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TRANSPORT IMPACT ASSESSMENT

PROPOSED ROOMING ACCOMMODATION DEVELOPMENT

20 VINE STREET, STONES CORNER

Prepared for

LIN CHEN

22 OCTOBER 2026

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Document History

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1.0 INTRODUCTION

Rytenskild Traffic Engineering (RTE) has been engaged by Lin Chen to review the transport elements of its proposed Rooming Accommodation development at Stones Corner.

This Transport Impact Assessment has been prepared in response to the Information Request dated 27th July 2026 issued by Council. The following issues have been assessed during the study:

- Car parking supply and design;
- On-site traffic circulation and vehicle manoeuvring;
- Access and servicing arrangements;
- Provision for pedestrians and cyclists.

Responses to the Transport, Access, Parking and Servicing (TAPS) Code are provided as Appendix A.

Brief responses to the transport-related matters raised by Council are provided below and throughout the report.

Item:

Car Parking Layout and Vehicle Manoeuvring
3.The proposed number of on-site car parking spaces does not demonstrate compliance with AO14/PO14 of the Rooming accommodation code or AO13/PO13 of the Transport, access, parking and servicing (TAPS) Code.

a. Provide amended plans and a Traffic Engineering Report prepared and certified by a Registered Professional Engineer of Queensland (RPEQ) demonstrating compliance with AO14/PO14 of the Rooming accommodation code and AO13/PO13 of the TAPS code.

4. A Swept path analysis has not been provided to demonstrate that vehicles can safely manoeuvre within the site, including access to and from parking areas.

a. Provide amended swept path drawings prepared and certified by a RPEQ demonstrating safe vehicle manoeuvring throughout the site.

Response:

Item 3:

a. A Traffic Impact Assessment has been prepared by Rytenskild Traffic Engineering to assess the proposed car parking arrangements.

   The development provides three (3) designated on-site car parking spaces against a requirement of six (6) spaces under the TAPS Planning Scheme Policy, representing a numerical shortfall of three (3) spaces.

   The proposed parking arrangement also presents an opportunity to accommodate an additional vehicle in a tandem configuration, increasing the potential on-site parking capacity to four (4) vehicles. In addition, the Vine Street frontage provides an opportunity for one (1) on-street parking space.

   The parking provision is assessed on a performance basis, having regard to the potential parking capacity, the site's accessibility to public transport, its proximity to the Stones Corner centre and the proposed management of parking demand.

   A Parking Management Plan is proposed to manage the allocation of parking spaces and ensure that the parking requirements of prospective occupants are considered as part of the tenancy allocation process.



Refer to Section 4 of the Traffic Impact Assessment.

Item 4:

a. Vehicle swept path analysis has been undertaken for B85 and B99 design vehicles to assess access to and manoeuvring within the proposed car parking area. The proposed parking layout and associated swept path drawings are provided in Figures 4.1–4.5 of the Traffic Impact Assessment.

Item:

Refuse Collection and Servicing
8.Council's review of the proposed refuse collection arrangements notes that a performance solution is sought for kerbside refuse collection in lieu of on-site servicing. Before the proposed performance solution can be considered, further information is required to demonstrate that compliant on-site servicing cannot be achieved while retaining the pre-1911 building. It is also noted that the unobstructed street frontage is capable of accommodating kerbside refuse collection for a development with a maximum occupancy of 10 residents. However, the proposed room sizes are capable of accommodating up to 20 occupants under the Residential Services (Accreditation) Act 2002 and associated legislation. As such, additional justification and/or amendments are required to ensure the proposed refuse collection arrangement can be appropriately accommodated.

a. To demonstrate compliance with the Refuse planning scheme policy and the TAPS policy, provide the following:

i. A servicing assessment prepared by a suitably qualified RPEQ engineer demonstrating that compliant on-site refuse collection cannot be achieved whilst retaining the pre-1911 building. The assessment is to investigate all reasonable design options, including the use of a smaller design vehicle where supported by appropriate technical justification and swept-path analysis.

ii. Where it is demonstrated that on-site servicing cannot be achieved, provide amended plans and supporting documentation that demonstrate how the development's occupancy will be aligned with the capacity of the proposed kerbside refuse collection arrangement. This should include either:

- ***Reducing the room sizes and/or development yield such that the development is limited to a maximum of 10 occupants; or***
- ***Provide supporting documentation confirming that occupation of the development will be limited to a maximum of 10 occupants***

Response:

Item 8(a)(i):

Given the constrained nature of the approximately 405m^2 site and retention of the existing pre-1911 building, on-site refuse collection is considered impractical.

Accordingly, kerbside refuse collection is proposed along Vine Street, with a communal refuse storage area accommodating six (6) wheelie bins adjacent to the site frontage.

The proposed arrangement is considered appropriate having regard to the limited site area, availability of street frontage and anticipated waste generation associated with the development.

Refer to Section 6 of the Traffic Impact Assessment.

Item 8(a)(ii):

The proposed kerbside collection arrangement is considered appropriate, subject to the maximum occupancy being limited to ten (10) residents.

Item:

Pedestrian Access
2(a)(iv). Demonstrates how pedestrian access to the building can be provided with minimal interaction or conflict with vehicular movements associated with the car parking spaces.

Response:

Pedestrian access to the building is provided from the Vine Street frontage via a delineated pathway within the car parking area, connecting to the patio and building entry.

Given the constrained site and retention of the existing pre-1911 building, full physical separation of pedestrian and vehicle movements is not achievable. Pedestrian and vehicle interaction is considered acceptable having regard to the low vehicle volumes, low vehicle speeds and good visibility within the parking area.

Refer to Section 7 of the Traffic Impact Assessment.

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2.0 SUBJECT SITE

2.1 Site Characteristics

As shown in Figure 2.1, the subject site is located on the western side of Vine Street. The site is identified as Lot 33 on RP12958, and has a total site area of approximately 405m^2. The site is located in the Low-medium Density Residential Zone.

The site is currently occupied by a detached dwelling, with vehicular access gained via a crossover located at the western end of the road frontage.

2.2 Public Transport Accessibility

The subject site is located within the established Stones Corner urban area, with access to public transport services and surrounding commercial and community facilities.

The site is serviced by several bus routes operating within approximately five (5) minutes walking distance, including:

- Routes 202 and 208 operating along Cornwall Street; and
- Routes 175 and 189 operating along Logan Road.

The Eastern Busway is located approximately 750m (11 minutes walking distance) from the site, providing additional public transport connections to the broader Brisbane bus network.

Buranda railway station is located approximately 1.2km (16 minutes walking distance) northwest of the site, providing access to the Brisbane rail network, including services on the Beenleigh, Cleveland, Gold Coast and Shorncliffe lines.

The subject site is also located within comfortable walking distance of the Stones Corner centre, which incorporates a range of retail, commercial, dining and other services.

The proximity of public transport facilities and local amenities provides residents with convenient alternatives to private vehicle travel, reducing reliance on private vehicle ownership and supporting the proposed car parking provision.

The location of the subject site relative to the surrounding public transport network and Stones Corner centre is shown in Figure 2.2.



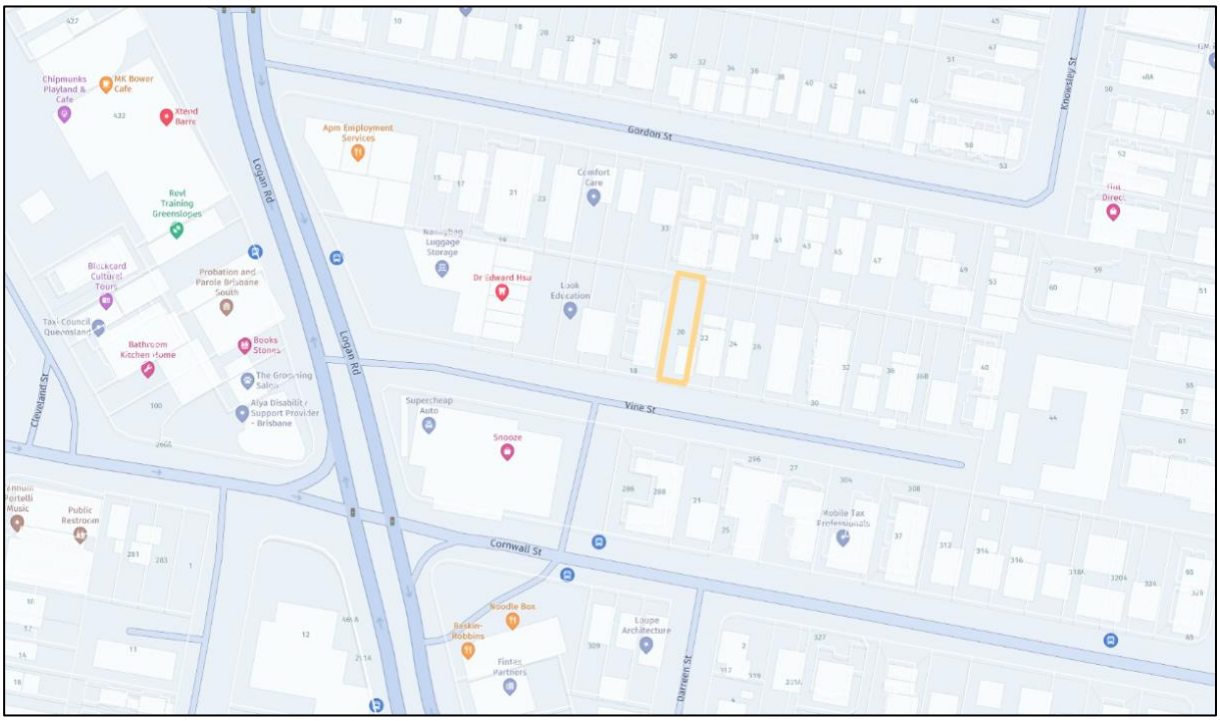



FIGURE 2.1 – LOCATION OF SUBJECT SITE

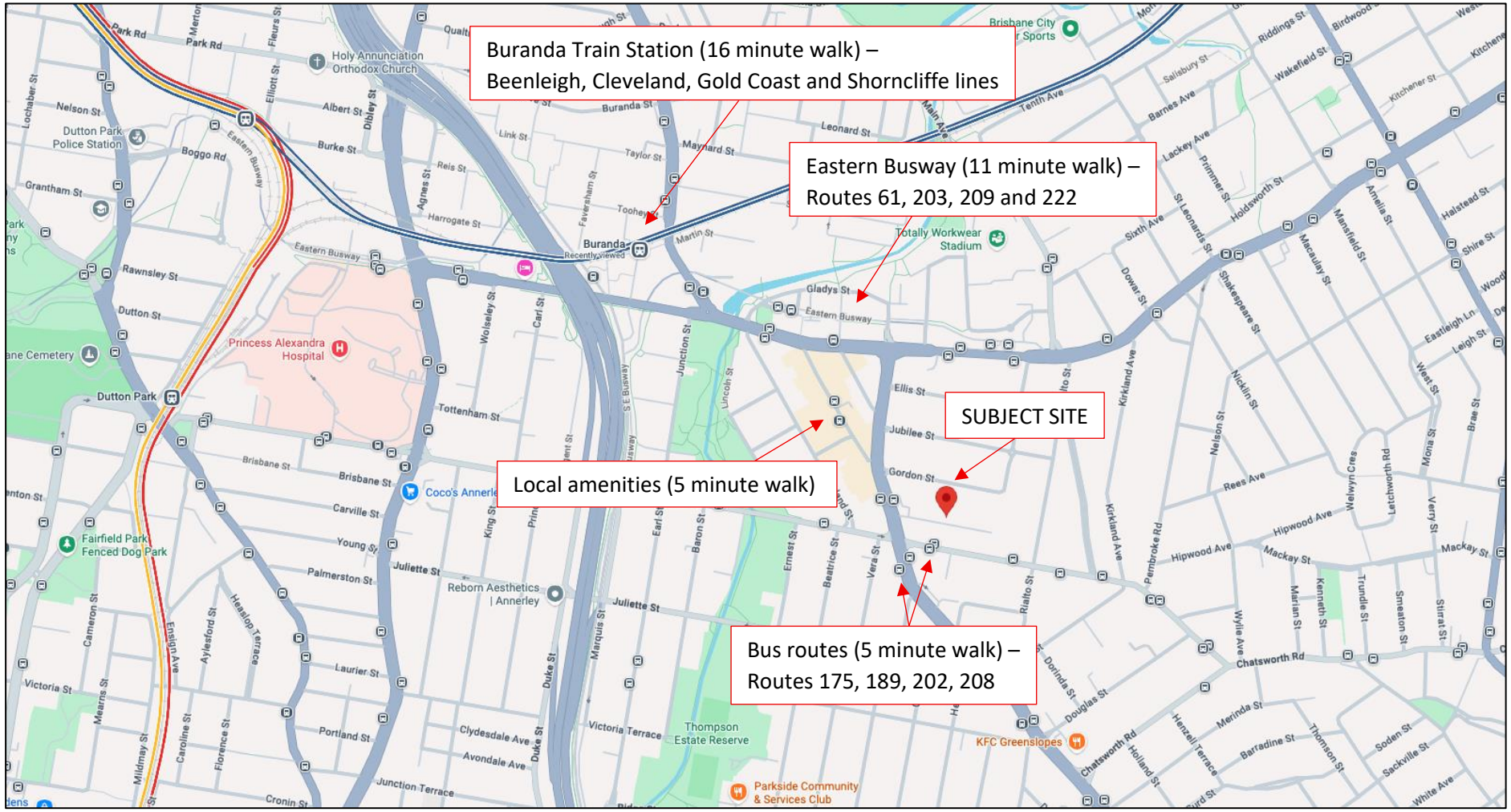

FIGURE 2.2 – PUBLIC TRANSPORT AND PEDESTRIAN ACCESSIBILITY

3.0 DEVELOPMENT PROPOSAL

The proposed plan of development is for Rooming Accommodation with provision of 10 beds.

The development incorporates three (3) on-site car parking spaces, including one (1) PWD parking space. An additional tandem parking opportunity has been identified within the proposed parking area, providing the potential to accommodate a fourth vehicle on-site.

Vehicular access is proposed via a new crossover located at the western end of the road frontage.

A communal refuse storage area is proposed adjacent to the street frontage.

The proposed ground and upper floor layouts are shown in Figure 3.1.

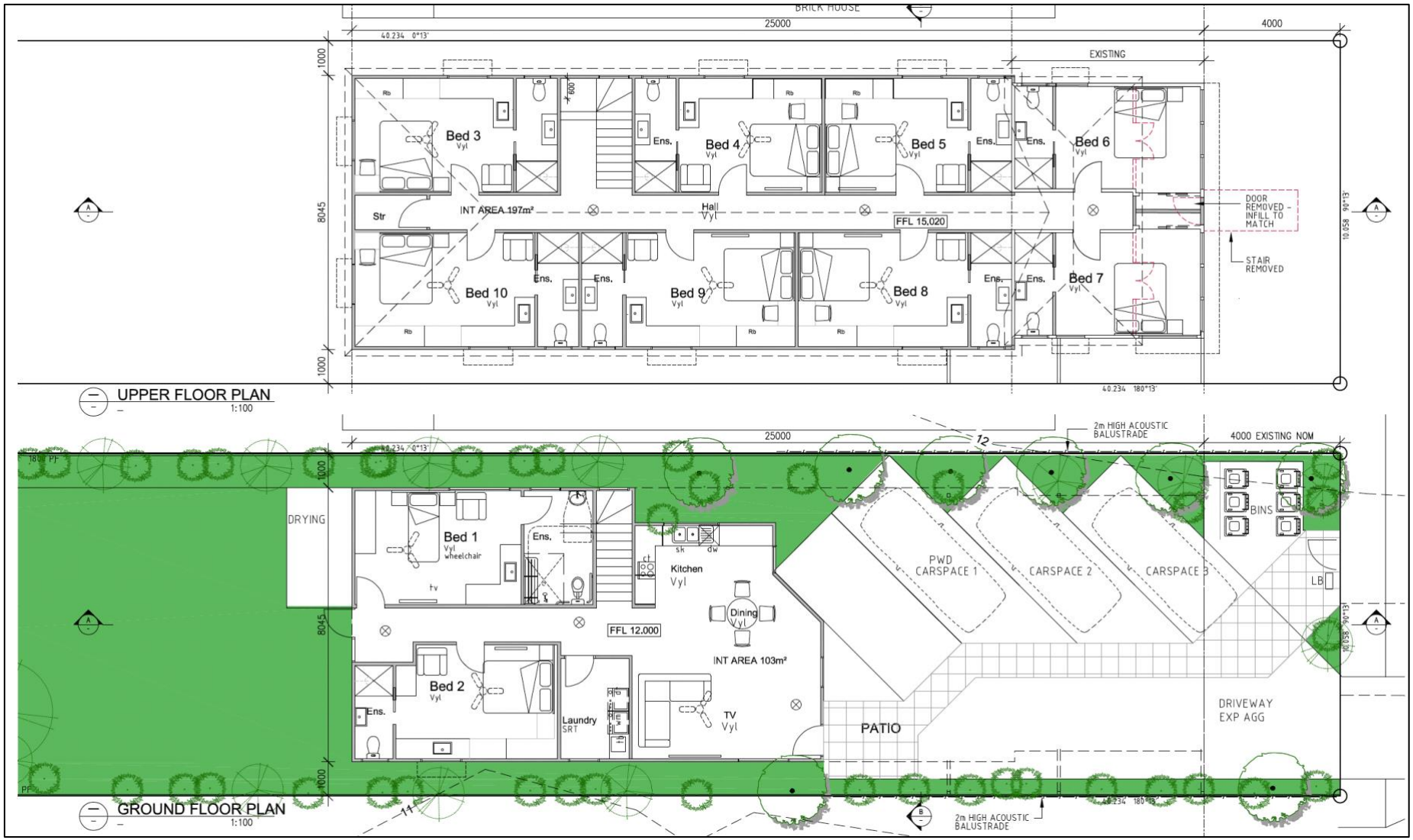

FIGURE 3.1 - PROPOSED GROUND AND UPPER FLOOR PLAN

4.0 CAR PARKING

4.1 Acceptable Outcome

The following parking rate is applicable under the Transport, Access, Parking and Servicing (TAPS) Planning Scheme Policy:

> **Rooming accommodation, in all other cases:**
> 0.6 spaces per room.

Application of the above rate to the proposed ten (10) rooming accommodation units results in a requirement for six (6) on-site car parking spaces.

The proposal provides three (3) designated on-site car parking spaces, including one (1) accessible parking space, representing a shortfall of three (3) spaces against the prescribed rate.

The proposed parking arrangement also presents an opportunity to accommodate an additional vehicle in a tandem configuration, increasing the potential on-site parking capacity to four (4) vehicles. Furthermore, one (1) potential on-street parking space has been identified along the Vine Street frontage, providing a combined potential parking capacity of five (5) vehicles.

The proposed parking provision is assessed on a performance basis in Section 4.2, having regard to the accessibility of the site to public transport, proximity to local amenities and proposed parking management arrangements.

4.2 Proposed Solution

The proposed development comprises ten (10) rooming accommodation units, with a total of three (3) on-site car parking spaces proposed.

Application of the TAPS PSP parking rate of 0.6 spaces per room results in an Acceptable Outcome of six (6) car parking spaces. The proposed provision therefore represents a shortfall of three (3) spaces.

Notwithstanding this shortfall, the proposed car parking provision is considered satisfactory on a performance basis, having regard to the following:

- **Additional parking opportunities:** As outlined in Section 4.1, the proposed parking arrangement presents an opportunity to accommodate an additional vehicle in a tandem configuration, increasing the potential on-site parking capacity to four (4) vehicles. A further on-street parking space has been identified along the Vine Street frontage, providing a combined potential parking capacity of five (5) vehicles.
- **Public transport accessibility:** As detailed in Section 2.2, the site is located within approximately five (5) minutes walking distance of bus services operating along Cornwall Street and Logan Road. The Eastern Busway is also located approximately 750 m (11 minutes walking distance) from the site, while Buranda railway station is located approximately 1.2 km (16 minutes walking distance) away. The proximity of these public transport facilities provides residents with convenient alternatives to private vehicle travel, reducing reliance on private vehicle ownership.
- **Proximity to local amenities:** The site is located within comfortable walking distance of the Stones Corner centre, which incorporates a range of retail, commercial, dining and other services. The proximity of these amenities enables residents to undertake everyday activities on foot, reducing reliance on private vehicles.

- **Nature of accommodation:** The proposed development comprises rooming accommodation, where residents occupy individual rooms within a shared accommodation arrangement. The availability of public transport and nearby services provides opportunities for residents without private vehicles to occupy the development, potentially reducing parking demand compared with conventional residential accommodation.
- **Parking management:** A Parking Management Plan is proposed to manage the allocation and utilisation of the available parking spaces. Management will consider the parking requirements of prospective residents as part of the tenancy allocation process, with parking allocations managed to ensure that demand does not exceed the available capacity. The management arrangements will also address the operation of any tandem parking spaces.

Having regard to the additional parking opportunities, accessibility to public transport, proximity to the Stones Corner centre and proposed parking management arrangements, the proposed car parking provision is considered appropriate on a performance basis.

The proposed arrangements provide opportunities to reduce reliance on private vehicles and manage parking demand associated with the development.

4.3 Car Parking Design

The geometric layout of the proposed parking facilities has been designed to comply with the relevant requirements specified in the Planning Scheme and AS2890.1: 2004.

The proposed car parking layout has the following dimensions:

Car parking aisle – 4.0 metres
Car parking spaces - 2.4m x 5.4m
PWD spaces - 2.4m x 5.4m, plus 2.4m wide shared zone

The proposed 4.0m one-way manoeuvring aisle represents a reduction from the requirements of AS2890.1:2004. Notwithstanding this, the reduced aisle width is considered satisfactory given the limited number of parking spaces, low anticipated vehicle turnover and good visibility throughout the parking area. These factors minimise the likelihood of conflicting vehicle movements.

Furthermore, Vine Street is a local access road carrying predominantly local traffic, with low traffic volumes. Accordingly, the proposed reversing movements are expected to occur infrequently and are considered manageable within the local road environment.

The proposed parking layout and dimensions are shown in Figure 4.1, with vehicle swept path analysis for B85 and B99 design vehicles provided in Figures 4.2–4.5.

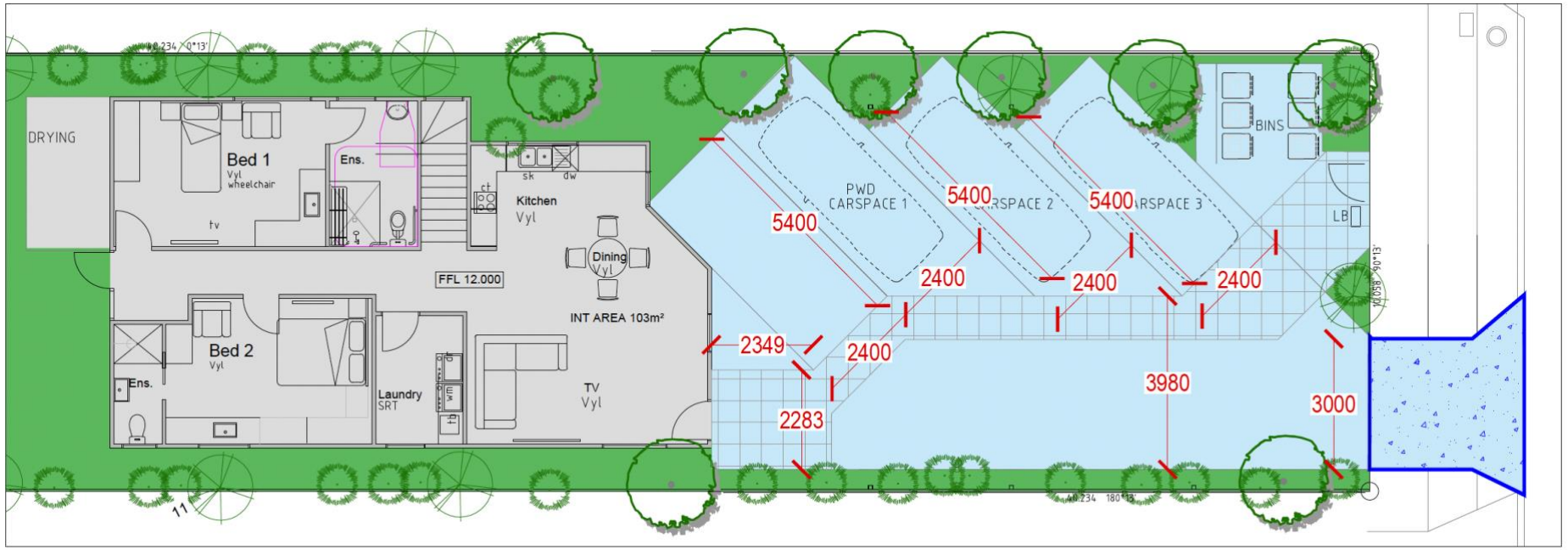

FIGURE 4.1 – DIMENSIONED CAR PARKING LAYOUT

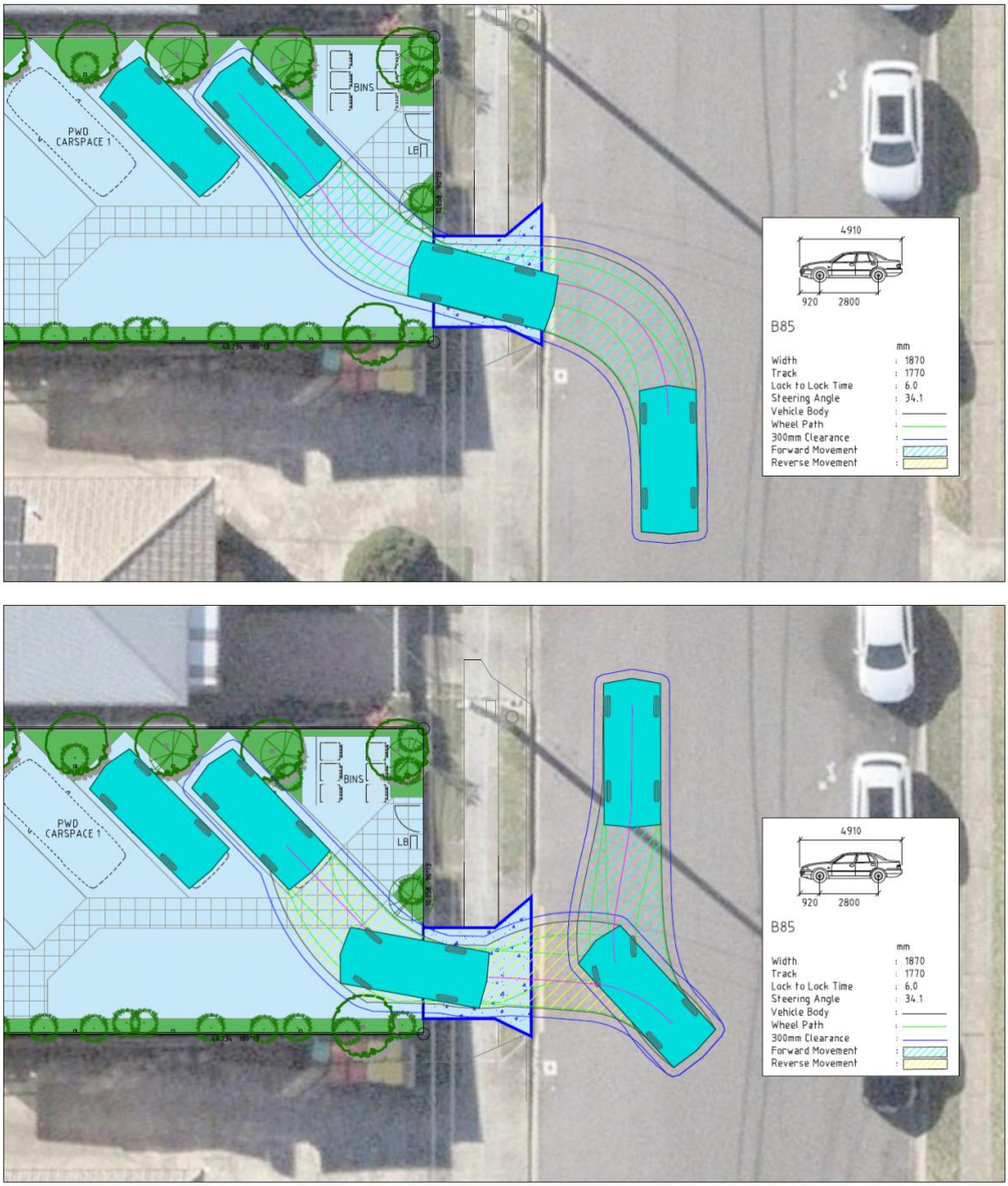

FIGURE 4.2 - 85TH PERCENTILE VEHICLE MANOEUVRING

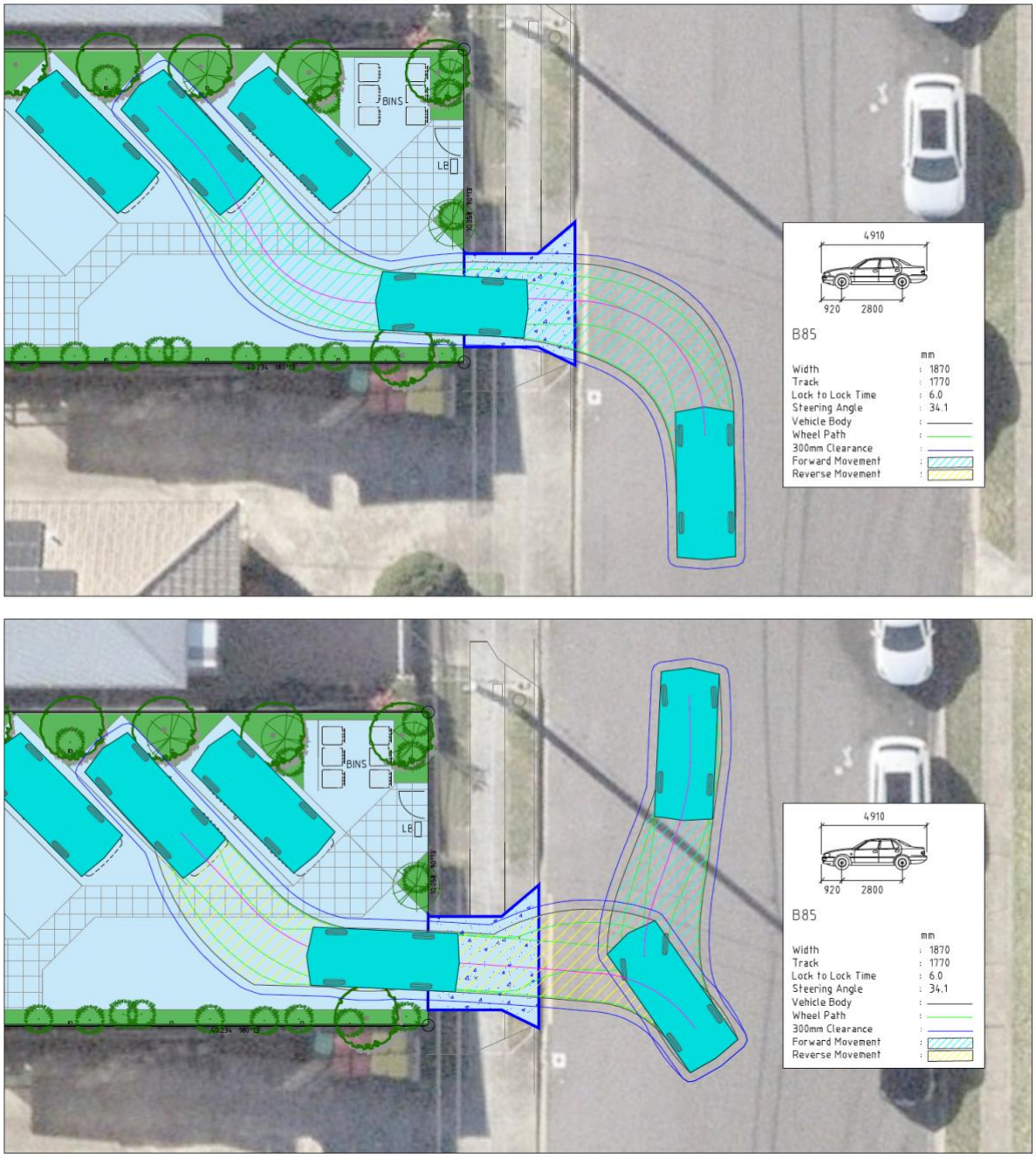

FIGURE 4.3 - 85TH PERCENTILE VEHICLE MANOEUVRING

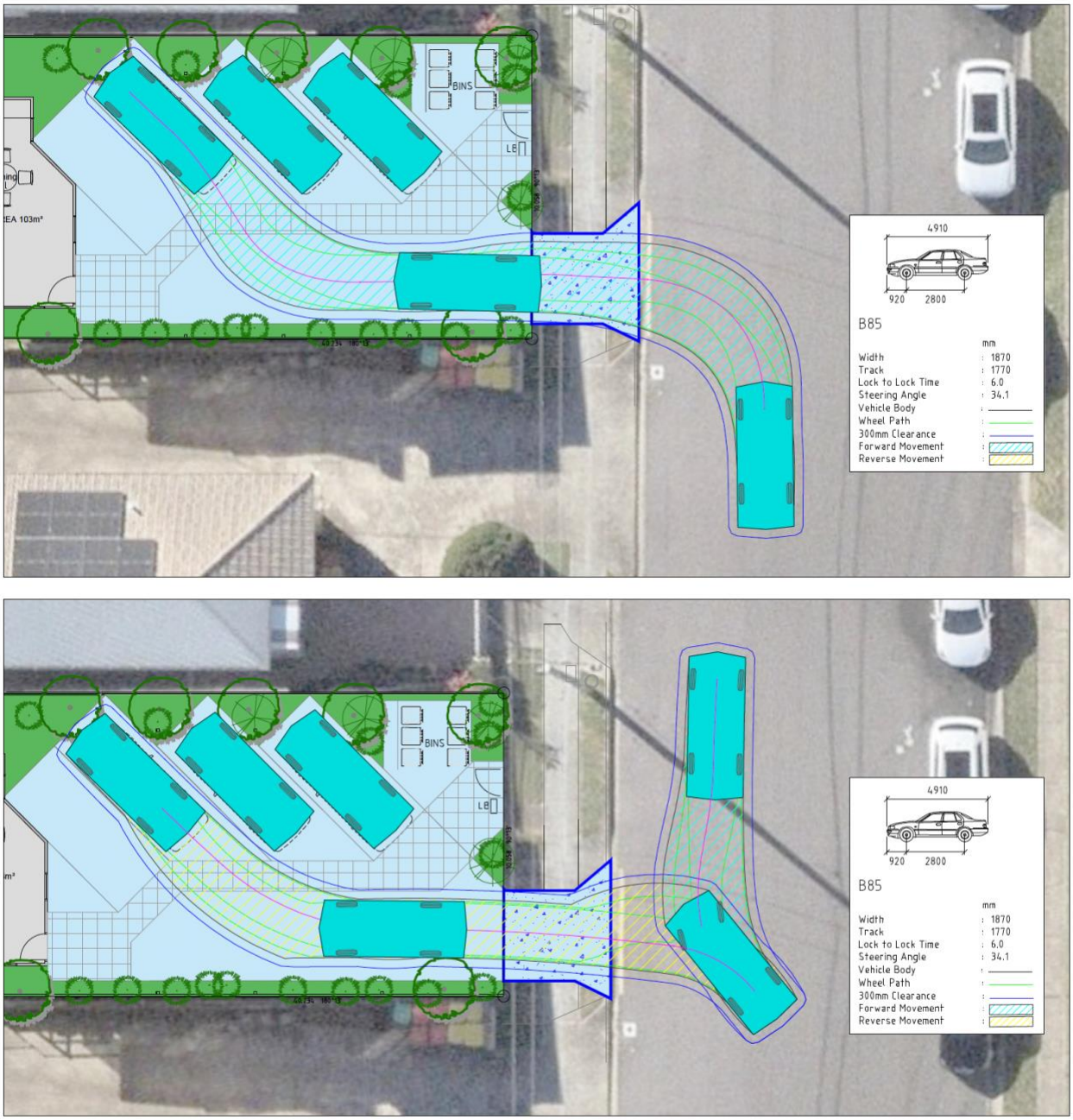

FIGURE 4.4 - 85TH PERCENTILE VEHICLE MANOEUVRING

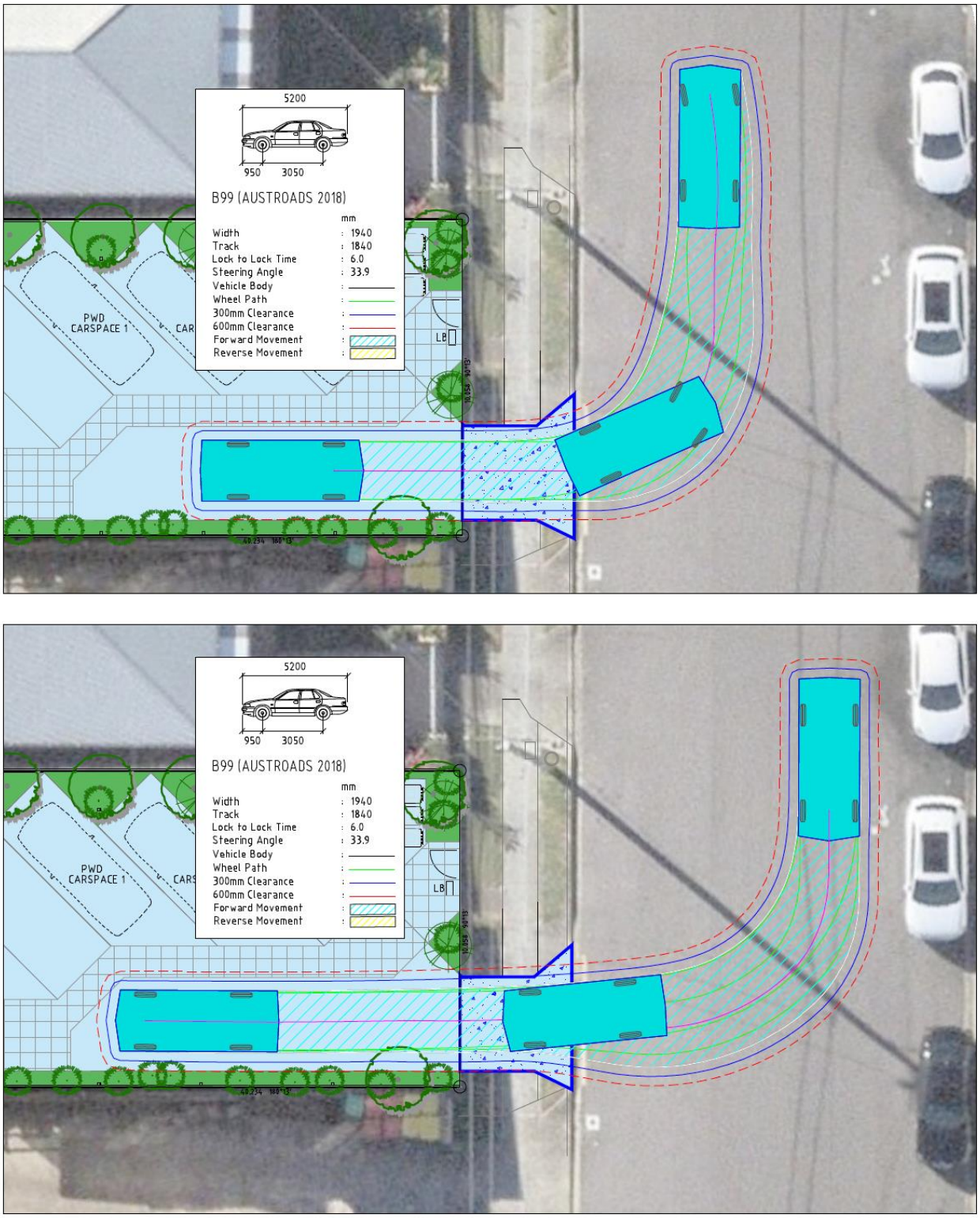

FIGURE 4.5 - 99TH PERCENTILE VEHICLE MANOEUVRING

5.0 PROPOSED ACCESS ARRANGEMENTS

Vehicular access is proposed via a new crossover located at the western end of the road frontage.

The proposed crossover is to be designed in accordance with Brisbane City Council Standard Drawing BSD-2021 – Vehicle Crossing (Driveway). A pedestrian sight splay has been provided on the departure side of the crossover in accordance with AS2890.1:2004 to facilitate appropriate visibility between exiting vehicles and pedestrians using the adjoining footpath.

The crossover layout and dimensions are shown in Figure 5.1.

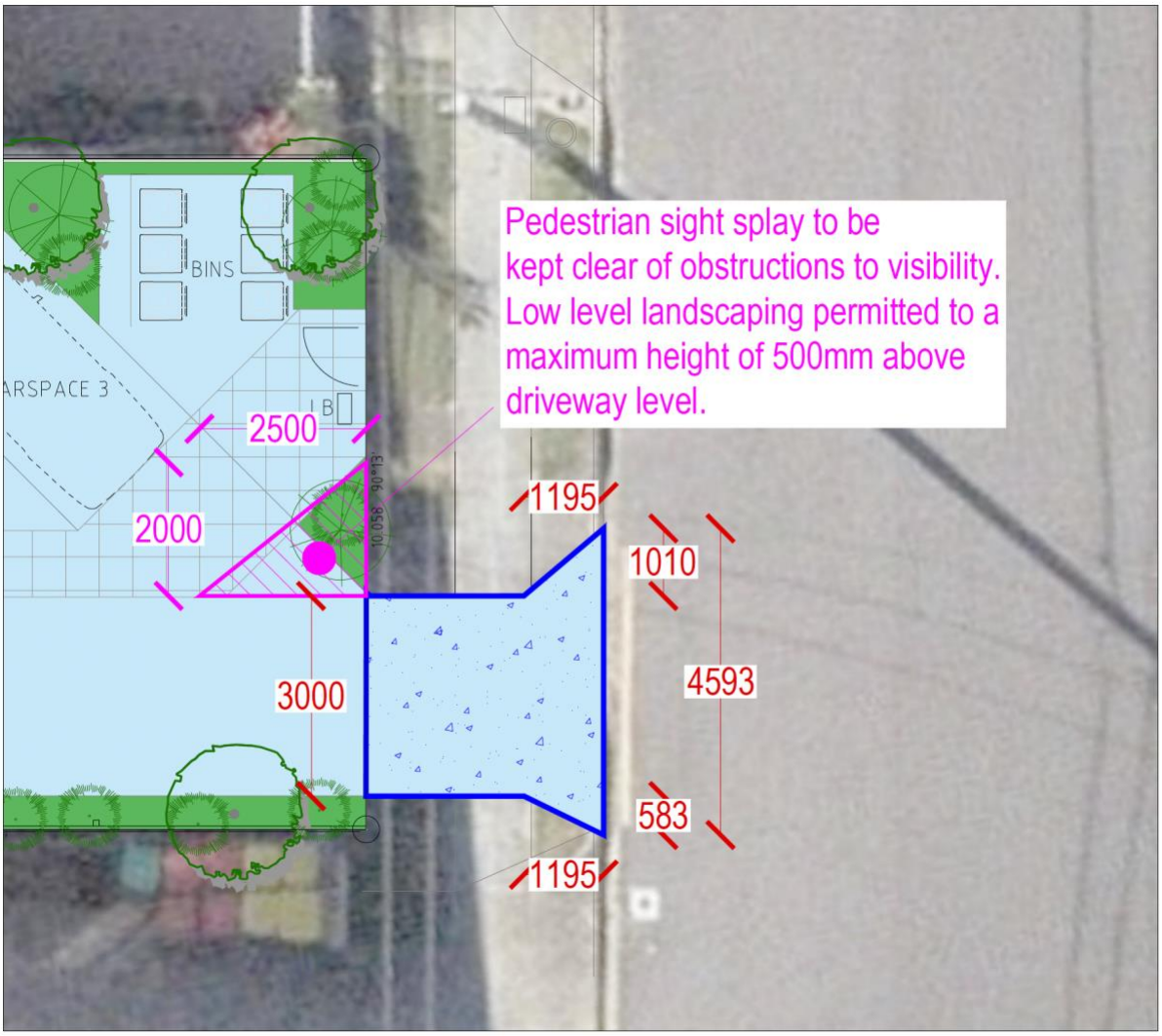

FIGURE 5.1 – PROPOSED CROSSOVER LAYOUT AND DIMENSIONS

6.0 PROVISION FOR SERVICE VEHICLES

In accordance with the Brisbane City Council Transport, Access, Parking and Servicing (TAPS) Planning Scheme Policy, the proposed development is required to make appropriate provision for refuse collection and servicing.

Given the constrained nature of the site and retention of the existing pre-1911 building, it is proposed that all servicing be carried out kerbside along Vine Street.

A communal refuse storage area is provided adjacent to the site frontage, accommodating a total of six (6) wheelie bins, which will be relocated to the kerbside on collection days.

The proposed kerbside servicing arrangement is considered satisfactory having regard to the limited site area, availability of street frontage and the low waste generation anticipated from the proposed development.

7.0 PROVISION FOR PEDESTRIANS AND CYCLISTS

Under the Transport, Access, Parking and Servicing (TAPS) Code, specific bicycle parking rates are not prescribed for the proposed type of development (Rooming Accommodation).

Pedestrian access to the building is provided from the Vine Street frontage via a pathway within the car parking area, connecting to the patio and building entry. Given the constrained site and retention of the existing pre-1911 building, full physical separation of pedestrian and vehicle movements cannot be achieved.

Pedestrian and vehicle interaction within the parking area is considered acceptable for the following reasons:

- Low vehicle volumes: the parking area serves only three (3) spaces, generating in the order of one (1) to two (2) vehicle movements during peak periods;
- Low vehicle speeds: the short driveway length and constrained aisle limit vehicles to walking pace;
- Good visibility: the parking area is open, with clear sightlines between drivers and pedestrians along the length of the pathway; and
- Residents using the parking area will be familiar with its layout and operation.

8.0 SUMMARY OF CONCLUSIONS & RECOMMENDATIONS

- The proposal involves the development of ten (10) rooming accommodation units.
- The development provides three (3) on-site car parking spaces, including one (1) accessible parking space, representing a shortfall of three (3) spaces against the TAPS PSP parking rate of 0.6 spaces per room.
- The proposed parking provision is considered satisfactory on a performance basis, having regard to the proximity of the site to public transport, local shops and services, and the anticipated parking demand associated with rooming accommodation.
- The site is located within approximately five (5) minutes walking distance of bus services operating along Cornwall Street and Logan Road, with Buranda railway station located approximately 1.2 km from the site.
- The proposed car parking layout has been designed generally in accordance with AS2890.1:2004, with swept path analysis provided for B85 and B99 design vehicles.
- Vehicular access is proposed via a new crossover at the western end of the Vine Street frontage, designed in accordance with Brisbane City Council Standard Drawing BSD-2021. A pedestrian sight splay is provided on the departure side of the crossover.
- Given the constrained site dimensions and retention of the existing pre-1911 building, servicing is proposed to occur kerbside along Vine Street. A communal refuse storage area accommodating six (6) wheelie bins is provided adjacent to the site frontage.
- The proposed servicing arrangement is considered appropriate having regard to the limited scale of the development and availability of street frontage for refuse collection.
- Pedestrian access is provided via a delineated pathway within the car parking area. Pedestrian and vehicle interaction is considered acceptable having regard to the low vehicle volumes, low speeds and good visibility within the parking area.
- Overall, the proposed development is considered to provide a satisfactory transport outcome, having regard to the scale and nature of the development and its accessibility to alternative transport options.

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.	**PERFORMANCE SOLUTION – THE PROPOSAL HAS BEEN ASSESSED AGAINST THE RELEVANT TAPS REQUIREMENTS. REFER TO SECTIONS 4–7.**	
PO2 Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public	**AO2** No acceptable outcome is prescribed.	**NOT APPLICABLE – THE PROPOSAL IS NOT A MAJOR DEVELOPMENT.**	

Performance Outcomes	Acceptable Outcomes	SOLUTION	COMMENTS
transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the 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 – VEHICULAR ACCESS IS PROPOSED VIA A NEW CROSSOVER ON VINE STREET, DESIGNED IN ACCORDANCE WITH BCC STANDARD DRAWING BSD-2021. REFER TO SECTION 5.**	
	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 – NO SHARED ACCESS EASEMENT IS REQUIRED.**	
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 – PEDESTRIAN ACCESS IS PROVIDED TO THE EXISTING FOOTPATH NETWORK ALONG VINE STREET.**	
	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 – PEDESTRIAN ACCESS CONNECTS TO THE SURROUNDING STREET NETWORK.**	
	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 – PEDESTRIAN ACCESS IS PROPOSED DIRECTLY FROM THE ROAD FRONTAGE.**	
PO5	**AO5.1**	**REFER TO SECTION 7**	

Performance Outcomes	Acceptable Outcomes	SOLUTION	COMMENTS
Development provides secure and convenient bicycle parking which: (a) for visitors is obvious and located close to the building's main entrance; (b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; (c) is easily and safely accessible from outside the site; (d) does not impact adversely on visual amenity; (e) does not impede the movement of pedestrians or other vehicles; (f) is designed to comply with a recognised standard for the construction of bicycle facilities. 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 on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	**– NO SPECIFIC BICYCLE PARKING RATE IS PRESCRIBED FOR THE PROPOSED USE.**	
	AO5.2 Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities.	**NOT APPLICABLE – EMPLOYEE END-OF-TRIP FACILITIES ARE NOT REQUIRED FOR THE PROPOSED USE.**	
	AO5.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.	**NOT APPLICABLE – NO DEDICATED VISITOR BICYCLE PARKING IS IDENTIFIED.**	
	AO5.4 Development provides visitor bicycle parking which does not impede pedestrian movement.	**NOT APPLICABLE – NO DEDICATED VISITOR BICYCLE PARKING IS IDENTIFIED.**	
	AO5.5 Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	**NOT APPLICABLE – NO DEDICATED BICYCLE PARKING FACILITIES ARE IDENTIFIED.**	
PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users. Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	**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	**COMPLIES – PEDESTRIAN ACCESS IS PROVIDED FROM THE VINE STREET FRONTAGE, SEPARATE FROM THE**	

Performance Outcomes	Acceptable Outcomes	SOLUTION	COMMENTS
	Transport, access, parking and servicing planning scheme policy.	**PROPOSED VEHICLE CROSSOVER.**	
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 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.	**AO9.1** No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).	**NOT APPLICABLE – THE PROPOSAL IS NOT A MAJOR DEVELOPMENT.**	
	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 – A SINGLE VEHICLE CROSSOVER IS PROPOSED TO VINE STREET. REFER TO SECTION 5.**	
	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.	**REFER TO SECTION 5 – A PEDESTRIAN SIGHT SPLAY IS PROVIDED ON THE DEPARTURE SIDE OF THE CROSSOVER IN ACCORDANCE WITH AS2890.1:2004.**	
	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 – PROPOSED ACCESS CROSSOVERS ARE 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:	**AO10** No acceptable outcome is prescribed.	**N/A**	

Performance Outcomes	Acceptable Outcomes	SOLUTION	COMMENTS
(a) the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy; (b) the reinstatement of adjacent footpaths.			
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.	**REFER TO SECTION 5 – A PEDESTRIAN SIGHT SPLAY IS PROVIDED ON THE DEPARTURE SIDE OF THE PROPOSED CROSSOVER.**	
	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.	**NOT APPLICABLE – NO CONVEX MIRRORS ARE PROPOSED.**	
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 – THE SITE IS LOCATED OUTSIDE THE CITY CORE AND CITY FRAME.**	
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.	**PERFORMANCE SOLUTION – THREE (3) SPACES ARE PROPOSED AGAINST A REQUIREMENT OF SIX (6) SPACES. THE PROVISION IS JUSTIFIED HAVING REGARD TO PUBLIC TRANSPORT**	

Performance Outcomes	Acceptable Outcomes	SOLUTION	COMMENTS
	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.	**ACCESSIBILITY, PROXIMITY TO LOCAL AMENITIES AND THE NATURE OF THE ACCOMMODATION. REFER TO SECTION 4.2.**	
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.	**PERFORMANCE SOLUTION – THE PROPOSED PARKING SUPPLY IS ASSESSED IN SECTION 4.2.**	
	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.	**REFER TO SECTION 4.3 – THE PROPOSED PARKING LAYOUT AND B85/B99 VEHICLE MANOEUVRING ARRANGEMENTS ARE SHOWN IN FIGURES 4.1–4.5.**	
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:	**N/A**	

Performance Outcomes	Acceptable Outcomes	SOLUTION	COMMENTS
	(a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; (b) defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; (c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; (d) ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; (e) including way-finding cues; (f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas. 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.	**PERFORMANCE SOLUTION – KERBSIDE SERVICING IS PROPOSED IN LIEU OF ON-SITE SERVICE VEHICLE ACCESS.**	

Performance Outcomes	Acceptable Outcomes	SOLUTION	COMMENTS
		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.	**PERFORMANCE SOLUTION – NO ON-SITE SERVICE VEHICLE BAY IS PROPOSED. REFER TO SECTION 6.**	
	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.	**PERFORMANCE SOLUTION – SERVICING IS PROPOSED KERBSIDE GIVEN THE CONSTRAINED SITE DIMENSIONS AND RETENTION OF THE EXISTING PRE-1911 BUILDING. REFER TO SECTION 6.**	
	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.	**PERFORMANCE SOLUTION – SIX (6) WHEELIE BINS ARE PROPOSED WITHIN A COMMUNAL STORAGE AREA ADJACENT TO THE STREET FRONTAGE, FOR KERBSIDE COLLECTION. REFER TO SECTION 6.**	
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.	**PERFORMANCE SOLUTION – SERVICE VEHICLES ARE PROPOSED TO UNDERTAKE COLLECTION FROM VINE STREET WITHOUT ENTERING**	

Performance Outcomes	Acceptable Outcomes	SOLUTION	COMMENTS
		THE SITE. REFER TO SECTION 6.	
If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensioned vehicle or any on vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)			
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.	**NOT APPLICABLE – THE PROPOSAL IS NOT FREIGHT-DEPENDENT DEVELOPMENT.**	
	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 – THE PROPOSAL IS NOT FREIGHT-DEPENDENT DEVELOPMENT.**	