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APPLICATION REF
A006662187

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Our Ref: 2214_IBT25

31 March 2026

Brisbane City Council
GPO Box 1434
Brisbane QLD 4001

Attention: Dominic Hudson, Senior Urban Planner

Application No: A006662187
Property Address: 80 Barrett Street, Bracken Ridge QLD 4017
Proposal: Material Change of Use – Multiple Dwelling
Subject: Response to Council's Information Request – Traffic Matters

Dear Dominic,

We refer to the above development application for a Material Change of Use for a Multiple Dwelling development (14 units) on the site at 80 Barrett Street, Bracken Ridge.

This letter has been prepared in response to Council's Request for Further Information dated 17 January 2025 issued in respect of the application. It addresses the traffic-related issues contained therein, which are copied below for reference, with responses provided following.

Reference should be made to the amended plans of the proposal which are included as **Attachment 1**, and discussed in the following sections.

Access

8. The proposed location and type of the access crossover requires review as it conflicts with the existing traffic control device (speed restriction device) at the frontage of the site. Access to the development is not supported through the traffic control device.

a) The location of the access crossover to the site, width and type needs to be reviewed by an RPEQ engineer and repositioned to provide for an optimal access location, without conflicting and/or impacting existing traffic devices or any other road infrastructure or creating an adverse impact on the road.

Response

The relocation of the site access driveway is not practical or feasible. A centrally positioned access driveway is required to achieve what is an efficient (and commonly adopted) design, involving units on each side of a central driveway.

Accordingly, it is proposed that the speed hump on Barrett Street be relocated approximately 14m to the west, clear of the proposed access driveway location. This could be undertaken as part of the frontage works to be completed on Barrett Street (i.e. widening of the road, kerb and channel and footpath).

As shown in the diagram included as **Attachment 2**, in the proposed location, there would be approximately 14.4m separation from the relocated speed hump to the existing access driveway to the childcare centre on the site to the west, and approximately 5.7m separation from the relocated speed hump to the proposed access driveway to the east. These separation distances are considered to be adequate, and not in contravention of any requirement in Council's Transport, Access, Parking and Servicing (TAPS) Planning Scheme Policy.

Importantly, in the proposed location, the speed hump on Barrett Street will continue to slow traffic approaching the childcare centre and on the local street more generally, as intended.

b) The access crossover and driveway needs to cater for service vehicles being an LRV (occasional access) for furniture removalist and RCV for regular access for refuse bin collection (refer to refuse item below). If proposing a performance solution, it must be supported by an RPEQ prepared traffic statement.

Response

As shown in the vehicle tracking diagrams included as **Attachment 3**, a 12.5m long Heavy Rigid Vehicle and a 10.24m long rear-load refuse collection vehicle would be able to reverse onto the site for loading/unloading within the driveway area, before exiting the site in a forward direction. This is acceptable under Section 3.2 of Council's TAPS Planning Scheme Policy for occasional access, as well as regular access from a minor road.

It is recommended that a 6.5m wide driveway with Type B2 splays be provided (as shown in the diagrams included as **Attachment 3**), and this requirement could reasonably be included as a condition of the approval.

9. Provide RPEQ endorsed swept path manoeuvring drawings for the following design vehicles; being an LRV and RCV (as specified in BSD 3008-2) demonstrating that safe and efficient service is achieved within the site.

Response

Refer to response above.

Parking Layout and Dimensions

10. Provide a revised and dimensioned layout plan that shows:

a) The proposed garages and visitor parking bay dimensions (length and width), parking aisle free of any obstructions. The aisle width needs to be demonstrated as able to cater for a service vehicle and to achieve the require clearances (horizontal and vertical)

Response

As shown in the vehicle tracking diagrams included as **Attachment 3**, it is proposed that service vehicles use the section of driveway immediately inside the frontage boundary, prior to the units. This section of driveway has a gradient of 1:20 which is satisfactory for refuse collection under the provisions of Council's Refuse Planning Scheme Policy. Importantly, this section of driveway is open to the sky above, and is 6.5m wide in accordance with Council's requirements to accommodate a refuse collection vehicle.

It is proposed that passenger vehicles only proceed past the 1:20 ramped driveway section.

The section of ramp immediately to the south (after the 1:20 section) is shown at 1:6, however would necessarily be 1:8 (maximum) to ensure satisfactory ground clearance for passenger vehicles. This refinement would be incorporated into the civil design plans when prepared at detailed design stage (i.e. 3-dimensional design of the driveway / parking aisle along the length of the site, including the interface with the individual unit garages).

As shown in the vehicle tracking diagrams included as **Attachment 3**, visitor parking spaces are 2.6m wide x 5.4m long, in accordance with Council's requirements.

Enclosed garages have internal dimensions of 5.8m wide x 6.0m length with 5.1m wide door openings in accordance with Council's requirements and/or those outlined in AS2890.1, and the parking aisle has an effective width of 6.5m (measured between landscape build-outs).

In accordance with Clause 2.4.5.3 of AS2890.1, a barrier is required to prevent vehicles from running over the edge of a raised platform where the drop to a lower level exceeds 600mm (i.e. at the southern end of the parking aisle). This barrier will necessarily be designed structurally for the loading requirements of AS1170.1, as per Clause 2.4.5.3 of AS2890.1. This requirement could reasonably be included as a condition of the approval.

Subject to the above, the proposed car parking and manoeuvring arrangements are considered to be acceptable and supportable from a traffic engineering perspective.

b) The amended design is to make provision for bicycle spaces for visitors (minimum 4 bicycles spaces) in common areas and also demonstrate a minimum of 1 resident bicycle space per unit.

Response

As shown in the amended development plans included as **Attachment 1**, provision is made for four (4) visitor bicycle parking spaces to the north of Unit 1.

Residents bicycles could be stored within enclosed garages (i.e. on wall-mounted racks over the nose of vehicles), in accordance with Table 21 in Council's TAPS Planning Scheme Policy.

Refuse

11. It is noted the development proposes kerbside collection for 14 dwellings. Kerbside collection is supported under the Planning scheme where there are a maximum of 10 units and therefore onsite collection is prescribed for this proposal. In accordance with PO32/AO32 of the Multiple dwelling code and PO8/AO8.1, AO8.2 of the Infrastructure design code, provide the following information and demonstrate on amended plans:

a) Demonstrate a minimum 6.5m wide Type B2 crossover and minimum 6.5m wide internal aisle where trafficked by the Refuse Collection Vehicle (RCV). Ensure the minimum 6.5m wide clearance also includes the upper levels of the townhouses and any other built form.

Response

Refer to response to Items 8 and 10 above.

It is recommended that a 6.5m wide driveway with Type B2 splays be provided (as shown in the diagrams included as **Attachment 3**), and this requirement could reasonably be included as a condition of the approval.

It is proposed that refuse collection vehicles use the section of aisle inside the property boundary, prior to the units. This section of driveway has a gradient of 1:20, which is satisfactory for refuse collection. Importantly, this section of driveway is open to the sky above, and is 6.5m wide in accordance with Council's requirements to accommodate a refuse collection vehicle.

b) Demonstrate a roofed and wholly screened refuse enclosure with minimum internal dimensions of 8.6m x 1.5m (12.9m2) to accommodate bulk bins. Ensure the dimensions are included on the amended plans.

Response

As shown in the amended development plans included as **Attachment 1**, a refuse enclosure is proposed adjacent to the entry side of the driveway. This enclosure has internal dimensions of 4.0m x 5.2m (i.e. 20.8m²), and should be adequate to accommodate 6 x 1100L bulk bins.

Secondary Codes

12. Some of the secondary code responses state the assessment benchmarks will be addressed with the future phase of the project at the Operational works (OPW) applications. However, insufficient detail has been provided to carry out a full assessment against the Planning scheme at this time, and a review by a

suitably qualified professional engineer and concept engineering plans, must be provided in support of the proposal.

a) Provide conceptual engineering plans addressing the Filling and excavation code, Flood overlay Code, Stormwater Code, the Infrastructure Design Code and the TAPS Code, supported by an engineer statement against each of the secondary codes, demonstrating how the development site achieves compliance.

Response

Council's TAPS Code has been completed and is included for reference as **Attachment 4**.

Pedestrian Access

13. The site layout does not demonstrate an appropriate prioritized pedestrian pathway from the street to the individual units. Provide amended plans incorporating a pathway demarcation to address the concerns of the shared pedestrian / vehicle driveway. This pedestrian pathway is to be of a different material and finish annotated on the drawings that is adjacent to the ground floor entrances to each townhouse (painting is not acceptable).

Response

As shown in the amended development plans included as **Attachment 1**, a pedestrian pathway is proposed connecting to the site frontage, extending along the western side of visitor parking spaces 1 and 2, and into the driveway area. A delineated footpath will extend along the eastern face of the western units within the parking aisle, with parking aisle crossing points also delineated.

The proposed pedestrian arrangements are therefore considered to be acceptable and supportable from a traffic engineering perspective noting that the development will be a low speed, low traffic volume environment. Importantly, the proposed pedestrian provisions are consistent with or superior to those commonly provided at developments of the nature and scale of that proposed.

Conclusion

I trust the above information adequately responds to the traffic-related items in Council's Information Request.

In my capacity as a Registered Professional Engineer of Queensland, I am satisfied that the proposed vehicular site access, parking and vehicle servicing arrangements are supportable from a traffic engineering perspective considering the specific site conditions and the scale and nature of the use proposed.

On this basis, it is recommended that the development application be approved from a traffic engineering perspective.

Should you have any queries regarding the above, please do not hesitate to contact the undersigned.

Regards

Richard Quinn
BECivil, MIEAust, RPEQ (08565)
Director – Q Traffic

ATTACHMENT 1

Amended Architectural Plans

RPD

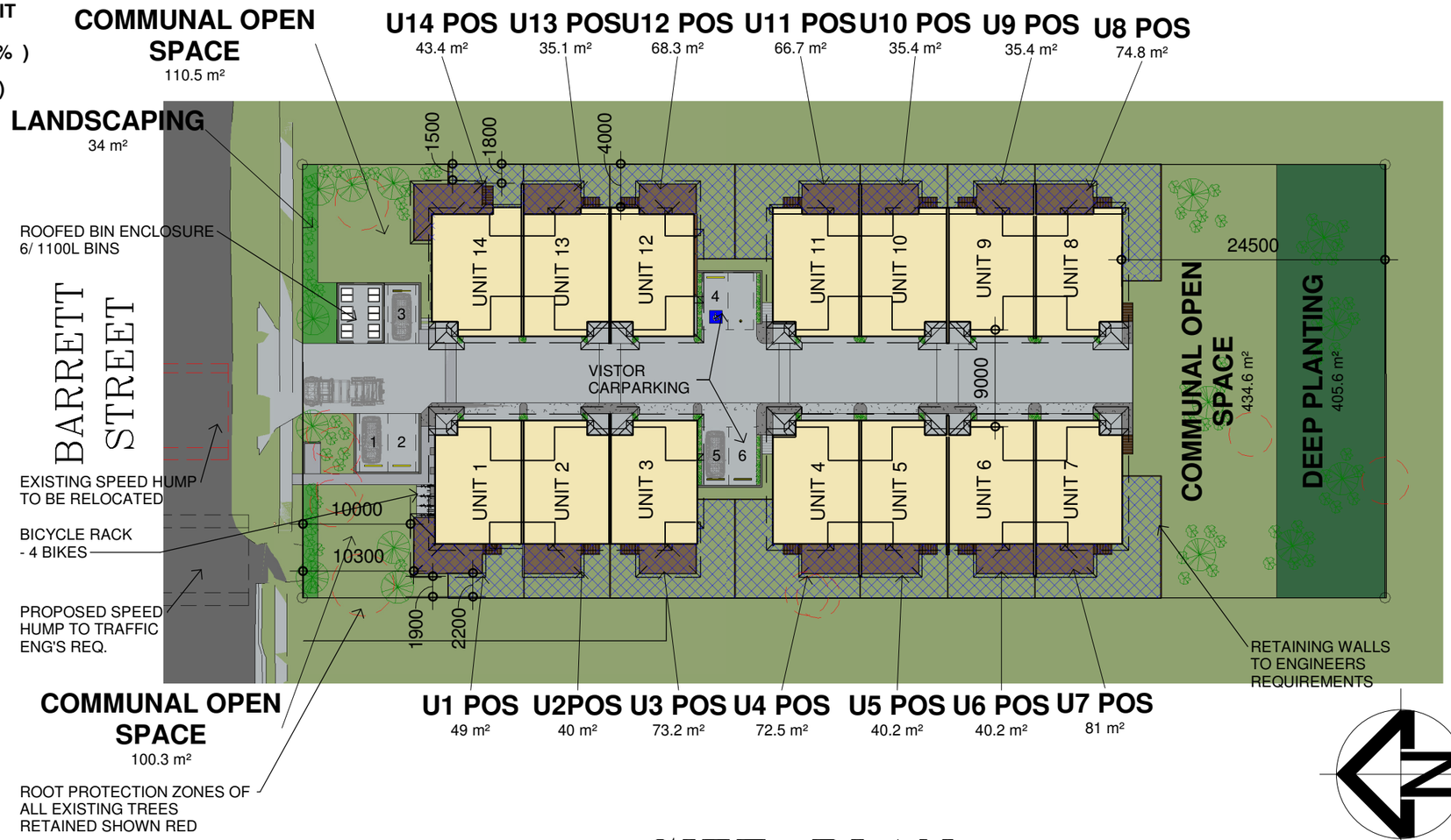
LOT 42 ON S2717

LOCAL AUTH. - BRISBANE CITY COUNCIL

ZONE- EMERGING COMMUNITY

SITE AREA - 4047m²

MAX. SITE COVER	-	**2,023.5 m² MAX. (50.0%)**
SITE COVER	-	**1538.8 m² (38.0%)**
MAX. GROSS FLOOR AREA	-	**3,237.6 m² MAX. (80.0%)**
GROSS FLOOR AREA	-	**2268.2 m² (56.0%)**
DEEP PLANTING REQ'D	-	**404.7 m² MIN. (10.0%)**
DEEP PLANTING	-	**405.6 m² (10.0%)**
PARKING REQUIRED	-	**14 UNITS /4 = 4 VISTOR CARPARKS**
PARKING ACHIEVED	-	**6 VISTOR CARPARKS + 2 CAR GARAGE PER UNIT**
COMMUNAL OPEN SPACE REQ'D	-	**202.4 m² MIN. (5%)**
COMMUNAL OPEN SPACE	-	**645.4 m² (15.9%)**



AREA SCHEDULE –TYPICAL UNIT

FIRST FLOOR LIVING	**71.2 m²**
GARAGE	**37.1 m²**
GROUND FLOOR LIVING	**54.3 m²**
PATIO	**15.0 m²**
PORCH	**4.2 m²**
TYPICAL UNIT TOTAL:	**181.8 m²**

SITE PLAN 1 : 500

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D	AMENDMENTS	26.03.26			

Drawing:
PRELIMINARY DRAWINGS

Project:
PROPOSED TOWNHOUSES
FOR: MSL VENTURES P/L
AT: 80 BARRETT STREET, BRACKEN RIDGE

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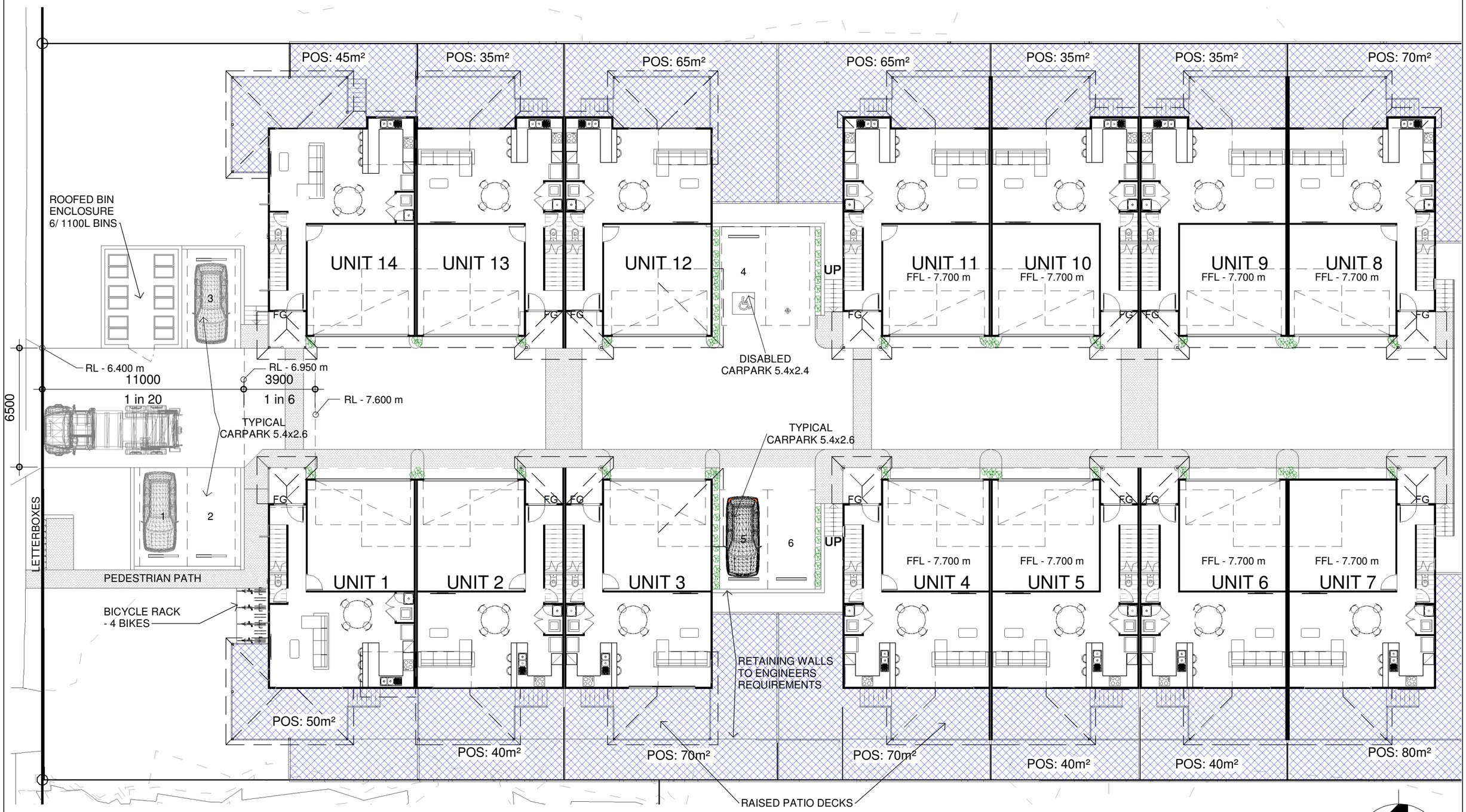

GROUND FLOOR PLAN 1 : 200

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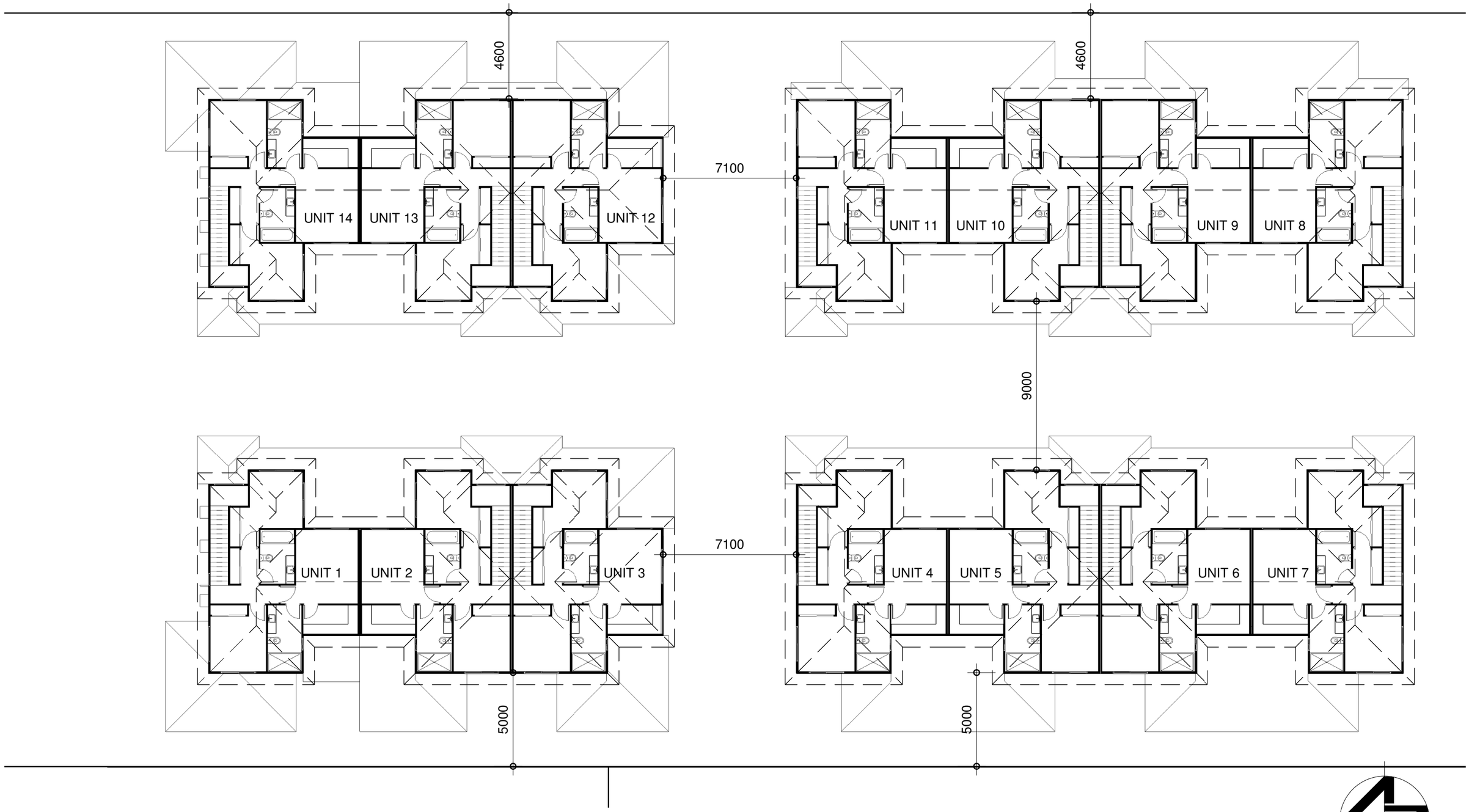

UPPER FLOOR PLAN 1 : 200

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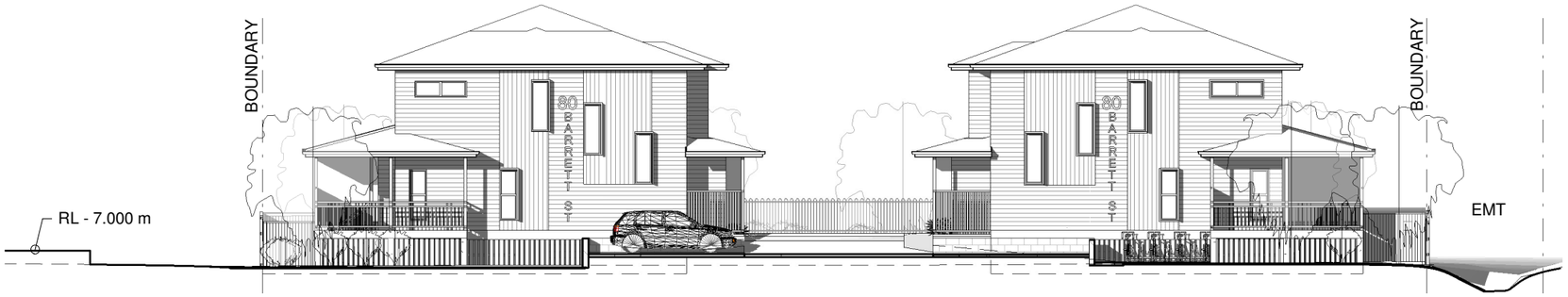
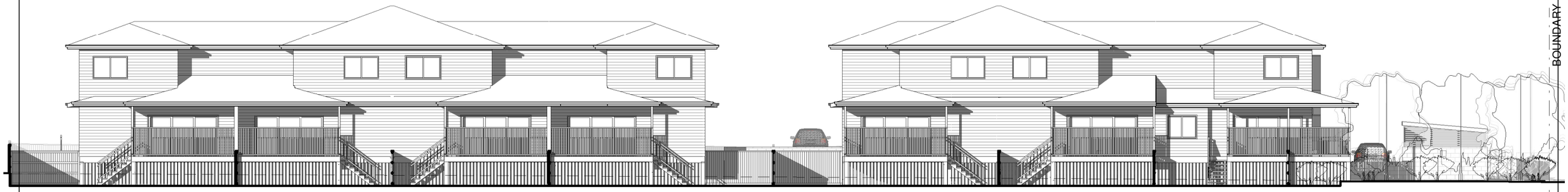
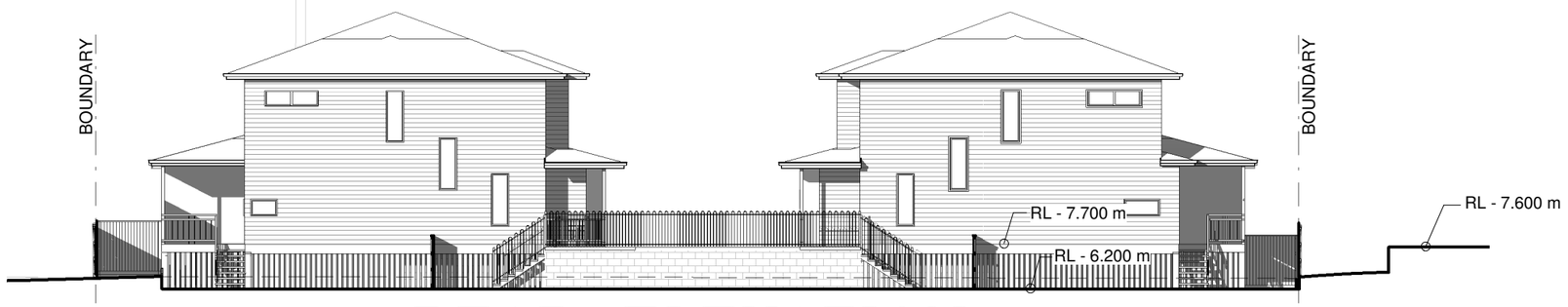


FRONT ELEVATION 1 : 200

SIDE ELEVATION 1 : 200



SIDE. ELEVATION 1 : 200



REAR ELEVATION 1 : 200

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D/WAY EAST ELEVATION 1 : 200

D/WAY WEST ELEVATION 1 : 200

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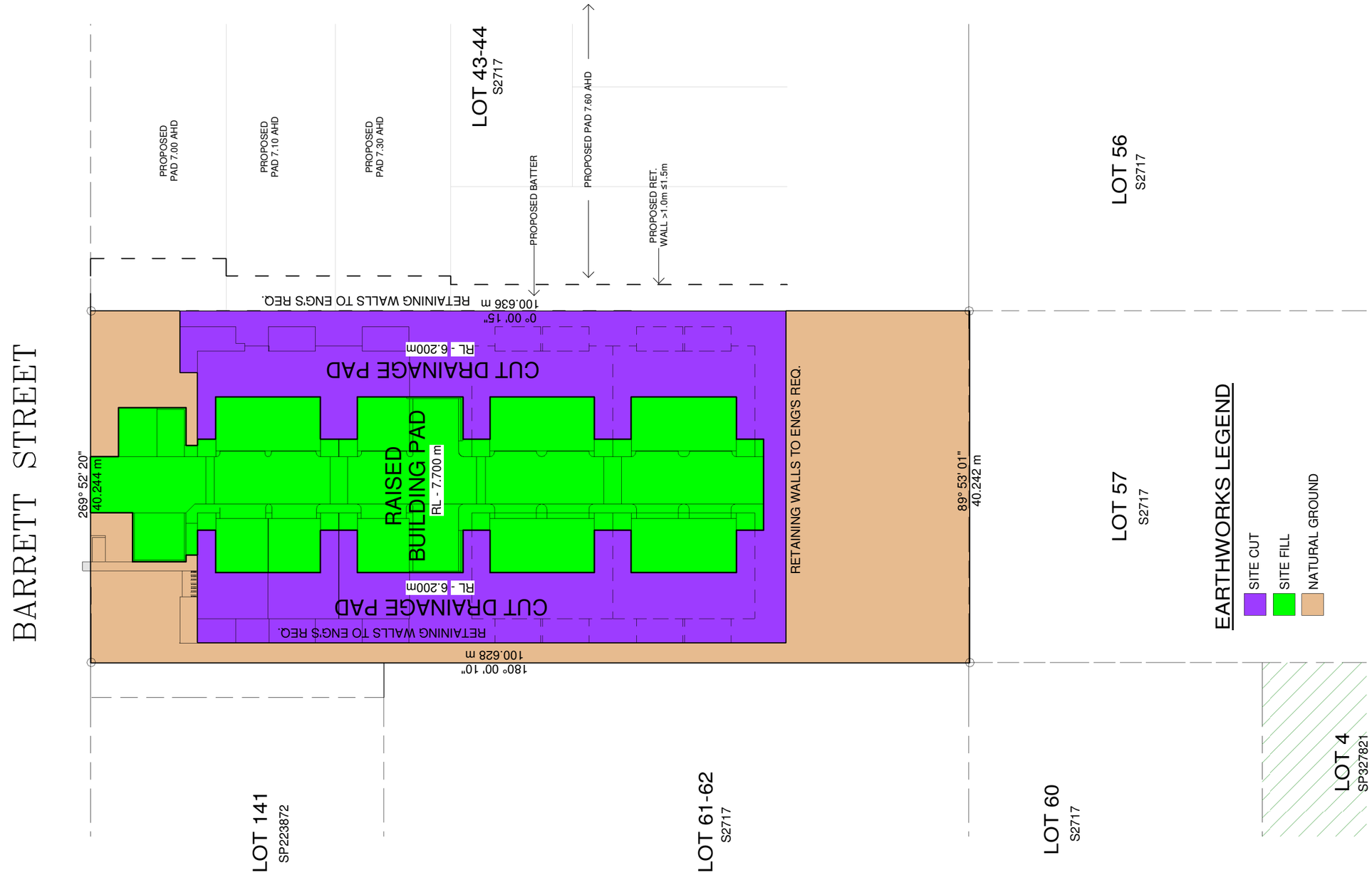

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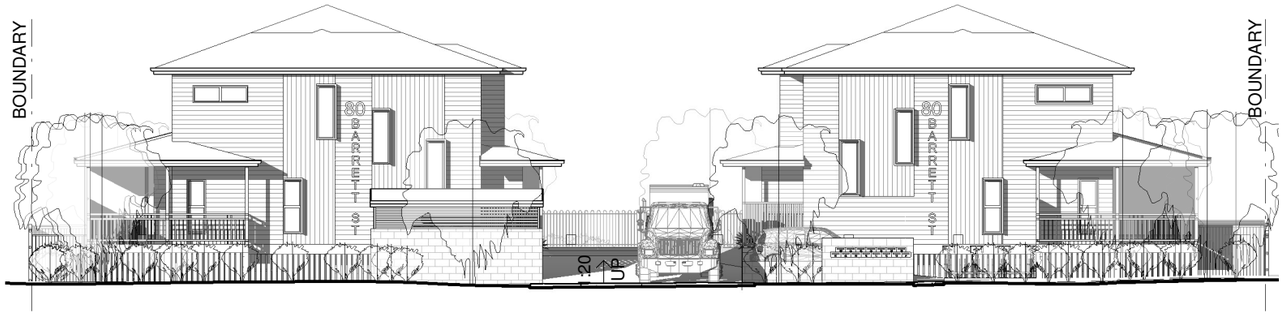
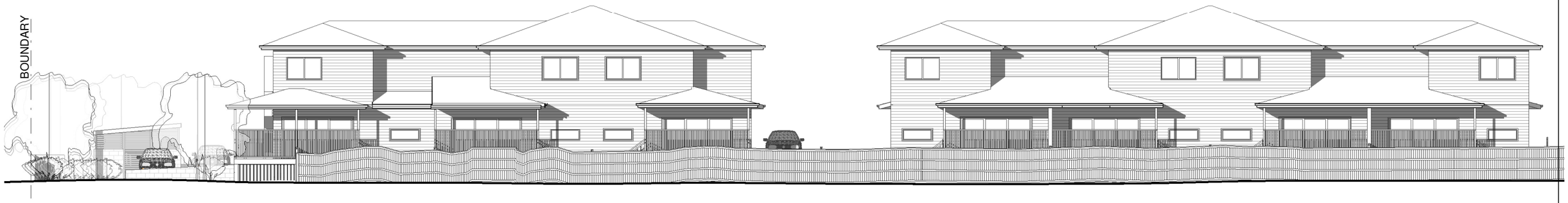
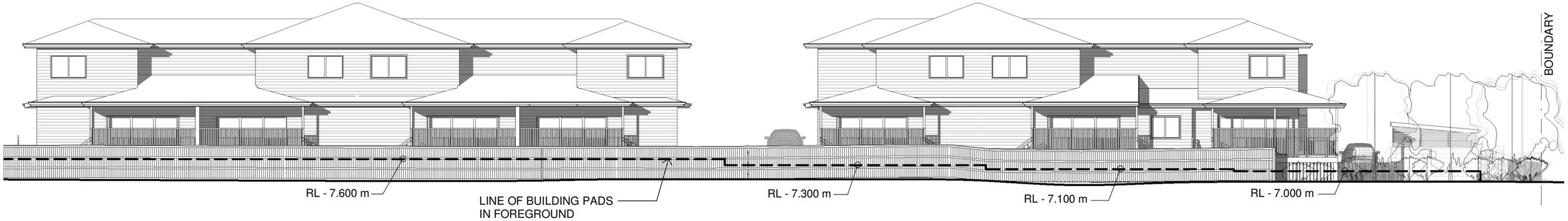


BARRET STREET ELEVATION 1 : 200



SIDE BOUNDARY ELEVATION 1 : 200

REAR BOUNDARY ELEVATION 1 : 200



SIDE BOUNDARY. ELEVATION 1 : 200

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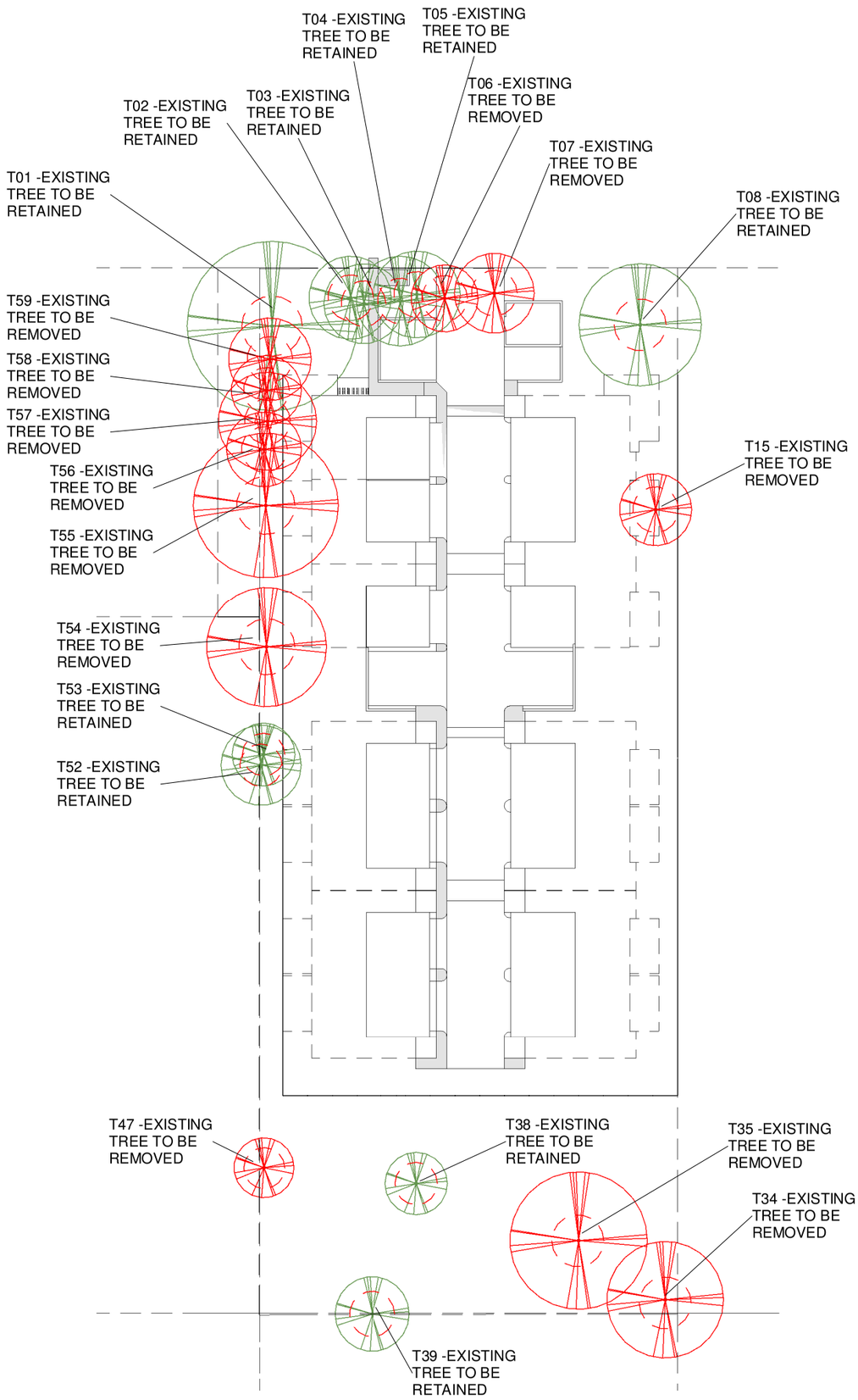

TREE MANAGEMENT SITE PLAN 1 : 500

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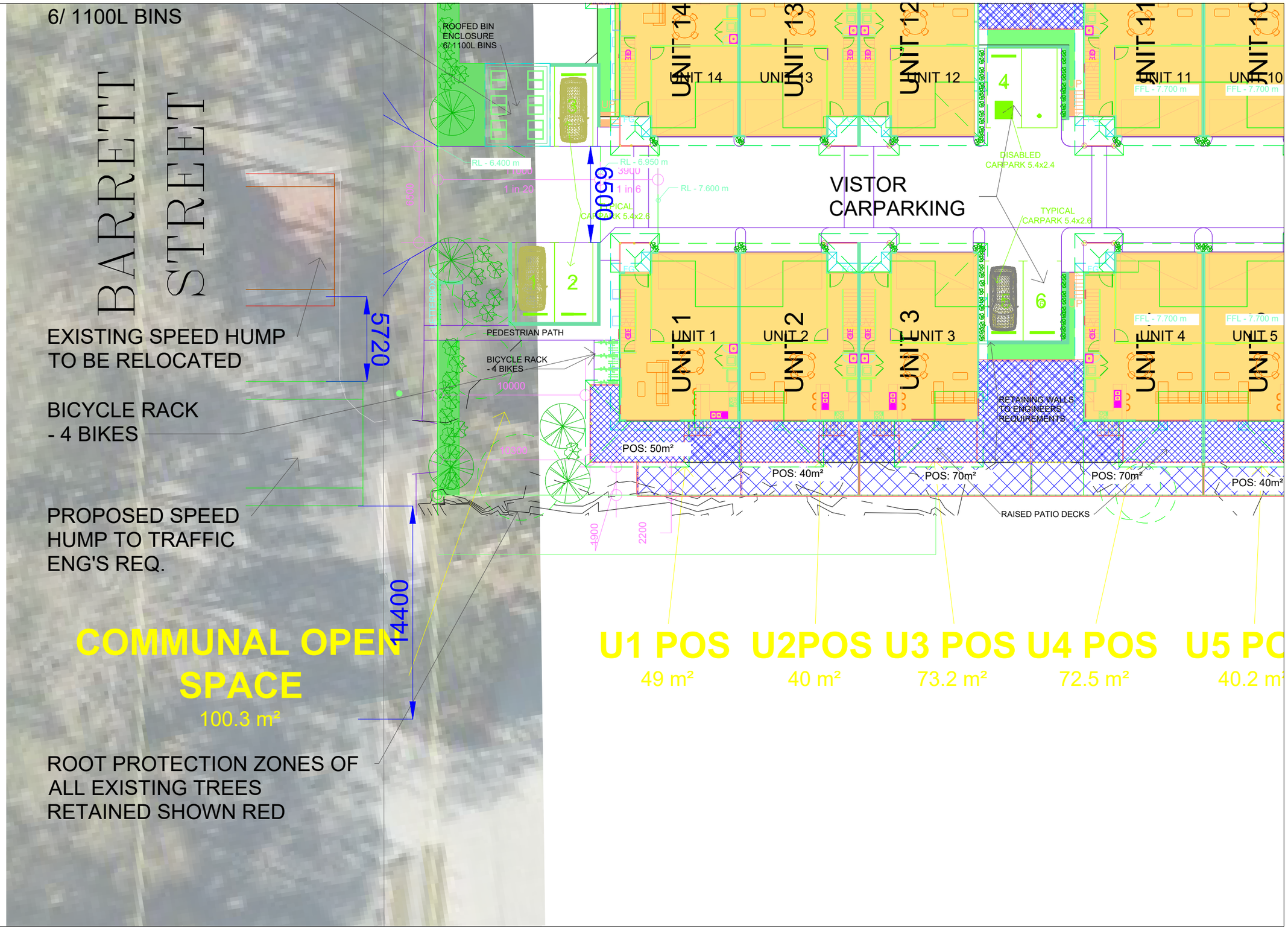
ATTACHMENT 2

Diagram – Relocated Speed Hump



I, Richard Quinn (RPEQ 08565), certify that the swept paths have been carried out in accordance with AS2890.1 and/or AS2890.2

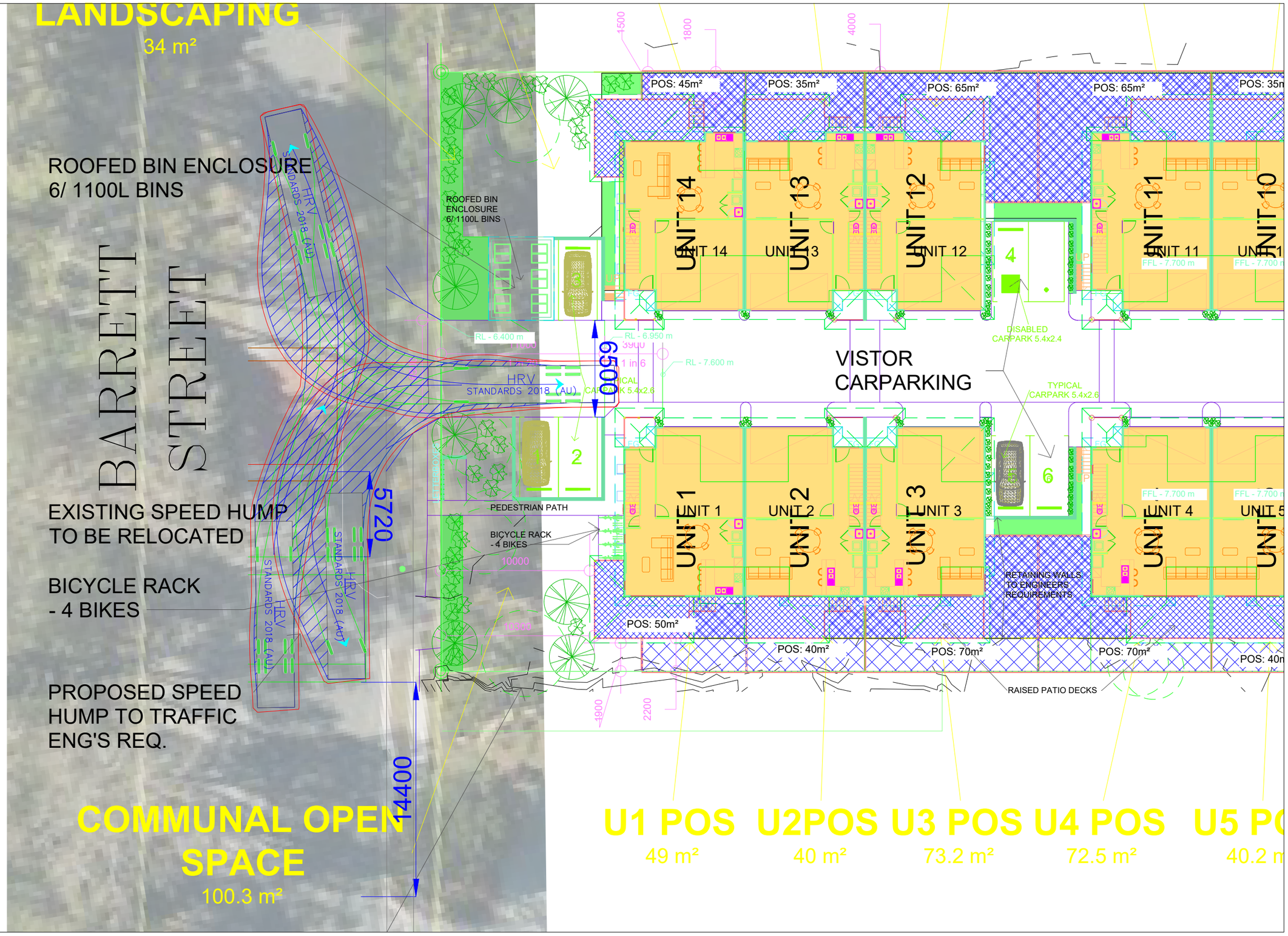
LEGEND

- Vehicle Wheelpath
- Body of Vehicle
- 300mm Clearance Envelope from Body of Vehicle

drawing title: 80 Barrett Street, Bracken Ridge Vehicle Tracking Analyses			
drawn: RQ	Scale: 1:250 @ A3	date: 31/03/2026	
The base drawing is provided to Q Traffic by others. This drawing is draft for discussion purposes only			
2214_IBT25 project no.	SK.01 drawing no.	A rev	

ATTACHMENT 3

Vehicle Tracking Diagram – Service Vehicles



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LEGEND

- Vehicle Wheelpath
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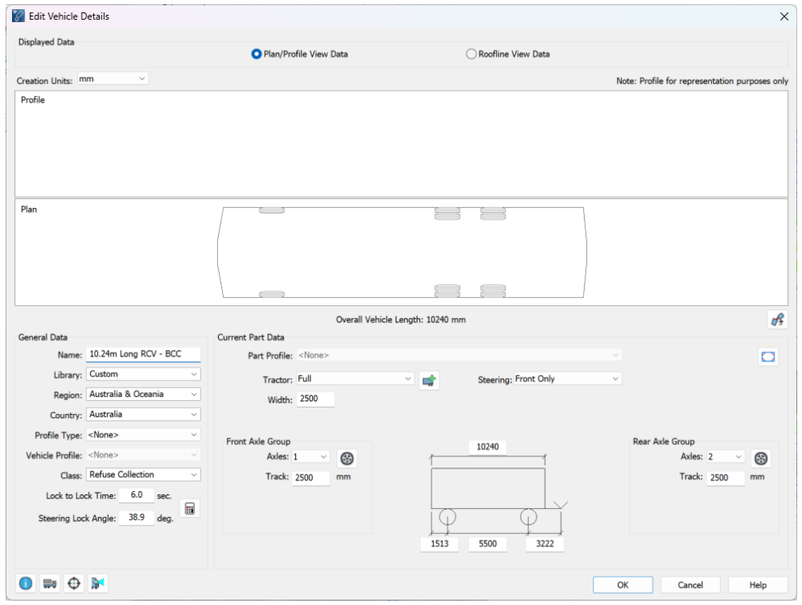
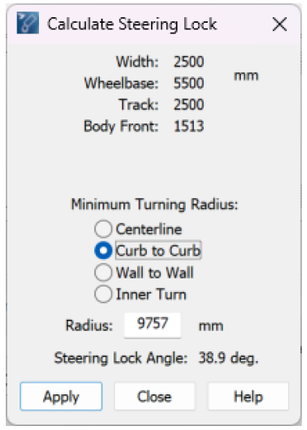
- 300mm Clearance Envelope from Body of Vehicle

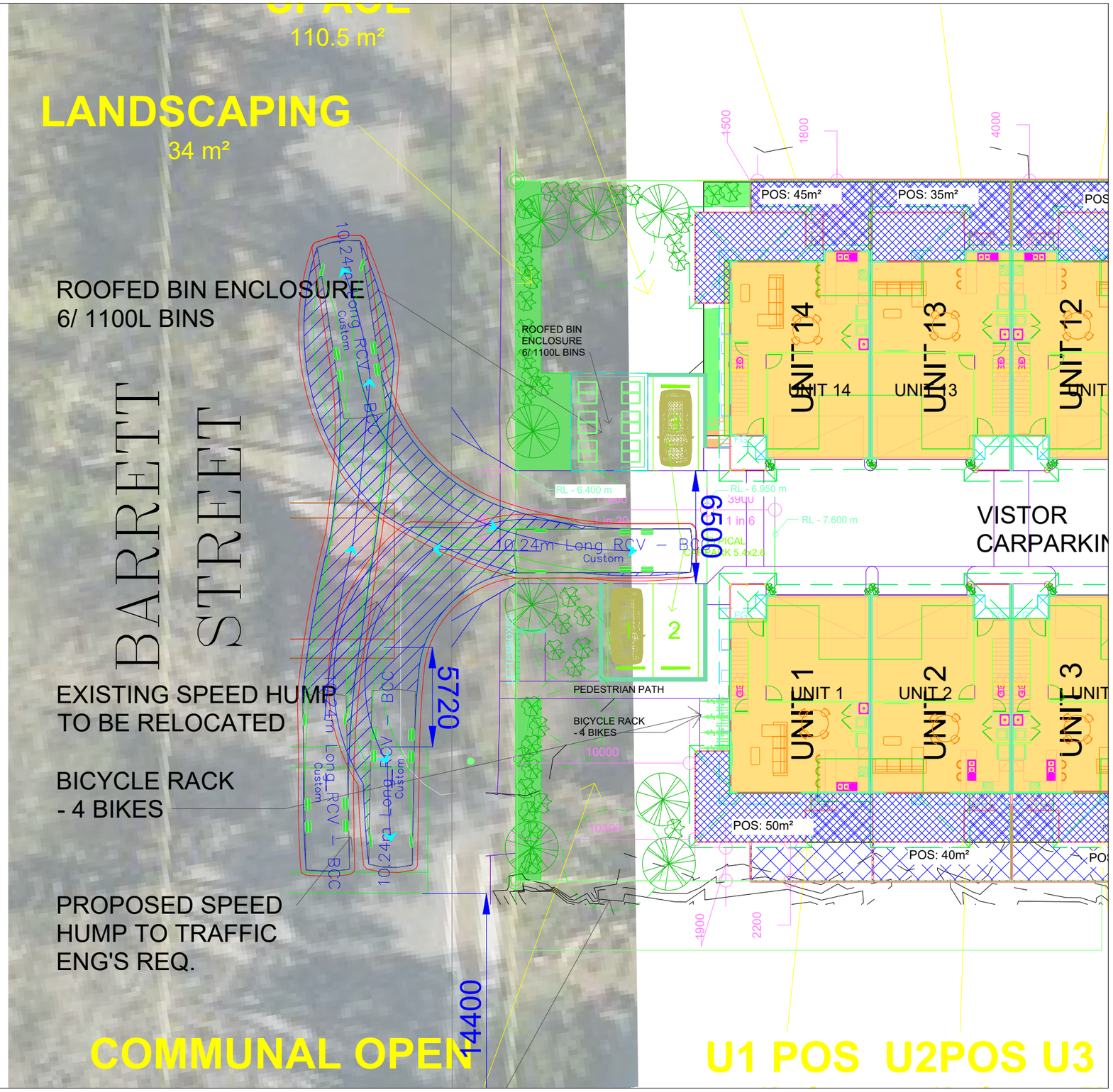
drawing title		
80 Barrett Street, Bracken Ridge Vehicle Tracking Analyses		
drawn: RQ	Scale: 1:250 @ A3	date: 31/03/2026

The base drawing is provided to Q Traffic by others. This drawing is draft for discussion purposes only

2214_IBT25	SK.02	A
project no.	drawing no.	rev







I, Richard Quinn (RPEQ 08565), certify that the swept paths have been carried out in accordance with AS2890.1 and/or AS2890.2

LEGEND

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- Body of Vehicle
- 300mm Clearance Envelope from Body of Vehicle

drawing title			
80 Barrett Street, Bracken Ridge Vehicle Tracking Analyses			
drawn: RQ	Scale: 1:250 @ A3	date: 31/03/2026	
The base drawing is provided to Q Traffic by others. This drawing is draft for discussion purposes only			
2214_IBT25 project no.	SK.03 drawing no.	A rev	

ATTACHMENT 4

Council's TAPS Code

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 and 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.	Generally complies. In my capacity as a Registered Professional Engineer of Queensland, I am satisfied that the proposed vehicular site access, parking and vehicle servicing arrangements are supportable from a traffic engineering perspective considering the specific site conditions and the scale and nature of the use proposed.

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.	NA – development is not of a major size.
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.	Complies. NA
PO4 Development provides walking and cycle routes through	**AO4.1** Development provides walking and cycle routes which are	Complies.

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.	Complies. NA
	AO5.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.	Complies.
	AO5.4	

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.	Complies.
	AO5.5 Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	To be confirmed following construction of development.
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.	NA
PO7 Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.	**AO7** Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy.	Complies.
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	**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**	

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.	Complies.
	AO9.3 Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies.
	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.
	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	NA
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.	Typically included as a condition of the approval.

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.	Complies. Complies.
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.	NA
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.	Complies.

	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.	NA – only residential use proposed.
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.	Generally complies. The entering queue storage is marginally less than 6m, however this is considered to be adequate given the low turnover of the site, and the limited traffic volumes on the frontage road.
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:	Not a traffic issue – to be addressed by others.

	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.	Not a traffic issue – to be addressed by others.

PO18 Development is serviced by an adequate number and size of service vehicles.	**AO18** Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies.
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.	Generally complies. Whilst no dedicated service bays are proposed, a 12.5m long Heavy Rigid Vehicle and a 10.24m long rear-load refuse collection vehicle would be able to reverse onto the site for loading/unloading within the driveway area, before exiting the site in a forward direction. This is acceptable under Section 3.2 of Council's TAPS Planning Scheme Policy for occasional access, as well as regular access from a minor road.
	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.	NA

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 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.	NA

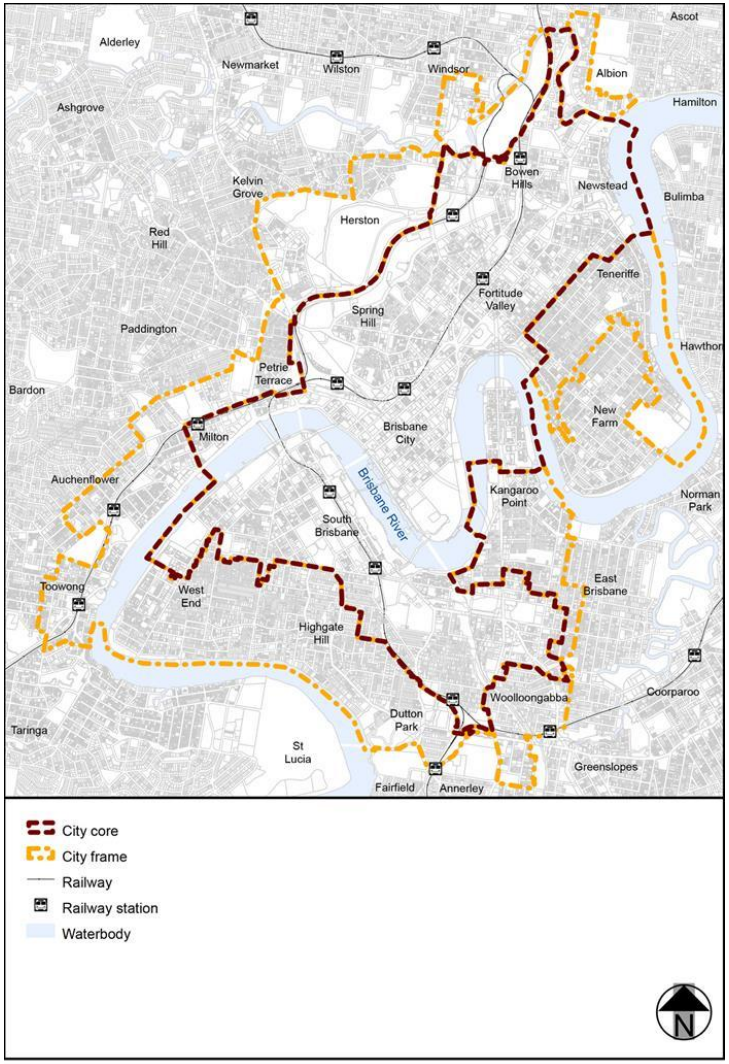

Figure a—City core and City frame

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