

Colliers International Engineering & Design (TTMC) Pty Ltd.

3 September 2026

George Boumoussa

JCK Constructions Pty Ltd.
Level 2, 56 Little Edward Street
Spring Hill QLD 4000

RE: 36 Little Edward Street, Spring Hill – Student Accommodation

Dear George,

1. Introduction

Colliers International Engineering & Design (TTMC) Pty Ltd ('Colliers') has been engaged by JCK Constructions Pty Ltd. ('JCK') to prepare a transport assessment / advice for the approved development at 36 Little Edward Street, Spring Hill as part of an Other Change (OC) application to be lodged with Brisbane City Council ('Council').

2. Background

Colliers (previously TTM Consulting) had undertaken traffic assessment for the original Development Application (DA) (Council Ref: A004010794) conducted in 2014, and the revised DA (Council Ref: A004902796) in 2018. A revised DA was lodged subsequently (Council Ref: A006620499), maintaining the primary land-use as an 'off-site student accommodation (rooming accommodation)' with a retail component. A further Material Change of Use (MCU) was lodged (Council Ref: A007036694), with various changes to the development profile. This application was approved by Council on the 10/07/2026.

The subject application is also intended to be lodged as an Other Change application over the previously approved DA, though now as a 'short term accommodation' ('STA') use. As such, this advice will summarise transport assessment of the proposed change in land use to an STA use from the previous 'student accommodation' use and approved MCU (also a student accommodation).

It is to be noted that the current proposal intends to provide primarily short-stay accommodation with ancillary facilities, and as such, is not classified as a 'hotel accommodation' use. An assessment has been provided in the following sections, exploring and quantifying the transport impacts associated with the updated land use as outlined by the OC development scheme.

The development plans, provided by Cottey Parker Architects, are provided in **Attachment A**.

3. Development Profile

The current development scheme is for a short term accommodation hotel comprising of 51 1-bedroom units and ancillary facilities such as gym, office and a ground floor retail at the street frontage. Guests will be able to self check-in via booths accessible via the end of the entry hallway at the south-east of the site.

A review of the latest development profile, car parking supply and bicycle parking supply indicates the following observations:

- Change in number of units from 70 'rooming accommodation' rooms units (Council Ref: A007036694) to 51 STA units (current proposal).
- No on-site car parking spaces provided, which is in line with the approved arrangement for the previous 'student accommodation' use scheme.
- Decrease in number of parking spaces from 44 bicycle spaces to 0 bicycle spaces & removal of bicycle parking area.
- Various changes to the Ground Floor layout and configuration of upper Levels, with negligible impact on the servicing bay, which remains compliant with Council's TAPS PSP.
- Minor increase in ground-floor retail gross floor area (GFA) from 9.6m² to 9.7m².

The development proposal retains the approved vehicle access arrangements (now for service / refuse collection only) to Little Edward Street.

Code assessment against transport and traffic elements of Council's Transport, Access, Parking and Servicing (TAPS) Code has been conducted, with responses provided within in **Attachment C**.

4. Parking Arrangements

4.1. Car Parking

As referenced in the previous Other Change application, the subject site is now within the 'City Core' area – refer to Figure 1 overleaf.

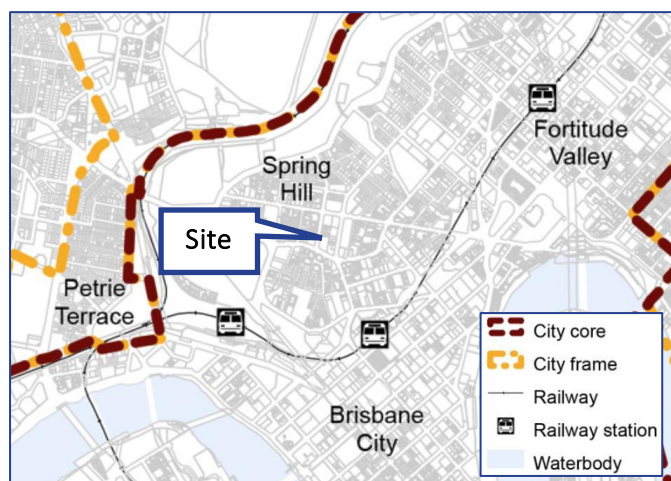


FIGURE 1: COUNCIL TAPS PSP CITY CORE AND FRAME

SOURCE: BRISBANE CITY COUNCIL (2025)

Council's TAPS PSP 'Table 13' for the 'City Core' definition has therefore been referred to for car parking requirements, with results of the assessment being summarised in Table 1 below.

TABLE 1: TAPS PSP CAR PARKING SUPPLY PROVISIONS

Land Use / Component	TAPS PSP Rates	Extent	Requirement	Provision
Short term accommodation	Maximum 0.25 spaces / room	51 rooms	13 spaces (max.)	0 spaces
Retail (shop)	Maximum 1 space / 200m ² GFA	10m ² GFA	1 space (max.)	0 spaces
Total			14 spaces (max.)	0 spaces

The resulting car parking supply assessment against Council's TAPS PSP rates identifies a maximum of 14 car parking spaces.

As the proposed OC development scheme proposes not to provide any car parking spaces, it is in compliance with the maximum car parking rates outlined in Council's TAPS PSP for short term accommodation uses within the 'City Core' area. Accordingly, there will be minimal additional traffic impacts on the local road network due to this arrangement.

4.2. PWD Parking

Regarding PWD space requirements, the TAPS PSP outlines a minimum rate of 1 PWD space per 50 standard spaces. As the development proposal does not provide any standard car parking spaces, there is no requirement to provide any PWD spaces. This is also consistent with the National Construction Code (NCC), which identifies that accessible parking space calculations are based on the provision of standard car parking spaces for Class 3 / Class 5 buildings. Therefore, as no standard car parking spaces are provided, PWD parking is also not required to be provided.

Overall, the updated development scheme's car parking arrangements (including PWD spaces) are considered to be compliant with Council requirements.

4.3. Bicycle Parking

The bicycle parking supply requirements for the proposed OC development land uses have been determined in line with Table 21 of the TAPS PSP. The revised development scheme features the removal of all on-site bicycle parking storage.

As there are no bicycle parking requirements for short term accommodation uses or shops with less than 1,000m² GFA, the site is in compliance with the Council TAPS PSP provisions.

4.4. On-Street Parking

The current application proposes to retain the previous vehicle crossover design and location of the development proposal, which retains 1.69m separation to the kerbside parking space as shown in Figure 2.

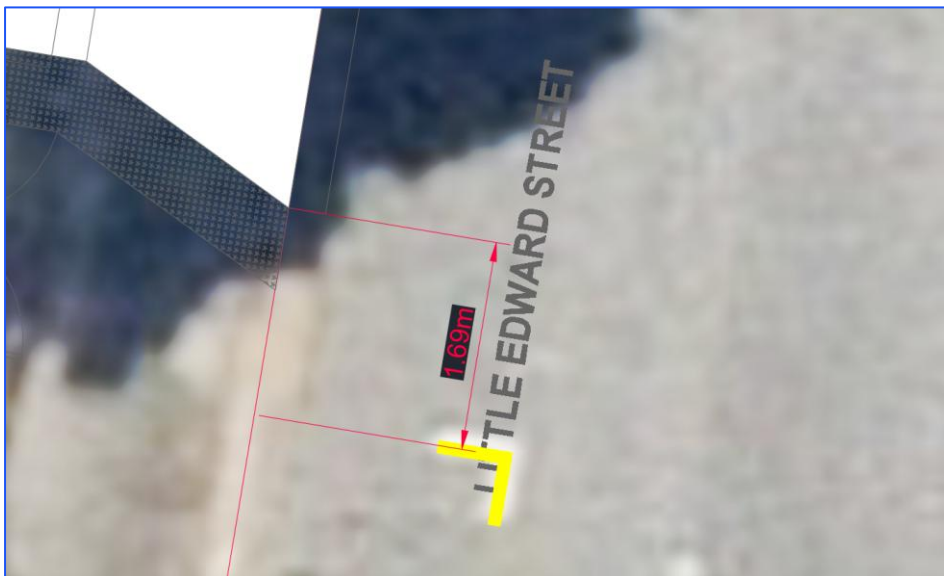


FIGURE 2: DISTANCE OF PARKING SPACE TO CROSSOVER

On this basis, the OC development scheme continues to not have an impact on the existing on-street parking arrangements.

4.5. Pick-up and Drop-off

As outlined previously, the development proposal does not include any car parking spaces for visitors or other hotel uses. The site is classified as a 'hotel' and, therefore, does not technically require the provision of a dedicated lay-by for passenger pick-up and drop-off under Clause 3.3.3 of the TAPS PSP.

The subject site is located within Brisbane's City Core Frame and benefits from a highly accessible public and active transport network. This supports travel to and from the development without reliance on private vehicles. Therefore, it is anticipated that a significant proportion of hotel guests and visitors will access the subject site by public transport / walking / kerbside drop-off.

The provision of a dedicated on-site passenger pick-up and drop-off lay-by is not considered necessary or warranted. The subject site frontage access will support the primary access and pedestrian functions of the development, while the subject site's central location provides access to alternative modes of transport.

5. Access Arrangements

The previous development scheme was approved with a 3.9m wide Type B1 crossover (with modified splays), and the overall access crossover location and arrangement of the proposed Other Change development scheme will be retained as per the current approval. Therefore, the service vehicle outcomes previously espoused for the current proposal regarding servicing and refuse collection will continue to be retained as per the current approved development scheme.

This approved vehicle access was suitable for service vehicles completed by a 6.4m Small Rigid Vehicle (SRV) design vehicle (for deliveries), noting that the occasional (deliveries) design service vehicle for 'Short Term Accommodation' uses is a VAN. Refuse collection was noted as proposed / approved to be completed via a private contractor with the use of a 6.75m long Veolia refuse truck.

The current development scheme retains a 3.9m wide Type B1 crossover with modified splays (0.9m wide x 1.8m deep either side). It is to be noted that the vehicle access crossover will accommodate only service vehicles (e.g. refuse collection), eliminating conflict with light vehicles. Furthermore, the access will retain location characteristics such as distances from a major intersection (80m), distance from an adjacent driveway (>3.0m) and grade for the first 6m beyond the property boundary.

Overall, the access arrangements for the revised plans are considered to be generally compliant with Council requirements and in line with conditions set by previously approved schemes.

6. Servicing Arrangements

6.1. Council Requirements

The Council TAPS PSP Clause 3 and Table 1 have been referred to for service vehicle guidance and design standards. The proposed OC development scheme is classified as 'short-term accommodation in all other circumstances,' as it primarily provides short term accommodation though has ancillary facilities e.g. gym and retail. As such, the TAPS PSP refers to Table 4 for regular access vehicles, given that the site access is via a minor road and subject to all conditions of Clause 3.2.3 – requiring one (1) VAN bay to be provided.

Notwithstanding the above and in line with previously approved schemes (Council Ref: A007036694), Colliers proposes that the current development is also serviced by a private contractor to undertake refuse collection using Veolia's 6.75m long refuse collection vehicle (RCV). This corresponds to 'occasional vehicles' as identified in Council's TAPS PSP Table 3, Column 2. This was accepted / approved based on the rooming accommodation facility being operated as a centrally managed commercial entity. For deliveries such as small goods and products, it is expected that VANs / Small Rigid Vehicles (SRV) design service vehicles will be used for both the retail (shop) and short term accommodation uses. As such, the largest design vehicle to access the site will be Veolia's RCV.

The nature of the short term accommodation, being a hotel with ancillary facilities, indicates that rooms will be furnished before operation begins. Consequently, there will be limited demand for furniture deliveries, etc once the hotel begins business, with only limited vehicles related to furniture removal / replacement, occurring infrequently. For occasional larger deliveries (i.e. to initially furnish the hotel rooms), it is expected that the existing loading zones on Little Edward Street will be utilised. Given that the development primarily comprises of short term accommodation units, this arrangement is considered suitable.

6.2. Adequacy of Servicing Arrangements

For an SRV, the TAPS PSP states minimum loading bay dimensions of 3.5m x 7.0m on a 1:20 (5%) maximum gradient, with 3.5m vertical height clearance. Furthermore, the one-way service aisle width requirement is 4.5m. The proposal provides 3.5m x 8.3m dimensions for the loading bay and sits within a 1:20 (5%) maximum gradient. The vertical height clearance is 3.9m and is compliant with minimum 3.5m minimum height clearance requirement for the SRV design vehicle. Furthermore, the provided clearance is still below Council's RCV maximum operational height clearance of 3.6m, catering for different RCV sizes, noting that sufficient clearance will need to be maintained when designing for utilities / services overhead.

Service vehicles would reverse from Little Edward Street, with longer vehicles (e.g. 6.75m RCV) standing primarily within the loading bay (with <1.0m of the vehicle body extending past the property boundary to perform refuse collection activities), and forward out of the site in a forward gear. Given that the RCV for hotel land-uses is considered an 'occasional access' vehicle and Little Edward Street is a Suburban Road, under Council's TAPS and Refuse PSP and it is acceptable for the RCV to reverse onto the subject site, as currently approved.

Swept paths have been conducted (refer **Attachment B – 25BRT0288_SP01**) demonstrating this operation.

It is noted that there are various communications, mech cabinets within the loading / service area –with doors that will potentially open into the service vehicle bay area. Whilst this issue is acknowledged, access to the various mechanical & electrical rooms (i.e. doors open) will not be undertaken when servicing (e.g. refuse collection) occurs – eliminating potential conflict. The loading / service area design is consistent with previous Council-approved arrangements.

The swept paths for the design service vehicle indicate that the 500mm vehicle body clearance will not conflict with the services cabinets when the doors are closed.

Overall, the servicing arrangements are generally compliant with Council requirements and in line with conditions and transport outcomes set by previous development approval.

7. Traffic Impacts

As the proposed development scheme does not include any car parking spaces; there will not be any traffic generation by the proposal by residents. It is expected that visitors to the site will overwhelmingly use public transport or walk / cycle to the site. Therefore, the traffic impacts on the local road network will be negligible and not compromise road safety or affect local road operations; no road works are required to support the proposed Other Change development scheme.

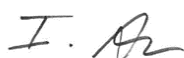
8. Summary of Findings

This advice outlines the following outcomes of a traffic engineering assessment of the proposed 'Other Change' development scheme for the site located at 36 Little Edward Street, Spring Hill (subject site):

- The proposed OC development scheme is proposed to be lodged as a 'short term accommodation' with a total of 51 rooms and ancillary gym and Ground Floor retail components.
- The subject site currently sits within the 'City Core' area and a re-assessment of parking supply requirements against the TAPS PSP indicates a maximum of 14 spaces. The OC development scheme does not propose any on-site car parking spaces which is in line with the current approval and compliant with Council's TAPS PSP requirements.
- The development does not propose to provide any bicycle parking; this is compliant with the Council's TAPS PSP requirements.
- The proposed OC development scheme aligns with previously approved access arrangements, including crossover design and location. Swept paths show that the largest design service vehicle of the 6.75m Veolia RCV is still able to manoeuvre in / out of the site.
- The OC development scheme proposes to maintain the existing approval for a private waste contractor to undertake refuse collection, up to a 6.75m long RCV design refuse service vehicle. For deliveries, typically a VAN or SRV would be utilised. Review of the OC plans identified that the on-site servicing bay is consistent with the existing development approval (Council Ref: A007036694) and remains suitable to accommodate the servicing / refuse collection.
- There will be negligible traffic impacts on the local road network, and the safety and operational capacity of Little Edward Street will not be impacted.

From the assessments undertaken, Colliers do not see any traffic engineering reason that would prohibit approval of the proposed OC development scheme, provided the recommendations identified are adopted.

Sincerely,



Isaac Ahn
Consultant – Transport
Colliers International Engineering & Design (TTMC)
Pty Ltd.

Reviewed by,



Darryl Watkins
Associate Director | RPEQ # 23854
Colliers International Engineering & Design (TTMC)
Pty Ltd.

Attachments

Attachment A – Development Plans
Attachment B – Colliers Drawings
Attachment C – Code Assessment

ATTACHMENT A – DEVELOPMENT PLANS

60_ROOM SCHEDULE - L1		
Number	Name	Tenancy Type
LEVEL 01 (GROUND)		
01	STAIRS	CORE
01	LIFT	CORE
01.01	ENTRY	CIRCULATION
01.02	LIFT LOBBY	CIRCULATION
01.03	DRIVEWAY	CAR PARK
01.03	LOBBY	CIRCULATION
01.04	CORRIDOR	CIRCULATION
01.05	OFFICE	BOH
01.06	MEETING ROOM	AMENITIES
01.07	GYM	CAR PARK
01.09	DDA WC	AMENITIES
01.10	LINEN STORAGE	AMENITIES
01.11	REFUSE	SERVICE
01.12	MSB	SERVICE
01.13	PUMP ROOM	SERVICE
01.14	RETAIL	RETAIL
01.15	COMMS	SERVICE
01.17	MECH	SERVICE
01.18	WATER METERS	SERVICE
01.19	BOOSTERS	SERVICE
02.13	LOCKERS	SERVICE

60_ROOM SCHEDULE - L2		
Number	Name	Tenancy Type
LEVEL 02		
02	LIFT	CORE
02	STAIRS	CORE
02.01	TYPE DDA	RESIDENTIAL
02.02	TYPE 1F.1	RESIDENTIAL
02.03	TYPE 1C.1	RESIDENTIAL
02.04	TYPE 1A.2	RESIDENTIAL
02.05	CORRIDOR	RESIDENTIAL
02.05	TYPE 1A.1	RESIDENTIAL
02.06	TYPE 1H.1	RESIDENTIAL
02.07	TYPE 1B.1	RESIDENTIAL
02.08	TYPE 1E.1	RESIDENTIAL
02.08	TYPE 1A.2 BALCONY	BALCONY
02.09	TYPE 1A.1 BALCONY	BALCONY
02.09	TYPE 1K.1	RESIDENTIAL
02.14	SERVICES	SERVICE
02.15	SPARE	SERVICE
02.16	REFUSE	SERVICE
02.17	RISER	SERVICE
02.18	COMMS	SERVICE
02.20	MECH	SERVICE
02.21	FIRE	SERVICE
02.22	STORAGE	SERVICE

- GENERAL NOTES
- All queries - please seek a response from Cottee Parker before proceeding.
- All construction to comply with the applicable National Construction Code and Australian Standards, and with the conditions of any Approvals. Notify Cottee Parker of conflicts or omissions.
 - The Lead Contractor and Subcontractors are to review all levels, setbacks, clearances and interfaces prior to placing orders and during the works. This includes existing/new buildings and external works, and the fixed services, fixtures and fittings. This includes coordination with other documents. Notify Cottee Parker of conflicts or omissions.
 - Do not scale from this drawing - use figured dimensions.
 - Refer to 9000- series drawings for notation, abbreviations and symbols.
 - The Client is to review this drawing. Cottee Parker will proceed on the basis that the design and documentation satisfy the brief and Principal's Project Requirements unless we receive written advice to the contrary within 20 working days from the date of issue.
 - Clouding, and the description of 'changes' in the title block, is for guidance only and may not cover all edits to the drawing since last issue.
 - The original drawing / digital file is signed and is retained by Cottee Parker for verification.
 - Cottee Parker Architects Pty Ltd asserts copyright of this drawing. It may not be copied, adapted or redistributed without permission.
- The initial DA Approval was prepared by Bureau Probets Architects. The revised DA was prepared by JCK Architects. Cottee Parker Architects are preparing the documentation for BA Approval on behalf of JCK Construction

FOR CONSTRUCTION
SUBJECT TO AUTHORITY APPROVAL AND SHOP DRAWING REVIEW

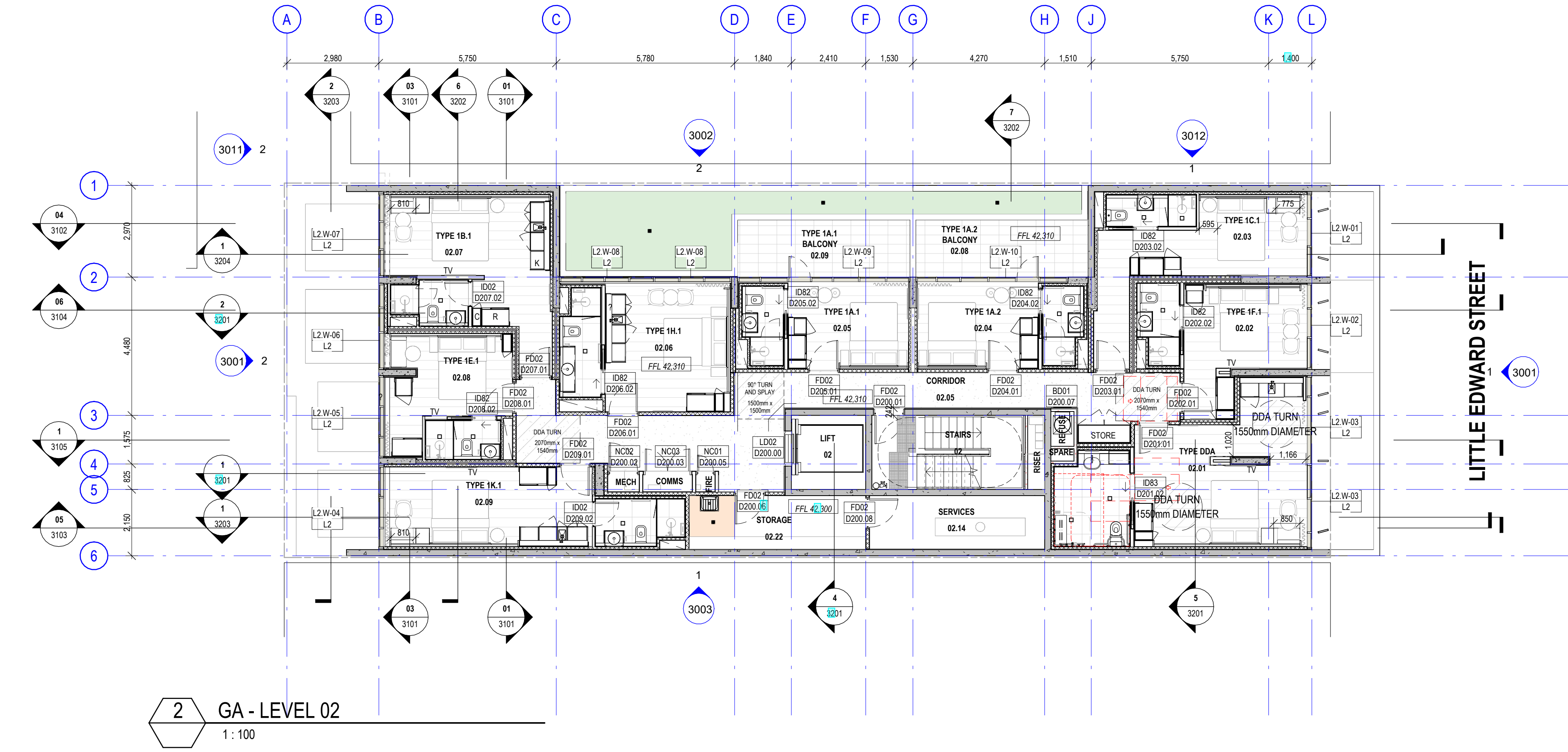
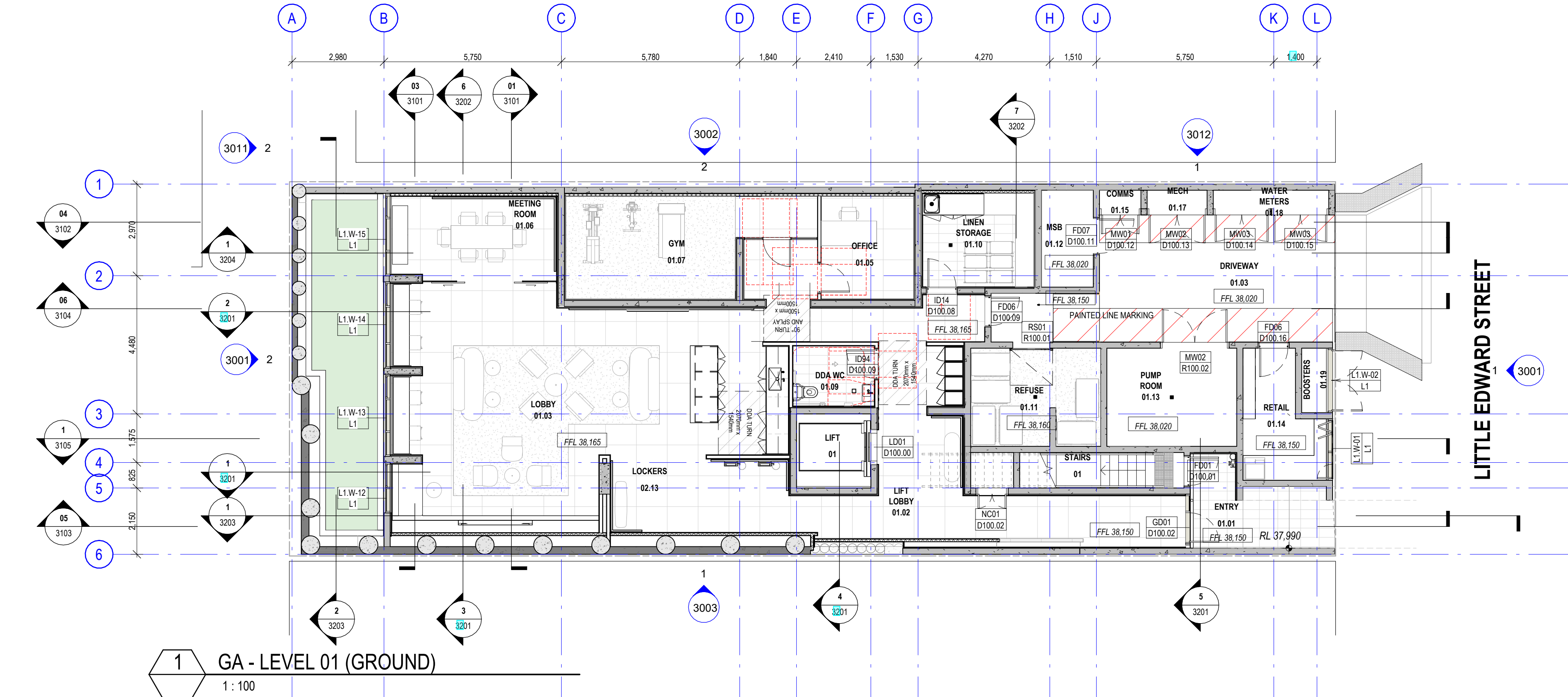
C10	FOR CONSTRUCTION	13/08/2029	CPA	MT
C09	FOR CONSTRUCTION	24/07/2026	CPA	MT
C08	FOR CONSTRUCTION	17/07/2026	CPA	MT
C07	FOR CONSTRUCTION	14/07/2026	CPA	MT
C06	FOR CONSTRUCTION	30/06/2026	CPA	MT
C05	FOR CONSTRUCTION	24/06/2026	CPA	MT
C04	FOR COORDINATION	18/06/2026	CPA	MT
C03	FOR CONSTRUCTION	07/05/2026	CPA	MT
C02	FOR CONSTRUCTION	04/02/2026	CPA	BR
REV.	DESCRIPTION	DATE	DC	APP.

36 LITTLE EDWARD

36 LITTLE EDWARD ST, SPRING HILL, BRISBANE
CLIENT - JCK CONSTRUCTION

DRAWING TITLE
GA - LEVEL 01 (GROUND) AND
LEVEL 02

JOB No 7645
DRAWING No CD 2001
ISSUE C10





Colliers International Engineering & Design (TTMC) Pty Ltd.

ATTACHMENT B – COLLIERS DRAWINGS



REAR LIFT RCV - REVERSE MANOEUVRE

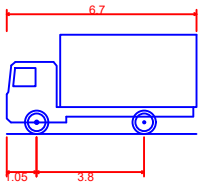
SCALE 1:250



REAR LIFT RCV - FORWARD MANOEUVRE

SCALE 1:250

VEHICLE PROFILES

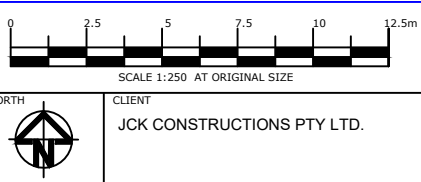


Small RCV - 6.7m
Overall Length 6.700m
Overall Width 2.330m
Overall Body Height 3.500m
Min Body Ground Clearance 0.398m
Track Width 2.330m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 7.100m

FOR APPROVAL

6 August 2026

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
C	06/08/26	ISSUED FOR OTHER CHANGE REPORTING (STA)	IA	DW	DW
B	02/10/25	ISSUED FOR OTHER CHANGE REPORTING (STUDENT ACCOM)	IA	DW	DW
A	11/06/25	ISSUED FOR DESIGN ADVICE	IA	DW	DW



Colliers

Colliers International Engineering & Design (TTMC) Pty Ltd

ABN 65 010 868 621
LEVEL 8, 369 Ann Street, BRISBANE QLD 4000
P.O. BOX 12015, BRISBANE QLD 4003

T: (07) 3327 9500 F: (07) 3327 9501
E: ttmbri@ttmgroup.com.au W: www.ttmgroup.com.au

PROJECT	36 LITTLE EDWARD STREET, SPRING HILL
DRAWING TITLE	SWEPT PATH ASSESSMENT SMALL (6.7m) RCV SITE ACCESS

PROJECT NUMBER	25BRT0288	ORIGINAL SIZE	A3
DRAWING NUMBER	25BRT0288_SP01	REVISION	C
DATE	06/08/26	SHEET	1 OF 1

ATTACHMENT C – CODE ASSESSMENT

Performance Outcomes	Acceptable Outcomes	Response
PO1 Development is designed: (a) to include a technically competent and accurate response to the transport and traffic elements of the development; (b) in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; (c) to ensure the efficient operation and safety of the development and its surrounds. Note—The acceptable outcome and performance outcome can be demonstrated through a development application that: is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; ensures that any computer modelling input and output	AO1 Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies with Performance Outcome and Acceptable Outcome. Development generally complies however where alternate solutions are required, further explanation is provided within the relevant sections of Colliers report.

Performance Outcomes	Acceptable Outcomes	Response
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 State Government and Council.	AO2 No acceptable outcome is prescribed.	Not Applicable – development is not considered ‘major.’
PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	AO3.1 Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies with Performance Outcome and Acceptable Outcome. Access is provided onto Little Edward Street. The proposed access is generally in line with previously approved schemes.
	AO3.2 Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.	Not Applicable.
PO4 Development provides walking and cycle routes through the site which: (a) link to the external network and pedestrian and	AO4.1 Development provides walking and cycle routes which are constructed on the carriageway or through the site to:	Complies with Performance Outcome and Acceptable Outcome. There is an extensive footpath network surrounding the site to allow easy walking

Performance Outcomes	Acceptable Outcomes	Response
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.	(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.	access to desired local and greater (through public transport) destinations.
	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 .	Not Applicable. No additional walking or cycling routes are proposed as part of the development.
	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.	Not Applicable. No additional walking or cycling routes are proposed as part of the development.
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;	AO5.1 Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy .	The development does not provide any bicycle parking spaces. This is compliant with Council TAPS PSP requirements for the prescribed land uses.
	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,	End-of-trip facilities are not deemed required for the associated land uses.

Performance Outcomes	Acceptable Outcomes	Response
(c) is easily and safely accessible from outside the site; (d) does not impact adversely on visual amenity; (e) does not impede the movement of pedestrians or other vehicles; (f) is designed to comply with a recognised standard for the construction of bicycle facilities. Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy .	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.	Not Applicable – visitor bicycle parking is not required for the development.
	AO5.4 Development provides visitor bicycle parking which does not impede pedestrian movement.	Not Applicable.
	AO5.5 Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy .	Complies with Performance Outcome and Acceptable Outcome.
PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users. Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy .	AO6 Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy .	Not Applicable.
PO7 Development provides pedestrian and cyclist access	AO7 Development provides pedestrian and cycle access	

Performance Outcomes	Acceptable Outcomes	Response
to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.	that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy .	Complies with Performance Outcome and Acceptable Outcome.
PO8 Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.	AO8 No acceptable outcome is prescribed.	Complies with Performance Outcome Building entry points are located in close proximity to surrounding roads and can be easily accessed.
PO9 Development provides access driveways in the road area that are located, designed and controlled to: (a) minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists; (b) ensure the amenity of adjacent premises, from impacts such as noise and light.	AO9.1 No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).	Not Applicable.
	AO9.2 Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.	Complies with Performance Outcome and Acceptable Outcome.
	AO9.3 Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in	Complies with Performance Outcome and Acceptable Outcome. The proposed access generally meets the requirements of the BCC TAPS PSP,

Performance Outcomes	Acceptable Outcomes	Response
	compliance with the standards in the Transport, access, parking and servicing planning scheme policy .	further explanation is provided within Colliers Report.
	AO9.4 Development provides access driveways in the road area which: (a) are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy ; (b) are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.	Complies with Performance Outcome and Acceptable Outcome.
	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	Not Applicable.
PO10 Redevelopment provides for: (a) the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy ; (b) the reinstatement of adjacent footpaths.	AO10 No acceptable outcome is prescribed.	Complies with Performance Outcome and Acceptable Outcome. Existing driveways will be closed.
PO11 Development provides that an internal approach to an access driveway in the road area is designed and located	AO11.1 Development provides sight distances to and from all proposed access driveways in the road area	Complies with Performance Outcome and Acceptable Outcome.

Performance Outcomes	Acceptable Outcomes	Response
to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.	and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy .	The proposed access meets the requirements of the BCC TAPS PSP.
	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 .	Not Applicable.
PO12 Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	AO12 Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy . Note—For self-assessable development including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy .	Complies with Performance Outcome and Acceptable Outcome. The development is located in the 'City core' frame, which stipulates maximum car parking rates. Resulting, no car parking has been supplied on-site – refer to Colliers Report.
PO13 Development outside of the City core and City frame as identified in Figure a	AO13 Development outside of the City core and City	Not Applicable.

Performance Outcomes	Acceptable Outcomes	Response
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.	frame as identified in Figure a: (a) provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or (b) for self-assessable development does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy. Note—For self-assessable development including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	
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	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.	Not Applicable.
	AO14.2 Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.	Not Applicable.

Performance Outcomes	Acceptable Outcomes	Response
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.		
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.	Not Applicable.
PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	AO16 Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by: (a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas;	Complies with Performance Outcome. Refer to Town Planning Report and/or Architectural Plans/Report.

Performance Outcomes	Acceptable Outcomes	Response
	(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 canvas through access control techniques;	Complies with Performance Outcome. Refer to Town Planning Report and/or Architectural Plans/Report.

Performance Outcomes	Acceptable Outcomes	Response
	(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.	
PO18 Development is serviced by an adequate number and size of service vehicles.	AO18 Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies with Performance Outcome. Refer to Colliers Report.
PO19 Development layout provides for services which: (a) are wholly within the site; (b) are clearly defined, safe and easily accessible; (c) are designed to contain potential adverse impacts of servicing within the site; (d) do not detract from the aesthetics or amenity of the surrounding area.	AO19.1 Development ensures that a service bay provided on site: (a) is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy; (b) is located away from street frontages and screened from adjoining premises.	Complies with Performance Outcome. Refer to Colliers Report for further details on servicing bay.
	AO19.2 Development provides on-site servicing facilities and	Complies with Performance Outcome.

Performance Outcomes	Acceptable Outcomes	Response
	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 .	Refer to Colliers Report for servicing arrangements.
	AO19.3 Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy , Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy .	Complies with Performance Outcome. Refer to Colliers report for refuse collection and servicing arrangements.
PO20 Development provides service vehicle access routes to and from the site which minimise the impact on: (a) amenity and safety in residential areas; (b) streets not constructed to a standard that accommodate increased heavy vehicle movements.	AO20 Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy .	Complies with Acceptable Outcome and Performance Outcome. Access to major road network is possible via Little Edward Street.
If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensional vehicle or any on 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:	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	Not Applicable.

Performance Outcomes	Acceptable Outcomes	Response
(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.	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 .	Not Applicable.
	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 .	