

Proposed Child Care Centre, 197 Blunder Road, Durack

Traffic Report

Revision C
5 November 2018

Our Ref: 886_TPA256

Prepared for: Your Realty Pty Ltd

Prepared by: Richard Quinn
Director, Q Traffic
BE Civil, MIEAust, RPEQ



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DTMR Trip Generation Data

Q Traffic has prepared this report solely for the benefit and use of our Client for the sole purpose of lodging a development application. This report takes into account the particular instructions and requirements of the client. In preparing this report we assume that all information and documents provided to us by the client or their consultants were complete, accurate and current. Q Traffic will not be liable for any conclusion drawn resulting from omission or lack of full disclosure by the client or their consultants.

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1.0 Introduction

Q Traffic was commissioned by Your Realty Pty Ltd to undertake a Traffic Impact Assessment of a proposed Child Care Centre catering for 135 children to be located on the site at 197 Blunder Road, Durack.

The site is located in the Brisbane City Local Government Area, and the proposal has been assessed considering the relevant Council controls.

This report provides relevant background information regarding the proposal, and documents the results and findings of our investigations addressing the following key traffic design elements and issues:

- Vehicular access arrangements;
- On-site car parking provision;
- On-site car parking design;
- Service vehicle requirements; and
- The traffic impacts anticipated as a result of the development.

2.0 Context

2.1 Subject Site

The site is located on the western side of Blunder Road, Durack and is formally described as Lot 75 on RP29823. It has a total area of approximately 4,047m² and currently accommodate a dwelling house with vehicle access to Blunder Road. The subject site is zoned Emerging Community (EC) and is located within the Western Gateway Neighbourhood Plan - Inala precinct.

There is an existing approval for a subdivision (1 into 8) on the subject site.

Figure 2.1a and **Figure 2.1b** below demonstrate the location of the subject site as well as the local road conditions along the site frontages.



Figure 2.1a: Site Location



Figure 2.1b: Subject Site

2.2 Road Network

The subject site has frontage to Blunder Road to the east and Randwick Street to the south. Randwick Street operates as one-way road (eastbound) and provides left-in only access from Blunder Road which is reinforced by 'No Entry' signs installed at the Blunder Road / Randwick Street intersection.

Blunder Road is classified as an Arterial Road in Brisbane City Council's Planning Scheme. It runs in a north-south direction connecting Wadeville Street at its southern end to Ipswich Motorway in the north.

As shown in **Figure 2.2a** and **Figure 2.2b** below, Blunder Road has a four-lane, divided carriageway in the vicinity of the site. The speed limit is 70km/h. Parking lanes are established on both sides of Blunder Road, with kerbside parking permitted, clear of intersections, property access driveways, and in accordance with Queensland Road Rules.

To assist with pedestrian movements in the vicinity, concrete footpaths are constructed on the eastern and western sides of Blunder Road



Figure 2.2a: Looking north on Blunder Road



Figure 2.2b: Looking south on Blunder Road

2.3 Proximity to Public and Active Transport

The site is in close and convenient proximity to a bus stops located in direct vicinity on Blunder Road (approximately 50m to the north). Translink, a division of the Department of Transport and Main Roads, indicates that Bus Route 100 (Forest Lake, Inala, Woolloongabba, South Bank, City) services these stops.

In addition to the public transport aspects, the proposed development will also benefit from convenient access to a network of pedestrian and bicycle routes. Bicycle routes are identified in Council's *City Plan 2014* and include Blunder Road which is categorised as a primary cycle route, as well as Freeman Road to the north (approximately 420m north), which is part of the secondary cycle route network.

Overall, the site benefits from convenient and direct access to existing public transport services, as well as active transport facilities.

3.0 Proposal

This application seeks approval for the establishment of a child care centre to cater for 135 children.

A total of 27 parking spaces are proposed on-site, with all parking to be accessed via a single left in/left out driveway on Blunder Road.

Included in the design proposal is a 5m land dedication along the full frontage of Randwick Street, and a 6 m 3 chord truncation at the south-eastern corner of the subject site.

Plans showing the proposed development are included as **Appendix A**, and an extract from the ground floor plan is provided as **Figure 3** below.

The traffic elements of the proposed site layout are discussed further in the following sections, considering the requirements of Council’s Transport, Access, Parking and Servicing (TAPS) Planning Scheme Policy.

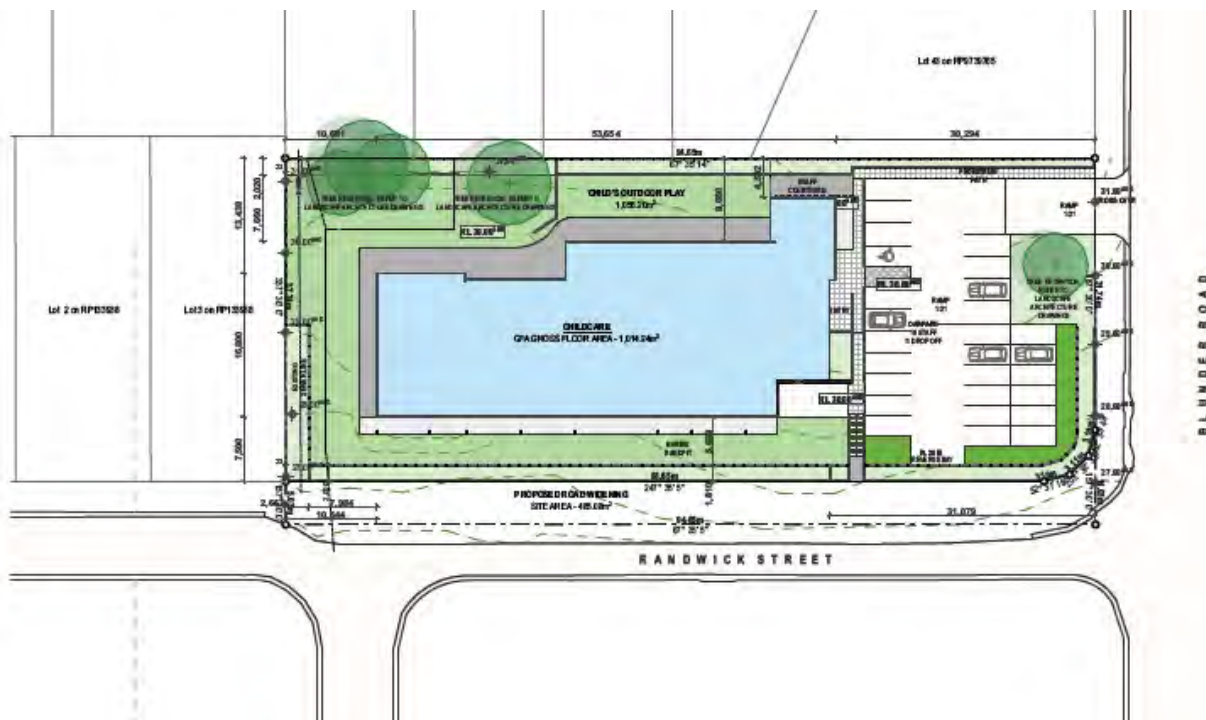


Figure 3: Extract from Ground Floor Plan

3.1 Vehicle Access

As shown in the plans included as **Appendix A**, a single vehicle left in/left out access is proposed on Blunder Road, near the northern property boundary.

When determining the most appropriate location for site access consideration must be given to the following performance outcomes / codes:

PO1 - Childcare centre code

Development that is not located in the Community facilities zone or a zone in the centre zones category:

- (a) must have good accessibility and be co-located with or in close proximity to other facilities;*
- (b) be located to minimise the introduction of non-local traffic into minor residential streets.*

And

PO3 - Transport, access, parking and servicing code

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.*

For the subject site the performance outcomes above will be satisfied if access is taken from Blunder Road.

- Access from Blunder Road ensures that no childcare centre traffic will use the minor residential streets. In doing so, PO1 of the childcare centre code is satisfied.
- Whilst Blunder Road is classified as a major road under Council's road hierarchy plan, the geometry of the road provides an environment that is conducive to safe access and egress without impacting on the function or capacity of through traffic. As shown in **Figure 3.1a** below, there is a wide shoulder fronting the site. This shoulder can be used for traffic approaching the site from the south to slow down clear of through traffic before entering the site (i.e. akin to a formal deceleration lane). The raised central median ensures left-in left-out access to the site can be enforced. Sightlines are essentially unrestricted.



Figure 3.1a – Blunder Rd fronting the site

With access restricted to left-in left-out, some vehicles will be required to perform a u-turn on Blunder Road when approaching or departing the site. The site benefits from lawful u-turn provisions upstream at the Freeman Road intersection and downstream at the Ronson Street intersection.

The proposed access driveway is 6m wide (Type B1) in accordance with Table 8 of Council's TAPS Planning Scheme Policy. The proposed driveway width is adequate to accommodate two-way flow of passenger vehicles (noting that access to the parking area is not required for larger service vehicles as discussed in Section 3.4 of this report).

The design achieves a minimum queue of two (2) vehicle lengths upon entering the site in accordance with Table 10 of Council's TAPS PSP.

A 1.2m wide path for pedestrians is located adjacent to the driveway entry of the subject site, providing direct access from Blunder Road to the child care centre entry area.

The proposed access arrangements are considered to be acceptable from a traffic engineering perspective, and generally in accordance with the relevant standards and guidelines. Importantly the access location complies with PO1 of the Child care centre code and PO3 of the Transport, access, parking and servicing code

3.2 Car Parking Provision

The parking rate stipulated in Council's Transport, Access, Parking and Servicing Planning Scheme Policy for a child care centre development, is a minimum of 1 space per 5 children where 60% of these spaces are for staff and can be provided in tandem (i.e. 40% are to be drop-off and pick-up bays).

The application of Council's parking rate based on the centre's enrolment of 135 children, results in an overall requirement of 27 parking spaces for the proposed development.

As shown in site plans included as **Appendix A**, a total of 27 parking spaces are proposed, including one (1) parking space for people with a disability.

As part of the parking layout, six (6) tandem parking spaces are proposed, with a maximum of 16 staff bays to be provided, leaving 11 drop-off / pick-up bays, meeting Council's minimum requirement for 40% drop-off and pick-up bays. Therefore, the overall level of on-site parking is considered to be appropriate given the scale and nature of the proposed development.

3.3 Internal Layout

The site layout as shown in the plans included as **Appendix A** has been designed generally in accordance with Council's requirements and the relevant Australian Standards, as summarised following:

- The parking aisle has a width of 6.2m, meeting the minimum width stipulated in Council's TAPS Planning Scheme Policy (Section 7);
- Standard parking spaces are 2.6m wide meeting Council's minimum requirement for User Class 3 parking;
- Staff parking spaces are 2.4m wide, meeting Council's minimum requirement for User Class 1 parking;
- Standard parking spaces are 5.4m long, meeting the minimum requirement in Council's TAPS Planning Scheme Policy;
- Tandem parking spaces have a combined length of 10.8m, in accordance with Table 7.8.2 of Council's TAPS Planning Scheme Policy;
- In the unlikely event that all parking spaces are full, a reversing bay is provided at the southern end of the parking module, and the bay would assist drivers in manoeuvring their vehicle into forward gear, then exit the parking area;
- One (1) accessible parking space for people with disabilities (PWD) is proposed. This space is 2.4m wide with a 2.4m wide adjacent shared area in accordance with the requirements of Council's TAPS Planning Scheme Policy (Class 5 parking) and AS2890.6.

In summary, the internal site layout is efficient and legible, and designed generally in accordance with the requirements of Council's TAPS Planning Scheme Policy and/or the relevant Australian Standards.

3.4 Servicing and Refuse Collection

Given the nature of the proposed development, the demand for service vehicles would be very limited. With the exception of the occasional delivery / tradesperson vehicle, the only servicing requirement would be regular refuse collection.

Council's TAPS Planning Scheme Policy (Table 1) suggests that the appropriate design vehicle for a child care centre is a van. It is anticipated that any such vehicle would typically access the development outside of the peak drop-off and pick-up periods for the centre when the car park is largely unoccupied, and therefore any vacant space could be used. Council's Prelodgement Meeting Record (11/05/2018 – refer **Appendix B**) supports this proposal as indicated in the extract below:

Servicing and refuse

Development would be required to provide a service bay for a VAN.

Refuse collection would be required in accordance with the Refuse PSP. For a Childcare centre, kerbside collection is permitted.

In regard to refuse collection, kerbside collection of wheelie bins on Blunder Road is proposed, consistent with the provisions of Council's TAPS Planning Scheme Policy for a child care centre.

Overall, the proposed servicing / refuse collection arrangements are considered to be appropriate given the nature and scale of the development.

4.0 Traffic Impact Assessment

With long-stay child care centres parents/carers have flexibility to drop-off and pick-up children at a time of their choosing. By way of example, some parents/carers will drop-off and pick-up children as part of their commute to work whilst other parents/carers may combine drop-off and pick-up with a school run. Stay at home parents would likely avoid the peak times all together. **This results in the peak hour trip generation for childcare centres being spread over a 2hr period in the morning and afternoon.** This is shown in the extract from the *RTA Guide to Traffic Generating Developments* document below:

Table 3.6
Traffic generation rates

Centre Type	Peak Vehicle Trips / Child		
	7.00-9.00am	2.30-4.00pm	4.00-6.00pm
Preschool	1.4	0.8	-
Long-day care	0.8	0.3	0.7
Before/after care	0.5	0.2	0.7

Figure 4.1: RTA Guide to Traffic Generating Developments

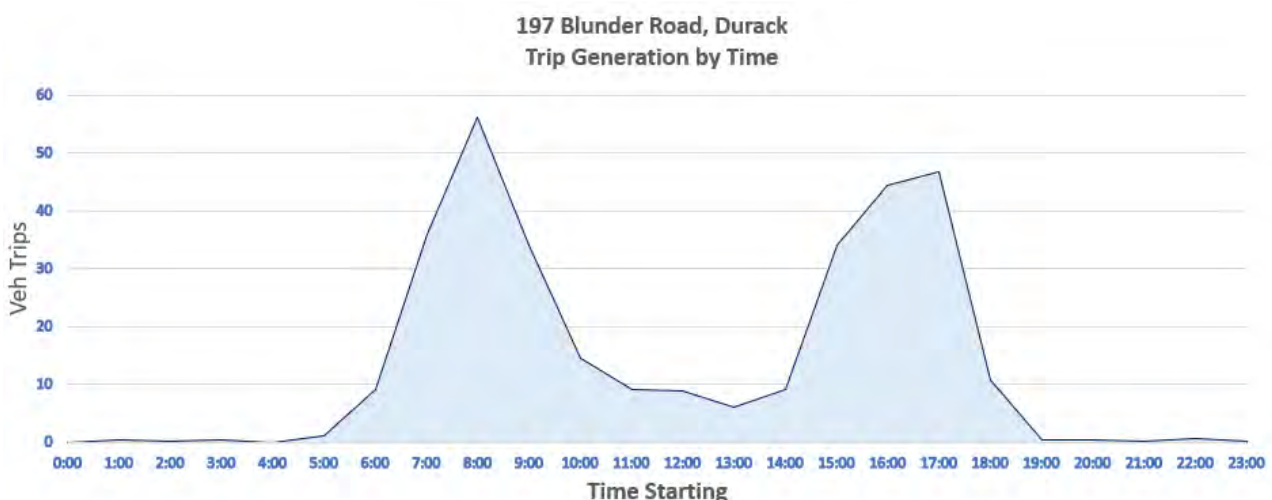
Reference is also made to trip generation data released by the Department of Transport and Main Roads (TMR) which was collected at four (4) child care centres in 2009, a summary of which is included as **Appendix C**. This data also shows the peak periods extending over a 2-hour period in the morning and afternoon. The State Government recommends the following trip generation rates for the peak **1hr** periods:

- AM Peak Hour (8:00am – 9:00am): 0.42 trips per child
- PM Peak Hour (5:00pm – 6:00pm): 0.35 trips per child

Applying these trip generation rates to the proposed development (135 children), suggests the following peak 1-hour trip generation volumes:

- AM Peak Hour: 56 vehicle trips (28 arrivals and 28 departures)
- PM Peak Hour: 47 vehicle trips (24 arrivals and 24 departures)

The graph below shows the anticipated traffic generation by time of day for the subject site.



This level of traffic generation (i.e. approximately one vehicle trip per minute during the peak periods) is relatively low, and likely to be within the range of typical fluctuations in traffic volumes on the surrounding road network.

Furthermore, it is important to note that a reasonable proportion of the trips generated are likely to be drop-in / pass-by trips, with parents/carers dropping children at the centre on the way to work and picking children up from the centre on the way home. These trips would have occurred even in the absence of the proposed development, therefore the net impact of the proposal upon the surrounding road network is expected to be marginal, further reducing the impact of the proposed development upon the local road network.

In light of the above, no external roadworks are considered to be required to support the proposed development. Any impacts (however minor) would be mitigated by way of infrastructure charges payable as part of the development of the site.

5.0 Recommendation

In light of the information contained within this report, we consider that the proposal is satisfactory from a traffic operations perspective and recommend that the development application be approved.

5.1 Qualifications

This report has been approved by:



Richard Quinn | Director | RPEQ 08565

APPENDIX A

Proposed Development Plans



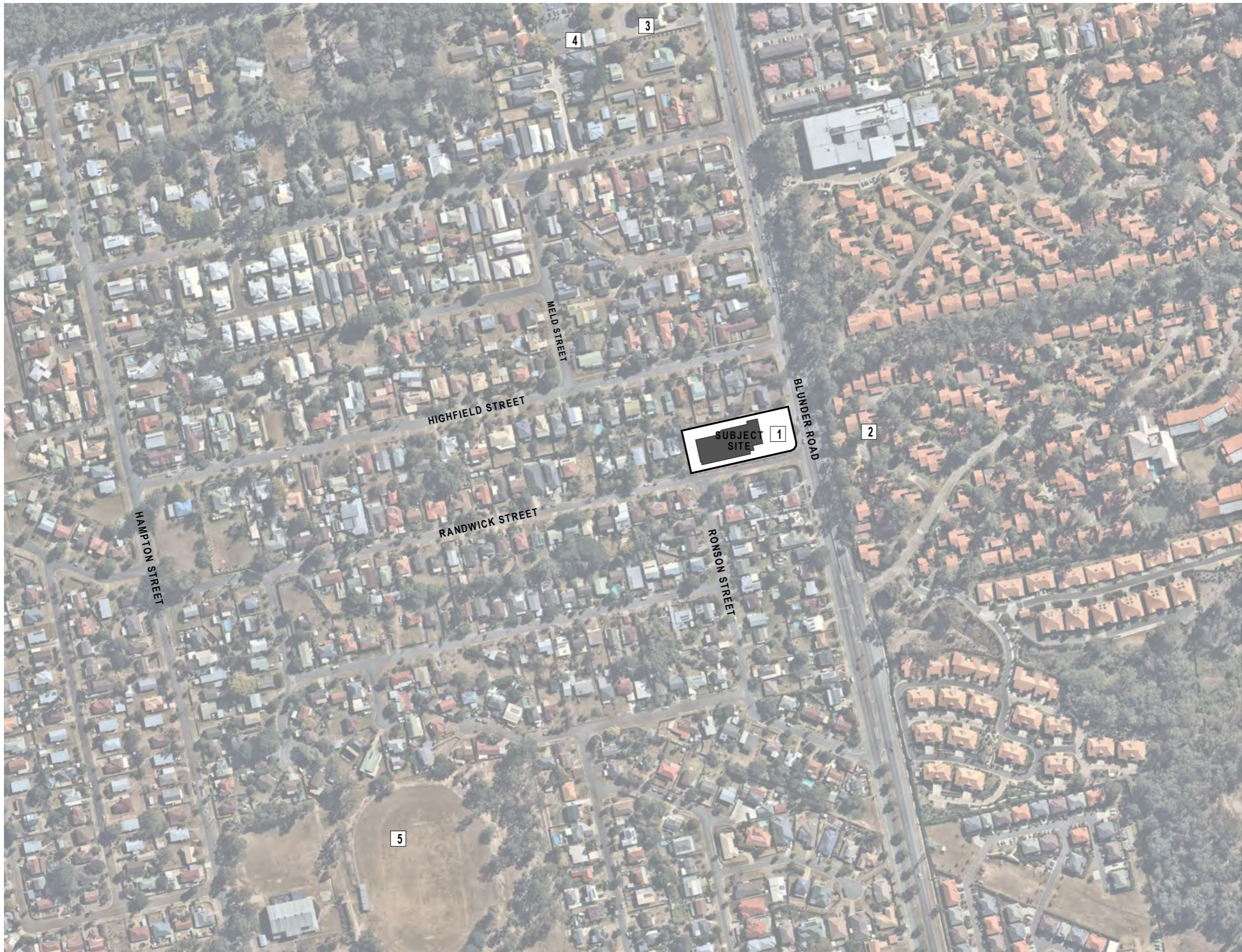
**197 Blunder Road Durack QLD 4077
AUSTRALIA**

Lot 75 on RP 29823

TOWN PLANNING SUBMISSION

PROJECT SUMMARY

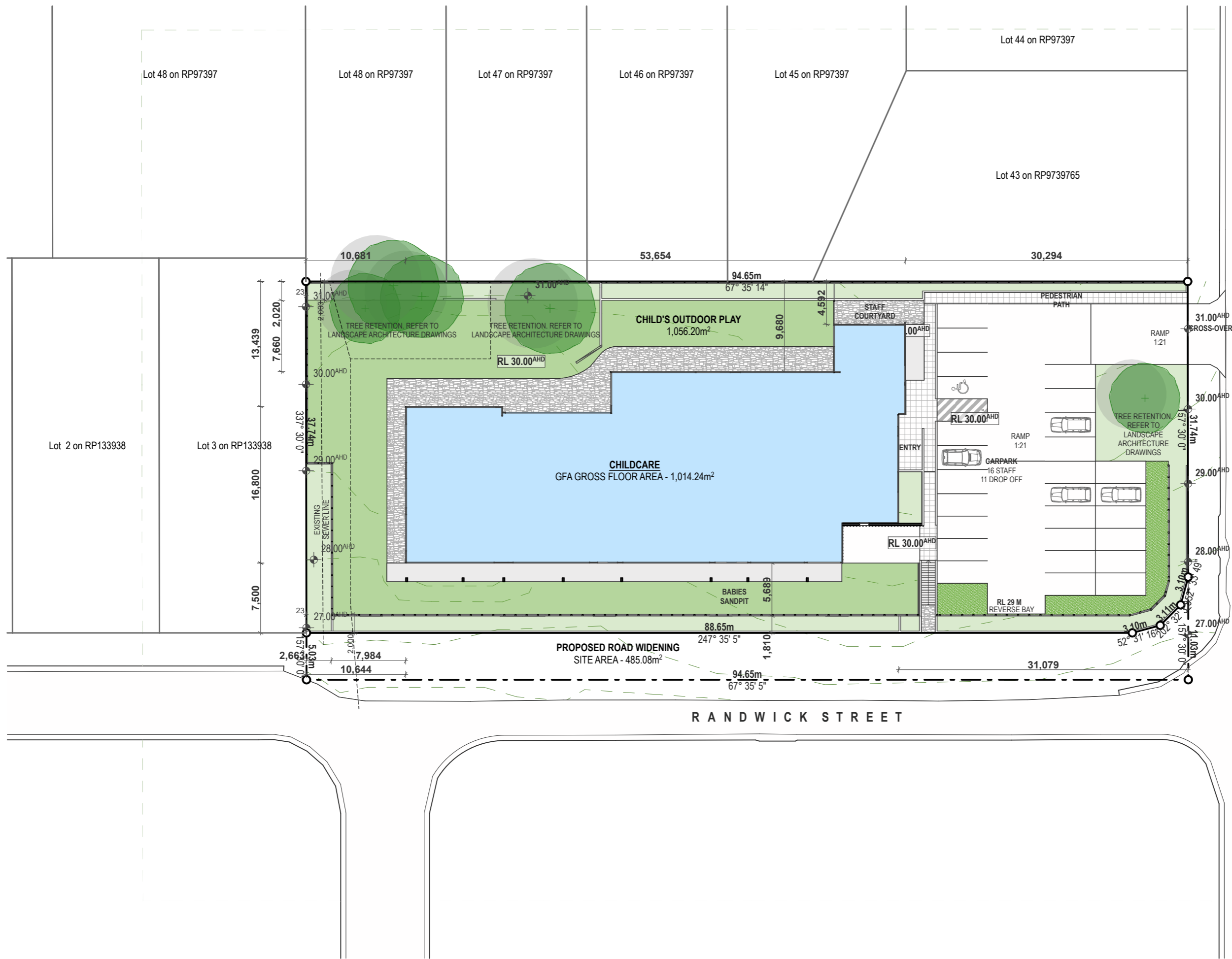
Site Area	3564m ²
Proposed Project Type	Childcare centre single storey (135 places)
Carparking	27 car spaces (12 tandem)
Total Proposed GFA	1014.2m ²
Proposed Site Cover	1335.7m ² (37.4%)
Road Frontage	129.5m
Cross-over Width	6.5m
Maximum Building Height	RL 35.2m ^{AHD}



LOCALITY KEY

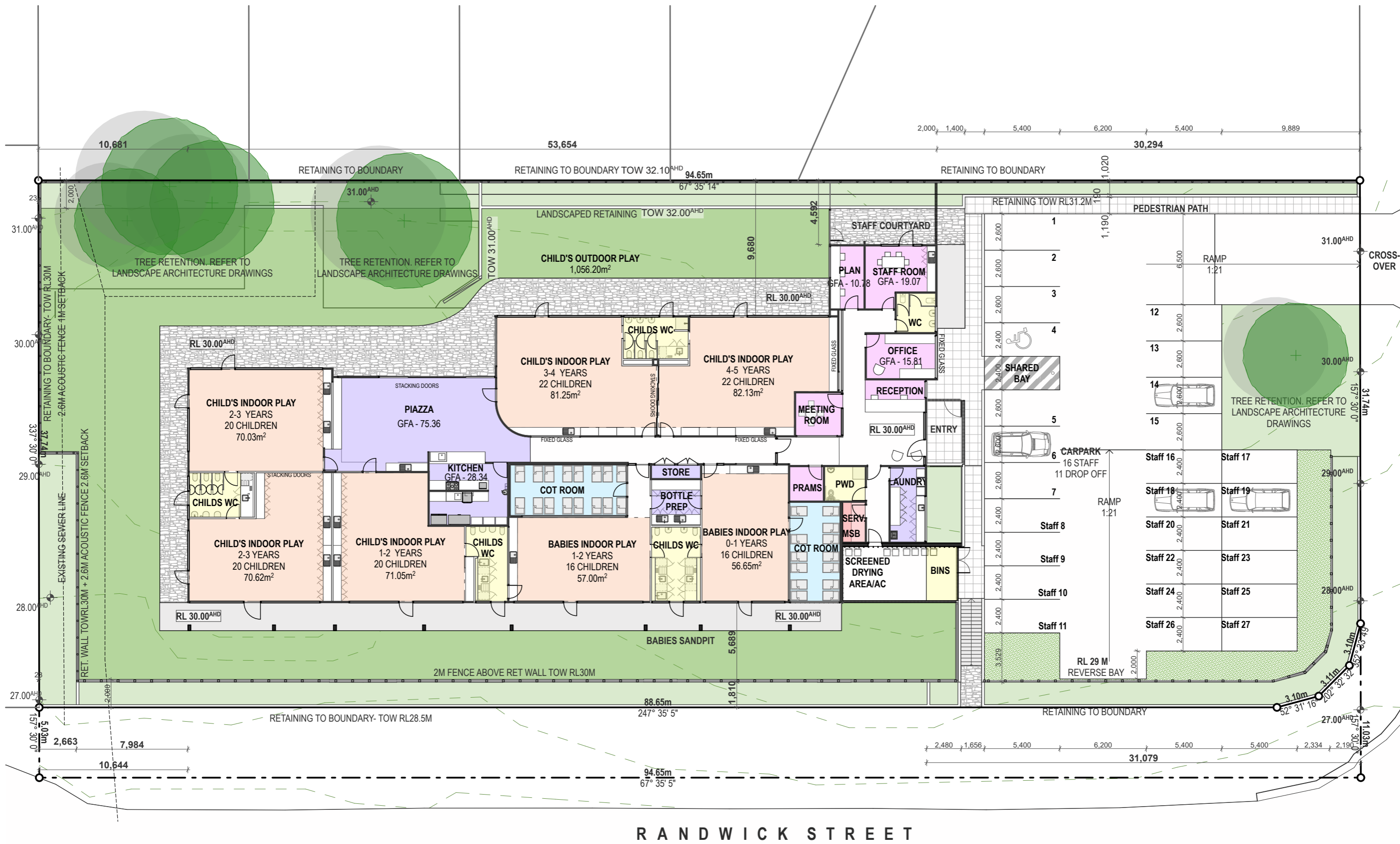
- 1. 197 BLUNDER ROAD
LOT 75 on RP 29823
PROPOSED SINGLE STOREY
CHILDCARE CENTRE
- 2. 356 BLUNDER ROAD
LOT 53 on RP 89541
AVEO DURACK RETIREMENT
COMMUNITY
- 3. 153 BLUNDER ROAD
LOT 2 on SP 231892
BUDDHIST TEMPLE
- 4. 12 FREEMAN ROAD
LOT 3 on RP 29823
KINGDOM HALL OF JEHOVAH'S
WITNESSES
- 5. 138 HAMPTON STREET
LOT 53 on RP 89541
GLENNA STATE HIGH SCHOOL

1 LOCALITY PLAN
1:1500

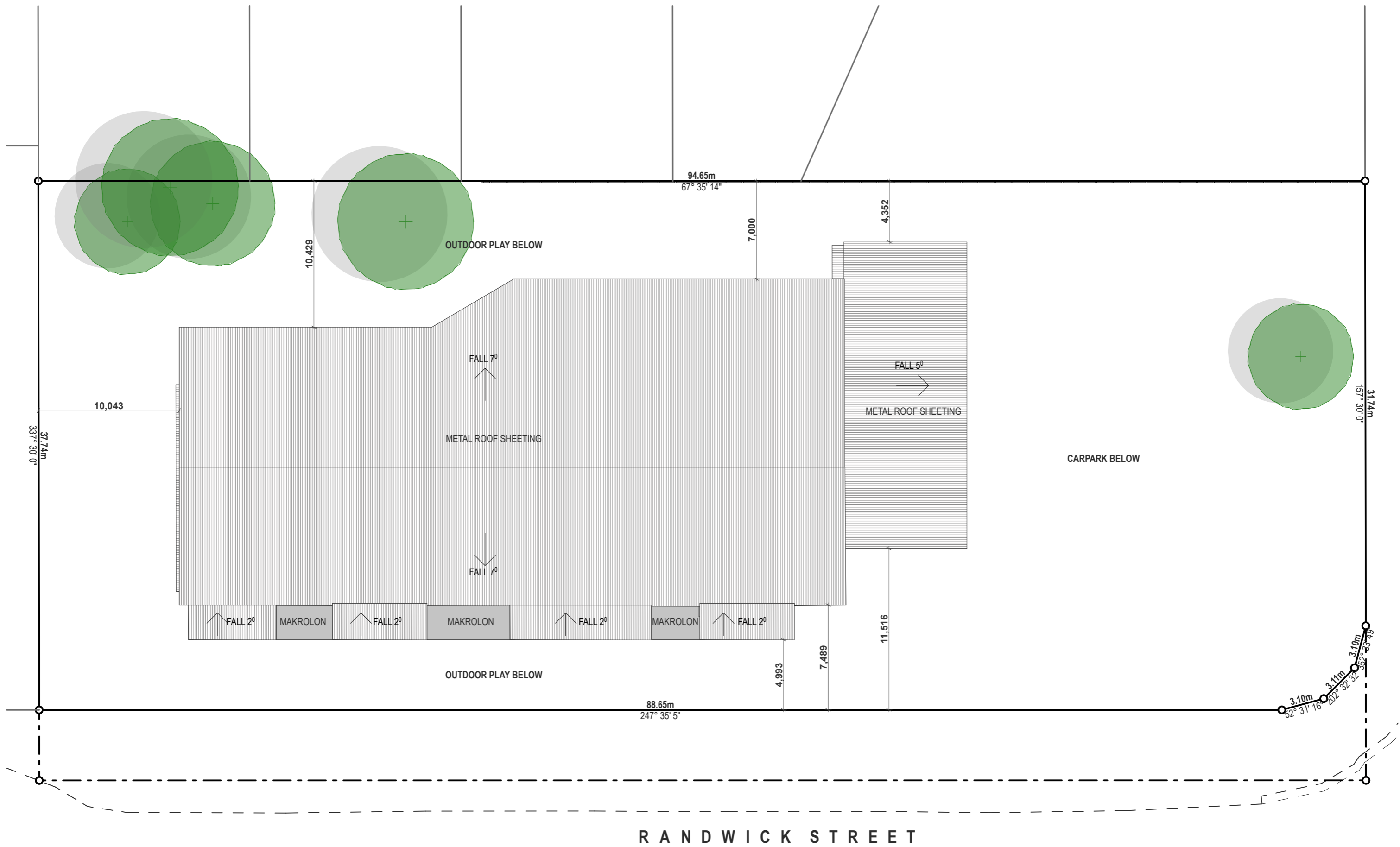


BLUNDER ROAD

RANDWICK STREET

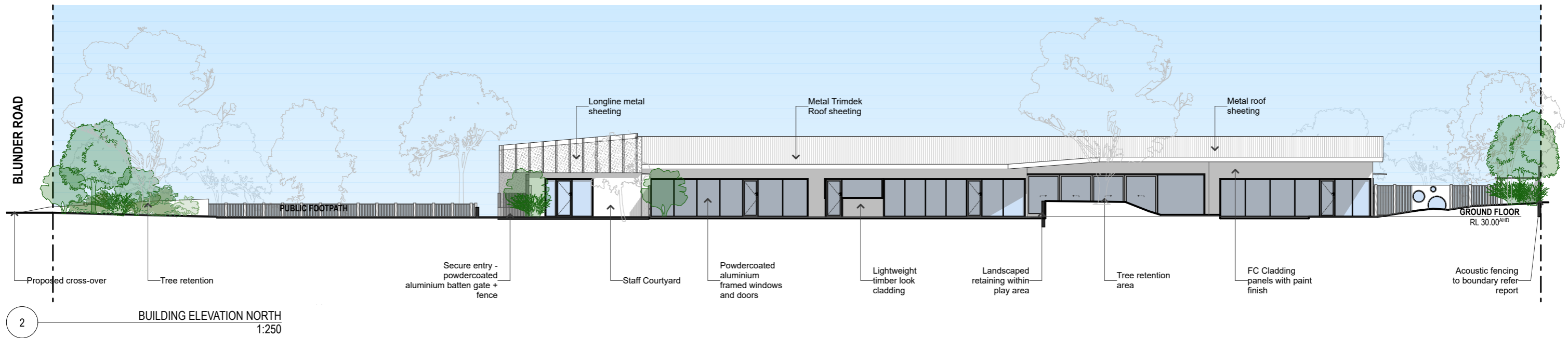
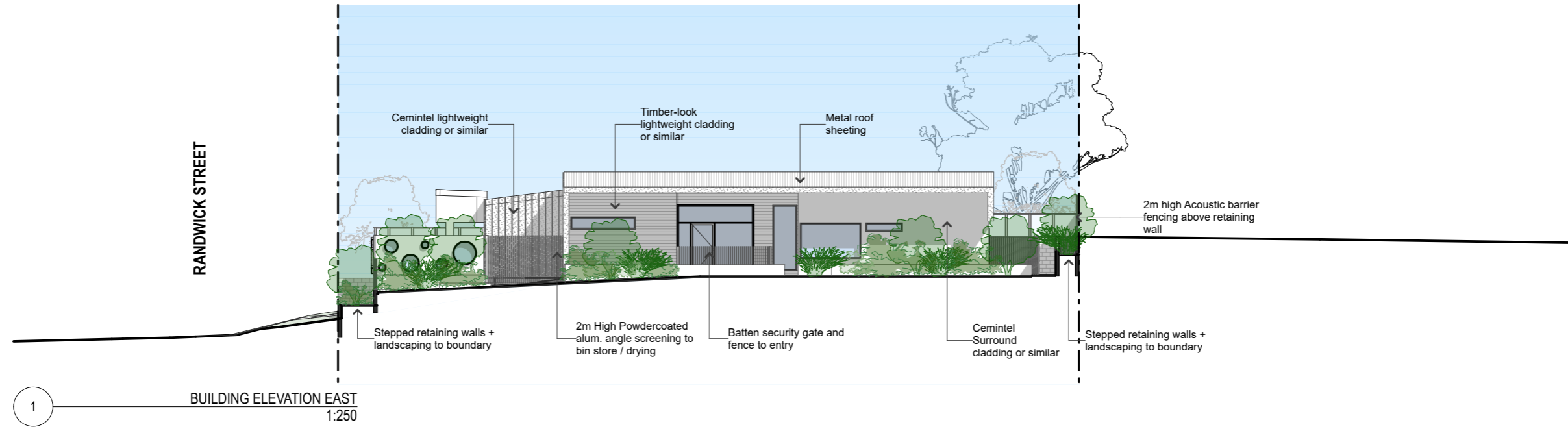


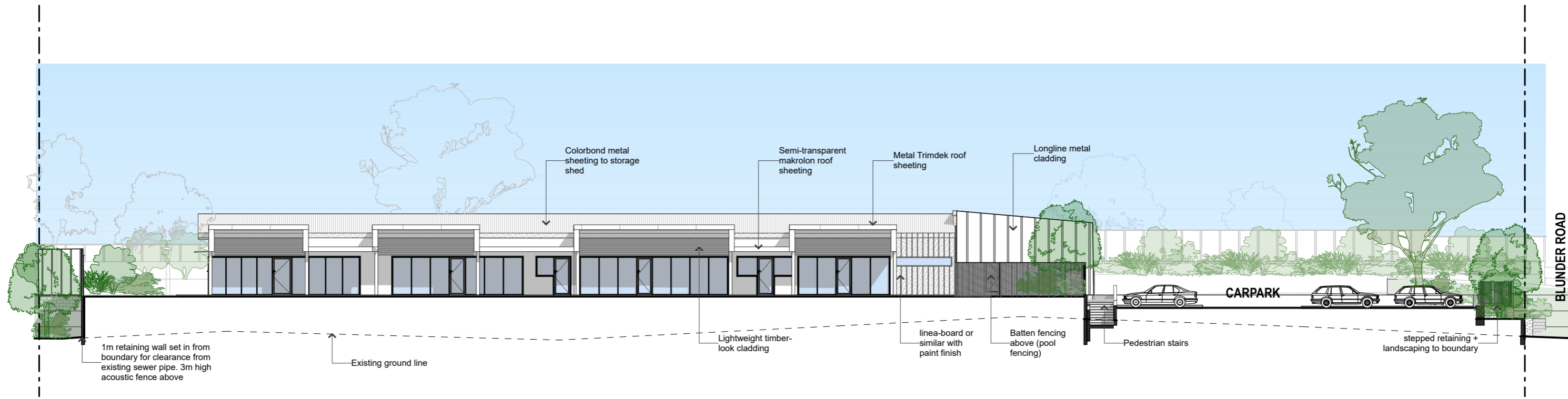
RANDWICK STREET



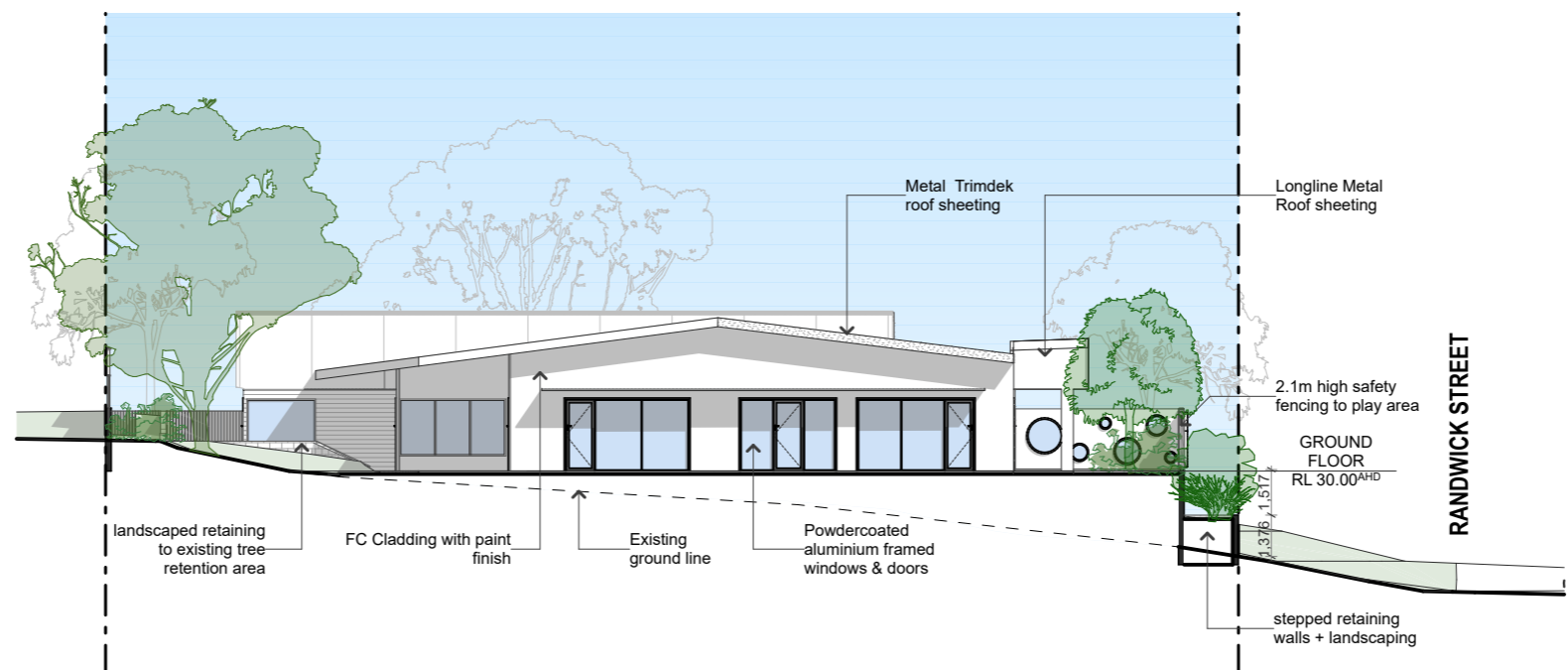
2

LEVEL 01
1:250

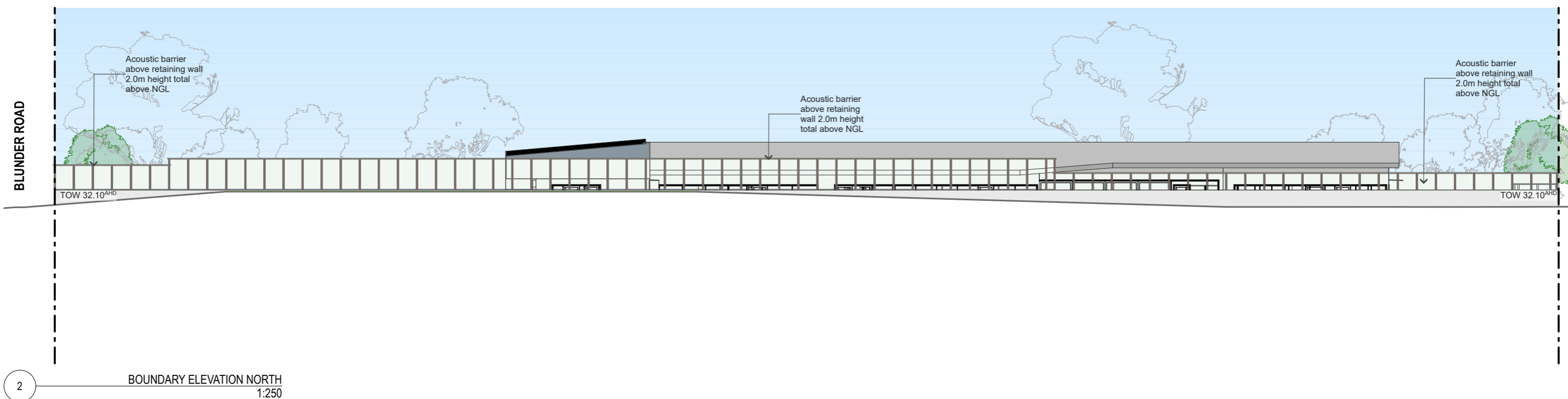
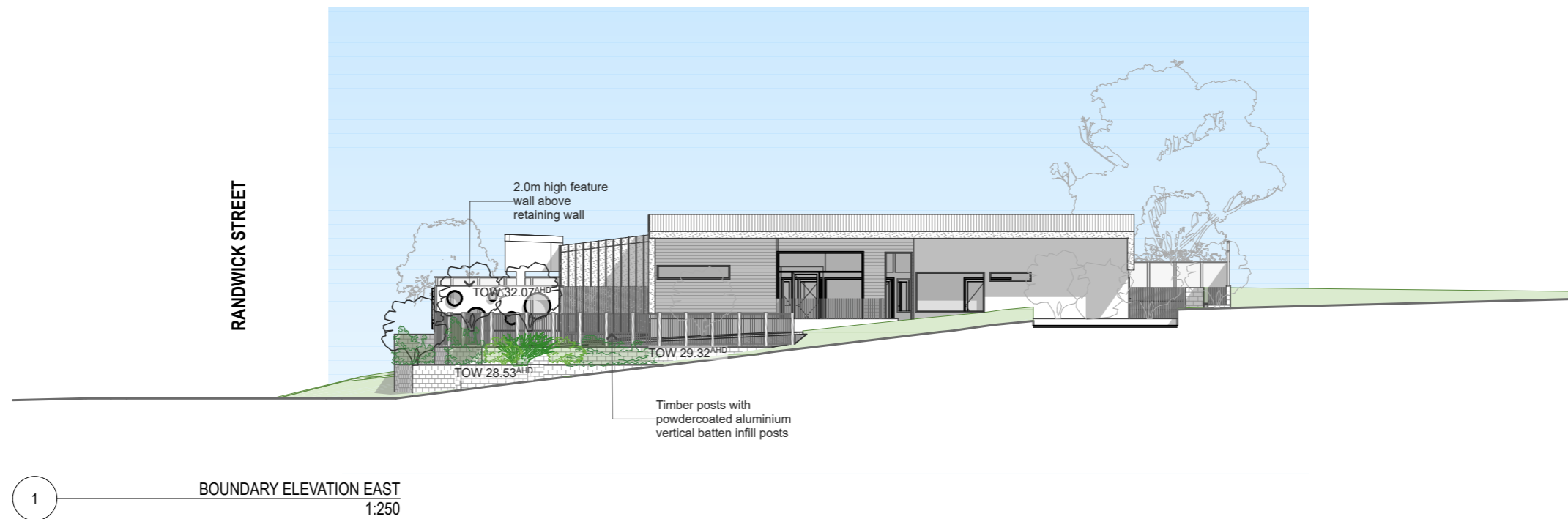




1 BUILDING ELEVATION SOUTH
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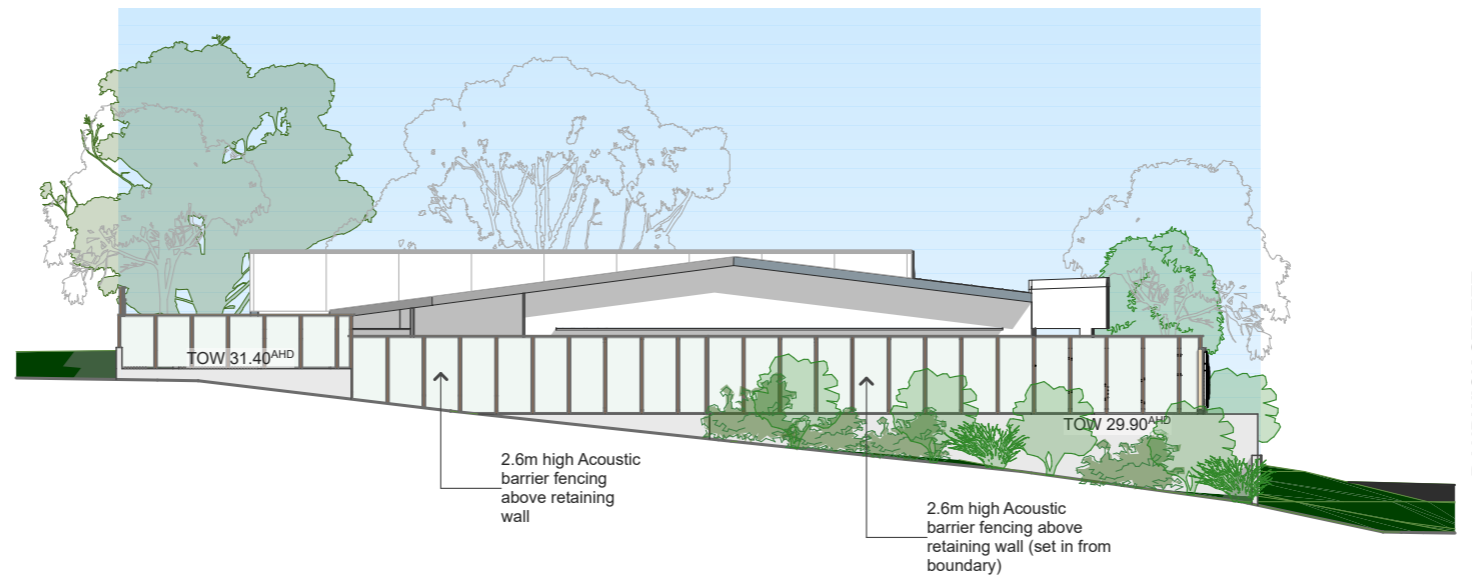


2 BUILDING ELEVATION WEST
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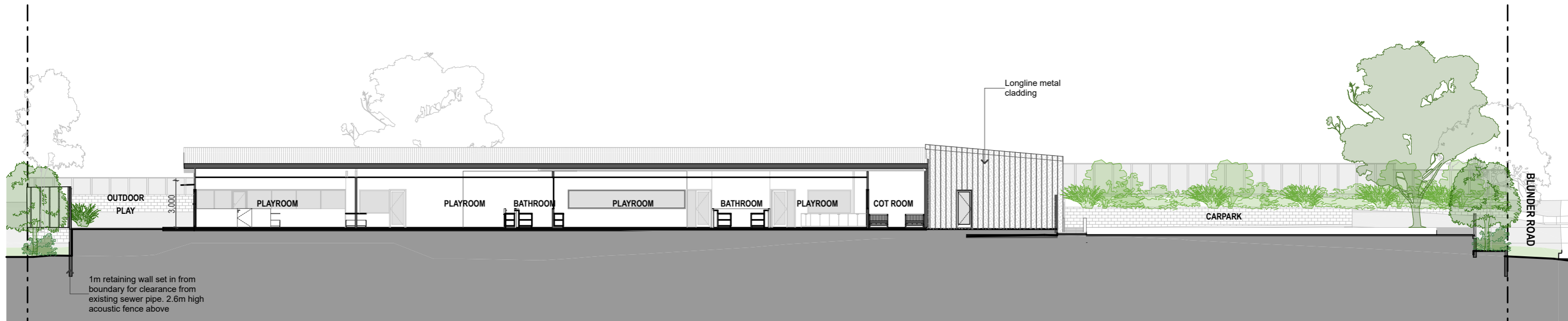




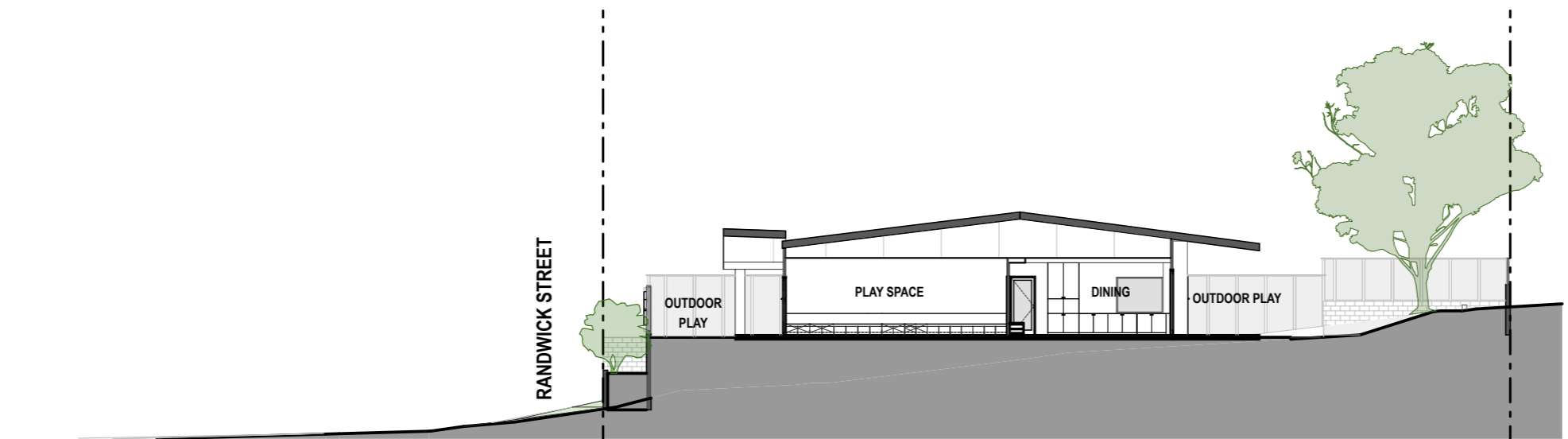
1 BOUNDARY ELEVATION SOUTH
1:250



2 BOUNDARY ELEVATION WEST
1:250



1 SECTION A
1:250



3 SECTION B
1:250

APPENDIX B


Prelodgement Meeting Minutes



PRELODGEEMENT MEETING RECORD

COMMERCIAL IN CONFIDENCE

MEETING DETAILS:

Application Number:	A004914732	RECEIVED VIA EMAIL Town Planning Alliance Pty Ltd  14/05/2018
Applicant:	Mr Johnson Lin c/- Town Planning Alliance WEST END QLD 4101	
Meeting Date & Time:	11 May 2018, 02:30:00 PM (Room 11)	
Meeting Location:	Development Lounge, Brisbane Square	
In Attendance:	<u>Council:</u> Jenevere Heading (A/ Principal Planner) Jolanta Krawus (Principal Engineer) Hannah Nolan (Urban Planner)	<u>Applicant:</u> Mark Connellan (Town Planning Alliance) Samuel Hewitt (Town Planning Alliance) Richard Quinn (Engineer) Johnson Lin (Prospective Purchaser) Samuel Lin (Prospective Purchaser)

SITE DETAILS:

Address of Site:	197 BLUNDER RD DURACK QLD 4077
Real Property Description:	L75 RP.29823
Zone:	EMERGING COMMUNITY ZONE
Name of Ward:	Forest Lake

Proposal:

Childcare centre

City Plan details:

Zone: Emerging community zone

Neighbourhood Plan: Western gateway neighbourhood plan – Inala precinct

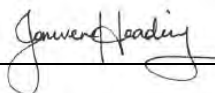
Type of application required:

Impact assessable

Key issues identified by the applicant for discussion:

- Land use and site suitability;
- Design;
- Traffic and access;
- Road planning;
- Protected vegetation;
- Engineering matters.

Signed



Date

14/05/2018

Disclaimer

The aim of a prelodgement meeting is to provide initial advice on nominated major issues relevant to a development proposal to assist in the timely processing of applications. It cannot replace the in-depth investigation normally associated with the formal assessment of an application and consideration of any public submissions. While the advice is given in good faith, it in no way binds a decision by the Council. Please note that as this is a Council document it will be subject to the provisions of the *Right to Information Act 2009*.

Please note a copy of this page will be provided to the relevant Ward Councillor for THEIR INFORMATION ONLY.

Detailed description of proposal

The proposal is a Childcare centre for the accommodation and care of 150 children.

The development is proposed over two storeys with the ground level incorporating the main outdoor play area and building consisting of approximately 899m² of gross floor area. The upper level consists of 318m² and a small outdoor play area of approximately 45m².

Vehicular access is proposed from Blunder Road with 30 parking spaces proposed (including sixteen staff spaces and one non-discriminatory space). Pedestrian access is also provided from Blunder Road, along the eastern boundary.

Supporting information provided for discussion

The following was provided as part of the prelodgement meeting request:

- Prelodgement enquiry form;
- Applicant letter dated 2 May 2018.
- Proposed plans drawn by Alto Architects Pty Ltd, dated 30 April 2018.

Site overview

The 4,047m² site currently accommodates a dwelling house with access to Blunder Road. Whilst the land is zoned Emerging community, it is located within a large pocket of land included within the Low density residential zone to the north, south, east and west. The Aveo Durack retirement facility is located opposite.

The site is a corner lot, adjoining dwelling houses along the northern and western boundaries. The site's other frontage is to Randwick Street which is currently only one-way. A road dedication is required to provide for two lanes and this area is heavily vegetated.

There is an existing approval over the site for a subdivision (1 into 8) and this makes provision for the road widening (reference A004780769).

Meeting outcome

The following prelodgement advice is provided in relation to the prospective purchase of the subject property.

The proposal for a Childcare centre on this site is **not supported**. The site is not co-located or within close proximity to other community facilities such as useable parkland, schools or centres. Further, the size and scale of the development is beyond that which would be reasonably expected within this Low density residential area.

Issues discussed at meeting

Note: An in-depth assessment has not been carried out for the proposed development. The meeting has addressed the key issues/matters that have been identified by the applicant on the DA enquiry form.

Land use and site suitability

In accordance with AO1.1 of the Childcare centre code, where a site is not located within the Community facilities or centre zones, and where located in an outer suburban area (as is the case in this instance), the site is to be "adjacent to community focal points including shopping centres, community facilities such as major public transport interchanges, libraries and churches, useable parkland, schools or sporting grounds".

Where not complying with the acceptable outcome, PO1 states that sites "must have good accessibility and be co-located with or in close proximity to other facilities".

In this instance, whilst the site is located within proximity to bus services (approximately 100m), the site is neither adjacent to, co-located with, or sufficiently within close proximity to any other

community focal points or community facilities such as churches, schools and useable parkland. There is a Neighbourhood centre approximately 450m from the site, which is opposite a Place of worship and golf club. There are other community facilities in the area, but these are too far to be considered in proximity, including Citipointe Church West (900m distance), Delbridge Park (900m distance), Glenala State High School (1.1km distance), and Inala State School and Western Suburbs State Special School approximately 1.2km from the site.

Overall outcome 2(e) of the Emerging community zone code refers to the development non-residential uses “support[ing] the future community” and being “a consistent scale with existing and future surrounding development”. The site is surrounded by land within the Low density residential zone that generally comprises small, single storey dwellings. The scale of the proposed Childcare centre, at 150 children and floor area of approximately 1,260m² plus outdoor play areas, is not of a consistent scale.

Design

The front setback of 4m to Randwick Street does not take into consideration the benefit of the substantial existing trees along this streetscape and the potential for them to be integrated into the deep planting requirement for this proposal in accordance with AO5.1-AO5.2 of the Childcare centre code. These trees should continue to provide a positive landscape and neighbourhood contribution where selectively retained and incorporated into an articulated built form that steps around existing trees.

The design is not supported as it should mitigate noise and impacts with walls and windows and arrangement of spaces, where the outdoor play space impacts are more difficult to contain. This would also allow the playground to face south and east, have significant trees and be shaded from the western and northern sun by the built form.

Traffic

As the development is a major traffic generator (creates total peak hour vehicle generation rate greater than 25vph) a traffic impact assessment report would be required in accordance with requirements of Section 2 of the Transport, access, parking and servicing (TAPS) planning scheme policy (PSP).

The removal of the access restriction strips (ARS) formally identified as Lot 106 on SP 157966 and Lot 5 on RP 133938 is supported from a traffic point of view. However, permission would be required from Council’s Land Use Management Branch and the lots are included as part of any development application.

The circulating/parking aisles, bays and manoeuvring areas would be required to be designed in accordance with the TAPS PSP.

A signs and lines plan would also be required for the Randwick Street intersections with Ronson Street and Blunder Road.

Access and parking

Blunder Road is an Arterial Road under the Road hierarchy overlay. Access to the site from Blunder Road is not supported. Access from Randwick Street would be required and existing access in Blunder Road would need to be removed with kerb and channel and verge reinstated. A vegetation management plan would be required to determine any trees to be retained as street trees.

This access would be required to be a minimum of a 6m wide Type B1 driveway, located minimum 20 metres from the intersection with Blunder Road.

On site car parking numbers are required in accordance with Table 14 of the TAPS PSP that specifies Childcare centre requires one (1) space per five (5) children. It is noted 60% of these

spaces are for staff and can be provided in tandem. One (1) parking space for people with disabilities would also be required.

Servicing and refuse

Development would be required to provide a service bay for a VAN.

Refuse collection would be required in accordance with the Refuse PSP. For a Childcare centre, kerbside collection is permitted.

Land dedication

Non-trunk land dedication is required along the full frontage of the site to Randwick Street to match with the existing property alignment west of the subject site. A vegetation management plan would be required to determine any trees to be retained as street trees.

Non-trunk dedication of 6 metre by 6 metre by 3 chord truncation at the corner of Randwick Street and Blunder Road intersection is also required

Protected vegetation

The existing vegetation on the site is identified under the Natural Assets Local Law as significant urban vegetation that is protected. Retention and integration of the significant vegetation is required to be demonstrated in a development application in accordance with AO5.1/PO5 of the Childcare centre code.

Any application would be required to demonstrate a new tree retention plan that responds to the requirements of the Childcare centre code.

Deep planting and landscaping

The Childcare centre code requires 10% of the site to be dedicated to deep planting and the retention of existing trees. Deep planting should be co-located with existing trees, both on the site and those in adjoining properties (refer to AO5.1-5.2).

In conjunction with the above, and in accordance with AO10.1 of the Childcare centre code, development would be required to provide a 2m high acoustic fence and minimum 2m wide landscaped buffer along any boundary. Compliance with PO10 of the Childcare centre code would be required.

An application would be required to provide a landscape concept plan prepared by a qualified and experienced landscape architect that addresses the requirements of the City Plan 2014.

Stormwater

Lawful points of discharge are to be existing stormwater gullies located in both Blunder Road and Randwick Street. Development is to provide for the orderly development of stormwater infrastructure by providing a drainage connection for the upstream catchment, sized for ultimate catchment conditions. Further information about this may be found in Section 7.6 of the Infrastructure design PSP.

Stormwater management for development is to be designed in accordance with Section 7 of the Infrastructure design PSP.

To avoid provision of the stormwater detention, the majority of the site (approximately 2/3) would be required to drain to Blunder Road.

Stormwater easements would be required as specified in section 7.10 of the Infrastructure Design PSP.

An Erosion and Hazard Assessment Form is required to be lodged with any development application that will result in soil disturbing activity. There are three categories of hazard i.e. low, medium and high and conditions will be imposed based on the category of hazard)

Other Key Matters

Roadworks

Non-trunk construction of kerb and channel and pavement widening with the associated drainage would be required. Alignment of the kerb and channel is to match the alignment of the existing kerb and channel west to the subject site.

Filling and Excavation Code

An application would need to identify the extent of cut and filling proposed and demonstrate compliance with the Filling and excavation code. Concept earthworks plans for development are required showing retaining walls and existing and proposed levels.

A draft construction management plan would also be required to address construction impacts.

Streetscape upgrades

Randwick Street is mapped as Neighbourhood Street Minor requiring a 3.75m wide verge.

Blunder Road is mapped as a Subtropical Boulevard out of Centre requiring a 3.75m wide verge. Upgrades would be conditioned as part of any application.

Air Quality

The proposed Childcare centre is located on Blunder Road that is in Corridor B sub-category of the Transport air quality corridor overlay. As such, an adequate level of air quality must be achieved. According to the Transport air corridor overlay code, development of a Childcare centre must demonstrate that all habitable rooms and any covered or uncovered outdoor activity area is located at least the minimum distance (measured in the horizontal and vertical planes) specified in Table 8.2.23.3.B of the Transport air corridor overlay code. Where compliance with the separation distances cannot be achieved, the applicant is to submit an air quality report prepared in accordance with the Air quality PSP to demonstrate applicable criteria in PO3 of the Air quality code can be achieved. Further guidance can be found in both the Air quality and Transport air quality corridor planning scheme policies.

Noise

The proposed Childcare centre and its location near sensitive land uses/zoning have the potential to impact on the noise amenity of such uses. As such, an adequate level of amenity as per the Childcare centre code must be provided at such locations.

The proposed use should comply with the hours and acoustic barriers as prescribed in AO10.1 – AO10.3 of the Childcare centre code. Where compliance with the acceptable outcomes cannot be achieved, an acoustic report would be required in accordance with PO10 of that code. Further guidance can be found in the Noise impact assessment PSP.

Stormwater Quality

The site is a high-risk site from a stormwater quality perspective as it is greater than 2,500m² as per Section B of the Stormwater code. Therefore compliance with AO16-17 of the Stormwater code would be required.

An operational phase Site based stormwater quality management plan would be required in accordance with Section 7.9.3 “Permanent Methods of Water Quality Control” of the Infrastructure design PSP. The plan would be required to include pollutant export modelling using

MUSIC (\geq Vers 6) and contain specific details of the location, size, maintenance and operation of all proposed stormwater quality improvement devices. Furthermore, site plans would need to be presented that demonstrate all run-off would be directed to these proposed devices before discharge off-site.

Miscellaneous

Queensland Urban Utilities (QUU)

Council does not undertake water and sewer assessment of any planning applications lodged on or after 1 July 2014. On this basis it is highly recommended that you contact QUU to discuss any water and sewer issues that may affect development of this site. Whilst not a legislative requirement it is highly recommended that you obtain a Service Advice Notice (SAN) from QUU prior to lodging your development application with Council. If you do this, it will negate the need of any potential modification to a planning approval being required due to water sewer issues.

State Assessment and Referral Agency (SARA)

Where an application is required to be referred to the State government as a concurrence or advice agency Council recommends early discussions with those agencies to minimise the state assessment period and potential delays relating to providing responses to their information requests. Please note: Applications are required to address the State Planning Policy <https://planning.dilgp.qld.gov.au/planning/better-planning/state-planning>

Electronic Application Submission

It is recommended that applications are lodged electronically. Electronic versions of the required DA forms are available on the Department of Local Government, Infrastructure and Planning website: <https://planning.dilgp.qld.gov.au/planning/resources>. Forms and plans should be lodged in PDF format. All electronic applications are to be lodged through dalodgement@brisbane.qld.gov.au. You must provide an email address that Council will use as the primary form of correspondence. This address will be required on all Council and DA forms.

Fire Ant Movement Controls

To prevent the spread of fire ants, the Queensland Government has implemented movement controls in areas of Queensland (biosecurity zones) where this pest species has been detected. These controls apply to individuals and commercial operators, and restrict the movement of materials that could carry fire ants which include soil, turf, potted plants, mulch, baled hay or straw, animal manures, mining or quarry products. Breaches of these controls can potentially impact the community, economy and the environment. Penalties for non-compliance with movement controls within fire ant biosecurity zones apply under the Biosecurity Act 2014. If you are unsure of your obligations contact the relevant Queensland State Government Department (Biosecurity Queensland, Department of Agriculture and Fisheries).

APPENDIX C

DTMR Trip Generation Data

Table 1A: State Government Child Care Centre Surveys

Time Starting	CC1 75 Children		Robertson 74 Children		CC2 74 Children		Rothwell 75 Children		CC3 75 Children		Oxley 75 Children		CC4 75 Children		Hendra 75 Children	
	trips	trips/child	trips	trips/child	trips	trips/child	trips	trips/child	trips	trips/child	trips	trips/child	trips	trips/child	trips	trips/child
0:00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
1:00	0	0.00	0	0.00	1	0.01	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
2:00	0	0.00	0	0.00	0	0.00	1	0.01	0	0.00	0	0.00	0	0.00	0	0.00
3:00	0	0.00	0	0.00	0	0.00	1	0.01	0	0.00	0	0.00	0	0.00	0	0.00
4:00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
5:00	1	0.01	1	0.01	1	0.01	1	0.01	1	0.01	0	0.00	0	0.00	0	0.00
6:00	2	0.03	14	0.19	3	0.03	1	0.02	3	0.03	1	0.02	1	0.02	1	0.02
7:00	20	0.27	26	0.35	13	0.17	20	0.27	13	0.17	20	0.27	13	0.17	20	0.27
8:00	29	0.39	42	0.56	27	0.36	27	0.35	27	0.36	27	0.35	27	0.35	27	0.35
9:00	22	0.30	19	0.25	19	0.25	16	0.21	19	0.25	16	0.21	16	0.21	16	0.21
10:00	14	0.19	7	0.10	7	0.10	3	0.03	3	0.03	8	0.10	8	0.10	8	0.10
11:00	6	0.08	6	0.08	6	0.08	3	0.04	3	0.04	5	0.06	5	0.06	5	0.06
12:00	4	0.06	3	0.05	3	0.05	5	0.06	5	0.06	7	0.10	7	0.10	7	0.10
13:00	3	0.04	3	0.04	3	0.04	3	0.04	3	0.04	5	0.06	5	0.06	5	0.06
14:00	5	0.07	7	0.09	7	0.09	4	0.05	4	0.05	4	0.06	4	0.06	4	0.06
15:00	19	0.25	26	0.35	16	0.21	15	0.20	16	0.21	15	0.20	15	0.20	15	0.20
16:00	31	0.41	32	0.43	18	0.24	18	0.24	18	0.24	18	0.24	18	0.24	18	0.24
17:00	24	0.32	29	0.40	20	0.27	30	0.39	20	0.27	30	0.39	20	0.27	30	0.39
18:00	3	0.04	10	0.14	4	0.05	6	0.08	4	0.05	6	0.08	6	0.08	6	0.08
19:00	0	0.00	0	0.00	0	0.00	1	0.01	0	0.00	1	0.01	1	0.01	1	0.01
20:00	1	0.01	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
21:00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
22:00	1	0.01	1	0.01	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
23:00	1	0.01	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Total	186	2.48	228	3.04	138	1.84	162	2.17	138	1.84	162	2.17	162	2.17	162	2.17

Average trips/child	197 Blunder Rd 135 Children	
	trips/child	trips
0.00	0	0
0.00	0	0
0.00	0	0
0.00	0	0
0.00	0	0
0.00	0	0
0.01	1	1
0.07	9	9
0.27	36	36
0.42	56	56
0.25	34	34
0.11	15	15
0.07	9	9
0.07	9	9
0.04	6	6
0.07	9	9
0.25	34	34
0.33	45	45
0.35	47	47
0.08	11	11
0.00	0	0
0.00	0	0
0.00	0	0
0.00	1	1
0.00	0	0
Total	323	323

