09/08/2019 at 15:17
KS1 PTY LTD A.C.N. 110 151 972
4. PRIORITY OF MORTGAGE No 719559742 12/08/2019 at 10:17
MORTGAGE: 719559154
is given priority over
MORTGAGE: 719481739

ADMINISTRATIVE ADVICES - NIL
UNREGISTERED DEALINGS - NIL

Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **

COPYRIGHT THE STATE OF QUEENSLAND (NATURAL RESOURCES, MINES AND ENERGY) [2020]
Requested By: D-ENQ GLOBALX

FORM 9 Version 2

Land Title Act 1994 and Land Act 1994

EASEMENT

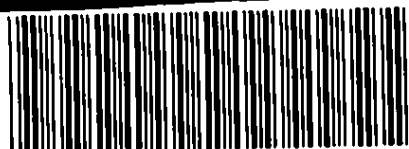
QUEENSLAND LAND REGISTRY

Page 1 of 1

2.3
706751570

Stamp Duty - ENE

1050222521-7



706809197

\$100.00

\$100.00

18/07/2003 14:43

BE 600

30/06/2003 12:04:37
\$412.50 TRFR
\$0.00 UTI
\$412.50 TOT

1. Grantor		Lodger Name, address & phone number		Lodger Code
Giuseppe Granato & Lina Catherine Granato As trustee under instrument number 701282124		N R Barbi Solicitor Suite 15, 900 Brunswick Street NEW FARM QLD 4005		89
2. Description of Easement/Lot	County	Parish	Title Reference	
Servient Tenement (burdened land)				
Easement A in Lot 1 on RP 84528 over SP156838	Stanley	South Brisbane	12998230	
*Dominant Tenement (benefited land)				
Lot 2 on RP 84528	Stanley	South Brisbane	13814195	
* not applicable if easement in gross				
3. Interest being burdened	*4. Interest being benefited			
Fee Simple	Fee Simple			
* not applicable if easement in gross				
5. Grantee	Given names	Surname/Company name and number	(include tenancy if more than one)	
		City Central Properties Pty Ltd ACN 086 881 254		
6. Consideration	7. Purpose of easement			
\$25,000.00	Encroachment of wall			

8. Grant/Execution

The Grantor for the above consideration grants to the Grantee the easement over the servient tenement for the purpose stated in item 7 and the Grantor and Grantee covenant with each other in terms of -
the attached schedule

Witnessing Officer

Execution Date

Grantor's Signature

signature

20/06/2003

LC Granato
G. Granato

Natalie Rosslyn Strijland full name

Solicitor

qualification

as per Schedule 1 of Land Title Act 1994 (eg Legal Practitioner, JP, C.Dec)

Witnessing Officer

Execution Date

Grantee's Signature

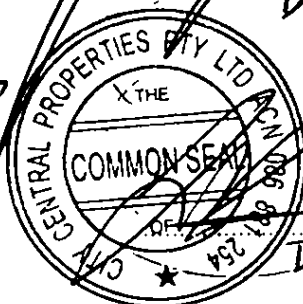
signature

20/06/2003

full name

qualification

as per Schedule 1 of Land Title Act 1994 (eg Legal Practitioner, JP, C.Dec)



Director

Director/Secretary

Title Reference 12998230

This is the Schedule referred to in Item 8 of Form 9 Easement dated 20th day of June 2003

The Grantor and Grantee DO HEREBY COVENANT AND AGREE with each other in the following terms:-

1. In consideration of the execution of this Easement the Grantor hereby grants and transfers to the Grantee and his or her or their successors in title the owners and occupiers for the time being of the dominant land their tenants and servants and all persons authorised by the registered proprietor/s of the dominant land from time to time (collectively referred to herein as the "Grantee"):-
 - (a) the full and free right and liberty to erect or keep erected and to maintain the boundary wall applicable to the dominant tenement being lot 2 on RP 84528, County of Stanley, Parish of South Brisbane and with title reference number 13814195
2. The rights and liberty afforded to the Grantee for the use and enjoyment of the servient land shall be in common with the registered proprietor/s for the time being of the servient land and in common with any other person/s to whom a transfer or grant by way of easement may be lawfully given by the registered proprietor/s for the time being of the servient land and the Grantee consents that such a transfer or grant may so be given.
3. As all rates, taxes, charges and expenses in respect of the land granted pursuant to the easement shall be borne by the registered proprietors of the dominant tenement in an amount which is proportional to the easement area as compared with the total area of the servient tenement.
4. All repairs maintenance and general up-keep in respect of the land granted pursuant to the easement and any services or supplies, including but not limited to repair, maintenance and up-keep of the boundary wall shall be borne by the registered proprietors of the dominant tenement.
5. The registered proprietor of the dominant tenement indemnifies the registered owner of the servient tenement against any loss or damage that occurs as a result of the granting of an easement or as a result of the failure to strictly observe or perform the provisions of the easement or for any reason in relation to the land which is the subject of the easement and to indemnify the registered owner of the servient tenement against any loss or damage to the boundary wall.
6. This easement shall remain in force and effect until the earlier of the following:-
 - (a) the destruction or extinguishment of the wall; or
 - (b) the mutual surrender of the easement.

Your Reference: Dealing number: 706751570

Our Reference: NRS:DJC:20030411

N.R. BARBI
SOLICITOR
ABN: 96 258 405 895

17 July, 2003

Department of Natural Resources
144 Edward Street
BRISBANE QLD 4000

BY DELIVERY

SUITE 15
MERTHYR CENTRE
900 BRUNSWICK STREET
NEW FARM QLD 4005

Dear Registrar

RE: DEALING NUMBER 706751570

I enclose a copy of the requisition notice dated 15th July 2003.

I have made the requested change and request that this document is withdrawn and re-entered to follow 706751585.

Please provide registration confirmation in relation to both 706751585 and this document as soon as possible.

Yours faithfully
N R BARBI

per: Natalie Strijland
etc.



P.O. BOX 186
NEW FARM QLD 4005



Telephone (07) 3358 5800
Facsimile (07) 3358 5448



NOEL BARBI
0412 743 394
Principal



LISA DRUMMOND
0411 477 579
NATALIE STRIJLAND
0413 123 455
Associates



nrbarbi@optusnet.com.au



Migration Agent No. 9683801



Department of Environment and Science (DES)
ABN 46 640 294 485
400 George St Brisbane, Queensland 4000
GPO Box 2454, Brisbane QLD 4001, AUSTRALIA
www.des.qld.gov.au

SEARCH RESPONSE
ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

sai global
535 bourke street
melbourne VIC 3000

Transaction ID: 50623154 EMR Site Id: 27 August 2020
Cheque Number:
Client Reference:

This response relates to a search request received for the site:

Lot: 1 Plan: RP84528
52 ANNERLEY RD
WOOLLOONGABBA

EMR RESULT

The above site is NOT included on the Environmental Management Register.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

All search responses include particulars of land listed in the EMR/CLR when the search was generated.
The EMR/CLR does NOT include:-

1. land which is contaminated land (or a complete list of contamination) if DES has not been notified
2. land on which a notifiable activity is being or has been undertaken (or a complete list of activities) if DES has not been notified

If you have any queries in relation to this search please phone 13QGOV (13 74 68)

Administering Authority



Department of Environment and Science (DES)
ABN 46 640 294 485
400 George St Brisbane, Queensland 4000
GPO Box 2454, Brisbane QLD 4001, AUSTRALIA
www.des.qld.gov.au

SEARCH RESPONSE
ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

sai global
535 bourke street
melbourne VIC 3000

Transaction ID: 50623153 EMR Site Id: 27 August 2020
Cheque Number:
Client Reference:

This response relates to a search request received for the site:

Lot: 10 Plan: RP211687
64 ANNERLEY RD
WOOLLOONGABBA

EMR RESULT

The above site is NOT included on the Environmental Management Register.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

All search responses include particulars of land listed in the EMR/CLR when the search was generated.

The EMR/CLR does NOT include:-

1. land which is contaminated land (or a complete list of contamination) if DES has not been notified
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Administering Authority

FORM 9 Version 2

Land Title Act 1994 and Land Act 1994

EASEMENT

QUEENSLAND LAND REGISTRY

Page 1 of 1

706751570

706809197

\$100.00

\$100.00

18/07/2003 14:43

BE 600

Stamp Duty/Levy - ENE

1050222521-7

30/06/2003 12:04:37
 \$412.50 TRFR
 \$0.00 UTI
 \$412.50 TOT

1. Grantor		Lodger Name, address & phone number		Lodger Code
Giuseppe Granato & Lina Catherine Granato As trustee under instrument number 701282124		N R Barbi Solicitor Suite 15, 900 Brunswick Street NEW FARM QLD 4005		89
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*Dominant Tenement (benefited land)				
Lot 2 on RP 84528	Stanley	South Brisbane	13814195	
* not applicable if easement in gross				
3. Interest being burdened		4. Interest being benefited		
Fee Simple		Fee Simple		
* not applicable if easement in gross				
5. Grantee	Given names	Surname/Company name and number	(include tenancy if more than one)	
		City Central Properties Pty Ltd ACN 086 881 254		
6. Consideration	7. Purpose of easement			
\$25,000.00	Encroachment of wall			

8. Grant/Execution

The Grantor for the above consideration grants to the Grantee the easement over the servient tenement for the purpose stated in item 7 and the Grantor and Grantee covenant with each other in terms of -
 # the attached schedule

Witnessing Officer

Execution Date

Grantor's Signature

signature

20/06/2003

LC Granato
 J. Granato

Natalie Rosshyn Strijland full name

Solicitor

qualification

as per Schedule 1 of Land Title Act 1994 (eg Legal Practitioner, JP, C.Dec)

Witnessing Officer

Execution Date

Grantee's Signature

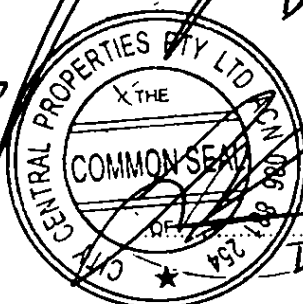
signature

20/06/2003

full name

qualification

as per Schedule 1 of Land Title Act 1994 (eg Legal Practitioner, JP, C.Dec)



Director

Director/Secretary

Title Reference 12998230

This is the Schedule referred to in Item 8 of Form 9 Easement dated 20th day of June 2003

The Grantor and Grantee DO HEREBY COVENANT AND AGREE with each other in the following terms:-

1. In consideration of the execution of this Easement the Grantor hereby grants and transfers to the Grantee and his or her or their successors in title the owners and occupiers for the time being of the dominant land their tenants and servants and all persons authorised by the registered proprietor/s of the dominant land from time to time (collectively referred to herein as the "Grantee"):-
 - (a) the full and free right and liberty to erect or keep erected and to maintain the boundary wall applicable to the dominant tenement being lot 2 on RP 84528, County of Stanley, Parish of South Brisbane and with title reference number 13814195
2. The rights and liberty afforded to the Grantee for the use and enjoyment of the servient land shall be in common with the registered proprietor/s for the time being of the servient land and in common with any other person/s to whom a transfer or grant by way of easement may be lawfully given by the registered proprietor/s for the time being of the servient land and the Grantee consents that such a transfer or grant may so be given.
3. As all rates, taxes, charges and expenses in respect of the land granted pursuant to the easement shall be borne by the registered proprietors of the dominant tenement in an amount which is proportional to the easement area as compared with the total area of the servient tenement.
4. All repairs maintenance and general up-keep in respect of the land granted pursuant to the easement and any services or supplies, including but not limited to repair, maintenance and up-keep of the boundary wall shall be borne by the registered proprietors of the dominant tenement.
5. The registered proprietor of the dominant tenement indemnifies the registered owner of the servient tenement against any loss or damage that occurs as a result of the granting of an easement or as a result of the failure to strictly observe or perform the provisions of the easement or for any reason in relation to the land which is the subject of the easement and to indemnify the registered owner of the servient tenement against any loss or damage to the boundary wall.
6. This easement shall remain in force and effect until the earlier of the following:-
 - (a) the destruction or extinguishment of the wall; or
 - (b) the mutual surrender of the easement.

Your Reference: Dealing number: 706751570

Our Reference: NRS:DJC:20030411

N.R. BARBI
SOLICITOR
ABN 96 258 405 815

17 July, 2003

Department of Natural Resources
144 Edward Street
BRISBANE QLD 4000

BY DELIVERY

SUITE 15
MERTHYR CENTRE
900 BRUNSWICK STREET
NEW FARM QLD 4005

Dear Registrar

RE: DEALING NUMBER 706751570

I enclose a copy of the requisition notice dated 15th July 2003.

I have made the requested change and request that this document is withdrawn and re-entered to follow 706751585.

Please provide registration confirmation in relation to both 706751585 and this document as soon as possible.

Yours faithfully
N R BARBI

per: Natalie Strijland
enc.



P.O. BOX 186
NEW FARM QLD 4005



Telephone (07) 3358 5800
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Migration Agent No. 9683801