PROPOSED RESIDENTIAL SUBDIVISION

9 Timberlands Place, Forest Lake, 4078

Traffic Impact Assessment

For SEQ Built Development 3 Pty Ltd

L+R ENGINEERS MANAGERS SCIENTISTS

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Revision	Date	Description	Author	Verifier	Approver
Draft	09/01/2026	Draft	II	AG	
RevA	28/05/2026	RevA	II	AG	AG

Authorised by:

A.W.GREEN BE(Civil & Construction) (Hons), RPEQ, CPEng

DIVISION MANAGER – TRAFFIC AND TRANSPORT

1 Introduction

Lambert and Rehbein (SEQ) Pty Ltd has been commissioned by SEQ Built Development 3 Pty Ltd to prepare a Traffic Impact Assessment report for a proposed residential subdivision located at 9 Timberlands Place, Forest Lake, 4078. The site is formally described as Lot 13 on RP811456 and has a total site area of 1.01ha. The proposed development is for the Reconfiguring of a Lot (RAL) from one (1) lot into 26 residential lots.

The proposed site layout for the development site, prepared by Saunders Havill has been included in **Appendix A**.

This report has been undertaken to assess the potential impact that the proposed development could have on the external road network surrounding the site, and is set out as follows:

Section 2 discusses the existing land use and traffic arrangements in the vicinity of the proposed development site and strategic context of the development site.

Section 3 provides details of the proposed development, including an assessment of the site layout, access, and servicing arrangements.

Section 4 displays the calculations and assumptions used to establish the forecast generation and distribution of the proposed development traffic. This section also quantifies the impact of the proposed development on the surrounding road network.

Section 5 summarises the key outcomes of the traffic investigations.

A response to Brisbane City Council's Transport, Access, Parking and Servicing (TAPS) Code is provided in **Appendix B**.

Lambert & Rehbein has derived the data in this report from a detailed site investigation undertaken in December 2025 as well as data provided by the Client.

This report has been prepared on behalf of and for the exclusive use of the Client and is subject to and issued in connection with the provisions of the agreement between Lambert & Rehbein and the Client. Lambert & Rehbein accepts no liability or responsibility whatsoever for or in respect of any use of or reliance upon this report by any third party.

2 Context of the Development Site

The section of the report describes the context of the proposed development and includes a description of the existing road network, adjacent land uses, and existing active and public transport facilities servicing the site.

2.1 Site Location

The proposed development site is located at 9 Timberlands Place, Forest Lake 4078, formally described as Lot 13 on RP811456 and has a total site area of 1.01ha. The development site is zoned as 'Rural Residential' as per Brisbane City Council's (BCC) City Plan 2014. It is surrounded by 'Low Density Residential' to the immediate south, 'Open Space (District)' to the immediate west and land use of similar zoning to the north and east.

Figure 2-1 shows the proposed development site in the context of the surrounding road network and the linkages to the broader network.

Figure 2-1 Development Site Location (Source: Nearmap, August 2025)

2.2 Adjacent Transport Network

Inspection of the land use, road condition, intersection characteristics, public transport facilities, pedestrian access, and cyclist provisions surrounding the proposed development site have been undertaken in preparation of this traffic assessment. This was completed to collect information about the road network operation, safety characteristics, public transport network and specific network / land-use factors potentially of influence on the proposed development.

The road hierarchy of the surrounding road network, as per BCC's City Plan 2014 is shown in **Figure 2-2**.

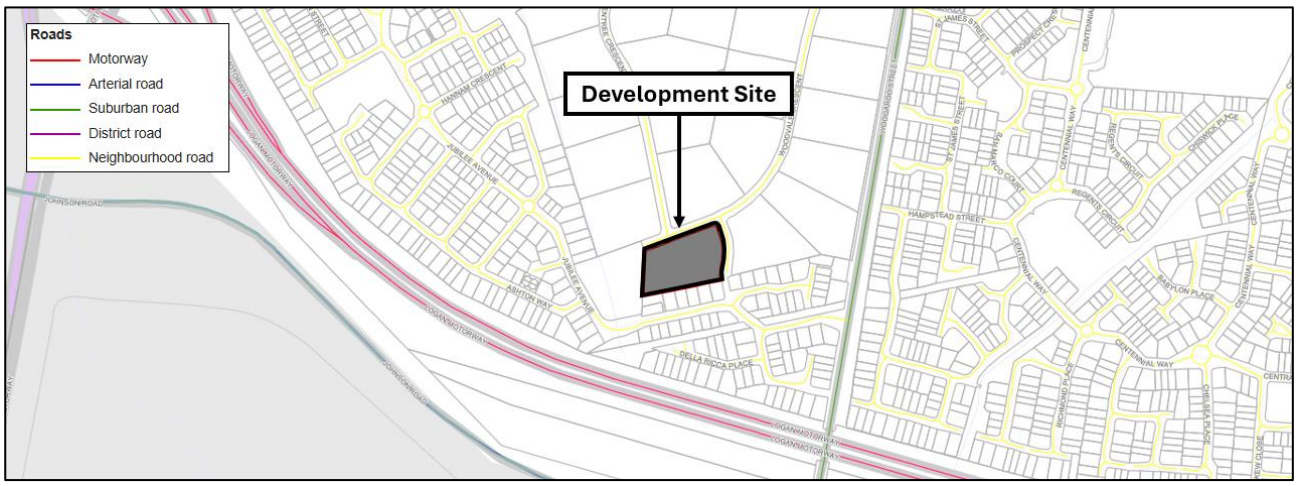


Figure 2-2 Road Hierarchy Overlay (BCC's City Plan 2014)

2.2.1 Timberlands Place

Timberlands Place runs along the site's eastern frontage and is classified as a 'Neighbourhood Road' under the jurisdiction of BCC. The general form of Timberlands Place is shown in **Figure 2-3** and was observed to have the following characteristics at the site frontage:

- A two-way, two-lane road;
- Kerb provided on both sides of the road;
- Pavement width of approximately 7m;
- No pedestrian footpaths provided on either side of the road;
- No dedicated cycle lanes; and
- No posted speed limit; assume 50km/hr.

Figure 2-3 Timberlands Place (Facing North) (Source: Google Maps)

2.2.2 Woodvale Crescent

Woodvale Crescent runs along the site's northern frontage and is classified as a 'Neighbourhood Road' under the jurisdiction of BCC. The general form of Woodvale Crescent is shown in **Figure 2-4** and was observed to have the following characteristics at the site frontage:

- A two-way, two-lane road;
- Kerb provided on both sides of the road;
- Pavement width of approximately 7m;
- No pedestrian footpaths provided on either side of the road;
- No dedicated cycle lanes; and
- No posted speed limit; assume 50km/hr.

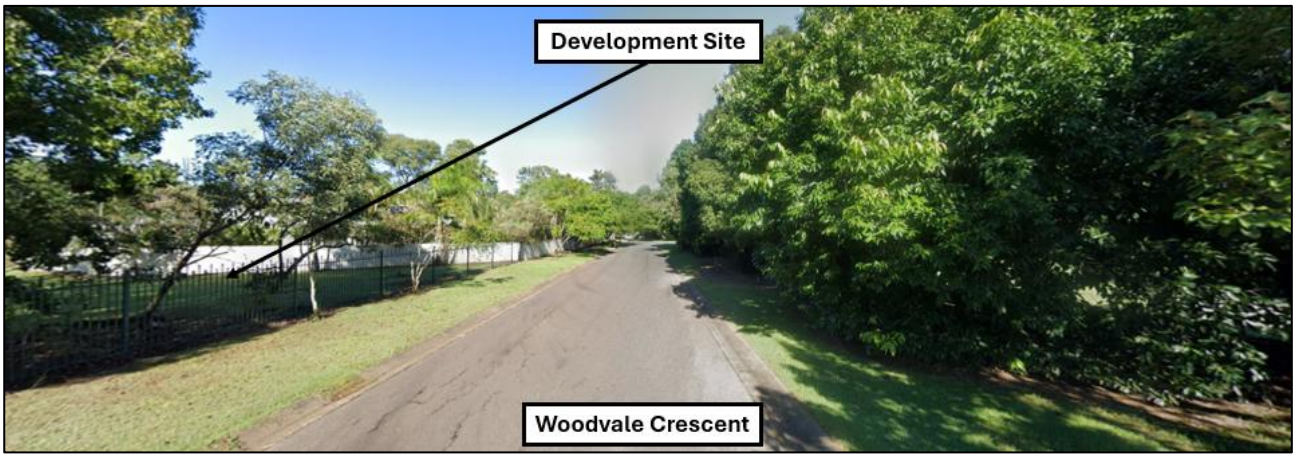


Figure 2-4 Woodvale Crescent (Facing West) (Source: Google Maps)

2.3 Public Transport

The development site has limited connectivity to the existing public transport network within a typical walking catchment of 400m. However, we note that there are a number of stops that are provided within a 500-600m radius along Roxwell Street to the north as illustrated in **Figure 2-5**.

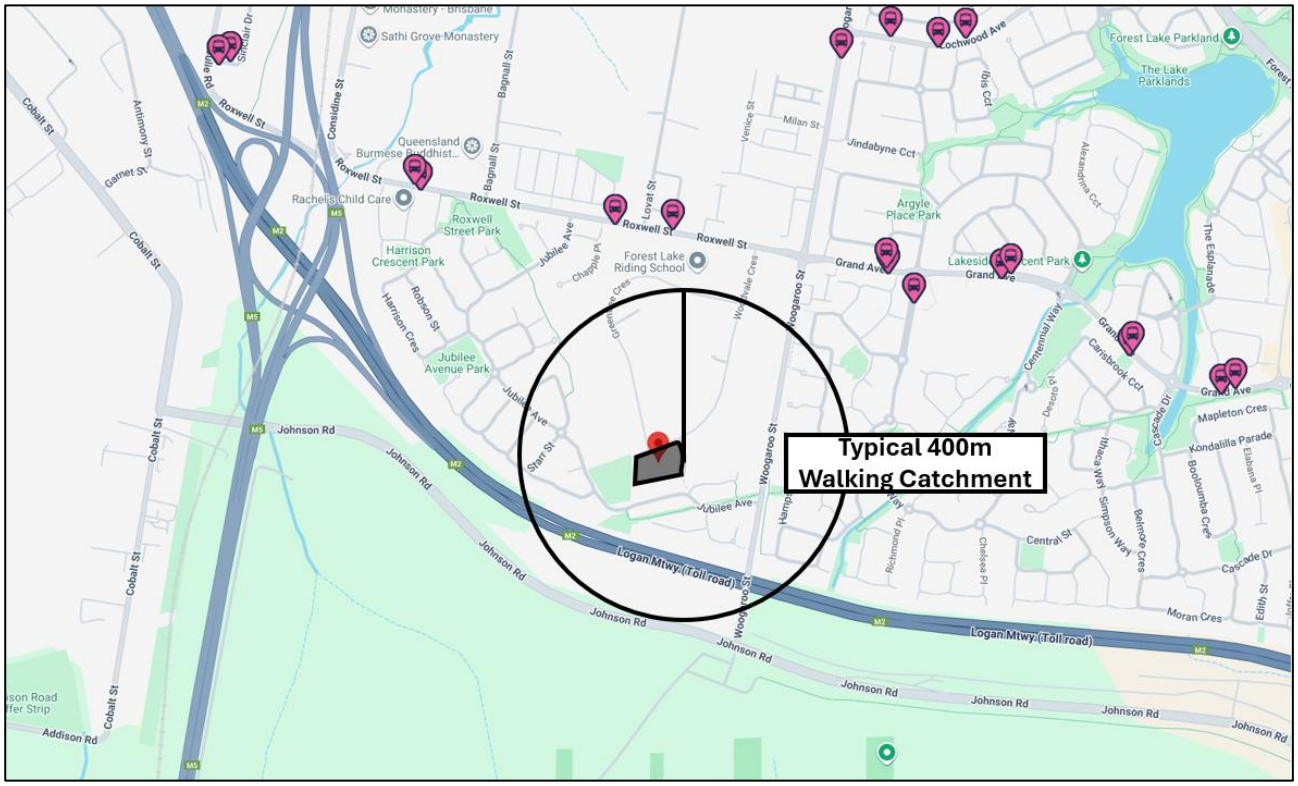


Figure 2-5 Surrounding Translink Bus Stops

2.4 Active Transport

The development site has limited connectivity to the existing active transport network. We do note however that Logan Motorway to the south is mapped as a 'Secondary Cycle Route'. Additionally, another 'Secondary cycle route' runs from Jubilee Avenue through to Woogaroo Street and continues north along the western side of Woogaroo Street while a, a 'Local Cycle Route' runs along the park corridor to the west. These routes are illustrated on BCC's Active Transport Network overlay as shown in **Figure 2-6**.

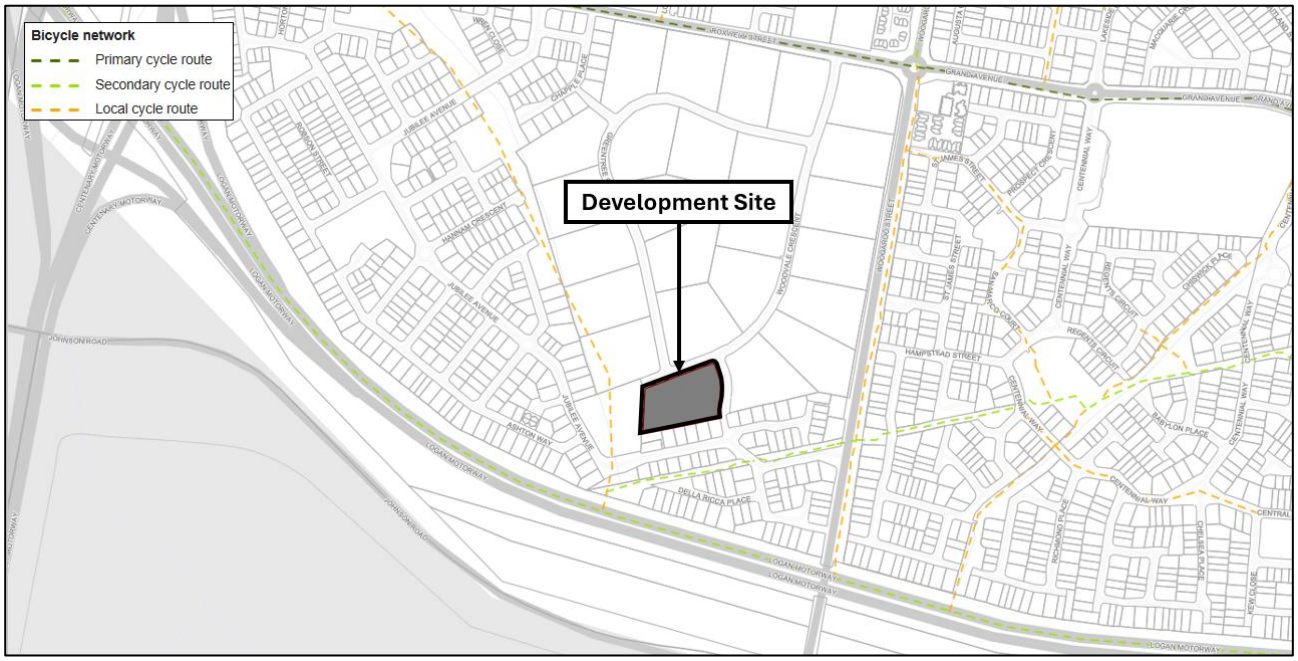


Figure 2-6 Surrounding Active Transport Network (Source: BCC City Plan)

2.5 Future Infrastructure Upgrades

The following resources were reviewed to determine if there are any future transport infrastructure upgrades within close proximity of the development site:

- BCC's Local Government Infrastructure Plan (LGIP),
- Queensland Transport and Roads Investment Program (QTRIP), and
- Queensland Government's Development Assessment Mapping System (DAMS).
- A review of these resources found that there were two (2) future infrastructure upgrades in close within close proximity of the development site as shown in **Figure 2-7** and detailed in

Table 2-1.

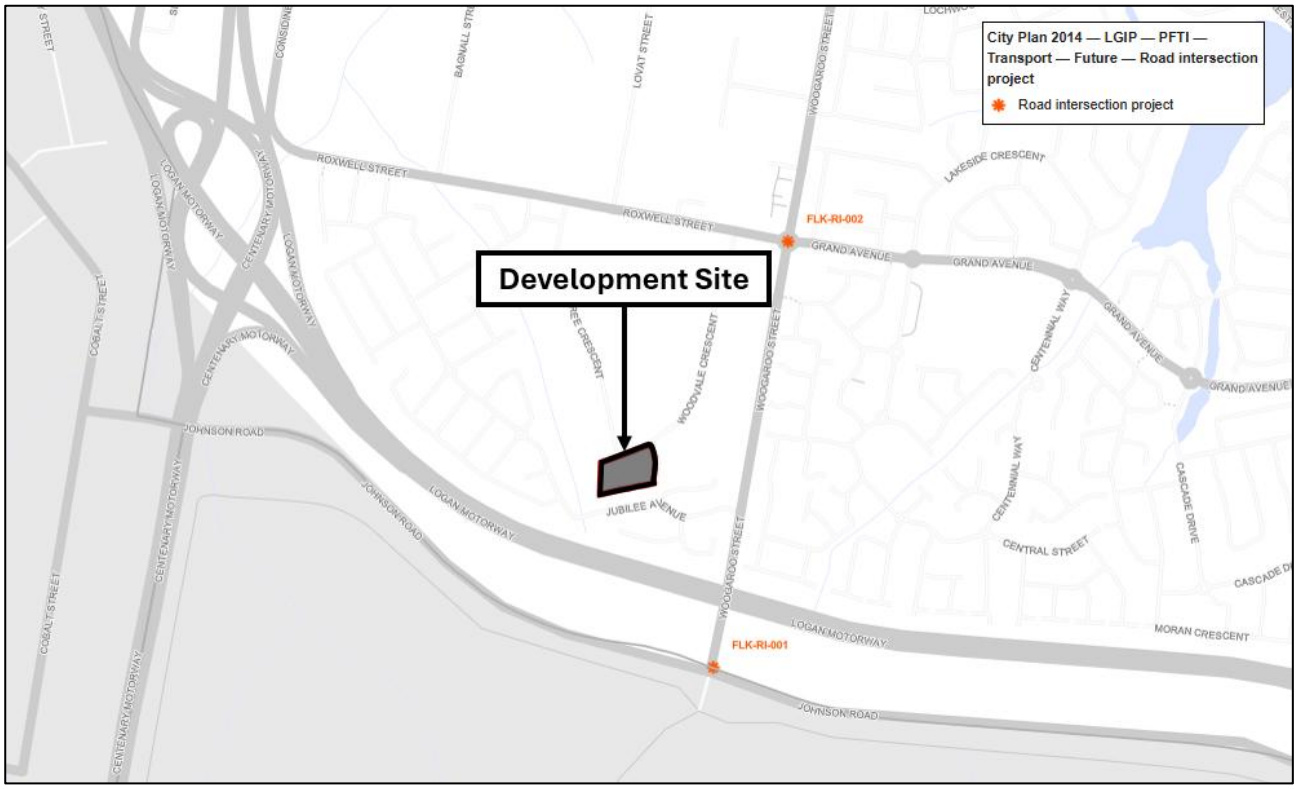


Figure 2-7 BCC's LGIP Future Infrastructure Upgrades

Table 2-1 LGIP Future Infrastructure Project Details

LGIP ID	Project Description	Project Type	Estimated Timing	Establishment Cost
FLK-RI-001	Johnson Road/Woogaroo Street Intersection	Road Intersection Project	2021 - 2026	$1,486,401
FLK-RI-002	Woogaroo Street/Roxwell Street Intersection	Road Intersection Project	2031 - 2036	$1,027,715

2.6 Crash History

An investigation of road crash history in the immediate vicinity of the subject site has been undertaken using publicly available crash data from the Queensland Government's mapping service Queensland Globe. The review found that there were five (5) 'killed or seriously injured' (KSI) crashes recorded in close proximity of the development within the last five (5) years of available data as shown in **Figure 2-8**. The respective crash details are summarised in **Table 2-2**.

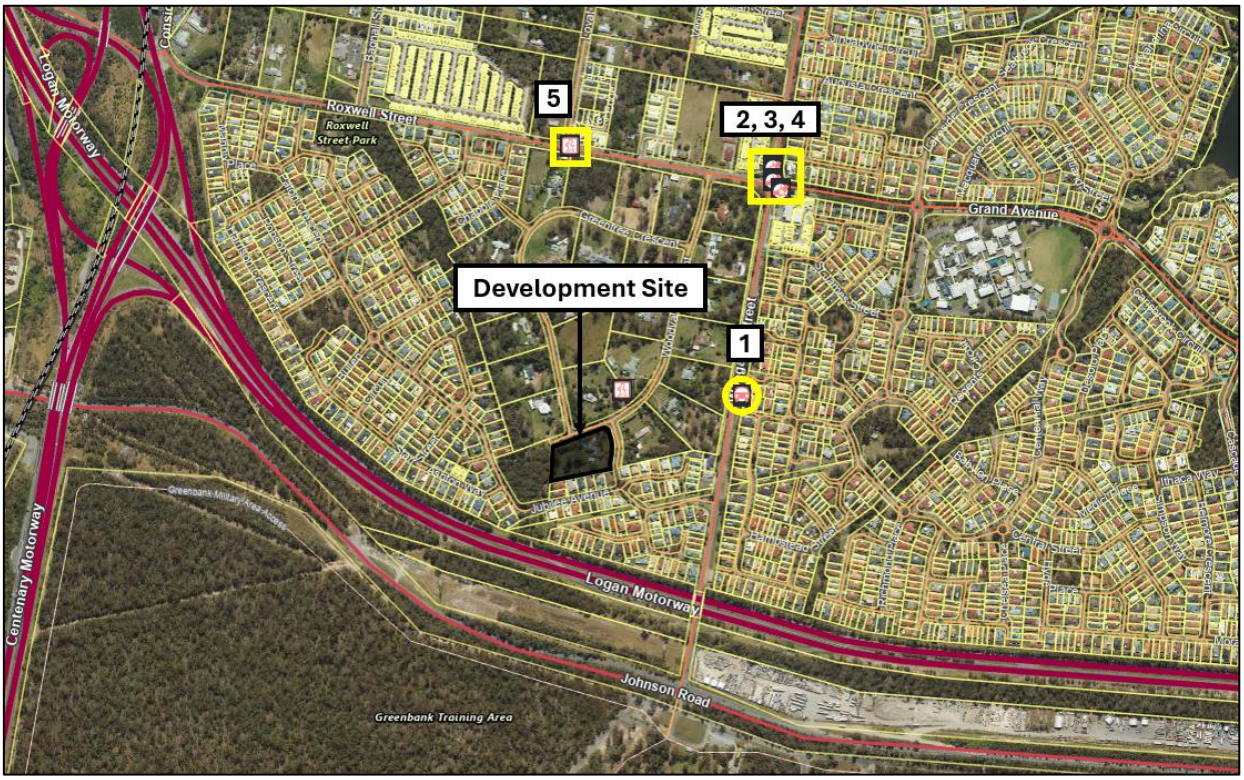


Figure 2-8 Road Crash Locations (Source: QLD Globe)

Table 2-2 Crash Details

ID	Severity	Type	Nature	Year	Conditions	Crash DCA	Description	Crash reference number
1	Hospitalisation	Single Vehicle	Hit object	2023	Darkness-Lighted, Clear	703	Off Path-Straight: Left Off Cway Hit Obj	380133
2	Hospitalisation	Hit Pedestrian	Hit Pedestrian	2021	Daylight - Clear	3	Pedn: Far Side Vehicle Hit From Left	298002
3	Hospitalisation	Multi-Vehicle	Angle	2020	Daylight - Clear	101	Vehs Adjacent Approach: Thru-Thru	233837
4	Hospitalisation	Multi-Vehicle	Sideswipe	2023	Darkness - Clear	101	Vehs Adjacent Approach: Thru-Thru	129456
5	Hospitalisation	Multi-Vehicle	Angle	2022	Daylight - Clear	101	Vehs Adjacent Approach: Thru-Thru	299662

As seen in **Figure 2-8 and Table 2-2**, crashes #2, #3 and #4 crashes occurred at the Roxwell Street / Woogaroo Street / Grand Avenue roundabout, however as described in **Section 2.6**, this intersection is scheduled for upgrades which will likely provide safety benefits to mitigate any existing deficiencies. Crash #1 was a single occurrence involving a hit object which could be attributed to driver error while crash #5 was a hit pedestrian crash on a straight section of road where there is no obvious deficiency in the road infrastructure. As such, no clear crash trend has been identified that could be exacerbated by the additional traffic from the proposed development.

2.7 Adjacent Approvals

We understand that there is an adjacent approval located immediately to the northwest of the development site (State Ref: SFD-01019) as illustrated in **Figure 2-9**. The approval relates to land located at 40, 41, 50, 55 & 60 Woodvale Crescent and 205A Woogaroo Street, Forest Lake, formally described as Lots 4-7, 15-16, 105 on RP811456. The approved development comprises a Reconfiguring of a Lot (RAL) application for the subdivision of six (6) lots into 150 residential lots supporting the development of 151 low density residential dwellings across three (3) stages. The State Facilitated Development approval includes 3-bedroom and 4-bedroom dwellings, with a minimum of 15% of these dwellings to be provided as 'affordable housing' in accordance with the Decision Notice (dated 30 June, 2025).

Figure 2-9 Adjacent Approval Location (Nearmap December 2025)

3 Details of the Proposed Development

This section of the report describes the nature of the proposed development, the proposed access arrangements, servicing arrangement and on-site manoeuvrability.

3.1 Proposed Development

The proposed development is for the Reconfiguring of a Lot (RAL) to subdivide one (1) lot into 26 residential lots located at 9 Timberlands Place, Forest Lake, 4078. The site is formally described as Lot 13 on RP811456 and has a total site area of approximately 1.01ha. The proposed site layout, prepared by Saunders Havill has been included in **Appendix A**.

3.2 Access Arrangements

The proposed development site will gain access to the external road network via a 10.0m wide private road connecting with Timberlands Place at one end and Woodvale Crescent at the other. The road connections will be provided in accordance with Council's Infrastructure Design (ID) Planning Scheme Policy with a pavement width of 5.5m and 2.25 verge widths.

Lots 2-6 will gain access from Woodvale Crescent, Lots 1 and 14-16 will gain access from Timberlands Place while the remaining lots will gain access from the internal 10.0m wide private road.

We note that the proposed 10.0m wide private road will result in a four-way intersection with the 14.0m wide road as part of the adjacent SFD approval (Ref: SFD-01019) and the constructed road past the proposed development access road. However, it is understood that this will only cater for a very low volume of traffic from the proposed development and the adjacent development with no adverse impact on the operation of the surrounding road network.

Pedestrian pathways will be provided on one side of the new local streets, and along the proposed lots fronting Woodvale Crescent and Timberlands Place. It is anticipated that these pathways will connect to adjacent pathways once they are provided as part of the development of surrounding lots.

3.3 Servicing Arrangements

The internal road network has been designed generally in accordance with Council's ID PSP and will therefore accommodate the spatial requirements of a BCC's domestic refuse collection vehicle (RCV).

The RCV will service the development site by circulating through the internal 10.0m wide road without the need for the vehicle to turnaround. We note that the RCV will service each lot at their individual frontages while collection for Lot 26 will occur within the truncated frontage of the 4.0m wide access handle.

4 Impact Assessment

This section of the report provides detail on the potential impact that the development generated traffic volumes could have on the operation of the surrounding road network during the AM and PM peak hour periods.

4.1 Trip Generation

Additional traffic associated with the proposed development has been forecasted, using the industry accepted peak hour traffic generation rates from the Transport for New South Wales (TfNSW) *Guide to Transport Impact Assessment* for regional low density residential dwellings. The traffic generation rates, and in/out directionality of movements adopted for the analysis within this report, are documented in **Table 4-1**.

Table 4-1 Traffic Generation & Directionality Rates

Land Use	Generation Rate			Directionality (% In / % Out)	
	AM PEAK	PM PEAK	DAILY TRIPS	AM PEAK	PM PEAK
Low Density Residential	0.83 trips / dwelling	0.84 trips / dwelling	7.53 trips/ dwelling	20% IN / 80% OUT	70% IN / 30% OUT

As such, based on the above guidelines and assumptions, the estimated traffic generated by the proposed residential subdivision is documented in **Table 4-2**.

Table 4-2 Development Traffic Generation

Land Use	Yield	AM PEAK (IN)	AM PEAK (OUT)	PM PEAK (IN)	PM PEAK (OUT)	DAILY TRIPS
Low Density Residential	26 lots	5	17	15	7	196
Total Trips per Peak		**22**		**22**		

As shown in **Table 4-2**, the proposed development is anticipated to generate 22 vehicle trips (combined in and out) during each peak hour. In both peak periods, this equates to one (1) additional trip approximately every two (2) to three (3) minutes. Considering this, we believe that the proposed development will have negligible impact on the surrounding road network. On this basis, no further analysis is deemed necessary in our view.

4.2 Internal Road Typology

The proposed development provides direct lot access from the internal road network via the 10.0m wide private roads. As per Council's City Plan, direct lot access is permitted on low order roads where there are less than 1,000 vehicles per day (vpd).

As previously derived in **Table 4-2**, the anticipated daily vehicle trips generated by the proposed development is 196vpd, which is well below BCC's allowable threshold of 1,000vpd. The internal road typology is therefore considered appropriate in our view.

5 Summary

Lambert and Rehbein (SEQ) Pty Ltd has been commissioned by SEQ Built Development 3 Pty Ltd to prepare a Traffic Impact Assessment report for a proposed residential subdivision located at 9 Timberlands Place, Forest Lake, 4078. The site is formally described as on RP811456 and has a total site area of 1.01ha. The proposed development is for the Reconfiguring a Lot (RAL) from one (1) lot into 26 residential lots.

The proposed development site will gain access to the external road network via a 10.0m wide private road connecting with Timberlands Place at one end and Woodvale Crescent at the other. The road connections will be provided in accordance with Council's Infrastructure Design (ID) Planning Scheme Policy with a pavement width of 5.5m and 2.25 verge widths.

Lots 2-6 will gain access from Woodvale Crescent, Lots 1 and 14-16 will gain access from Timberlands Place, while the remaining lots will gain access from the internal 10.0m wide private road. Pedestrian pathways will be provided on one side of the new local streets, and along the proposed lots fronting Woodvale Crescent and Timberlands Place. It is anticipated that these pathways will connect to adjacent pathways once they are provided as part of the development of surrounding lots.

The internal road network has been designed generally in accordance with Council's ID PSP and will therefore accommodate the spatial requirements of a BCC's domestic refuse collection vehicle (RCV The RCV will service the development site by circulating through the internal 10.0m wide road without the need for the vehicle to turnaround. We note that the RCV will service each lot at their individual frontages while collection for Lot 26 will occur within the truncated frontage of the 4.0m wide access handle.

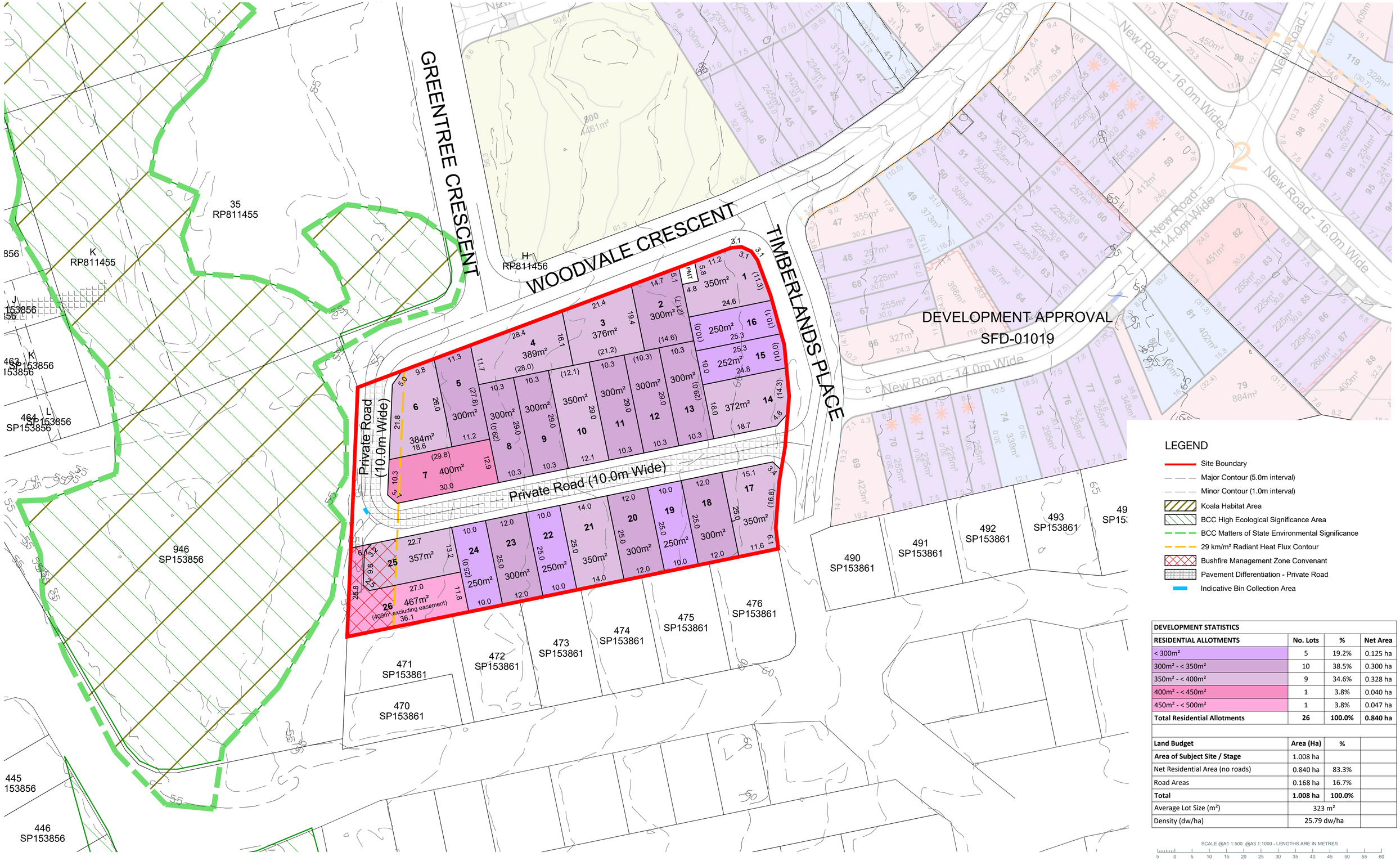
The proposed development is anticipated to generate 22 vehicle trips (combined in and out) during each peak hour. In both peak periods, this equates to one (1) additional trip approximately every two (2) to three (3) minutes. Considering this, we believe that the proposed development will have negligible impact on the surrounding road network. On this basis, no further analysis is deemed necessary in our view.

The anticipated daily vehicle trips generated by the proposed development is 196vpd, which is well below BCC's allowable threshold of 1,000vpd. The internal road typology is therefore considered appropriate in our view.

Based on the information contained within this report, we see no traffic engineering reason why the relevant approvals should not be granted.

Appendix A – Site Layout

PROPOSAL PLAN



LEGEND

- Site Boundary
- Major Contour (5.0m interval)
- Minor Contour (1.0m interval)
- Koala Habitat Area
- BCC High Ecological Significance Area
- BCC Matters of State Environmental Significance
- 29 km/m² Radiant Heat Flux Contour
- Bushfire Management Zone Convenant
- Pavement Differentiation - Private Road
- Indicative Bin Collection Area

DEVELOPMENT STATISTICS			
RESIDENTIAL ALLOTMENTS	**No. Lots**	**%**	**Net Area**
< 300m²	5	19.2%	0.125 ha
300m² - < 350m²	10	38.5%	0.300 ha
350m² - < 400m²	9	34.6%	0.328 ha
400m² - < 450m²	1	3.8%	0.040 ha
450m² - < 500m²	1	3.8%	0.047 ha
Total Residential Allotments	**26**	**100.0%**	**0.840 ha**
Land Budget	**Area (Ha)**	**%**	
Area of Subject Site / Stage	1.008 ha		
Net Residential Area (no roads)	0.840 ha	83.3%	
Road Areas	0.168 ha	16.7%	
Total	**1.008 ha**	**100.0%**	
Average Lot Size (m²)	323 m²		
Density (dw/ha)	25.79 dw/ha		

SCALE @A1 1:500 @A3 1:1000 - LENGTHS ARE IN METRES

5 0 5 10 15 20 25 30 35 40 45 50 55 60

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DISCLAIMER
THIS PLAN WAS PREPARED AS A CONCEPTUAL LAYOUT ONLY. IT IS NOT SUITABLE FOR ANY OTHER PURPOSE. PROPERTY DIMENSIONS, AREAS, LOT NUMBERS, AND OTHER FEATURES ARE BASED ON EXISTING INFORMATION AND MAY NOT HAVE BEEN VERIFIED BY SURVEY. THESE DETAILS MAY CHANGE SUBJECT TO DEVELOPMENT APPROVAL OR FURTHER DESIGN. PAVEMENT AND CENTRELINES SHOWN ARE INDICATIVE ONLY AND ARE SUBJECT TO ENGINEERING DESIGN. THE DESIGNS DOCUMENTED HEREIN REMAIN THE PROPERTY OF SAUNDERS HAVILL GROUP AND MUST NOT BE REPRODUCED OR USED IN WHOLE OR PART WITHOUT WRITTEN PERMISSION. SAUNDERS HAVILL GROUP ACCEPTS NO RESPONSIBILITY FOR ANY USE OR RELIANCE BY THIRD PARTIES. REPRODUCTION WITHOUT THIS NOTE IN FULL RENDERS THE INFORMATION INVALID.

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STATE OVERLAYS: QUEENSLAND GOVERNMENT
LOCAL OVERLAYS: BRISBANE CITY COUNCIL

N

CLIENT
SEQ BUILT DEVELOPMENT 3 PTY LTD

SITE ADDRESS
9 TIMBERLANDS PLACE, FOREST LAKE

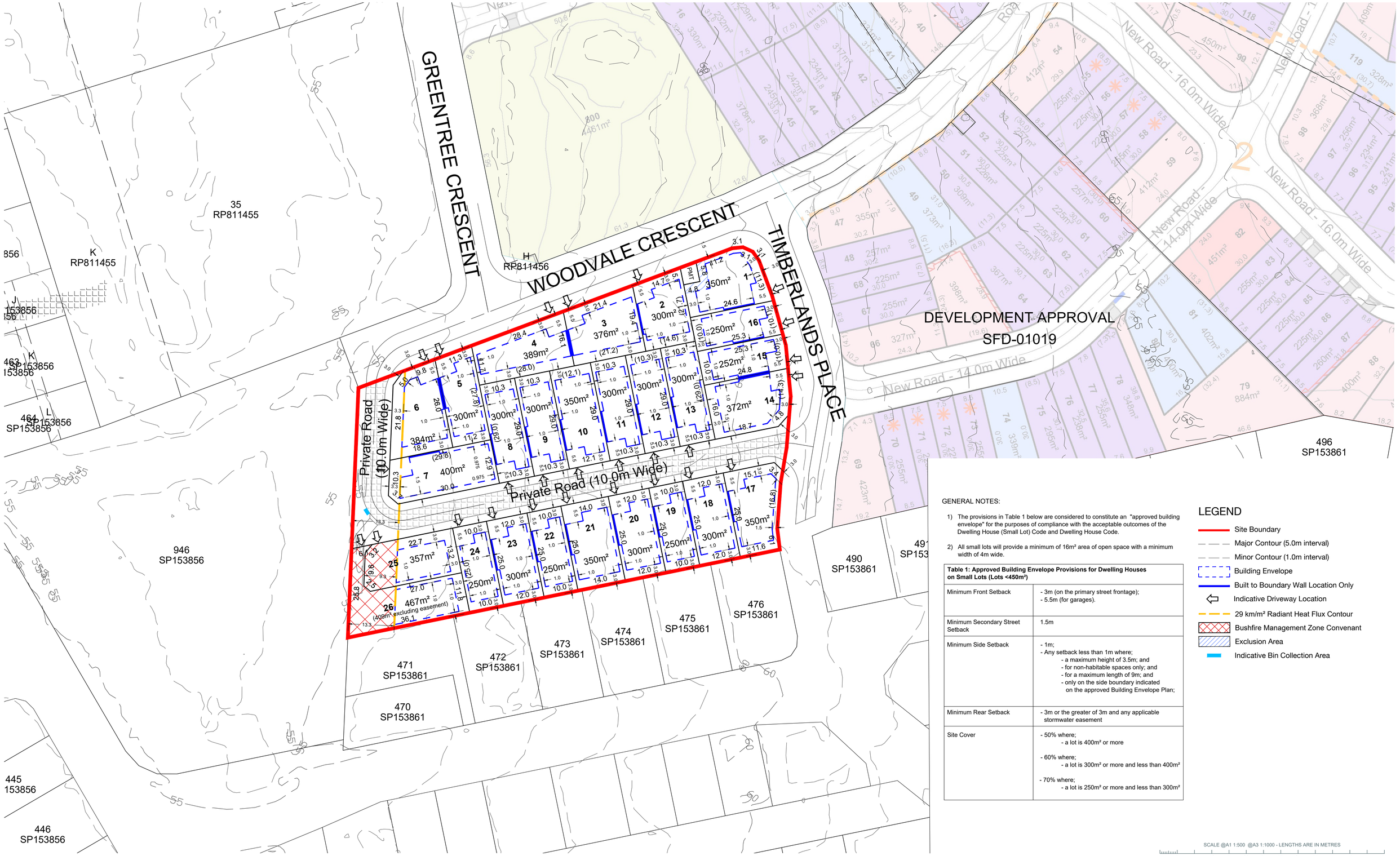
RP DESCRIPTION
LOT 13 ON RP811456

DRAWN
KA

DATE
09/04/2026

DRAWING NO.
12941 P 01 Rev N - PRO 01

PLAN OF DEVELOPMENT



GENERAL NOTES:

1) The provisions in Table 1 below are considered to constitute an "approved building envelope" for the purposes of compliance with the acceptable outcomes of the Dwelling House (Small Lot) Code and Dwelling House Code.

2) All small lots will provide a minimum of 16m² area of open space with a minimum width of 4m wide.

Table 1: Approved Building Envelope Provisions for Dwelling Houses on Small Lots (Lots <450m²)

Minimum Front Setback	- 3m (on the primary street frontage); - 5.5m (for garages).
Minimum Secondary Street Setback	1.5m
Minimum Side Setback	- 1m; - Any setback less than 1m where; - a maximum height of 3.5m; and - for non-habitable spaces only; and - for a maximum length of 9m; and - only on the side boundary indicated on the approved Building Envelope Plan;
Minimum Rear Setback	- 3m or the greater of 3m and any applicable stormwater easement
Site Cover	- 50% where; - a lot is 400m² or more - 60% where; - a lot is 300m² or more and less than 400m² - 70% where; - a lot is 250m² or more and less than 300m²

LEGEND

- Site Boundary
- Major Contour (5.0m interval)
- Minor Contour (1.0m interval)
- Building Envelope
- Built to Boundary Wall Location Only
- Indicative Driveway Location
- 29 km/m² Radiant Heat Flux Contour
- Bushfire Management Zone Convenant
- Exclusion Area
- Indicative Bin Collection Area

SCALE @A1 1:500 @A3 1:1000 - LENGTHS ARE IN METRES

5 0 5 10 15 20 25 30 35 40 45 50 55 60

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SOURCE
PROJECTION: GDA2020 MGA56
SUBJECT BOUNDARIES: COMPILED FROM RECORDS
CONTOURS: ELVIS - LIDAR
STATE OVERLAYS: QUEENSLAND GOVERNMENT
LOCAL OVERLAYS: BRISBANE CITY COUNCIL

N

CLIENT
SEQ DEVELOPMENT 3 PTY LTD

SITE ADDRESS
9 TIMBERLANDS PLACE, FOREST LAKE

RP DESCRIPTION
LOT 13 ON RP811456

DRAWN
KA

DATE
09/04/2026

DRAWING NO.
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Appendix B – TAPS Code Response

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTIONS	COMMENTS	COUNCIL USE ONLY
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 Traffic Impact Assessment report prepared by L+R titled B25579TR001_RevA.	

Solution: ✓ = Acceptable Solution
✓ PO = Satisfies Performance Outcome Directly
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTIONS	COMMENTS	COUNCIL USE ONLY
PO2 Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the Queensland Government and Council.	**AO2** No acceptable outcome is prescribed.		Not applicable.	
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. **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.	✓	Refer to Section 3.2 of the Traffic Impact Assessment report prepared by L+R titled B25341TR001_RevA. The development will gain access via a 10.0m wide road connection to Timberlands Place on one end and Woodvale Crescent on the other.	
PO4 Development provides walking and cycle routes through the site which: a. link to the external network and pedestrian and cyclist destinations such as	**AO4.1** Development provides walking and cycle routes which are constructed on the carriageway or through the site to:	N/A	Not applicable.	

Solution: ✓ = Acceptable Solution
✓ PO = Satisfies Performance Outcome Directly
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTIONS	COMMENTS	COUNCIL USE ONLY
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.	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. **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.			
	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.	✓	Refer to architectural plans prepared by Saunders Havill.	
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		Not applicable for low density residential developments.	

Solution: ✓ = Acceptable Solution
✓ PO = Satisfies Performance Outcome Directly
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTIONS	COMMENTS	COUNCIL USE ONLY
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.	and servicing planning scheme policy. **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.			
	AO5.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.			
	AO5.4 Development provides visitor bicycle parking which does not impede pedestrian movement.			
	AO5.5 Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.			

Solution: ✓ = Acceptable Solution
✓ PO = Satisfies Performance Outcome Directly
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTIONS	COMMENTS	COUNCIL USE ONLY
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.	N/A	Not applicable for low density residential dwellings.	
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.	N/A	Not applicable.	
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.	N/A	Not applicable.	
PO9 Development provides access driveways in the road area that are located, designed and controlled to:	**AO9.1** No acceptable outcome for access is prescribed, for a major development (as described in	✓	Refer to Section 3.2 of the Traffic Impact Assessment report prepared by L+R titled	

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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.	the Transport, access, parking and servicing planning scheme policy). **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.		B25579TR001_RevA. The development access is located on minor roads (Woodvale Crescent and Timberlands Place). Individual allotment driveways will be provided for each lot onto the 10.0m wide private road with five (5) and three (3) lots gaining direct access to Woodvale Crescent and Timberlands Place respectively.	
	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 architectural plans prepared by Saunders Havill.	
	AO9.4 Development provides access driveways in the road area which: a. are located, designed and controlled in compliance	✓	Refer to architectural plans prepared by Saunders Havill.	

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PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTIONS	COMMENTS	COUNCIL USE ONLY
	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.			
	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	N/A	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; b. the reinstatement of adjacent footpaths.	**AO10** No acceptable outcome is prescribed.	N/A	Not applicable.	
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,	✓	Refer to architectural plans prepared by Saunders Havill.	

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	access, parking and servicing planning scheme policy. **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.			
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 accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is	N/A	Not applicable.	

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	required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.			
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 accepted development subject to compliance with identified requirements, does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy. Note—For accepted development subject to compliance with identified	N/A	Not applicable.	

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	requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.			
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. **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;	**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	✓	Refer to Section 3.3 of the Traffic Impact Assessment report prepared by L+R titled B25579TR001_RevA. Appropriate manoeuvring width is provided on site	

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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.	servicing planning scheme policy.		for the refuse vehicle to travel through the private road and service all lots.	
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; c. promoting safety and minimising opportunities	N/A	Not for traffic response.	

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	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:	N/A	Not for traffic response.	

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	a. denying access to potential canvases through access control techniques; b. reducing potential canvases through canvas reduction techniques; c. ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.			
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.	✓	Refer to Section 3.3 of the Traffic Impact Assessment report prepared by L+R titled B25579TR001_RevA. Appropriate manoeuvring width is provided on site for the refuse vehicle to travel through the private road and service all lots.	

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PO19 Development layout provides for services which: a. are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor road where use of the footpath is not adversely affected; b. are clearly defined, safe and easily accessible; c. are designed to contain potential adverse impacts of servicing within the site; d. do not detract from the aesthetics or amenity of the surrounding area.	**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. **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.	✓	Refer to Section 3.3 of the Traffic Impact Assessment report prepared by L+R titled B25579TR001_RevA. Appropriate manoeuvring width is provided on site for a refuse collection vehicle.	
	AO19.3 Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access,	✓	Refer to Section 3.3 of the Traffic Impact Assessment report prepared by L+R titled B25579TR001_RevA. Appropriate manoeuvring	

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	parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.		areas are provided on site for a refuse collection vehicle.	
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.	✓	Refer to Section 3.3 of the Traffic Impact Assessment report prepared by L+R titled B25579TR001_RevA.	
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 other 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	N/A	Not applicable.	

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	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. **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.			

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