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BCC DS
RECEIVED
15/11/2026
APPLICATION REF
A007151047

9 October 2026

Paul Hanly
C/- PSA Consulting
Central Alliance Trust No.13 Pty Ltd
paul.hanly@psaconsult.com.au

Dear Paul,

RE: PROVISION OF TRAFFIC IMPACT STATEMENT – PROPOSED 18 LOT SUBDIVISION AT 168 LAXTON ROAD, PALLARA, QLD

PSA Consulting has been engaged to review and prepare a Traffic Impact Statement (TIS) to accompany a Development Application for the proposed 18 Lot Subdivision at 168 Laxton Road, Pallara QLD 4110. The site is formally described as Lot 73 on RP87803 and is currently occupied by a single dwelling.

The proposal seeks approval for a Reconfiguring a Lot (RAL) application to facilitate an 18-lot subdivision comprising 17 residential lots and one balance lot. Access to the proposed subdivision is intended to be provided via a future Neighbourhood Road proposed as part of an adjoining *Brisbane City Council Development Application A006935362*.

This Traffic Impact Statement has been prepared to assess the transport, access and traffic implications of the proposed subdivision, including the suitability of the proposed access arrangement, traffic generation associated with the development and the potential impacts on the surrounding road network.

Scope of Assessment

The assessment has been undertaken as part of the Development Application to Brisbane City Council and focuses specifically on the transport, access and traffic implications of the proposed subdivision. The scope of assessment includes:

- Review of the proposed subdivision layout and supporting planning documentation.
- Review of the surrounding road network and existing transport environment.
- Assessment of available sight distance at the future access connection.
- Estimation of traffic generation associated with the proposed 18 lot subdivision.
- Review of the proposed access arrangement via the future neighbourhood road connection.
- Assessment of the suitability of the surrounding road network to accommodate development traffic.

Existing Conditions

Development Site

The subject site is located at 168 Laxton Road, Pallara QLD 4110, formally described as *Lot 73* on *RP87803*. The site is currently occupied by a lowset brick building and an ancillary carport. Detailed survey plans highlighting the existing development site conditions are included in Appendix 1.

Historically, the surrounding area has been characterised by larger rural residential holdings and low-density development. However, ongoing subdivision activity and approved residential development throughout Pallara are progressively transforming the area into an established suburban residential area supported by an interconnected local road network, pedestrian facilities and community infrastructure.

The subject site is immediately south of land subject to an existing development application, specifically *A006935362,* and is well placed to integrate with the future subdivision design proposed. The development has been designed to utilise the future road network proposed as part of the adjoining subdivision rather than establishing independent access arrangements to Laxton Road. This approach achieves a coordinated development outcome and supports the establishment of an efficient and connected road network consistent with subdivision design principles. The site location is illustrated in Figure 1.

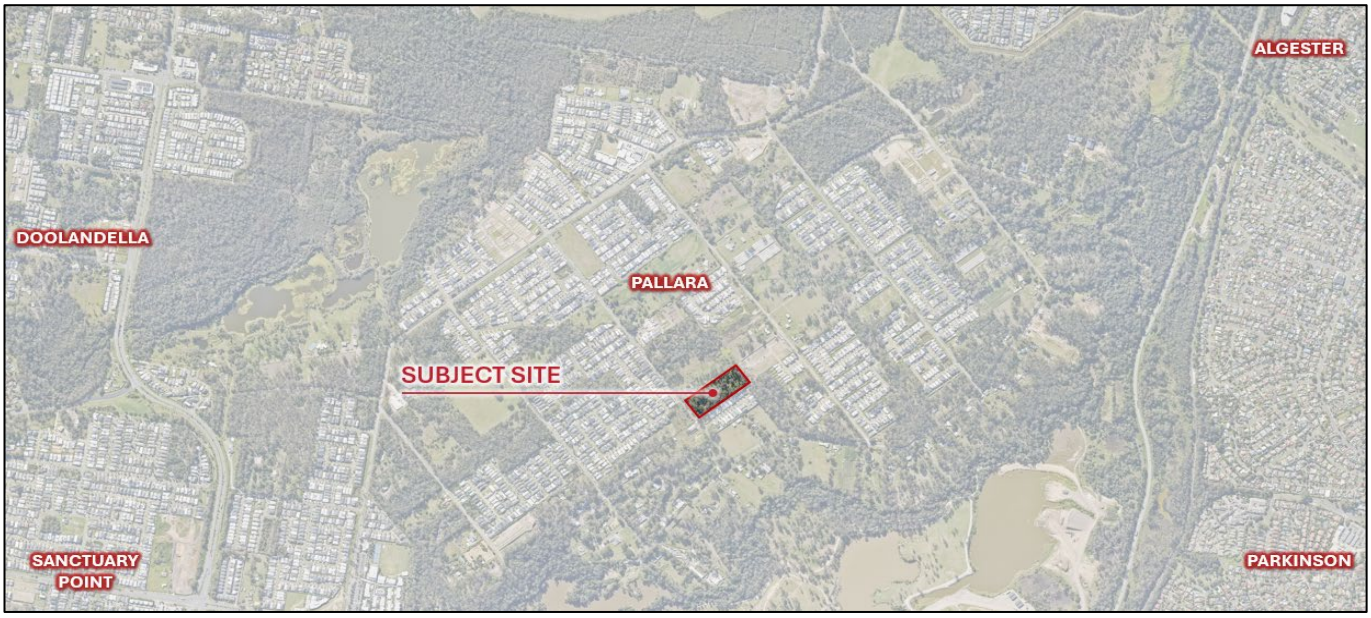


Figure 1: Site Locality Map (Source: MetroMap, PSA)

Adjoining Development Considerations

The proposed subdivision is fundamentally linked to the future road network proposed under *Development Application A006935362*. That application seeks approval for an 83-lot residential subdivision and includes a comprehensive internal road network connecting Laxton Road and Kraft Road. Of specific relevance to the subject development is the proposed Neighbourhood Road located immediately north of the site, which will ultimately provide frontage and vehicle access to the proposed residential lots. The Reconfiguration Plan illustrating the neighbouring development is highlighted below in Figure 2.

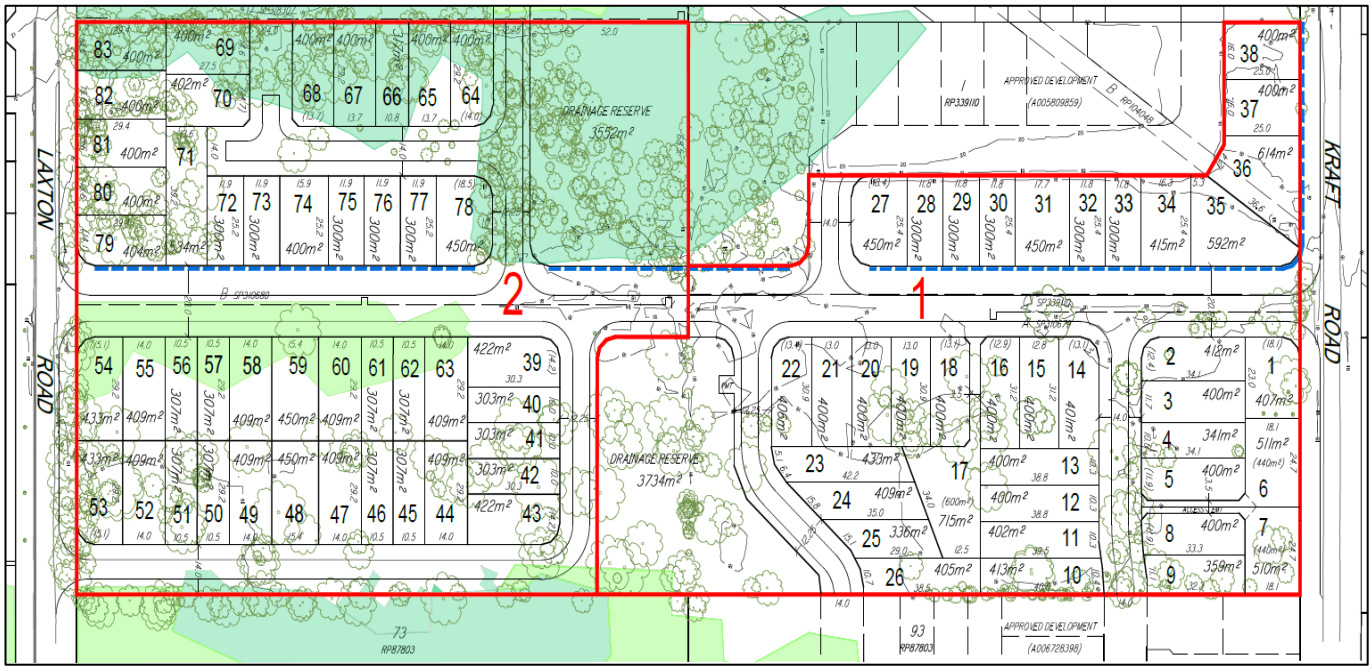


Figure 2: Proposed Adjoining Development DA Application A006935362 (Source: JFP, BCC)

As highlighted above, the surrounding future road design has been developed to facilitate connectivity throughout the broader development area while providing multiple opportunities for traffic distribution. Accordingly, traffic generated by the proposed development will not rely on a single route through the network but instead will have access to multiple connections through the surrounding road system. This will allow for integration with the adjoining residential development, improved network permeability and an increased flexibility for future traffic distribution as development occurs throughout the region.

Therefore, the proposed development and potential traffic impacts should not be viewed in isolation, but rather as part of the wider residential catchment facilitated by the future road network part proposed under *Application A006935362*.

Surrounding Road Network

The site is located within the established and emerging road network serving the Pallara residential area. Access to the broader network is primarily provided via:

- Laxton Road
- Kraft Road
- Esky Road

These roads fall under a Neighbourhood Road function within the Brisbane City Council Road hierarchy mapping and provide connectivity throughout the wider area.

Additionally, several other established residential streets are also located west of the site, including Hambrook Street, Magnolia Street, Pearl Street, Tanzanite Street, Amazonite Street, Topaz Street and Diamond Street. These roads operate as lower-speed residential streets and provide access to existing residential catchments. The surrounding road network is graphically highlighted below in Figure 3.



Figure 3: Surrounding Road Network (Source: BCC, PSA)

Table 1: Road Network Hierarchy and Characteristics (Source: BCC)

ROAD CHARACTERISTICS				
ROAD NAME	**JURISDICTION**	**HIERARCHY**	**CROSS SECTION**	**POSTED SPEED LIMIT**
Laxton Road	*Council-controlled*	Neighbourhood	*Sealed two-lane / two-way undivided*	60km/hr
Kraft Road	*Council-controlled*	Neighbourhood	*Sealed two-lane / two-way undivided*	60km/hr
Esky Road	*Council-controlled*	Neighbourhood	*Sealed two-lane / two-way undivided*	60km/hr
Hambrook Street	*Council-controlled*	Local Street	*Sealed two-lane / two-way undivided*	50km/hr* Unposted
Magnolia Street	*Council-controlled*	Local Street	*Sealed two-lane / two-way undivided*	50km/hr* Unposted
Pearl Street	*Council-controlled*	Local Street	*Sealed two-lane / two-way undivided*	50km/hr* Unposted
Tanzanite Street	*Council-controlled*	Local Street	*Sealed two-lane / two-way undivided*	50km/hr* Unposted
Amazonite Street	*Council-controlled*	Local Street	*Sealed two-lane / two-way undivided*	50km/hr* Unposted
Topaz Street	*Council-controlled*	Local Street	*Sealed two-lane / two-way undivided*	50km/hr* Unposted
Diamond Street	*Council-controlled*	Local Street	*Sealed two-lane / two-way undivided*	50km/hr* Unposted

**Typical signposted speed, 50km/hr unless otherwise – Brisbane City Council Planning Scheme.*

As shown in Table 1, the surrounding network is generally characterised by lower-speed residential roads connecting to the broader neighbourhood road network via Laxton Road, Kraft Road and Esky Road.

Public and Active Transport Connections

The subject site benefits from access to both existing and future public and active transport opportunities within the surrounding area. Public transport services currently operate throughout the Pallara area and are accessible via the surrounding road network, including Laxton Road and connecting streets. A TransLink bus stop is located on Laxton Road immediately adjacent to the southern boundary of the site, providing convenient public transport access within walking distance of future residents.

The site also benefits from access to Brisbane City Council's active transport network. Under the *Brisbane City Council Bicycle Network Overlay*, Laxton Road, Kraft Road and Esky Road are identified as Secondary Cycle Routes. These routes form part of the broader cycling network and are intended to facilitate local and neighbourhood-level cycling movements, connecting residential areas with schools, parks, community facilities, public transport services and the wider bicycle network.

Existing pedestrian infrastructure within the locality remains limited in some areas, reflecting the rural residential character of Pallara. However, ongoing urban development is progressively improving active transport connectivity through the delivery of new roads, footpaths and pedestrian links.

The proposed development will further benefit from the future road network delivered as part of *Development Application A006935362*, which will provide improved pedestrian and cyclist permeability throughout the surrounding area and enhance connections to both the existing active transport network and public transport services available along Laxton Road. The public and active transport opportunities surrounding the site are illustrated in Figure 4.



Figure 4: Surrounding Active and Public Transport Connections (Source: BCC)

Proposed Development

Development Overview

The application seeks approval for an 18-lot subdivision comprising:

- 17 residential allotments.
- 1 balance/non-residential lot.

The proposed layout and reconfigured lot arrangement, with respect to the proposed surrounding development is highlighted below in Figure 5. With the complete subdivision design located in Appendix 2.

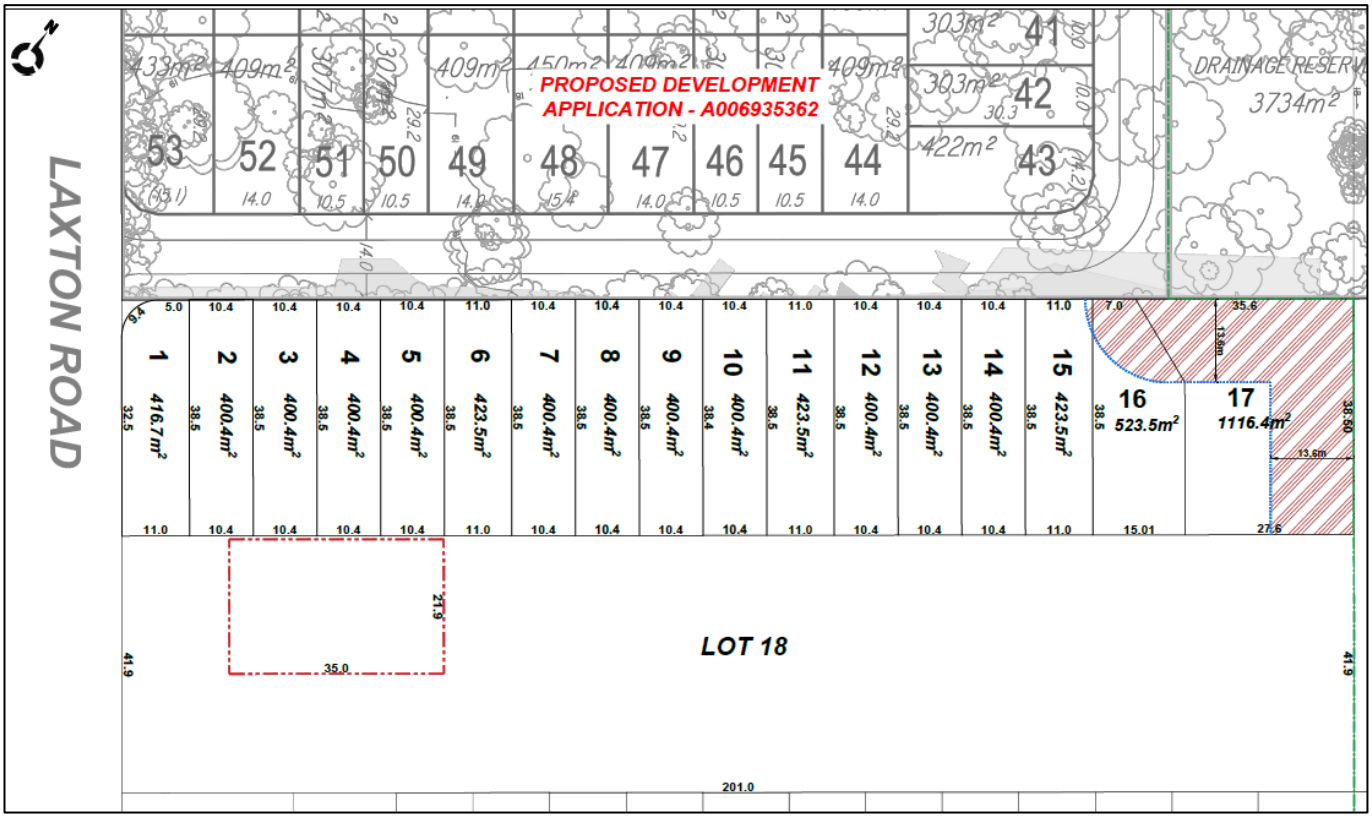


Figure 5: Proposed Development Subdivision Layout (Source: PSA)

Proposed Access Arrangement

The proposed development has been designed to integrate with the future road network identified within the adjoining subdivision proposal. Vehicle access is proposed via a future Neighbourhood Road located immediately north of the site. This road extends eastward from Laxton Road before connecting with the broader internal road network and ultimately linking with the future east-west corridor and broader road network. The proposed subdivision represents a coordinated outcome by consolidating access through the purpose-designed road network rather than establishing additional access arrangements to Laxton Road.

The proposed future road network and structure plan is highlighted below in Figure 6. With the complete structure plan proposed as part of the neighbouring application included in Appendix 3.

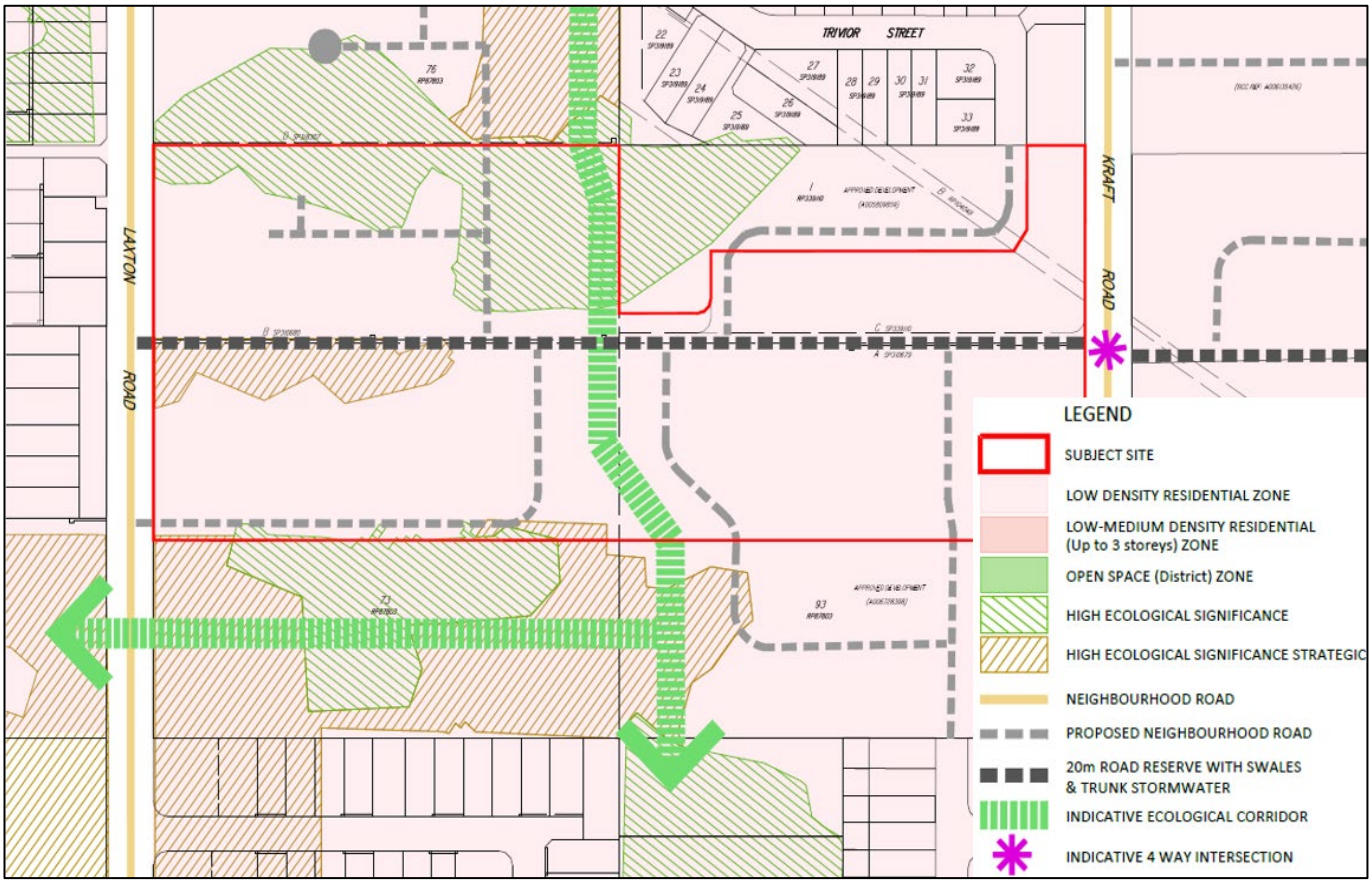


Figure 6: Adjoining Development Structure Plan (Source: BCC, JFP)

Impact Assessment

Development Traffic Generation

Traffic generation associated with the proposed development has been assessed based on the 17 low-density residential lots proposed within the subdivision. The assessment has considered a range of recognised traffic generation rates including:

- Department of Transport and Main Roads (TMR) Road Planning and Design Manual (RPDM).
- Historic Queensland residential traffic generation surveys (TMR).
- RMS Guide to Traffic Generating Developments (Transport for NSW).
- The traffic generation assumptions adopted within the Traffic Impact Assessment prepared for the adjoining residential subdivision (*A006935362*).

The use of multiple reference sources provides a cross-section of anticipated traffic generation and confirms that the adopted rates are representative of comparable residential developments in the area.

Table 3 summarises the range of traffic generation rates identified within the relevant reference sources. The historic Queensland survey data has been derived from surveys undertaken at residential cul-de-sac and residential estate developments provided by TMR and provides a useful benchmark.

Table 2: Trip Generation Rates - Low Density Residential (Source: TMR, RMS)

SOURCE	DAILY TRAFFIC RATE*	PEAK HOUR RATE
DTMR RPDM (Detached Residential)	8 - 10	0.8
TMR Historic Queensland Residential Surveys	5 - 6	0.3 - 0.6
RMS / Transport for NSW Residential Lots	7 - 9	0.7 - 0.8
Adopted Assessment Rate	**9**	**0.8**

**Rounded to nearest whole number.*

As shown in Table 3, the adopted traffic generation rates are within the upper range of residential traffic generation sources and therefore provide a conservative basis for assessment. These rates are considered conservative whilst remaining consistent with both the reference guidance and the assumptions adopted within the adjoining subdivision assessment. The directional distribution of peak hour traffic has been based on typical residential travel patterns and is summarised in Table 4.

Table 3: Adopted Trip Generation Rate and Distribution Splits (Source TMR, PSA)

SOURCE	GENERATION RATE (TRIPS/DWELLING)		DIRECTIONALITY (% IN / % OUT)	
	AM PEAK	PM PEAK	AM PEAK	PM PEAK
Adopted Trip Generation Rate	0.8	0.8	20% / 80%	70% / 30%

Applying these rates to the proposed 17 residential lots results in the estimated traffic generation outlined in Table 5.

Table 4: Peak Hour Trip Generation of the Proposed Subdivision (Source: PSA)

LAND USE	YIELD	AM IN	AM OUT	PM IN	PM OUT
Residential Lots	**17**	*3*	*11*	*10*	*4*
Total Peak Hour Trips		**14**		**14**	

Based on the adopted trip generation rates, the proposed development is anticipated to generate:

- 153 vehicle trips per day.
- 14 vehicle trips during the AM peak hour.
- 14 vehicle trips during the PM peak hour.

The traffic generation associated with the proposed development is considered minor and typical of a residential subdivision of this scale. Peak hour traffic demand equates to approximately one vehicle movement every four minutes and is not expected to materially affect the operation of the existing or future road network.

Future Road Hierarchy Assessment

As shown in Figure 6, the proposed subdivision will obtain access from the future Neighbourhood Road located immediately north of the site. The future road network has been planned to support residential development throughout the locality and provide an interconnected transport network that balances local accessibility with broader traffic distribution.

Importantly, the proposed subdivision does not require direct access to Laxton Road and instead integrates with the planned road hierarchy through the adjoining development. This approach consolidates access within the future road network and is consistent with the intended function of the Neighbourhood Road.

Given the low traffic volume associated with the proposed development, the additional vehicle movements are considered consistent with the role of the future road function. Accordingly, the proposed access arrangement is considered appropriate and consistent with the planned operation of the surrounding road network.

Combined Catchment Assessment

The future road network proposed as part of *Development Application A006935362* has been reviewed with consideration given to the proposed future residential catchment that will utilise the network.

Table 5: Development Yield (Source: JFP, PSA)

DEVELOPMENT	LOTS
Adjoining Subdivision (*A006935362*)	83
Subject Development	17
Total	**100 Lots**

Table 6: Development Yield and Vehicle Per Day Generation (Source: PSA)

DEVELOPMENT	YIELD [LOTS]	DAILY TRAFFIC RATE [VPD/DWELLING]	DAILY TRAFFIC [VPD]
Adjoining Subdivision	83	9	747
Subject Development	17	9	153
Total	**100**		**900**

Table 7: Catchment Review (Source: JFP, PSA)

ASSESSMENT ITEM	VALUE
Subject Development	17 Residential Lots
Subject Development Traffic Generation	153vpd
Adjoining Development (A006935362)	83 Residential Lots
Adjoining Development Traffic Generation	747vpd
Ultimate Residential Catchment	100 Residential Lots
Ultimate Traffic Generation	900vpd
Neighbourhood Road Indicative Traffic Range	1,000-3,000vpd

The proposed development is anticipated to generate approximately 153 vehicle trips per day. When combined with the adjoining subdivision, the ultimate residential catchment is expected to generate approximately 900 vehicle trips per day.

While this represents the cumulative traffic demand associated with the broader development area, it remains below the indicative traffic volume range identified by Brisbane City Council for a Neighbourhood Road and is therefore considered consistent with the intended operation of the future road hierarchy. Furthermore, traffic generated by the combined catchment will likely be distributed throughout the future road network and utilise multiple connections to both Laxton Road and Kraft Road, rather than relying on any single road segment.

Accordingly, the future road network is considered capable of accommodating the additional traffic generated by the proposed development, with no operational or capacity constraints identified.

Lot Access Assessment

The proposed development has been designed so that all residential allotments obtain direct frontage and vehicle access from the future Neighbourhood Road. This approach aligns with the access hierarchy principles contained within BCC's *Transport, Access, Parking and Servicing Planning Scheme Policy*, which prefers access from the lowest order road available and seeks to minimise unnecessary access points to the external road network.

Additionally, consistent with the *Infrastructure Design Planning Scheme Policy*, direct lot access is an anticipated and appropriate outcome for a Neighbourhood Road. The proposed arrangement allows the future road network to perform its intended access and movement functions whilst reducing potential conflict points along Laxton Road. A summarised Access Assessment is highlighted below in Table 9.

Table 8: Access Arrangement Assessment (Source: BCC, PSA)

ASSESSMENT CRITERIA	BCC PROVISION	PROPOSED OUTCOME	ASSESSMENT
Access from lower-order road	*TAPS Section 4.1 and Section 4.4*	All lots obtain access via the future Neighbourhood Rd rather than Laxton Rd.	**Consistent**
Minimise access points to external road network	*TAPS Section 4.1*	No individual lot access is proposed to Laxton Rd.	**Consistent**
Safe and convenient access	*TAPS Section 4.1*	All lots front a public road and obtain direct residential access.	**Consistent**
Direct lot access	*IDPSP Table 3.3.3. A*	Direct residential lot access from a Neighbourhood Rd proposed.	**Consistent**
Internal road network integration	*TAPS Section 4.1*	Development is integrated within future subdivision road network.	**Consistent**
Service vehicle access	*IDPSP Table 3.3.3. A*	Future road network accommodates refuse collection vehicles.	**Consistent**
Traffic distribution function maintained	*IDPSP Table 3.3.3. A*	Modest traffic generation from 17 lots will not compromise operation of the future Neighbourhood Rd.	**Consistent**

All proposed residential lots front the future Neighbourhood Road and can obtain direct vehicular access consistent with residential subdivision development. The majority of proposed lots incorporate frontage widths ranging between approximately 10.4m and 11m, providing sufficient opportunity to accommodate residential driveway crossovers. Whilst lots 16 and 17 incorporate frontage widths of approximately 7m and 5m respectively. Whilst narrower than the balance of the subdivision, both lots retain direct frontage to the future Neighbourhood Road and are capable of obtaining practical vehicular access.

Detailed crossover locations and driveway arrangements will ultimately be determined through future detailed design and building approval. Consideration will also be required for any verge infrastructure and stormwater drainage infrastructure delivered as part of the adjoining development, with crossover locations and levels to be coordinated accordingly. These matters are typical detailed design considerations and do not present a constraint to the provision of vehicle access to the proposed lots.

The proposed subdivision layout demonstrates that all allotments are capable of obtaining practical and functional vehicle access consistent with the intended operation of the future road hierarchy. Accordingly, the proposed access arrangement is considered appropriate, and no access-related constraints have been identified that would preclude the proposed subdivision.

Site Distance Assessment

The proposed development primarily relies on a future intersection between the proposed Neighbourhood Road and Laxton Road. As this connection comprises an intersection between two public roads, sight distance has been assessed in accordance with the *Austroads Guide to Road Design Part 4A*. The required minimum sight distance associated with a design speed of 70km/hr (60km/hr posted speed + 10km/hr) are summarised below in Table 10.

Table 9: Sight Distance Assessment Requirements (Source: Austroads)

SIGHT DISTANCE REQUIREMENTS	MINIMUM DISTANCE (m)
Approach Sight Distance (ASD)	**92m**
Safe Intersection Sight Distance (SISD)	**151m**
Minimum Gap Sight Distances – 5 (secs) (MGSD)	**97m**

A desktop SISD assessment of the proposed intersection location was undertaken using aerial photography, available survey information and the proposed road layout. A summary of the available safe intersection sight distance triangles is highlighted below in Figure 7, with sight line images also highlighted in Figure 8 through Figure 11.

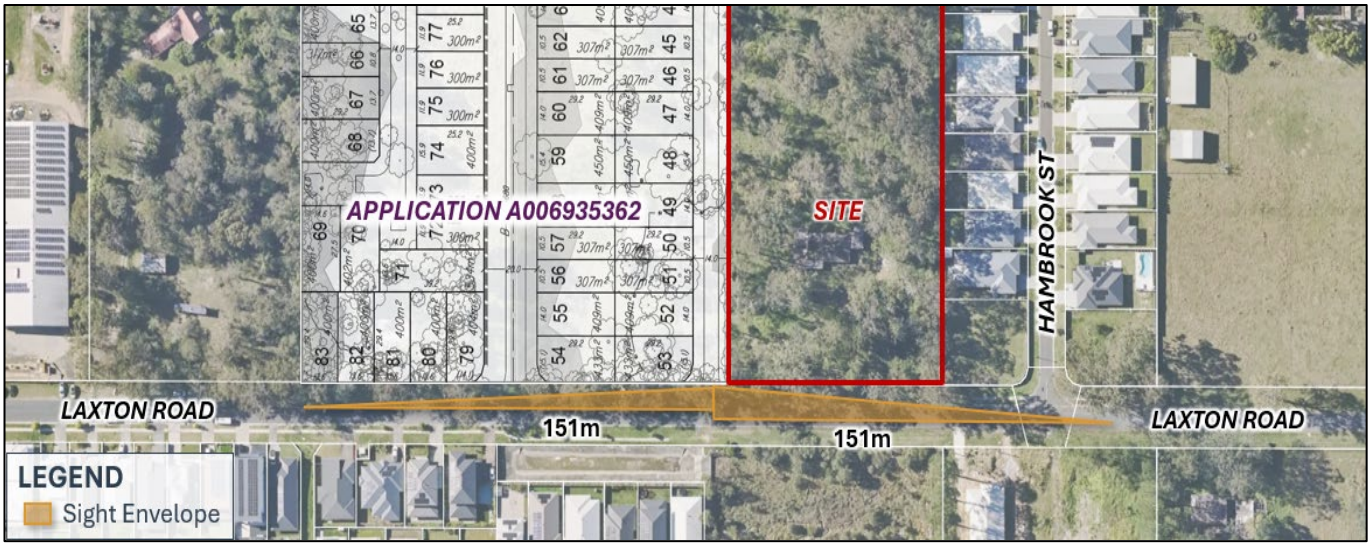


Figure 7: Sight Distance Triangles (Source: Austroads, PSA)



Figure 8: Sight Lines Looking North from the Future Intersection Point (Source: Google Maps, PSA)



Figure 9: Sight Lines Looking South from the Future Intersection Point (Source: Google Maps, PSA)



Figure 10: Sight Lines Looking North towards the Future Intersection Point (Source: Google Maps, PSA)



Figure 11: Sight Lines Looking South towards the Future Intersection Point (Source: Google Maps, PSA)

As highlighted the proposed intersection is located on a section of Laxton Road where available visibility is not materially affected by horizontal curvature, vertical alignment, vegetation or roadside infrastructure. A desktop assessment indicates that the available sight lines in both directions generally exceed the minimum sight distance requirements identified within *Austroads Guide to Road Design Part 4A*. As such, no sight distance constraints have been identified that would impact the safe operation of the future Neighbourhood Road / Laxton Road intersection.

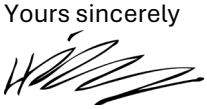
Conclusion

PSA Consulting has undertaken a Traffic Impact Statement of the proposed 18 lot subdivision at 168 Laxton Road, Pallara, comprising 17 residential allotments and one balance lot. The assessment considered the proposed access arrangement, surrounding road network, future road hierarchy, traffic generation, cumulative catchment impacts, public and active transport opportunities and intersection sight distance. The key findings include:

- The proposed development is anticipated to generate approximately 153 vehicle trips per day, including approximately 14 vehicle trips during both the AM and PM peak hours.
- Access to the development is proposed via a future Neighbourhood Road forming part of adjoining *Development Application A006935362*, avoiding the need for direct access to Laxton Road.
- The proposed access arrangement is consistent with the Brisbane City Council Road Hierarchy and the intent of the Transport, Access, Parking and Servicing Planning Scheme Policy and Infrastructure Design Planning Scheme Policy.
- All proposed residential lots front the future road and are capable of obtaining practical vehicular access.
- The adjoining subdivision and subject development will comprise an ultimate residential catchment of approximately 100 dwellings, generating approximately 900 vehicle trips per day.
- The future and existing road network is capable of accommodating the additional traffic generated by the proposed development.
- The site benefits from access to existing public transport services and Brisbane City Council's identified Secondary Cycle Route network.
- A desktop review indicates that adequate sight distance is available at the future Neighbourhood Road / Laxton Road intersection and that the relevant Austroads sight distance requirements can be achieved.

Overall, the proposed subdivision is considered capable of being accommodated within the planned road network and is not expected to adversely affect the safety or operation of the surrounding transport network. The proposal is therefore considered acceptable from a traffic engineering perspective and consistent with the intent of Brisbane City Council's Transport, Access, Parking and Servicing Planning Scheme Policy and Infrastructure Design Planning Scheme Policy.

Yours sincerely



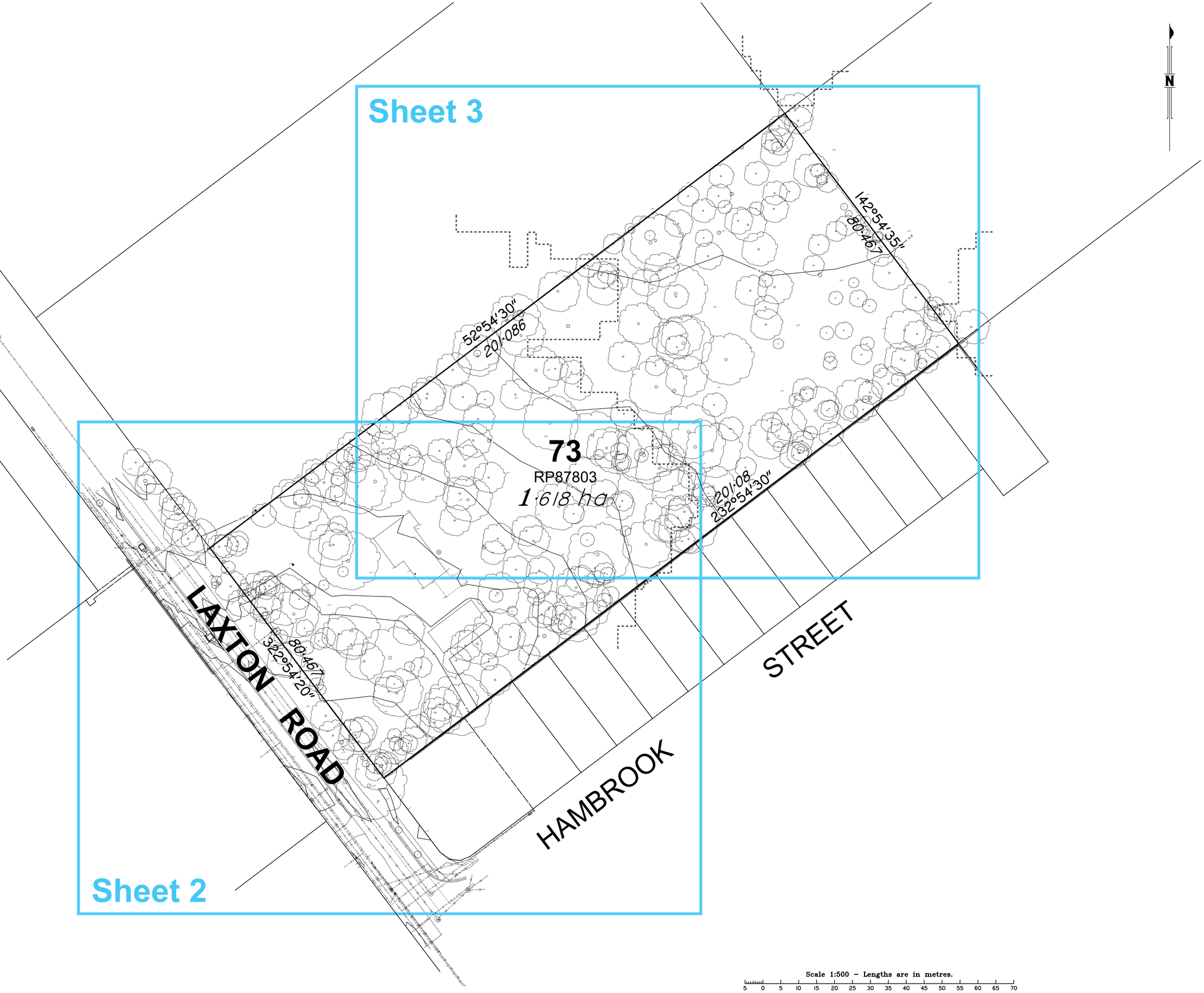
Hannah Richardson (RPEQ: 17016)
Director, Traffic and Transport Engineering
PSA Consulting Pty Ltd

Revision History:

VERSION	DATE	DETAILS	AUTHOR	AUTHORISATION
V1	9th October 2026	DRAFT	HAMISH FLETT	 HANNAH RICHARDSON RPEQ 17016

APPENDIX 1 SURVEY PLAN

AP01



LINKSPATIAL
CONSULTING LAND SURVEYORS

Greater Brisbane | Gold Coast | Sunshine Coast

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ph: 0402 383 337
e: admin@linkspatial.com.au
w: linkspatial.com.au

Notes:

1. This plan has been prepared for the purpose of planning and design and should not be used for any other purpose.
2. The subject lot(s) boundaries and area shown have been derived from a boundary identification survey. Adjoining boundaries have been derived from the Digital Cadastral Database and are indicative only.
3. The subject title has not been obtained; therefore, Link Spatial cannot verify any easements or encumbrances affecting this lot. A title search is recommended prior to any design or construction.
4. The north point shown is oriented to True North and has been derived and/or verified using GNSS.
5. Contours shown on this plan denote existing ground level at the time of survey and are not to be used to determine maximum building heights.
6. For 3D surface, see layers 'DTM_*' in the CAD file.
7. The levels shown on this plan are relative to the benchmarks provided. Link Spatial accepts no responsibility for any work that does not use the same level datum shown on this plan.
8. Only visible services have been located by survey where possible. All other services have been plotted from the relevant authorities' records obtained from BYDA. Services may exist for which there are no records. Whilst due care and attention have been exercised, Link Spatial cannot verify that all services have been plotted in their entirety. Symbols and lines are indicative only and are not an accurate representation of the structure size or actual dimension of the service corridor. It is the user's responsibility that, prior to any demolition, excavation, or construction, the relevant authorities are contacted for the accurate location of all services.
9. Council flood report notes that this site is affected by the following flood events: 1% (AEP) flood level RL 19.8m AHD, 0.2% (AEP) flood level RL 19.1m AHD. It is recommended that you consult a Registered Professional Engineer of Queensland (RPEQ) for further advice.

Legend:

- S — Sewer Line Surveyed
- SW — Stormwater Line Surveyed
- OE — Overhead Electricity
- OC — Overhead Communications
- S — Sewer Line by Records
- D — Private Drainage by Records
- SW — Stormwater Line by Records
- W — Water Line by Records
- W X — Water Line (Not in Service) by Records
- UE — Underground Electricity by Records
- UC — Underground Comms by Records
- G — Gas Line by Records
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- FO — Fibre Optic by Records

Unknown Manhole · Stormwater Manhole · Sewer Manhole · Gully Trap · Grated Pit
Valve Water/Gas · Hydrant · Gas Meter · Water Meter · Electricity Pillar
Comms Pillar · Electricity Pit · NBN Pit · Unknown Pit · Traffic Pit
Comms Pit · Optus Pit · Telstra Pit · Electricity Pole · Light Pole
Traffic Signal · TBM Bench Mark · Kerb Adaptor · Floor Level · Sign

Tree: T*S8/800 3 #1 — 8m spread diameter, 800mm trunk diameter, 3m high (approximate), Tag #1
Palm: P*S4/ — 4m spread diameter

Rev	Date	Description
A	13.03.26	Original Issue

Title:

Contour & Detail Survey

Site:

168 Laxton Road
Pallara

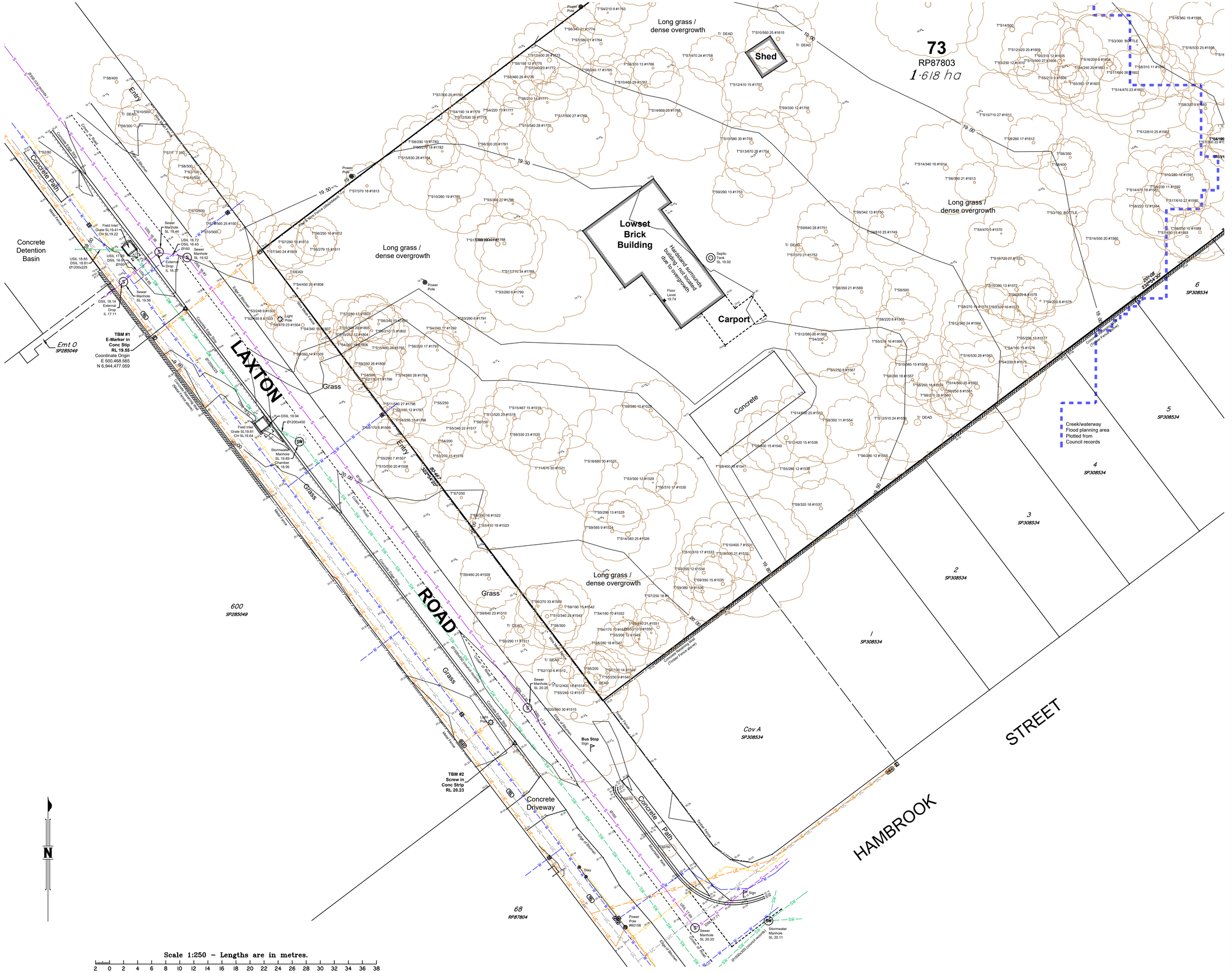
Lot 73 on RP87803

Client: **Central Alliance Investment No.13 Pty Ltd**

Height Datum:	AHD D via GNSS
Origin:	PSM 20503 RL 16.907m
Horizontal Datum:	GDA2020 / MGA Zone 56 (1:1)
Meridian:	IS331916 (MGA Zone 56)
Origin:	TBM#1 (E-MARKER) E 500,468.565 N 6,944,477.059
Date of Survey: 27.02.2026	Surveyed: LS
Drawn: LS	Checked: LS

Scale:	Sheet No.	Drawing No.	Rev.
1:500	1 of 3	26007_DET1	A

A1



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Unknown Manhole, Stormwater Manhole, Sewer Manhole, Gully Trap, Grated Pit
Valve Water/Gas, Hydrant, Gas Meter, Water Meter, Electricity Pillar
Comms Pillar, Electricity Pit, NBN Pit, Unknown Pit, Traffic Pit
Comms Pit, Optus Pit, Telstra Pit, Electricity Pole, Light Pole
Traffic Signal, TBM Bench Mark, Kerb Adaptor, Floor Level, Sign

Tree: T*S8/800 3 #1 — 8m spread diameter, 800mm trunk diameter, 3m high (approximate), Tag #1
Palm: P*S4/ — 4m spread diameter

Rev	Date	Description
A	13.03.26	Original Issue

Title:

Contour & Detail Survey

Site:

168 Laxton Road
Pallara

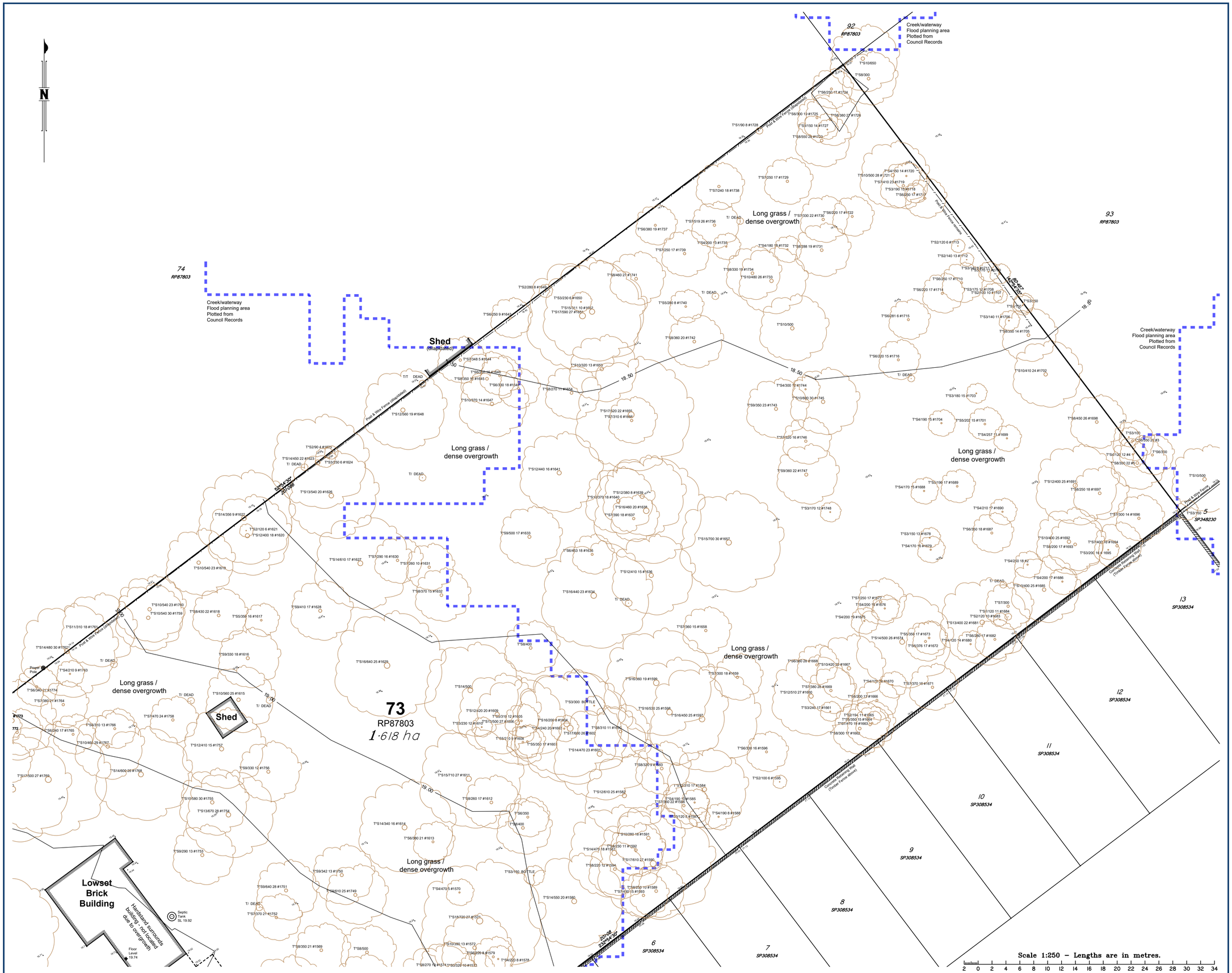
Lot 73 on RP87803

Client: **Central Alliance Investment No.13 Pty Ltd**

Height Datum:	AHD D via GNSS
Origin:	PSM 20503 RL 16.907m
Horizontal Datum:	GDA2020 / MGA Zone 56 (1:1)
Meridian:	IS331916 (MGA Zone 56)
Origin:	TBM#1 (E-MARKER) E 500,468.565 N 6,944,477.059
Date of Survey:	27.02.2026
Surveyed:	LS
Drawn:	LS
Checked:	LS

Scale:	Sheet No.	Drawing No.	Rev.
1:250	2 of 3	26007_DET1	A

A1



LINKSPATIAL
CONSULTING LAND SURVEYORS

Greater Brisbane | Gold Coast | Sunshine Coast

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e: admin@linkspatial.com.au
w: linkspatial.com.au

Notes:

1. This plan has been prepared for the purpose of planning and design and should not be used for any other purpose.
2. The subject lot(s) boundaries and area shown have been derived from a boundary identification survey. Adjoining boundaries have been derived from the Digital Cadastral Database and are indicative only.
3. The subject title has not been obtained; therefore, Link Spatial cannot verify any easements or encumbrances affecting this lot. A title search is recommended prior to any design or construction.
4. The north point shown is oriented to True North and has been derived and/or verified using GNSS.
5. Contours shown on this plan denote existing ground level at the time of survey and are not to be used to determine maximum building heights.
6. For 3D surface, see layers 'DTM_*' in the CAD file.
7. The levels shown on this plan are relative to the benchmarks provided. Link Spatial accepts no responsibility for any work that does not use the same level datum shown on this plan.
8. Only visible services have been located by survey where possible. All other services have been plotted from the relevant authorities' records obtained from BYDA. Services may exist for which there are no records. Whilst due care and attention have been exercised, Link Spatial cannot verify that all services have been plotted in their entirety. Symbols and lines are indicative only and are not an accurate representation of the structure size or actual dimension of the service corridor. It is the user's responsibility that, prior to any demolition, excavation, or construction, the relevant authorities are contacted for the accurate location of all services.
9. Council flood report notes that this site is affected by the following flood events: 1% (AEP) flood level RL 19.8m AHD, 0.2% (AEP) flood level RL 19.1m AHD. It is recommended that you consult a Registered Professional Engineer of Queensland (RPEQ) for further advice.

Legend:

- S — Sewer Line Surveyed
- SW — Stormwater Line Surveyed
- OE — Overhead Electricity
- OC — Overhead Communications
- S — Sewer Line by Records
- D — Private Drainage by Records
- SW — Stormwater Line by Records
- W — Water Line by Records
- W X — Water Line (Not in Service) by Records
- UE — Underground Electricity by Records
- UC — Underground Comms by Records
- G — Gas Line by Records
- G X — Gas Line (Not in Service) by Records
- FO — Fibre Optic by Records

Unknown Manhole · Stormwater Manhole · Sewer Manhole · Gully Trap · Grated Pit
Valve Water/Gas · Hydrant · Gas Meter · Water Meter · Electricity Pillar
Comms Pillar · Electricity Pit · NBN Pit · Unknown Pit · Traffic Pit
Comms Pit · Optus Pit · Telstra Pit · Electricity Pole · Light Pole
Traffic Signal · TBM Bench Mark · Kerb Adaptor · Floor Level · Sign

Tree — T*S8/800 3 #1, 8m spread diameter, 800mm trunk diameter, 3m high (approximate), Tag #1
Palm — P*S4/, 4m spread diameter

Rev	Date	Description
A	13.03.26	Original Issue

Title:

Contour & Detail Survey

Site:

168 Laxton Road
Pallara

Lot 73 on RP87803

Client:

Central Alliance Investment No.13 Pty Ltd

Height Datum:	AHD D via GNSS
Origin:	PSM 20503 RL 16.907m
Horizontal Datum:	GDA2020 / MGA Zone 56 (1:1)
Meridian:	IS331916 (MGA Zone 56)
Origin:	TBM#1 (E-MARKER)
	E 500,468.565 N 6,944,477.059
Date of Survey: 27.02.2026	Surveyed: LS
Drawn: LS	Checked: LS

Scale:	Sheet No.	Drawing No.	Rev.
1:250	3 of 3	26007_DET1	A

A1

APPENDIX 2 SUBDIVISION PLAN

AP02

LAXTON ROAD

PROPOSED DEVELOPMENT
APPLICATION - A006935362

DRAINAGE RESERVE
3734m²

53	52	51	50	49	48	47	46	45	44	43	42	41
(15.1)	14.0	10.5	10.5	14.0	15.4	14.0	10.5	10.5	14.0	(14.2)	422m²	303m²
											30.3	303m²
												10.0

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Front	5.0	10.4	10.4	10.4	10.4	11.0	10.4	10.4	10.4	10.4	11.0	10.4	10.4	10.4	11.0	7.0	35.6
Area	416.7m²	400.4m²	400.4m²	400.4m²	400.4m²	423.5m²	400.4m²	400.4m²	400.4m²	400.4m²	423.5m²	400.4m²	400.4m²	400.4m²	423.5m²	523.5m²	1116.4m²
Side	32.5	38.5	38.5	38.5	38.5	38.5	38.5	38.5	38.5	38.4	38.5	38.5	38.5	38.5	38.5	38.5	38.50
Rear	11.0	10.4	10.4	10.4	10.4	11.0	10.4	10.4	10.4	10.4	11.0	10.4	10.4	10.4	11.0	15.01	27.6

13.6m

13.6m

21.9

35.0

41.9

41.9

LOT 18

201.0

DEVELOPMENT YIELD		
FRONTAGE WIDTH	NO. LOTS	LOT SIZE
10.4m	11	400.4m²
11.0m	4	416.7 - 423.5m²
MISC	2	752.6 - 887.3m²
TOTAL	17	7,731.5m²

BUSHFIRE ZONING LAYERS	
ZONE/LAYER	
SOURCE OF BUSH FIRE HAZARD	
RADIANT HEAT FLUX CONTOUR	
APZ - NO BUILDINGS OR STRUCTURES OTHER THAN A FENCE, RETAINING WALL, DRIVEWAY OR SWIMMING POOL	

FOR DEVELOPMENT APPLICATION ONLY

REVISION	DESCRIPTION	BY	DATE
1	ORIGINAL ISSUE	H.F	19.03.2026
2	UPDATE LOT LAYOUT	H.F	10.06.2026
3	UPDATE LOT LAYOUT, BUSHFIRE LAYERS	H.F	25.08.2026
4	UPDATE SURROUNDING LOT REFERENCE	H.F	25.08.2026

PSA CONSULTING
Telephone: 07 3220 0288
Head Office: Level 20, 127 Creek Street, Brisbane Qld 4000
Address: PO Box 10824, Adelaide Street, Brisbane Qld 4000
Website: www.psaconsult.com.au
TOWN PLANNING | TRAFFIC ENGINEERING | TRANSPORT PLANNING | PROGRAM MANAGEMENT | INFRASTRUCTURE
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DRAWING TITLE: PROPOSED SUBDIVISION LAYOUT
CLIENT: CENTRAL ALLIANCE TRUST 13
PROJECT: PROPOSED SUBDIVISION
LOCATION: 168 LAXTON ROAD, PALLARA QLD 4110

DRAWING DATE: AUGUST 2026
ORIGINAL SIZE: A1 SCALE A3: 1:600
SCALE: 0 6 12 18m
SCALE 1:300 (A1)

DRAWN BY: H.F
CHECKED BY: P.H
APPROVED BY: P.H

PROJECT NO.	DRAWING NO.	REVISION
2052	SK01	4

APPENDIX 3 SURROUNDING DEVELOPMENT APPLICATION

AP03

NOTES

(1) This plan was prepared for the purpose and exclusive use of ADC GROUP NO 15 PTY LTD to accompany an application to BRISBANE CITY COUNCIL for a Development Permit to Reconfigure the land described in the plan and is not to be used for any other purpose or by any other person or corporation.
JFP URBAN CONSULTANTS PTY LTD accepts no responsibility for any loss or damage suffered howsoever arising to any person or corporation who may use or rely on this plan in contravention to the terms of this clause or clauses 2, 3, 4, 5, 6 or 7 hereof.

(2) The contours on this plan are from field survey - see JFP detail plan (B3602SA8-DA26-258A) dated 13/05/2025.

(3) The dimensions, areas, size and location of improvements, flood information (if shown) and number of lots shown on this plan are approximate only and may vary.

(4) The trees shown on this plan have been surveyed on JFP detail plan (B3602SA8-DA26-258A) dated 13/05/2025.

(5) Safety in Design
The Urban Design for the layout proposal has been developed to meet the stated project brief, as expressed in JFP Urban Consultants Offer for the works, and the Design Standards stipulated by the Local Authority named on this plan.
Non-standard design solutions adopted in the preparation of the layout are listed as follows;

- **None**

(6) The State Government proposes changes to the Queensland Development Code to reflect the provisions of the National Construction Code 2022. These changes once implemented will have an impact on the design of the future dwellings on the proposed allotments identified on this plan. The amendments to the QDC may also be subject to transitional provisions and we would strongly recommend that you discuss these matters further with your preferred Building Certifier.

(7) This plan may not be reproduced unless these notes are included.

PROPERTY DESCRIPTION

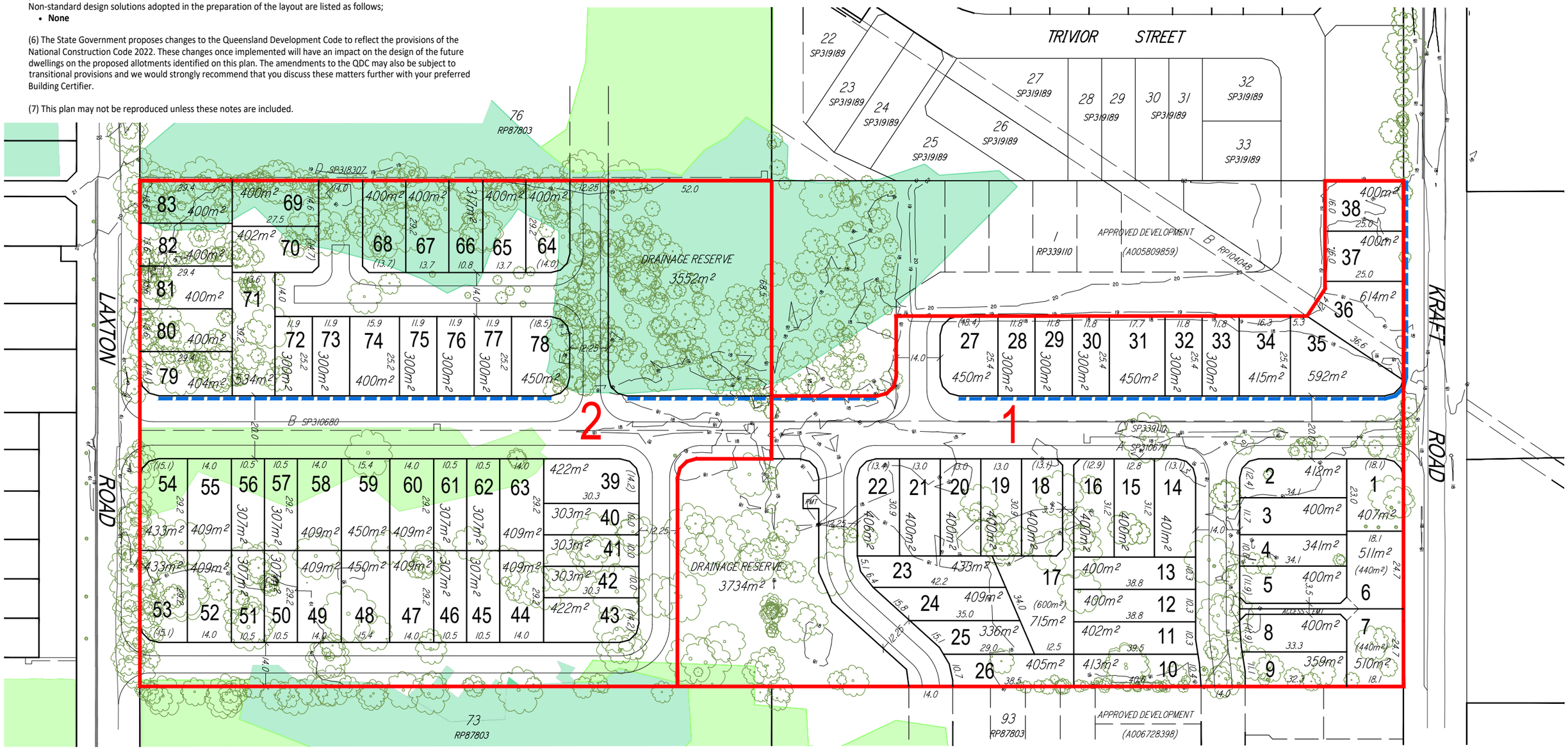
LOTS 74, 75 & 92 ON RP87803,
LOT 2 & PART OF LOT 1 ON SP339110
TOTAL AREA 5.616 ha

LEGEND

- STAGING
- HIGH ECOLOGICAL SIGNIFICANCE
- HIGH ECOLOGICAL SIGNIFICANCE STRATEGIC
- EXISTING TREE (Surveyed)
- NO DIRECT LOT ACCESS

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12/05/2026
APPLICATION REF
A006935362

STATISTICS	STAGE 1	STAGE 2	TOTAL
NO. OF LOTS			
300m²-399m²	8	17	25 (30%)
400m²-449m²	23	24	47 (57%)
450m²min.	7	4	11 (13%)
TOTAL	38	45	83 (100%)
LENGTH OF NEW			
12.5m-14m ROAD (m)	179	383	562
20m ROAD (m)	201	201	402
STAGE AREA (ha)	2.596	3.02	5.616
DENSITY (lots/ha)	14.6	14.9	14.8
AVERAGE LOT SIZE (m²)	413	374	392



JFP URBAN CONSULTANTS
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BRISBANE - JFP House
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South Brisbane Qld 4101
P 07 3012 0100 W www.jfp.com.au
JFP URBAN CONSULTANTS PTY LTD A.C.N. 050 414 045

PLANNERS
URBAN DESIGNERS
SURVEYORS
ENGINEERS
LANDSCAPE ARCHITECTS

NORTH:

SCALE:
SCALE: @ A3 1:1250
0 12.5 25 37.5 50 62.5 75 87.5
THIS SCALE SHOWN IS ORIGINAL DRAWING SCALE - (A3 SIZE)
DO NOT SCALE FROM THIS DRAWING - USE ONLY DIMENSIONS PROVIDED - IF IN DOUBT PLEASE ENQUIRE

DESIGNED	TJM	CHECKED	JC	COUNCIL REF
DRAWN	TJM	APPROVED	ST	L.A. BRISBANE CITY COUNCIL

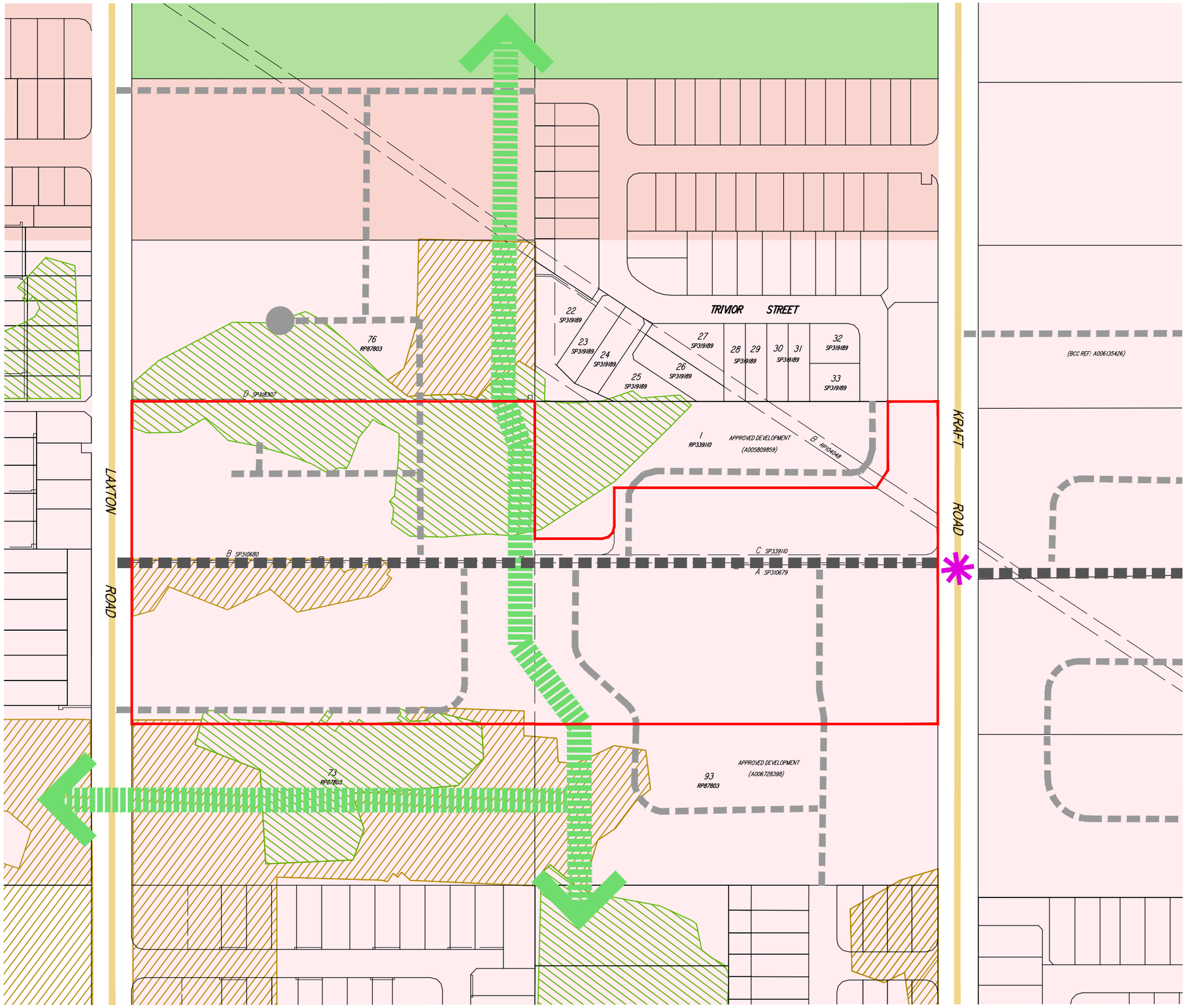
ISSUES:

ISSUE:	DETAILS:	DATE:	INIT:
E	PMT ADDED & STAGING AMENDED	06-05-26	TJM
D	PMT ADDED & STAGING AMENDED	28-04-26	TJM
C	LAYOUT AMENDED	28-11-25	TJM
B	LAYOUT AMENDED	20-10-25	TJM
A	ORIGINAL	06-06-25	TJM

TITLE:
RECONFIGURATION PLAN
ADC GROUP NO 15 PTY LTD
136, 152 LAXTON ROAD &
69, 73 KRAFT ROAD, PALLARA

DETAILS:
JOB NUMBER: PLAN: ISSUE:
B3602PA8_DA26 R1 E
SHEET:
1 OF 1
DATE:
6th May 2026

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NOTES

(1) This plan was prepared for the purpose and exclusive use of ADC GROUP NO 15 PTY LTD to accompany an application to BRISBANE CITY COUNCIL for a Development Permit to Reconfigure the land described in the plan and is not to be used for any other purpose or by any other person or corporation.
JFP URBAN CONSULTANTS PTY LTD accepts no responsibility for any loss or damage suffered howsoever arising to any person or corporation who may use or rely on this plan in contravention to the terms of this clause or clauses 2, 3 or 4 hereof.

(2) The contours on this plan are approximate and are suitable only for the purpose of this application. The accuracy of the contours has not been verified and no reliance should be placed upon such contours for any purpose other than for the purpose of this application.

(3) The dimensions, areas, size and location of improvements, flood information (if shown) and number of lots shown on this plan are approximate only and may vary.

(4) This plan may not be reproduced unless these notes are included.

PROPERTY DESCRIPTION
LOTS 74, 75 & 92 ON RP87803,
LOT 2 & PART OF LOT 1 ON SP339110
TOTAL AREA 5.616 ha

LEGEND

- SUBJECT SITE
- LOW DENSITY RESIDENTIAL ZONE
- LOW-MEDIUM DENSITY RESIDENTIAL (Up to 3 storeys) ZONE
- OPEN SPACE (District) ZONE
- HIGH ECOLOGICAL SIGNIFICANCE
- HIGH ECOLOGICAL SIGNIFICANCE STRATEGIC
- NEIGHBOURHOOD ROAD
- PROPOSED NEIGHBOURHOOD ROAD
- 20m ROAD RESERVE WITH SWALES & TRUNK STORMWATER
- INDICATIVE ECOLOGICAL CORRIDOR
- INDICATIVE 4 WAY INTERSECTION

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12/05/2026
APPLICATION REF
A006935362

JFP URBAN CONSULTANTS
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PLANNERS
URBAN DESIGNERS
SURVEYORS
ENGINEERS
LANDSCAPE ARCHITECTS

NORTH:

SCALE:
SCALE: @ A3 1:2000
0 20 40 60 80 100 120 140
THIS SCALE SHOWN IS ORIGINAL DRAWING SCALE - (A3 SIZE)
DO NOT SCALE FROM THIS DRAWING - USE ONLY DIMENSIONS PROVIDED - IF IN DOUBT PLEASE ENQUIRE

DESIGNED	TJM	CHECKED	JC	COUNCIL REF
DRAWN	TJM	APPROVED	ST	L.A. BRISBANE CITY COUNCIL

ISSUES:

ISSUE:	DETAILS:	DATE:	INIT:
A	ORIGINAL	13-03-26	TJM

TITLE:
STRUCTURE PLAN
ADC GROUP NO 15 PTY LTD
136, 152 LAXTON ROAD &
69, 73 KRAFT ROAD, PALLARA

DETAILS:
JOB NUMBER: B3602PA8_DA26 PLAN: S1 ISSUE: A
SHEET: 1 OF 1
DATE: 13th March 2026

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