

Traffic Engineering Report

To	Chapter Two	Date	30 September 2026
Prepared by	Afaf El Harda, Modus Traffic and Transport Engineer	Approved by	Harj Singh, Modus Executive Director (RPEQ 22364)
Location	17 Fox Street, Wynnum		
Subject	Proposed Mixed Use Development - Traffic Engineering Report		
Status	Final	Attachments	Appendix A: Development Plans Appendix B: Swept Path Assessment Appendix C: Code Responses

1 Introduction

1.1 Overview

Modus has been commissioned by Chapter Two to provide traffic and transport advice in relation to the proposed Mixed Use development located at 17 Fox Street, Wynnum.

This Traffic Engineering Report has been produced by Modus to assess the traffic and transport engineering items in support of the proposed development. A copy of the proposed development plans is provided at **Appendix A**.

Modus has completed this Traffic Engineering Report in accordance with the usual care and thoroughness of the consulting profession. The assessment is based on accepted traffic engineering practices and standards applicable at the time of undertaking the assessment.

Modus disclaims responsibility for any changes to project planning or road conditions that may occur after completion of the assessment.

2 Existing Conditions

2.1 Site Location

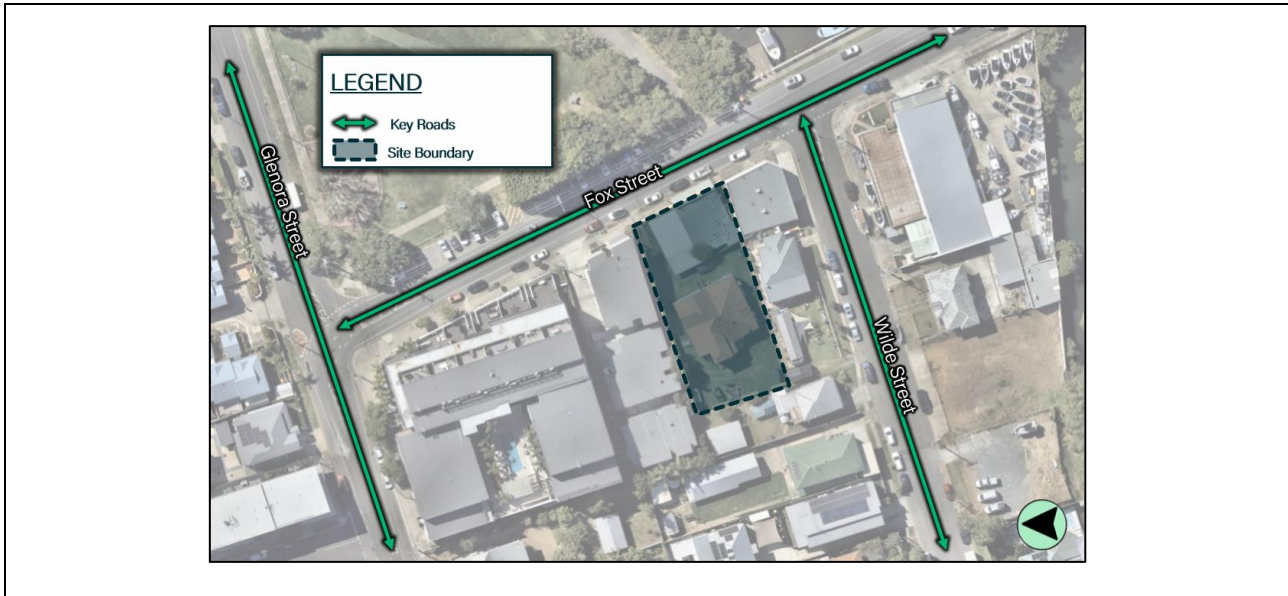
The development site is located at 17 Fox Street, Wynnum and is bounded by Fox Street to the east, Commercial uses and Residential uses to the south and north, and Residential uses to the west.

Furthermore, the development site is currently zoned Neighbourhood Centre within the Brisbane City Council (BCC) Local Government Area.

Additionally, the development site currently accommodates a Restaurant use and a Residential use with one (1) crossover provided onto Fox Street.

Figure 2-1 on the subsequent report page illustrates the development site location.

Figure 2-1 Development Site Location



2.2 Existing Road Network

Table 2-1 outlines characteristics of the existing road network in proximity to the development site.

Table 2-1 Key Road Characteristics

Road	Authority	Hierarchy	Speed Limit	Typical Form
Fox Street	Council	District Road	50 km/hr	Two lanes, undivided
Glenora Street	Council	District Road	50 km/hr	Two lanes, undivided
Wilde Street	Council	Neighbourhood Road	50 km/hr	Two lanes, undivided

2.3 Active and Public Transport Facilities

A dedicated pedestrian footpath is provided along the frontage of the site to connect to the wider pedestrian network. Moreover, Glenora Street to the north is classified as a secondary cycle route and is connected to Wynnum North Esplanade, which is a primary cycle route, hence is expected to accommodate a reasonable degree of cyclist movements.

Bus services are available within a reasonable walking distance, with the closest bus stop is situated on Tingal Road near Wilde Street, approximately 550m from the site. An additional bus stop is located further west along Tingal Road at a distance of approximately 650m.

Furthermore, the Wynnum train station is approximately 900m from the site, in addition to the Wynnum Business District being located 750m to the south.

3 Proposed Development

3.1 Overview

The proposed development will comprise a Mixed Use development accommodating the following:

- ▶ An Office use with 97.7 sq.m GFA,
- ▶ A Multiple Dwelling use comprising nine (9) 2-bedroom units and eight (8) x 3-bedroom units.

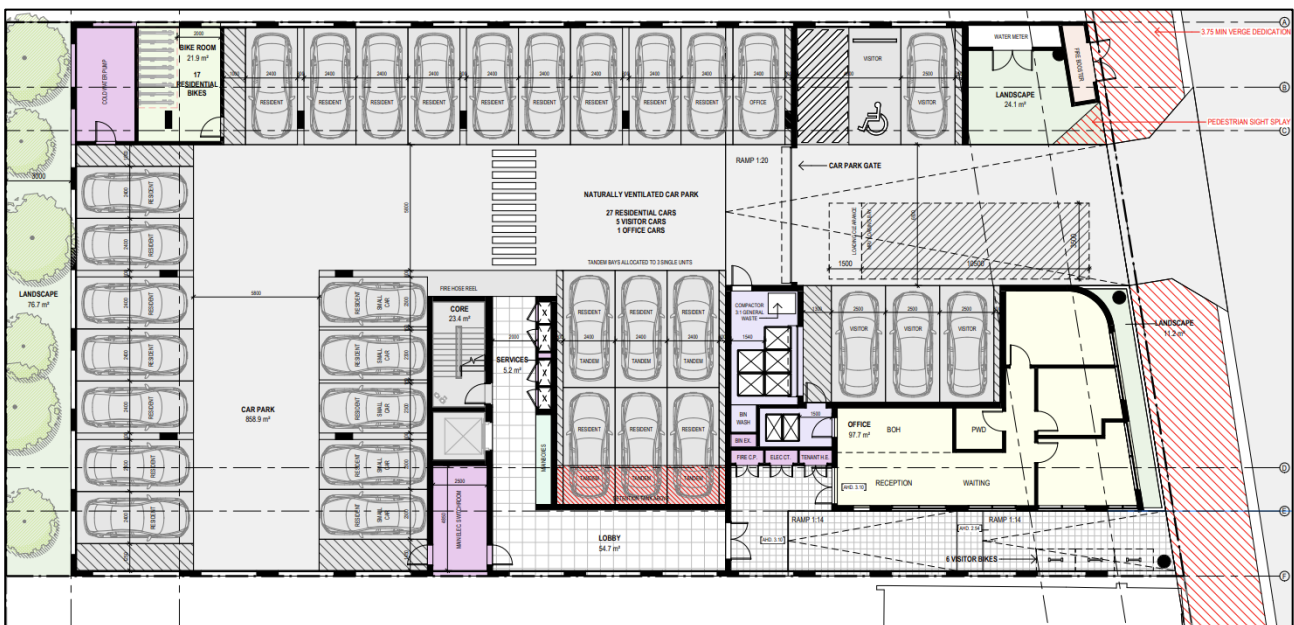
As part of the proposed development, vehicular access will be provided via a 6.5m wide access onto Fox Street.

Furthermore, the proposed development will accommodate a total of 33 car parking spaces on-site with the following allocations:

- ▶ 27 Resident spaces,
- ▶ 5 Visitor spaces (inclusive of 1 PWD space),
- ▶ 1 Office space.

Figure 3-1 illustrates the proposed development layout. A copy of the development plans is provided at **Appendix A**.

Figure 3-1 Proposed Development Layout



4 Traffic and Transport Review

4.1 Access Design

4.1.1 Driveway Design

In accordance with Australian Standards 2890.1, the minimum driveway requirements for the proposed development are outlined in Table 4-1.

Table 4-1 Driveway Design Compliance

Road Frontage	AS2890.1 Driveway Design Compliance	Access Conditions
Fox Street	Site Conditions	Minor Road Frontage User Class 2 25 - 100 Spaces
	Access Facility Category	2
	Required Driveway Widths	Minimum 6.0m – 9.0m
	Proposed Driveway Width	6.5m

Therefore, the proposed driveway width complies with Australian Standards 2890.1.

4.1.2 Crossover Design

The development crossover is designed in accordance with the IPWEA Standard Drawings package and hence are considered acceptable.

4.1.3 Driveway Location

In accordance with Australian Standards 2890.1, development accesses with a Class 2 Access Facility Category are to achieve a 6.0m separation to any formal intersections. Provided that the proposed access location is not located within a 6.0m distance to any formal intersections, the proposed access location is considered acceptable.

Additionally, the driveway location accommodates the following separation requirements as per the BCC Transport, Access, Parking and Servicing Planning Scheme Policy (TAPS PSP):

- ▶ A minimum 10.0m separation to any minor road intersection,
- ▶ A minimum 20.0m separation to any major road intersection,
- ▶ A minimum 3.0m separation to any adjacent driveway.

Therefore, the proposed driveway location is considered acceptable.

4.1.4 Pedestrian Sight Splays

In accordance with Australian Standards 2890.1, pedestrian sight splays should be provided at the egress point of a driveway and measure 2.5m in depth and 2.0m in width from the property boundary. The proposed development does accommodate pedestrian sight splay provisions in accordance with Australian Standards 2890.1

Therefore, the proposed pedestrian sight provisions are considered acceptable.

4.1.5 Vehicle Sight Distance

In accordance with Australian Standards 2890.1, the minimum vehicle sight distance for an access driveway fronting a 50 km/hr road is 45.0m. The straight horizontal and vertical road alignment of Fox Street north and south of the site allows a minimum vehicle sight distance of 45.0m to be accommodated.

Therefore, the minimum vehicle sight distance provisions are considered acceptable.

4.2 Car Parking Provisions

4.2.1 Council Requirements

In accordance with the BCC TAPS PSP, the minimum car parking requirements are outlined below in Table 4-2.

Table 4-2 Minimum Car Parking Requirements

Land Use	Car Parking Rate	Yield	Car Parking Required	Car Parking Provided
Office	3 spaces per 100m ² GFA	97.7m ² GFA	Three (3) Spaces	One (1) Office Space
Multiple Dwelling	1.5 spaces per 2-bedroom dwelling 2 spaces per 3-bedroom dwelling 0.25 visitor spaces per dwelling	Nine (9) 2-bedroom dwellings Eight (8) 3-bedroom dwellings	29 Resident Spaces 5 Visitor Spaces	Five (5) Visitor Spaces 27 Resident Spaces
TOTAL:			37 spaces	33 spaces

Therefore, the proposed car parking provisions are not strictly in accordance with the BCC TAPS PSP.

The development accommodates compliant Visitor parking provisions, a minor 7% shortfall in Resident parking provisions (equivalent to two spaces) and a shortfall of two (2) Office spaces.

4.2.2 Practical Car Parking Arrangements

While it is noted that the parking provisions are not strictly in accordance with the BCC TAPS PSP, the proposed car parking provisions are considered acceptable on the following basis:

- ▶ The nature of the Visitor car parking for the Residential component is not anticipated to generate high car parking demand during business hours, in which peak parking will typically occur on weekday evenings and on weekends,
- ▶ Conversely, the Office peak parking will occur during standard business hours. As such, the peak parking periods for the Visitor and Office uses will not coincide and hence the non-residential car parking supply is considered acceptable in accommodating the Visitor and Office parking demand,
- ▶ The development provides an average of approximately 1.59 resident car parking spaces per dwelling, which represents a relatively high level of private vehicle accommodation for a Multiple Dwelling development,
- ▶ A minimum of one resident parking space can be allocated to every dwelling, with a further 11 spaces available as second spaces. Accordingly, the development is capable of accommodating two vehicles for a substantial proportion of households,

4.2.3 Surrounding On-Street Parking Capabilities

Modus has undertaken a desktop assessment of the surrounding on-street parking conditions to understand the broader parking environment in proximity to the proposed development. The surveyed streets are illustrated in Figure 4-1, with the observed occupancy results shown in Figure 4-2. It should be noted that the data was obtained from satellite imagery sourced from Nearmap for each of the recorded survey dates.

Figure 4-1 On-Street Parking

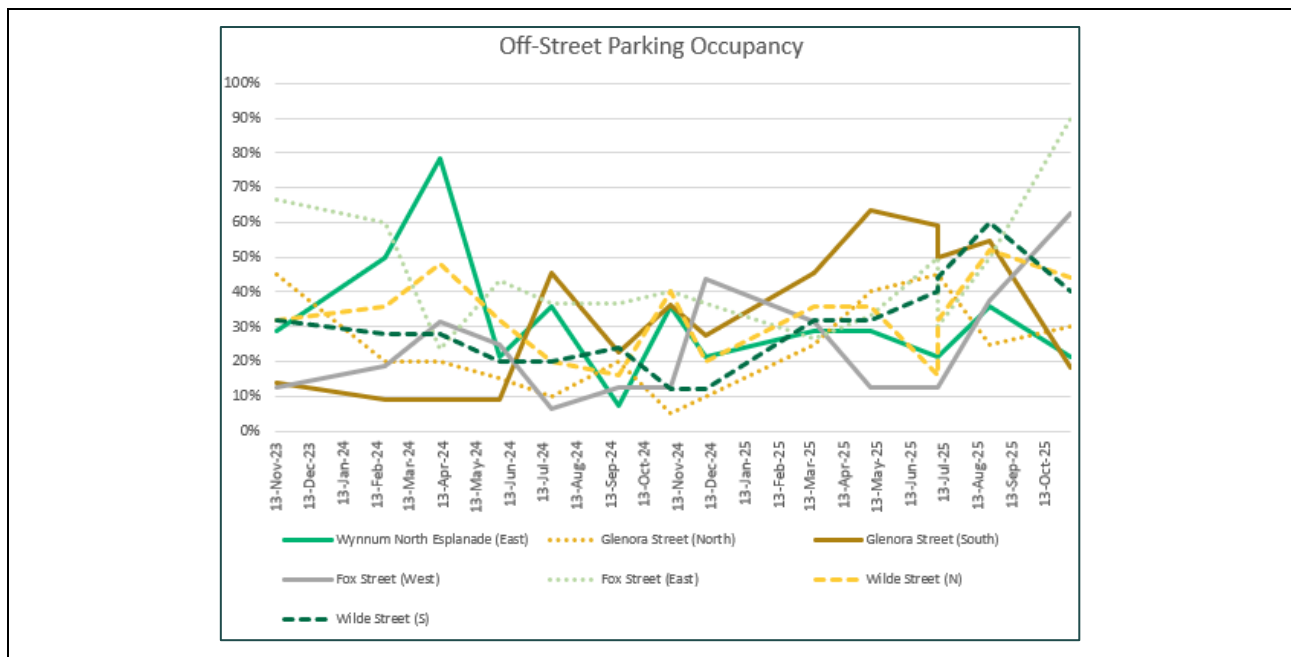


The assessment identified a total surveyed on-street parking supply of approximately 152 spaces within the surrounding road network.

Across the full observation period, on-street parking occupancy varied over time and by location, with the highest observed network-wide occupancy occurring on 5 November 2025 at approximately 47% utilisation, equivalent to around 71 occupied spaces.

At this time, approximately 81 spaces remained available across the surveyed network as shown in Figure 4-2.

Figure 4-2 On-Street Parking Occupancy



Across the dataset, the overall network occupancy typically ranged between approximately 22% and 47%, indicating that the surrounding on-street parking environment is generally not operating at or near full capacity during the observed periods.

On this basis, Modus considers there to be considerable on-street parking capabilities to accommodate any theoretical car parking overspill.

4.2.4 Car Parking Summary

Therefore, the proposed car parking provisions are considered in accommodating the peak parking demand of the development based on the nature of the development in conjunction with the site location relative to public transport and on-street parking capabilities.

As such, the development is considered to comply with PO14 of the BCC TAPS Code.

4.3 Bicycle Parking Provisions

In accordance with the BCC TAPS PSP, the minimum bicycle parking requirements are outlined in Table 4-3.

Table 4-3 Minimum Bicycle Parking Requirements

Land Use	Bicycle Parking Rate	Yield	Bicycle Parking Required	Bicycle Parking Provided
Multiple Dwelling	1 lockable, covered, bicycle parking per unit 1 visitor bicycle parking per 4 units or part thereof	17 units	17 Resident Spaces 5 Visitor Spaces	17 Resident Spaces 6 Visitor Spaces

Therefore, the proposed bicycle parking provisions are in accordance with the BCC TAPS PSP.

4.4 Car Parking Design

4.4.1 Car Parking Layout

Modus has conducted a design review of the car parking layout against the design guidelines within Australian Standards 2890.1 and Australian Standards 2890.2, of which is summarised in Table 4-4.

Table 4-4 Car Parking Layout Design Review

Design Criteria	AS2890 Requirement	Proposed Design	Compliant
Parking Spaces			
Car Space Length - General	Min 5.4m	Min 5.4m	✓
Car Space Length - PWD Space	Min 5.4m	Min 5.4m	✓
Car Space Width - Resident / Employee	Min 2.4m	Min 2.4m	✓
Car Space Width - Visitors / Medium Turnover	Min 2.5m	Min 2.5m	✓
Car Space Width - PWD Space	Min 2.4m plus adjacent 2.4m shared zone	Min 2.4m plus adjacent 2.4m shared zone	✓
Car Parking Door Opening Clearances	Min 0.3m	Min 0.3m	✓
Roadways and Parking Aisles			
Minimum Car Parking Aisle Width	Min 5.8m	Min 5.8m	✓
Termination Aisle Extension	Min 1.0m	Min 1.25m	✓
Maximum Car Parking Aisle Length	Max 100.0m	Max 32.75m	✓

As such, the proposed car parking layout is considered acceptable.

4.4.2 Queueing Provisions

In accordance with Australian Standards 2890.1, the minimum vehicle queueing requirement from the property boundary to the first parking space is two (2) vehicles, equivalent to a length of 12.0m.

The proposed parking layout accommodates a minimum queueing length of 6.0m and therefore does not satisfy the minimum queueing provision of Australian Standards 2890.1.

However, Modus considers the proposed arrangement acceptable having regard to the operational characteristics of the site as follows:

- ▶ The proposed development is anticipated to generate approximately 12 vehicle movements per hour. Assuming up to 80% of these movements occur as vehicle arrivals, this equates to approximately 10 vehicle arrivals per hour, or one (1) vehicle approximately every six (6) minutes. Accordingly, the likelihood of vehicles arriving at the site simultaneously is considered low.
- ▶ The site provides five (5) visitor parking spaces, which are expected to accommodate longer-duration visitor parking. As such, the turnover of visitor spaces is expected to be relatively low, further limiting the likelihood of concurrent vehicle arrivals.
- ▶ The visitor parking spaces are 2.5m wide and are accessed via a 6.5m wide parking aisle, providing sufficient manoeuvring space for vehicles to enter and circulate within the site. Given the relatively low anticipated arrival rate, any temporary interaction between an arriving vehicle and a vehicle manoeuvring within the parking area is expected to be of short duration and can be accommodated within the available queueing length.

On this basis and having regard to the low traffic generation and expected low frequency of concurrent vehicle arrivals, the proposed 6.0m queueing provision is considered acceptable for the operational characteristics of the site.

4.5 Servicing Requirements

In accordance with the BCC TAPS PSP, the minimum service vehicle requirements for the proposed development are as follows:

- ▶ Occasional Servicing: Large Rigid Vehicle
- ▶ Refuse Collection: 10.24m refuse collection vehicle

The proposed development accommodates on-site servicing for the abovementioned service vehicles.

As detailed within Section 4.4 of this report, the proposed parking layout is able to accommodate sufficient service vehicle design requirements for the abovementioned service vehicles.

Furthermore, Modus has undertaken a swept path assessment (provided at **Appendix B**) which confirms the following:

- ▶ A Large Rigid Vehicle is able to safely and efficiently manoeuvre to, within and from the site ensuring a minimum 0.3m to any permanent obstructions, ensuring a reverse-in / forward-out arrangement occurs,
- ▶ A 10.24m refuse collection vehicle is able to safely and efficiently manoeuvre to, within and from the site ensuring a minimum 0.5m to any permanent obstructions, ensuring a reverse-in / forward-out arrangement occurs.

Therefore, the proposed development servicing arrangements are considered acceptable.

4.6 Development Traffic Generation

In accordance with the NSW Guide to Transport Impact Assessment, the peak hour traffic generating potential of the proposed development is outlined in Table 4-5.

Table 4-5 Proposed Development Traffic Generation Volumes

Scenario	Land Use	Yield	Peak Hour Traffic Generation Rates	Peak Hour Traffic Generation Volumes
Proposed	Office	97.7m ² GFA	0.99 vehicles trips per 100m ² GFA	0.99 vehicles per hour
	Medium Density Residential	17 dwellings	0.60 vehicle trips per dwelling	10.2 vehicles per hour
Total:				11.19 vehicles per hour

Therefore, the proposed development will accommodate up to 12 vehicles per hour. On average across the peak hour period, this corresponds to one (1) new vehicle on the external road network every 5 minutes. On this basis, the proposed development traffic generation will not compromise the safety nor efficiency of the external road network.

5 Summary

Therefore, Modus is of the opinion that the proposed development is acceptable from a traffic engineering perspective and will not have a substantial impact on the safety or efficiency of the external road network.

Should there be any issue with the above, please contact the undersigned.

Yours sincerely,



MODUS TRANSPORT AND TRAFFIC ENGINEERING

Harj Singh
Executive Director (RPEQ 22364)

APPENDIX A

Development Plans



26051_ THE FOX
ASK021 - ARCH BACKGROUNDS
10/09/26

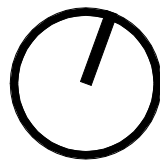
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PROJECT
THE FOX
17 FOX ST, WYNNUM QLD
MULTIPLE DWELLING

DRAWING STATUS
DEVLEOPMENT APPLICATION

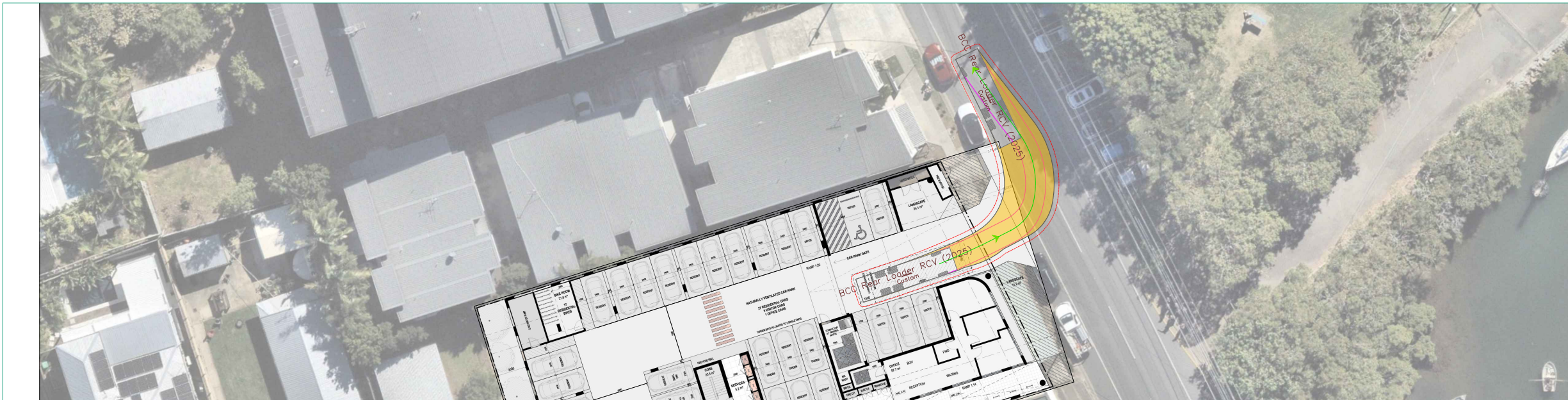
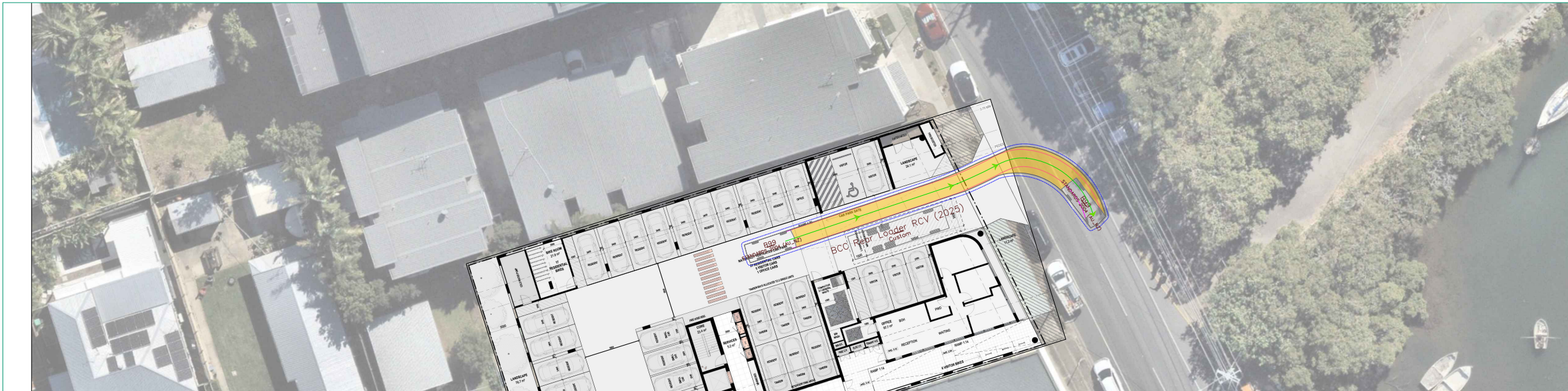
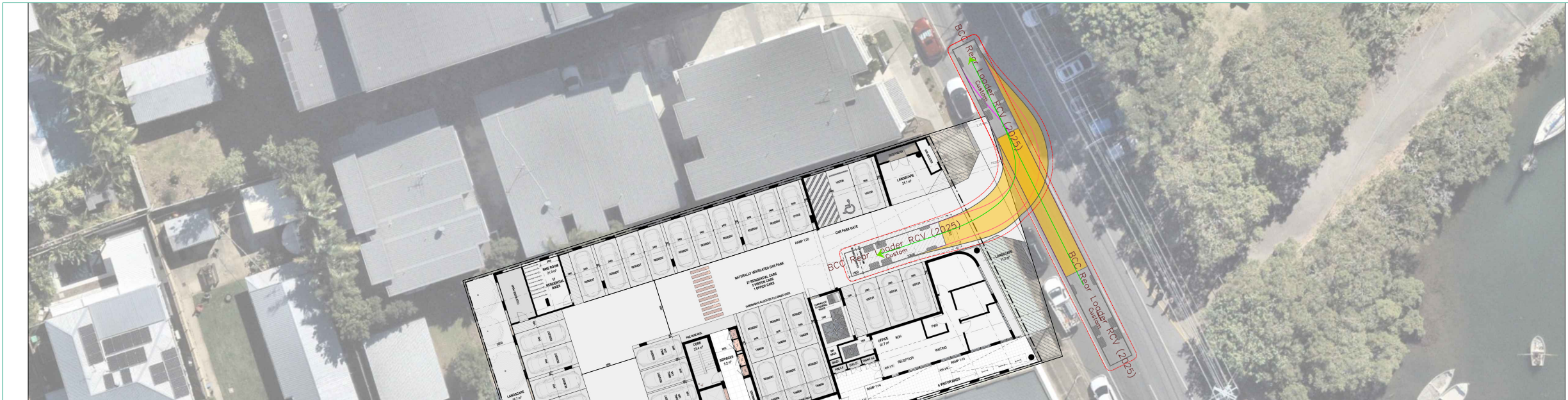
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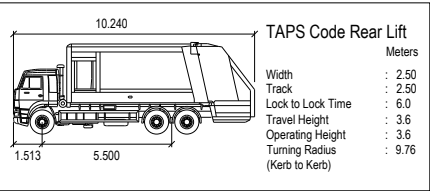


APPENDIX B

Swept Path Assessment

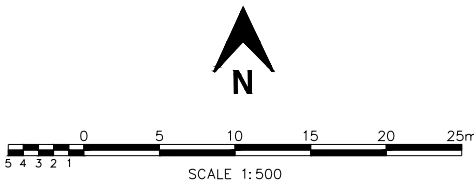


DESIGN VEHICLE ADOPTED



SWEPT PATH LEGEND

- VEHICLE BODY
- FRONT TIRES
- VEHICLE PATH
- VEHICLE CLEARANCE (300mm)
- VEHICLE CLEARANCE (500mm)
- VEHICLE
- 5KM/H DESIGN SPEED



PROJECT

17 FOX STREET, WYNNUM

CLIENT

CHAPTER TWO

DRAWING TITLE

RCV SWEPT PATH ASSESSMENT

DRAWING NUMBER

MOD26059QLD - SK02

DATE

17 09 2026

REVISION

A

REV	DATE	DESIGNER	APPROVED BY

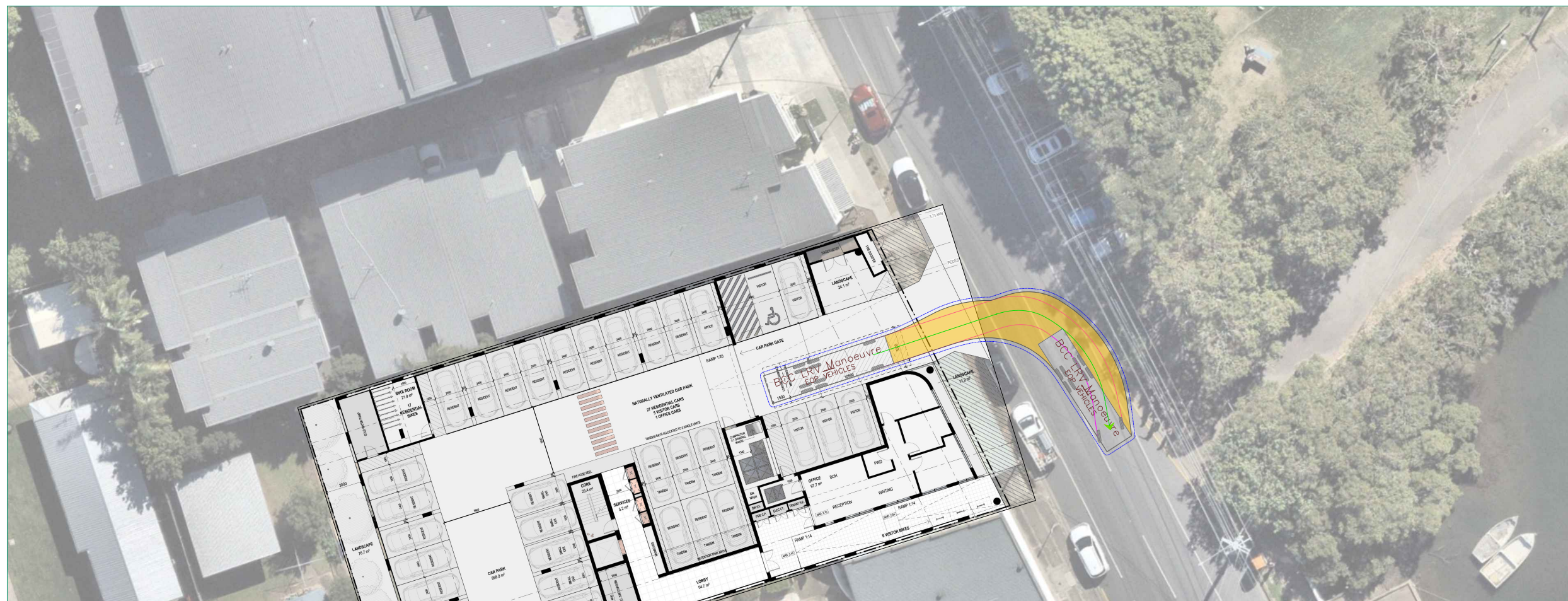
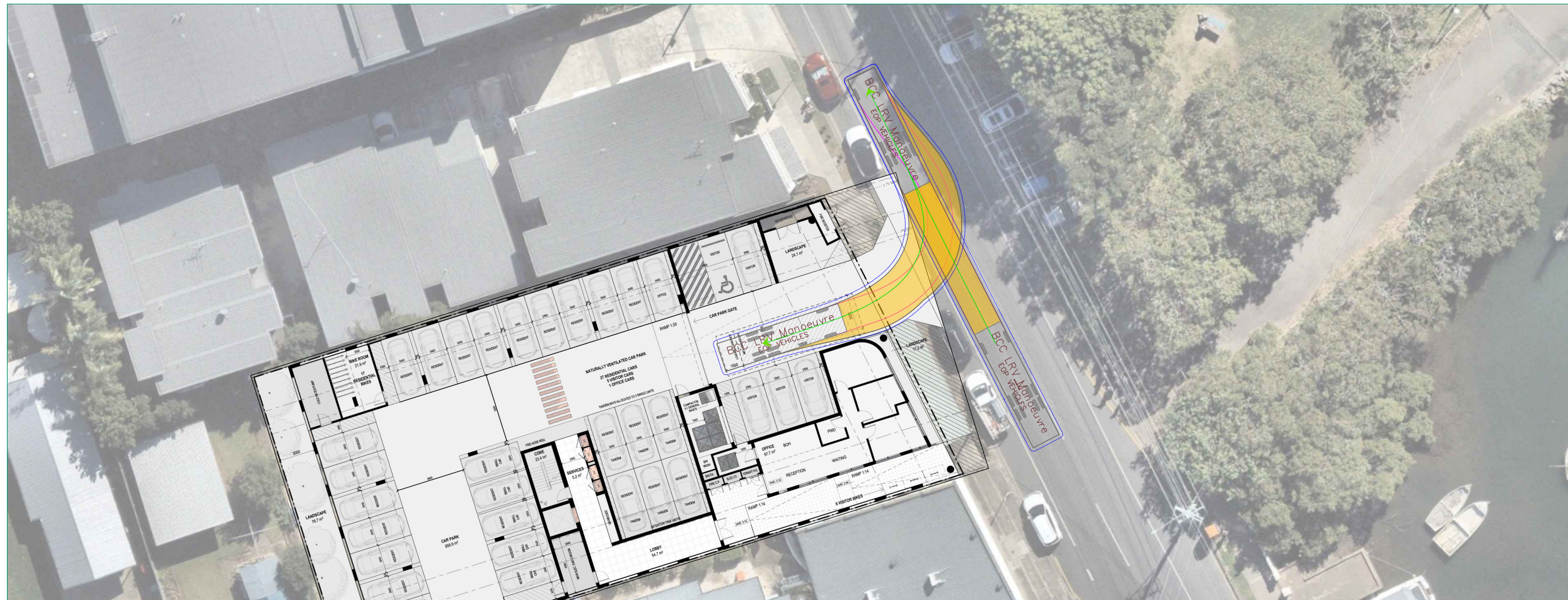
MODUS
Transport and Traffic Engineering

ABN 49 668 863 269
310 Edward Street, BRISBANE CITY QLD 4000

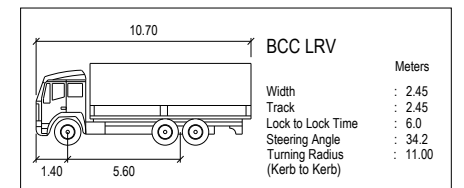
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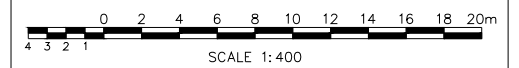


DESIGN VEHICLE ADOPTED



SWEPT PATH LEGEND

-
- VEHICLE BODY
 FRONT TIRES
 VEHICLE PATH
 VEHICLE CLEARANCE (300mm)
 VEHICLE CLEARANCE (500mm)
 VEHICLE
 5KM/H DESIGN SPEED



PROJECT	
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17 FOX STREET, WYNNUM

	CLIENT
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CHAPTER TWO

DRAWING TITLE

LRV SWEEP PATH ASSESSMENT

DRAWING NUMBER

MOD26059QLD - SK03

[illegible]

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RPEQ CERTIFICATION

APPENDIX C

Code Responses

9.4.11 Transport, access, parking and servicing code

9.4.11.1 Application

1. This code applies to assessing:
 - a. operational work which is assessable development if this code is identified as a prescribed secondary code in the assessment benchmarks column of a table of assessment for operational work (section 5.8); or
 - b. a material change of use or reconfiguring a lot if:
 - i. assessable development where this code is identified as a prescribed secondary code in the assessment benchmarks column of a table of assessment for a material change of use (section 5.5) reconfiguring a lot (section 5.6), or an overlay (section 5.10); or
 - ii. impact assessable development, to the extent relevant.
2. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—Where this code contains performance outcomes or acceptable outcomes that relate to:

- crime prevention through environmental design principles, guidance is included in the Crime prevention through environmental design planning scheme policy;
- design for the reduction of graffiti, guidance is provided in the Graffiti prevention planning scheme policy;
- infrastructure design and construction works, guidance is provided in the Infrastructure design planning scheme policy;
- refuse and recycling, guidance is provided in the Refuse planning scheme policy;
- transport, access, parking and servicing standards and guidelines are contained in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.

Note—If involving a standard format lot with common property such as requiring a community management scheme under the *Body Corporate and Community Management Act 1997*, the development contains a reconfiguring a lot aspect of development and the Subdivision code will apply.

9.4.11.2 Purpose

1. The purpose of the Transport, access, parking and servicing code is to assess the suitability of the transport, access, parking and servicing aspects of development.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development provides for access, circulation, parking and vehicle-based services for all relevant transport modes, including walking, cycling and public transport relevant to the nature of the proposed development and its location in relation to the transport network and surrounding existing and future land uses.
 - b. Development enhances the potential for trip making other than by private vehicle.
 - c. Development provides safe access for all transport modes that does not impact adversely on the efficiency and safety of the transport network or diminish the amenity of nearby land uses.
 - d. Development ensures that impacts on amenity caused by traffic generation is consistent with the community's reasonable expectations for the intended use.
 - e. Development provides site access arrangements to ensure that any adverse impacts on other development, the transport network and those who use it, are

- minimised to maintain amenity of the area and the safety and efficiency of the transport system.
- f. Development ensures that access, parking and servicing arrangements and impacts such as noise, are consistent with the community's reasonable expectations and avoid risk of damage to people, property and vehicles.
 - g. Development maximises safety in the use of the transport network, particularly for the most vulnerable users (children, pedestrians, persons with disabilities and cyclists) so that all transport modes are safe and convenient.
 - h. Development provides for walking and cycling routes and end-of-trip facilities for pedestrians and cyclists, designed and located to make walking and cycling attractive and viable transport options.
 - i. Development envisaged by the planning scheme, which will potentially have an adverse impact on the operation of the transport network, is designed and of a scale that maintains the safety and efficiency of the transport network.
 - j. Development provides for on-site parking and manoeuvring areas for cars, motorcycles, bicycles and service vehicles which:
 - i. are safe and convenient to use;
 - ii. if outside the City core and the City frame identified in Figure a are adequate to meet the design peak-parking demands without significant overflow to adjacent premises or the generation of excessive on-street car parking demand, taking into account the requirements of other road users.
 - k. Development provides for on-site servicing that is safe, convenient to use, but discrete, and adequate to meet the reasonably expected demands generated by the development, without significant adverse impacts on the external road system or adjacent premises.
 - l. Development accommodates future road upgrades and widenings ensuring the ongoing capacity, efficiency and safety of the transport network.

9.4.11.3 Performance outcomes and acceptable outcomes

Table 9.4.11.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	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	AO1 Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	PERFORMANCE OUTCOME ACHIEVED The development is generally in accordance with the BCC TAPS Code and / or Australian Standards ensuring a safe and efficient environment for all road users.

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.		
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.	PERFORMANCE OUTCOME ACHIEVED Refer to Section 4.5 of the Modus Report of which demonstrates the development will not compromise the safety or efficiency of the road network.
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.	ACCEPTABLE OUTCOME ACHIEVED
PO4 Development provides walking and cycle routes through	AO4.1 Development provides walking and cycle routes which are	PERFORMANCE OUTCOME ACHIEVED Refer to Section 4.3.3 of the Modus Report

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.	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. 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.	
PO5 Development provides secure and convenient bicycle parking which: a. for visitors is obvious and located close to the building's main entrance; b. for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; c. is easily and safely accessible from outside the site; d. does not impact adversely on visual amenity; e. does not impede the movement of pedestrians or other vehicles; f. is designed to comply with a recognised standard for the construction of bicycle facilities. Note—For a performance outcome relating to the number of bicycle	AO5.1 Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking 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	ACCEPTABLE OUTCOME ACHIEVED

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 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.	
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
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.	PERFORMANCE OUTCOME ACHIEVED Refer to Section 4.3.3 of the Modus Report
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.	PERFORMANCE OUTCOME ACHIEVED Refer to Section 4.3.3 of the Modus Report
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	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). AO9.2	PERFORMANCE OUTCOME ACHIEVED Refer to Section 4.1 of the Modus Report

movement of pedestrians and cyclists; b. ensure the amenity of adjacent premises, from impacts such as noise and light.	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. 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. 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. AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	
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.	PERFORMANCE OUTCOME ACHIEVED Refer to Section 4.1 of the Modus Report

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. 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.	ACCEPTABLE OUTCOME ACHIEVED
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 required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	PERFORMANCE OUTCOME ACHIEVED Refer to Section 4.2 of the Modus Report
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.	PERFORMANCE OUTCOME ACHIEVED Refer to Section 4.2 of the Modus Report

	Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	
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.	PERFORMANCE OUTCOME ACHIEVED Refer to Section 4.3 of the Modus Report
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.	PERFORMANCE OUTCOME ACHIEVED Refer to Section 4.3 of the Modus Report
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

	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 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.	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 OUTCOME ACHIEVED Refer to Section 4.4 of the Modus Report
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.	PERFORMANCE OUTCOME ACHIEVED Refer to Section 4.4 of the Modus Report
	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.	
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 OUTCOME ACHIEVED Refer to Section 4.4 of the Modus Report

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 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 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.	

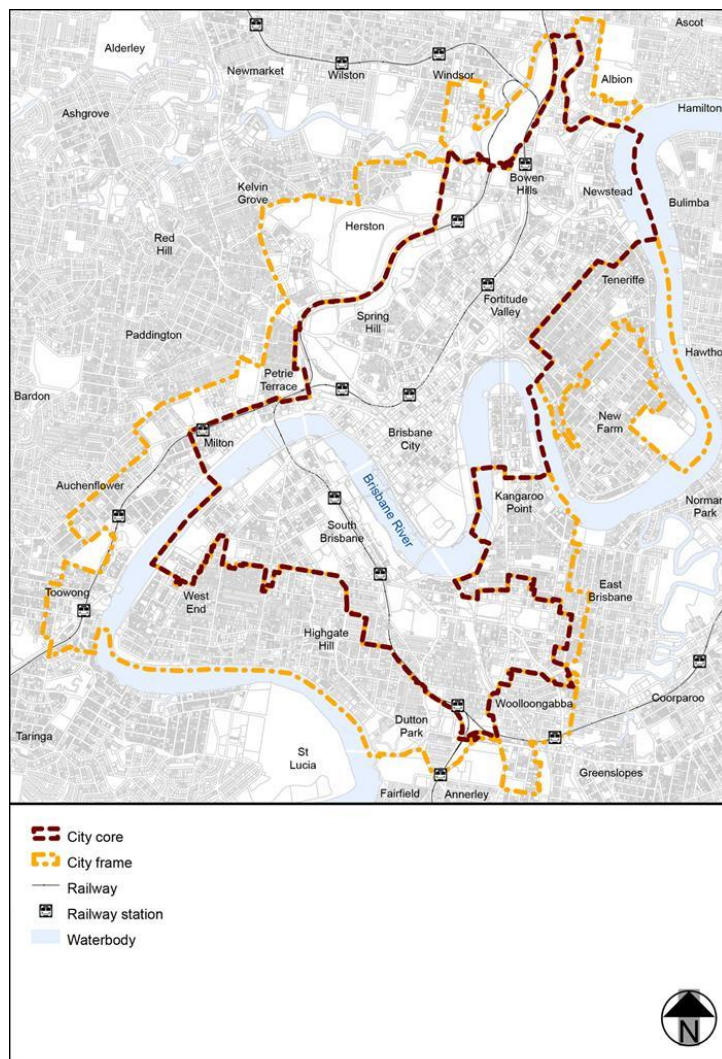


Figure a—City core and City frame

View the high resolution of Figure a-City core and City frame