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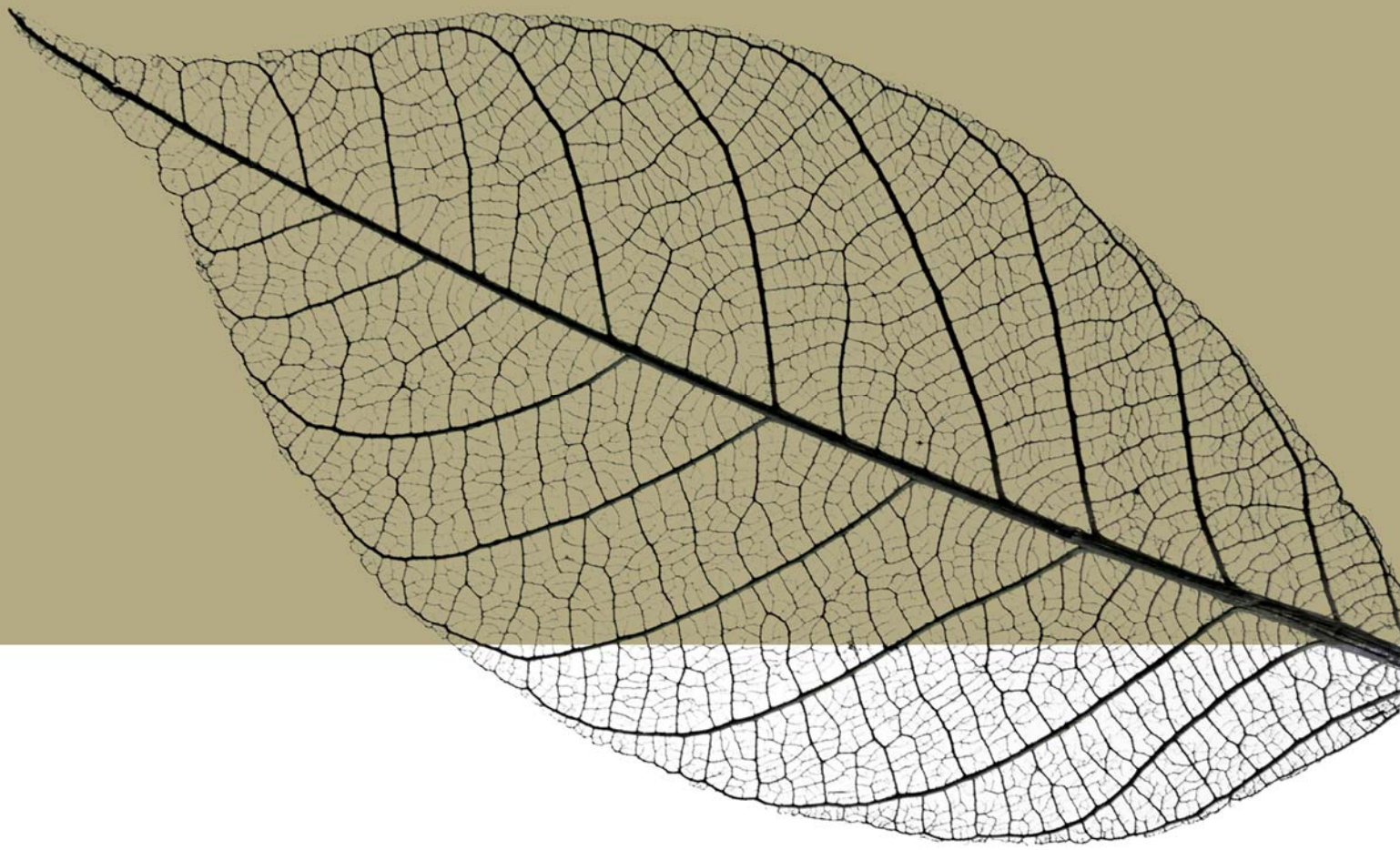
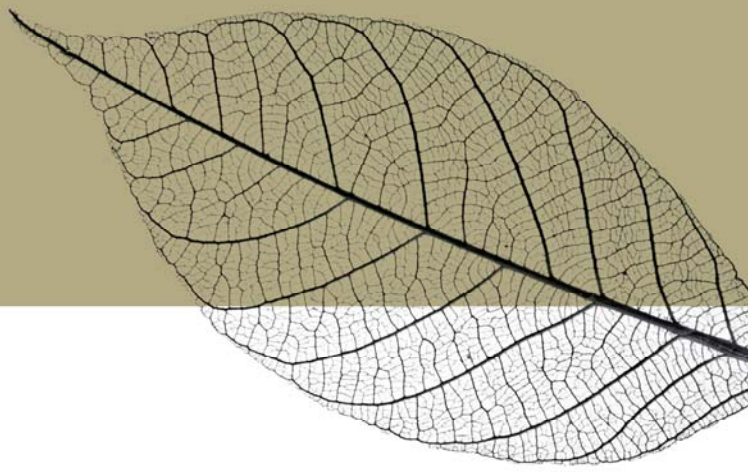


TRAFFIC ENGINEERING ASSESSMENT REPORT

PROPOSED RESIDENTIAL SUBDIVISION

457 SIMPSONS ROAD, BARDON



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DOCUMENT CONTROL

22 October 2026



Beth Meehan
Traffic Engineer, BE(Civil)(Hons), RPEQ #8373, FTPA

1 Introduction

1.1 Purpose of this Report

This report provides an assessment of the traffic engineering elements of a proposed 1 into 3 lot *Residential Subdivision* of land located at 457 Simpsons Road, Bardon.

In preparing this report, reference has been made to:

- An inspection of the site and its surrounds.
- Further review of the site and its surrounds utilising aerial and street view photography.
- Brisbane City Council's (BCC's) and Queensland Globe online mapping.
- BCC's City Plan 2014, specifically the Transport, Access, Parking and Servicing Code (TAPS Code), Infrastructure Design Code, Subdivision Code and Refuse Planning Scheme Policy.
- Plans of the proposed access handle for the subdivision, as shown on the Civil Engineering drawing prepared by Coordinated Development Solutions, with a copy of the referenced drawing provided at Appendix A.

An assessment of the proposed subdivision against the requirements of relevant sections of the *TAPS Code*, *Infrastructure Design Code* and *Subdivision Code* is provided at Appendix B to this report.

1.2 Background and Site Context

Planning permission is sought for the subdivision of land located at 457 Simpsons Road, Bardon for residential purpose. This land is zoned *Environmental Management* and is within the Mt Coot-tha Neighbourhood Plan area, Bushland Living Precinct.

Simpsons Road provides the site's only frontage and is a Suburban Road (Major Road). Adjacent to the site, Simpsons Road is configured with a two-lane, two-way, undivided road, with rural road typology (i.e. no pedestrian path or kerb and channel). The posted speed limit is 50km/hr.

The site and its surrounds are shown on Figure 1 and Figure 2.

Figure 1: Subject Site and Surrounds, Source: NearMap (Image Date Tuesday 23 June 2026)



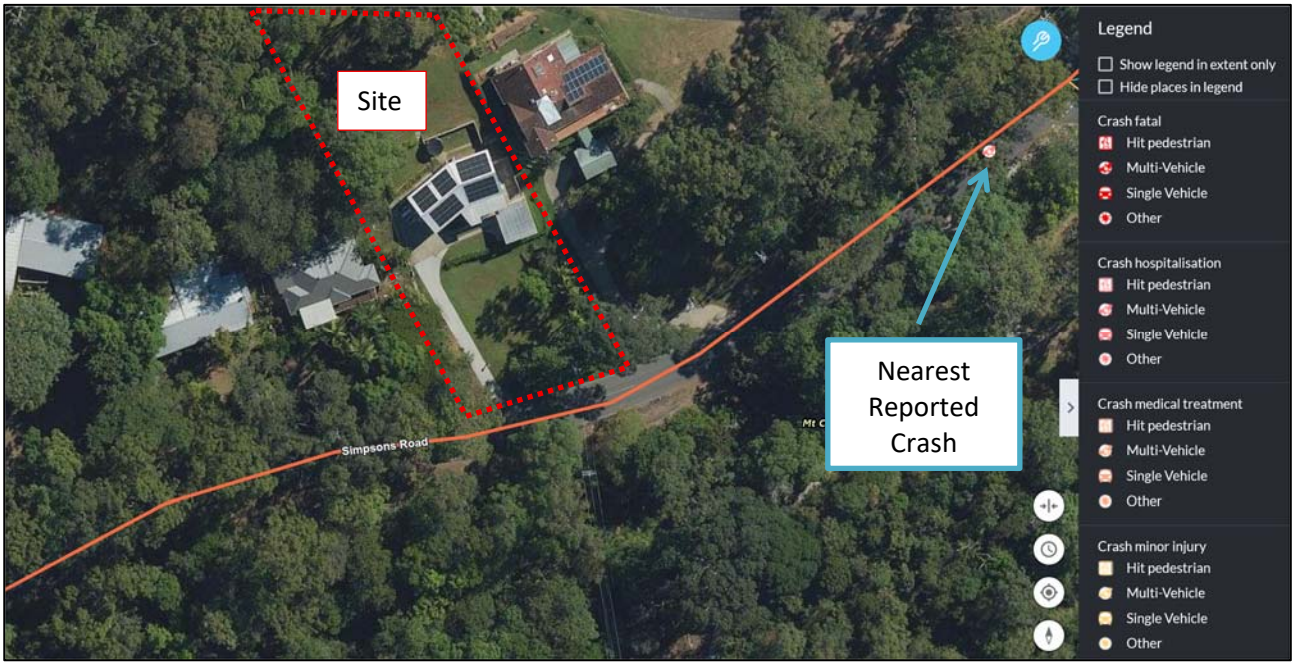
Figure 2: Subject Site Frontage and Surrounds, Source: NearMap (Image Date Thursday 12 March 2026)



1.3 Crash Stats

Recognising that the site access is existing, currently providing access to a single residential lot, crash data was reviewed utilising the Queensland Globe mapping system. A review of this system on 16 July 2026 identified no reported crashes along the site frontage, as shown in Figure 1.3.

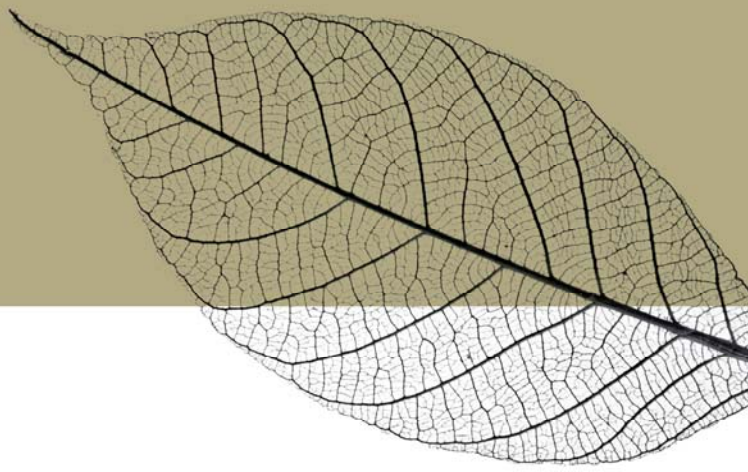
Figure 1.3: Crash Data from Queensland Globe



1.4 Proposed Subdivision

The proposal involves a 1 into 3 lot subdivision for residential purpose, including a 3.5m wide paved access driveway. The internal driveway connects to Simpsons Road with a 6.5m wide crossover and access to each of the lots is from the new driveway (internal).

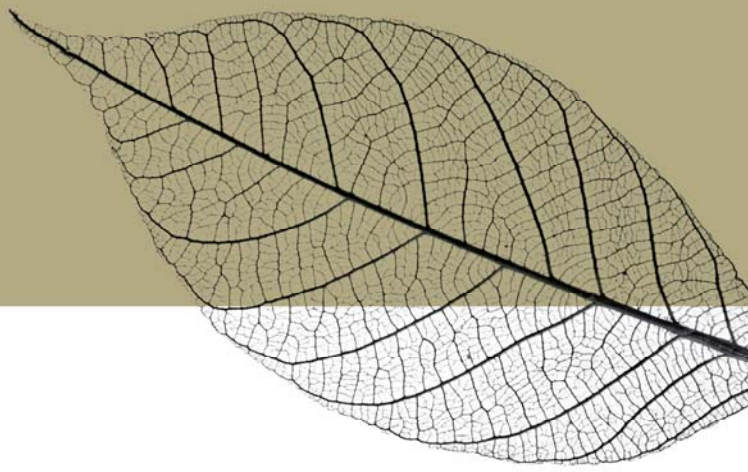
The Access Easement includes a 3.5m wide driveway.



2 Refuse Collection Arrangements

The proposal seeks to utilise kerbside refuse collection, with an Easement to be established such that collection can occur in front of the Easement. The Civil Engineering plans show a 3.5% gradient within dedicated bin presentation areas, with 0.9m x 0.9m area provided for each bin.

An internal bin storage area is provided at the front of the site, within the Easement, for permanent storage of bins. This is due to the steep nature of the driveway. The bin storage area can be roofed and screened, as a Condition of Approval.



3 Site Access

3.1 Width of Easement

The Easement proposes access to three (3) residential lots and is marginally longer than 40m (~44m).

Under the TAPS Policy, for an Easement providing access to three (3) residential lots, the design requirements differ based on the length of the Easement. The requirements are as follows:

- Less than 40m length: 2.5m wide pavement within a 3.5m wide Easement.
- Greater than 40m length: 3.1m wide pavement (typical) within a 6.0m wide Easement. Passing lanes at 60m minimum centres, 2.0m wide x 6.0m long.

As the length of driveway is only marginally (~4m / 10%) longer than the design limit, and less than the 60m length for distance between passing bays, the proposal will not result in a material difference to the potential for two-way interaction. Further to which, the driveway crossover is 6.5m wide and facilitates two cars passing on the driveway at the Simpsons Road connection. As such, the design is considered to meet the needs of the subdivision.

3.2 Crossover Design

The Civil Engineering plans include a 6.5m wide Type B1 crossover to Simpsons Road.

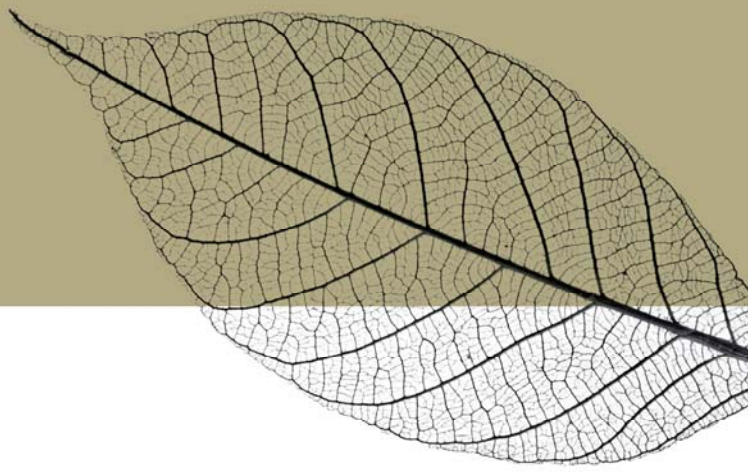
Swept path assessments have been undertaken utilising the computer program AutoTRACK to test accessibility of the proposed crossover. The results of the assessments are provided at Appendix C and demonstrate simultaneous entry / exit for a B85 passenger vehicle at the crossover.

The crossover design allows two vehicles to pass, which is appropriate for the Major Road classification of Simpsons Road.

3.3 Gradients on Internal Easement

In considering the suitability of gradients within the internal roadway, within the Easement, consideration has been given to:

- The maximum gradients for Residential Vehicular Entrance (Single Dwelling), as per **BCC Standard Drawing BSD-2025**. The use of a Single Dwelling standard is considered appropriate, noting that:
  - The TAPS Policy for a rear-lot residential Easement is the same for one – three residential lots, indicating a similarity in the behaviours and risk profile for this scale of development.
  - The Australian Standard defines a Domestic Property as including one – three residential dwellings. For this scale of development, the design requirements are the same, recognising the low traffic volume.
  - Whilst the Standard Drawing BSD-2025 is technically only applicable to a single lot, all other developments, including non-residential and two or more residential dwellings, are all referred



to the same design requirements. Clearly the traffic volume composition of three residential lots is different to that of a shopping centre, industrial or fast food development.

- The **IPWEAQ Standard Drawing RS-056** for rural lots.

Both of the abovementioned design drawings allow up to a maximum 1:4 (25%) gradient, when appropriate transitions are included.

The proposal includes a maximum 1:4 (25%) gradient, with transition lengths of 2m where there is a change of grade steeper than 1:8 (12.5%). These transitions meet the requirements of the Australian Standard and therefore scraping and / or bottoming out of vehicles is not anticipated.

The proposal also includes 1:25 (4%) gradient across the main platform of the driveway connections to the front two lots, for the manoeuvrability of vehicles to/from the Easement.

The design of the verge and gradient in this section has been prepared and verified by Coordinated Development Solutions.

3.4 Sight Lines

Sight lines at the site access crossover have been measured on-site, taking into consideration the requirements of the TAPS Policy and the Australian Standard. One of the key differences between the two standards is the point on the driveway from which the sight line is measured, this is 2.5m from the edge of roadway in the Australian Standard and 5.0m in the TAPS Policy. In this assessment, a 2.5m distance has been adopted, as this reflects the reasonable position of the driver eye from the edge of roadway.

For the posted 50km/hr speed limit, the sight distance requirements are as follows:

- TAPS Policy, noting the site is a low traffic generator, however access is to a Major Road: 70m.
- Australian Standard, Domestic Property (up to three residential dwellings): 40m.

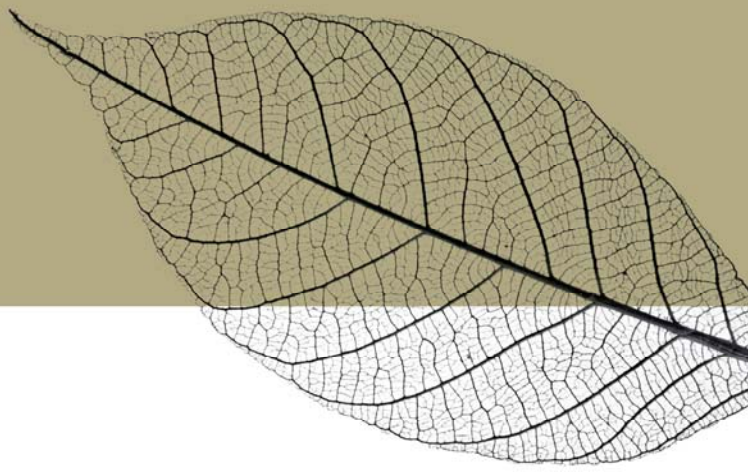
The sight lines measured on-site, at a position 2.5m from the roadway, are as follows:

- To the right hand side of the driveway on exit (west): 95m.
- To the left hand side of the driveway on exit (east): 90m.

The on-site review has therefore identified that the available sight lines exceed the requirements of the Australian Standard and TAPS Policy, when measured at a position 2.5m from the carriageway.

3.5 Fire Access

The *Fire Hydrant and Vehicle Access Guidelines for Residential, Commercial and Industrial Lots* indicates that on-site turning is required for constructed roads of more than 60m length. A turnaround area is not required in this instance, as the roadway is less than 60m long.



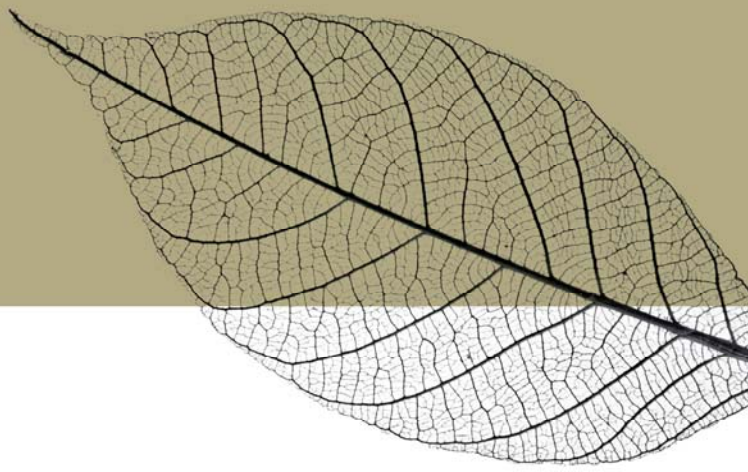
3.6 Verge Works

The design of the verge along the site frontage has been prepared and verified by Coordinated Design Solutions.

4 Conclusions

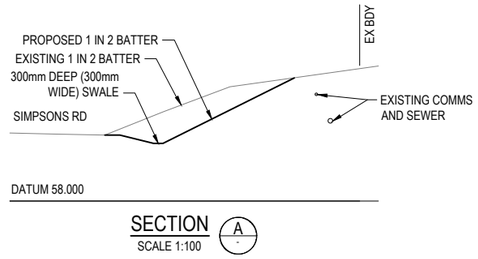
Following the assessment and analyses presented in this report, it is concluded that:

- A 6.5m wide Type B1 site access crossover is proposed and provides the ability for vehicles to enter and exit the site from the eastbound traffic lane, with two B85 vehicles able to pass in the driveway.
- The width and gradient of the roadway within the Easement meets the requirement of the TAPS Policy, for an Easement of 40m or less. Recognising the Easement is some 44m in length, it is suggested that the proposal represents a minor increase in the design limit for the Easement length, and the adoption of the requirement for a 40m long Easement is not expected to create a notable difference in the operation of the Easement or surrounding road network. **This is particularly the case given the ability for two vehicles to pass at the crossover to Simpsons Road.**
- Sight lines at the site access are appropriate for the proposed residential subdivision.
- In consideration of the Major Road designation of Simpsons Road, the potential for impacts on the road network are mitigated by the crossover design, which allows for simultaneous entry / exit of the B85 passenger vehicle. Furthermore, confirmation of sight lines achieves safety for the design.



Appendix A

Proposed Reconfiguration Of a Lot Layout



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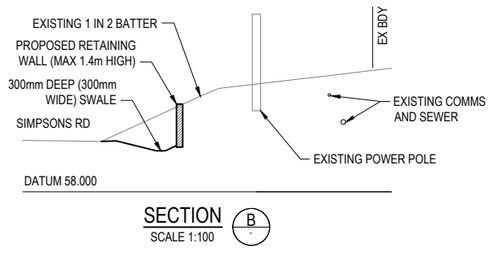

SECTION B
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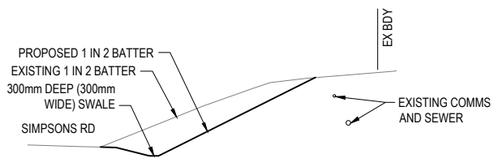
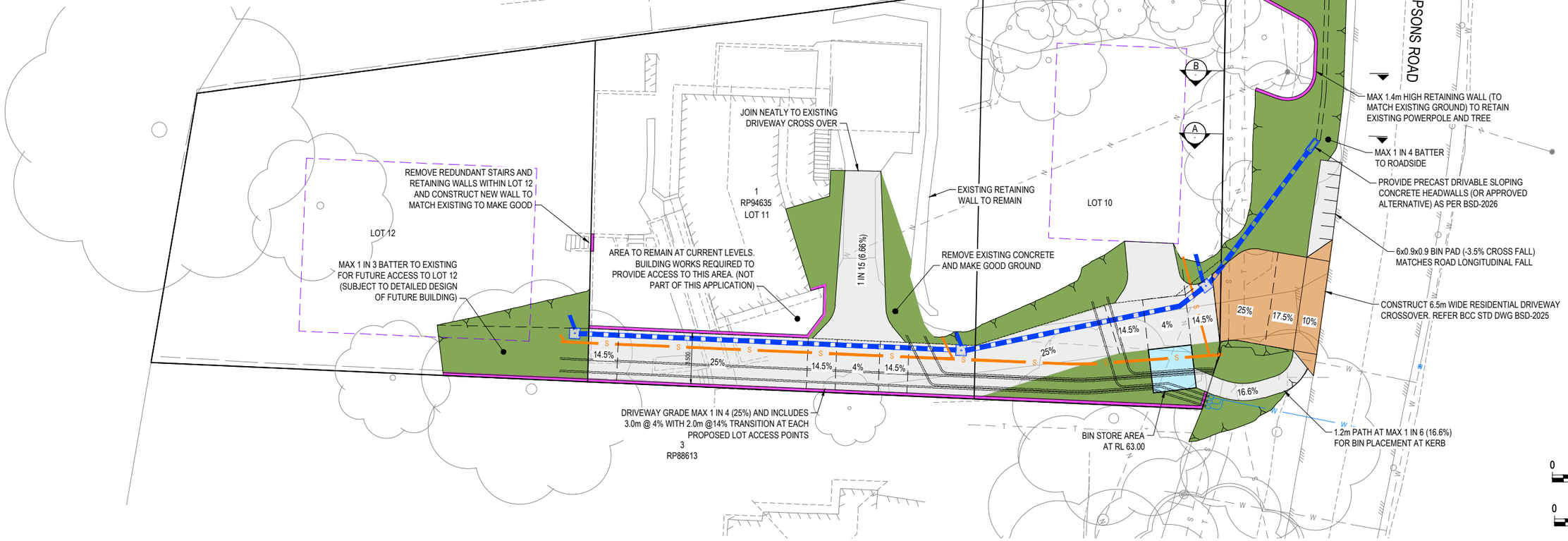


SECTION C
SCALE 1:100

LEGEND

- PROPERTY BOUNDARY
- PROPOSED CONCRETE
- TOP OF BATTER
- TOE OF BATTER
- FUTURE INDICATIVE BUILDING
- PROPOSED CONCRETE SLAB REFER STRUCTURAL DWGS
- PROPOSED CONCRETE CROSSOVER REFER BCC STD DWG BSD-2025
- PROPOSED LANDSCAPING REFER TO LANDSCAPE DRAWINGS



0 2 4 6m
SCALE 1:100 @A1

0 3 6 9m
SCALE 1:150 @A1

COORDINATED DEVELOPMENT SOLUTIONS
EMAIL: ADAM@CDEVSOLUTIONS.COM.AU
MOBILE: 0409 939 711

PROJECT	TITLE	CLIENT
1 INTO 3 LOT SUBDIVISION 457 SIMPSONS ROAD, BARDON	CIVIL WORKS PLAN	MATTHEW UHE AND LAURA NOIR

PRELIMINARY ISSUE.
NOT FOR CONSTRUCTION

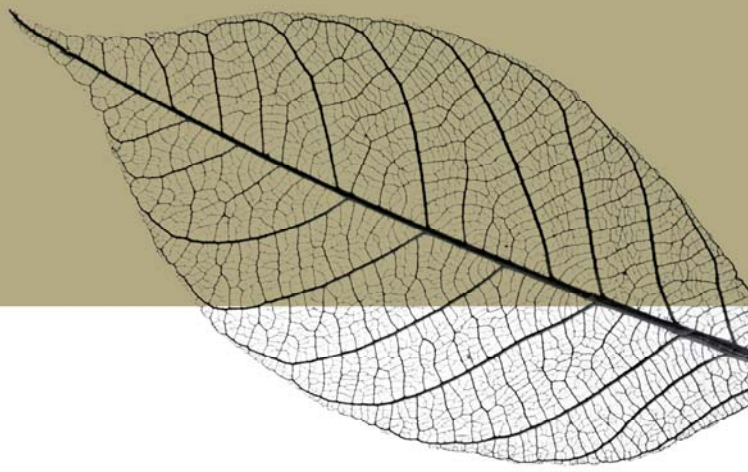
REVISION	AMENDMENT	DATE
A	PRELIMINARY ISSUE	26.08.26
B	AMENDED TO SUIT TRAFFIC ADVICE	02.10.26
C	WIDENED ACCESS TO LOT 10 AND 11 TO SUIT TRAFFIC ADVICE	20.10.26
D	ISSUED FOR APPROVAL	20.10.26
E	DRIVEWAY WIDTH LABEL CORRECTED TO 6.5m	21.10.26

DO NOT SCALE. CONFIRM ALL DIMENSIONS ON SITE. Copyright ©

Designed	Drawn	Date
BCM	BCM	21.10.26

Approval No.	Scale
N/A	1:125 (A1)

Job No.	Drawing No.	Rev.
260049	SK01	E

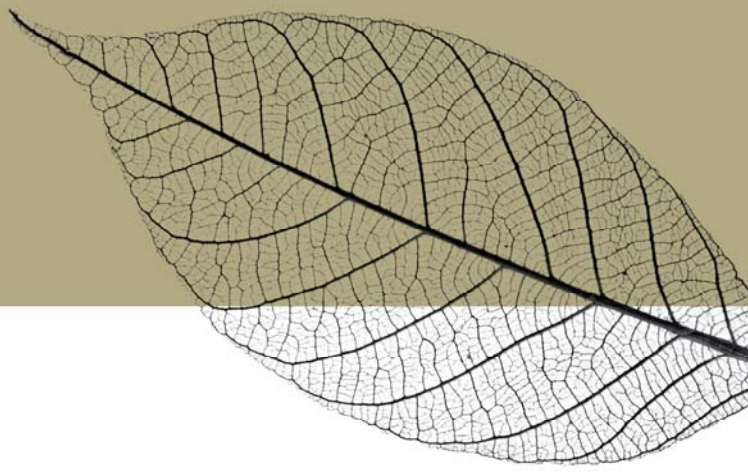


Appendix B

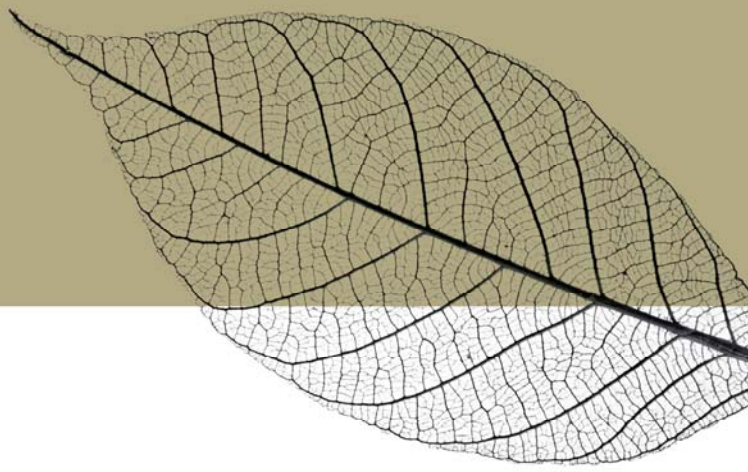
Code Response Tables

Transport, Access, Parking and Servicing Code: Performance Criteria and Acceptable Solutions

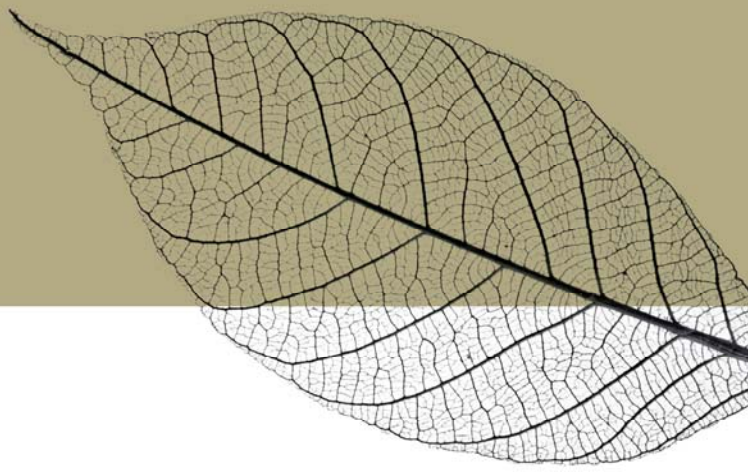
Performance outcomes	Acceptable outcomes	Response
PO1 Development is designed: (a) to include a technically competent and accurate response to the transport and traffic elements of the development; (b) in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; (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.	COMPLIES WITH PERFORMANCE OUTCOME: This advice has been prepared by an RPEQ (traffic), who has 25 years' professional traffic engineering experience. Performance outcomes to the TAPS Policy are provided in this report, and below. Swept path assessments have been undertaken utilising AutoTRACK software.
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 State Government and Council.	**AO2** No acceptable outcome is prescribed.	COMPLIES WITH PERFORMANCE OUTCOME: Pedestrians and cyclists will share the access road.



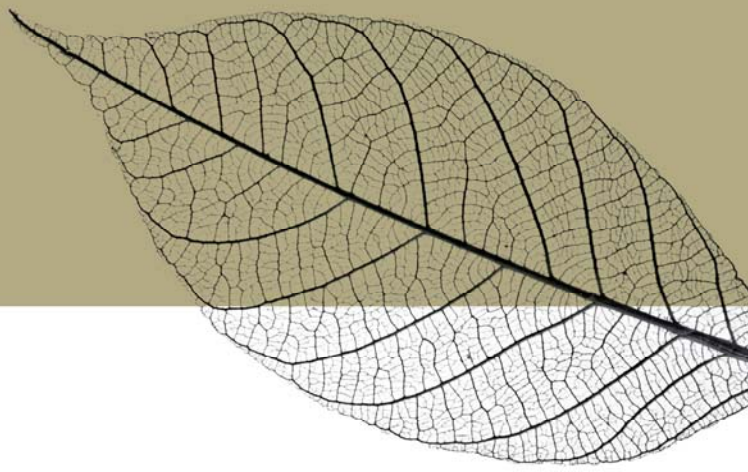
PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	**AO3.1** Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	COMPLIES WITH ACCEPTABLE OUTCOME: The development proposes site access to Simpsons Road, the only frontage road. This includes use of the existing crossover location, albeit widened for improved access.
	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 WITH ACCEPTABLE OUTCOME: The suitability of the proposed access Easement is discussed in the body of this report.
PO4 Development provides walking and cycle routes through the site which: (a) link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; (b) encourage walking and cycling; (c) ensure pedestrian and cyclist safety; (d) provide a direct and legible network. Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.	**AO4.1** Development provides walking and cycle routes which are constructed on the carriageway or through the site to: (a) create a walking or cycle route along the full frontage of the site; (b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.	COMPLIES WITH PERFORMANCE OUTCOME: Pedestrians and cyclists will share the vehicle access.
	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.	COMPLIES WITH PERFORMANCE OUTCOME: Pedestrians and cyclists will share the vehicle access.
	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.	N/A



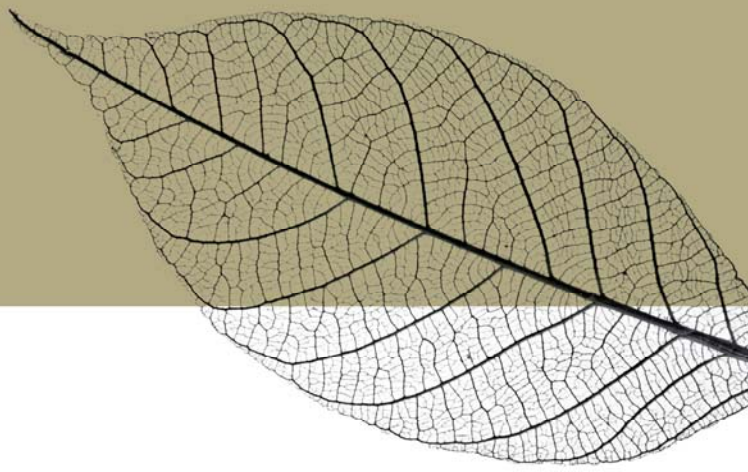
PO5 Development provides secure and convenient bicycle parking which: (a) for visitors is obvious and located close to the building's main entrance; (b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main 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 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.	**AO5.1** Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	N/A: This is not applicable to a subdivision.
	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.	N/A: This is not applicable to a subdivision.
	AO5.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.	N/A: This is not applicable to a subdivision.
	AO5.4 Development provides visitor bicycle parking which does not impede pedestrian movement.	N/A: This is not applicable to a subdivision.
	AO5.5 Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	N/A: This is not applicable to a subdivision.
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: This is not applicable to a subdivision.
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 WITH PERFORMANCE OUTCOME: Pedestrians and cyclists will share the vehicle access.



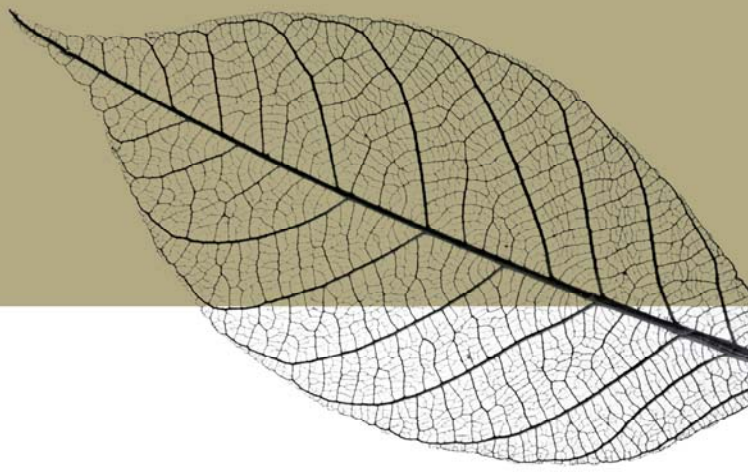
PO8 Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.	**AO8** No acceptable outcome is prescribed.	COMPLIES WITH PERFORMANCE OUTCOME: Pedestrians and cyclists will share the vehicle access.
PO9 Development provides access driveways in the road area that are located, designed and controlled to: (a) minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists; (b) ensure the amenity of adjacent premises, from impacts such as noise and light.	**AO9.1** No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).	N/A
	AO9.2 Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.	COMPLIES WITH ACCEPTABLE OUTCOME: A single site access to Simpsons Road is provided, being the only frontage road.
	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 WITH PERFORMANCE OUTCOME: Sight lines at the Easement's connection to Simpsons Road meet the requirement of the Australian Standard, and TAPS Policy when measured 2.5m from the road edge. This is an existing crossover location.
	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 WITH ACCEPTABLE OUTCOME: The subdivision achieves appropriate access, noting there is no change to bus stops, taxi ranks or pedestrian crossings / refuges along the site frontage.



	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	COMPLIES WITH ACCEPTABLE OUTCOME: Access is minimised, with each lot to gain access to the proposed central Easement, enabling a single crossover to the public road network.
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.	NOT APPLICABLE: The proposal seeks to reuse the existing crossover.
PO11 Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.	**AO11.1** Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	COMPLIES WITH PERFORMANCE OUTCOME: Sight lines at the Easement's connection to Simpsons Road meets the requirement of the Australian Standard and TAPS Policy when measured 2.5m from the road edge. This is an existing crossover location.
	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 WITH ACCEPTABLE OUTCOME: Convex mirrors are not proposed.
PO12 Development in the City core and City frame as identified in Figure provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	**AO12** Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. Note—For self-assessable development including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	N/A: This is not applicable to a subdivision.

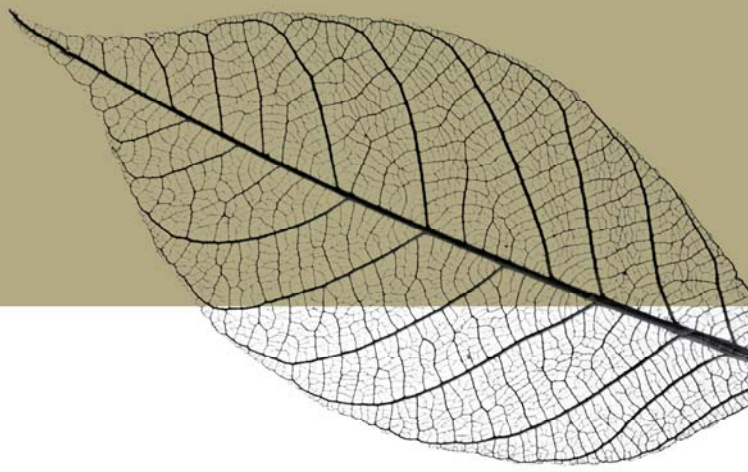


PO13 Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.	**AO13** Development outside of the City core and City frame as identified in Figure a: (a) provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or (b) for self-assessable development does not result in on-street car parking if no parking standard is identified in the Transport. Note—For self-assessable development including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy	N/A: This is not applicable to a subdivision.
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 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.	N/A: This is not applicable to a subdivision.
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.	N/A: This is not applicable to a subdivision.



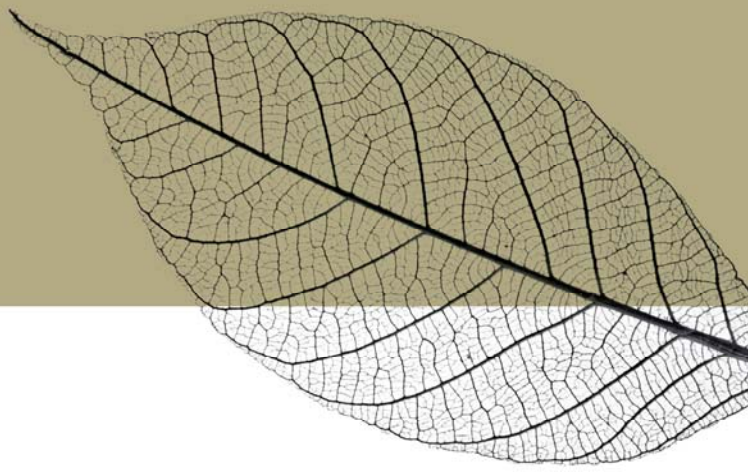
PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	**AO16** Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by…	NOT ASSESSED.
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…	NOT ASSESSED.
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.	**N/A:** On-site loading is not applicable to a subdivision.
PO19 Development layout provides for services which: (a) are wholly within the site; (b) are clearly defined, safe and easily accessible; (c) are designed to contain potential adverse impacts of servicing within the site; (d) do not detract from the aesthetics or amenity of the surrounding area.	**AO19.1** Development ensures that a service bay provided on site: (a) is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy; (b) is located away from street frontages and screened from adjoining premises.	**N/A:** On-site loading is not applicable to a subdivision.
	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.	**N/A:** On-site loading is not applicable to a subdivision.

	AO19.3 Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	COMPLIES WITH ACCEPTABLE OUTCOME: Wheelie bin collection at Simpsons Road is proposed.
PO20 Development provides service vehicle access routes to and from the site which minimise the impact on: (a) amenity and safety in residential areas; (b) streets not constructed to a standard that accommodate increased heavy vehicle movements.	**AO20** Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	COMPLIES WITH ACCEPTABLE OUTCOME: This is achieved within the development.
If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensioned vehicle or any on vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)		NOT ASSESSED.

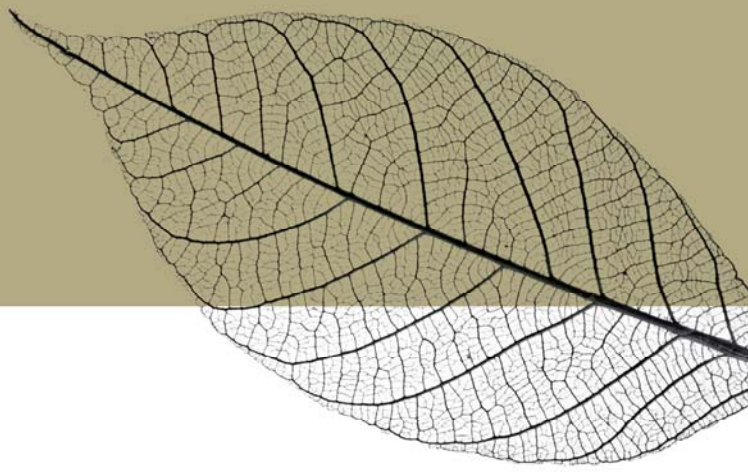


Infrastructure Design Code (Relevant Sections Only)

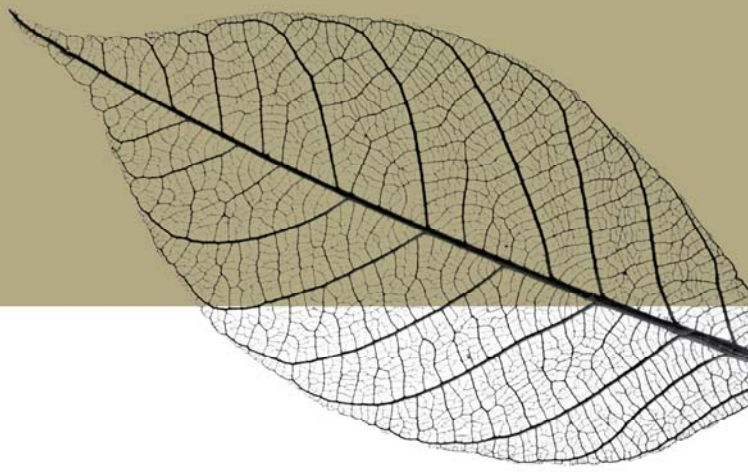
Performance Outcomes	Acceptable Outcomes	Design Response
PO1 Development provides roads, pavement, edging and landscaping which: a. are designed and constructed in accordance with the road hierarchy; b. provide for safe travel for pedestrians, cyclists and vehicles; c. provide access to properties for all modes; d. provide utilities; e. provide high levels of aesthetics and amenity, improved liveability and future growth; f. provide for the amelioration of noise and other pollution; g. provide a high-quality streetscape; h. provide a low-maintenance asset with a minimal whole-of-life cost. Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.	AO1 Development provides roads and associated pavement, edging and landscaping which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	Refer Civil Engineering Report: Upgrade to the Simpsons Road frontage is shown in the drawing prepared by Coordinated Development Solutions.
PO2 Development provides road pavement surfaces which: a. are well designed and constructed; b. durable enough to carry the wheel loads of the intended types and numbers of travelling and parked vehicles; c. ensures the safe passage of vehicles, pedestrians and cyclists, the discharge of stormwater run-off and the preservation of all-weather access; d. allows for reasonable travel comfort.	AO2 Development provides road pavement surfaces which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	Refer Civil Engineering Report: Suitability of pavement type for the Easement is to be addressed by the Civil Engineer.



PO3 Development provides a pavement edge which is designed and constructed to: a. control vehicle movements by delineating the carriageway for all users; b. provide for people with disabilities by allowing safe passage of wheelchairs and other mobility aids.	AO3 Development provides pavement edges which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	Refer Civil Engineering Report: Suitability of pavement edge for the Easement is to be addressed by the Civil Engineer.
PO4 Development provides verges which are designed and constructed to: a. provide safe access for pedestrians clear of obstructions and access areas for vehicles onto properties; b. provide a sufficient area for public utility services; c. be maintainable by the Council.	AO4 Development provides verges which are designed and constructed in compliance with the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	Refer Civil Engineering Report: Upgrade to the Simpsons Road frontage is shown in the drawing prepared by Coordinated Development Solutions.
PO6 Development of an existing premises provides at the frontage to the site, if not already provided, the following infrastructure to an appropriate urban standard: a. an effective, high-quality paved roadway; b. an effective, high-quality roadway kerb and channel; c. safe, high-quality vehicle crossings over channels and verges; d. safe, accessible, high-quality verges compatible and integrated with the surrounding environment; e. safe vehicle access to the site that enables ingress and egress in a forward gear;	AO6 Development of an existing premises provides at the frontage of the site, if not already existing, the following infrastructure to the standard that would have applied if the development involved new premises as stated in the road corridor design standards in the Infrastructure design planning scheme policy: a. concrete kerb and channel; b. forming and grading to verges; c. crossings over channels and verges; d. a constructed bikeway; e. a constructed verge or reconstruction of any damaged verge; f. construction of the carriageway;	Refer Civil Engineering Report: Upgrade to the Simpsons Road frontage is shown in the drawing prepared by Coordinated Development Solutions.



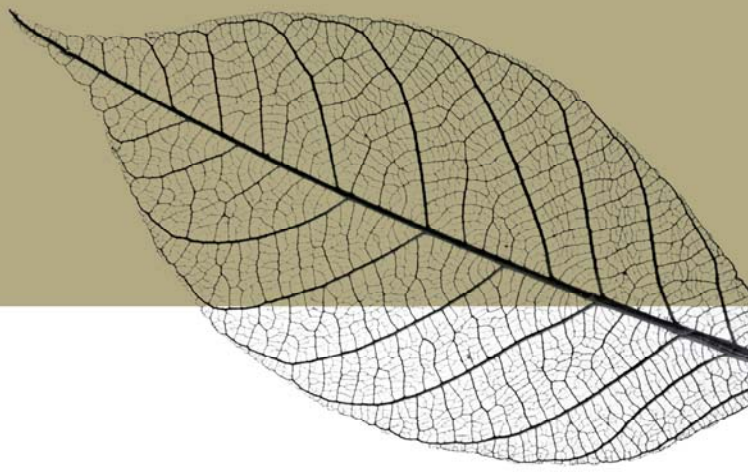
f. provision of and required alterations to public utilities; g. effective drainage; h. appropriate conduits to facilitate the provision of required street-lighting systems and traffic signals.	g. payment of costs for required alterations to public utility mains, services or installations; h. construction of and required alterations to public utility mains, services or installations; i. drainage works; j. installation of electrical conduits.	
PO7 Development provides both cycle and walking routes which: a. are located, designed and constructed to their network classification (where applicable); b. provide safe and attractive travel routes for pedestrians and cyclists for commuter and recreational purposes; c. provide safe and comfortable access to properties for pedestrians and cyclists; d. incorporate water sensitive urban design into stormwater drainage; e. provide for utilities; f. provide for a high level of aesthetics and amenity, improved liveability and future growth; g. are a low-maintenance asset with a minimal whole-of-life cost; h. minimise the clearing of significant native vegetation. Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.	AO7 Development provides cycle and walking routes which are located, designed and constructed in compliance with the road corridor design and off-road pathway design standards in the Infrastructure design planning scheme policy.	Complies with PO: Pedestrians and cyclists will share the vehicular access.



PO8 Development provides refuse and recycling collection, separation and storage facilities that are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised.	AO8.1 Development provides refuse and recycling collection and storage facilities in accordance with the Refuse planning scheme policy.	Complies with AO: The proposal includes wheelie bin collection on the Simpsons Road frontage.
	AO8.2 Development ensures that refuse and recycling collection and storage location and design do not have any adverse impact including odour, noise or visual impacts on the amenity of land uses within or adjoining the development. Note—Refer to the Refuse planning scheme policy for further guidance.	Complies with AO: The proposal includes wheelie bin collection on the Simpsons Road frontage.
PO24 Development ensures road widths and construction within the development, are adequate for refuse vehicles and for fire emergency vehicles to gain access to a safe working area close to buildings and near water supplies whether or not on-street parking spaces are occupied.	AO24 Internal private roads have a minimum roadway clearance between obstructions of 3.5m wide and 4.8m high in addition to any width required for on-street parking.	Complies with AO: On site Fire Appliance access is not anticipated.

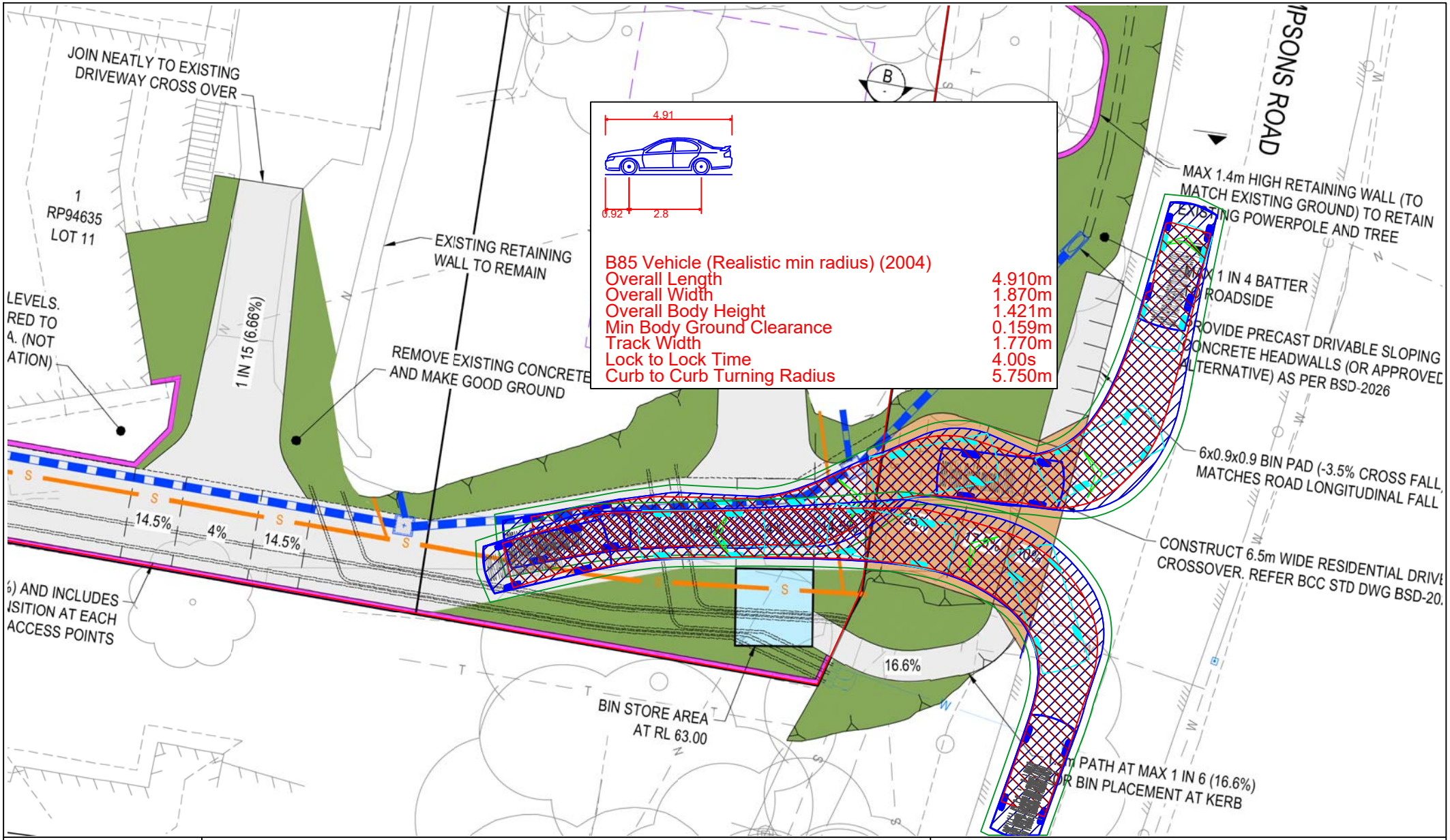
PO3 Development provides roads, associated pavement and concrete kerb and channel to every road the development has frontage to and lot access, that is designed and constructed: a. in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; b. for the type of vehicle, pedestrian and cyclist use appropriate to the site and intended use; c. to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot; d. to maintain the safety and efficiency of the transport network for vehicles, buses, pedestrians and cyclists; e. at an adequate width, suitable gradient and appropriate construction standard; f. to avoid unreasonable detriment or nuisance to an adjacent premises; g. to preserve the amenity and function of the public realm in accommodating: i. high levels of pedestrian traffic; ii. large subtropical street trees; iii. on-street parking.	AO3.1 Development provides roads, pavement and concrete kerb and channel that provide for: a. design and construction in accordance with the road hierarchy; b. safe travel for pedestrian, cyclists and vehicles; c. access to properties for all modes; d. utilities; e. high levels of aesthetics and amenity, improved liveability and future growth; f. a high-quality streetscape; g. a low-maintenance asset with minimal whole-of-life cost. Editor's note—See Section B for additional requirements where new road is proposed.	Complies with PO: The proposed Subdivision includes an Easement for access which meet the requirements of the TAPS Policy for an Easement less than 40m in length. The minor increase in Easement length over the suggested length limit (~4m / 10%) is not expected to affect the suitability of the Performance Outcome, particularly noting the ability for two vehicles to pass within the crossover at the Simpsons Road connection. It is appropriate for vehicles and pedestrians to share the road space.
	AO3.2 Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies with PO: See above.
	AO3.3 Development provides each lot with access to a public road other than a major road, that is: a. direct; or b. via a formal access arrangement that is: i. registered on a title over another lot; or ii. a reciprocal access easement; or iii. over common property; iv. located as far away as practicable from an existing or proposed dwelling; v. compliant with the road corridor design standards in the Infrastructure design planning scheme policy; c. the width specified:	Complies with PO: See above. There is only a single vehicular connection to Simpsons Road.

	i. in the Transport, access, parking and servicing planning scheme policy where an access way to a rear lot in the Low density residential zone, Character residential zone, Low-medium density residential zone or Emerging community zone; or ii. in Table 9.4.10.3.B where in any other zone; d. compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use.	
	AO3.4 Development provides safe sight distances at the following locations: a. an access point along the frontage of each lot; b. a junction and an intersection, including corner truncation; c. a pedestrian or cyclist crossing.	Complies with PO: The proposed Subdivision enables each lot to have vehicular access which have appropriate sight distances, in consideration of the likely travel speeds and volumes.
	AO3.5 Development provides grades within a lot that: a. enable vehicular access to be achieved in accordance with the Transport, access, parking and servicing planning scheme policy; b. do not require cut and fill in excess of 1m in height.	To be addressed by Civil Engineer.



Appendix C

Swept Path Assessments



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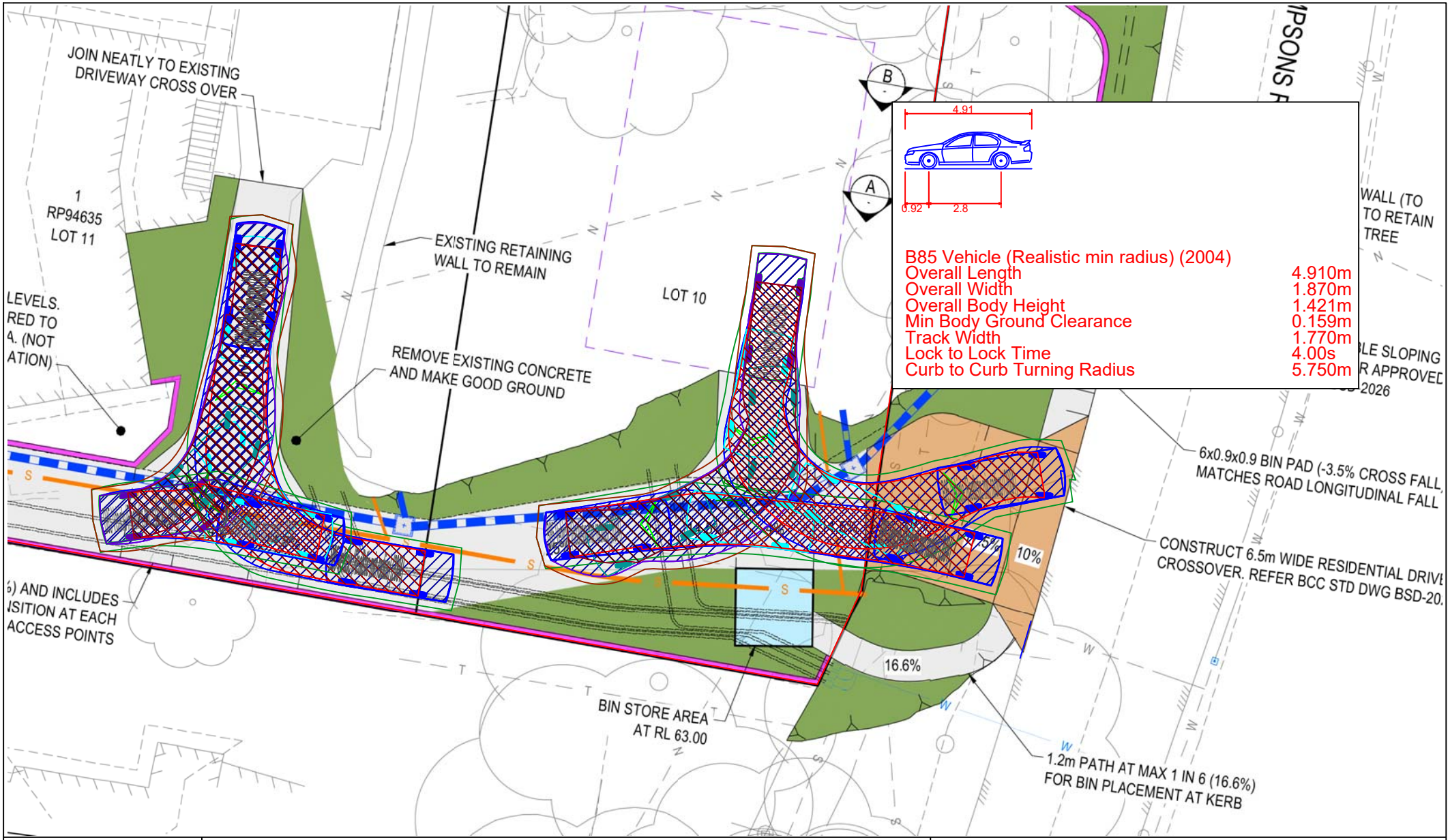
Prepared By: Beth Meehan RPEQ #8373 Date: 22/10/2026



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Drawing No: BMC26107-ATR02 Version: 2

Prepared By: Beth Meehan RPEQ #8373 Date: 22/10/2026