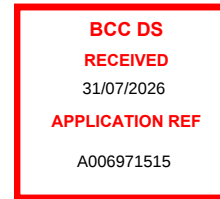


TRANSPORT IMPACT STATEMENT PROPOSED MULTIPLE DWELLINGS DEVELOPMENT 123 – 125 RACECOURSE RD ASCOT

30 JULY 2026
RTeref: 25279



1.0 INTRODUCTION

Rytenskild Traffic Engineering (RTE) has been engaged by Four Pro Pty Ltd to review the transport elements of its proposed mixed-use development at Ascot.

This report is an amended version of the one submitted as part of the Development Application and responds to transport-related matters raised by Council in their Information Request dated 14 April 2026. Brief responses to the matters are provided below and throughout the report.

Responses to the Transport, Access, Parking and Servicing (TAPS) Code have been removed from this version of the report.

Item:

Service and refuse collection vehicle access and manoeuvring

- 7) *The proposed plans and swept path plans provided, lack sufficient detail and do not suitably demonstrate safe access and manoeuvring for service vehicle and refuse collection vehicles on and off site in accordance with PO3 of the Transport access parking and servicing code (TAPS code).*
 - a. *Submit revised plans providing a standard B2 driveway splay on the southern side of the crossover.*
 - b. *Submit revised plans showing a 2.0m (width) x 5.0m (depth) sight splay on the exit site of the driveway crossover.*
 - c. *Submit revised ground level plans which accurately show dimensions for the widths provided throughout the servicing areas on the ground level.*
 - d. *Submit revised RPEQ certified swept path plans showing that the clearance envelope for RCV movements into and out of the site which does not conflict with any obstructions including but not limited to the bus zone, parked cars, the existing kerb build out and awning support for 121 Racecourse Road.*
- 8) *A review of the proposed plans has identified the internal two-way aisle where trafficked by the RCV is only 6.2m wide and the provided swept path analysis does not demonstrate a kerb-to-kerb turning radius of 9.757m. In addition, the potential future on-street parking to the north of the proposed crossover may conflict with the RCV swept path. In its current form, the development has not demonstrated compliance with PO8 of the Infrastructure design code, PO1 and PO19 of the TAPS code.*
 - a. *Provide an updated RPEQ endorsed swept path analysis demonstrating a RCV as per BSD 3008-2 can safely and efficiently service the site. The swept path must utilise a 6s lock to lock time and a kerb-to-kerb turning radius of 9.757m.*
 - b. *Demonstrate the entire two-way aisle/carriageway where trafficked by the RCV has a minimum width of 6.5m.*
 - c. *Ensure the revised RPEQ endorsed swept path analysis does not show any conflict between the RCV manoeuvring area and any potential obstructions such as vehicle parking, the bus loading zone, signage, and the existing kerb build out and awning support within the adjacent frontage of 121 Racecourse Road.*
- 9) *The proposed plans show a service vehicle height clearance of 3.6m, which is based upon the proposed performance solution for service vehicles only up to an SRV being able to access and provide on-site servicing. Whilst it is acknowledged that a performance solution for an MRV design service vehicle would be appropriate compared to the standard occasional service which is an LRV; the proposed reduction to an SRV is not supported. In its current form, the development has not demonstrated compliance with PO18 and PO19 of the TAPS code.*

Submit revised plans showing a minimum height clearance of 4.5m, to allow for an MRV to service the site.



Response:

Item 7:

- a. Revised plans provide a standard B1 driveway splay on the southern side of the crossover. As demonstrated in Figures 4.11, 6.1 and 6.2, the revised access arrangement allows the relevant design vehicles to safely exit the site.
- b. Revised plans provide a 2.0m wide x 5.0m deep pedestrian sight splay on the exit side of the driveway crossover.
- c. The service bay dimensions are shown in Figure 4.1.
- d. Updated RPEQ-certified swept path plans demonstrate that the RCV can safely enter and exit the site without conflict with the bus zone, parked vehicles, existing kerb build-out or awning support at 121 Racecourse Road.

Item 8:

- a. An updated RPEQ-endorsed swept path analysis has been prepared using the BSD 3008-2 RCV, a 6-second lock-to-lock steering time and a 9.757m kerb-to-kerb turning radius.
- b. The revised layout provides a minimum 6.5m-wide two-way aisle along the full RCV travel path.
- c. The swept path analysis demonstrates clearance from on-street parking, the bus loading zone, signage, the existing kerb build-out and the awning support at 121 Racecourse Road.

Item 9:

The revised plans provide a minimum 4.5m vertical clearance along the service vehicle access route, allowing an MRV to access and service the site.

Item:

Parking

- 10) *The proposed plans show a service vehicle height clearance of 3.6m, which is based upon the proposed performance solution for service vehicles only up to an SRV being able to access and provide on-site servicing. Whilst it is acknowledged that a performance solution for an MRV design service vehicle would be appropriate compared to the standard occasional service which is an LRV; the proposed reduction to an SRV is not supported. In its current form, the development has not demonstrated compliance with PO18 and PO19 of the TAPS code.*

Submit revised plans showing a minimum height clearance of 4.5m, to allow for an MRV to service the site.

- 11) *Provide revised plans showing a PWD parking bay as required by the development in accordance with PO15 of the TAPS code PO15, the TAPS planning scheme policy section 7.9, and the AS2890.6.*

- 12) *While the traffic report proposes for bicycle parking to be provided in accordance with the Australian Standards, the bicycle parking rates must be provided in accordance with PO4 and PO5 TAPS code and TAPS planning scheme policy section 11.*

Submit revised plans showing bicycle parking provided in accordance with the TAPS code and TAPS PSP provisions. Provide (2) of the visitor bicycle parking spaces on the ground level adjacent to the street.

Response:

Item 10:

The revised plans provide a minimum 4.5m vertical clearance along the service vehicle access route, allowing an MRV to access and service the site.

Item 11:

A compliant PWD parking space and associated shared area have been incorporated into the revised plans in accordance with AS2890.6 and the relevant TAPS Code provisions.

Item 12:

The revised plans provide bicycle parking in accordance with the TAPS Code and TAPS Planning Scheme Policy. Four (4) visitor bicycle parking spaces are located at ground level near the street frontage, with the remaining resident and staff bicycle parking provided within secure on-site storage areas.

Item:

External signage and pavement marking plan

- 13) The site frontage currently accommodates a bus zone, metered on-street car parking spaces, and signage. A signage and pavement marking plan has not been submitted to demonstrate how the existing assets would be maintained. An assessment to determine a suitable location for the existing metered on-street car parking spaces to be relocated as part of this development is required to demonstrate compliance with PO3 of the TAPS code and TAPS planning scheme policy.**
- a. Submit a signage and pavement marking plan signed by an RPEQ to demonstrate how existing kerbside assets would be maintained following the proposal and in conjunction with the proposed driveway crossover; in accordance with PO3 of the TAPS code.**
 - b. Demonstrate a suitable location (or locations) which would allow for the existing metered on-street car parking spaces to be relocated to.**
 - c. The proposed signage and pavement marking outcomes are to be carried over to the revised proposed swept path plans to demonstrate how safe access and manoeuvring would be maintained.**

Response:

- a. A revised RPEQ-certified signage and pavement marking plan has been prepared, as shown in Figure 5.2, showing the proposed vehicle crossover, revised bus stop extent, proposed replacement kerbside parking space and relocation of the existing pedestrian warning sign to the southern side of the crossover.
- b. As shown in Figure 5.2, the proposed crossover requires the removal of two (2) existing kerbside parking spaces. A replacement parking space is proposed immediately north of the crossover, adjacent to the revised bus stop extent.
- c. A swept path assessment has been carried out, as shown in Figure 5.3, demonstrating that a bus can safely depart the revised bus stop while a vehicle is parked within the proposed replacement parking space. The assessment confirms that the revised kerbside arrangements maintain safe access and manoeuvring.

Item:

Ramp holding lines

- 14) The proposed plans and traffic report do not show the location of holding lines as required to be demonstrated in accordance with PO15 of the TAPS code. Submit revised plans showing holding lines throughout the carpark and basement areas, which are suitably located to ensure that the hold points will not obstruct passing movements, and vehicles passing in opposite directions will be able to observe and pass one another safely.**

Response:

Revised plans have been prepared showing holding lines throughout the basement and ground level parking areas. The holding lines have been located to ensure that vehicles waiting at the ramp do not obstruct passing movements and that drivers travelling in opposing directions have adequate visibility to safely observe and pass one another.

2.0 SUBJECT SITE

As shown in Figure 2.1, the subject site is located on the eastern side of Racecourse Road. The site is identified as Lots 2 and 3 on RP33692 and comprises a site area of approximately 1,100m².

The site is located in the DC1 District Centre Zone and is currently occupied by two detached dwellings. Vehicular access is currently gained via a crossover located approximately halfway along the road frontage.

As shown in Figure 2.2, the subject site is located a 7-minute walk from Ascot train station, which provides frequent services along the Airport and Doomben lines, connecting to the Brisbane CBD and surrounding suburbs. The site is also well-serviced by public bus routes along Racecourse Road, providing additional connectivity options for residents and visitors.

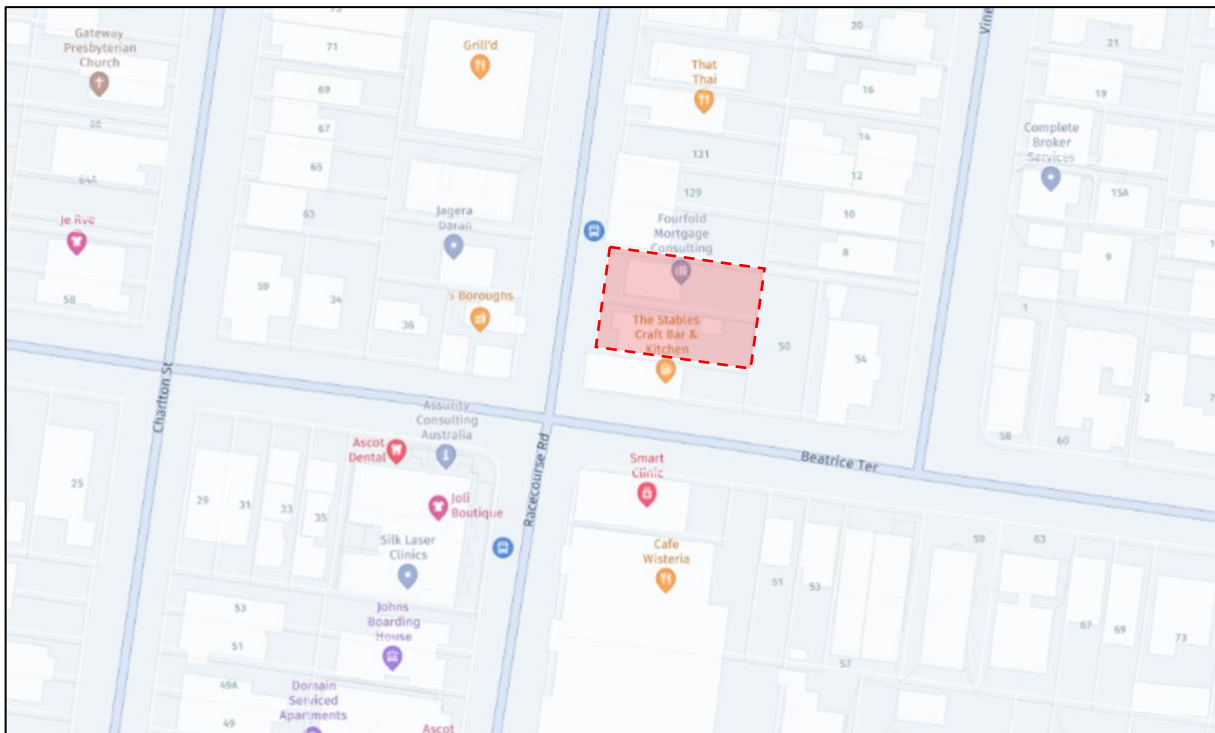


FIGURE 2.1 – LOCATION OF SUBJECT SITE

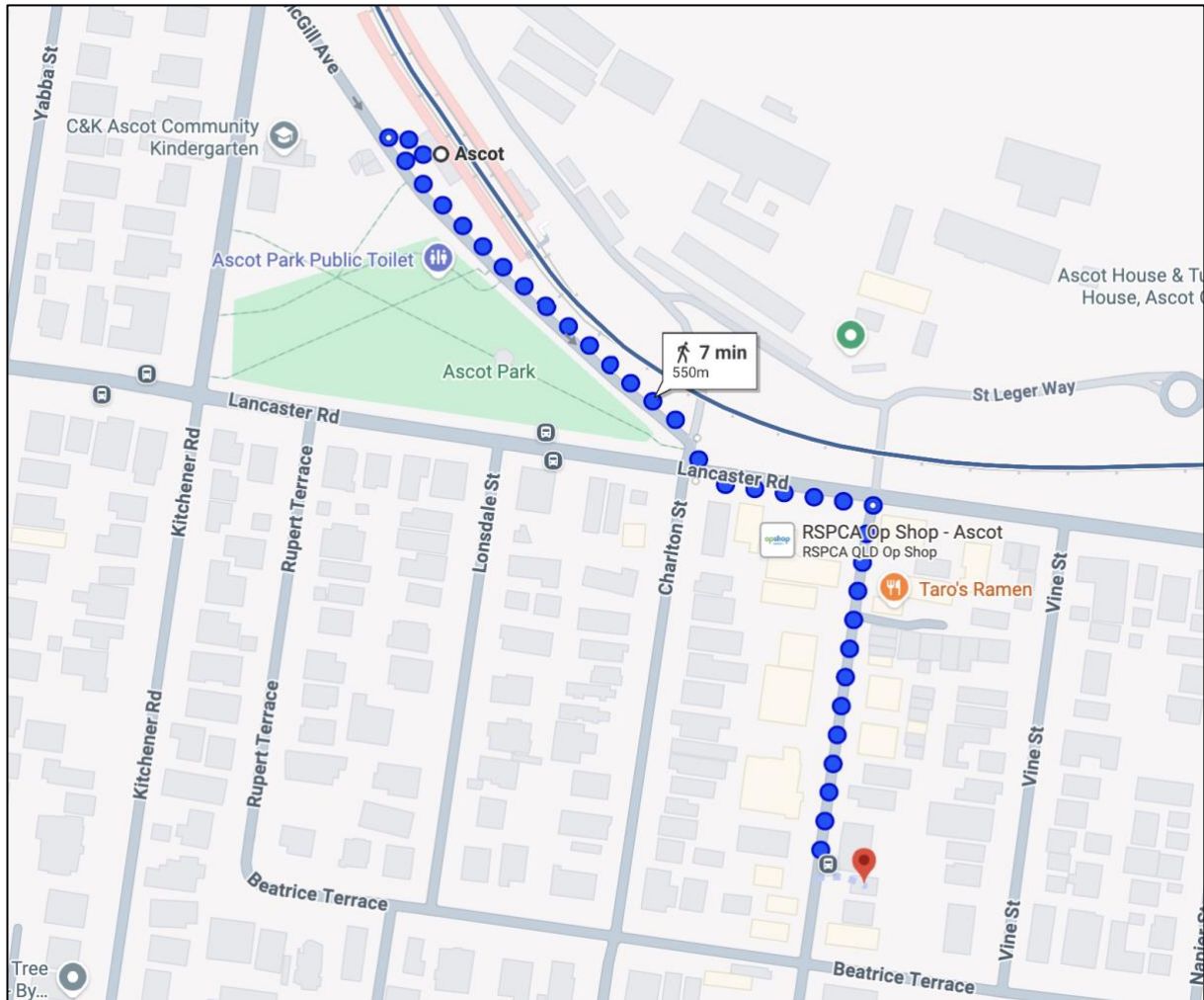


FIGURE 2.2 – WALKING DISTANCE TO ASCOT TRAIN STATION

3.0 DEVELOPMENT PROPOSAL

The proposal is for a Multiple Dwelling development comprising 6x two-bedroom units, 7x three-bedroom units and 2x four-bedroom units, and 177.5m² GFA of retail (Shop) use at ground floor.

A total of 41 car parking spaces are proposed across ground and two basement levels.

Vehicular access to the site will be provided via a new crossover at the southern end of the road frontage.

The proposed basement and ground floor plans are shown in Figures 3.1 – 3.3.



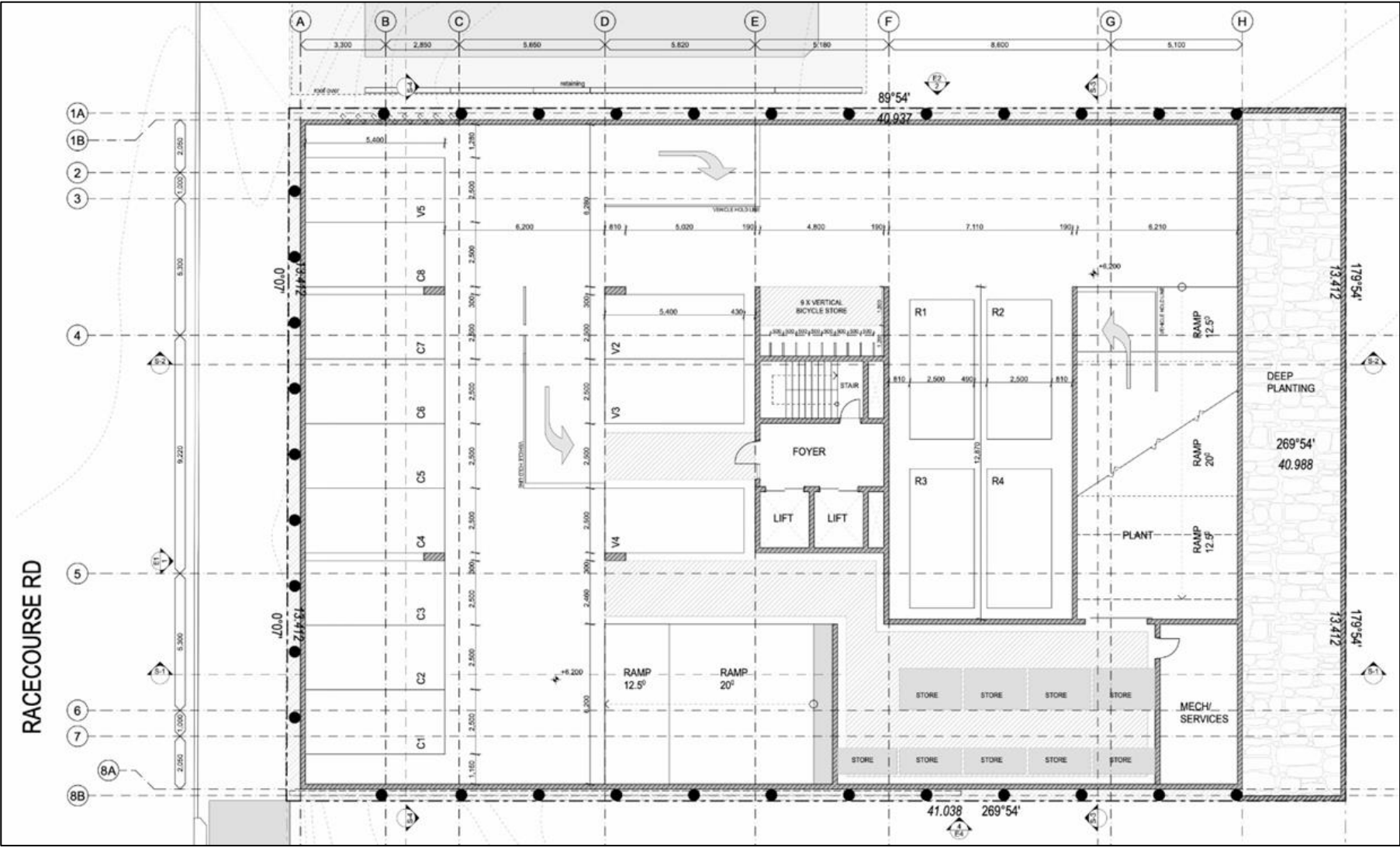


FIGURE 3.2 - PROPOSED BASEMENT ONE FLOOR PLAN



4.0 CAR PARKING

4.1 Acceptable Outcome

In accordance with Table 14 of the TAPS PSP, the following car parking rates are applicable to the development:

Multiple Dwelling:

1 space per 1 bedroom dwelling

2 spaces per 2 bedroom dwelling

2 spaces per 3 bedroom dwelling

2.5 spaces per 4 bedroom dwelling

0.25 spaces per dwelling for visitor parking

Parking may be provided in tandem spaces where 2 spaces are provided for 1 dwelling.

At least 50% of visitor parking is provided in communal areas, and not in tandem with resident parking.

Note—Where car share spaces are provided they will be included in the minimum car parking requirement.

Centre Activities:

Minimum 5 spaces per 100m² gross floor area on all levels accessible at-grade from a public street or an on-site car parking area, plus 3 spaces per 100m² gross floor area on other levels

Application of the above rates results in the following Acceptable Outcome for parking:

Table 4.1: Acceptable Outcome for Parking

Component	Acceptable Outcome
Multiple Dwelling:	
6x two-bedroom units	12 spaces
7x three-bedroom units	14 spaces
2x four-bedroom units	5 spaces
Sub-total:	31 spaces
Visitors: 15 units	3.75 (4) spaces
Shop: 177.5m ²	8.875 (9) spaces
TOTAL	44 car parking spaces

The proposed layout provides a total of 41 car parking spaces and is therefore short of the above Acceptable Outcome.

4.2 Proposed solution

Given the location of the site in relation to the Ascot train station, the following rates (applied under the previous TAPS code), are considered to be appropriate for the residential component of the proposal:

Multiple Dwelling (within 400 metres of a major public transport interchange)

1.1 spaces per 2 bedroom dwelling

1.3 spaces per 3 or above bedroom dwelling

0.15 spaces per dwelling for visitor parking

Application of the above rates results in the following provisions:

Table 4.2: Application of alternative parking rates for residential component

Component	Proposed solution
Residential:	
6x two-bedroom units	6.6 (7) spaces
7x three-bedroom units	9.1 (10) spaces
2x four-bedroom units	2.6 (3) spaces
Sub-total:	18.3 (19) spaces
Visitors: 13 units	1.95 (2) spaces
TOTAL	21 car parking spaces

As indicated above, application of the above rates results in a demand of 21 spaces for the residential component, and combined with the Shop use, the total car parking demand for the development is 30 spaces.

It is further noted that the site is located approximately 370m from Ascot train station measured in a straight line and approximately 420m walking distance to the dedicated public pedestrian access point. In practical terms, this places the site at the interface of the Transport access parking and servicing provisions that distinguish between centre activities within 400m of a major public transport interchange and development beyond 400m. The additional 20m walking distance is unlikely to result in any material difference in travel behaviour or parking demand when compared with a site located just inside the 400m threshold.

This interface is particularly relevant to the 177.5m² Shop component. For centre activities beyond 400m of a major public transport interchange the rate of 5 spaces per 100m² gross floor area operates as a minimum rate which generates a requirement of 8.875 (9) spaces for the proposed centre activities. For an equivalent centre activity within 400m of the station, the same numerical rate functions as a maximum provision. Given the subject site is only marginally outside the 400m catchment, it is reasonable to conclude that a modest reduction in this number is still consistent with the intent of the centre activity parking rates.

On this basis, the combined demand of 30 spaces for the residential and shop components represents an appropriate minimum benchmark for expected parking needs for the development. The provision of 41 on site spaces therefore exceeds the likely demand while still reflecting the site's high level of access to public transport and is considered to provide an appropriate parking outcome without creating unacceptable pressure on on-street parking in the surrounding area.

4.3 Car Parking Design

The geometric layout of the proposed parking facilities has generally been designed to comply with the relevant requirements of the TAPS PSP and AS2890.1:2004.

The proposed car park has been designed with the following characteristics:

Table 4.3 – Car Parking Design Characteristics

Design Aspect	Minimum Standard	Proposed Provision	Compliance
Parking space length: - General	5.4 metres	5.4 metres	Compliant
Parking space width: - General	2.5 metres	2.5 metres	Compliant
Aisle Width: - Parking aisle - Circulation aisle	6.2 metres 5.5 metres	>6.2 metres >5.5 metres	Compliant Compliant
Maximum Gradient - Parking Bay - Parking Aisle - Ramp	1:20 (5.0%) 1:16 (6.25%) 1:5 (20%)	<1:20 (5.0%) <1:20 (5.0%) 1:5 (20%)	Compliant
Maximum Change in Grade	1:8 (12.5%) summit 1:6.67 (15.0%) sag	<1:8 (12.5%) summit <1:8 (12.5%) sag	Compliant
Height Clearance - General Min. - Absolute Min.	2.3 metres N/A	>2.3 metres	Compliant
Parking Aisle Extension	1 metre beyond last bay	> 1 metre beyond last bay	Compliant

As shown above, the proposed car parking facilities have been designed short of the desired outcome prescribed in AS2890.1:2004. However, this is considered to be satisfactory given the width of the adjacent aisle. A dimensioned plan of the proposed parking facilities is shown in Figures 4.1 – 4.3.

A swept path analysis has been prepared for the proposed parking arrangement in accordance with the TAPS code and AS2890.1:2004. As shown in Figures 4.4 – 4.13, the design allows satisfactory manoeuvring by the design vehicle whilst maintaining appropriate clearance to obstructions.

4.4 Ramp Management

The proposed basement car parking layouts generally provide for two vehicles to pass on ramps, with only a need for one driver to give way to another at corners, which is typical of two-lane ramp systems. Convex mirrors will be implemented at each end of the ramp to manage these arrangements as required.

4.5 Vehicle queuing

The proposed ground floor plan provides for at least two vehicles to queue before the first conflict point.

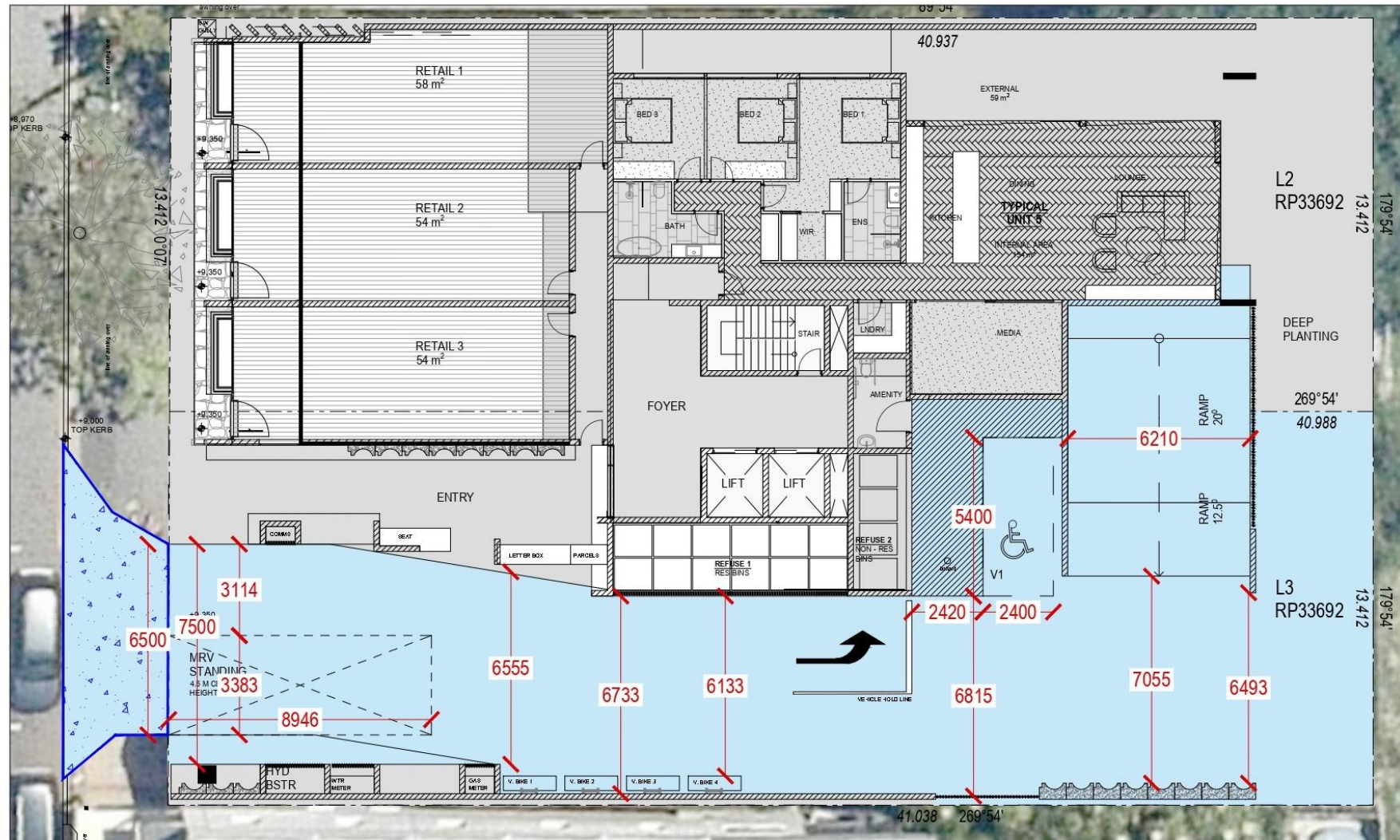


FIGURE 4.1 – DIMENSIONED CAR PARKING LAYOUT (GROUND FLOOR)

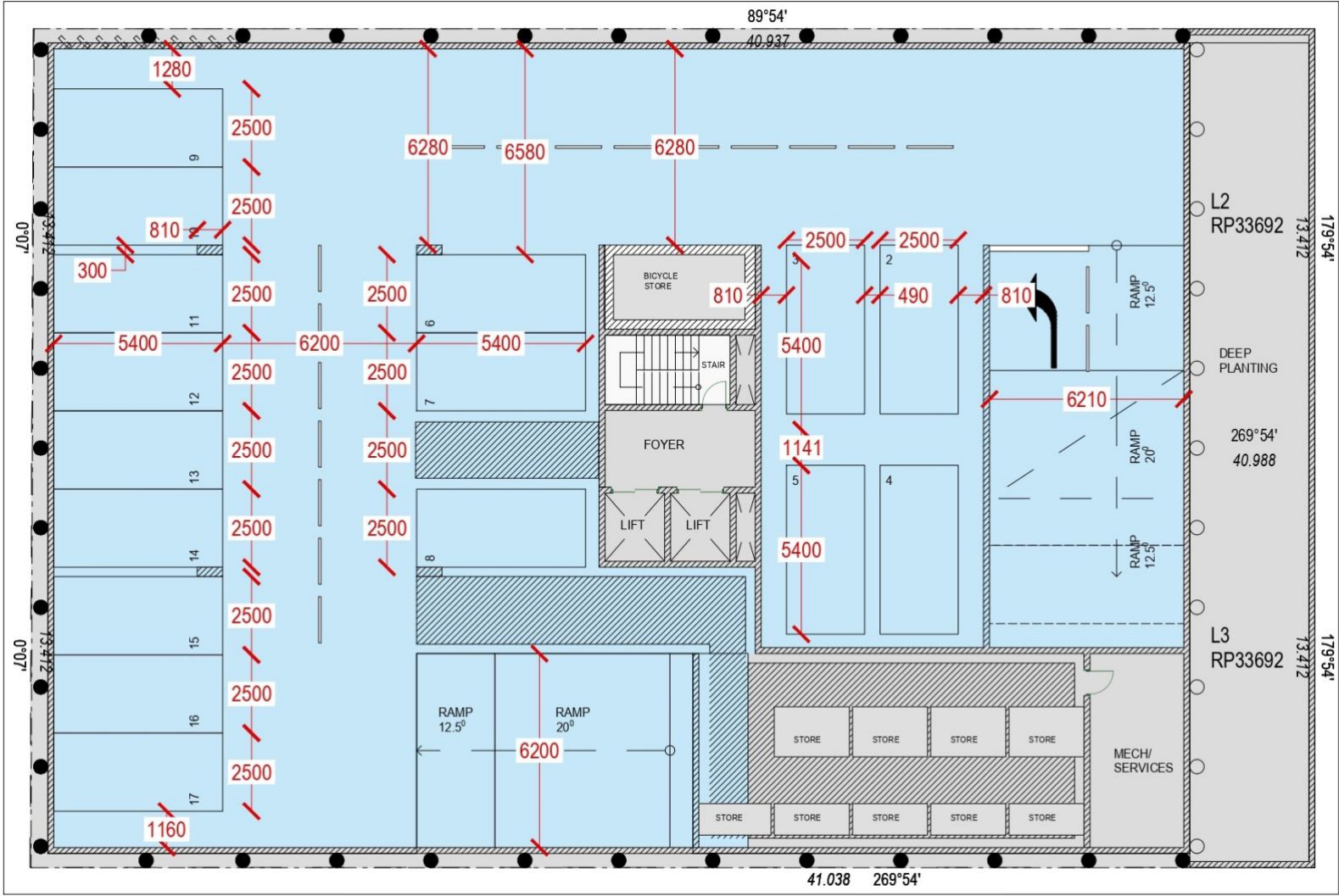


FIGURE 4.2 – DIMENSIONED CAR PARKING (BASEMENT ONE)



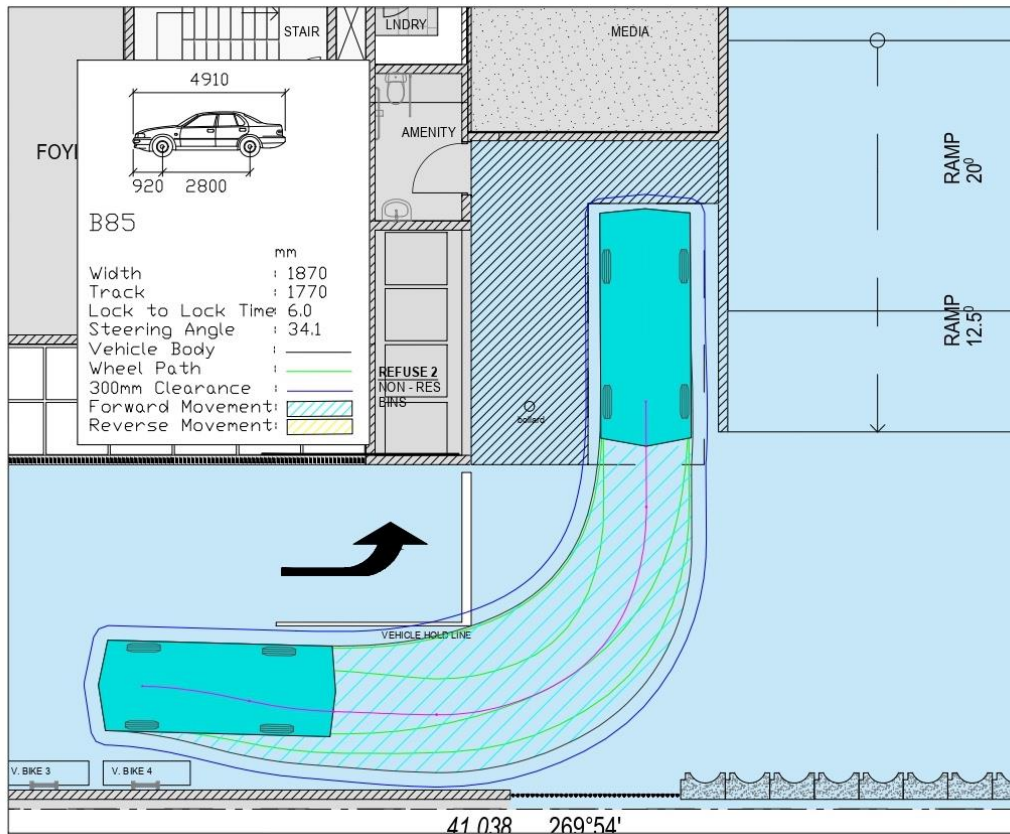
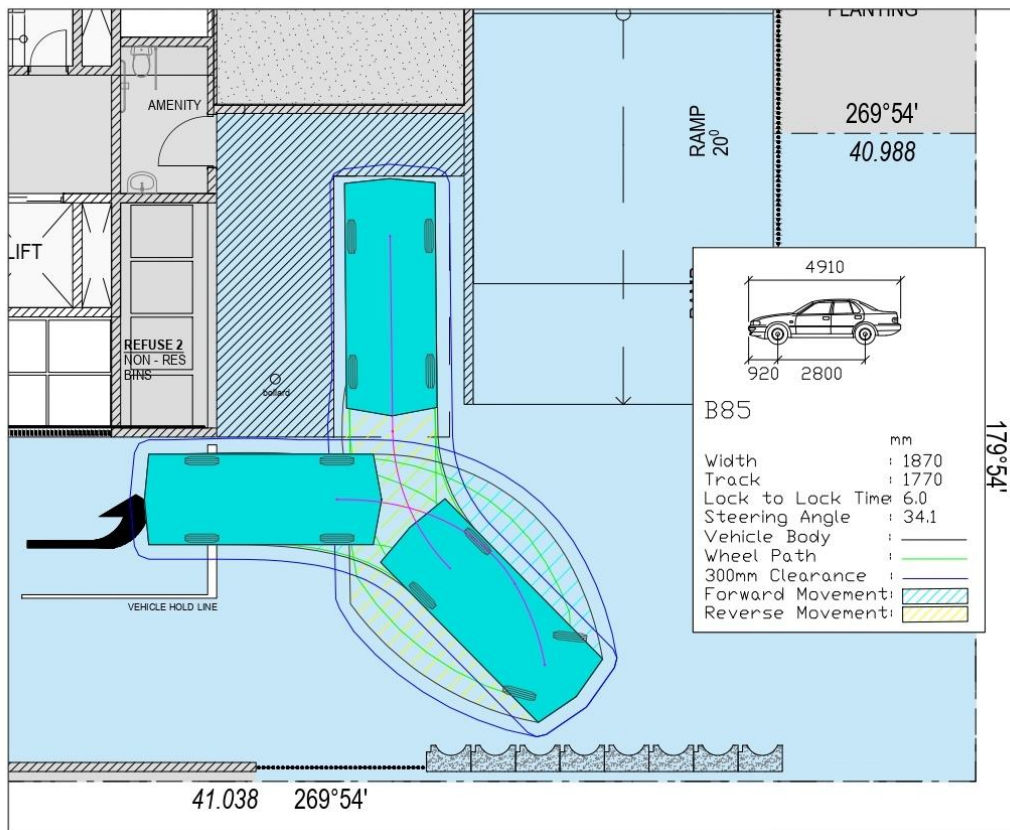


FIGURE 4.4 - 85TH PERCENTILE VEHICLE MANOEUVRING (GROUND FLOOR)

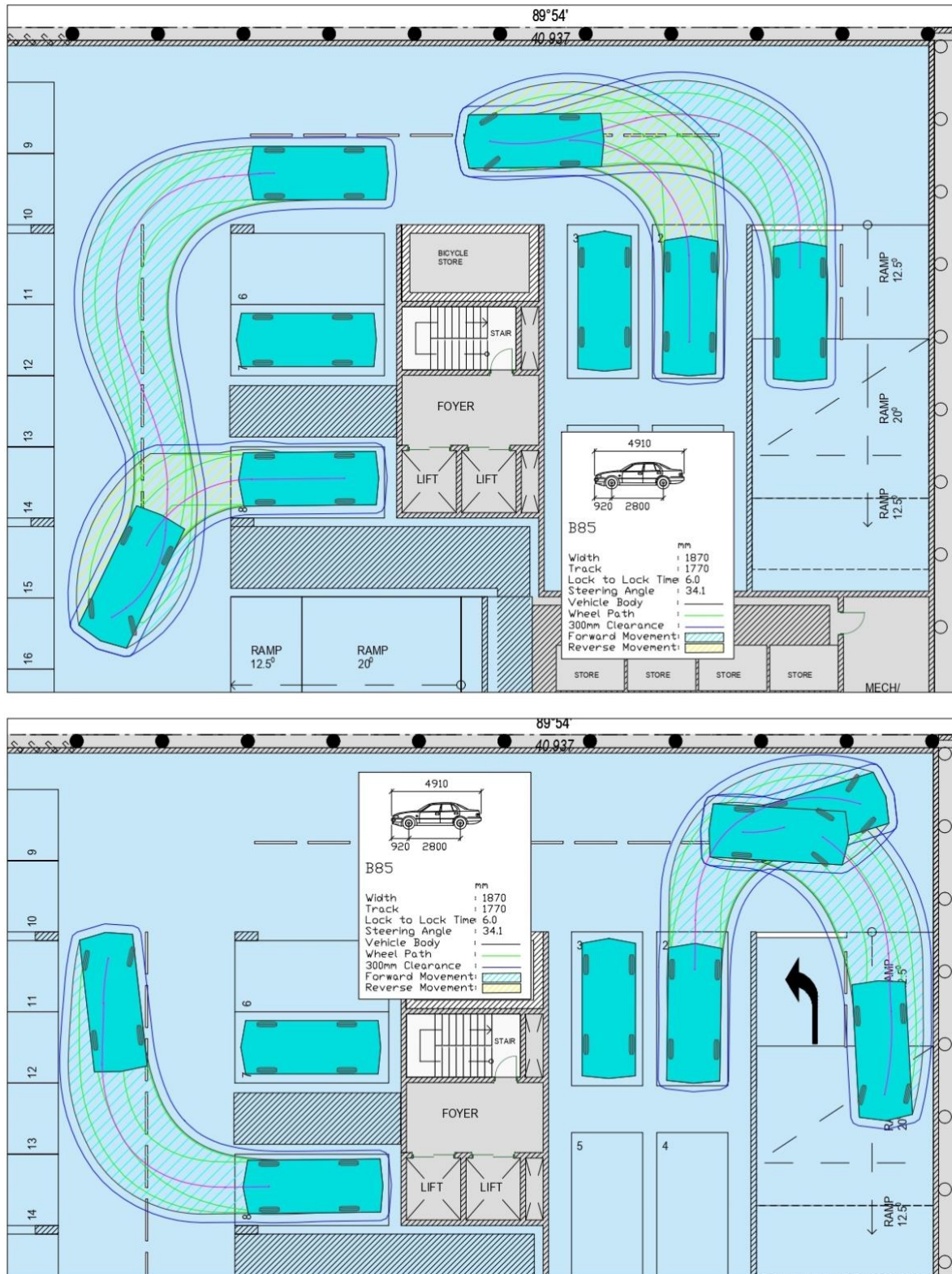


FIGURE 4.5 - 85TH PERCENTILE VEHICLE MANOEUVRING (BASEMENT ONE)

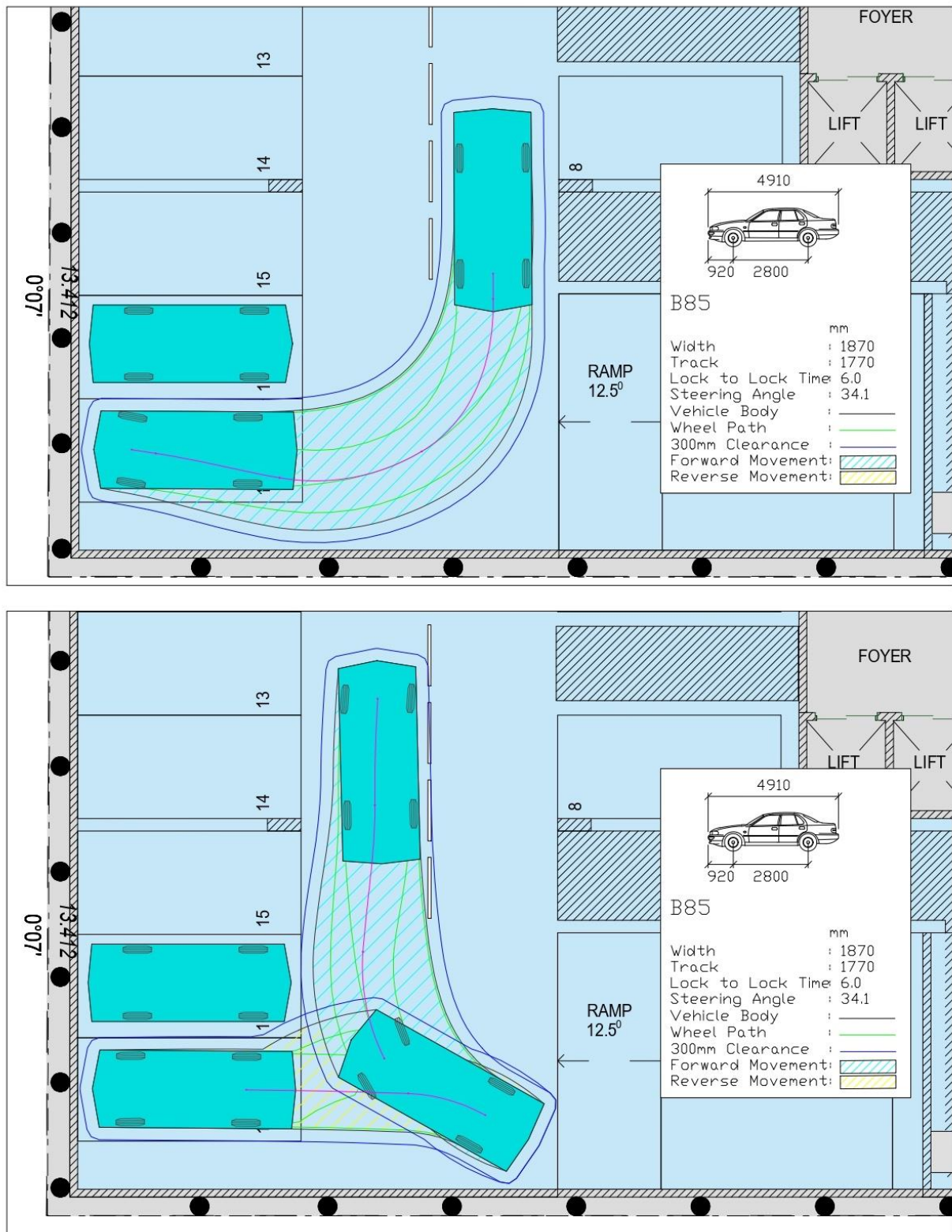


FIGURE 4.6 - 85TH PERCENTILE VEHICLE MANOEUVRING (BASEMENT ONE)

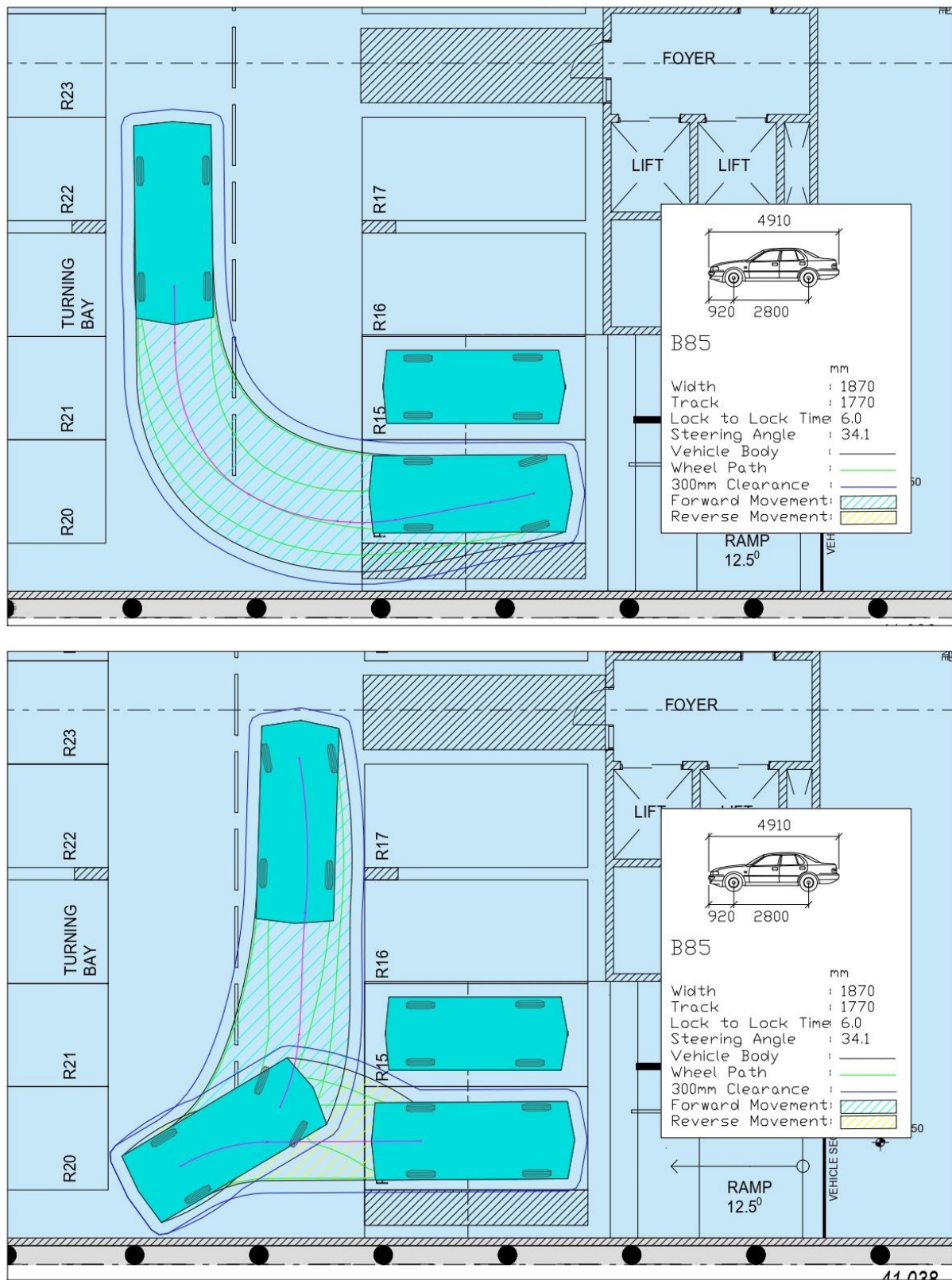


FIGURE 4.7 – 85TH PERCENTILE VEHICLE MANOEUVRING (BASEMENT TWO)

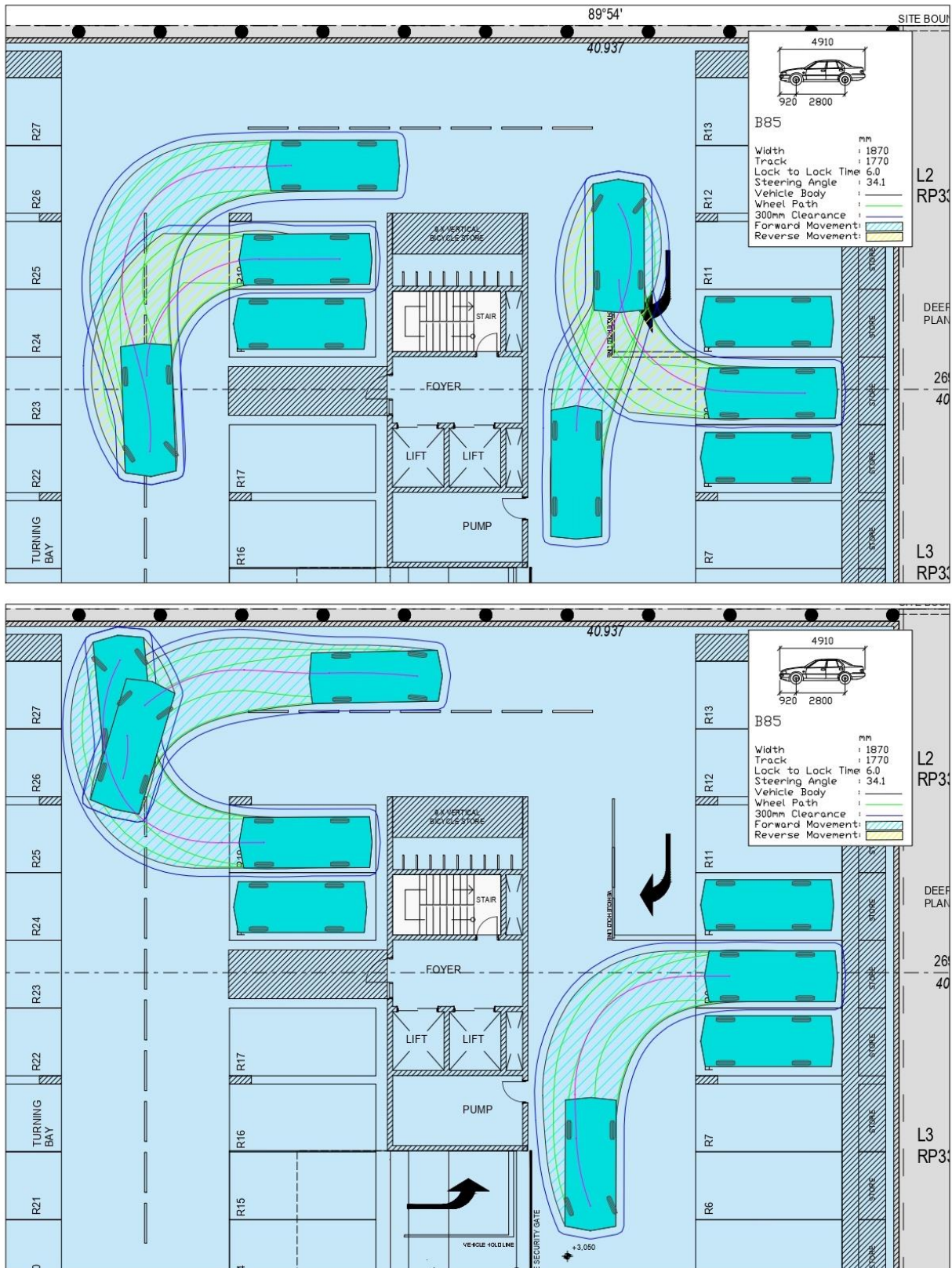


FIGURE 4.8 – 85TH PERCENTILE VEHICLE MANOEUVRING (BASEMENT TWO)

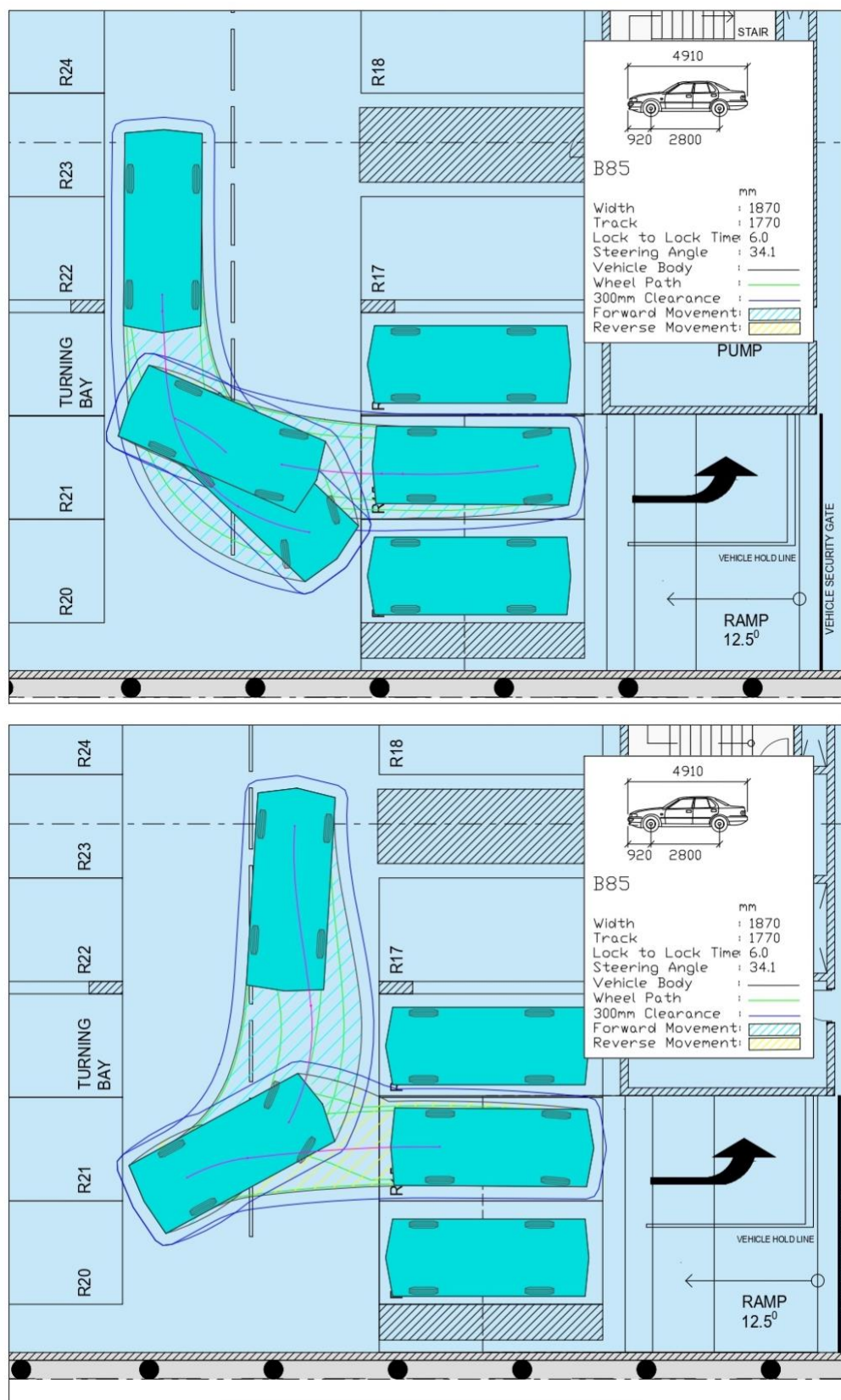


FIGURE 4.9 – 85TH PERCENTILE VEHICLE MANOEUVRING (BASEMENT TWO)

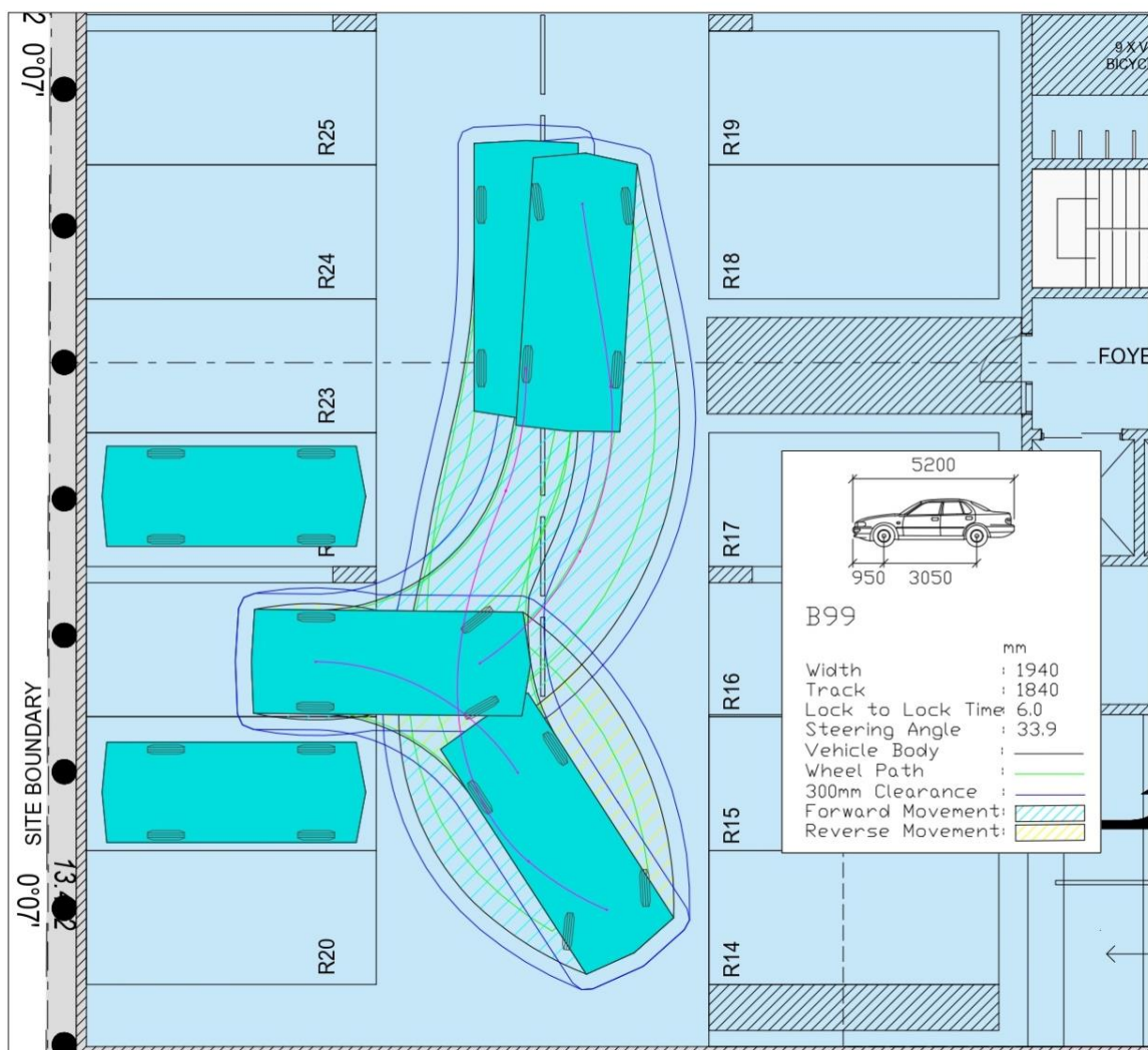


FIGURE 4.10 –B99 VEHICLE TURNING (BASEMENT TWO)

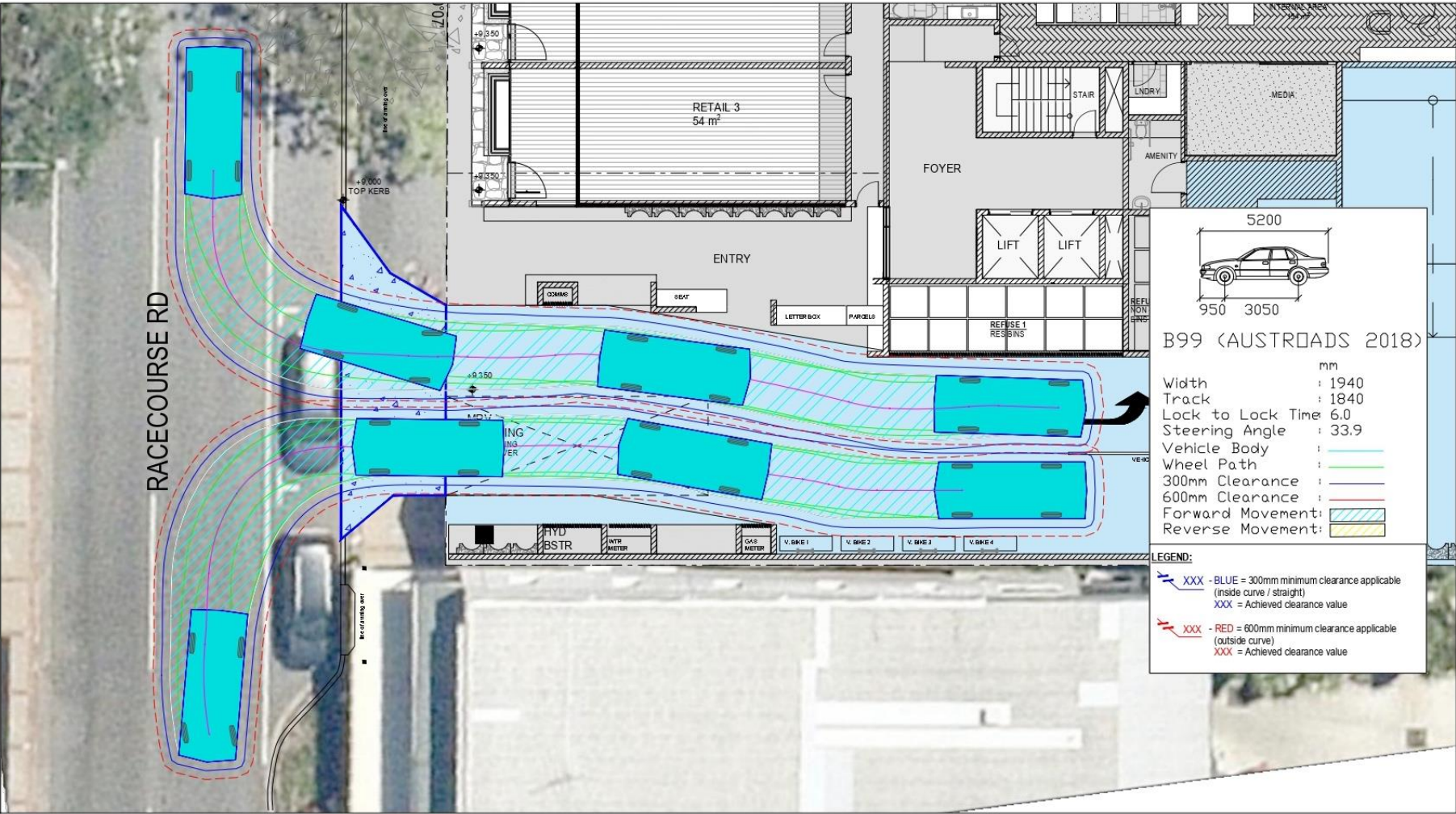


FIGURE 4.11- 99TH PERCENTILE VEHICLE MANOEUVRING (ACCESS)

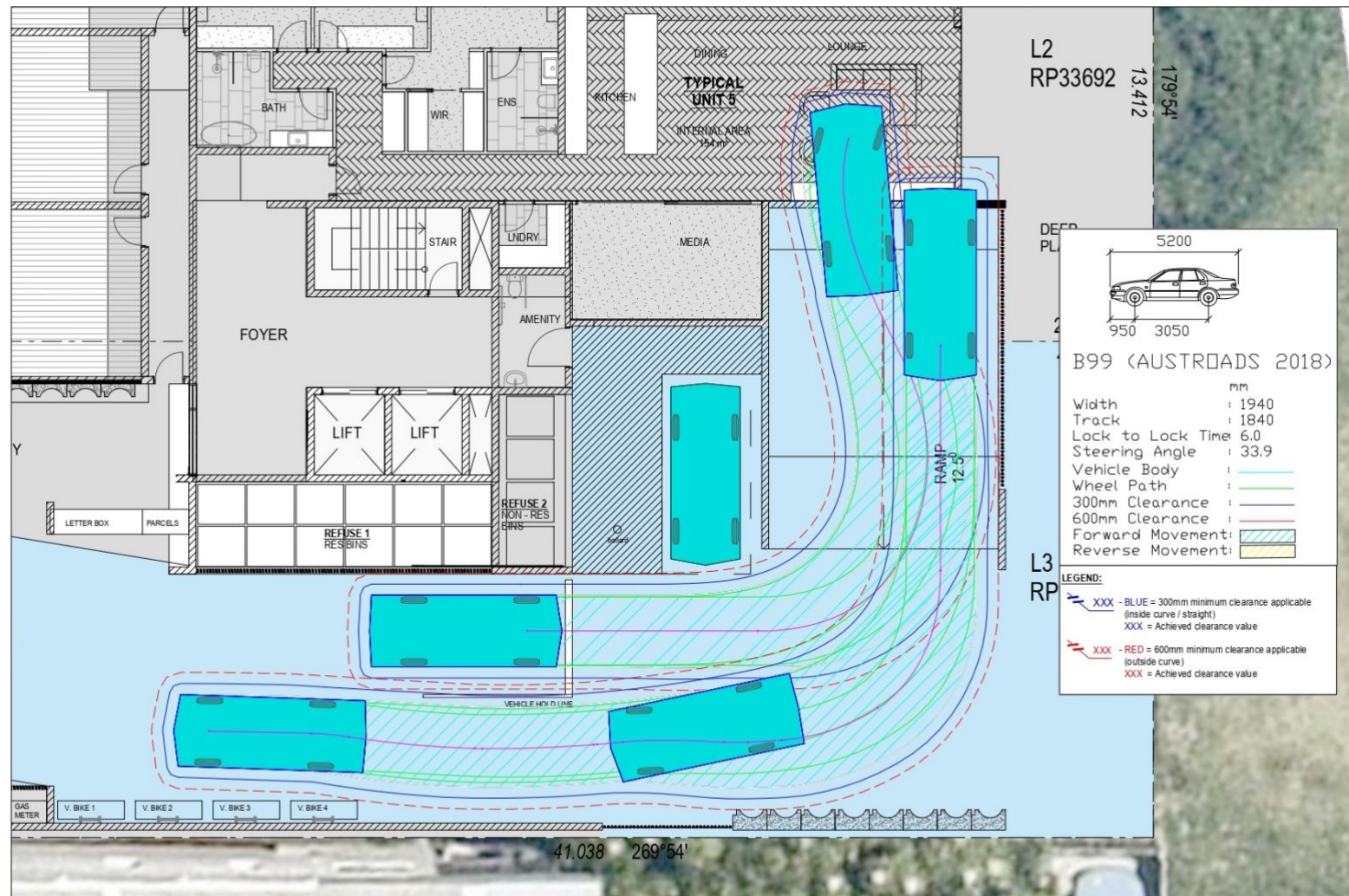


FIGURE 4.12- 99TH PERCENTILE VEHICLE MANOEUVRING (GROUND FLOOR)

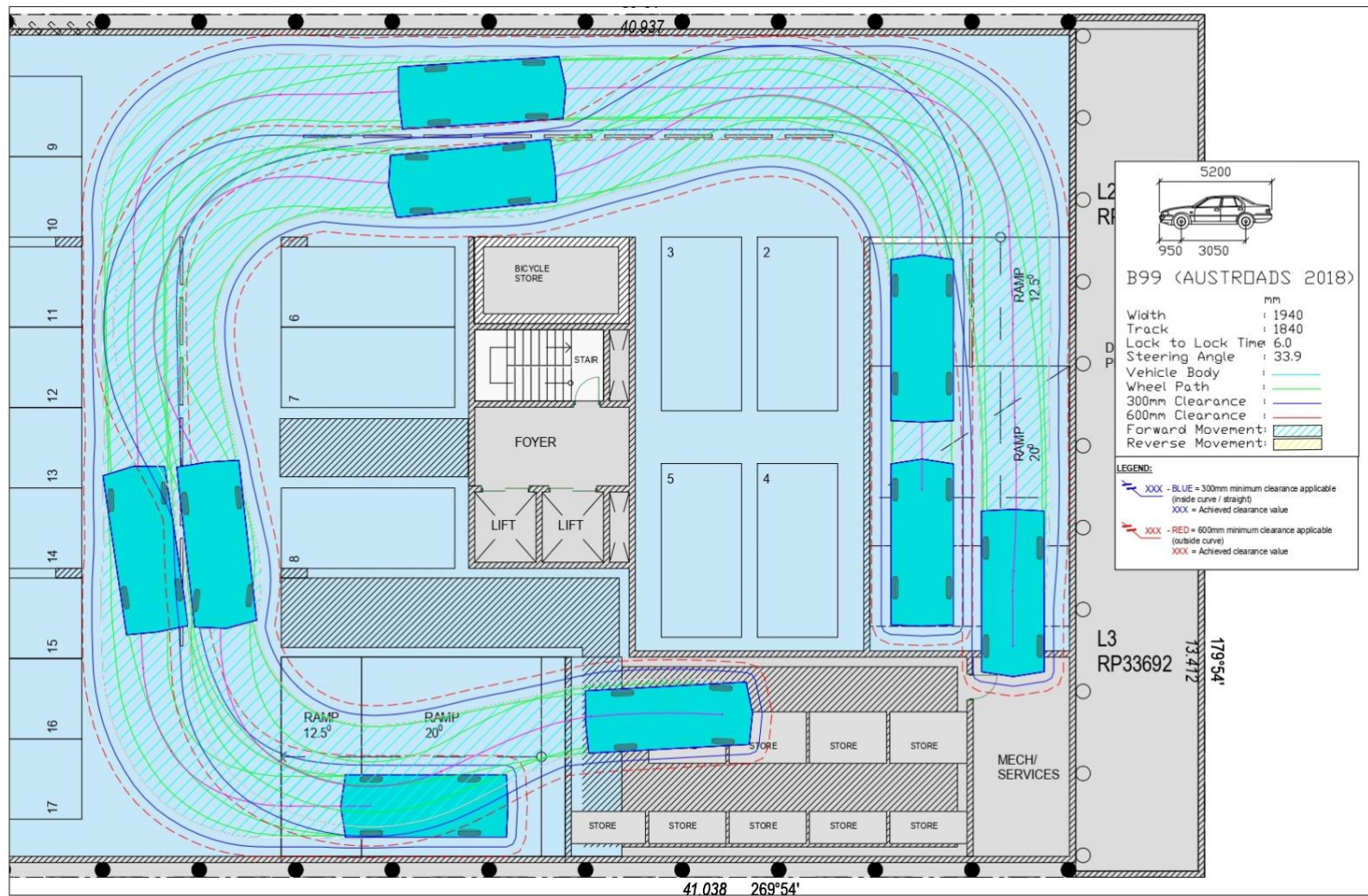


FIGURE 4.13- 99TH PERCENTILE VEHICLE MANOEUVRING (BASEMENT ONE)



5.0 PROPOSED ACCESS ARRANGEMENTS

5.1 Vehicle Access

Access will be provided via a new crossover at the southern end of the Racecourse Road frontage.

As shown in Figures 5.1 and 5.2, the proposed crossovers have been designed in accordance with the IPWEA Standard Drawing RS-051.

A pedestrian sight splay measuring 2.0m x 5.0m has been provided on the departure side of the crossover in accordance with the TAPS Planning Scheme Policy.

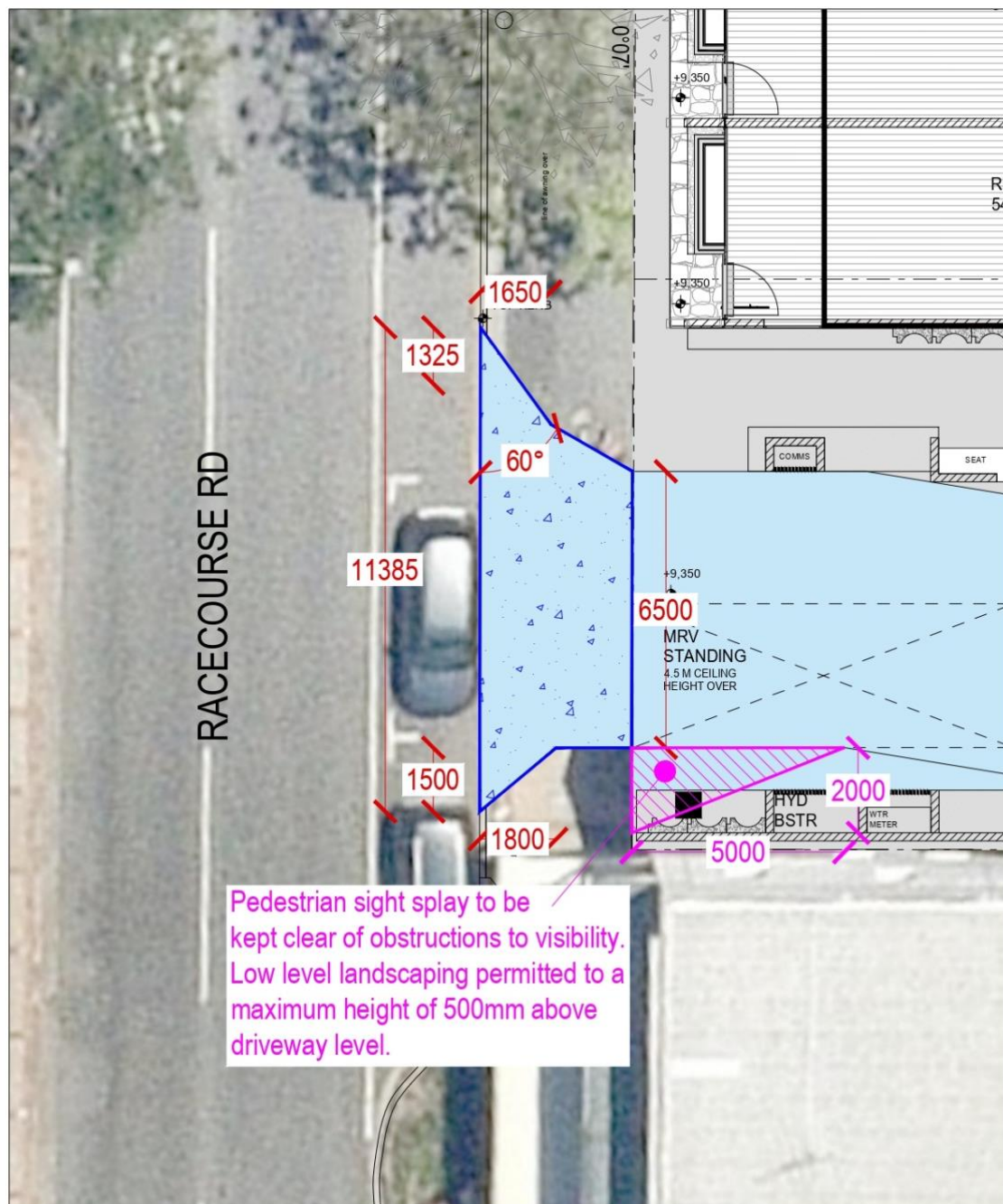


FIGURE 5.1 – PROPOSED VEHICLE CROSSOVER LAYOUT AND DIMENSIONS

5.2 Kerbside Signage and Pavement Marking

The Racecourse Road frontage currently accommodates a bus stop, time-restricted kerbside parking and associated regulatory and pedestrian warning signage.

The proposed vehicle crossover requires the removal of two (2) existing kerbside parking spaces and a minor reduction to the southern end of the existing bus stop. A replacement kerbside parking space is proposed immediately north of the crossover, adjacent to the revised bus stop.

The existing pedestrian warning sign is proposed to be relocated to the southern side of the vehicle crossover, clear of the proposed access.

A revised signage and pavement marking plan has been prepared to show the proposed kerbside arrangements. A swept path assessment has also been carried out to demonstrate that a bus can safely depart the revised bus stop while a vehicle is parked within the proposed replacement parking space.

The proposed signage and pavement marking arrangements are shown in Figure 5.2, with the associated bus swept path assessment shown in Figure 5.3.

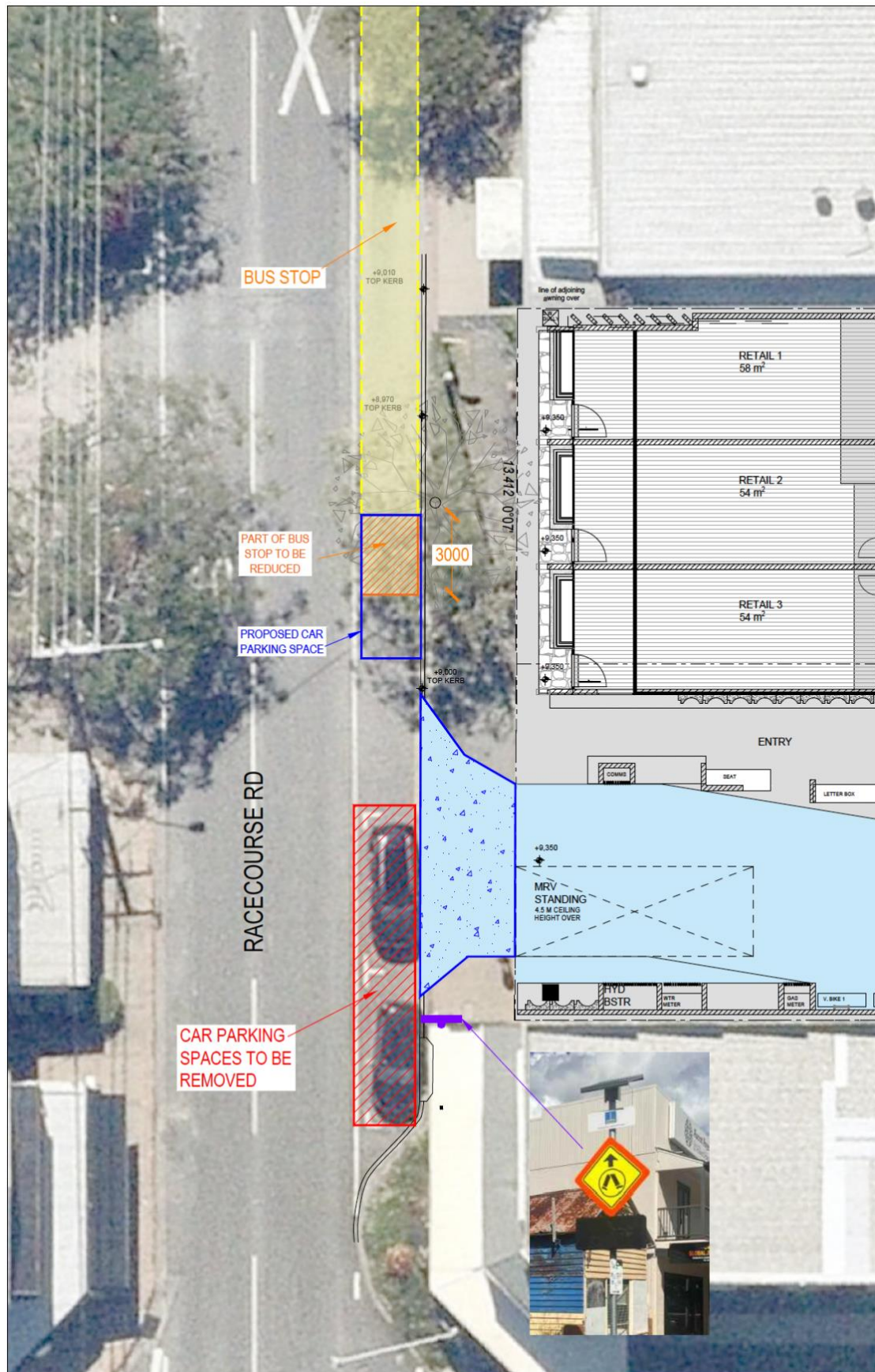


FIGURE 5.2 – PROPOSED LINE MARKING AND SIGNAGE PLAN



FIGURE 5.3 – SWEEP PATH OF BUS

6.0 PROVISION FOR SERVICE VEHICLES

In accordance with Table 1 of the Brisbane City Council TAPS PSP, the proposal yields a requirement for regular servicing by a Refuse Collection Vehicle (RCV) and occasional access by a Large Rigid Vehicle (LRV).

Given the nature and scale of the development, the majority of servicing is expected to be carried out by vans and Medium Rigid Vehicles (MRVs), which are typical for deliveries such as groceries, furniture and general courier services. Refuse collection will be carried out by an RCV, whilst larger service vehicles are anticipated to visit the site only infrequently.

The proposal provides a dedicated service standing area immediately inside the site that accommodates an RCV while maintaining a minimum 3.0m passing width for B99 passenger vehicles.

As demonstrated in Figures 6.1 and 6.2, both the RCV and MRV can satisfactorily reverse into the site from Racecourse Road and subsequently exit the site in a forward direction. Figures 6.3 and 6.4 demonstrate that a B99 passenger vehicle can safely pass a stationary RCV or MRV within the proposed access arrangement.

Provision for reverse entry is considered appropriate given the low frequency of servicing activities and the relatively low traffic volumes on Racecourse Road. This servicing arrangement is typical for developments of this scale and provides a safe and efficient outcome.

This approach is consistent with the approval for the nearby development at 128 Racecourse Road, where Council accepted RCV and Van servicing only, without requiring on-site LRV access. The proposal generates a marginally higher servicing demand due to the additional residential units and retail floor area and, accordingly, has been designed to accommodate both an RCV and an MRV.



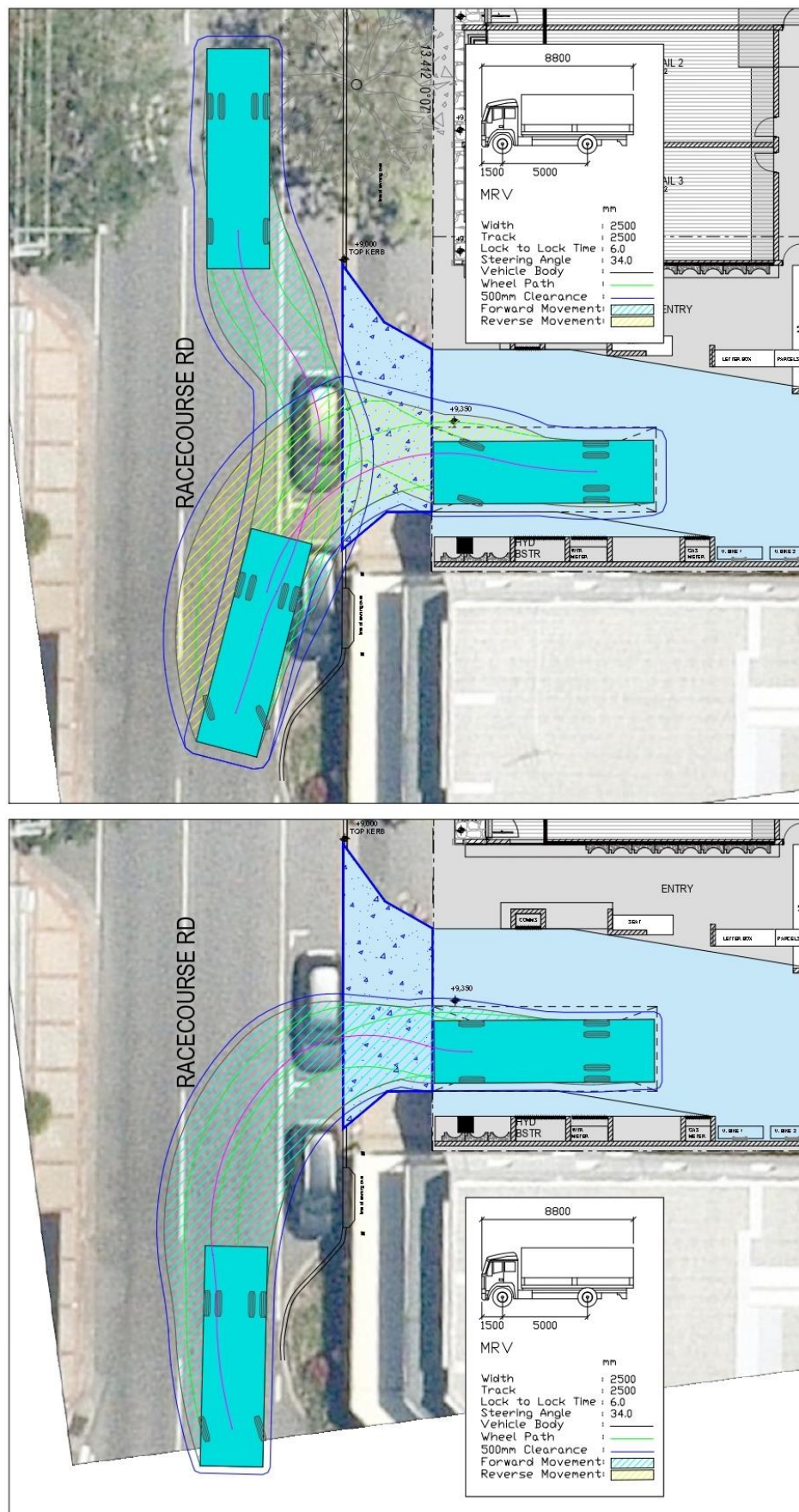


FIGURE 6.2 –MEDIUM RIGID VEHICLE (MRV) MANOEUVRING

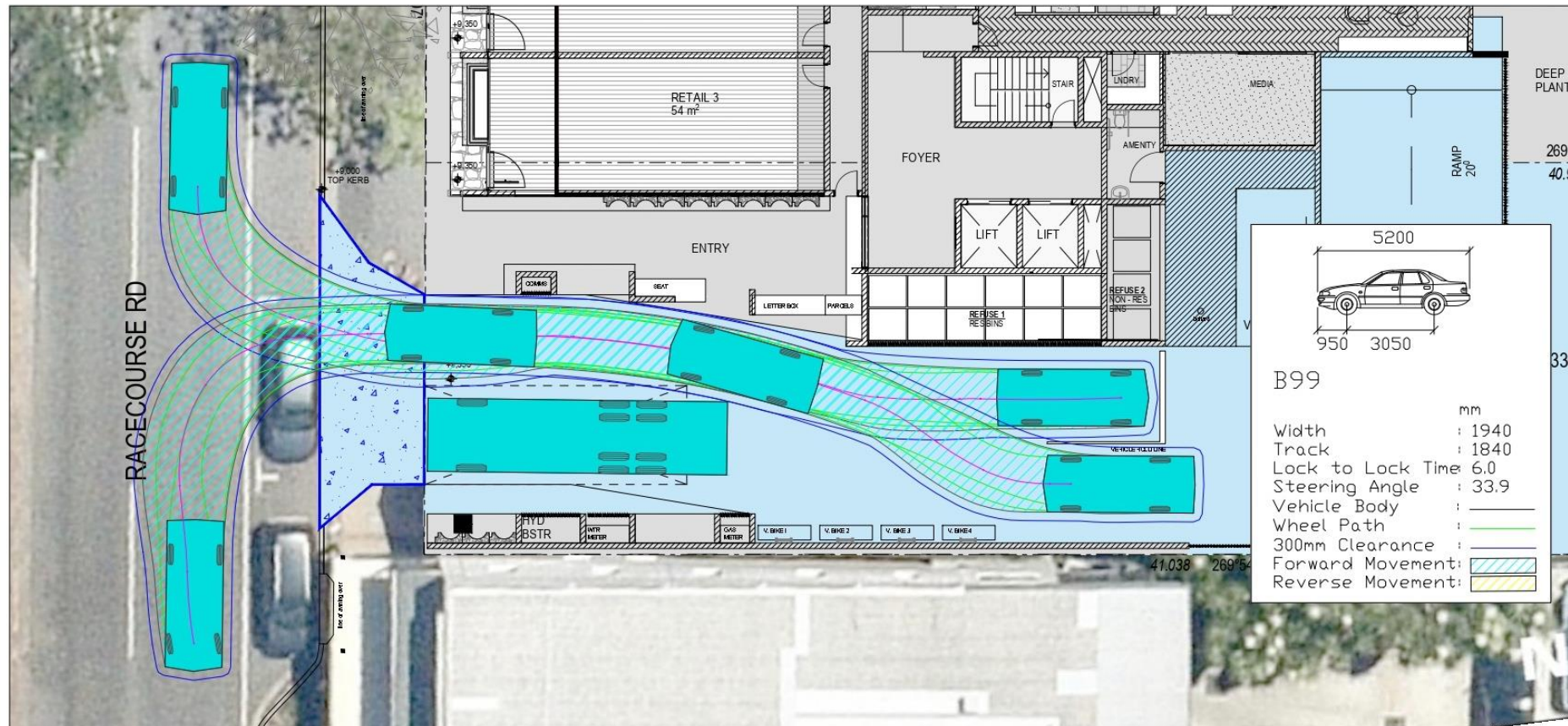


FIGURE 6.3 – B99 VEHICLE PASSING REFUSE COLLECTION VEHICLE

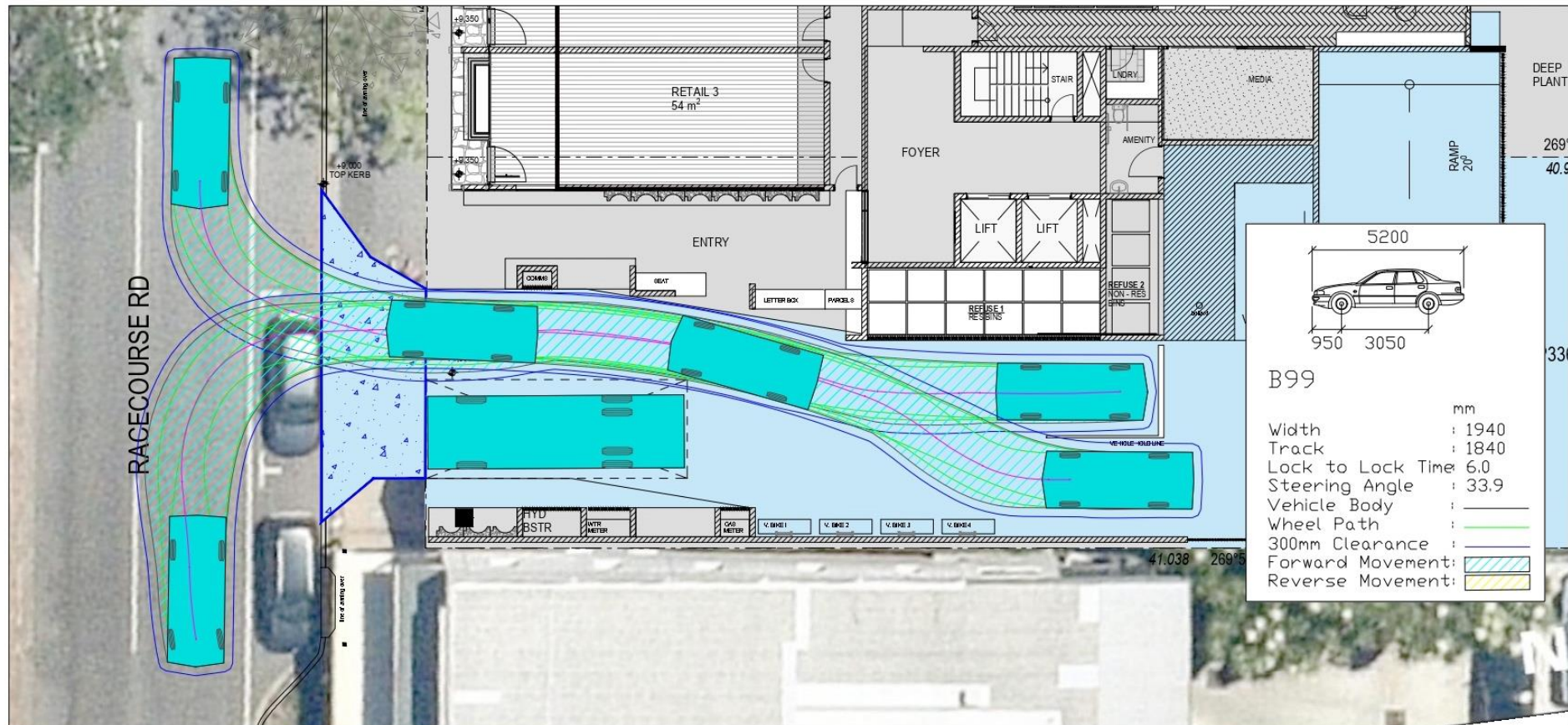


FIGURE 6.4 – B99 VEHICLE PASSING MRV

7.0 PROVISION FOR CYCLISTS AND PEDESTRIANS

It is intended that bicycle parking be provided in accordance with the following rates recommended by Austroads:

Multiple Dwelling:

Residents - 1 space / units
Visitors - 1 space / 4 units

Shop:

1 lockable bicycle parking space per 500m² of GFA of part thereof, which is situated close to the building entrance in a location that is obvious from the street frontage in an area of high casual surveillance

Application of the above rates results in the following Acceptable Outcome for parking:

Table 7.1: Acceptable Outcome for Parking

Component	Acceptable Outcome
Multiple Dwelling: 15x units	Residents: 15 spaces Visitors: 3.75 (4) space
Shop: 177.5m ²	N/A

The proposed layout incorporates bicycle storage cages across the two basement levels, providing a minimum of eighteen (18) resident bicycle parking spaces. In addition, four (4) visitor bicycle parking spaces are provided at ground level adjacent to the street frontage. The proposed bicycle parking provision complies with the requirements of the TAPS Planning Scheme Policy and is therefore considered satisfactory.

Pedestrian access is safe and direct, with connections to Racecourse Road and the surrounding local street network, separated from vehicle manoeuvring areas.

8.0 SUMMARY OF CONCLUSIONS & RECOMMENDATIONS

- The proposal is for a Multiple Dwelling development comprising 6x two-bedroom units, 7x three-bedroom units, 2x four-bedroom units, and 177.5m² of retail (Shop) use at ground floor.
- Vehicular access will be provided via a new crossover at the southern end of the Racecourse Road frontage. The revised access incorporates a standard B1 driveway flare on the southern side of the crossover, a 2.0m × 5.0m pedestrian sight splay on the departure side, and has been demonstrated to provide safe access and egress for the relevant design vehicles.
- The residential parking demand has been calculated using alternative rates, which are appropriate given the proximity (7-minute walk) of the site to Ascot train station and frequent bus services along Racecourse Road. These rates reflect lower expected vehicle ownership for residents and result in a total of 21 spaces for the residential component. The shop component generates 9 spaces, giving a total requirement of 30 spaces. The proposed layout provides 41 spaces, exceeding this adjusted requirement.
- The geometric layout of parking facilities complies with AS2890.1:2004, including space dimensions, aisle widths, gradients, ramp design, and height clearances. Swept path analyses demonstrate that all design vehicles can manoeuvre safely within the site.
- Ramp design and management allow two vehicles to pass on ramps, with mirrors provided as needed to support driver visibility at corners.
- The layout provides for vehicle queuing, with at least two vehicles accommodated before the first conflict point, maintaining safe and efficient circulation.
- The proposal provides for regular servicing by a Refuse Collection Vehicle (RCV) and occasional access by a Medium Rigid Vehicle (MRV). Swept path analysis demonstrates that both vehicles can safely reverse into the site and exit in a forward direction. A dedicated service standing area is provided while maintaining a minimum 3.0m passing width for B99 passenger vehicles.
- Revised kerbside signage and pavement marking arrangements have been prepared to accommodate the proposed crossover, including amendments to the existing bus stop, relocation of the pedestrian warning sign and provision of a replacement kerbside parking space. Swept path analysis confirms that these changes maintain safe operation of the road network.
- The development provides 18 secure and covered resident bicycle parking spaces across the basement levels and 4 visitor bicycle parking spaces at ground level adjacent to the street frontage. This provision complies with the TAPS Planning Scheme Policy.
- Pedestrian access is safe and direct, with connections to Racecourse Road and the surrounding local street network, separated from vehicle manoeuvring areas.

9.0 APPENDIX

ATTACHMENT A – RESPONSE TO TRANSPORT, SERVICING, ACCESS AND PARKING CODE

APPENDIX A – RESPONSE TO TRANSPORT, SERVICING, ACCESS AND PARKING CODE

Performance Outcomes	Acceptable Outcomes	SOLUTION	COMMENTS
PO1 Development is designed: (a) to include a technically competent and accurate response to the transport and traffic elements of the development; (b) in accordance with the standards in the Transport, access, parking and servicing planning scheme policy ; (c) to ensure the efficient operation and safety of the development and its surrounds. Note—The acceptable outcome and performance outcome can be demonstrated through a development application that: - 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.	AO1 Development complies with the standards in the Transport, access, parking and servicing planning scheme policy .	REFER TO SECTION 4.	
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	AO2 No acceptable outcome is prescribed.	N/A	

Performance Outcomes	Acceptable Outcomes	SOLUTION	COMMENTS
providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the State Government and Council.			
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.	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 .	COMPLIES – THE PROPOSED CROSSOVER IS LOCATED, DESIGNED, AND CONTROLLED IN ACCORDANCE WITH TAPS AND IPWEA STANDARDS.	
	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.	NOT APPLICABLE	
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. Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.	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.	COMPLIES – THE PROPOSAL PROVIDE DIRECT AND SAFE PEDESTRIAN CONNECTIONS TO THE LOCAL STREET SYSTEM	
	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 .	COMPLIES	
	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.	COMPLIES	
PO5 Development provides secure and convenient bicycle parking which: (a) for visitors is obvious and located close to the building's main entrance;	AO5.1 Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy .	COMPLIES	
	AO5.2	NOT APPLICABLE	

Performance Outcomes	Acceptable Outcomes	SOLUTION	COMMENTS
(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. 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.	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.		
	AO5.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.	COMPLIES	
	AO5.4 Development provides visitor bicycle parking which does not impede pedestrian movement.	COMPLIES	
	AO5.5 Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	COMPLIES	
	AO6 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.	NOT APPLICABLE	
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.	AO7 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.	COMPLIES – SAFE AND DIRECT PEDESTRIAN ACCESS IS PROPOSED FROM THE ROAD FRONTAGE	
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.	AO8 No acceptable outcome is prescribed.	COMPLIES	
PO9	AO9.1	COMPLIES – THE	

Performance Outcomes	Acceptable Outcomes	SOLUTION	COMMENTS
Development provides access driveways in the road area that are located, designed and controlled to: (a) minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists; (b) ensure the amenity of adjacent premises, from impacts such as noise and light.	No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).	PROPOSED CROSSOVER IS LOCATED, DESIGNED, AND CONTROLLED IN ACCORDANCE WITH TAPS AND IPWEA STANDARDS.	
	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.	COMPLIES – THE PROPOSED CROSSOVER IS LOCATED, DESIGNED, AND CONTROLLED IN ACCORDANCE WITH TAPS AND IPWEA STANDARDS.	
	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.	COMPLIES – THE PROPOSED CROSSOVER IS LOCATED, DESIGNED, AND CONTROLLED IN ACCORDANCE WITH TAPS AND IPWEA STANDARDS.	
	AO9.4 Development provides access driveways in the road area which: (a) are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; (b) are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.	COMPLIES – THE PROPOSED CROSSOVER IS LOCATED, DESIGNED, AND CONTROLLED IN ACCORDANCE WITH TAPS AND IPWEA STANDARDS.	
	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	NOT APPLICABLE	
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;	AO10 No acceptable outcome is prescribed.	N/A	

Performance Outcomes	Acceptable Outcomes	SOLUTION	COMMENTS
(b) the reinstatement of adjacent footpaths.			
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.	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 .	COMPLIES – THE PROPOSED CROSSOVER IS LOCATED, DESIGNED, AND CONTROLLED IN ACCORDANCE WITH TAPS AND IPWEA STANDARDS.	
	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 .	N/A	
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.	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 . Note—For self-assessable development 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 .	NOT APPLICABLE	
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.	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 self-assessable development does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy . Note—For self-assessable development including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate	REFER TO TRAFFIC REPORT	

Performance Outcomes	Acceptable Outcomes	SOLUTION	COMMENTS
	in the Transport, access, parking and servicing planning scheme policy.		
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. 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.	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.	COMPLIES	
	AO14.2 Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.	NOT APPLICABLE	
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.	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 .	COMPLIES	
PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	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;	N/A	

Performance Outcomes	Acceptable Outcomes	SOLUTION	COMMENTS
	(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. 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.		
PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	AO17 Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by: (a) denying access to potential canvas 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. Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.	N/A	
PO18 Development is serviced by an adequate number and size of service vehicles.	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.	COMPLIES – REFER TO SECTION 6	
PO19 Development layout provides for services which: (a) are wholly within the site; (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.	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.	COMPLIES	

Performance Outcomes	Acceptable Outcomes	SOLUTION	COMMENTS
	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 .	COMPLIES	
	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 .	COMPLIES	
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.	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 .	COMPLIES	
If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensional vehicle or any on vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)			
PO21 Development which is freight-dependent development ensures that the traffic generated by the development does not impact on: (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.	AO21.1 Development which is freight-dependent development is located on a site which: (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 .	COMPLIES	
	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 .	NOT APPLICABLE	