

Client
The Glen Hotel

Date
2 June 2026

Transport Impact Assessment

Proposed Short-Term Accommodation

24 Gaskell Street, Eight Mile
Plains



ratio:

Project
24 Gaskell Street, Eight Mile Plains

Prepared for
The Glen Hotel

Our reference
24507T

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Acknowledgement of Country

We acknowledge the Traditional Owners of the land we work, live and travel on, and appreciate the rich cultures of the Aboriginal and Torres Strait Islander Peoples and their enduring connection to country.

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1. Introduction

1.1. Overview

Ratio Consultants has been engaged by The Glen Hotel (the Applicant) to assess and prepare a Transport Impact Assessment for the proposed short-term accommodation development on land located at 24 Gaskell Street, Eight Mile Plains.

The proposal seeks to modify the existing uses on the site, with a summary provided in Table 1-1 below.

Table 1-1: Development Summary

Description	Existing Provision	Proposed Provision
Short-Term Accommodation	43 rooms	93 rooms (+ 50 rooms)
Bottle Shop	350 sqm	200 sqm (-150 sqm)
Hotel	1,605 sqm	2,081 sqm (+476 sqm)
Car Parking Spaces	232 spaces	229 spaces (-3 spaces)

1.2. Contents of this Report

This report has been prepared to address the following key issues pertaining to traffic and transport:

- Vehicle access and circulation throughout the site;
- The adequacy of the proposed on-site car parking provision;
- Internal parking layout and access design;
- Loading provisions and accessibility;
- Pedestrian connectivity throughout the site;
- Bicycle parking requirements and provisions;
- Anticipated traffic generation and impacts.

1.3. References

In preparing this document, reference has been made to the following:

- Plans for the proposed development, prepared by Blueprint Architects, revision DA2 dated 01/06/26.

- Australian / New Zealand Standards AS/NZS2890.1:2004, AS2890.2:2018 and AS2890.6:2022.
- Brisbane City Plan 2014.
- Existing conditions traffic data referenced throughout this report.
- A desktop inspection of the subject site and its surrounds.
- Other documents as nominated.

2. Existing Conditions

2.1. Site Location

The subject site is located at the southeast corner of the Gaskell Street / Logan Road intersection in Eight Mile Plains.

The site is currently occupied by 'The Glen Hotel', which provides short-term accommodation units and a hotel, in addition to several ancillary components. Further information regarding the existing operations of the use are provided in Section 2.3 of this report.

The site currently provides vehicle access via two connections to Gaskell Street, both of which accommodate full turning traffic movements.

An aerial photograph of the subject site in context of the surrounding road network is shown at Figure 2-1.

Figure 2-1: Aerial Photograph



(Source: Nearmap March 2026)

2.2. Road Network

A summary of the surrounding road network is provided at Table 2-1.

Table 2-1: Road Network Summary

Road Name	Authority	No. of Traffic Lanes	Parking Provision	Pedestrian / Bicycle Infrastructure	Speed Limit
Gaskell Street	Council	1 lane each direction	Kerbside parallel parking	Footpath on both sides	50km/hr
Logan Road	DTMR	2 lanes each direction (divided)	N/A	Footpath on both sides	80km/hr

2.3. Existing Use Summary

The site is currently occupied by the Glen Hotel, with a summary of the existing uses provided in Table 2-2. It is noted that the below floor areas exclude ancillary uses (i.e. storage, offices, services) that broadly contribute to the operation of site as a whole.

Table 2-2: Existing Use Summary

Use	Size / No.
Short-Term Accommodation	43 rooms
Hotel	1,605 sqm
Drive-Through Bottle Shop	350 sqm

2.4. Existing Car Parking Conditions

Ratio commissioned car parking occupancy surveys of the on-site car parking supply on Thursday 23 April 2026 and Saturday 18 April 2026, between 8:00am-8:00pm to ascertain the existing car parking conditions of the site.

The car parking occupancy surveys identified the following existing car parking trends for the on-site car parking supply:

- The weekday peak period occurred at 1:00pm, where an occupancy of 75% was recorded (172 parked vehicles, 57 vacant spaces).
- The weekend peak period occurred at 6:00pm, where an occupancy of 80% was recorded (183 parked vehicles, 46 vacant spaces).

Full outputs of the car parking occupancy surveys are provided in Appendix B of this report.

2.5. Existing Traffic Conditions

Ratio commissioned turning movement count surveys of the Gaskell Street / Logan Street intersection and site access connections to Gaskell Street between 4:00pm-6:00pm on Friday 27 March 2026.

It is noted that the turning movement count surveys were undertaken in conjunction with the typical road network peak in addition to a typical peak operating period of the existing use on the site.

The road network peak hour was recorded between 4:30pm and 5:30pm for the weekday survey.

Full outputs of the turning movement count surveys are provided in Appendix C of this report.

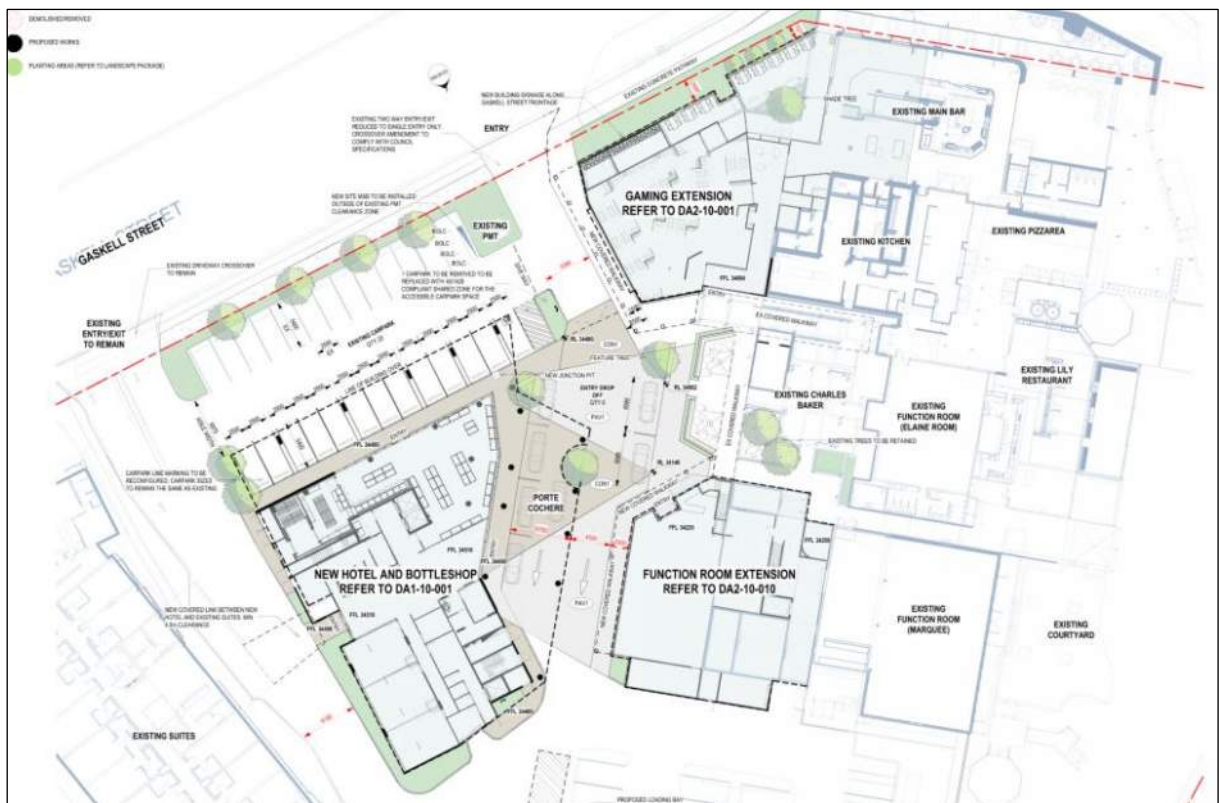
3. Proposal

3.1. Overview

The proposal is for the use and development of 50 additional short-term accommodation units on the site. The development of additional short-term accommodation units will result in the removal of the existing drive-through bottle shop on the site, with a smaller bottle shop that will service walk-up trade to be provided within the new building.

An excerpt of the proposed development plan is provided at Figure 3-1.

Figure 3-1: Proposed Development Plan Excerpt



A summary of the existing and proposed development is provided in Table 3-1, with a copy of the development plans prepared by Blueprint Architects attached at Appendix A of this report.

Table 3-1: Existing and Proposed Development Summary

Use / Description	Existing Conditions	Proposed Development
Short-Term Accommodation	43 rooms 10 staff	93 rooms (+ 50 rooms) 10 staff (No Change)
Hotel	1,605 sq.m [1]	2,081 sqm (+ 476 sqm) [2]
Bottle Shop	350 sq.m	200 sqm (- 150 sqm)
Car Parking Spaces	232 spaces	229 spaces (-3 spaces) [3]
Bicycle Parking Spaces	0 spaces	0 spaces (+ No Change)
Motorcycle Parking Spaces	0 spaces	3 spaces (+3 spaces)

[1] Area based on approved floor area of hotel under existing development permit.

[2] Area excludes additional office and mezzanine storage, which will be ancillary to all uses on the site.

[3] 3 car spaces removed within the northern car parking area and 5 car spaces removed along the east side of the proposed accommodation building. The proposal will include the provision of 4 drop-off/pick-up bays, and a net increase of 1 space to the south of the existing short-term accommodation building.

3.2. Vehicle Access

Vehicle access for the site will continue to be provided via Gaskell Street as follows:

- The existing northern two-way connection will be reduced in width and restricted to entry movements only.
- The existing southern two-way connection will be retained as per existing conditions.

3.3. Parking

As outlined in Table 3-1, the proposed development will result in a net decrease of 3 existing car parking spaces, with a total of 229 spaces to be provided on the site.

Whilst there will be a minor decrease in the existing car parking provision, the proposal will include a porte cochere for the short-term accommodation units, capable of accommodating up to four vehicles at any one time. Furthermore, the porte cochere and site access arrangements have been satisfactorily designed to facilitate a 14.5m long bus to accommodate larger group bookings.

Further discussion regarding the proposed car parking provision is provided in Section 4 of this report.

3.4. Loading and Refuse Collection

Loading and refuse collection will continue to occur from within the on-site car park for the existing and proposed uses, via an 8.8m medium rigid vehicle (MRV) and 10.2m Council refuse collection vehicle (RCV), respectively.

Loading and deliveries will also occur within the porte cochere and northern car parking area for the short-term accommodation and bottle shop, respectively.

No amendments are proposed to the existing loading arrangements for the hotel component.

4. Car Parking Assessment

4.1. Statutory Car Parking Requirement

Schedule 6.31 of Brisbane City Plan 2014 provides minimum car parking rates that are applicable to the proposed development. For the purposes of this assessment, the existing and proposed uses have been combined to provide a total car parking requirement for each component.

It is noted that the land use term 'hotel' has been treated separately to 'short-term accommodation', given the short-term accommodation component is provided separate to the hotel building. The intent of the hotel car parking rate that includes short-term accommodation is for uses that provide accommodation within the same building, typically of a smaller scale than what is proposed.

Table 4-1 summarises the statutory car parking requirement of the proposed development.

Table 4-1: Statutory Car Parking Requirements

Use	Measure	Minimum Car Parking Rate	Minimum Requirement
Short-Term Accommodation	93 rooms	0.5 spaces per room plus	47 spaces
	10 staff	0.5 spaces per staff	5 spaces
Bottle Shop	200 sqm	6 spaces per 100sqm	12 spaces
Hotel	2,081 sqm	6 spaces per 100sqm	125 spaces
Total			189 spaces

Based on the above, sufficient car parking is currently identified on the site to meet their minimum statutory car parking requirement for the proposed development, even when considering the minor reduction in car parking on the site.

Furthermore, it is acknowledged that the additional short-term accommodation component of the site would introduce further long-term car parking demands from accommodation guests. Guest car parking is an induced demand, with guests that require car parking typically booking in advance an accommodation unit that provides car parking that is satisfactory for their specific needs.

As such, there is a level of control that is afforded to the operator of the site with respect to the allocation of secure car parking spaces to guests. Guests would not be able to book an accommodation unit with a car parking space in the event that the supply is exceeded. This approach is common for many hotel operators and encourages guests to seek alternative modes of transport to the site.

4.2. Parking Spaces for People with Disabilities

The proportion of car parking that must be suitable for persons with disabilities (PWD) is set out in Section D4D6 of the National Construction Code.

The existing and proposed short-term accommodation component would be classified as a Class 3 building, with 7 accommodation units to provide accessible capabilities.

Table 4-2 provides a summary of the PWD car parking requirement for the development.

Table 4-2: Accessible Parking Requirement

Description	Building Class	NCC Disabled Parking Requirement
Short-Term Accommodation	3	% of accessible units to total number of units
Hotel, Bottle Shop	6	1 accessible space per 50 car spaces or part thereof

Based on the above, the proposed development is required to provide 3 PWD spaces for the short-term accommodation component¹ and a further 3 PWD spaces for the hotel and bottle shop components².

The provision of 3 PWD spaces towards the southwest corner of the site satisfactorily meets the requirement of the short-term accommodation component. It is recommended that an additional PWD space is provided within the northern car park to meet the requirement of the hotel and bottle shop components, albeit it is noted that this provision is generally consistent with the existing provision on the site.

4.3. Motorcycle Parking

Schedule 6.31 of Brisbane City Plan 2014 requires 2% of car parking spaces to be provided as motorcycle spaces. Given there is no increase to the existing car parking provision on the site, it is not considered necessary to retrospectively apply this requirement to the site.

Notwithstanding, three motorcycle parking spaces have been provided throughout the car park to formalise the motorcycle parking provision.

All motorcycle parking bays are dimensioned at 1.2m wide and 2.5m long, consistent with the requirements of AS/NZS 2890.1:2004.

Based on the above, the proposed motorcycle parking requirement is considered satisfactory.

¹ Assumes 7/93 units are accessible, with 33 existing spaces retained for use by short-term accommodation guests.

² Calculation based on the minimum car parking requirement of the proposed hotel and bottle shop uses.

5. Access and Car Parking Layout

5.1. Car Parking Layout

The proposed amendments to the existing car parking layout are largely isolated to the northwest portion of the overall site, where the existing northern accessway will be restricted to one-way movements only. The one-way southbound restriction will apply between the northern Gaskell Street access and the southern extent of the porte cochere, to provide an efficient access arrangement for the short-term accommodation units, whilst also minimising the potential for conflict and delays within the car park. Appropriate signage and line marking shall be provided to enforce the one-way arrangement, which is recommended to be addressed by an appropriately worded Condition of Permit.

The existing car parking area to the north of the proposed short-term accommodation building will continue to provide all car parking spaces at a width of 2.6m and length of 5.4m. Columns are appropriately located in accordance with the clearance envelope set out under AS/NZS2890.1:2004.

Electronic swept path assessments are attached at Appendix D which demonstrate key movements throughout the modified car park.

5.2. Porte Cochere Access and Layout

The proposed porte cochere will provide capacity for up to 4 vehicles to concurrently undertake pick-up and drop-off activities. Assuming a typical duration of stay of approximately 1 minute per drop-off/pick-up bay, the provision of 4 bays would be sufficient to service a theoretical upper limit of 240 rooms per hour (i.e. 4 rooms per minute). Accordingly, the capacity of the porte cochere is considered more than sufficient.

All parallel bays within the porte cochere are dimensioned at a length of 6m and width of 2.3m, in accordance with AS/NZS2980.1:2004.

The layout of the porte cochere has been designed to allow a B99 design vehicle to independently circulate through the porte cochere in the unlikely event that all drop-off/pick-up bays are occupied.

Furthermore, the porte cochere has been designed to accommodate a 14.5m long bus, with all parallel bays required to be vacant to allow the bus to circulate through the porte cochere. Buses are typically scheduled in advance with the operator of the short-term accommodation, with the operator typically managing the use of the bays prior to the bus's arrival.

Based on the above, the proposed porte cochere layout is considered satisfactory.

5.3. Access Arrangements

As discussed previously, the northern Gaskell Street connection will be restricted to entry movements only to enforce the proposed one-way southbound arrangement within the on-site car park.

The southern Gaskell Street connection will be retained as per existing conditions.

5.4. Service Vehicle Access and Loading Design

Short-Term Accommodation

Loading and delivery activities for the proposed short-term accommodation units will primarily occur within the porte cochere outside of peak drop-off and pick-up periods using smaller trucks and vans.

A linen room with direct access to the on-site car park is provided on the south side of the proposed accommodation building, with linen trucks able to temporarily prop in the car parking accessway to complete loading and unloading activities. Given the generous width that is proposed in this area, this arrangement would have a limited impact on the operation of the on-site car park. It is also noted that linen deliveries typically occur outside of the peak operating periods of the hotel and bottle shop uses on the site.

Bottle Shop

Loading and delivery activities for the proposed bottle shop will primarily be undertaken by smaller trucks and vans, which could appropriately utilise the car parking area immediately north of the tenancy.

Hotel

The existing loading area on the south side of the hotel will continue to be utilised for deliveries and refuse collection following the expansion of the building.

5.5. Refuse Collection

The refuse collection arrangements for the proposed development will remain consistent with the existing refuse collection arrangements, with the refuse collection vehicle able to enter the site via the northern connection to Gaskell Street and exit via the southern connection.

Swept path diagrams are attached at Appendix D which demonstrate the circulation of a typical 10.2m Council RCV.

6. Active Transport Considerations

6.1. Pedestrian Connectivity

Footpaths are generally proposed along the frontage of the proposed short-term accommodation building to facilitate safe pedestrian movements for guests, particularly between the porte cochere and accommodation entrance where the majority of pedestrian movements would occur.

Pedestrians would continue to be able to use the existing pedestrians paths that are provided along the frontage of the hotel and existing short-term accommodation building, consistent with existing operations of the site.

6.2. Bicycle Parking Requirement

The proposal does not have a defined bicycle parking requirement within Section 12 of Schedule 6.31 of City Plan 2014. As such, the provision of zero formal bicycle parking spaces on the site is appropriate.

Notwithstanding, the scale of the site would allow for any potential bicycle parking demands to be accommodated in an informal arrangement as required.

7. Traffic Impact

7.1. Traffic Generation

The traffic generation rates for the development application have primarily had consideration for the extent of changes to each component of the development and likely change in traffic generation compared to the existing traffic data presented previously in this report.

It is noted that an assessment has been completed for the weekday PM peak hour only, given the overlap between the peak operations of the site and typical road network peak.

It is further noted that traffic generation for the short-term accommodation component of the development has been assessed on the basis of 109 short-term accommodation units, representing the total number of units anticipated to be delivered across this application (93 units) and a separate impact assessment application for an additional 16 units (within a fifth storey).

A summary of each component of the development application is provided in the following sections.

Short-Term Accommodation

The short-term accommodation component is anticipated to experience an increase in traffic generation, given the increase in short-term accommodation units.

A peak hour traffic generation rate of 0.5 movements per unit has been adopted for the purposes of this assessment, which assumes that 50% of units will generate a vehicle movement during the weekday PM peak hour. This traffic generation rate provides a realistic assessment for the typical drop-off and pick-up of a short-term accommodation use, in addition to movements associated with long-term guest parking and staff parking.

Bottle Shop

The existing drive-through bottle shop on the site will be reduced in size and replaced by a walk-up bottle shop. Given the removal of the drive-through component, customers would be expected to have a longer duration of stay on the site, as they would be required to park their vehicle and enter the shop to purchase liquor. This process is less efficient than the existing arrangement and would reduce the turnover of traffic compared to existing conditions.

Notwithstanding, no reduction to the existing traffic count data has been applied, providing a conservative assessment.

Hotel

From a traffic generation perspective, the hotel is expected to experience a minor uplift in traffic compared to existing conditions, given the proposed inclusion of additional gaming machines and a function room. However, it is acknowledged that the extension to the gaming room would

not necessarily generate additional trips in its own right, rather a proportion of these trips would be associated with existing patrons who would already be at the hotel.

Based on the above, it is considered appropriate to provide no additional traffic in association with the extension to the existing hotel, with the existing traffic count data providing an appropriate level of conservatism when also considering the reduction in traffic expected for the bottle shop discussed above.

Summary

Based on the above discussions, the anticipated level of additional traffic for the proposal is summarised in Table 7-1 below.

Table 7-1: Traffic Generation Summary

Trip Type	Peak Hour Vehicle Movements
Inbound	193 vehicle movements
Outbound	129 vehicle movements
Total	322 vehicle movements

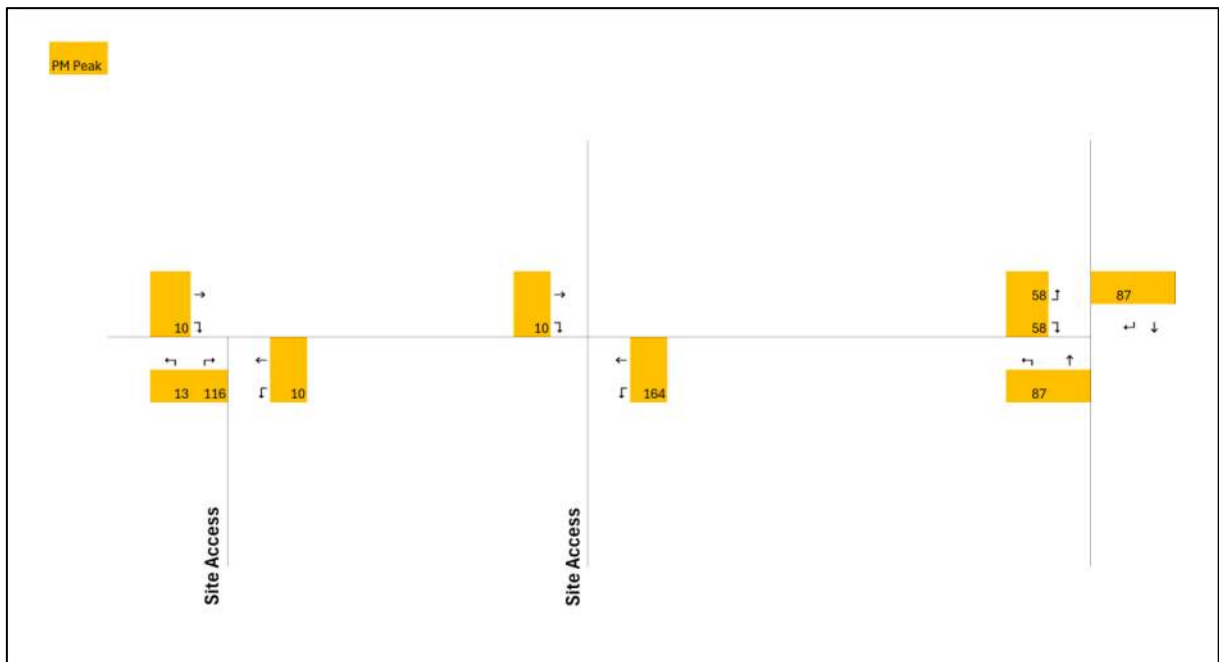
7.2. Traffic Distribution

The anticipated traffic distribution of development traffic has had regard to the existing traffic distribution of site generated traffic, configuration of the surrounding road network, and location of nearby key destinations.

Furthermore, the restriction of the existing northern Gaskell Street connection to entry movements only introduces a redistribution of existing exiting movements to the southern Gaskell Street connection.

A summary of the traffic distribution of development traffic is presented at Table 7-1.

Figure 7-1: Site Generated Traffic Distribution



7.3. Base Case Traffic

In order to account for future growth in traffic volumes on the surrounding road network, a 'base case' scenario has been analysed for 2028 (assumed year of occupancy) and 2038 (10 years post occupancy). The base case scenario incorporates general background growth on the surrounding road network, at a compounding rate of 2% per annum.

It is noted that the allowance for growth conservatively includes traffic that would already be generated by the site on the surrounding road network. This introduces an additional level of conservatism when assessing the impact of additional development traffic on the surrounding road network.

The base case traffic volumes are presented in Appendix E of this report.

7.4. Post Development Traffic

By combining the site generated traffic volumes and base case traffic volumes, post development traffic volumes have been derived for each scenario, attached at Appendix E.

7.5. Intersection Analysis

General

Peak hour intersection analysis has been completed using SIDRA Intersection 10 for the Gaskell Street / Logan Road intersection.

The analysis has been completed for the year of opening (2028) and horizon year (2038) scenarios.

Traffic signal phasing has been based on observations of the existing signals lanterns.

SIDRA Parameters

The key parameters that are used to determine the operational capacity of an intersection are the 95th percentile queue length, average delay and degree of saturation (volume to capacity ratio).

A summary of the relevant parameters is as follows:

- Degree of Saturation (DOS) is a ratio of arrival (or demand) flow to capacity. The operational rating associated with the DOS is summarised at Table 7-2.

Table 7-2: Rating of Degree of Saturation (DoS)

Degree of Saturation (DOS)	Rating
Up to 0.6	Excellent
0.61 – 0.70	Very Good
0.71 – 0.80	Good
0.81 – 0.90	Fair
0.91 – 1.00	Poor
Greater than 1.00	Very Poor

- The 95th percentile queue length is the value below which 95 percent of all queue lengths fall for a particular intersection leg, or 5 percent of all observed queue lengths exceed.
- Average Delay is the average time, in seconds, that all vehicles making a particular movement can expect to wait at an intersection.

The results of the intersection analysis for the 2028 and 2038 base case and post development scenarios are presented at Table 7-3 to Table 7-4, respectively.

Table 7-3: SIDRA Results Summary - 2028 Base Case vs 2028 Post Development

Intersection Leg		2028 Base Case			2028 Post Development		
		DoS	Average Delay (s)	95 th Percentile Queue (m)	DoS	Average Delay (s)	95 th Percentile Queue (m)
Western Site Access/Gaskell Street							
Site Access (South)	Left	0.12	8	3	0.27	8	8
	Right	0.12	11	3	0.27	12	8
Gaskell Street (East)	Left	0.01	6	0	0.01	6	0
	Through	0.21	0	0	0.21	0	0
Gaskell Street (West)	Through	0.08	0	0	0.08	0	0
	Right	0.01	7	0	0.01	7	0
Eastern Site Access/Gaskell Street							
Site Access (East)	Left	0.02	7	0	N/A	N/A	N/A
	Right	0.11	12	3	N/A	N/A	N/A
Gaskell Street (East)	Left	0.08	6	0	0.10	6	0
	Through	0.21	0	0	0.21	0	0
Gaskell Street (West)	Through	0.10	0	0	0.10	0	0
	Right	0.01	8	0	0.01	9	0
Gaskell Street/Logan Road							
Logan Road (South)	Left	0.33	24	53	0.34	24	56
	Through	0.65	22	136	0.65	22	136
Logan Road (North)	Through	0.87	36	242	0.87	36	242
	Right	0.76	51	83	0.79	53	88
Gaskell Street (West)	Left	0.17	21	21	0.18	21	23
	Right	0.17	23	21	0.18	23	23

Table 7-4: SIDRA Results Summary - 2038 Base Case vs 2038 Post Development

Intersection Leg		2038 Base Case			2038 Post Development		
		DoS	Average Delay (s)	95 th Percentile Queue (m)	DoS	Average Delay (s)	95 th Percentile Queue (m)
Western Site Access/Gaskell Street							
Site Access (South)	Left	0.16	9	4	0.35	10	11
	Right	0.16	14	4	0.35	17	11
Gaskell Street (East)	Left	0.01	6	0	0.01	6	0
	Through	0.27	0	0	0.27	0	0
Gaskell Street (West)	Through	0.10	0	0	0.10	0	0
	Right	0.01	8	0	0.01	8	0
Eastern Site Access/Gaskell Street							
Site Access (East)	Left	0.02	8	1	N/A	N/A	N/A
	Right	0.15	17	4	N/A	N/A	N/A
Gaskell Street (East)	Left	0.08	6	0	0.09	6	0
	Through	0.26	0	0	0.26	0	0
Gaskell Street (West)	Through	0.13	0	0	0.13	0	0
	Right	0.02	9	0	0.02	10	0
Gaskell Street/Logan Road							
Logan Road (South)	Left	0.26	26	56	0.27	27	59
	Through	0.70	24	225	0.71	24	228
Logan Road (North)	Through	0.91	44	415	0.92	47	431
	Right	0.91	86	125	0.92	87	132
Gaskell Street (West)	Left	0.20	33	32	0.22	33	35
	Right	0.20	36	32	0.22	36	35

Based on the preceding results, it is evident that the anticipated traffic generated by the proposed development in both the 2028 and 2038 scenarios will not have a material effect on

the operations of the three intersections, with minor increases to the delays and queues specifically at the Logan Road/Gaskell Street intersection which would already be operating close to its capacity without the development of the site.

Accordingly, the impact of the site generated traffic on the surrounding road network and intersections is considered appropriate and within acceptable limits.

8. Conclusion

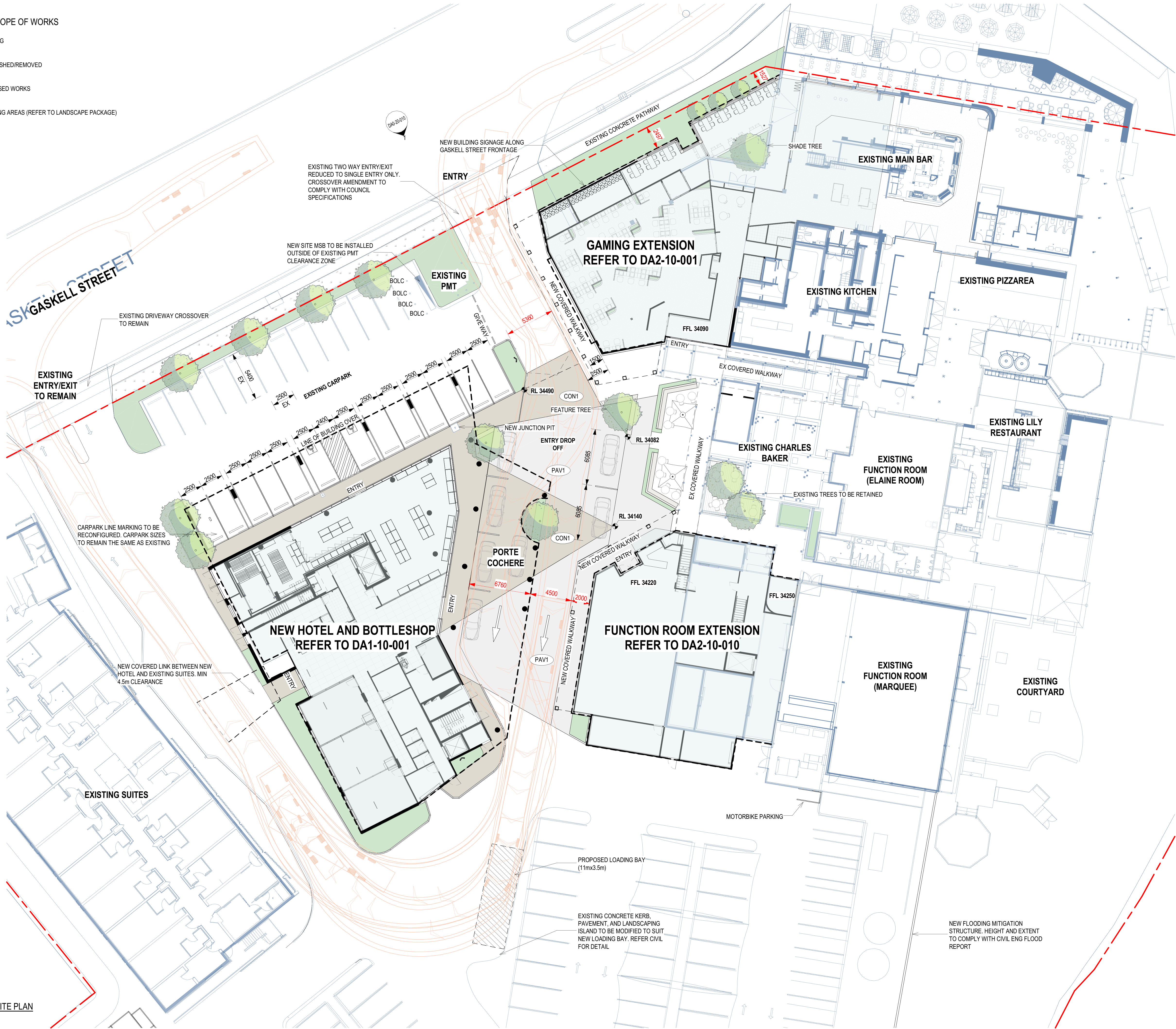
Based on the analysis and discussion presented within this report, the following is concluded:

- A Planning Permit is currently being sought for the development of a short term accommodation, hotel and bottle shop on land located at 24 Gaskell Street in Eight Mile Plains.
- The proposed development has a statutory requirement to provide 189 car spaces.
- The proposed on-site provision of 229 car spaces exceeds the statutory car parking requirement.
- It is recommended that an additional PWD car parking space be provided within the northern car park.
- The proposed car parking layout and access arrangements of the site are generally consistent with the AS/NZ 2890.1:2004, AS/NZ 2890.6:2022, Brisbane City Plan 2014, and are as per existing conditions where relevant.
- CAD-based swept path assessments have confirmed that key vehicle movements can be adequately completed throughout the site.
- The proposed development has no statutory bicycle parking requirement.
- The proposed loading and refuse collection arrangements for the proposed development are appropriate.
- The anticipated site generated traffic is not expected to have a material impact on the operations of the intersections, including the Logan Road/Gaskell Street intersection, in both the 2028 (year of operation) and 2038 (horizon year) scenarios.
- There are no traffic engineering reasons why the proposal should be refused.

Appendix A – Development Plans

LEGEND- SCOPE OF WORKS

- EXISTING
- DEMOLISHED/REMOVED
- PROPOSED WORKS
- PLANTING AREAS (REFER TO LANDSCAPE PACKAGE)



LEGEND

CODE	DESCRIPTION
BOLC	BOLLARD- CONCRETE
CON1	COLOURED CONCRETE DRIVEWAY- TYPE 1
PAV1	PAVING- TYPE 1

DA3	02/06/26	DEVELOPMENT APPLICATION	MS
DA2	01/06/26	DEVELOPMENT APPLICATION	MS
DA1	13/05/26	DEVELOPMENT APPLICATION	MS
E	08/05/26	DRAFT DA	MS
D	05/05/26	DRAFT DA	MS
C	27/04/26	ISSUE FOR INFORMATION	MS
B	09/04/26	ISSUE FOR INFORMATION	MS
A	13/02/26	PRELIMINARY ISSUE	MS
#	DATE	REVISION	BY

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Architects

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CLIENT
THE GLEN HOTEL
24 GASKELL ST, EIGHT MILE PLAINS,
QLD 4113

PROJECT
THE GLEN HOTEL
**SITE AND
EXTERNAL WORKS**

JOB
QD2628

TITLE
SITE PLAN

DRAWN	APPROVED	2	0	2	4	6	8	10	
MS	SS	SCALE 1: 200 at A1							m

DRAWING No. DA0-10-010 ISSUE DA3

DA0-10-010 [DA3]

PRINT IN COLOUR

DEVELOPMENT APPLICATION

Appendix B – Car Parking Occupancy Surveys

The Glen Hotel in Eight Mile Plains (24 Gaskell St) Parking Survey

Client: ratio:

Day/Date: Saturday, 18 April 2026

Accumulation & Occupancy Summary

					Occupancy per 1hr Interval - Saturday														
Id	Location	Side of Street	Restrictions	Supply	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	AVERAGE	
Area 1					The Glen Hotel Area 1 Parking														
1	The Glen Hotel, Area 1 Parking	Off-street	Standard Marked Bays	26	5	6	15	14	21	26	23	22	20	19	26	21	26	18.8	
					19%	23%	58%	54%	81%	100%	88%	85%	77%	73%	100%	81%	100%	72.2%	
2	The Glen Hotel, Area 1 Parking	Off-street	Disabled Bays	2	0	0	1	1	1	2	2	1	0	1	0	1	0	0.8	
					0%	0%	50%	50%	50%	100%	100%	50%	0%	50%	0%	50%	0%	38.5%	
Area 1	The Glen Hotel Area 1 Parking			28	5	6	16	15	22	28	25	23	20	20	26	22	26	20	
					18%	21%	57%	54%	79%	100%	89%	82%	71%	71%	93%	79%	93%	70%	
Area 2					The Glen Hotel Area 2 Parking														
3	The Glen Hotel, Area 2 Parking	Off-street	Standard Marked Bays	69	13	26	30	32	69	69	58	50	41	44	69	69	60	48.5	
					19%	38%	43%	46%	100%	100%	84%	72%	59%	64%	100%	100%	87%	70.2%	
4	The Glen Hotel, Area 2 Parking	Off-street	Closed Bay	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.0%	
Area 2	The Glen Hotel Area 2 Parking			70	13	26	30	32	69	69	58	50	41	44	69	69	60	48	
					19%	37%	43%	46%	99%	99%	83%	71%	59%	63%	99%	99%	86%	69%	
Area 3					The Glen Hotel Area 3 Parking														
5	The Glen Hotel, Area 3 Parking	Off-street	Standard Marked Bays	64	5	4	3	3	22	41	35	21	14	10	51	48	40	22.8	
					8%	6%	5%	5%	34%	64%	55%	33%	22%	16%	80%	75%	62%	35.8%	
Area 3	The Glen Hotel Area 3 Parking			64	5	4	3	3	22	41	35	21	14	10	51	48	40	23	
					8%	6%	5%	5%	34%	64%	55%	33%	22%	16%	80%	75%	62%	36%	
Area 4					The Glen Hotel Area 4 Parking														
6	The Glen Hotel, Area 4 Parking	Off-street	Standard Marked Bays	66	13	13	10	13	24	37	38	29	28	26	37	31	33	25.5	
					20%	20%	15%	20%	36%	56%	58%	44%	42%	39%	56%	47%	50%	38.7%	
7	The Glen Hotel, Area 4 Parking	Off-street	Disabled Bays	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.0%	
Area 4	The Glen Hotel Area 4 Parking			67	13	13	10	13	24	37	38	29	28	26	37	31	33	26	
					19%	19%	15%	19%	36%	55%	57%	43%	42%	39%	55%	46%	49%	38%	
Area 5					The Glen Hotel Area 5 Parking														
8	The Glen Hotel, Area 5 Parking	Off-street	Standard Marked Bays	50	1	1	1	1	3	19	22	12	10	1	14	19	19	9.5	
					2%	2%	2%	2%	6%	38%	44%	24%	20%	2%	28%	38%	38%	18.9%	
9	The Glen Hotel, Area 5 Parking	Off-street	Grass Area	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0.2	
					100%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100.0%	
Area 5	The Glen Hotel Area 5 Parking			50	2	2	2	1	3	19	22	12	10	1	14	19	19	10	
					4%	4%	4%	2%	6%	38%	44%	24%	20%	2%	28%	38%	38%	19%	
TOTAL STUDY AREA				279	38	51	61	64	140	194	178	135	113	101	197	189	178	126	
					14%	18%	22%	23%	50%	70%	64%	48%	41%	36%	71%	68%	64%	45%	

Average Occupancy: 126 / 279 (45%)

Peak Occupancy: 197 / 279 (71%)

Low Occupancy: 38 / 279 (14%)

Peak Occupancy Time: 6:00pm

The Glen Hotel in Eight Mile Plains (24 Gaskell St) Parking Survey

Client: ratio:

Day/Date: Thursday, 23 April 2026

Accumulation & Occupancy Summary

Assessment of Occupancy Summary					Occupancy per 1hr Interval - Thursday														AVERAGE
ID	Location	Side of Street	Restrictions	Supply	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm		
Area 1	The Glen Hotel Area 1 Parking																		
1	The Glen Hotel, Area 1 Parking	Off-street	Standard Marked Bays	26	12	18	22	20	25	25	21	22	25	23	26	23	21	21.8	
					46%	69%	85%	77%	96%	96%	81%	85%	96%	88%	100%	88%	81%	83.7%	
2	The Glen Hotel, Area 1 Parking	Off-street	Disabled Bays	2	0	1	1	1	1	2	1	1	2	1	2	1	0	1.1	
					0%	50%	50%	50%	50%	100%	50%	50%	100%	50%	100%	50%	0%	53.8%	
Area 1	The Glen Hotel Area 1 Parking			28	12	19	23	21	26	27	22	23	27	24	28	24	21	23	
					43%	68%	82%	75%	93%	96%	79%	82%	96%	86%	100%	86%	75%	82%	
Area 2	The Glen Hotel Area 2 Parking																		
3	The Glen Hotel, Area 2 Parking	Off-street	Standard Marked Bays	69	35	53	53	51	69	69	64	54	49	67	69	66	46	57.3	
					51%	77%	77%	74%	100%	100%	93%	78%	71%	97%	100%	96%	67%	83.2%	
4	The Glen Hotel, Area 2 Parking	Off-street	Closed Bay	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.0%	
Area 2	The Glen Hotel Area 2 Parking			70	35	53	53	51	69	69	64	54	49	67	69	66	46	57	
					50%	76%	76%	73%	99%	99%	91%	77%	70%	96%	99%	94%	66%	82%	
Area 3	The Glen Hotel Area 3 Parking																		
5	The Glen Hotel, Area 3 Parking	Off-street	Standard Marked Bays	64	5	7	6	8	28	37	25	10	8	10	31	33	19	17.5	
					8%	11%	9%	12%	44%	58%	39%	16%	12%	16%	48%	52%	30%	27.3%	
Area 3	The Glen Hotel Area 3 Parking			64	5	7	6	8	28	37	25	10	8	10	31	33	19	17	
					8%	11%	9%	12%	44%	58%	39%	16%	12%	16%	48%	52%	30%	27%	
Area 4	The Glen Hotel Area 4 Parking																		
6	The Glen Hotel, Area 4 Parking	Off-street	Standard Marked Bays	66	16	20	27	28	34	39	35	27	29	27	34	30	13	27.6	
					24%	30%	41%	42%	52%	59%	53%	41%	44%	41%	52%	45%	20%	41.8%	
7	The Glen Hotel, Area 4 Parking	Off-street	Disabled Bays	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.0%	
Area 4	The Glen Hotel Area 4 Parking			67	16	20	27	28	34	39	35	27	29	27	34	30	13	28	
					24%	30%	40%	42%	51%	58%	52%	40%	43%	40%	51%	45%	19%	41%	
Area 5	The Glen Hotel Area 5 Parking																		
8	The Glen Hotel, Area 5 Parking	Off-street	Standard Marked Bays	50	0	0	0	0	12	23	7	1	0	2	5	6	2	4.5	
					0%	0%	0%	0%	24%	46%	14%	2%	0%	4%	10%	12%	4%	8.9%	
9	The Glen Hotel, Area 5 Parking	Off-street	Grass Area	0	0	0	0	0	0	0	0	0	1	1	1	1	0.3		
					0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%	100%	100%	100.0%	
Area 5	The Glen Hotel Area 5 Parking			50	0	0	0	0	12	23	7	1	0	3	6	7	3	5	
					0%	0%	0%	0%	24%	46%	14%	2%	0%	6%	12%	14%	6%	10%	

TOTAL STUDY AREA	279	68	99	109	108	169	195	153	115	113	131	168	160	102	130
		24%	35%	39%	39%	61%	70%	55%	41%	41%	47%	60%	57%	37%	47%

Average Occupancy: 130 / 279 (47%)

Peak Occupancy: 195 / 279 (70%)

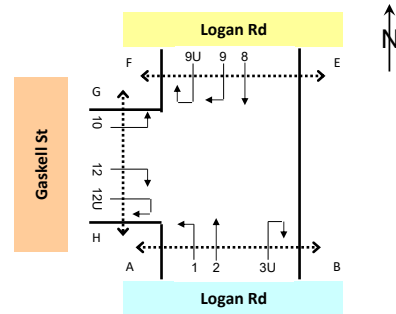
Low Occupancy: 68 / 279 (24%)

Peak Occupancy Time: 1:00pm

Appendix C – Turning Movement Counts

Job No. : AUQLD15211
 Client : Ratio Consultants
 Suburb : Eight Mile Plains
 Location : 1. Logan Rd & Gaskell St

Day/Date : Friday, 27 March 2026
 Weather : Fine
 Description : Classified Intersection Count
 : Peak Hour Summary

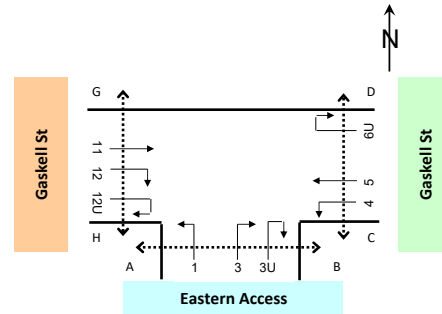


Approach		Logan Rd					Logan Rd					Gaskell St					Grand Total
Time Period		Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	
AM	7:45 to 8:45	1,432	52	2	1	1,486	848	35	4	0	887	339	3	2	1	344	2,717
PM	16:30 to 17:30	1,195	15	8	0	1,218	1,537	23	5	1	1,565	198	0	3	0	201	2,984

Approach		Logan Rd					Logan Rd					Gaskell St					Grand Total
Time Period		Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	
7:00 to 8:00		1,405	45	4	0	1,454	588	19	7	0	614	274	6	3	2	283	2,351
7:15 to 8:15		1,425	49	4	0	1,478	678	26	4	0	708	315	4	4	2	323	2,509
7:30 to 8:30		1,446	49	3	0	1,498	743	29	3	0	775	346	3	3	2	352	2,625
7:45 to 8:45		1,432	52	2	1	1,486	848	35	4	0	887	339	3	2	1	344	2,717
8:00 to 9:00		1,374	50	3	1	1,427	839	34	6	0	879	309	5	3	1	317	2,623
AM Totals		2,779	95	7	1	2,881	1,427	53	13	0	1,493	583	11	6	3	600	4,974
16:00 to 17:00		993	18	4	0	1,015	1,575	30	6	0	1,611	234	0	5	0	239	2,865
16:15 to 17:15		1,084	12	5	0	1,101	1,569	23	6	1	1,598	218	0	5	0	223	2,922
16:30 to 17:30		1,195	15	8	0	1,218	1,537	23	5	1	1,565	198	0	3	0	201	2,984
16:45 to 17:45		1,193	14	6	1	1,213	1,519	17	6	1	1,542	208	2	5	0	215	2,970
17:00 to 18:00		1,239	12	5	1	1,256	1,460	19	5	1	1,484	203	4	3	0	210	2,950
17:15 to 18:15		1,132	11	4	1	1,147	1,324	18	5	0	1,347	192	4	2	0	198	2,692
17:30 to 18:30		1,050	7	1	1	1,058	1,221	15	5	0	1,241	195	4	3	0	202	2,501
17:45 to 18:45		1,012	9	2	0	1,023	1,109	14	3	1	1,126	169	3	2	0	174	2,323
18:00 to 19:00		942	8	3	1	953	991	15	1	1	1,007	155	3	2	0	160	2,120
PM Totals		3,174	38	12	2	3,224	4,026	64	12	2	4,102	592	7	10	0	609	7,935

Job No. : AUQLD15211
 Client : Ratio Consultants
 Suburb : Eight Mile Plains
 Location : 2. Gaskell St & Eastern Access

Day/Date : Friday, 27 March 2026
 Weather : Fine
 Description : Classified Intersection Count
 : Peak Hour Summary

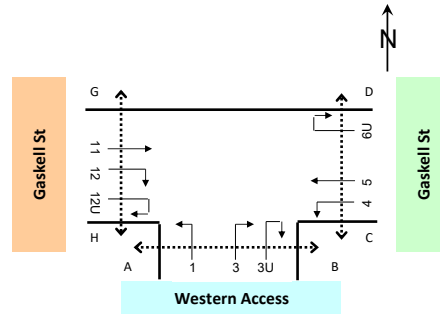


Approach		Eastern Access					Gaskell St					Gaskell St					Grand Total
Time Period		Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	
AM	7:45 to 8:45	5	1	0	0	6	351	10	2	1	363	353	2	3	0	358	727
PM	17:00 to 18:00	57	1	0	0	58	480	6	3	1	489	175	4	3	0	182	729

Approach		Eastern Access					Gaskell St					Gaskell St					Grand Total
Time Period		Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	
7:00 to 8:00		12	1	0	0	13	270	7	5	0	282	276	6	3	0	285	580
7:15 to 8:15		12	0	0	0	12	298	9	5	0	312	325	4	4	0	333	657
7:30 to 8:30		7	0	0	0	7	332	9	3	0	344	359	3	3	0	365	716
7:45 to 8:45		5	1	0	0	6	351	10	2	1	363	353	2	3	0	358	727
8:00 to 9:00		7	1	0	0	8	322	8	3	1	333	317	4	3	1	324	665
AM Totals		19	2	0	0	21	592	15	8	1	615	593	10	6	1	609	1,245
16:00 to 17:00		79	0	0	0	79	377	3	4	0	384	173	0	5	0	178	641
16:15 to 17:15		52	1	0	0	53	398	4	4	0	406	181	0	4	0	185	644
16:30 to 17:30		46	1	0	0	47	430	6	4	0	440	176	0	3	0	179	666
16:45 to 17:45		47	1	0	0	48	478	7	4	1	489	182	2	5	0	189	726
17:00 to 18:00		57	1	0	0	58	480	6	3	1	489	175	4	3	0	182	729
17:15 to 18:15		63	0	0	0	63	461	7	2	1	470	151	4	2	0	157	690
17:30 to 18:30		64	0	0	0	64	451	3	2	1	456	152	4	3	0	159	679
17:45 to 18:45		58	0	0	0	58	414	2	2	0	418	130	3	2	0	135	611
18:00 to 19:00		57	0	0	0	57	374	3	1	1	378	111	3	2	0	116	551
PM Totals		193	1	0	0	194	1,231	12	8	2	1,251	459	7	10	0	476	1,921

Job No. : AUQLD15211
 Client : Ratio Consultants
 Suburb : Eight Mile Plains
 Location : 3. Gaskell St & Western Access

Day/Date : Friday, 27 March 2026
 Weather : Fine
 Description : Classified Intersection Count
 : Peak Hour Summary

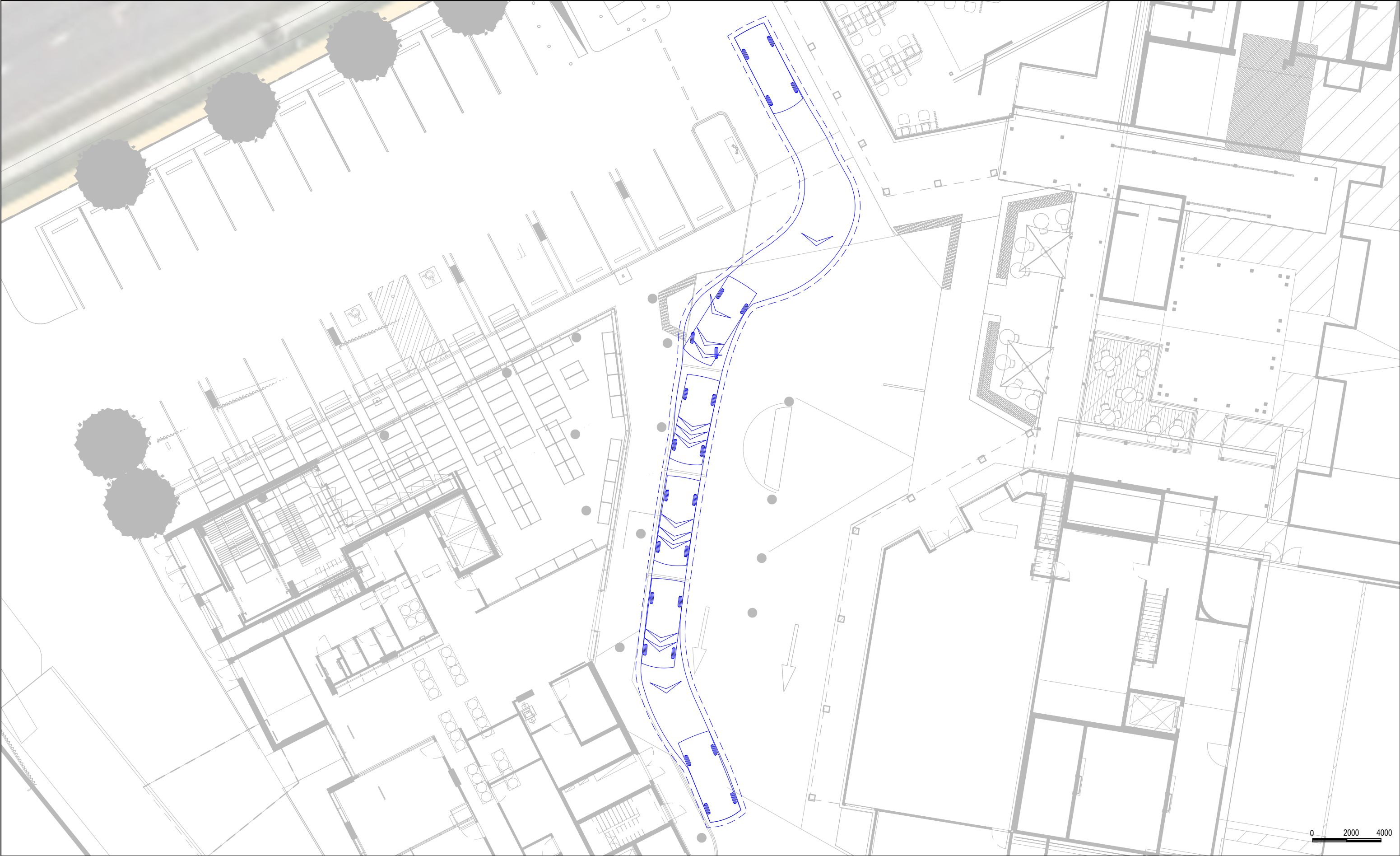


Approach		Western Access					Gaskell St					Grand Total
Time Period		Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	
AM	7:45 to 8:45	23	2	0	0	25	240	9	2	1	251	626
PM	16:45 to 17:45	57	2	0	0	59	373	6	4	2	383	582

Approach		Western Access					Gaskell St					Grand Total
Time Period		Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	
7:00 to 8:00		16	1	0	0	17	198	7	5	0	210	499
7:15 to 8:15		19	1	0	0	20	205	7	5	0	217	564
7:30 to 8:30		20	2	0	0	22	224	7	3	0	234	614
7:45 to 8:45		23	2	0	0	25	240	9	2	1	251	626
8:00 to 9:00		23	1	0	0	24	240	7	3	1	250	589
AM Totals		39	2	0	0	41	438	14	8	1	460	1,088
16:00 to 17:00		69	0	0	0	69	323	2	4	0	329	519
16:15 to 17:15		66	0	0	0	66	333	4	4	1	341	537
16:30 to 17:30		60	0	0	0	60	347	6	4	1	357	547
16:45 to 17:45		57	2	0	0	59	373	6	4	2	383	582
17:00 to 18:00		56	2	0	0	58	364	5	3	2	372	569
17:15 to 18:15		44	2	0	0	46	354	5	2	1	361	537
17:30 to 18:30		41	2	0	0	43	348	2	2	1	352	527
17:45 to 18:45		34	0	0	0	34	325	2	2	0	329	481
18:00 to 19:00		34	0	0	0	34	300	3	1	1	304	441
PM Totals		159	2	0	0	161	987	10	8	3	1,005	1,529

Appendix D – Swept Path Diagrams

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0 2000 4000

ratio:

RATIO CONSULTANTS PTY LTD

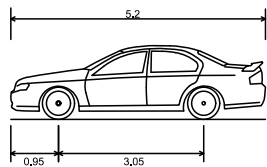
MELBOURNE
GEELONG

SYDNEY
BRISBANE

HOBART
ADELAIDE

ratio.com.au

B99 Vehicle (AS/NZS 2890.1:2004)



VEHICLE ENVELOPE (FORWARD)

300mm CLEARANCE (FORWARD)

VEHICLE ENVELOPE (REVERSE)

300mm CLEARANCE (REVERSE)

Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 2.200m
Min Body Ground Clearance 0.312m
Track Width 1.840m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 6.30m

Proposed Short Term Accommodation 26 Gaskell Street, Eight Mile Plains Swept Path Assessments

NOTE:

- 1) Base Plan Supplied By Blueprint Architects
- 2) Maximum Design Speed 5km/h

RATIO REFERENCE
24507T-SK01C

SHEET No.
1 of 4

PREPARED BY
B.I

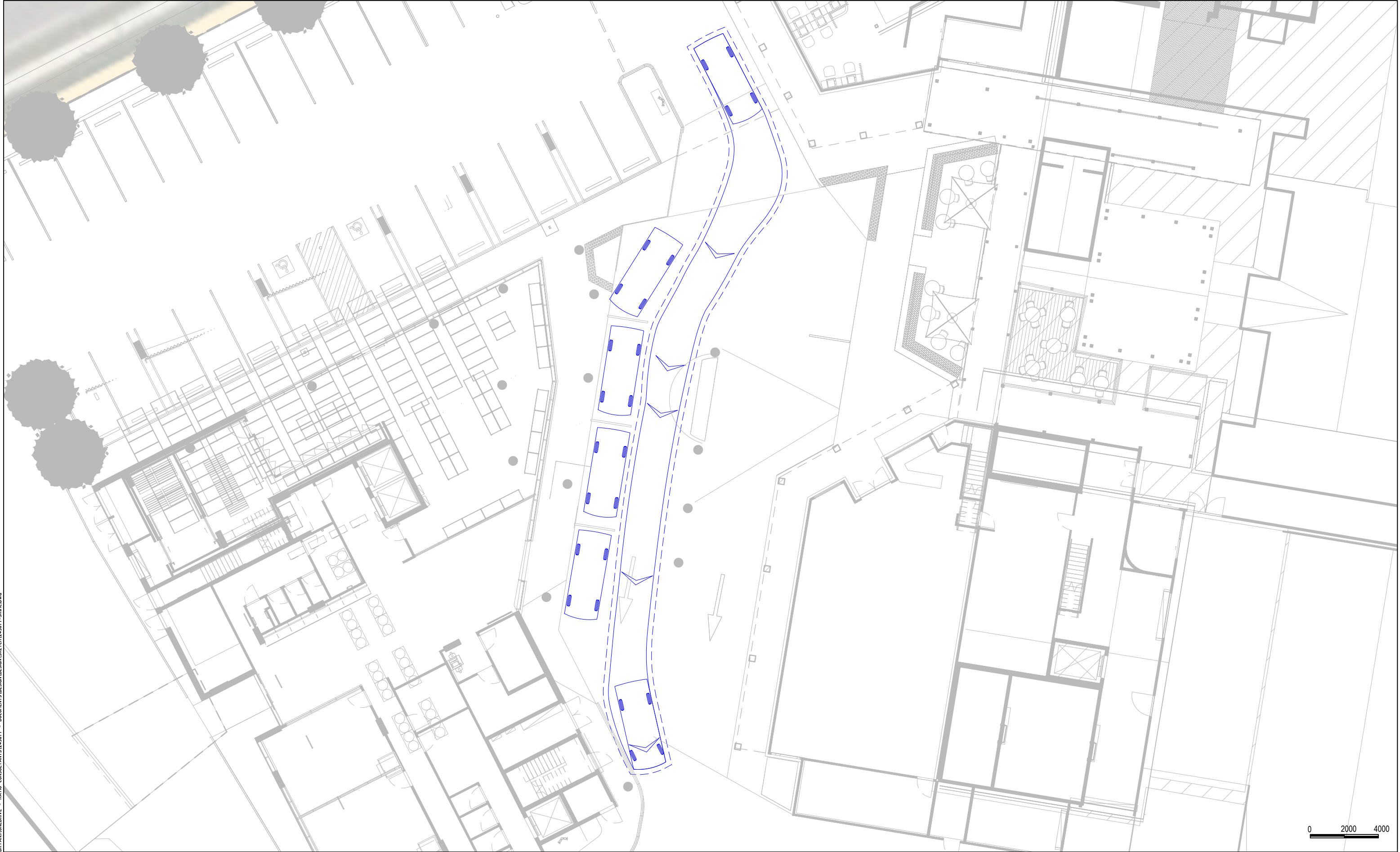
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DATE
02/06/2026



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02/06/2026 3:20:51 PM



ratio:

RATIO CONSULTANTS PTY LTD

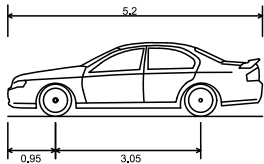
MELBOURNE
GEELONG

ratio.com.au

SYDNEY
BRISBANE

HOBART
ADELAIDE

B99 Vehicle (AS/NZS 2890.1:2004)



VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 2.200m
Min Body Ground Clearance 0.312m
Track Width 1.840m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 6.30m

Proposed Short Term Accommodation 26 Gaskell Street, Eight Mile Plains Swept Path Assessments

NOTE:

- 1) Base Plan Supplied By Blueprint Architects
- 2) Maximum Design Speed 5km/h

RATIO REFERENCE
24507T-SK01C

SHEET No.
2 of 4

PREPARED BY
B.I

SCALE
Custom@A3

DATE
02/06/2026



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02/06/2026 3:20:55 PM

GASKELL STREET

0 4000 8000

ratio:

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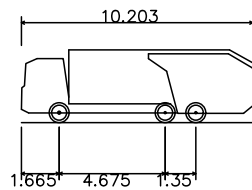
MELBOURNE
GEELONG

SYDNEY
BRISBANE

HOBART
ADELAIDE

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Front Loading Refuse Truck



Overall Length 10.203m
Overall Width 2.500m
Overall Body Height 3.205m
Min Body Ground Clearance 0.410m
Track Width 2.500m
Lock-to-lock time 6.00s
Wall to Wall Turning Radius 9.450m

VEHICLE ENVELOPE (FORWARD)

300mm CLEARANCE (FORWARD)

VEHICLE ENVELOPE (REVERSE)

300mm CLEARANCE (REVERSE)

Proposed Short Term Accommodation
26 Gaskell Street, Eight Mile Plains
Swept Path Assessments

NOTE:

- 1) Base Plan Supplied By Blueprint Architects
2) Maximum Design Speed 5km/h

RATIO REFERENCE
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SHEET No.
3 of 4

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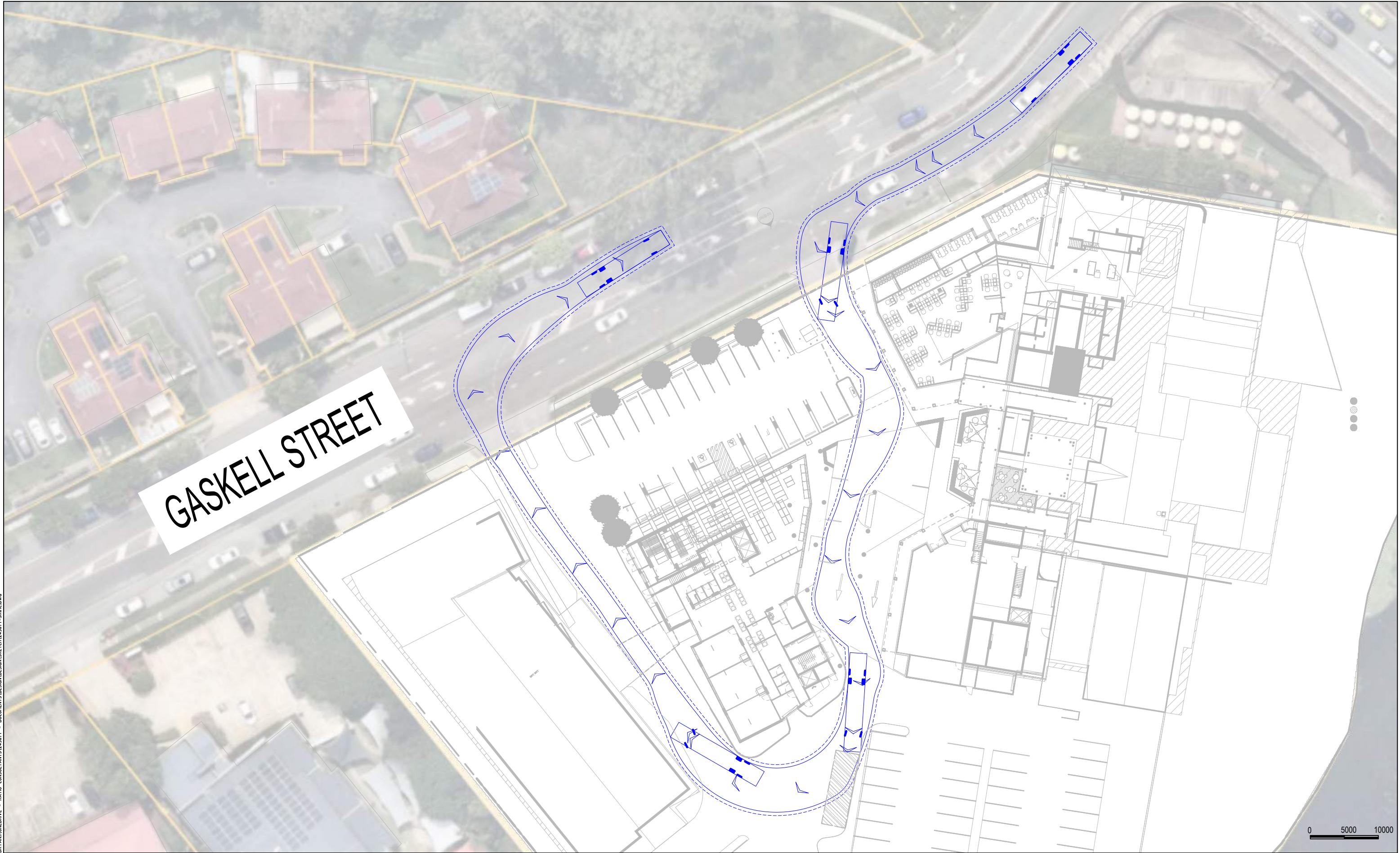
SCALE
Custom@A3

DATE
02/06/2026



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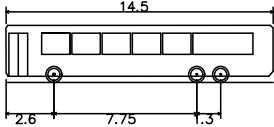
MELBOURNE
GEELONG

SYDNEY
BRISBANE

HOBART
ADELAIDE

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Long Rigid Bus (14.5m)



Long Rigid Bus (14.5 m)
Overall Length 14.500m
Overall Width 2.500m
Overall Body Height 3.102m
Min Body Ground Clearance 0.537m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 15.000m

VEHICLE ENVELOPE (FORWARD)
500mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
500mm CLEARANCE (REVERSE)

Proposed Short Term Accommodation
26 Gaskell Street, Eight Mile Plains
Swept Path Assessments

NOTE:
1) Base Plan Supplied By Blueprint Architects
2) Maximum Design Speed 5km/h

RATIO REFERENCE
24507T-SK01C

SHEET No.
4 of 4

PREPARED BY
B.I

SCALE
Custom@A3

DATE
02/06/2026



Appendix E – Full SIDRA Outputs

SITE LAYOUT

 Site: [1 (5)] Base Case West Access - PM Peak Hour (2028)

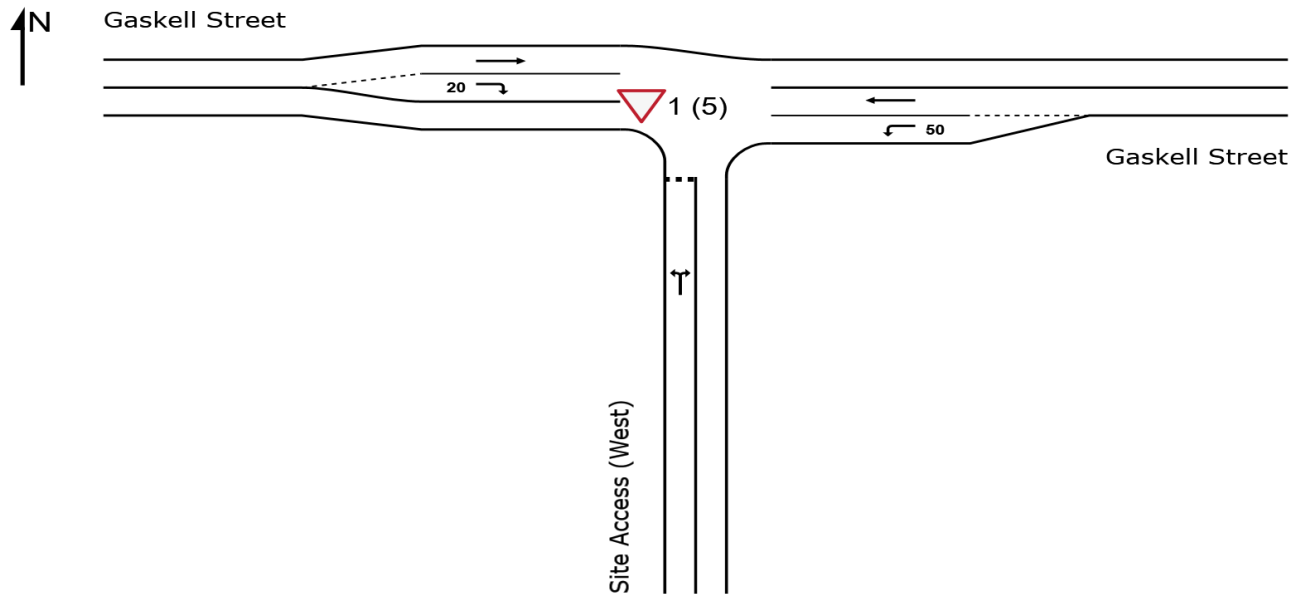
New Site

Site Category: (None)

Give-Way (Two-Way)

Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

▼ Site: [1 (5)] Base Case West Access - PM Peak Hour (2028)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh. veh	Dist] m				km/h
			veh/h	%	veh/h	%	v/c	sec							
South: Site Access (West)															
1	L2	All MCs	7	2.0	7	2.0	0.122	7.6	LOS A	0.4	3.2	0.58	0.81	0.58	49.1
3	R2	All MCs	55	2.0	55	2.0	0.122	11.3	LOS B	0.4	3.2	0.58	0.81	0.58	49.0
Approach			62	2.0	62	2.0	0.122	10.8	LOS B	0.4	3.2	0.58	0.81	0.58	49.0
East: Gaskell Street															
4	L2	All MCs	22	2.0	22	2.0	0.012	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	52.8
5	T1	All MCs	397	5.0	397	5.0	0.208	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			419	4.8	419	4.8	0.208	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.5
West: Gaskell Street															
11	T1	All MCs	146	5.0	146	5.0	0.077	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	All MCs	8	2.0	8	2.0	0.009	7.4	LOS A	0.0	0.2	0.45	0.62	0.45	51.1
Approach			155	4.8	155	4.8	0.077	0.4	NA	0.0	0.2	0.02	0.03	0.02	59.4
All Vehicles			636	4.6	636	4.6	0.208	1.4	NA	0.4	3.2	0.06	0.11	0.06	58.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY



Site: [1] West Access - PM Peak Hour (2028)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh. veh	Dist] m				km/h
South: Site Access (West)															
1	L2	All MCs	14	2.0	14	2.0	0.268	8.2	LOS A	1.1	8.1	0.62	0.85	0.69	48.5
3	R2	All MCs	122	2.0	122	2.0	0.268	12.2	LOS B	1.1	8.1	0.62	0.85	0.69	48.4
Approach			136	2.0	136	2.0	0.268	11.8	LOS B	1.1	8.1	0.62	0.85	0.69	48.4
East: Gaskell Street															
4	L2	All MCs	11	2.0	11	2.0	0.006	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	52.8
5	T1	All MCs	397	5.0	397	5.0	0.208	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			407	4.9	407	4.9	0.208	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
West: Gaskell Street															
11	T1	All MCs	146	5.0	146	5.0	0.077	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	All MCs	11	2.0	11	2.0	0.012	7.4	LOS A	0.0	0.3	0.44	0.62	0.44	51.2
Approach			157	4.8	157	4.8	0.077	0.5	NA	0.0	0.3	0.03	0.04	0.03	59.3
All Vehicles			700	4.3	700	4.3	0.268	2.5	NA	1.1	8.1	0.13	0.18	0.14	57.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

 Site: [1 (6)] Base Case East Access - PM Peak Hour (2028)

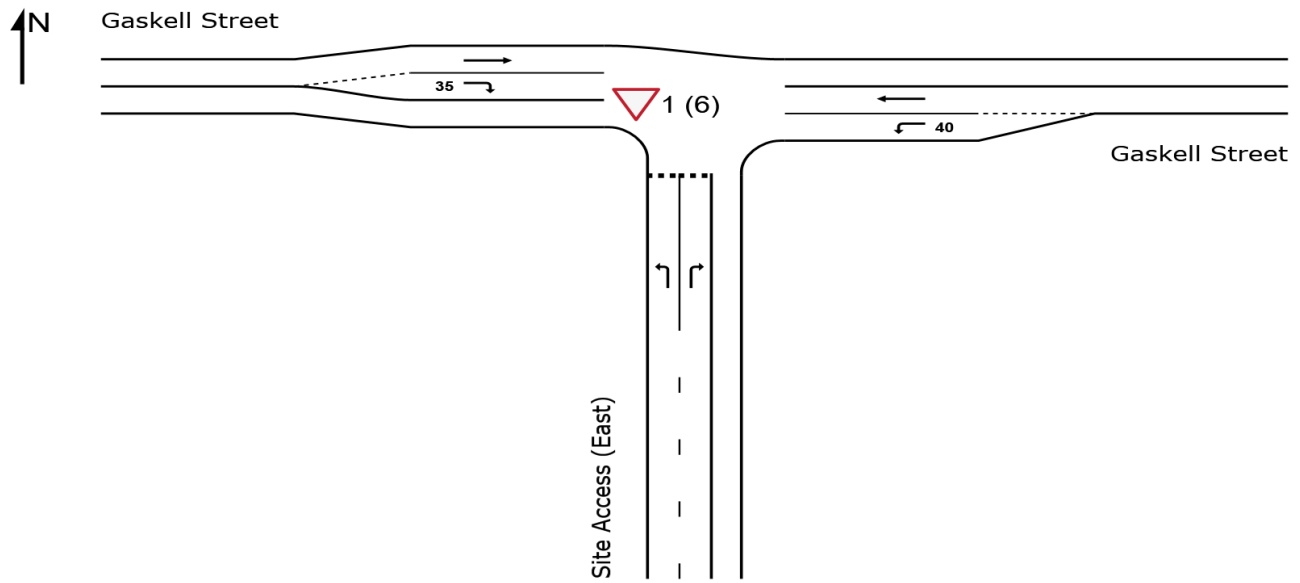
New Site

Site Category: (None)

Give-Way (Two-Way)

Site Scenario: 1 | Local Volumes

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MOVEMENT SUMMARY

▼ Site: [1 (6)] Base Case East Access - PM Peak Hour (2028)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh.]	[Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Site Access (East)															
1	L2	All MCs	15	0.0	15	0.0	0.017	7.3	LOS A	0.1	0.4	0.42	0.62	0.42	51.6
3	R2	All MCs	46	0.0	46	0.0	0.109	12.4	LOS B	0.4	2.7	0.64	0.85	0.64	48.0
Approach			61	0.0	61	0.0	0.109	11.2	LOS B	0.4	2.7	0.58	0.79	0.58	48.8
East: Gaskell Street															
4	L2	All MCs	140	2.0	140	2.0	0.076	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	52.8
5	T1	All MCs	394	5.0	394	5.0	0.206	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			534	4.2	534	4.2	0.206	1.5	NA	0.0	0.0	0.00	0.15	0.00	57.8
West: Gaskell Street															
11	T1	All MCs	189	5.0	189	5.0	0.099	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	All MCs	11	2.0	11	2.0	0.013	8.2	LOS A	0.0	0.3	0.50	0.65	0.50	50.8
Approach			200	4.8	200	4.8	0.099	0.5	NA	0.0	0.3	0.03	0.03	0.03	59.4
All Vehicles			795	4.0	795	4.0	0.206	2.0	NA	0.4	2.7	0.05	0.17	0.05	57.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

▽ Site: [1 (2)] East Access - PM Peak Hour (2028)

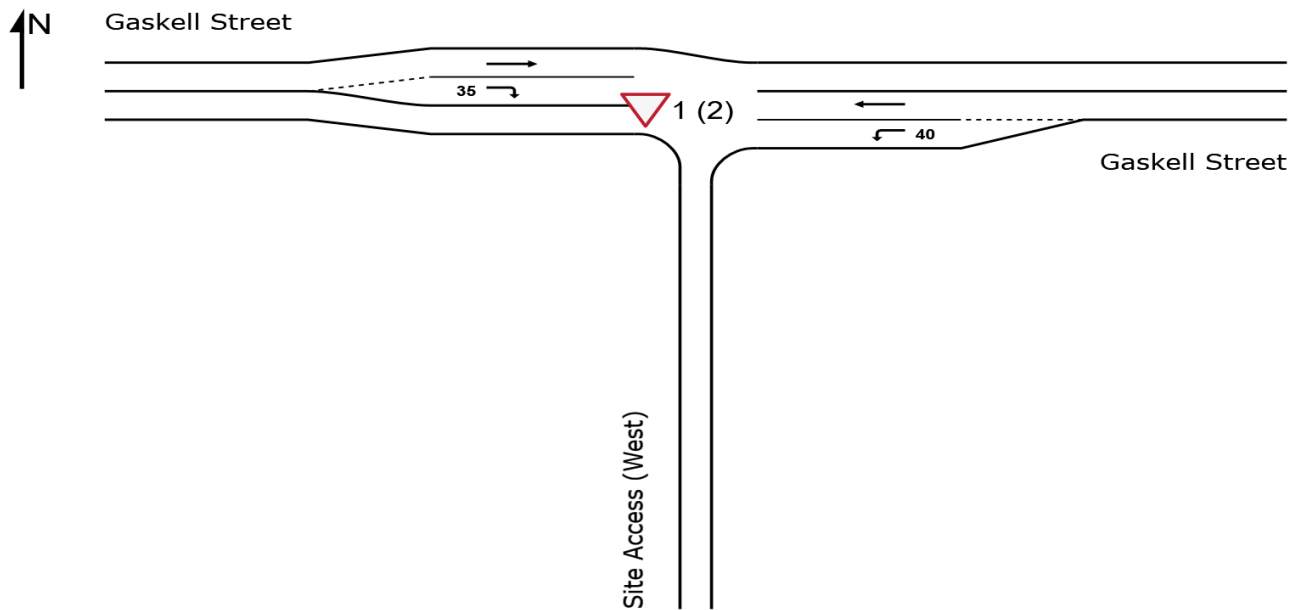
New Site

Site Category: (None)

Give-Way (Two-Way)

Site Scenario: 1 | Local Volumes

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MOVEMENT SUMMARY

Site: [1 (2)] East Access - PM Peak Hour (2028)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand		Arrival		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			Flows		Flows					[Veh. veh	Dist] m				
			[Total HV] veh/h	[Total HV] %	[Total HV] veh/h	[Total HV] %									
East: Gaskell Street															
4	L2	All MCs	173	2.0	173	2.0	0.093	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	52.8
5	T1	All MCs	394	5.0	394	5.0	0.206	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			566	4.1	566	4.1	0.206	1.7	NA	0.0	0.0	0.00	0.18	0.00	57.5
West: Gaskell Street															
11	T1	All MCs	189	5.0	189	5.0	0.099	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	All MCs	11	2.0	11	2.0	0.014	8.5	LOS A	0.1	0.4	0.52	0.68	0.52	50.2
Approach			200	4.8	200	4.8	0.099	0.5	NA	0.1	0.4	0.03	0.04	0.03	59.3
All Vehicles			766	4.3	766	4.3	0.206	1.4	NA	0.1	0.4	0.01	0.14	0.01	58.0

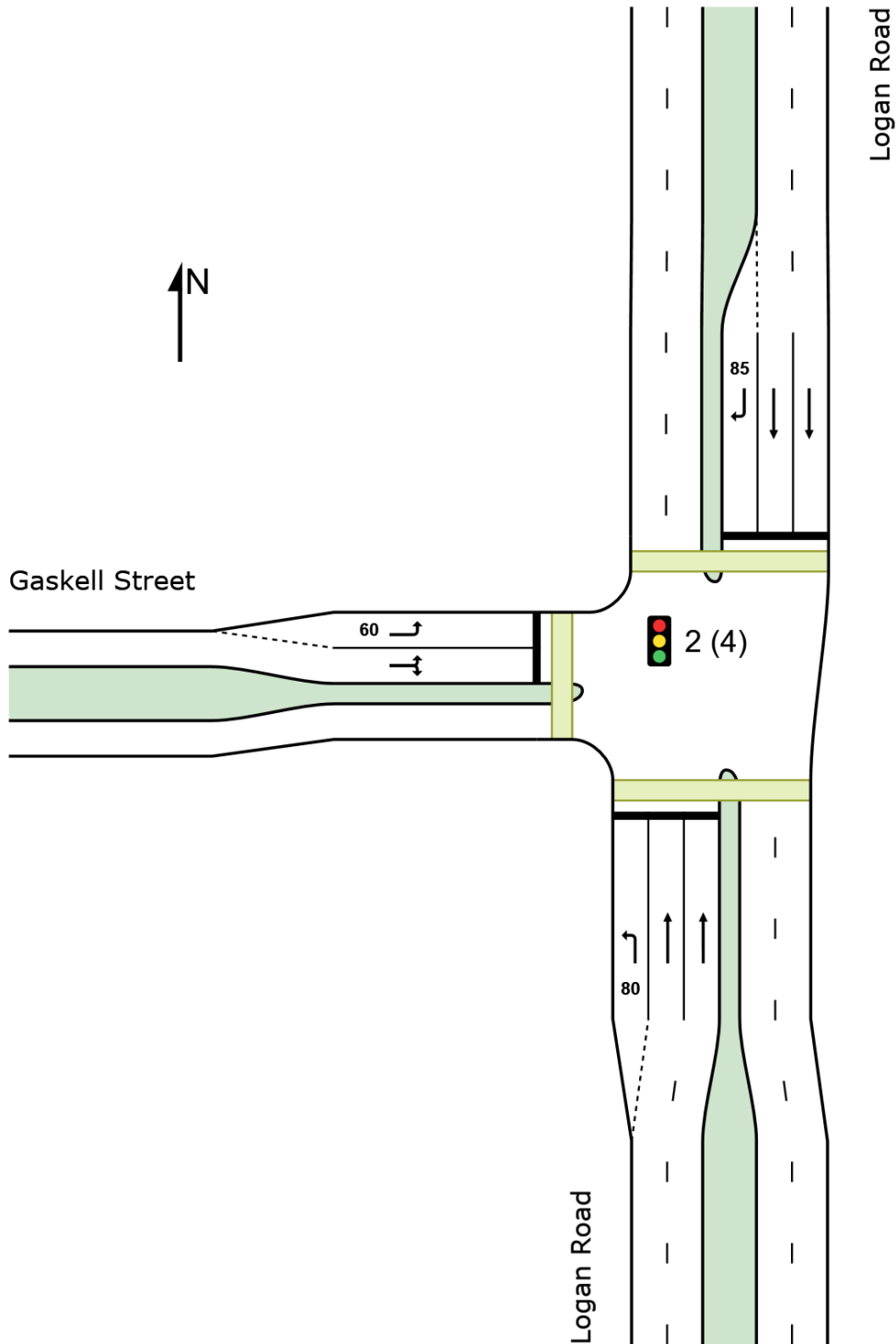
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

 **Site: [2 (4)] Base Case Gaskell Street/Logan road PM Peak Hour (2028)**

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated
Site Scenario: 1 | Local Volumes

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MOVEMENT SUMMARY

 Site: [2 (4)] Base Case Gaskell Street/Logan road PM Peak Hour (2028)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90.0 seconds (Site Practical Cycle Time)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]						[Veh.]	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Logan Road															
1	L2	All MCs	259	2.0	259	2.0	0.325	23.8	LOS C	7.5	53.4	0.70	0.77	0.70	41.8
2	T1	All MCs	1069	5.0	1069	5.0	0.650	21.8	LOS C	18.6	135.7	0.85	0.75	0.85	44.2
Approach			1328	4.4	1328	4.4	0.650	22.2	LOS C	18.6	135.7	0.82	0.76	0.82	43.7
North: Logan Road															
8	T1	All MCs	1380	5.0	1380	5.0	* 0.870	35.8	LOS D	33.1	241.5	0.98	1.00	1.13	38.7
9	R2	All MCs	259	2.0	259	2.0	* 0.758	51.3	LOS D	11.6	82.9	1.00	0.89	1.12	33.3
Approach			1639	4.5	1639	4.5	0.870	38.3	LOS D	33.1	241.5	0.98	0.99	1.13	36.7
West: Gaskell Street															
10	L2	All MCs	127	2.0	127	2.0	0.165	21.2	LOS C	3.0	21.1	0.71	1.03	0.71	35.6
12	R2	All MCs	98	2.0	98	2.0	* 0.165	23.4	LOS C	3.0	21.1	0.71	1.03	0.71	35.7
Approach			225	2.0	225	2.0	0.165	22.2	LOS C	3.0	21.1	0.71	1.03	0.71	35.6
All Vehicles			3193	4.3	3193	4.3	0.870	30.4	LOS C	33.1	241.5	0.90	0.89	0.97	39.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: Logan Road												
P1	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
North: Logan Road												
P3	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
West: Gaskell Street												
P4	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
All Pedestrians		150	158	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY

 **Site: [2 (4)] Base Case Gaskell Street/Logan road PM Peak Hour (2028)**
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90.0 seconds (Site Practical Cycle Time)
Site Scenario: 1 | Local Volumes

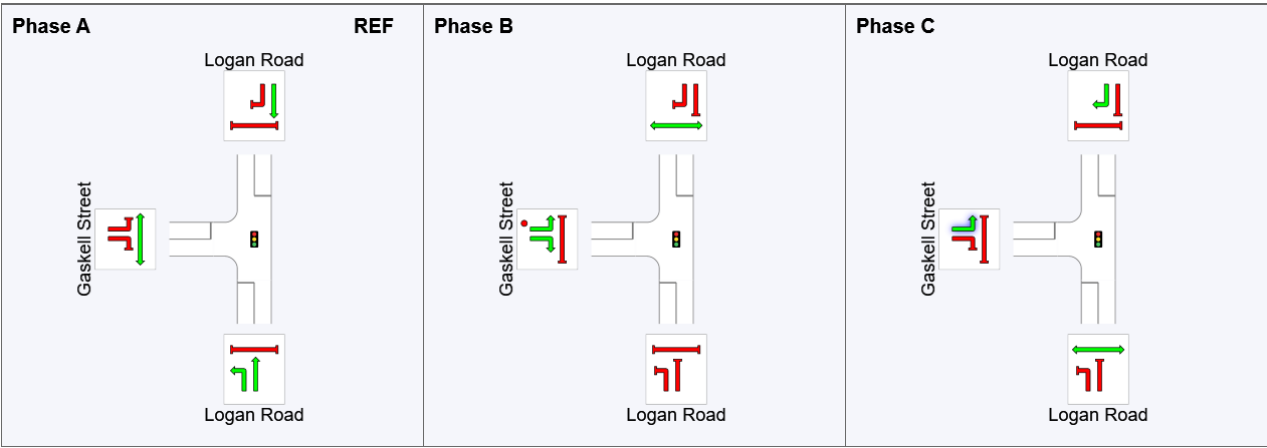
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Four-Phase Leading Right Turns
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C
Reference Phase: Phase A

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	0.0	44.8	67.4
Green Time (sec)	38.8	16.6	16.6
Phase Time (sec)	44.8	22.6	22.6
Phase Split	50%	25%	25%
Phase Frequency (%)	100.0	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

	Normal Movement		Permitted/Opposed
	Slip/Bypass-Lane Movement		Opposed Slip/Bypass-Lane
	Stopped Movement		Turn On Red
	Other Movement Class (MC) Running		Undetected Movement
	Mixed Running & Stopped MCs		Continuous Movement
	Other Movement Class (MC) Stopped		Phase Transition Applied

MOVEMENT SUMMARY

 **Site: [2] Gaskell Street/Logan road PM Peak Hour (2028)**
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90.0 seconds (Site Practical Cycle Time)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh.]	Dist]				
			veh/h		veh/h		v/c	sec		veh	m				km/h
South: Logan Road															
1	L2	All MCs	269	2.0	269	2.0	0.338	23.9	LOS C	7.9	56.0	0.71	0.77	0.71	41.8
2	T1	All MCs	1069	5.0	1069	5.0	0.650	21.8	LOS C	18.6	135.7	0.85	0.75	0.85	44.2
Approach			1339	4.4	1339	4.4	0.650	22.2	LOS C	18.6	135.7	0.82	0.76	0.82	43.7
North: Logan Road															
8	T1	All MCs	1380	5.0	1380	5.0	* 0.871	35.9	LOS D	33.2	242.3	0.98	1.01	1.14	38.6
9	R2	All MCs	269	2.0	269	2.0	* 0.789	52.5	LOS D	12.4	88.2	1.00	0.92	1.16	32.9
Approach			1649	4.5	1649	4.5	0.871	38.6	LOS D	33.2	242.3	0.98	0.99	1.14	36.6
West: Gaskell Street															
10	L2	All MCs	138	2.0	138	2.0	0.180	21.4	LOS C	3.3	23.2	0.71	1.04	0.71	35.5
12	R2	All MCs	108	2.0	108	2.0	* 0.180	23.4	LOS C	3.3	23.2	0.71	1.03	0.71	35.6
Approach			246	2.0	246	2.0	0.180	22.3	LOS C	3.3	23.2	0.71	1.04	0.71	35.6
All Vehicles			3235	4.3	3235	4.3	0.871	30.6	LOS C	33.2	242.3	0.90	0.90	0.98	39.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped]	Dist]			sec	m	m/sec
						ped	m					
South: Logan Road												
P1	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
North: Logan Road												
P3	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
West: Gaskell Street												
P4	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
All Pedestrians		150	158	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY

 **Site: [2] Gaskell Street/Logan road PM Peak Hour (2028)**
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90.0 seconds (Site Practical Cycle Time)
Site Scenario: 1 | Local Volumes

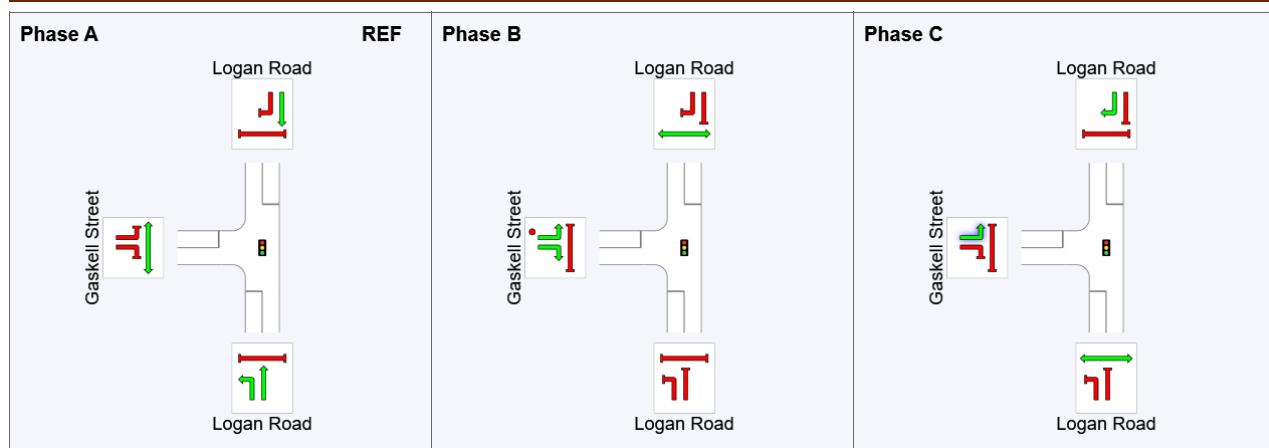
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Four-Phase Leading Right Turns
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C
Reference Phase: Phase A

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	0.0	44.8	67.4
Green Time (sec)	38.8	16.6	16.6
Phase Time (sec)	44.8	22.6	22.6
Phase Split	50%	25%	25%
Phase Frequency (%)	100.0	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

 Normal Movement	 Permitted/Opposed
 Slip/Bypass-Lane Movement	 Opposed Slip/Bypass-Lane
 Stopped Movement	 Turn On Red
 Other Movement Class (MC) Running	 Undetected Movement
 Mixed Running & Stopped MCs	 Continuous Movement
 Other Movement Class (MC) Stopped	 Phase Transition Applied

SITE LAYOUT

 Site: [1 (3)] West Access - PM Peak Hour (2038)

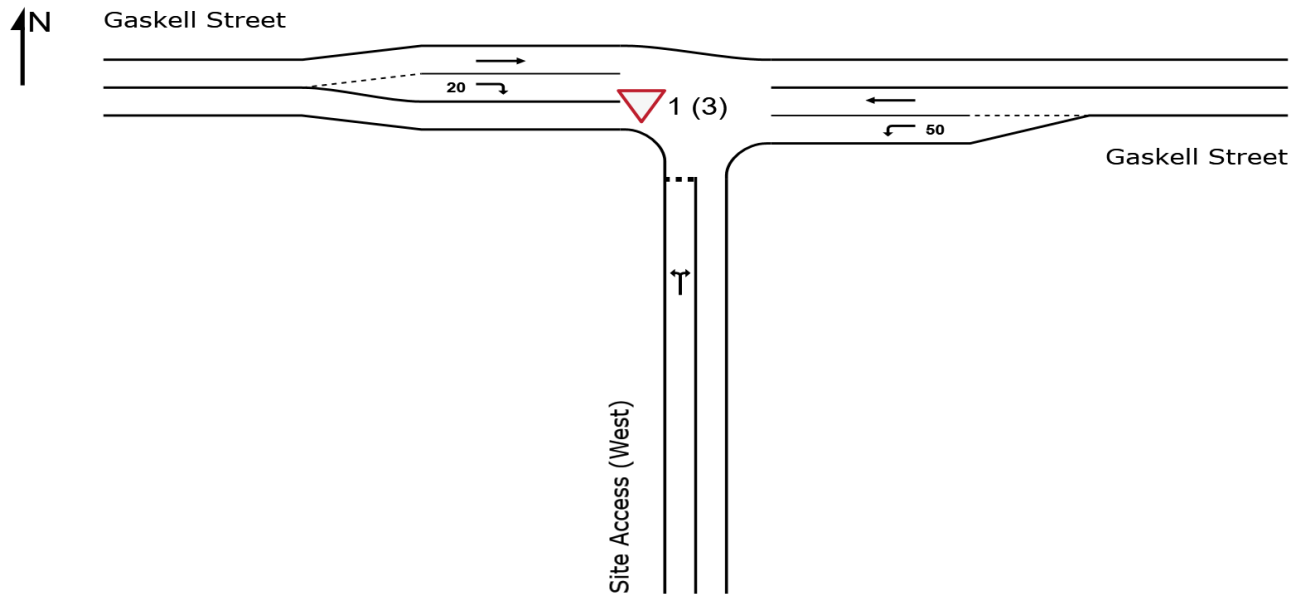
New Site

Site Category: (None)

Give-Way (Two-Way)

Site Scenario: 1 | Local Volumes

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MOVEMENT SUMMARY

▼ Site: [1 (7)] Base Case West Access - PM Peak Hour (2038)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh. veh	Dist] m				km/h
			veh/h	%	veh/h	%	v/c	sec							
South: Site Access (West)															
1	L2	All MCs	5	2.0	5	2.0	0.157	8.5	LOS A	0.6	4.0	0.68	0.87	0.68	47.2
3	R2	All MCs	55	2.0	55	2.0	0.157	14.3	LOS B	0.6	4.0	0.68	0.87	0.68	47.1
Approach			60	2.0	60	2.0	0.157	13.8	LOS B	0.6	4.0	0.68	0.87	0.68	47.1
East: Gaskell Street															
4	L2	All MCs	22	2.0	22	2.0	0.012	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	52.8
5	T1	All MCs	508	5.0	508	5.0	0.266	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			531	4.9	531	4.9	0.266	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.5
West: Gaskell Street															
11	T1	All MCs	187	5.0	187	5.0	0.098	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	All MCs	8	2.0	8	2.0	0.011	8.2	LOS A	0.0	0.3	0.51	0.66	0.51	50.6
Approach			196	4.9	196	4.9	0.098	0.4	NA	0.0	0.3	0.02	0.03	0.02	59.5
All Vehicles			786	4.7	786	4.7	0.266	1.4	NA	0.6	4.0	0.06	0.09	0.06	58.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY



Site: [1 (3)] West Access - PM Peak Hour (2038)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist] m				km/h
South: Site Access (West)															
1	L2	All MCs	14	2.0	14	2.0	0.351	10.2	LOS B	1.5	11.0	0.73	0.95	0.93	46.0
3	R2	All MCs	122	2.0	122	2.0	0.351	16.5	LOS C	1.5	11.0	0.73	0.95	0.93	45.9
Approach			136	2.0	136	2.0	0.351	15.9	LOS C	1.5	11.0	0.73	0.95	0.93	45.9
East: Gaskell Street															
4	L2	All MCs	11	2.0	11	2.0	0.006	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	52.8
5	T1	All MCs	508	5.0	508	5.0	0.266	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			519	4.9	519	4.9	0.266	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
West: Gaskell Street															
11	T1	All MCs	187	5.0	187	5.0	0.098	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	All MCs	11	2.0	11	2.0	0.014	8.2	LOS A	0.0	0.3	0.50	0.66	0.50	50.6
Approach			198	4.8	198	4.8	0.098	0.5	NA	0.0	0.3	0.03	0.04	0.03	59.4
All Vehicles			853	4.4	853	4.4	0.351	2.7	NA	1.5	11.0	0.12	0.17	0.15	56.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

 Site: [1 (8)] Base Case East Access - PM Peak Hour (2038)

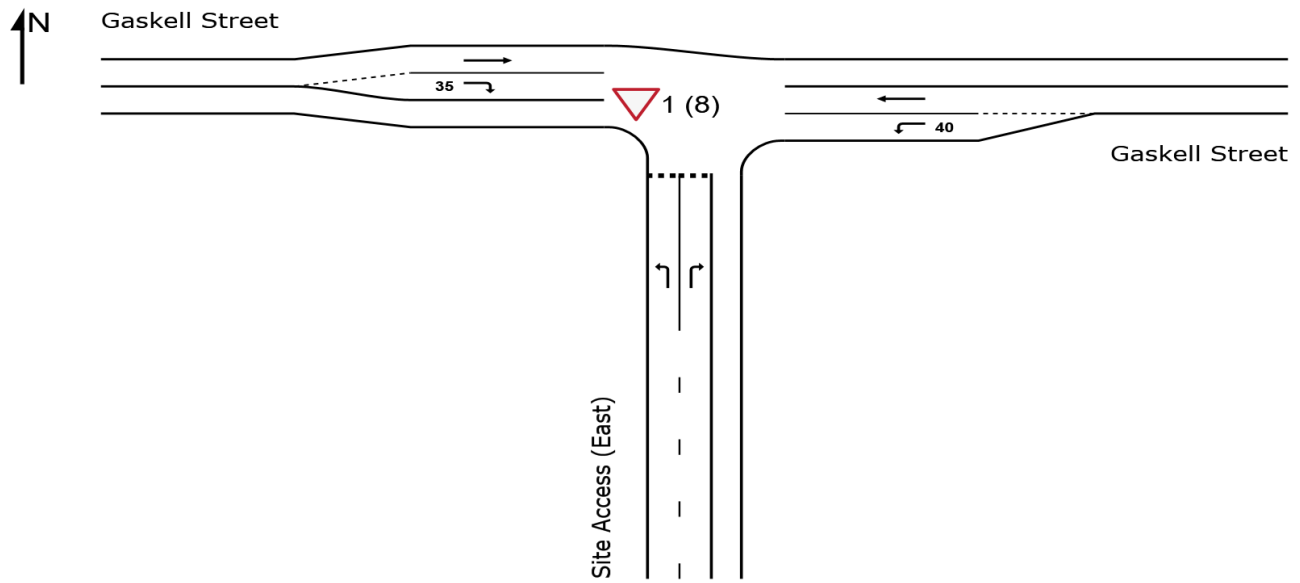
New Site

Site Category: (None)

Give-Way (Two-Way)

Site Scenario: 1 | Local Volumes

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MOVEMENT SUMMARY

▼ Site: [1 (8)] Base Case East Access - PM Peak Hour (2038)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]						[Veh.]	[Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Site Access (East)															
1	L2	All MCs	15	2.0	15	2.0	0.020	8.2	LOS A	0.1	0.5	0.48	0.67	0.48	50.9
3	R2	All MCs	46	2.0	46	2.0	0.152	16.5	LOS C	0.5	3.7	0.75	0.89	0.75	45.5
Approach			61	2.0	61	2.0	0.152	14.5	LOS B	0.5	3.7	0.68	0.84	0.68	46.7
East: Gaskell Street															
4	L2	All MCs	140	2.0	140	2.0	0.076	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	52.8
5	T1	All MCs	504	5.0	504	5.0	0.264	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			644	4.3	644	4.3	0.264	1.3	NA	0.0	0.0	0.00	0.13	0.00	58.2
West: Gaskell Street															
11	T1	All MCs	242	5.0	242	5.0	0.127	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	All MCs	11	2.0	11	2.0	0.016	9.1	LOS A	0.1	0.4	0.55	0.70	0.55	50.1
Approach			253	4.9	253	4.9	0.127	0.4	NA	0.1	0.4	0.02	0.03	0.02	59.5
All Vehicles			958	4.3	958	4.3	0.264	1.9	NA	0.5	3.7	0.05	0.15	0.05	57.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

▽ Site: [1 (4)] East Access - PM Peak Hour (2038)

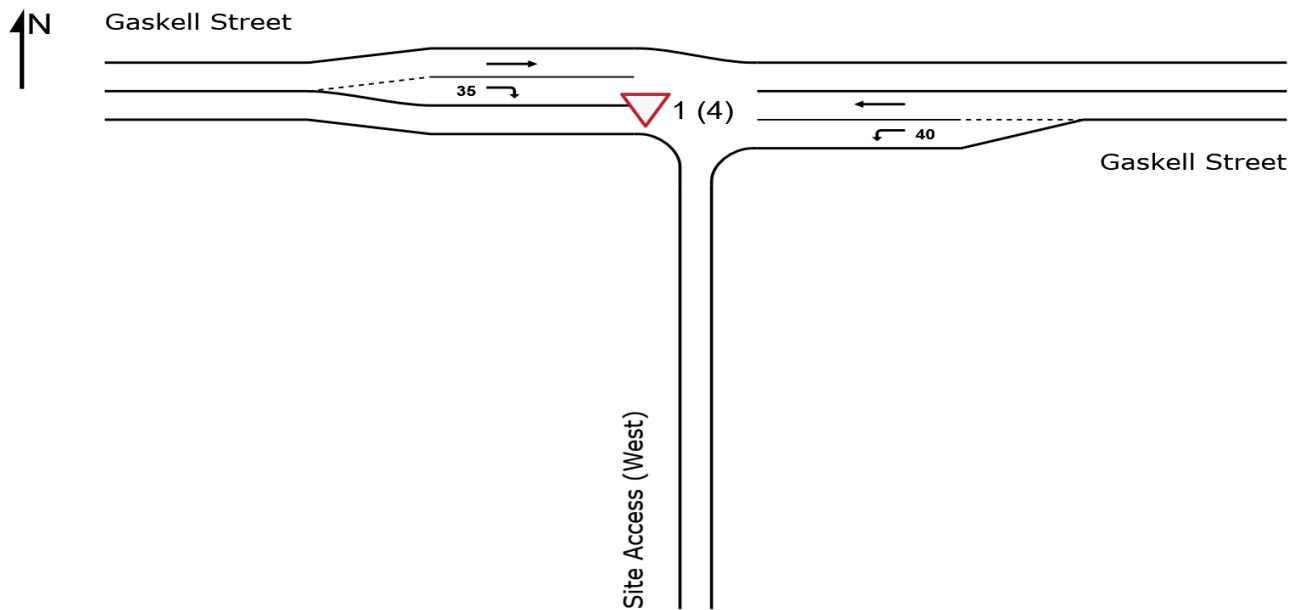
New Site

Site Category: (None)

Give-Way (Two-Way)

Site Scenario: 1 | Local Volumes

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MOVEMENT SUMMARY

 **Site: [1 (4)] East Access - PM Peak Hour (2038)**
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Gaskell Street															
4	L2	All MCs	173	2.0	173	2.0	0.093	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	52.8
5	T1	All MCs	504	5.0	504	5.0	0.264	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			677	4.2	677	4.2	0.264	1.5	NA	0.0	0.0	0.00	0.15	0.00	57.9
West: Gaskell Street															
11	T1	All MCs	242	5.0	242	5.0	0.127	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	All MCs	11	2.0	11	2.0	0.016	9.5	LOS A	0.1	0.4	0.56	0.72	0.56	49.5
Approach			253	4.9	253	4.9	0.127	0.4	NA	0.1	0.4	0.02	0.03	0.02	59.4
All Vehicles			929	4.4	929	4.4	0.264	1.2	NA	0.1	0.4	0.01	0.12	0.01	58.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

 Site: [2 (2)] Gaskell Street/Logan road PM Peak Hour (2038)

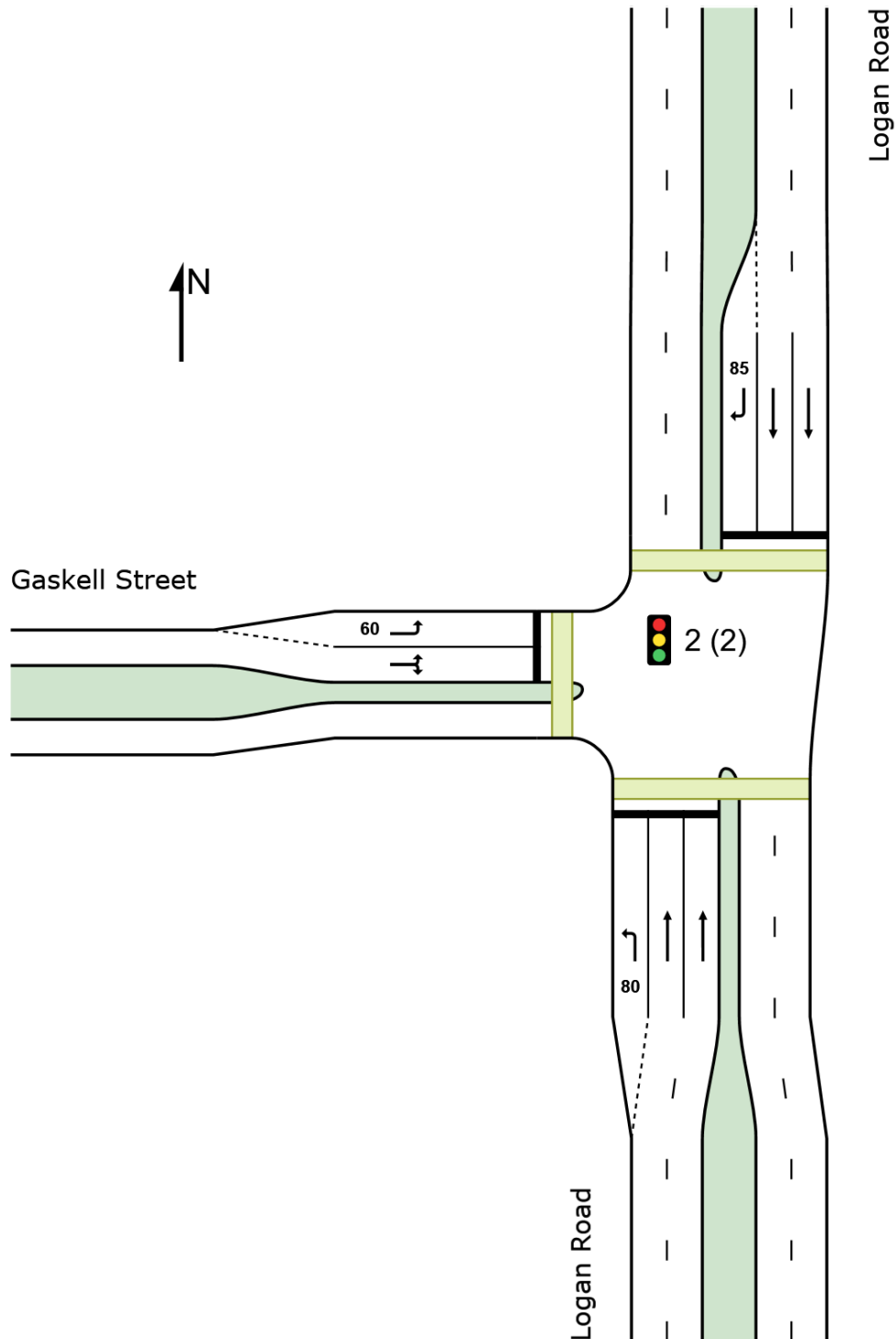
New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Site Scenario: 1 | Local Volumes

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MOVEMENT SUMMARY

 **Site: [2 (5)] Base Case Gaskell Street/Logan road PM Peak Hour (2038)**

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120.0 seconds (Site Practical Cycle Time)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]						[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Logan Road															
1	L2	All MCs	259	2.0	259	2.0	0.257	26.0	LOS C	7.9	56.1	0.56	0.74	0.56	43.3
2	T1	All MCs	1369	5.0	1369	5.0	0.698	23.8	LOS C	30.8	224.7	0.79	0.72	0.79	44.4
Approach			1628	4.5	1628	4.5	0.698	24.1	LOS C	30.8	224.7	0.76	0.72	0.76	42.8
North: Logan Road															
8	T1	All MCs	1766	5.0	1766	5.0	* 0.908	43.7	LOS D	56.9	415.1	0.98	1.00	1.10	36.9
9	R2	All MCs	259	2.0	259	2.0	* 0.908	85.5	LOS F	17.6	125.1	1.00	1.02	1.33	26.7
Approach			2025	4.6	2025	4.6	0.908	49.0	LOS D	56.9	415.1	0.98	1.00	1.13	33.2
West: Gaskell Street															
10	L2	All MCs	127	2.0	127	2.0	0.199	32.9	LOS C	4.5	32.0	0.78	1.03	0.78	32.2
12	R2	All MCs	98	2.0	98	2.0	* 0.199	35.8	LOS D	4.5	32.0	0.78	1.02	0.78	32.3
Approach			225	2.0	225	2.0	0.199	34.2	LOS C	4.5	32.0	0.78	1.02	0.78	32.2
All Vehicles			3879	4.4	3879	4.4	0.908	37.7	LOS D	56.9	415.1	0.88	0.89	0.95	36.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped]	Dist]			sec	m	m/sec
						ped	m					
South: Logan Road												
P1	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
North: Logan Road												
P3	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
West: Gaskell Street												
P4	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
All Pedestrians		150	158	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: C:\Users\bryan.i\OneDrive - Ratio Consultants\24507T - Documents\Work\Analysis\SIDRA\24507T-SID01.sipx

PHASING SUMMARY

 **Site: [2 (5)] Base Case Gaskell Street/Logan road PM Peak Hour (2038)**
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120.0 seconds (Site Practical Cycle Time)
Site Scenario: 1 | Local Volumes

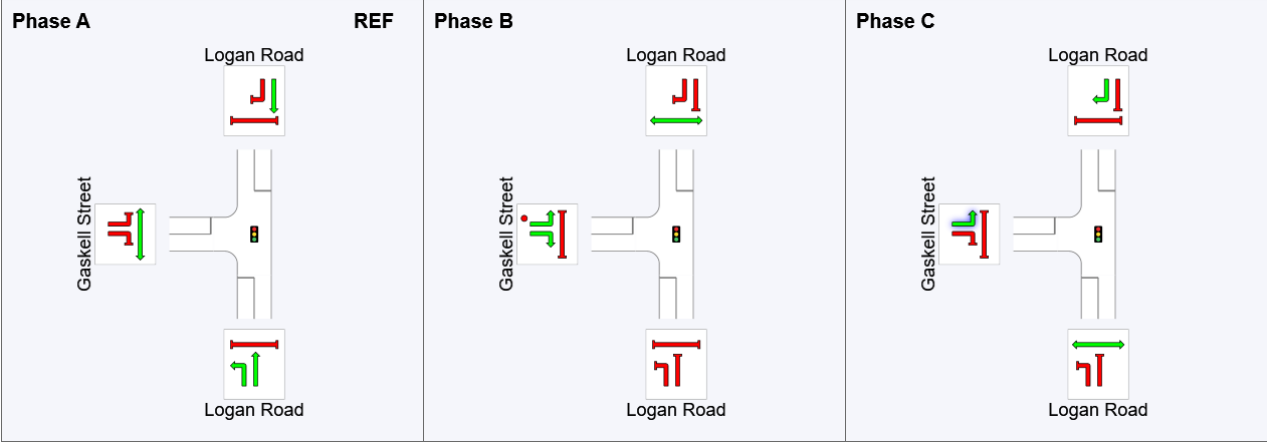
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Four-Phase Leading Right Turns
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C
Reference Phase: Phase A

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	0.0	71.4	95.5
Green Time (sec)	65.4	18.1	18.5
Phase Time (sec)	71.4	24.1	24.5
Phase Split	59%	20%	20%
Phase Frequency (%)	100.0	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

	Normal Movement		Permitted/Opposed
	Slip/Bypass-Lane Movement		Opposed Slip/Bypass-Lane
	Stopped Movement		Turn On Red
	Other Movement Class (MC) Running		Undetected Movement
	Mixed Running & Stopped MCs		Continuous Movement
	Other Movement Class (MC) Stopped		Phase Transition Applied

MOVEMENT SUMMARY

 **Site: [2 (2)] Gaskell Street/Logan road PM Peak Hour (2038)**
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120.0 seconds (Site Practical Cycle Time)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]						[Veh.]	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Logan Road															
1	L2	All MCs	269	2.0	269	2.0	0.270	26.6	LOS C	8.3	59.4	0.57	0.74	0.57	43.1
2	T1	All MCs	1369	5.0	1369	5.0	0.706	24.3	LOS C	31.3	228.3	0.80	0.73	0.80	44.2
Approach			1639	4.5	1639	4.5	0.706	24.7	LOS C	31.3	228.3	0.77	0.73	0.77	42.5
North: Logan Road															
8	T1	All MCs	1766	5.0	1766	5.0	* 0.919	46.8	LOS D	59.1	431.1	0.99	1.03	1.14	35.8
9	R2	All MCs	269	2.0	269	2.0	* 0.918	87.3	LOS F	18.6	132.1	1.00	1.03	1.35	26.4
Approach			2036	4.6	2036	4.6	0.919	52.2	LOS D	59.1	431.1	0.99	1.03	1.16	32.2
West: Gaskell Street															
10	L2	All MCs	138	2.0	138	2.0	0.215	32.7	LOS C	4.9	35.0	0.78	1.03	0.78	32.3
12	R2	All MCs	108	2.0	108	2.0	* 0.215	35.5	LOS D	4.9	35.0	0.78	1.02	0.78	32.3
Approach			246	2.0	246	2.0	0.215	33.9	LOS C	4.9	35.0	0.78	1.03	0.78	32.3
All Vehicles			3921	4.4	3921	4.4	0.919	39.5	LOS D	59.1	431.1	0.88	0.90	0.97	35.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped]	Dist]			sec	m	m/sec
						ped	m					
South: Logan Road												
P1	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
North: Logan Road												
P3	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
West: Gaskell Street												
P4	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
All Pedestrians		150	158	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY

 **Site: [2 (2)] Gaskell Street/Logan road PM Peak Hour (2038)**
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120.0 seconds (Site Practical Cycle Time)

Site Scenario: 1 | Local Volumes

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Four-Phase Leading Right Turns

Input Phase Sequence: A, B, C

Output Phase Sequence: A, B, C

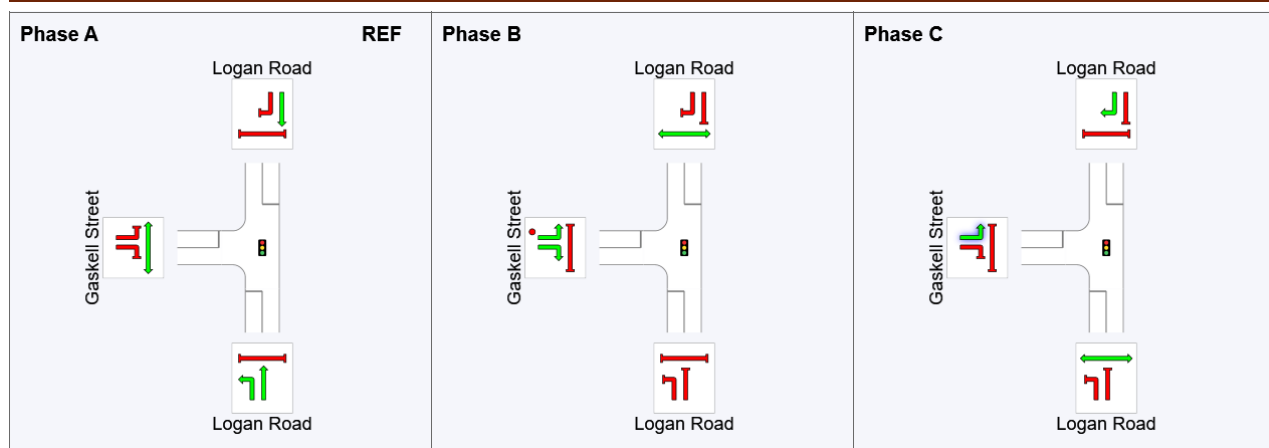
Reference Phase: Phase A

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	0.0	70.8	95.0
Green Time (sec)	64.8	18.1	19.0
Phase Time (sec)	70.8	24.1	25.0
Phase Split	59%	20%	21%
Phase Frequency (%)	100.0	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase

 Normal Movement	 Permitted/Opposed
 Slip/Bypass-Lane Movement	 Opposed Slip/Bypass-Lane
 Stopped Movement	 Turn On Red
 Other Movement Class (MC) Running	 Undetected Movement
 Mixed Running & Stopped MCs	 Continuous Movement
 Other Movement Class (MC) Stopped	 Phase Transition Applied

Appendix F – TAPS Assessment

9.4.11 Transport, access, parking and servicing code

9.4.11.1 Application

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

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

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

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

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

9.4.11.2 Purpose

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

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

9.4.11.3 Performance outcomes and acceptable outcomes

Table 9.4.11.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
PO1 Development is designed: a. to include a technically competent and accurate response to the transport and traffic elements of the development; b. in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; c. to ensure the efficient operation and safety of the development and its surrounds. Note—The acceptable outcome and performance outcome can be	AO1 Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	Compliant – refer to assessments contained within the TIA report.

demonstrated through a development application that: • is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.		
PO2 Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the Queensland Government and Council.	AO2 No acceptable outcome is prescribed.	Compliant – the proposed development incorporates suitable on-site provisions for the management of vehicles and pedestrians, providing an improvement compared to the existing arrangements on the site. There is no tangible link between the development and surrounding public transport infrastructure.
PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	AO3.1 Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. AO3.2 Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.	Compliant – the development proposes to modify the existing all-movements connection at the northwest side of the site to entry movements only. No amendments are proposed to the existing southwest crossover. The proposed site access arrangements do not have a significant impact on the safety or efficiency of the surrounding road network.
PO4 Development provides walking and cycle routes through	AO4.1 Development provides walking and cycle routes which are	Compliant – generous pedestrian provisions will continue to be provided throughout the site, with logical connections provided between each use on the site.

the site which: a. link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; b. encourage walking and cycling; c. ensure pedestrian and cyclist safety; d. provide a direct and legible network. Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.	constructed on the carriageway or through the site to: a. create a walking or cycle route along the full frontage of the site; b. connect to public transport and existing cycle and walking routes at the frontage or boundary of the site. AO4.2 Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy. AO4.3 Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.	Whilst no demand for bicycles is expected on the site, cyclists would suitably be able to share the internal accessways of the site with motor vehicles in the event that any demand is generated.
PO5 Development provides secure and convenient bicycle parking which: a. for visitors is obvious and located close to the building's main entrance; b. for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; c. is easily and safely accessible from outside the site; d. does not impact adversely on visual amenity; e. does not impede the movement of pedestrians or other vehicles; f. is designed to comply with a recognised standard for the construction of bicycle facilities. Note—For a performance outcome relating to the number of bicycle	AO5.1 Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. AO5.2 Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities. AO5.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street. AO5.4	Compliant – no bicycle parking is required under the TAPS policy and therefore no bicycle parking has been appropriately provided.

parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	Development provides visitor bicycle parking which does not impede pedestrian movement. AO5.5 Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	
PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users. Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	AO6 Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Not applicable – the development is not required to provide end of trip facilities.
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.	Compliant – generous pedestrianised areas are provided at the frontage of all buildings to allow pedestrians to access the site clear of motor vehicles.
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.	Compliant – the existing pedestrian connections to Gaskell Street will continue to operate in a satisfactory manner.
PO9 Development provides access driveways in the road area that are located, designed and controlled to: a. minimise adverse impacts on the safety and operation of the transport network, including the	AO9.1 No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy). AO9.2	Compliant – the proposed access driveways are generally consistent with the existing site and are not anticipated to generate any unreasonable impact to road safety or amenity.

movement of pedestrians and cyclists; b. ensure the amenity of adjacent premises, from impacts such as noise and light.	Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage. AO9.3 Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. AO9.4 Development provides access driveways in the road area which: a. are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; b. are not provided through a bus stop, taxi rank or pedestrian crossing or refuge. AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	
PO10 Redevelopment provides for: a. the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy; b. the reinstatement of adjacent footpaths.	AO10 No acceptable outcome is prescribed.	Compliant – the reduced width of the northwest crossover will result in reinstatement of kerb and channel, and provision of a footpath.

PO11 Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.	AO11.1 Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. AO11.2 Development ensures that convex mirrors are only used in a site: a. as a secondary support at access driveways; b. in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy.	Compliant – suitable sight distances have been provided at the site access point for visibility between the external network, consistent with existing conditions.
PO12 Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	AO12 Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	Not applicable – the development is located outside of the city core and city frame areas.
PO13 Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.	AO13 Development outside of the City core and City frame as identified in Figure a: a. provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or b. for accepted development subject to compliance with identified requirements, does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy.	Compliant – car parking is provided on the site in excess of the minimum requirement under the TAPS code.

	Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	
PO14 Development ensures that the number of car parking spaces and design of the car parking area: a. meet the combined design peak parking demand for residential, visitor and business parking; b. allow for the temporal sharing of car-parking spaces for uses with different peak parking demands. Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided.	AO14.1 Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time. AO14.2 Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.	Compliant – sufficient car parking is provided on the site to cater for the anticipated peak parking demands of the development.
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.	Compliant – the on-site car parking design is consistent with the design principles and details presented within the TAPS policy and/or relevant Australian Standards.
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:	Compliant – all car spaces will be provided with a suitable level of passive surveillance, consistent with existing conditions. All guest car parking spaces are provided within a secure area, consistent with existing conditions.

	a. facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; b. defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; c. promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; d. ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; e. including way-finding cues; f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas. Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.	
PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	AO17 Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by: a. denying access to potential canvases through access control techniques; b. reducing potential canvases through canvas reduction techniques; c. ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.	Compliant – As per PO16, the provision of secure access for the long-term on-site car parking areas is expected to address this requirement.

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.	Compliant – the addition of a loading area for the new short-term accommodation use will satisfactorily service the development.
PO19 Development layout provides for services which: a. are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor road where use of the footpath is not adversely affected; b. are clearly defined, safe and easily accessible; c. are designed to contain potential adverse impacts of servicing within the site; d. do not detract from the aesthetics or amenity of the surrounding area.	AO19.1 Development ensures that a service bay provided on site: a. is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy; b. is located away from street frontages and screened from adjoining premises. AO19.2 Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy.	Compliant – the manoeuvrability of the nominated service vehicles has been verified against the requirements of the TAPS policy and the electronic swept path assessment demonstrates the manoeuvring arrangements within the service areas will be suitable.
	AO19.3 Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	
PO20 Development provides service vehicle access routes to and from the site which minimise the impact on: a. amenity and safety in residential areas; b. streets not constructed to a standard that accommodate increased heavy vehicle movements.	AO20 Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	Compliant – Gaskell Street caters for the service vehicle requirements of the development, consistent with existing conditions.

If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensioned vehicle or any other vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)		
PO21 Development which is freight-dependent development ensures that the traffic generated by the development does not impact on: a. the operation of the transport network; b. the safety and amenity of a residential area; c. a road not constructed to accommodate a non-standard vehicle such as a road only constructed to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1—9.	AO21.1 Development which is freight-dependent development is located on a site which: a. has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or b. can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy. AO21.2 Development which is freight-dependent development provides any necessary upgrade to a road used as an access route in compliance with the Infrastructure design planning scheme policy.	<u>Not applicable</u>

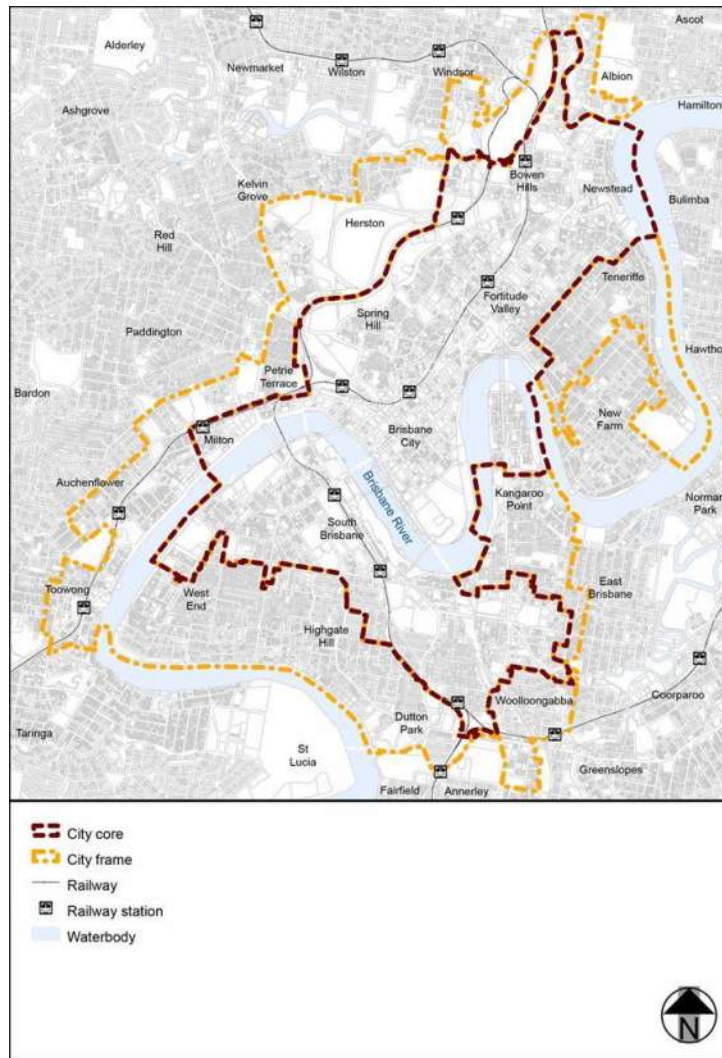


Figure a—City core and City frame

