









rytenskild Traffic Engineering

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APPLICATION REF
A006971515

TRANSPORT IMPACT STATEMENT

PROPOSED MULTIPLE DWELLINGS DEVELOPMENT

123 – 125 RACECOURSE ROAD, ASCOT

LOTS 2 AND 3 ON RP33692

Prepared for

FOUR PRO PTY LTD

10 NOVEMBER 2026

DOCUMENT REGISTER / CERTIFICATION

RTE Reference 25279

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			Name / Position	Signature
1	30 July 2026	Information Request Response	Luke Rytenskild Director RPEQ 6293	
2	10 November 2026	Further Issues Response	Luke Rytenskild Director RPEQ 6293	

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1.0 INTRODUCTION

Rytenskild Traffic Engineering (RTE) has been engaged by Four Pro Pty Ltd to review the transport elements of its proposed mixed-use development at Ascot.

This report is an amended version of the report submitted in response to Council's Information Request dated 14 April 2026. It responds to the transport-related matters raised in Council's further issues dated 16 October 2026 (A006971515) and has been updated to suit the revised architectural plans prepared by Profile Architecture (TP9 issue). Brief responses to the matters are provided below and throughout the report.

A response to the Transport, Access, Parking and Servicing (TAPS) Code is provided in Appendix A.

Item:

Transport Impact Statement

1) The proposed development includes several performance outcomes that are sought against the Transport, access, parking and servicing code. Performance outcomes against the TAPS code will only be considered by Council when supported by a formal report that includes suitable supporting evidence that is certified by a Registered Professional Engineer of Queensland of appropriate experience.

Response:

Item 1:
As shown on page 2, this report has been reviewed and certified by Luke Rytenskild (RPEQ 6293). The performance solutions sought against the TAPS Code, including the car parking provision (Section 4.2) and the service vehicle arrangements (Section 6.0), are justified in this report and supported by swept path analysis. A response to the TAPS Code is provided in Appendix A.

Item:

Access and Manoeuvring

2) The submitted Transport Impact statement suggests the reduction of the bus zone to accommodate a relocated marked parking bay. While Council sought the relocation of the marked parking bays, the reduction to the bus zone area it is not considered an acceptable outcome.

- ***a) Demonstrate that there is no potential for the relocation of the marked parking bays on the site frontage or within the local area and provide justification for the loss on the existing Marked parking bays.***
- ***b) Provide an updated Concept Traffic Functional layout plan that is clear and to scale, ensure that the drawing scale, legend and all dimensions are provided.***
- ***c) Provide RPEQ-certified swept path demonstrating vehicles entering/exiting the site while the bus zone is occupied. This is to include a Refuse Collection Vehicle, Medium rigid vehicle and B99 cars. Include scenarios of when the service bay at the front of the site is occupied.***
- ***d) Provide RPEQ-certified swept path analysis demonstrating the Refuse Collection Vehicle entry and exist manoeuvres. Including the entire clearance envelope, demonstrate that there are no conflicts with any on-street vehicle parking or the bus top when occupied.***

Response:

Item 2(a):
The crossover layout has been revised so that the existing bus zone is retained and extended, as shown in Figure 5.2. No replacement bays are proposed, and the revised layout requires the removal of the two (2) existing marked parking bays to the south of the existing site access, rather than a reduction to the bus zone.

It is not possible to retain either of the two (2) existing marked parking bays while providing satisfactory access to the site and retaining the existing bus stop. Due to the nature of the surrounding area, which is occupied by existing driveways, bus stops and parking restrictions, there are no alternative locations within the local area to relocate the bays. It would be possible to implement two (2) on-street motorcycle parking spaces to the south of the proposed vehicle crossover, should such be considered desirable by Council.

In addition to the above, the removal of the two (2) car parking bays is considered to be satisfactory given:

- The development provides 41 on-site car parking spaces, which exceeds the assessed parking demand of 31 spaces (refer to Section 4.2). The development is therefore not expected to generate demand for on-street parking.
- The site is located approximately 420 metres walking distance from Ascot train station and is serviced by bus routes along Racecourse Road.
- Retaining the full bus zone maintains the operation of the existing bus stop, as sought by Council.

Item 2(b):
An updated concept traffic functional layout plan is shown in Figures 5.1 and 5.2. The plans are drawn to scale and include the drawing scale, legend and dimensions of the proposed crossover, driveway splays, pedestrian sight splay, bus zone and kerbside line marking and signage.

Item 2(c):
As shown in Figures 6.1 and 6.2, the Refuse Collection Vehicle (RCV) and Medium Rigid Vehicle (MRV) can enter and exit the site while a bus is standing in the bus zone. Figures 6.3 and 6.4 demonstrate that a B99 car can enter and exit the site while a bus is standing in the bus zone and while an RCV or MRV occupies the service bay, using the minimum 3.0 metre passing width provided adjacent to the service bay.

Item 2(d):
As shown in Figure 6.1, the RCV swept paths show the full clearance envelope for the entry and exit manoeuvres. The clearance envelope does not conflict with on-street parking or with a bus standing in the bus zone.

Item:

PWD Parking and Bicycle Parking

3) The location of the visitor bicycle parking spaces, places visitors within the main vehicle entry point of the site when attempting to secure their bicycle, this an unnecessary hazard to cyclists. In accordance with PO4, PO5 and PO7 of the TAPS code and the TAPS planning scheme policy, relocate the visitor bicycle parking spaces to the ground level adjacent to the street or main entry point and outside of the vehicle access point.
Additionally, the proposed PWD vehicle parking space requires anyone utilising this space to walk up the main driveway to access to the retail component or foyer of the site. Retail visitors that need to access the amenity are also required to transverse the driveway. It is also noted that due to the solid wall next to the shared space creates a visual obstruction. Demonstrate how safe access to the foyer can be achieved from the proposed vehicle space and amenities area in accordance with PO15 of the TAPS Code.

Response:
The visitor bicycle parking has been removed from the vehicle access point and is now provided within the basement levels. Twenty (20) secure bicycle parking spaces are provided, ten (10) on each basement level, which meets the TAPS PSP requirement of fifteen (15) resident and four (4) visitor spaces. Bicycle parking is not required for the retail tenancies, as Table 21 of the TAPS PSP only requires

bicycle parking for commercial uses with a GFA greater than 1,000m2. Signage will be provided at the Racecourse Road pedestrian entry advising that visitor bicycle parking is available in the basement, in accordance with AO5.3 of the TAPS Code. Visitors will access the bicycle parking via the pedestrian entry, foyer and lifts without entering the driveway.

A pedestrian entry to the foyer has been provided adjacent to the PWD parking space.

2.0 SUBJECT SITE

As shown in Figure 2.1, the subject site is located on the eastern side of Racecourse Road. The site is identified as Lots 2 and 3 on RP33692 and comprises a site area of approximately 1,100m^2.

The site is located in the DC1 District Centre Zone and is currently occupied by two detached dwellings. Vehicular access is currently gained via a crossover located approximately halfway along the road frontage.

As shown in Figure 2.2, the subject site is located a 7-minute walk from Ascot train station, which provides frequent services along the Airport and Doomben lines, connecting to the Brisbane CBD and surrounding suburbs. The site is also well-serviced by public bus routes along Racecourse Road, providing additional connectivity options for residents and visitors.



FIGURE 2.1 – LOCATION OF SUBJECT SITE

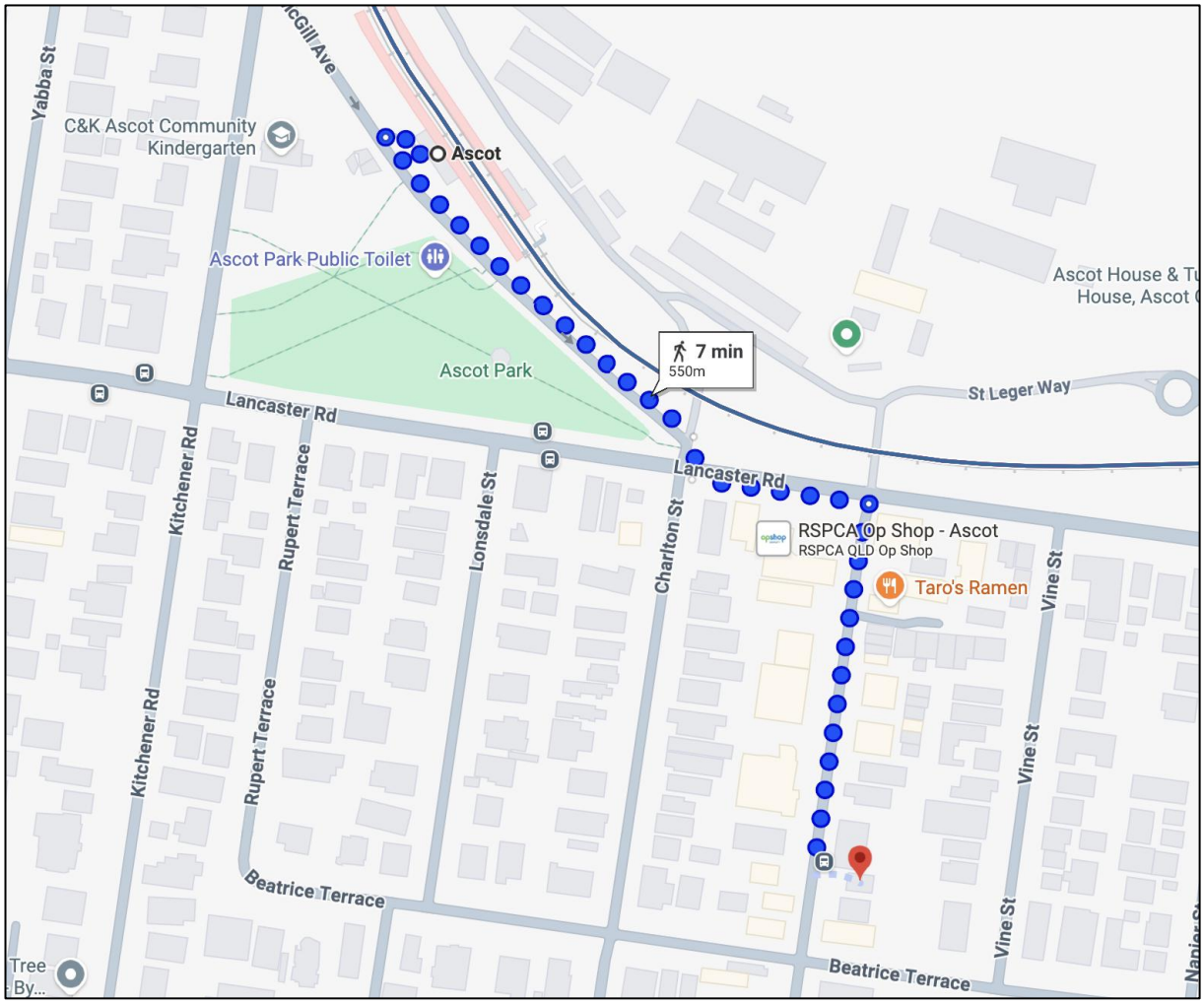


FIGURE 2.2 – WALKING DISTANCE TO ASCOT TRAIN STATION

3.0 DEVELOPMENT PROPOSAL

The proposal is for a Multiple Dwelling development comprising 6x two-bedroom units, 7x three-bedroom units and 2x four-bedroom units, and 177.5m^2 GFA of retail (Shop) use at ground floor.

A total of 41 car parking spaces are proposed across ground and two basement levels.

Vehicular access to the site will be provided via a new crossover at the southern end of the road frontage.

The proposed basement and ground floor plans are shown in Figures 3.1 – 3.3.

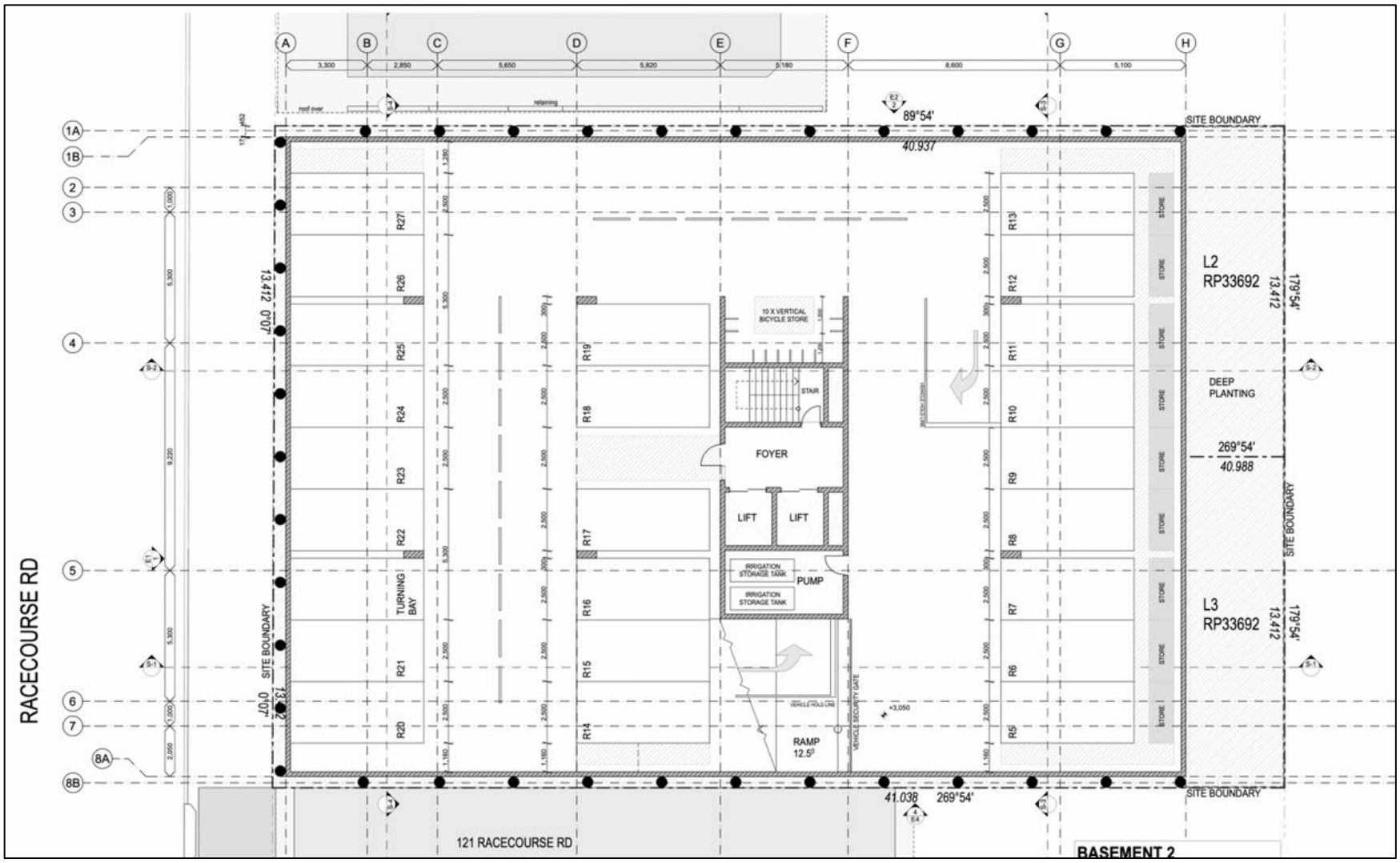


FIGURE 3.1 - PROPOSED BASEMENT TWO FLOOR PLAN

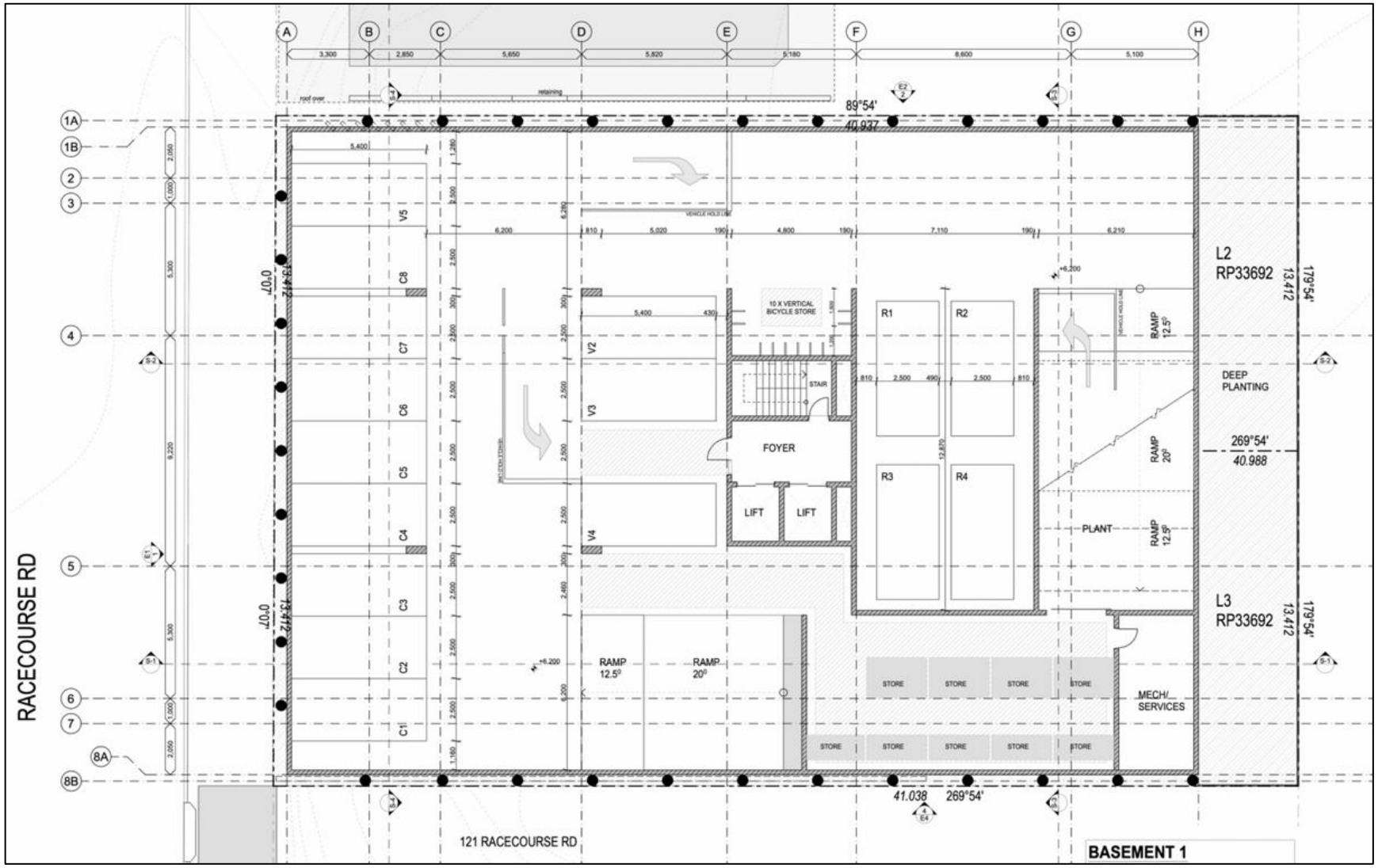


FIGURE 3.2 - PROPOSED BASEMENT ONE FLOOR PLAN

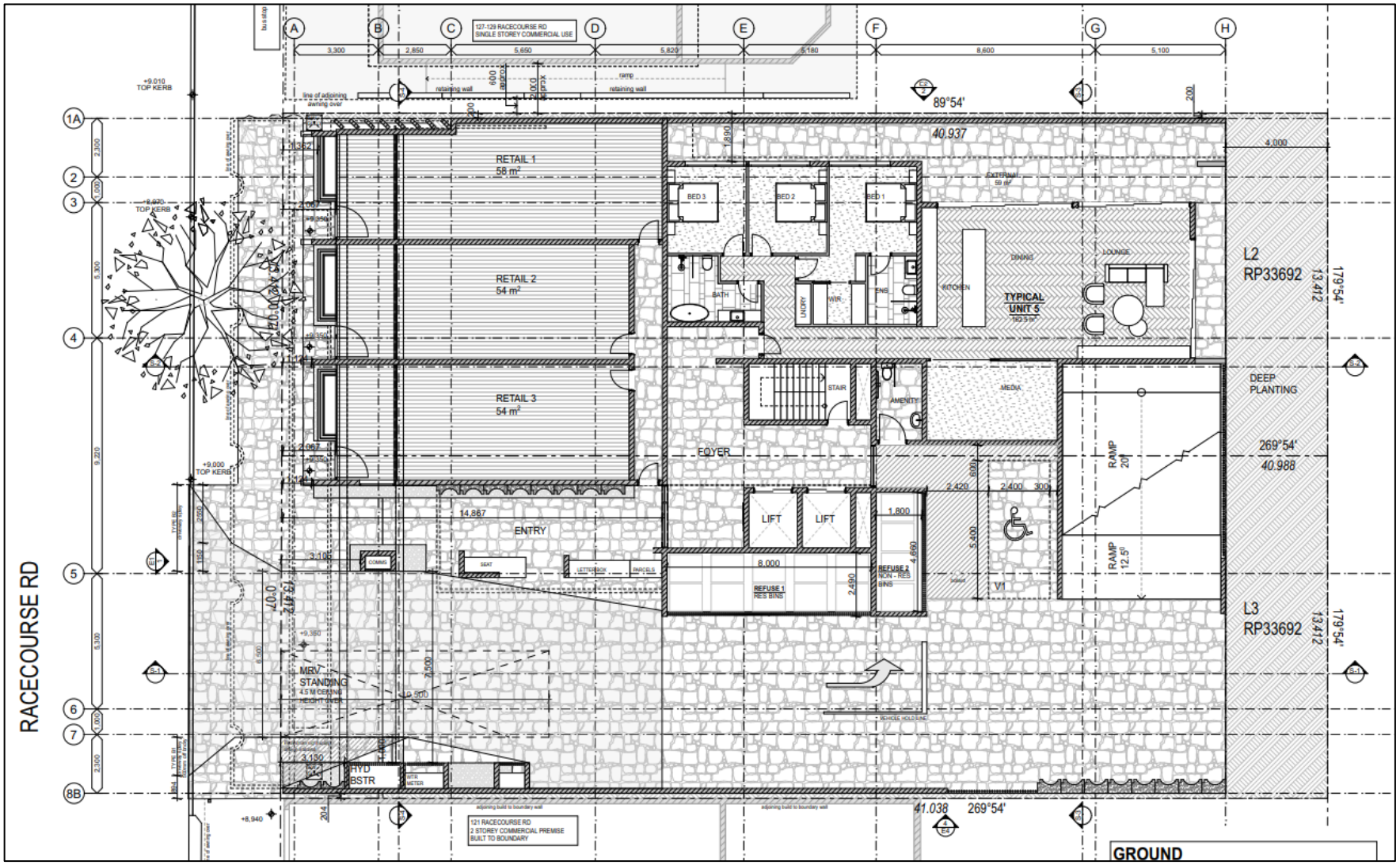


FIGURE 3.3 - PROPOSED GROUND FLOOR PLAN

4.0 CAR PARKING

4.1 Acceptable Outcome

In accordance with Table 14 of the TAPS PSP, the following car parking rates are applicable to the development:

Multiple Dwelling:

1 space per 1 bedroom dwelling
2 spaces per 2 bedroom dwelling
2 spaces per 3 bedroom dwelling
2.5 spaces per 4 bedroom dwelling
0.25 spaces per dwelling for visitor parking
Parking may be provided in tandem spaces where 2 spaces are provided for 1 dwelling.
At least 50% of visitor parking is provided in communal areas, and not in tandem with resident parking.
Note—Where car share spaces are provided they will be included in the minimum car parking requirement.

Centre Activities:

Minimum 5 spaces per 100m^2 gross floor area on all levels accessible at-grade from a public street or an on-site car parking area, plus 3 spac es per 100m^2 gross floor area on other levels

Application of the above rates results in the following Acceptable Outcome for parking:

Table 4.1: Acceptable Outcome for Parking

Component	Acceptable Outcome
Multiple Dwelling: 6x two-bedroom units 7x three-bedroom units 2x four-bedroom units	 12 spaces 14 spaces 5 spaces
Sub-total:	31 spaces
Visitors: 15 units	3.75 (4) spaces
Shop: 177.5m^2	8.875 (9) spaces
TOTAL	**44 car parking spaces**

The proposed layout provides a total of 41 car parking spaces and is therefore short of the above Acceptable Outcome.

4.2 Proposed solution

Given the location of the site in relation to the Ascot train station, the following rates (applied under the previous TAPS code), are considered to be appropriate for the residential component of the proposal:

Multiple Dwelling (within 400 metres of a major public transport interchange)

1.1 spaces per 2 bedroom dwelling
1.3 spaces per 3 or above bedroom dwelling
0.15 spaces per dwelling for visitor parking

Application of the above rates results in the following provisions:

Table 4.2: Application of alternative parking rates for residential component

Component	Proposed solution
Residential: 6x two-bedroom units 7x three-bedroom units 2x four-bedroom units	 6.6 (7) spaces 9.1 (10) spaces 2.6 (3) spaces
Sub-total:	18.3 (19) spaces
Visitors: 15 units	2.25 (3) spaces
TOTAL	**22 car parking spaces**

As indicated above, application of the above rates results in a demand of 22 spaces for the residential component, and combined with the Shop use, the total car parking demand for the development is 31 spaces.

It is further noted that the site is located approximately 370m from Ascot train station measured in a straight line and approximately 420m walking distance to the dedicated public pedestrian access point. In practical terms, this places the site at the interface of the Transport access parking and servicing provisions that distinguish between centre activities within 400m of a major public transport interchange and development beyond 400m. The additional 20m walking distance is unlikely to result in any material difference in travel behaviour or parking demand when compared with a site located just inside the 400m threshold.

This interface is particularly relevant to the 177.5m^2 Shop component. For centre activities beyond 400m of a major public transport interchange the rate of 5 spaces per 100m^2 gross floor area operates as a minimum rate which generates a requirement of 8.875 (9) spaces for the proposed centre activities. For an equivalent centre activity within 400m of the station, the same numerical rate functions as a maximum provision. Given the subject site is only marginally outside the 400m catchment, it is reasonable to conclude that a modest reduction in this number is still consistent with the intent of the centre activity parking rates.

On this basis, the combined demand of 31 spaces for the residential and shop components represents an appropriate minimum benchmark for expected parking needs for the development. The provision of 41 on site spaces therefore exceeds the likely demand while still reflecting the site's high level of access to public transport and is considered to provide an appropriate parking outcome without creating unacceptable pressure on on-street parking in the surrounding area.

4.3 Car Parking Design

The geometric layout of the proposed parking facilities has generally been designed to comply with the relevant requirements of the TAPS PSP and AS2890.1:2004. The proposed car park has been designed with the following characteristics:

Table 4.3 – Car Parking Design Characteristics

Design Aspect	Minimum Standard	Proposed Provision	Compliance
Parking space length: - General	 5.4 metres	 5.4 metres	 Compliant
Parking space width: - General	 2.5 metres	 2.5 metres	 Compliant
Aisle Width: - Parking aisle - Circulation aisle	 6.2 metres 5.5 metres	 >6.2 metres >5.5 metres	 Compliant Compliant
Maximum Gradient - Parking Bay - Parking Aisle - Ramp	 1:20 (5.0%) 1:16 (6.25%) 1:5 (20%)	 <1:20 (5.0%) <1:20 (5.0%) 1:5 (20%)	 Compliant
Maximum Change in Grade	1:8 (12.5%) summit 1:6.67 (15.0%) sag	<1:8 (12.5%) summit <1:8 (12.5%) sag	Compliant
Height Clearance - General Min. - Absolute Min.	 2.3 metres N/A	 >2.3 metres	 Compliant
Parking Aisle Extension	1 metre beyond last bay	> 1 metre beyond last bay	Compliant

As shown above, the proposed car parking facilities comply with the requirements of AS2890.1:2004. A dimensioned plan of the proposed parking facilities is shown in Figures 4.1 – 4.3.

A swept path analysis has been prepared for the proposed parking arrangement in accordance with the TAPS code and AS2890.1:2004. As shown in Figures 4.4 – 4.14, the design allows satisfactory manoeuvring by the design vehicle whilst maintaining appropriate clearance to obstructions.

A PWD parking space (V1) and adjoining 2.4 metre wide shared area are provided at ground level, with a pedestrian entry to the foyer.

4.4 Ramp Management

The proposed basement car parking layouts generally provide for two vehicles to pass on ramps, with only a need for one driver to give way to another at corners, which is typical of two-lane ramp systems. Convex mirrors will be implemented at each end of the ramp to manage these arrangements as required.

4.5 Vehicle queuing

The proposed ground floor plan provides for at least two vehicles to queue before the first conflict point.

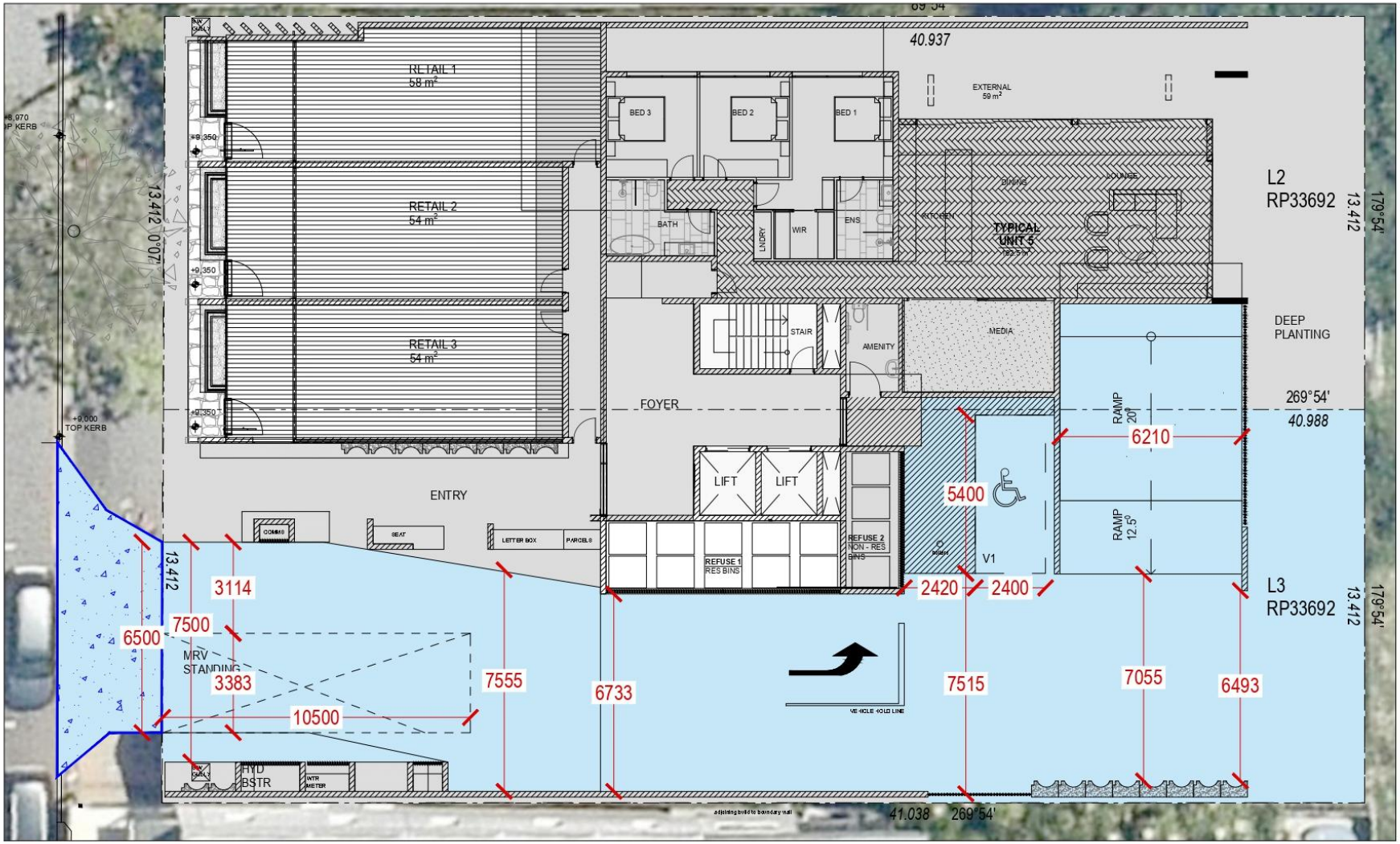


FIGURE 4.1 – DIMENSIONED CAR PARKING LAYOUT (GROUND FLOOR)

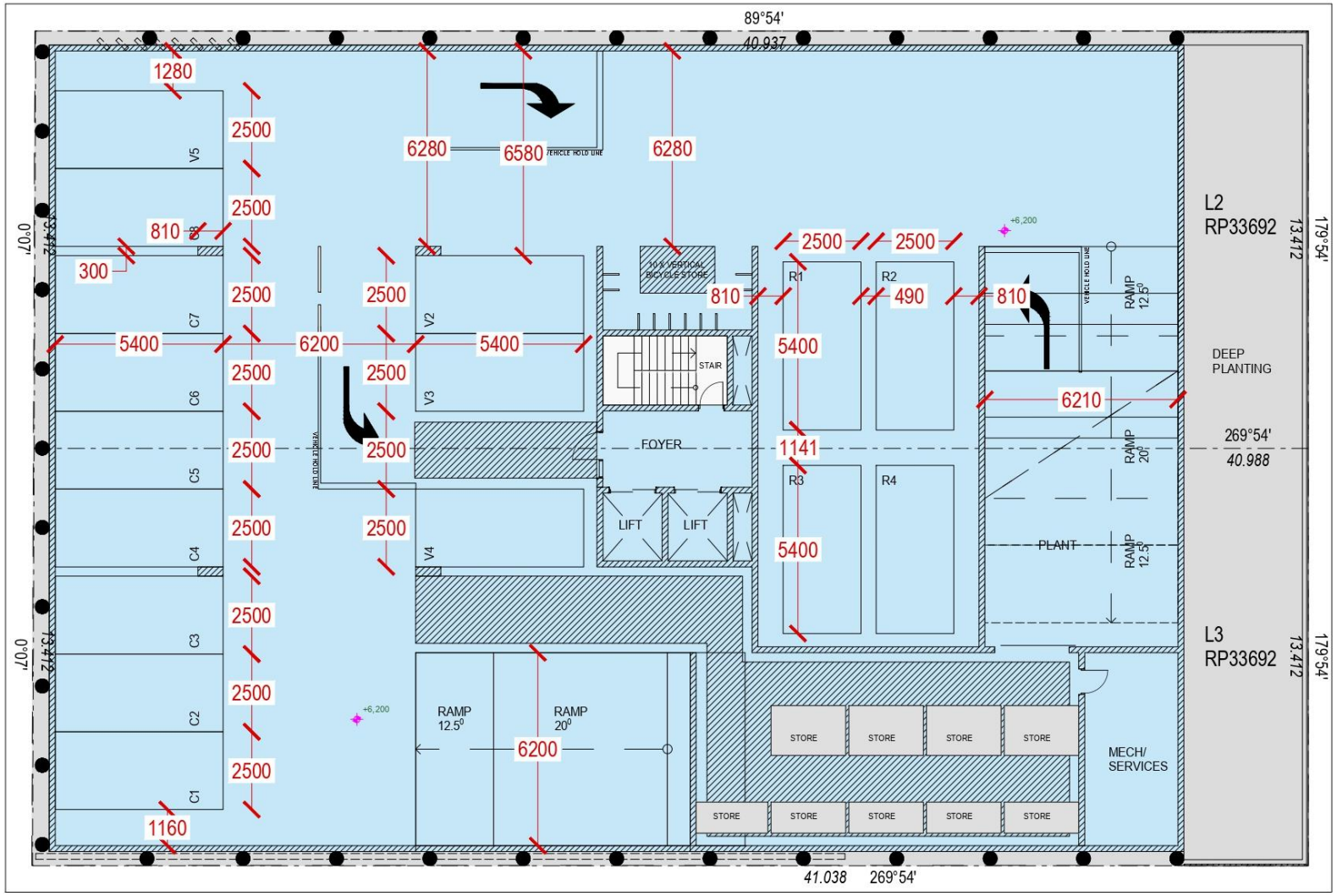


FIGURE 4.2 – DIMENSIONED CAR PARKING (BASEMENT ONE)

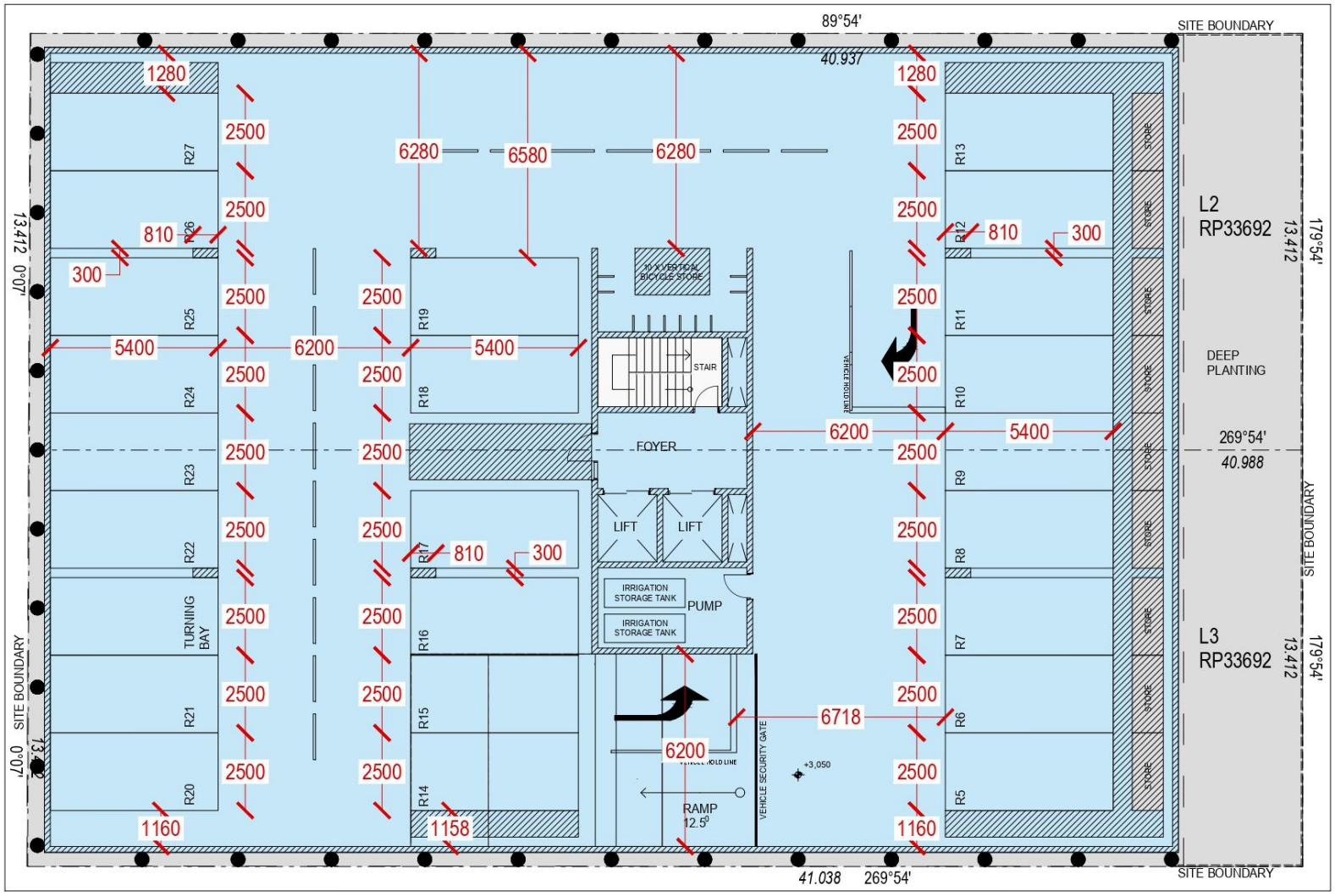


FIGURE 4.3 – DIMENSIONED CAR PARKING (BASEMENT TWO)

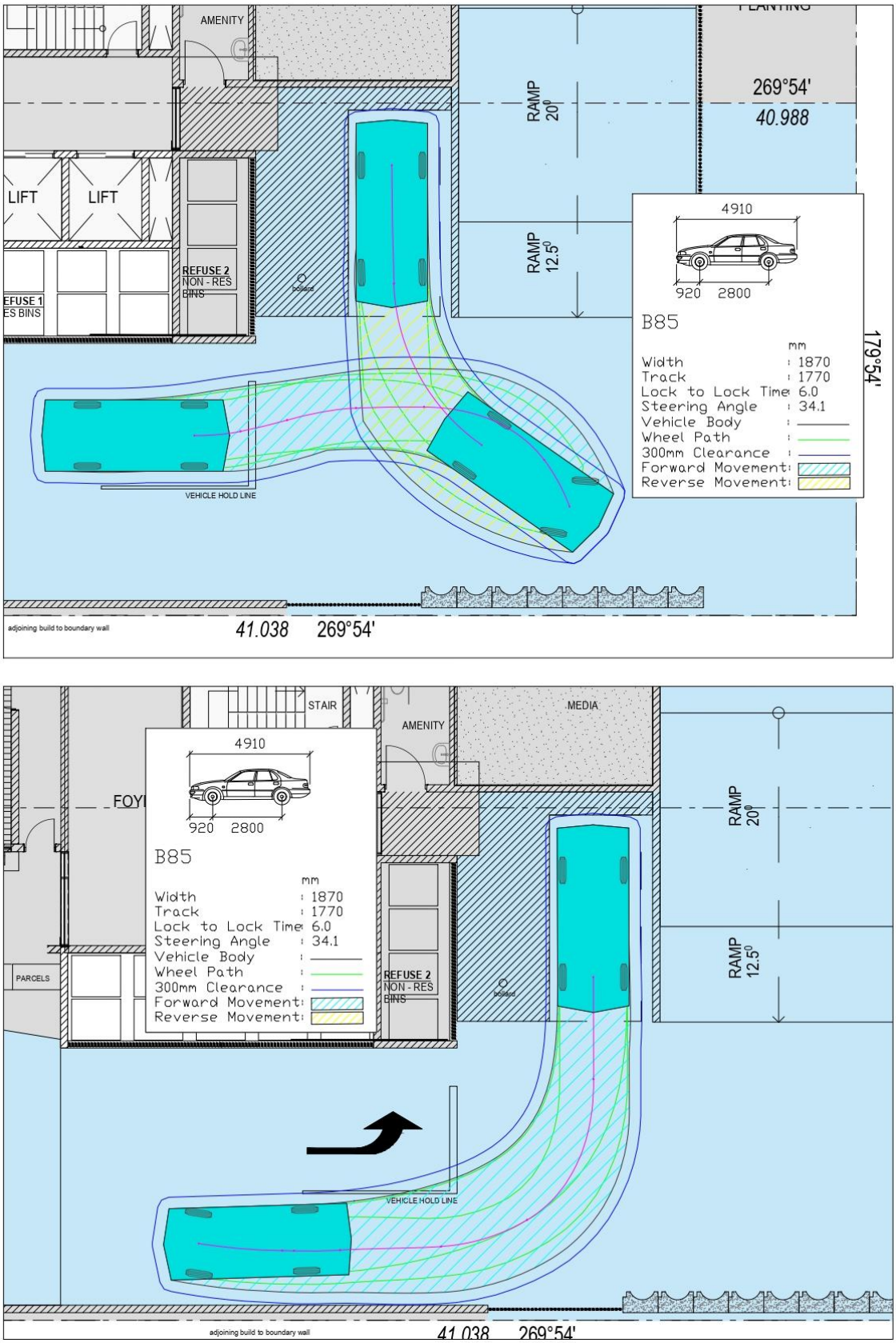


FIGURE 4.4 - 85TH PERCENTILE VEHICLE MANOEUVRING (GROUND FLOOR)

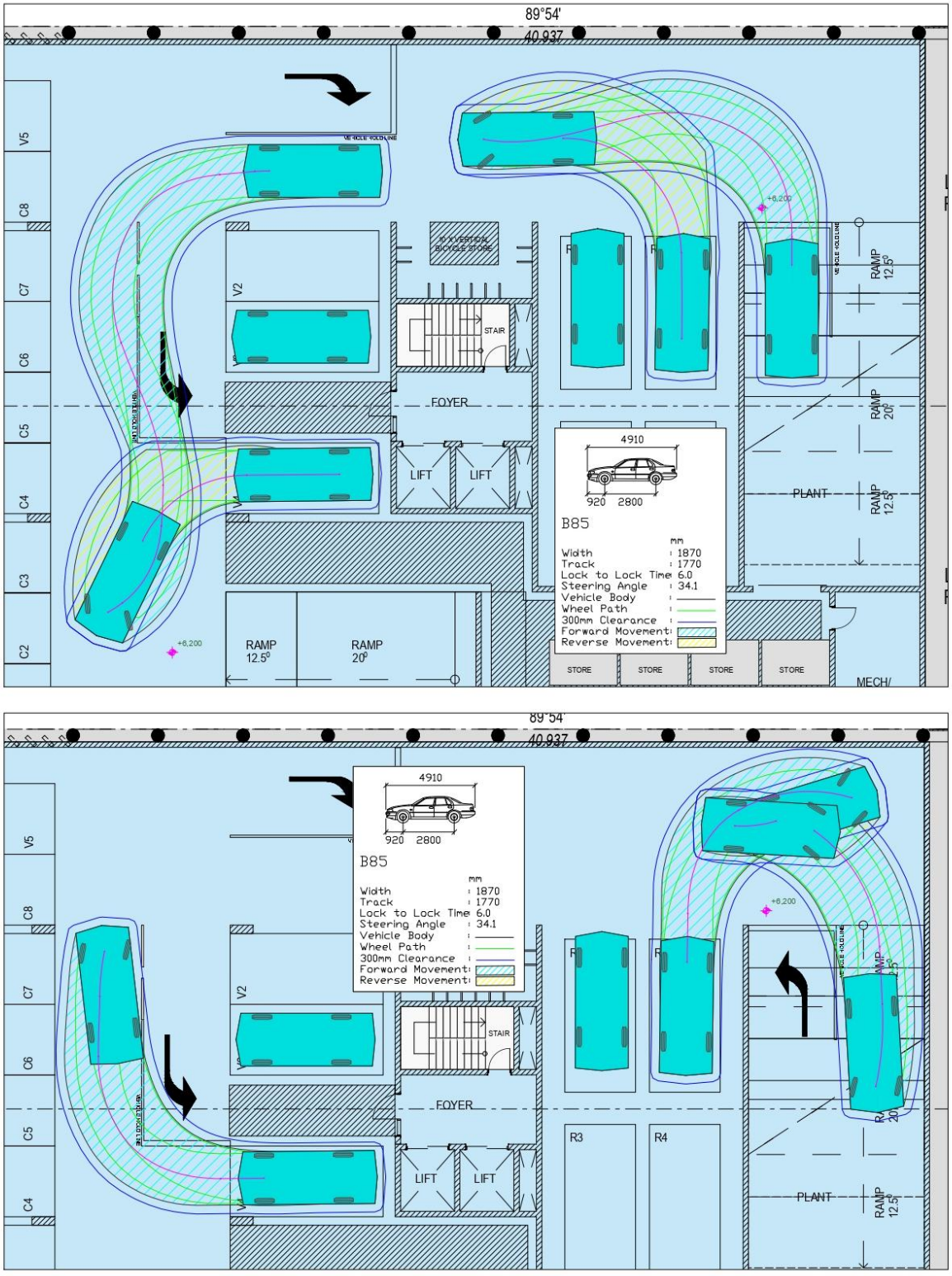


FIGURE 4.5 - 85TH PERCENTILE VEHICLE MANOEUVRING (BASEMENT ONE)

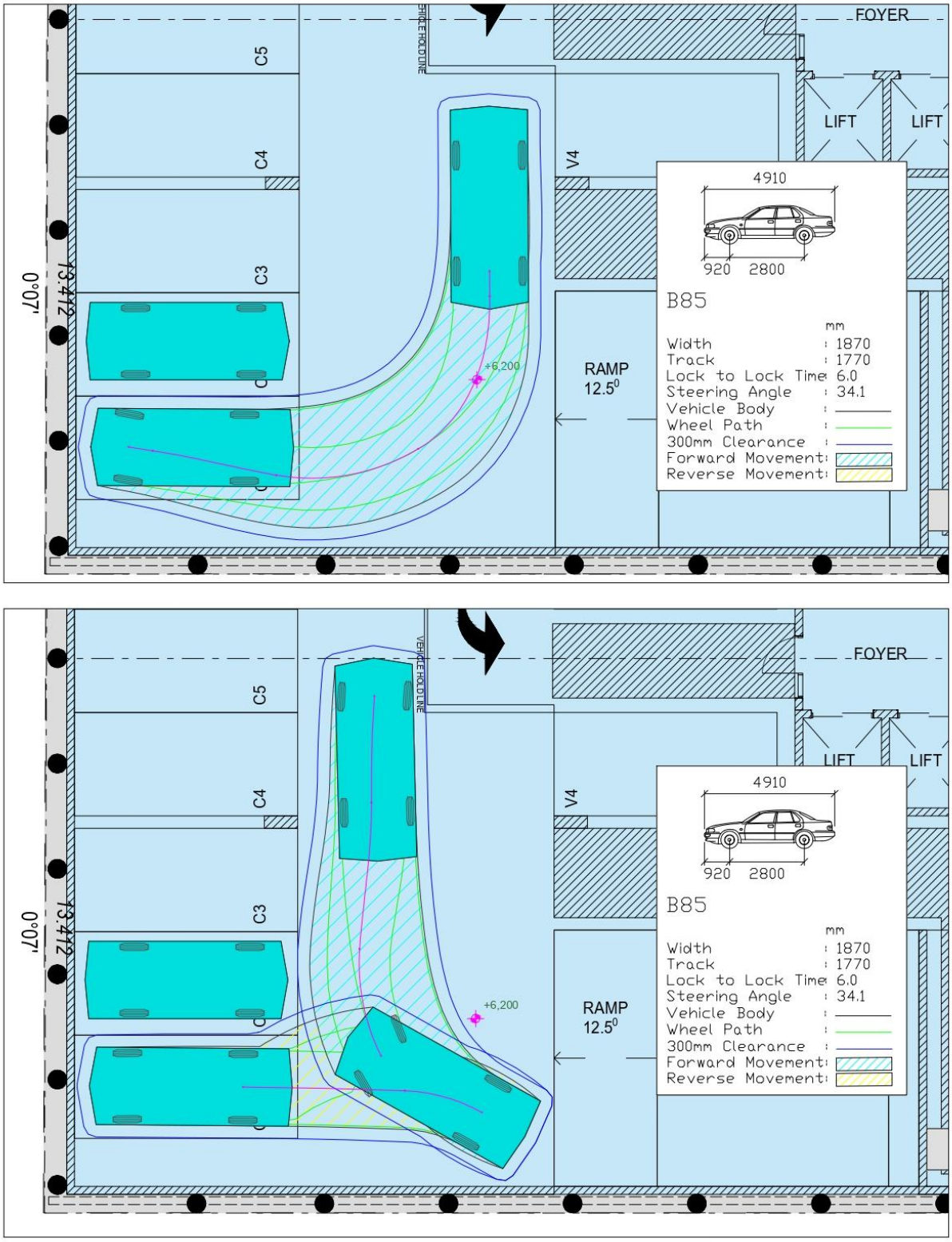


FIGURE 4.6 - 85TH PERCENTILE VEHICLE MANOEUVRING (BASEMENT ONE)

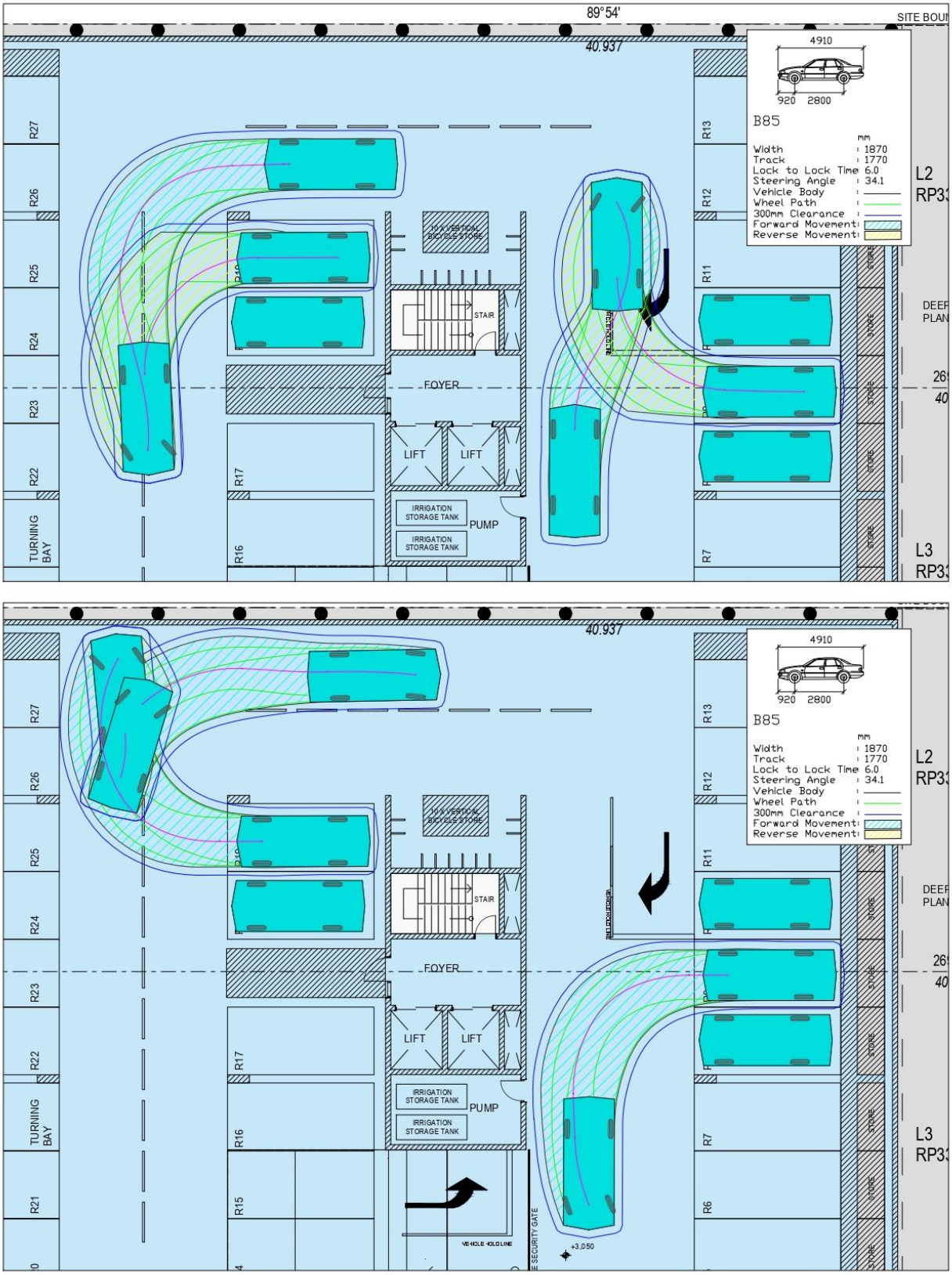


FIGURE 4.7 – 85TH PERCENTILE VEHICLE MANOEUVRING (BASEMENT TWO)

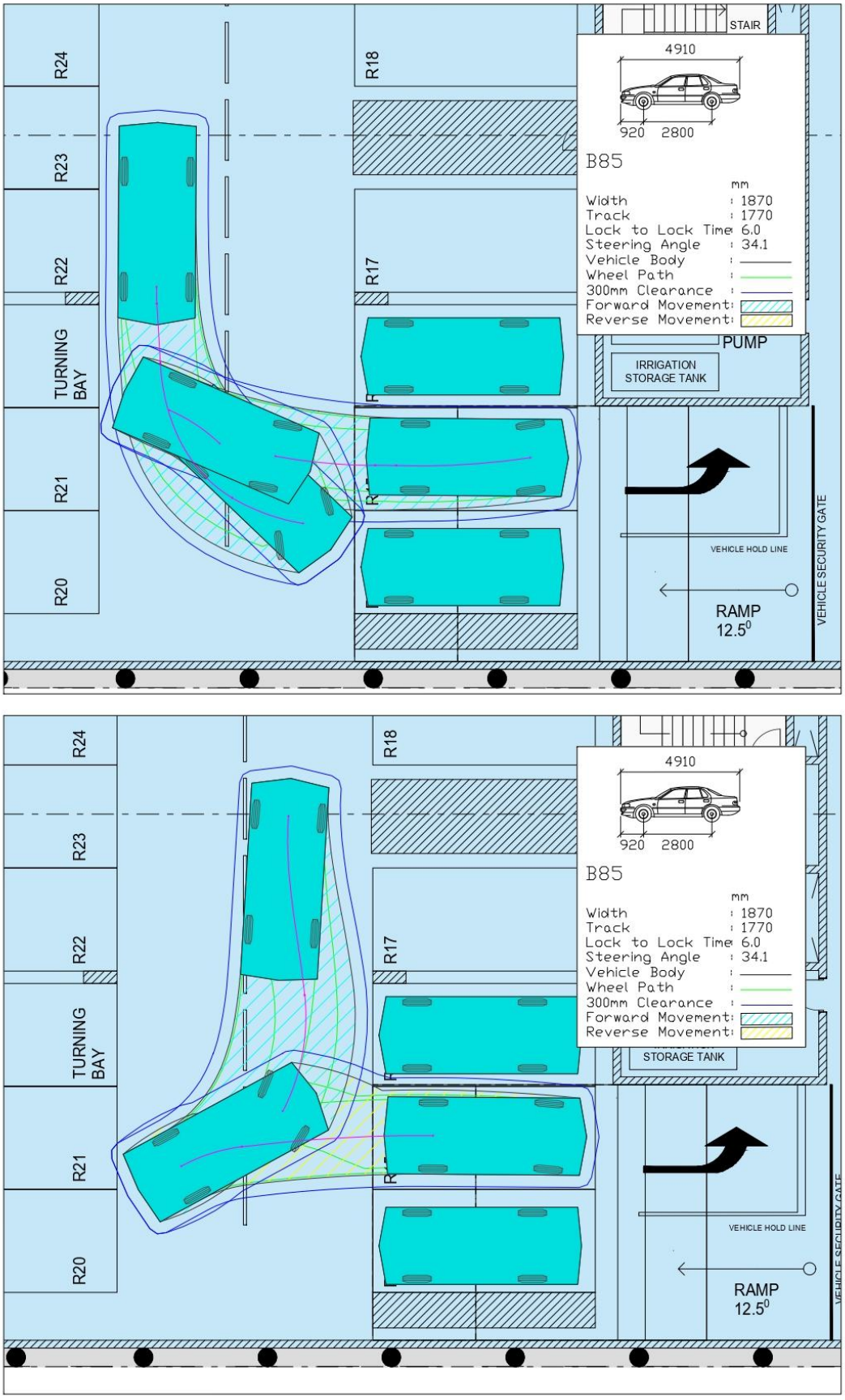


FIGURE 4.8 – 85TH PERCENTILE VEHICLE MANOEUVRING (BASEMENT TWO)

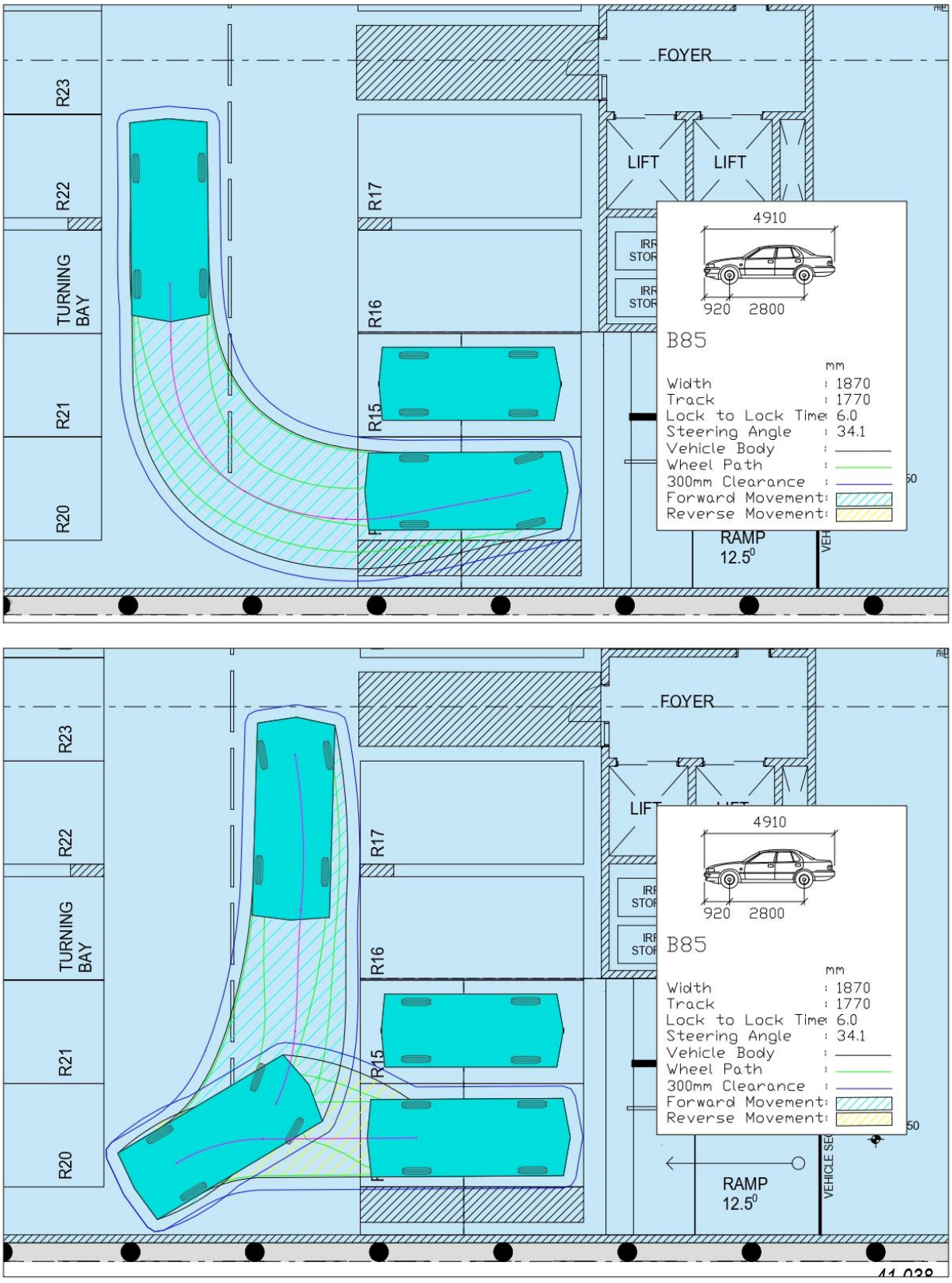


FIGURE 4.9 – 85TH PERCENTILE VEHICLE MANOEUVRING (BASEMENT TWO)

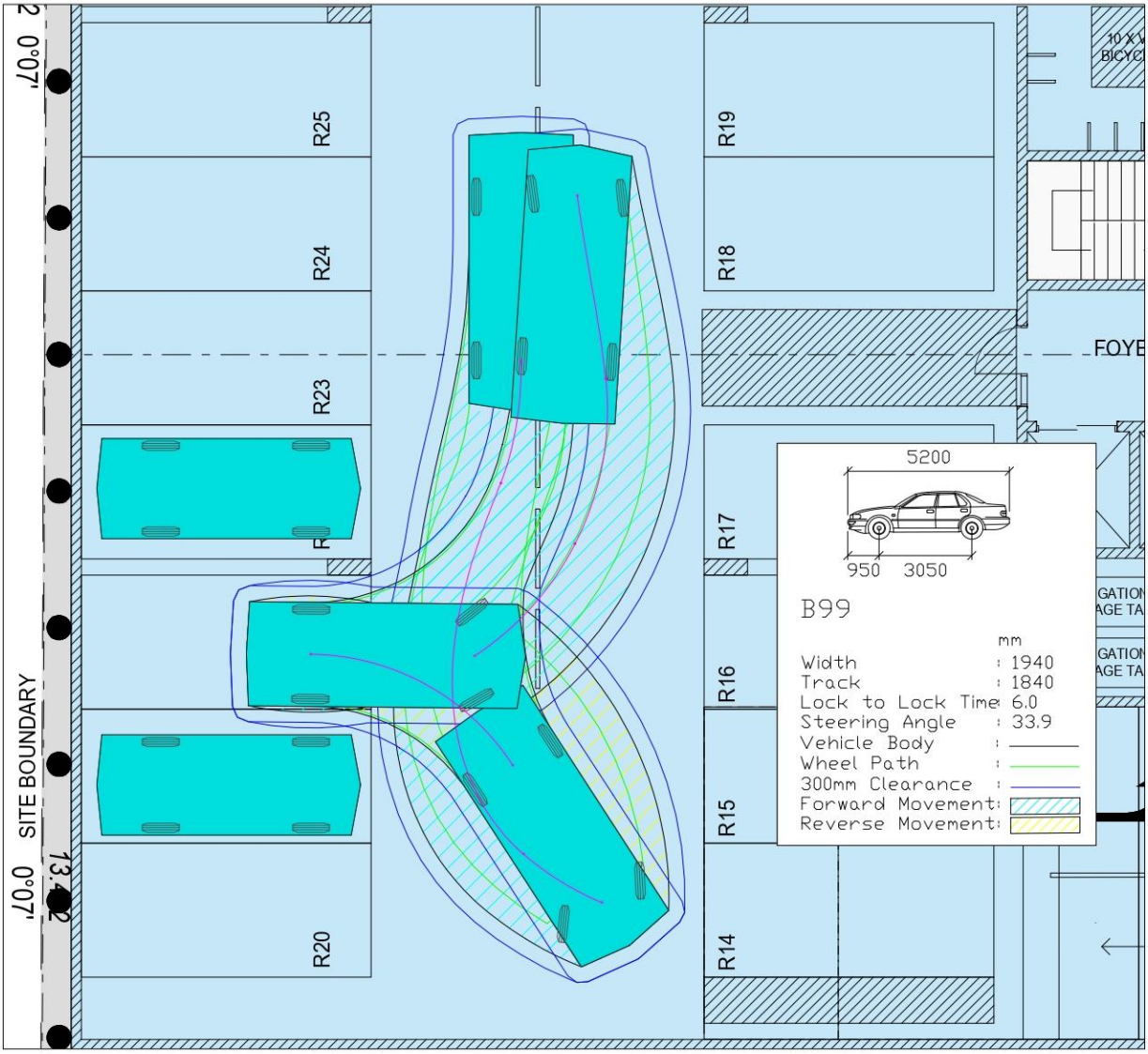


FIGURE 4.10 –B99 VEHICLE TURNING (BASEMENT TWO)

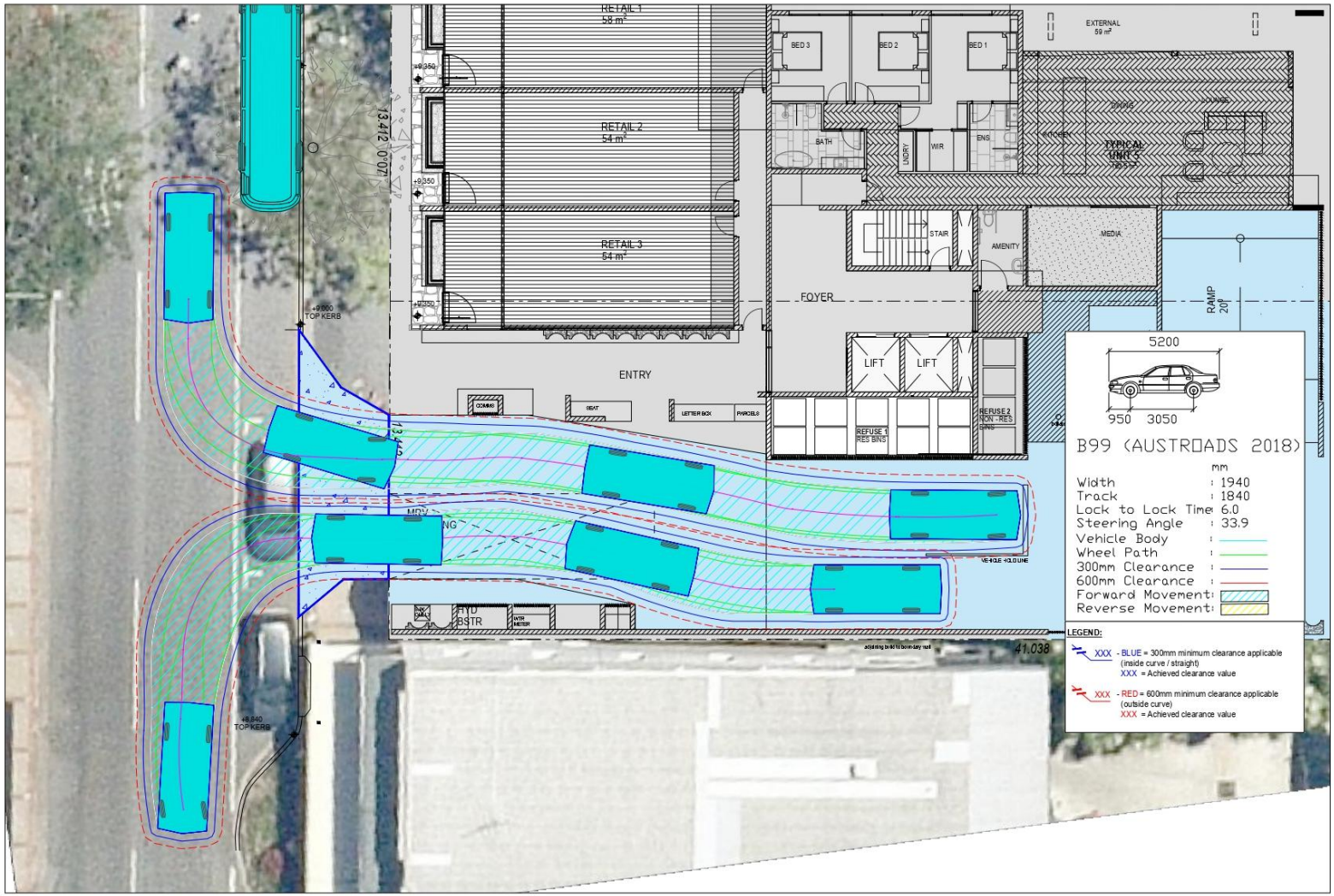


FIGURE 4.11- 99TH PERCENTILE VEHICLE MANOEUVRING (ACCESS)

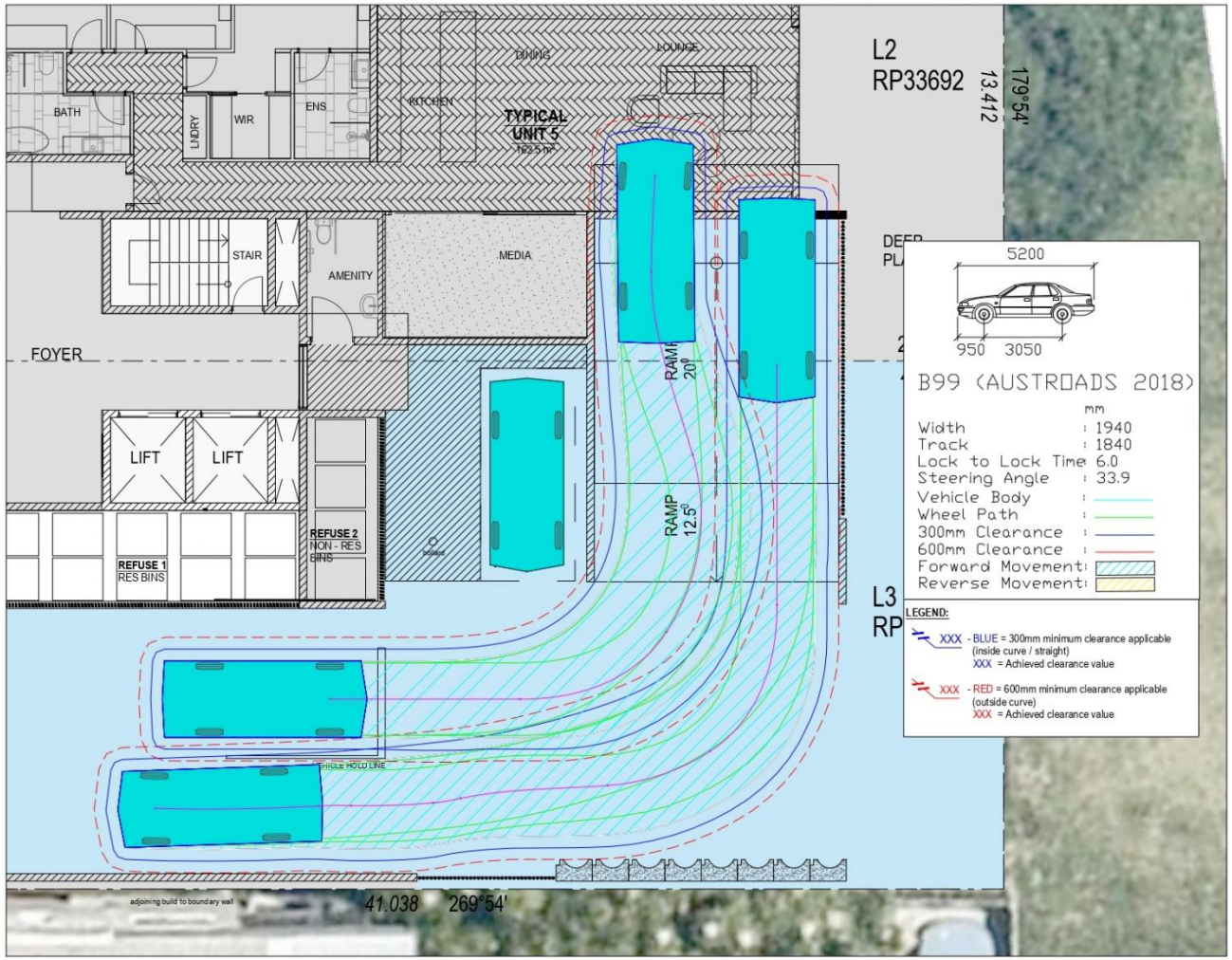


FIGURE 4.12- 99TH PERCENTILE VEHICLE MANOEUVRING (GROUND FLOOR)

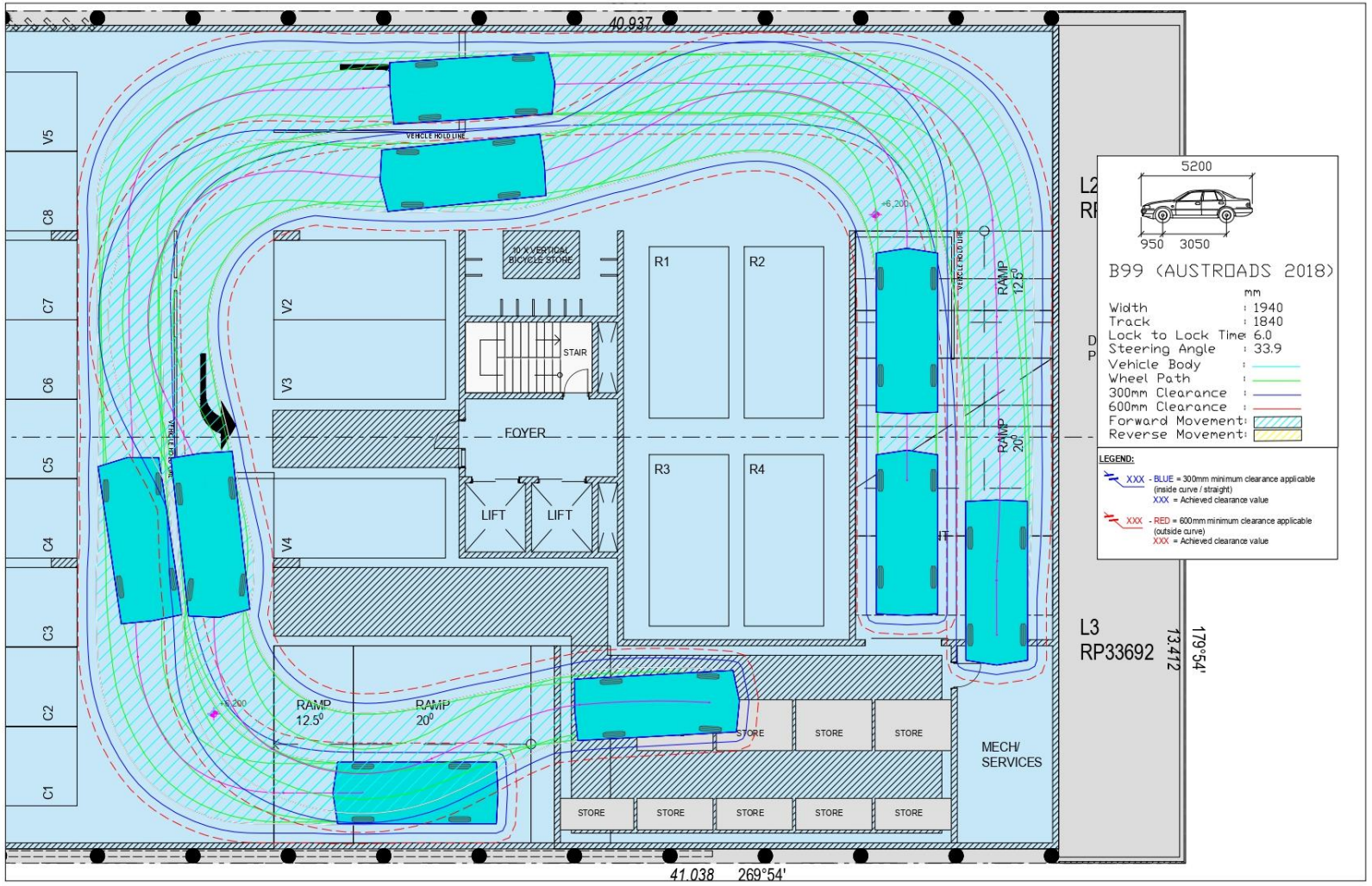


FIGURE 4.13- 99TH PERCENTILE VEHICLE MANOEUVRING (BASEMENT ONE)

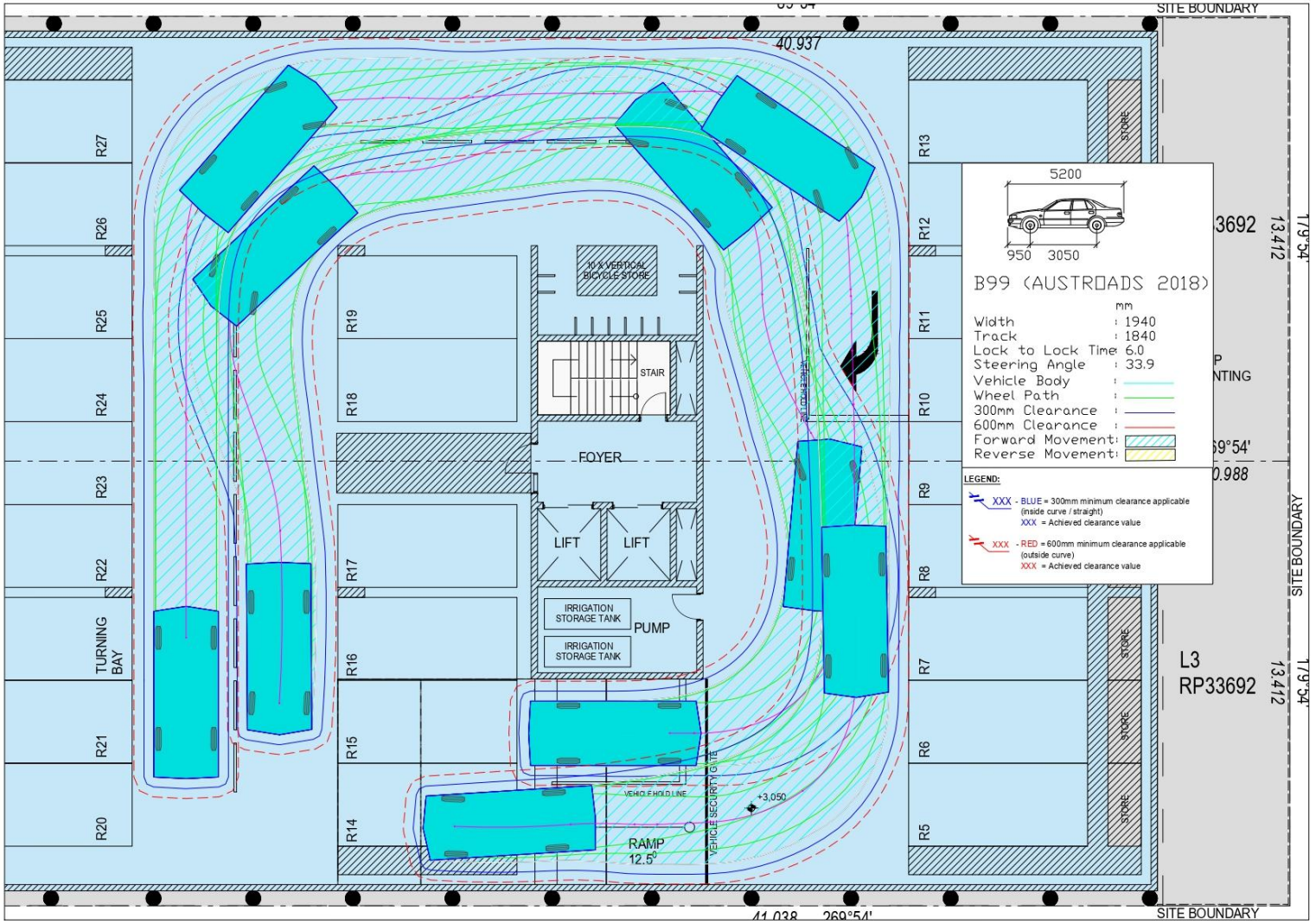


FIGURE 4.14 – 99TH PERCENTILE VEHICLE MANOEUVRING (BASEMENT TWO)

5.0 PROPOSED ACCESS ARRANGEMENTS

Access will be provided via a new crossover at the southern end of the Racecourse Road frontage.

As shown in Figure 5.1, the proposed crossover has been designed in accordance with the Council's standard drawings with a Type B2 entry splay and B1 exit splay.

A pedestrian sight splay measuring 2.0m x 5.0m has been provided on the departure side of the crossover in accordance with the TAPS Planning Scheme Policy.

The existing bus zone is retained and extended, and the proposed crossover requires the removal of two (2) kerbside parking spaces to the south of the existing site access, as shown in Figure 5.2.

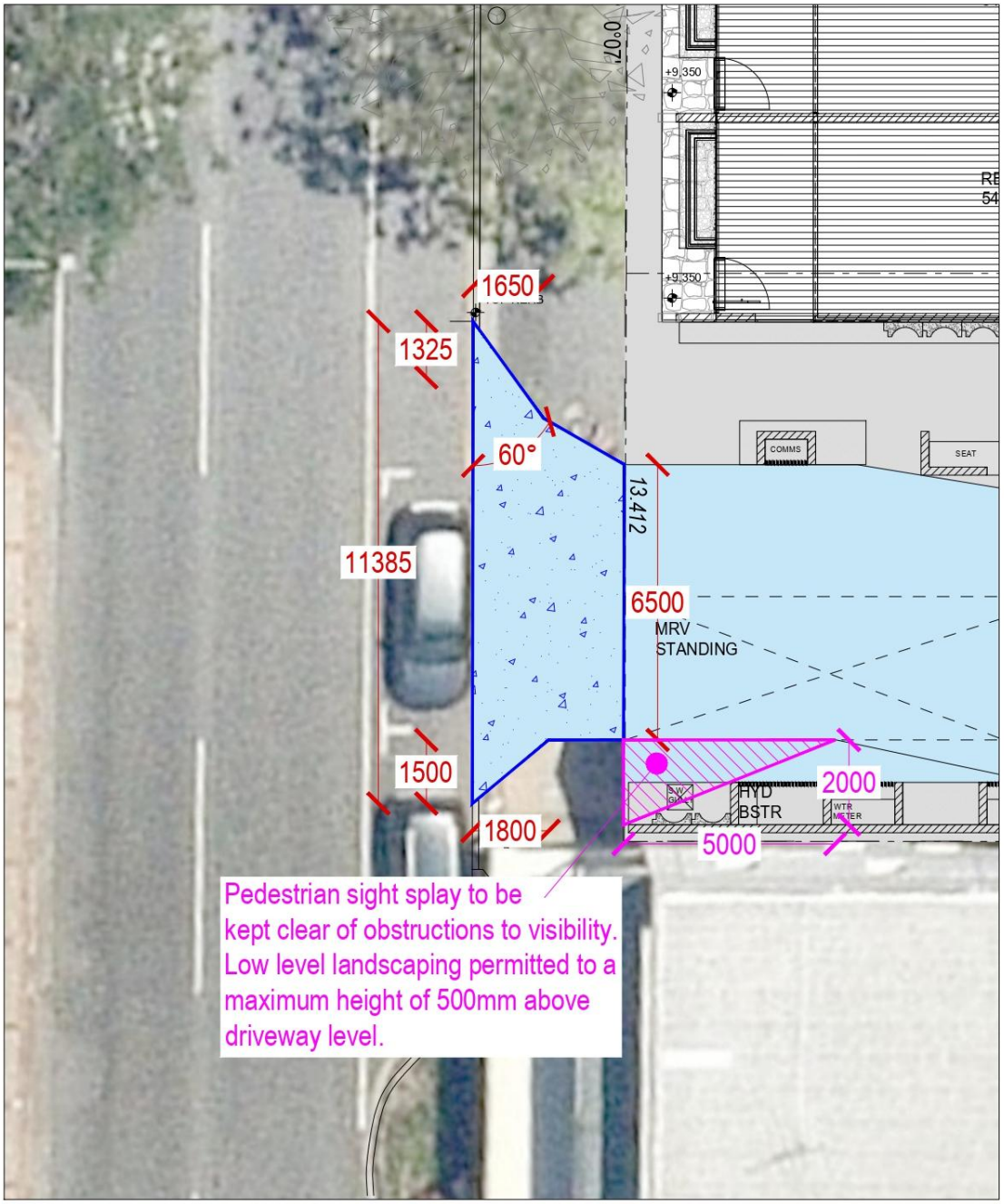


FIGURE 5.1 – PROPOSED VEHICLE CROSSOVER LAYOUT AND DIMENSIONS

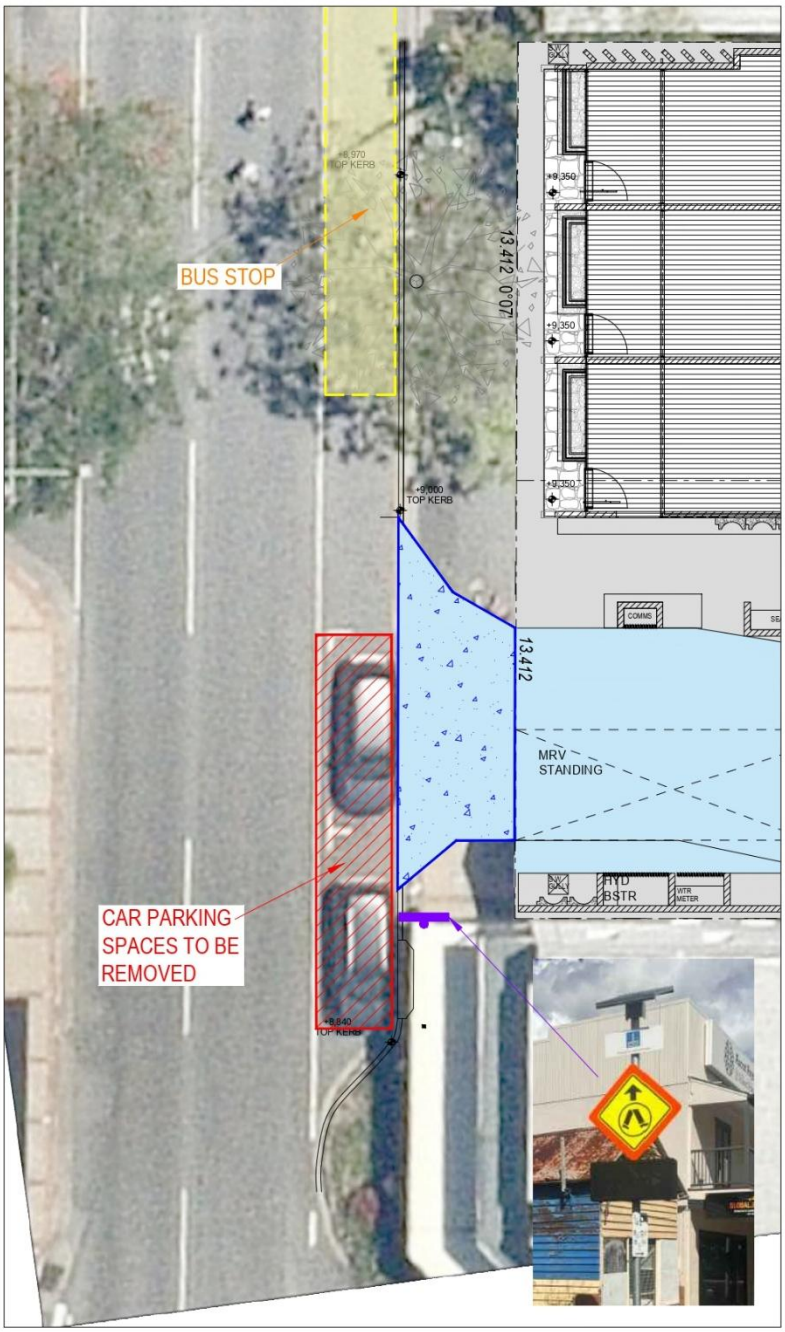


FIGURE 5.2 – PROPOSED KERBSIDE ARRANGEMENT (EXISTING BUS ZONE RETAINED)

6.0 PROVISION FOR SERVICE VEHICLES

In accordance with Table 1 of the Brisbane City Council TAPS PSP, the proposal yields a requirement for regular servicing by a Refuse Collection Vehicle (RCV) and occasional access by a Large Rigid Vehicle (LRV).

Given the nature and scale of the development, the majority of servicing is expected to be carried out by vans and Medium Rigid Vehicles (MRVs), which are typical for deliveries such as groceries, furniture and general courier services. Refuse collection will be carried out by an RCV, whilst larger service vehicles are anticipated to visit the site only infrequently.

The proposal provides a dedicated service standing area immediately inside the site that accommodates an RCV while maintaining a minimum 3.0m passing width for B99 passenger vehicles.

As demonstrated in Figures 6.1 and 6.2, both the RCV and MRV can satisfactorily reverse into the site from Racecourse Road and exit the site in a forward direction while a bus is standing in the bus zone. The RCV swept path has been prepared using the BSD 3008-2 RCV with a 6 second lock-to-lock time and a 9.757 metre kerb-to-kerb turning radius, and the full clearance envelope does not conflict with on-street parking or a bus standing in the bus zone. Figures 6.3 and 6.4 demonstrate that a B99 passenger vehicle can safely enter and exit the site while an RCV or MRV occupies the service bay.

Provision for reverse entry is considered appropriate given the low frequency of servicing activities and the relatively low traffic volumes on Racecourse Road. This servicing arrangement is typical for developments of this scale and provides a safe and efficient outcome.

This approach is consistent with the approval for the nearby development at 128 Racecourse Road, where Council accepted RCV and Van servicing only, without requiring on-site LRV access. The proposal generates a marginally higher servicing demand due to the additional residential units and retail floor area and, accordingly, has been designed to accommodate both an RCV and an MRV.

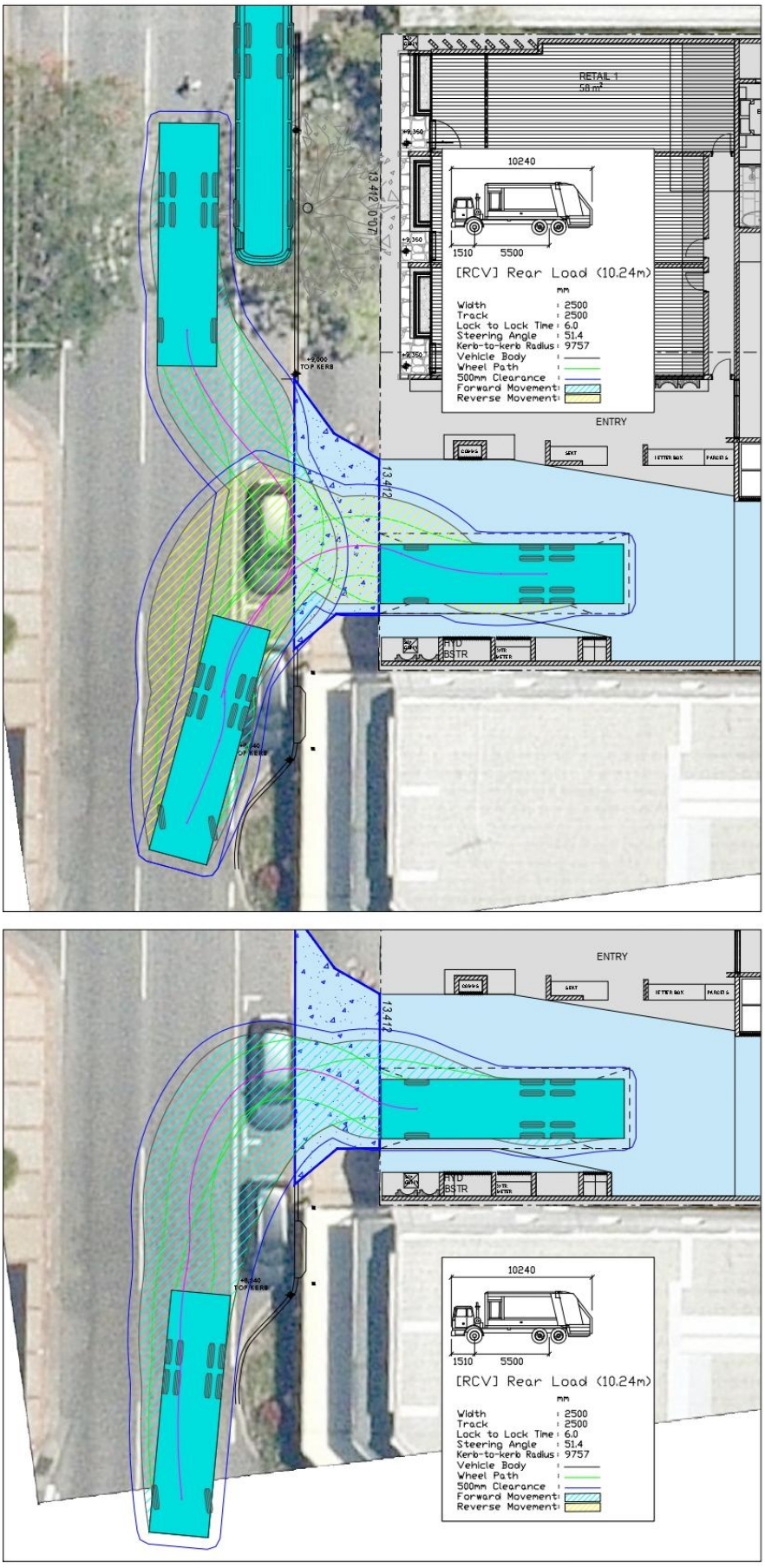


FIGURE 6.1 – REFUSE COLLECTION VEHICLE MANOEUVRING



FIGURE 6.2 –MEDIUM RIGID VEHICLE (MRV) MANOEUVRING

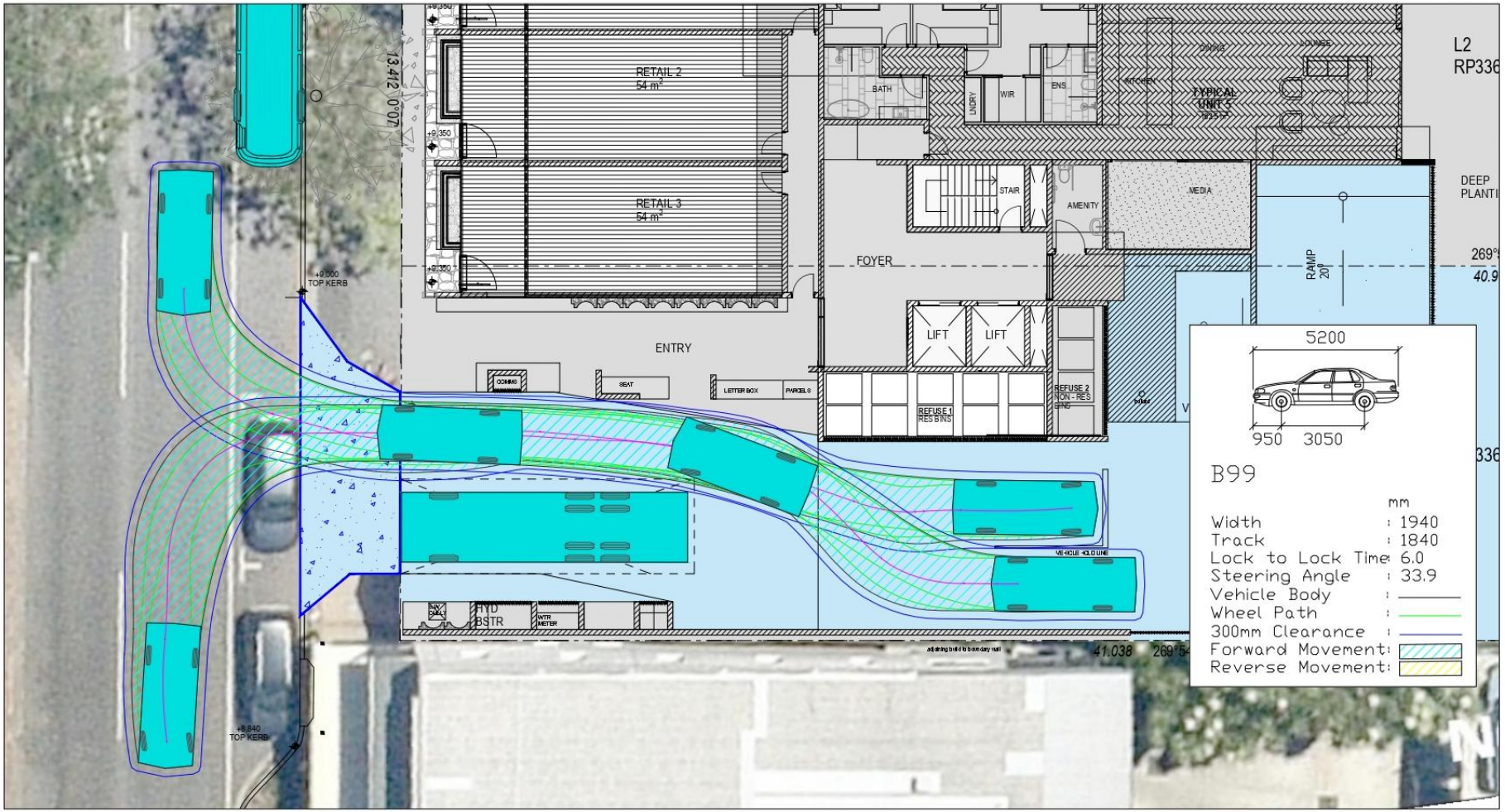


FIGURE 6.3 – B99 VEHICLE PASSING REFUSE COLLECTION VEHICLE

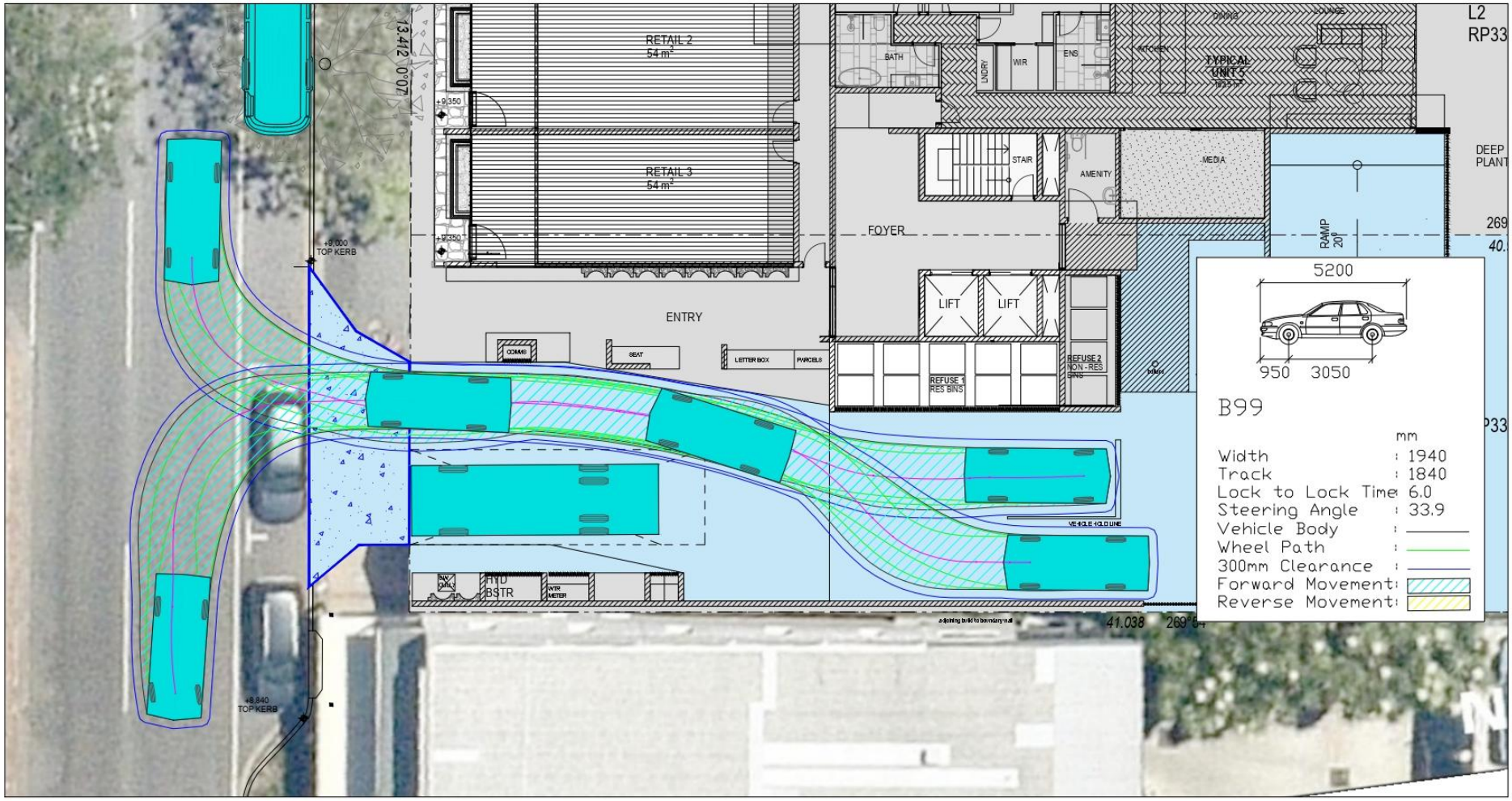


FIGURE 6.4 – B99 VEHICLE PASSING MRV

7.0 PROVISION FOR CYCLISTS AND PEDESTRIANS

In accordance with the TAPS PSP, the following bicycle parking rates are applicable to the development:

Multiple Dwelling:
Residents - 1 space / unit
Visitors - 1 space / 4 units

Shop:
Bicycle parking is only required for commercial uses with a GFA greater than 1,000m2 (Table 21 of the TAPS PSP).

Application of the above rates results in the following Acceptable Outcome for parking:

Table 7.1: Acceptable Outcome for Parking

Component	Acceptable Outcome
Multiple Dwelling: 15x units	Residents: 15 spaces Visitors: 3.75 (4) space
Shop: 177.5m^2	N/A

The proposed layout provides ten (10) vertical bicycle parking spaces within each basement level, a total of twenty (20) secure bicycle parking spaces. This exceeds the combined resident and visitor requirement of nineteen (19) spaces.

Visitor bicycle parking is accommodated within the basement bicycle parking areas, which are accessed from the Racecourse Road pedestrian entry via the foyer and lifts. Signage will be provided at the pedestrian entry advising that visitor bicycle parking is available in the basement. Visitors are therefore not required to enter the driveway, and the bicycle parking is secure, weather-protected and separated from vehicle movements.

Pedestrian access is safe and direct, with connections to Racecourse Road and the surrounding local street network, separated from vehicle manoeuvring areas. An entry to the foyer has been provided adjacent to the PWD parking space.

8.0 SUMMARY OF CONCLUSIONS & RECOMMENDATIONS

- The proposal is for a Multiple Dwelling development comprising 6x two-bedroom units, 7x three-bedroom units, 2x four-bedroom units, and 177.5m^2 of retail (Shop) use at ground floor.

- Vehicular access will be provided via a new crossover at the southern end of the Racecourse Road frontage. The revised access incorporates a standard B1 driveway flare on the southern side of the crossover, a 2.0m × 5.0m pedestrian sight splay on the departure side, and has been demonstrated to provide safe access and egress for the required design vehicles.

- The residential parking demand has been calculated using alternative rates, which are appropriate given the proximity (7-minute walk) of the site to Ascot train station and frequent bus services along Racecourse Road. These rates reflect lower expected vehicle ownership for residents and result in a total of 22 spaces for the residential component. The shop component generates 9 spaces, giving a total requirement of 31 spaces. The proposed layout provides 41 spaces, exceeding this adjusted requirement.

- The geometric layout of parking facilities complies with AS2890.1:2004, including space dimensions, aisle widths, gradients, ramp design, and height clearances. Swept path analyses demonstrate that all design vehicles can manoeuvre safely within the site.

- Ramp design and management allow two vehicles to pass on ramps, with mirrors provided as needed to support driver visibility at corners.

- The layout provides for vehicle queuing, with at least two vehicles accommodated before the first conflict point, maintaining safe and efficient circulation.

- The proposal provides for regular servicing by a Refuse Collection Vehicle (RCV) and occasional access by a Medium Rigid Vehicle (MRV). Swept path analysis demonstrates that both vehicles can safely reverse into the site and exit in a forward direction while a bus is standing in the bus zone. A dedicated service standing area is provided while maintaining a minimum 3.0m passing width for B99 passenger vehicles.

- The proposed crossover requires the removal of two (2) kerbside parking spaces to the south of the existing site access.

- The proposal provides twenty (20) secure bicycle parking spaces across the basement levels, which meets the requirement of fifteen (15) resident and four (4) visitor spaces. Visitor bicycle parking is accessed via the pedestrian entry, foyer and lifts, separated from vehicle movements, with signage provided at the pedestrian entry.

- Pedestrian access is safe and direct, with connections to Racecourse Road and the surrounding local street network, separated from vehicle manoeuvring areas.

9.0 APPENDIX

APPENDIX A – RESPONSE TO TRANSPORT, SERVICING, ACCESS AND PARKING CODE

APPENDIX A – RESPONSE TO TRANSPORT, SERVICING, ACCESS AND PARKING CODE

Performance Outcomes	Acceptable Outcomes	SOLUTION	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 demonstrated through a development application that: • is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.	**AO1** Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	**REFER TO SECTION 4.**	
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	**AO2** No acceptable outcome is prescribed.	**N/A**	

Performance Outcomes	Acceptable Outcomes	SOLUTION	COMMENTS
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.			
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 – THE PROPOSED CROSSOVER IS LOCATED, DESIGNED, AND CONTROLLED IN ACCORDANCE WITH TAPS AND IPWEA STANDARDS. THE EXISTING BUS ZONE IS RETAINED AND EXTENDED. REFER TO SECTION 5.0.**	
	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.	**NOT APPLICABLE**	
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 – THE PROPOSAL PROVIDE DIRECT AND SAFE PEDESTRIAN CONNECTIONS TO THE LOCAL STREET SYSTEM**	
	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.	**COMPLIES**	
	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.	**COMPLIES**	
PO5	**AO5.1**	**COMPLIES**	

Performance Outcomes	Acceptable Outcomes	SOLUTION	COMMENTS
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.	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.	**NOT APPLICABLE**	
	AO5.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.	**COMPLIES – SIGNAGE WILL BE PROVIDED AT THE PEDESTRIAN ENTRY TO DIRECT VISITORS TO THE BASEMENT BICYCLE PARKING. REFER TO SECTION 7.0.**	
	AO5.4 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.	**COMPLIES**	
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.	**NOT APPLICABLE**	
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	**COMPLIES – SAFE AND DIRECT PEDESTRIAN ACCESS IS PROPOSED FROM THE ROAD FRONTAGE. VISITOR CYCLISTS**	

Performance Outcomes	Acceptable Outcomes	SOLUTION	COMMENTS
	Transport, access, parking and servicing planning scheme policy.	**ACCESS THE BICYCLE PARKING VIA THE PEDESTRIAN ENTRY, FOYER AND LIFTS, SEPARATE FROM 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**	
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).	**COMPLIES – THE PROPOSED CROSSOVER IS LOCATED, DESIGNED, AND CONTROLLED IN ACCORDANCE WITH TAPS AND IPWEA STANDARDS.**	
	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 – THE PROPOSED CROSSOVER IS LOCATED, DESIGNED, AND CONTROLLED IN ACCORDANCE WITH TAPS AND IPWEA STANDARDS.**	
	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 – THE PROPOSED CROSSOVER IS LOCATED, DESIGNED, AND CONTROLLED IN ACCORDANCE WITH TAPS AND IPWEA STANDARDS.**	
	AO9.4 Development provides access driveways in the road area which:	**COMPLIES – THE PROPOSED CROSSOVER IS LOCATED, DESIGNED, AND CONTROLLED IN**	

Performance Outcomes	Acceptable Outcomes	SOLUTION	COMMENTS
	(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.	**ACCORDANCE WITH TAPS AND IPWEA STANDARDS.**	
	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	**NOT APPLICABLE**	
PO10 Redevelopment provides for: (a) the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy; (b) the reinstatement of adjacent footpaths.	**AO10** No acceptable outcome is prescribed.	**N/A**	
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 – THE PROPOSED CROSSOVER IS LOCATED, DESIGNED, AND CONTROLLED IN ACCORDANCE WITH TAPS AND IPWEA STANDARDS.**	
	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.	**N/A**	
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 self-assessable development including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate	**NOT APPLICABLE**	

Performance Outcomes	Acceptable Outcomes	SOLUTION	COMMENTS
	in the Transport, access, parking and servicing planning scheme policy.		
PO13 Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.	**AO13** Development outside of the City core and City frame as identified in Figure a: (a) provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or (b) for self-assessable development does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy. Note—For 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.	**PERFORMANCE SOLUTION – REFER TO SECTION 4.2.**	
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.	**COMPLIES**	
	AO14.2 Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.	**NOT APPLICABLE**	
PO15 Development provides a car park layout which allows for on-site vehicle parking that: (a) is clearly defined, safe and easily accessible; (b) is designed to contain potential adverse impacts within the site; (c) does not detract from the aesthetics or amenity of an area;	**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.	**COMPLIES – REFER TO SECTION 4.3. A CLEARLY MARKED PEDESTRIAN PRIORITY PATHWAY IS PROVIDED BETWEEN THE PWD SPACE AND THE SITE FRONTAGE.**	

Performance Outcomes	Acceptable Outcomes	SOLUTION	COMMENTS
(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.			
PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	**AO16** Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by: (a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; (b) defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; (c) promoting safety and minimising opportunities 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.	**N/A**	
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 canvas 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.	**N/A**	

Performance Outcomes	Acceptable Outcomes	SOLUTION	COMMENTS
	Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.		
PO18 Development is serviced by an adequate number and size of service vehicles.	**AO18** Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	**PERFORMANCE SOLUTION – REFER TO SECTION 6.0.**	
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.	**PERFORMANCE SOLUTION – REFER TO SECTION 6.0.**	
	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.	**COMPLIES**	
	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**	
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**	
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)			
PO21	**AO21.1** Development which is freight-dependent development is located on a site which:	**NOT APPLICABLE**	

Performance Outcomes	Acceptable Outcomes	SOLUTION	COMMENTS
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.	(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.	**NOT APPLICABLE**	