Traffic Impact Statement

Rocklea Powerlink Tower Farm

Therefor Group

Longland Place, Level 2/76 Skyring Terrace
Newstead, 4006

Prepared by:

SLR Consulting Australia Pty Ltd

SLR Project No.: 620.042376.00001

18 December 2025

Revision: 1.0

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
1.0	18 December 2025	Jeffrey Huang	Raymond Logan	Raymond Logan
0.1	13 June 2025	Alex Moxon	Jeff Baczynski	Raymond Logan

Basis of Report

This report has been prepared by SLR Consulting Australia Pty Ltd (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Therefor Group (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

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1.0 Introduction

1.1 Context

SLR Consulting Australia (**SLR**) has been engaged by Therefor Group to provide traffic engineering advice in relation to a proposed additional training facility development (the Development) located at the existing Powerlink Transmission Lines Training Facility at 148 Donaldson Road, Rocklea. Development plans have been prepared by Aurecon and are included at **Appendix A**.

This Traffic Impact Statement has been prepared to accompany an other change application to introduce an Educational Establishment (Training Facility) land use. It is understood that a separate minor change application has been submitted and approved for other proposed changes to the site including additional unsealed hardstands for high voltage training towers (assembly and disassembly) and, relocation and upgrade of the site entrance.

2.0 Site Context

2.1 Subject Site

The subject site is located at 148 Donaldson Road, Rocklea, formally described as Lot 1/RP220014 and is situated within the LII Low impact Industry zone of the Brisbane City Council City Plan 2014 (**City Plan**). The site is bound by Special purpose (Utility Services) to the north and east, Rural to the west and south. The site is shown in the context of the local area on **Figure 1**.

Figure 1 Site in Local Context

The subject site is currently occupied by Powerlink Transmission Training Facility, with demountable office, informal on-site parking area and open spaces, with vehicular access achieved by a single driveway crossover to Donaldson Road. Donaldson Road is straight and flat within the vicinity of the subject site, and accordingly, the existing location of the driveway crossover readily caters for the sight distance for the 50km/h frontage road speed in accordance with the AS2890.1 (i.e. 69m to the south for a left-out movement).

2.2 Surrounding Road Network

Details of the key roads surrounding the subject site are provided in **Table 1**.

Table 1 Key Surrounding Roads

Road Name	Road Authority	Existing Form	Posted Speed
Donaldson Road	Council	8.5m carriageway with some areas of unsealed informal parking on either side.	50km/h
Dunn Road	Council	8.5m carriageway with parking lane on northern side for a portion of the carriageway	50km/h
Collinsvale Street	Council	Single lane in each direction, 2.5m parking lane on either side.	50km/h
Ipswich Road	Council	Single 3.6m lane in each direction.	60km/h
Ipswich Motorway	DTMR	3 lane dual carriageway, with 3.5m lanes.	100km/h

2.3 Public Transport

The subject site is not currently serviced by any existing public transport routes, with no nearby bus stops or train stations within convenient walking distance. Given the absence of public transport infrastructure in the surrounding area, access to the site will predominantly rely on private vehicles. The site is currently operating as a training establishment with scheduled sessions and the operators will continue to encourage carpooling among staff and attendees.

2.4 Transport Network Planning

The BCC City Plan 2014 Local Government Infrastructure Plan (**LGIP**) has been reviewed to identify the location and nature of any planned trunk movement infrastructure works, indicating that no improvements to the surrounding transport networks are planned within the immediate vicinity of the subject site.

3.0 Proposed Development

3.1 Development Overview

Based on the development plans prepared by Aurecon, which are included at **Appendix A**, it is proposed to include an additional demountable training facility along the southern boundary of the site. Within the under-croft of the structure will be five (5) formalised car parking spaces (including one (1) PWD space and one (1) motorbike space). Adjacent to the new demountable building will be a car parking area with 16 line marked car parking spaces.

The proposed development is an addition to the existing training facility operating at the site. The proposed development characteristics are as follows:

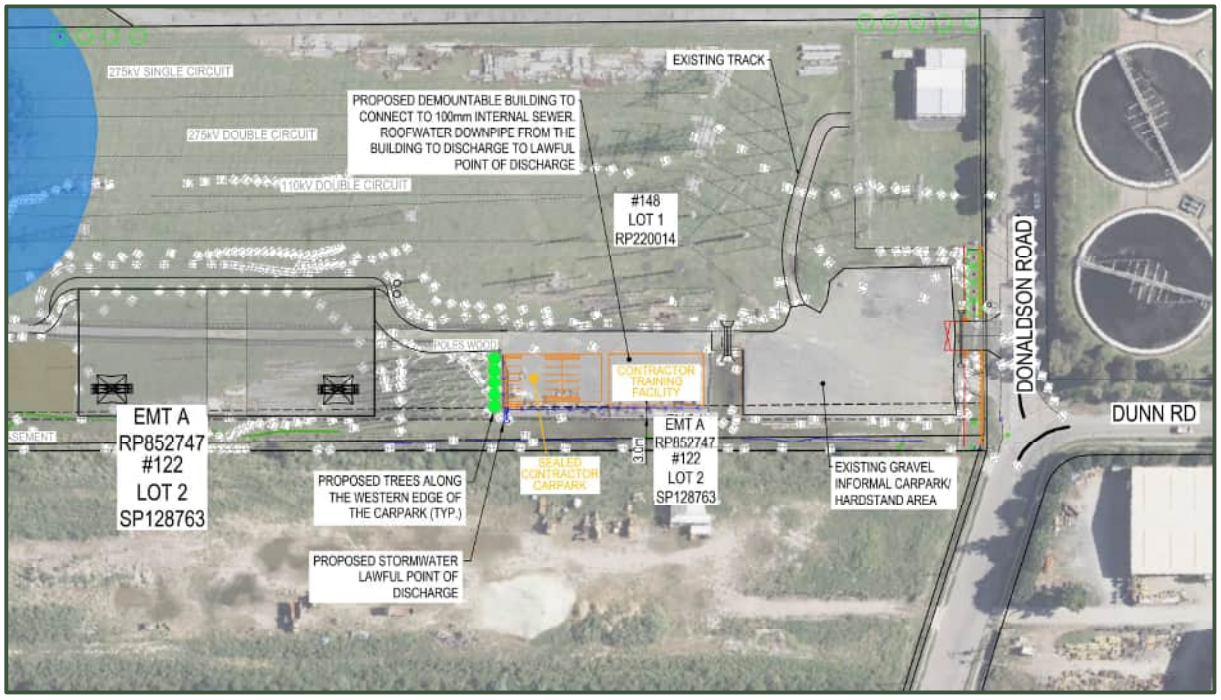
- An increase on current operations by 10-12 students and 1-2 supervisors.
- The training facility will only operate during weekdays.
- The use is variable, usually for 2 weeks at a time.
- Typically training is expected to operated for a maximum of 240 days per year.

The land uses and yields proposed as part of the development are summarised in **Table 2**.

Table 2 Proposed Development

Element	Yield
Educational Establishment space	144m^2
Car parking	*20 spaces*
Motorbike parking	*1 space*

Figure 2 below demonstrates the development as described above.



3.2 Proposed Traffic Arrangements

Vehicular access to the site is currently provided via a single driveway crossover to Donaldson Road on the south-east portion of the site. An upgrade and relocation of the existing driveway crossover to a 9m wide sealed driveway is part of a separate minor change application.

The new driveway crossover will be located approximately 8m further north of the existing informal driveway crossover, and approximately 25m from the adjacent intersection of Donaldson Road and Dunn Road.

4.0 Design Considerations

4.1 Overview

A review of the proposed site traffic arrangements has been undertaken against the following relevant documents:

- TAPS PSP and Code;
- Australian Standard for Parking facilities Part 1: Off-street car parking (**AS2890.1**);
- Australian Standard for Parking facilities Part 2: Off-street commercial vehicle facilities (**AS2890.2**);
- Australian Standard for Parking facilities Part 6: Off-street parking for people with disabilities (**AS2890.6**).

Each aspect of the review is discussed below.

4.2 Car Parking Provision

4.2.1 TAPS Code Acceptable Outcome Requirements

The Brisbane City Council City Plan 2014 Transport, Access, Parking and Servicing Code (**TAPS Code**) acceptable outcome car parking provisions specified for the subject development by *Table 14 – Car parking standards in all other cases* of the TAPS Planning Scheme Policy (**TAPS PSP**) are presented in **Table 3**.

Table 3 TAPS Code Acceptable Outcome Car Parking Requirements

Land Use	Type	Car Parking Rate	Requirement
Educational establishment	Staff	1 space per staff	2 spaces
	Students	1 space per 10 students	1 space
	Visitors	0.1 space per staff for visitors	1 space
		Total	**4 spaces**

The car parking provision proposed for the development is 20 spaces, which exceeds the TAPS code acceptable outcome (AO1).

The provision of 20 parking spaces accommodates the anticipated maximum additional daily parking demand, assuming attendance by 14 people and a conservative vehicle occupancy rate of one person per vehicle.

4.3 PWD Parking Provision

The National Construction Code (**NCC**) stipulates the PWD car parking requirements for a building based on its building class. The building proposed as part of the development is categorised as a Class 9b building by the NCC, and as such requires

'For other assembly building – with up to 1000 car parking spaces - 1 accessible space for every 50 car parking spaces'

The development has proposed one (1) PWD parking space and therefore satisfies the NCC requirement.

4.4 Car Parking and Circulation Layout

The design of the proposed car parking and circulation arrangements proposed for the development has been assessed against the requirements of the TAPS PSP and AS2890.1. A summary of the assessment is presented in **Table 4**.

Table 4 Car Parking Layout Design Compliance

Element	Proposed Design	AS2890.1 Compliant	TAPS PSP
90° car parking spaces (user class 1)	2.4m x 5.4m	✓	✓
Parking/circulation aisle width (user class 1)	6.35m+	✓	✓
Design envelope for car parking spaces	As per Figure 2 of AS2890.1 and Figure m of the TAPS PSP	✓	✓
Height Clearance	2.3m+	✓	✓
PWD car parking spaces	2.4m x 5.4m parking space plus 2.4m x 5.4m shared space	✓	✓
Height Clearance for PWD parking space	>2.5m	✓	✓
PWD parking space gradient	1:40	✓	✓
Driveway crossover	9m width	✓	✓

As demonstrated in **Table 4**, all assessed car park elements comply with the relevant AS2890.1 and AS2890.6 requirements, and therefore the development achieves the relevant TAPS Code performance outcome (AO14).

4.5 Bicycle Parking

4.5.1 TAPS Code Acceptable Outcome Requirements

The TAPS Code acceptable outcome for bicycle parking provision specified for the subject development by *Table 21-Cyclist and pedestrian facilities* of the TAPS PSP are presented in **Table 5**.

Table 5 TAPS Code Acceptable Outcome Bicycle Parking Requirement

Land Use	Bicycle Parking Rate	Requirement
Educational Establishment	1 lockable bicycle parking space per 50 full-time students for other educational facilities	0 spaces
Total		**0 spaces**

The development will not accommodate any full-time students, with training participants only accessing the site for short term professional development courses lasting up to two weeks in duration. The provision of no lockable bicycle spaces is therefore in compliance with the Acceptable Outcome for bicycle parking.

5.0 Servicing Considerations

5.1 TAPS Code Acceptable Outcome Requirements

The TAPS Code acceptable outcome servicing provision specified for the subject development by *Table 1 – Development Type - Minimum standard design Service Vehicle* of the TAPS PSP for an educational establishment land use are as follows:

- RCV for regular access.
- Coach for occasional access.

SLR have been advised that waste is currently removed from site by operatives and the intention is for this arrangement to continue following the construction of the development. Notwithstanding this, a swept path assessment has been undertaken that shows the site is able to accommodate a Council front-lift Refuse Collection Vehicles (**RCVs**) entering the site in a forward gear, turn around on site and depart in a forward gear.

Similarly, due to the nature of the development, it is not anticipated that access for a coach is required, but a swept path assessment shows that a coach is able to access the site.

Swept path assessments are included at **Appendix B**.

Reflective of the above, the proposed service vehicle provision is considered adequate to accommodate the TAPS Code acceptable outcome provision.

6.0 Operational Considerations

6.1 Development Traffic Demand

Based on the information SLR gathered from the client, the proposed development is expected to increase the current site attendance as follows:

- 1-2 Staff
- 10-12 Students

Reflective of the above and assuming a conservative vehicle occupancy rate of one person per vehicle, the traffic demand estimate for the proposed development is presented in **Table 6**.

Table 6 Development Peak Hour Traffic Demand Estimate

Component	Yield	Peak Hour trip rate	Vehicle Trips	
			AM Peak Hour	PM Peak Hour
Staff	2	2vph	2vph	2vph
Students	12	12vph	12vph	12vph
Incremental traffic demand increase			**14vph**	**14vph**

Table 6 demonstrates that the proposed development is conservatively anticipated to generate 14 additional trips during the AM and PM peak hours over that currently generated by the existing site. 14 additional trips over one hour is equivalent to around 1 new vehicle trip every 4 to 5 minutes.

This increase in traffic demand is considered to be insignificant from a traffic engineering perspective, and therefore the subject development is not anticipated to materially impact on

the operational performance, safety or amenity of the adjoining road network compared with the existing situation. On this basis, no further operational assessment is warranted.

7.0 Brisbane City Council City Plan 2014 Code Responses

The traffic and transport aspects of the amended development have been assessed against the relevant requirements of the BCC Planning Scheme TAPS Code. Responses to the TAPS Code have been prepared and are included at **Appendix C.**

8.0 Summary and Conclusions

SLR Consulting Australia (**SLR**) has been engaged by Therefor Group to provide traffic engineering advice in relation to a proposed additional training facility development (the Development) located at the existing Powerlink Transmission Lines Training Facility at 148 Donaldson Road, Rocklea. Development plans have been prepared by Aurecon and are included at **Appendix A**.

Based on the analysis and discussion documented herein, the following is concluded:

- The development's proposed car parking, bicycle parking and servicing provisions satisfy the relevant TAPS Code performance outcomes and AS2890 requirements;
- The proposed development is not anticipated to significantly increase site traffic demands compared with the existing situation. On this basis, the proposed development is not anticipated to result in any material impacts to the operational performance, safety or amenity of the adjoining road network compared with the existing situation;
- The traffic and transport aspects of the proposed development have been assessed against the requirements of the TAPS Code and are considered to satisfy all of the relevant assessment benchmarks.

9.0 RPEQ Certification

The traffic assessment and report has been prepared under the direction of a Registered Professional Engineer of Queensland (**RPEQ**) who is experienced in traffic engineering and transport planning. The report is endorsed by that RPEQ accordingly.

Sincerely,

SLR Consulting Australia

Raymond Logan, RPEQ No. 27227
Principal – Transport Advisory

Appendix A Development Plans

Traffic Impact Statement

Rocklea Powerlink Tower Farm

Therefor Group

SLR Project No.: 620.042376.00001

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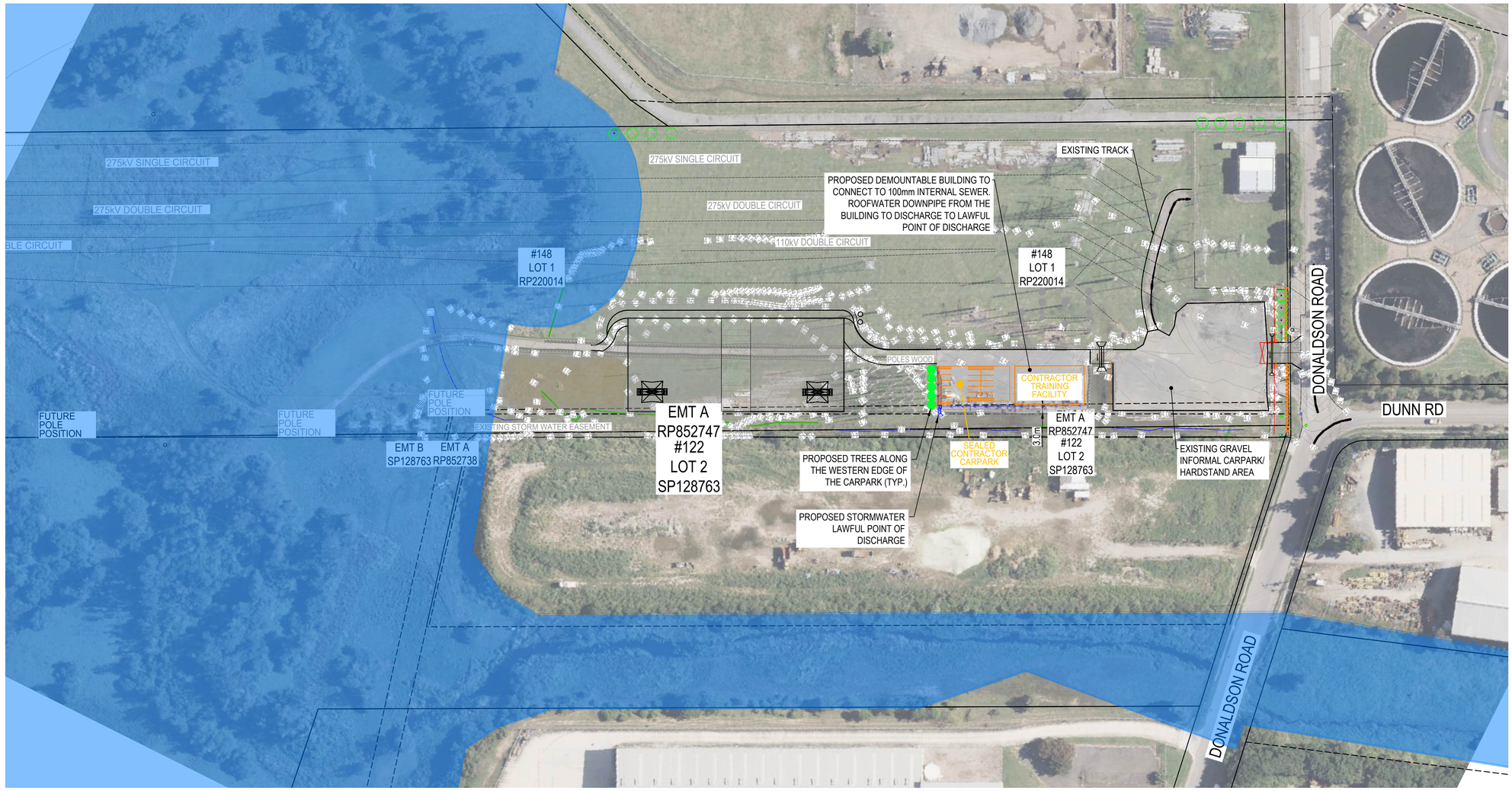

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NOTES:

1. NEW TREES TO BE PLANTED IN ACCORDANCE WITH P04 AND P06 OF THE LANDSCAPING CODE.
2. LOCATION AND ALIGNMENT OF EXISTING INTERNAL SEWER TO BE CONFIRMED DURING THE DETAILED DESIGN.

CONCEPT DESIGN

NOT FOR CONSTRUCTION

PRINT IN COLOUR

LEGEND

SYMBOL	DESCRIPTION
EXISTING	
S(D)	EXISTING SEWER QL-D
S(C)	EXISTING SEWER QL-C
W(D)	EXISTING WATER QL-D
	FENCE
	PROPERTY BOUNDARY
	EASEMENT BOUNDARY
	EDGE OF BITUMEN
	SURFACE DRAIN
	EDGE OF VEGETATION
	BRISBANE CITY COUNCIL WATERWAY CORRIDOR
	TOP OF BANK
	BOTTOM OF BANK
	SURVEY PSM
	SURVEY STAR PICKET
	POWER POLE
W	WATER VALVE
	SEWER VENT
	SEWER M/H
AS BUILT	
5.5	DESIGN MAJOR CONTOUR
5.4	DESIGN MINOR CONTOUR
	ACCESS ROAD
	CUT OFF DRAIN
	40' SHIPPING CONTAINERS
	HARDSTAND
PROPOSED	
	SEALED CONTRACTOR CARPARK
	CONTRACTOR TRAINING FACILITY
LANDSCAPE	
	PROPOSED TREE
	EXISTING TREE

aurecon
www.aurecongroup.com

CLIENT

Powerlink QUEENSLAND

REV	DATE	REVISION DETAILS	APPROVED
A	08.12.25	ISSUED FOR CONCEPT DESIGN	H.CRAWFORD

SCALE	SIZE
1:1000	A1

DRAWN	APPROVED
R.MARTINEZ	DATE 08.12.25
DESIGNED	
M.A.ESCORIDO	
CHECKED	
A.HARTANTO	H.CRAWFORD

PROJECT
ROCKLEA TRAINING FACILITY
(INTERIM LCMITF)

TITLE
CIVIL ENGINEERING
OVERALL SITE
CONCEPTUAL LAYOUT PLAN

DRAWING NUMBER

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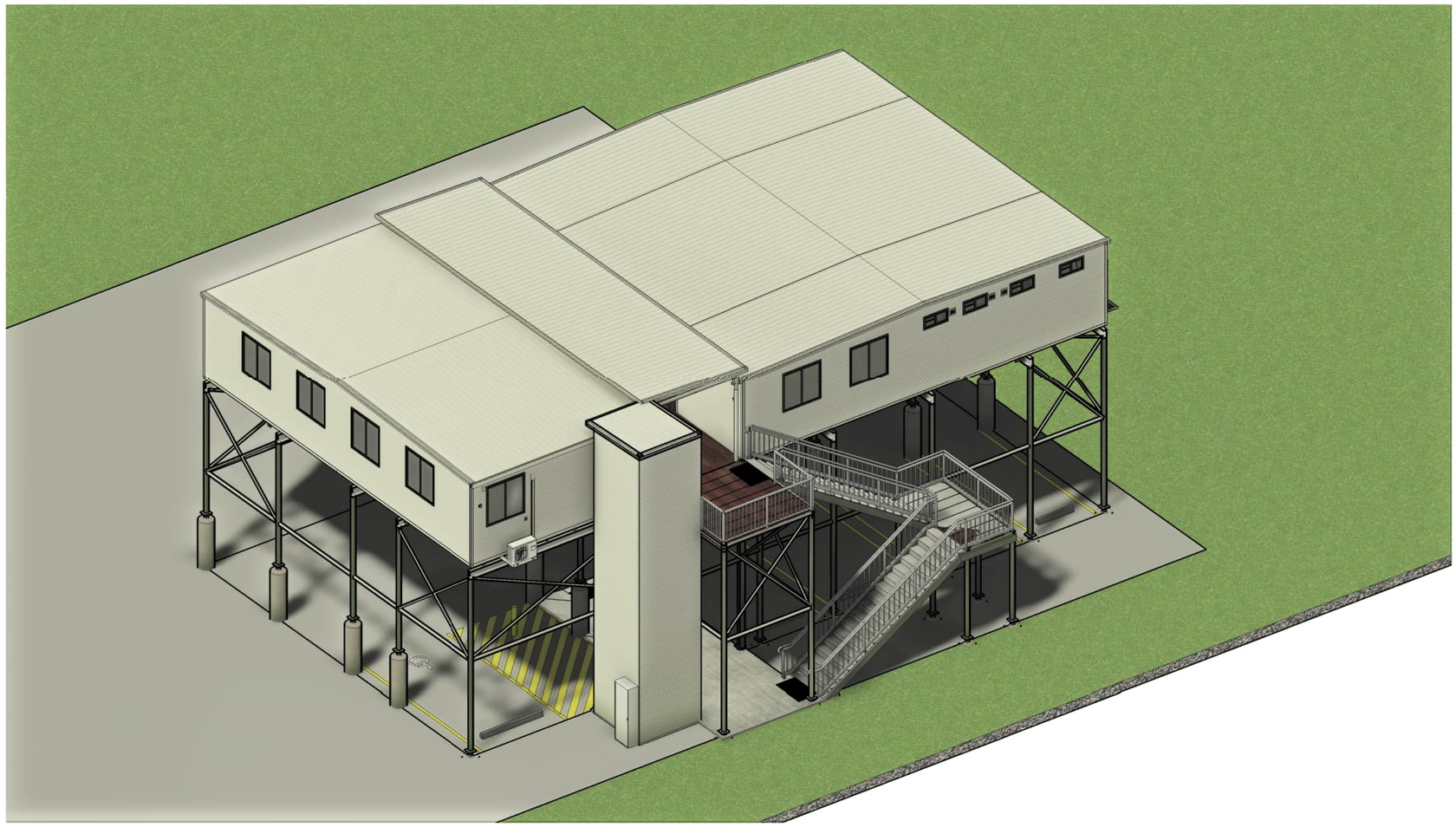

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A200	PLAN	E
A201	PLAN - CARPARK	E
A210	ROOF PLAN	E
A300	ELEVATIONS - 1 OF 2	E
A301	ELEVATIONS - 2 OF 2	E
A400	FOUNDATION PLAN	D
A401	FOUNDATION DETAILS	D
A450	SUBFLOOR STRUCTURAL 3D	D
S450	SHOP DRAWINGS - STAIR DETAILS	D
S455	SHOP DRAWINGS - LIFT DETAILS	D
S461	SHOP DRAWINGS - LANDING DETAILS	D

250133SP

POWERLINK
148 DONALDSON RD, ROCKLEA QLD 4106

SITE PLAN

ATCO STRUCTURES & LOGISTICS PTY. LTD.
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LUSCOMBE, QLD 4207
P.O. BOX 393, BEENLEIGH, QLD 4207
PHONE: (07) 3412 8600
ABN: 71 083 902 309
EMAIL: ASLAu.Sales@atco.com

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SIGNATURE:

WIND REGION:		B
TERRAIN CATEGORY:		2
IMPORTANCE LEVEL:		2
SHIELDING FACTOR:		NS
BUILDING CLASS:		5
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	CONCENTRATED (kN):	2.7
CLIMATE ZONE:		2

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B	ISSUED FOR REVIEW	28.02.25	NG	
C	ISSUED FOR REVIEW	04.04.25	NG	
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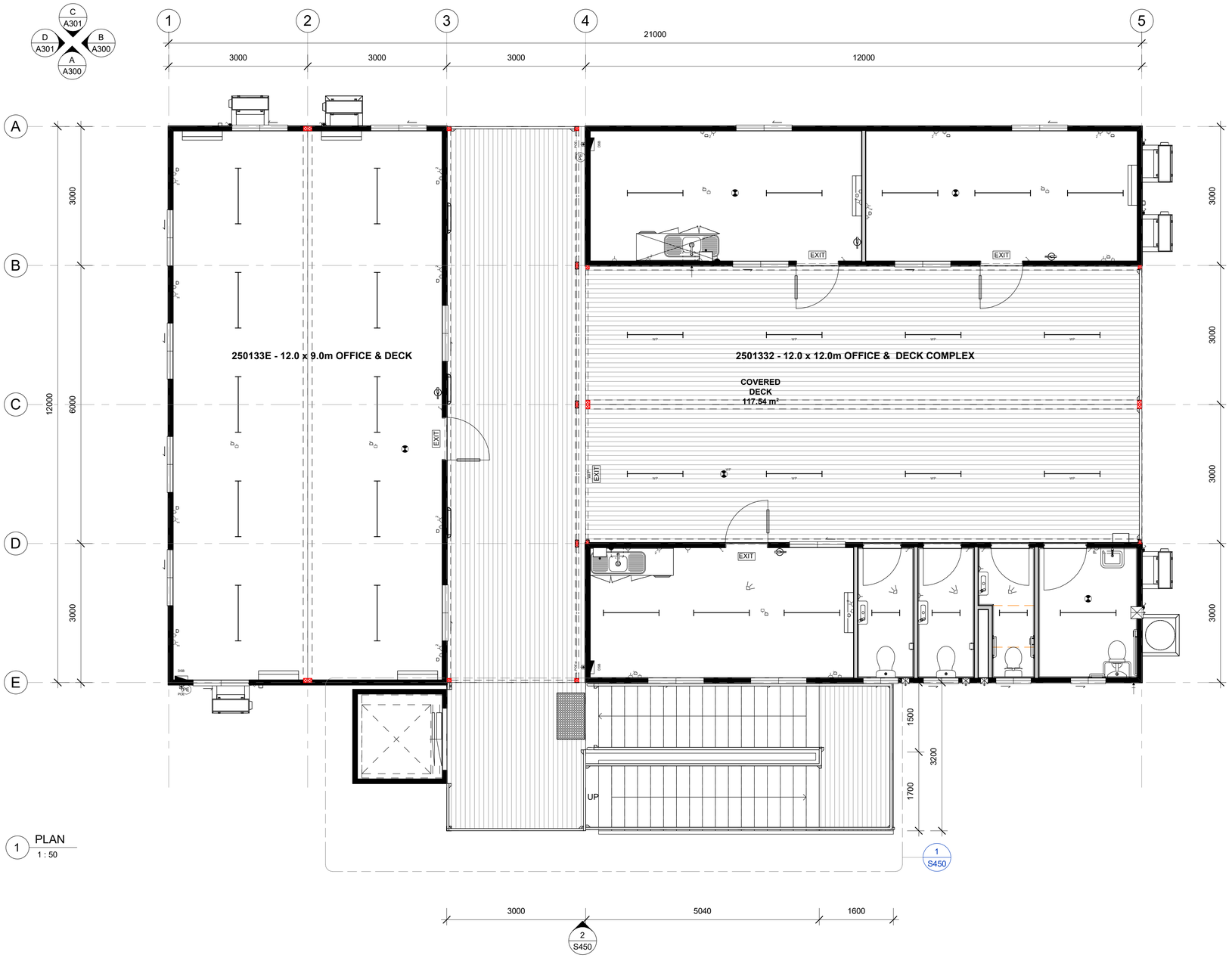

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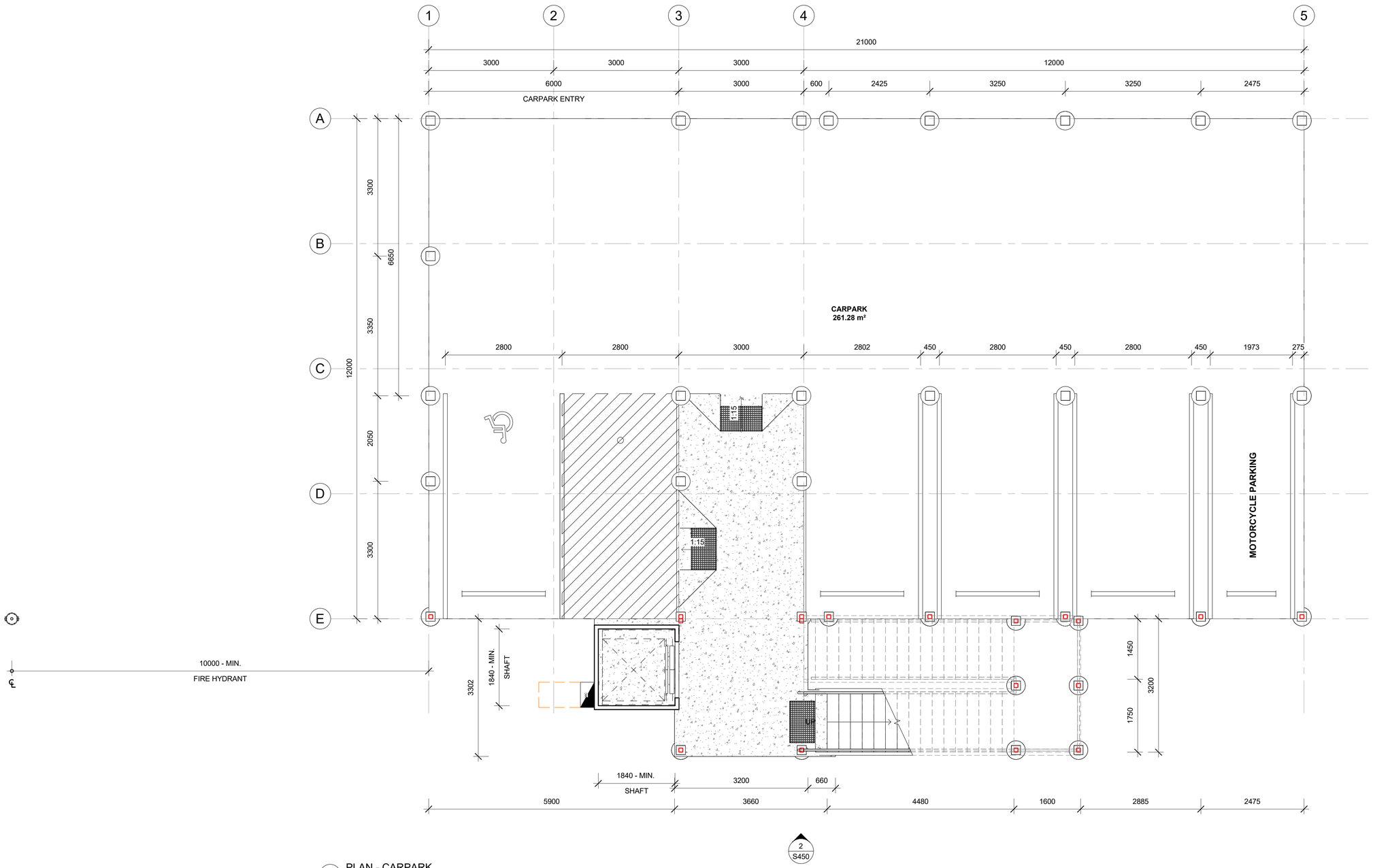

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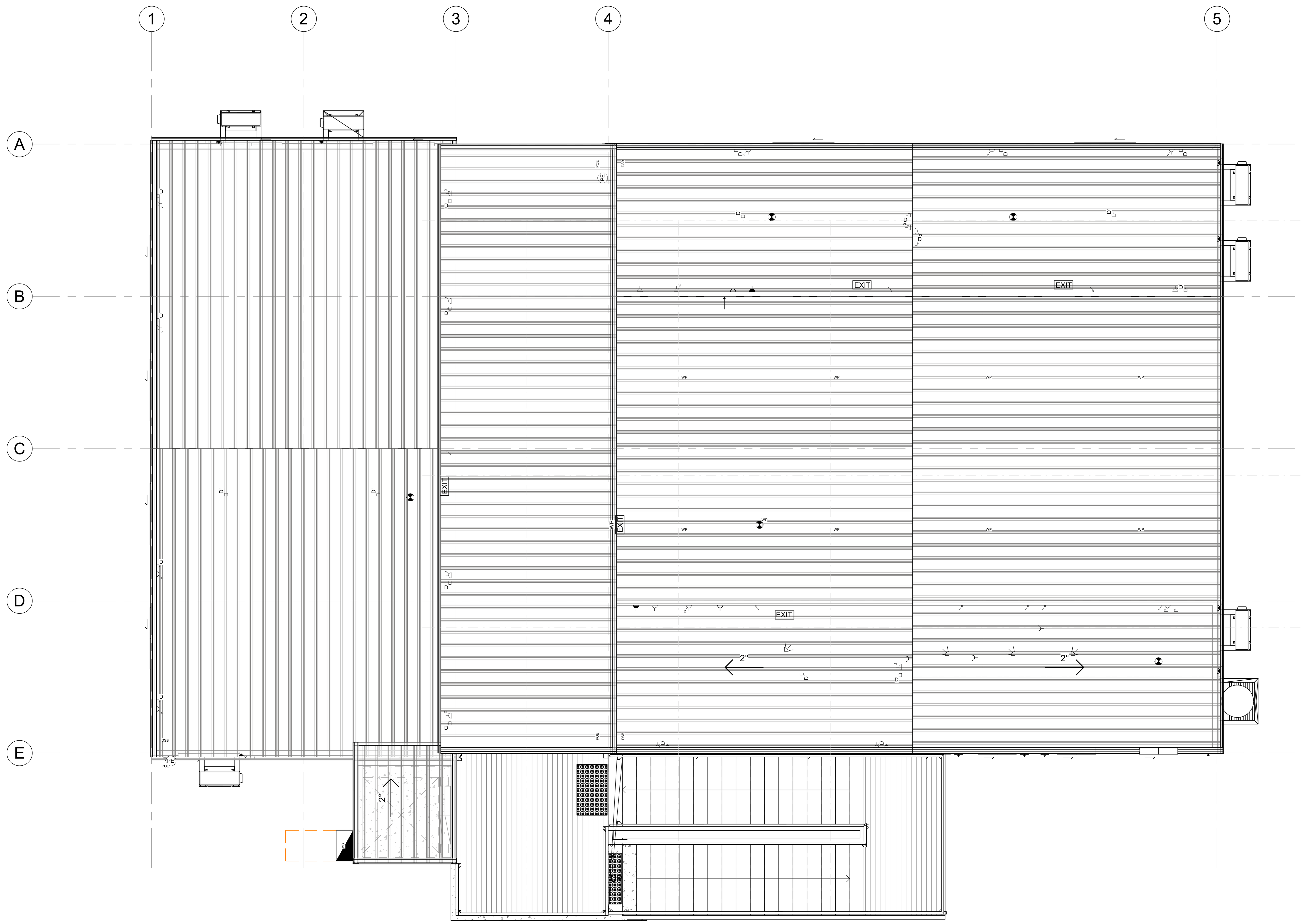

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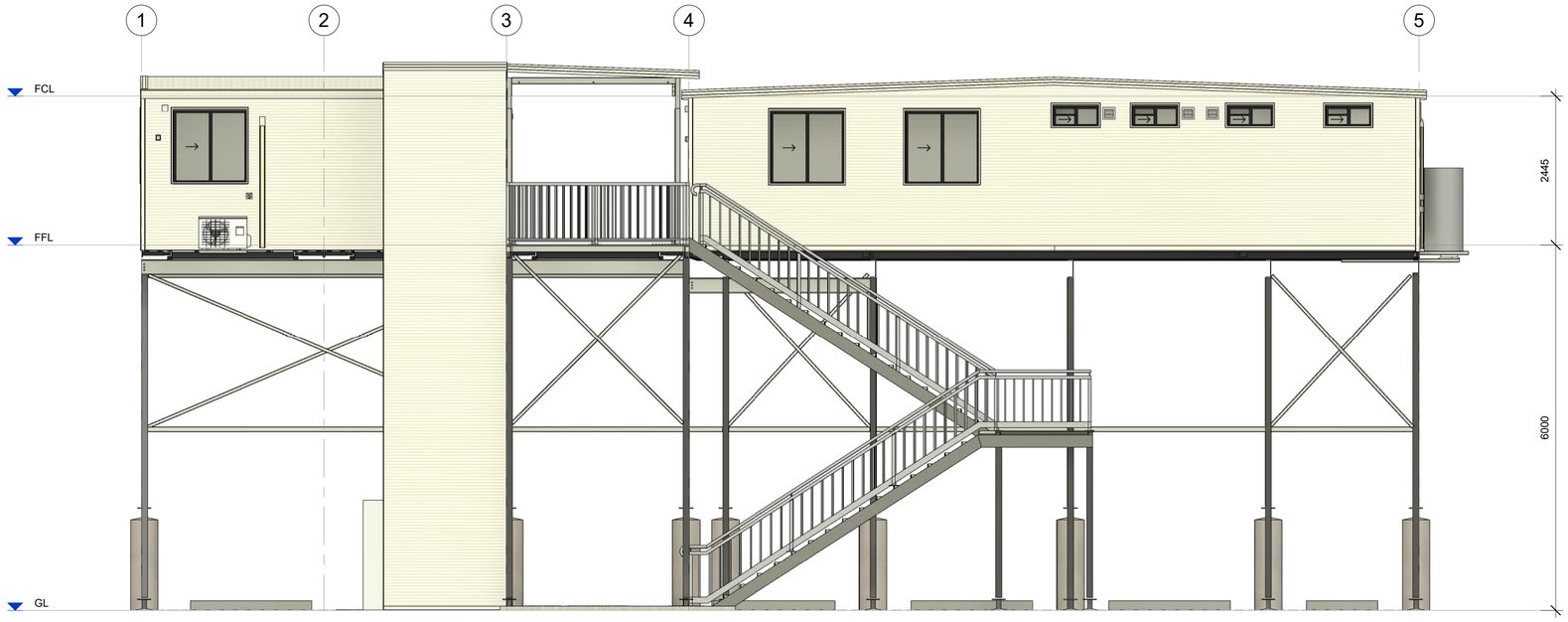

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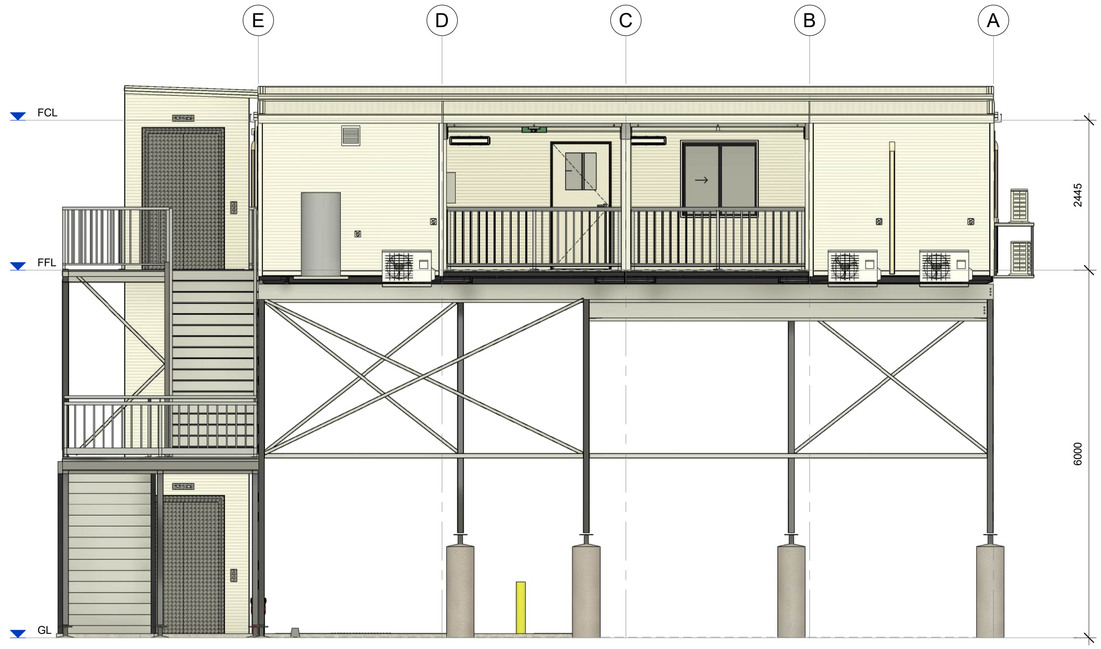

A200 — B — ELEVATION
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APPLICATION REF
A006945211

CONFIRM DETAILS OF SET OUTS, LEVELS AND CRITICAL DIMENSIONS ON SITE PRIOR TO SHOP DRAWINGS AND FABRICATION

DO NOT SCALE FROM THIS DRAWING, USE FIGURED DIMENSIONS OVERALL DIMENSIONS EXCLUDE EXTERNAL CLADDINGS U/N O.

ALL CONSTRUCTION TO COMPLY WITH NATIONAL CONSTRUCTION CODE OF AUSTRALIA AND APPLICABLE AUSTRALIAN STANDARDS

REV	DESCRIPTION	DATE	BY	CHK'D
A	ISSUED FOR APPROVAL	06.02.25	PJ	SL
B	ISSUED FOR REVIEW	28.02.25	NG	
C	ISSUED FOR REVIEW	04.04.25	NG	
D	ISSUED FOR REVIEW	07.04.25	NG	
E	UPDATED FOUNDATION DETAILS	08.04.25	NG	

ATCO STRUCTURES & LOGISTICS PTY. LTD.
55 TONKA STREET, LUSCOMBE, QLD 4207
P.O. BOX 393, BEENLEIGH, QLD 4207
PHONE: (07) 3412 8600
ABN: 71 083 902 309
EMAIL: ASLAu.Sales@atco.com

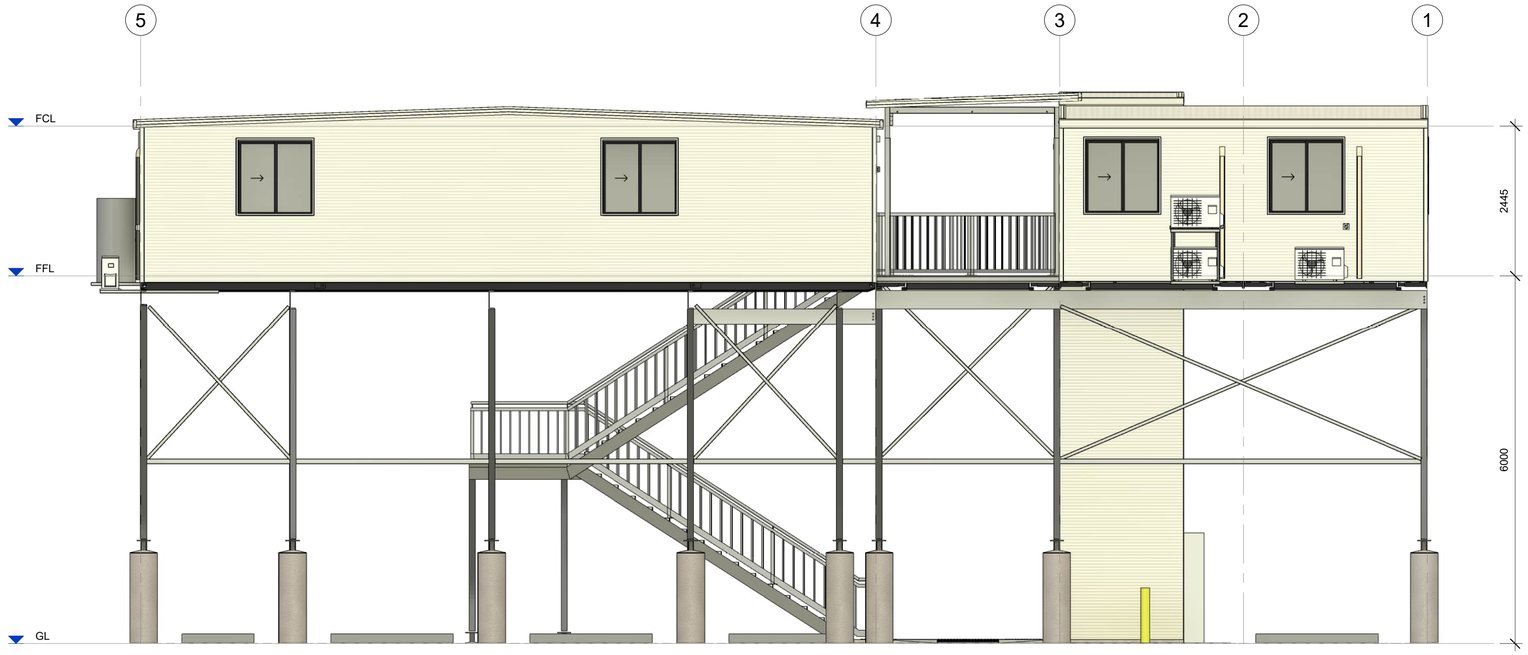
CLIENT: POWERLINK
DESCRIPTION: SITE PLAN
ADDRESS: 148 DONALDSON RD, ROCKLEA QLD 4106

TITLE: ELEVATIONS - 1 OF 2
PROJECT No.: -
SCALE AT A1: 1 : 50
DRAWING NUMBER: 250133SP-A300
REVISION: E

8/04/2025 9:27:05 AM

Autodesk Docs://250133_Powerlink_BNE/250133SP_SITE PLAN.rvt

ISSUED FOR APPROVAL
SIGNATURE:



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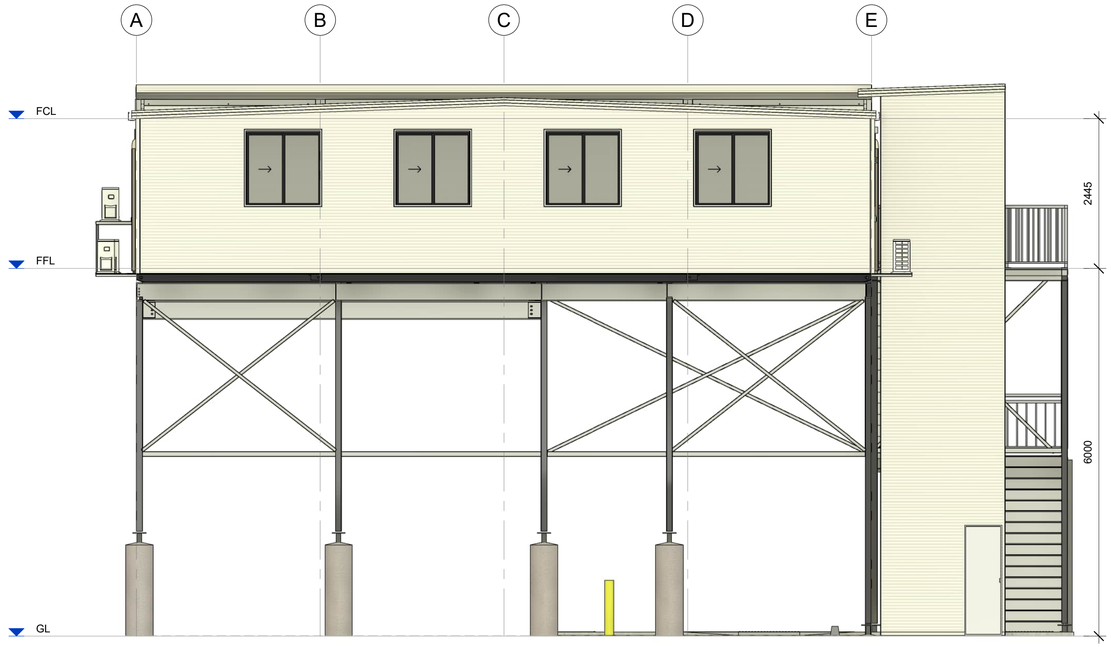
1 : 50



D A200 ELEVATION
1 : 50

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APPLICATION REF
A006945211

CONFIRM DETAILS OF SET OUTS, LEVELS AND CRITICAL DIMENSIONS ON SITE PRIOR TO SHOP DRAWINGS AND FABRICATION

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PHONE: (07) 3412 8600
ABN: 71 083 902 309
EMAIL: ASLAu.Sales@atco.com

CLIENT: POWERLINK
DESCRIPTION: SITE PLAN
ADDRESS: 148 DONALDSON RD, ROCKLEA QLD 4106

TITLE: ELEVATIONS - 2 OF 2
PROJECT No.: -
SCALE AT A1: 1 : 50
DRAWING NUMBER: 250133SP-A301
REVISION: E

8/04/2025 9:27:46 AM

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Appendix B Swept Path Assessments

Traffic Impact Statement

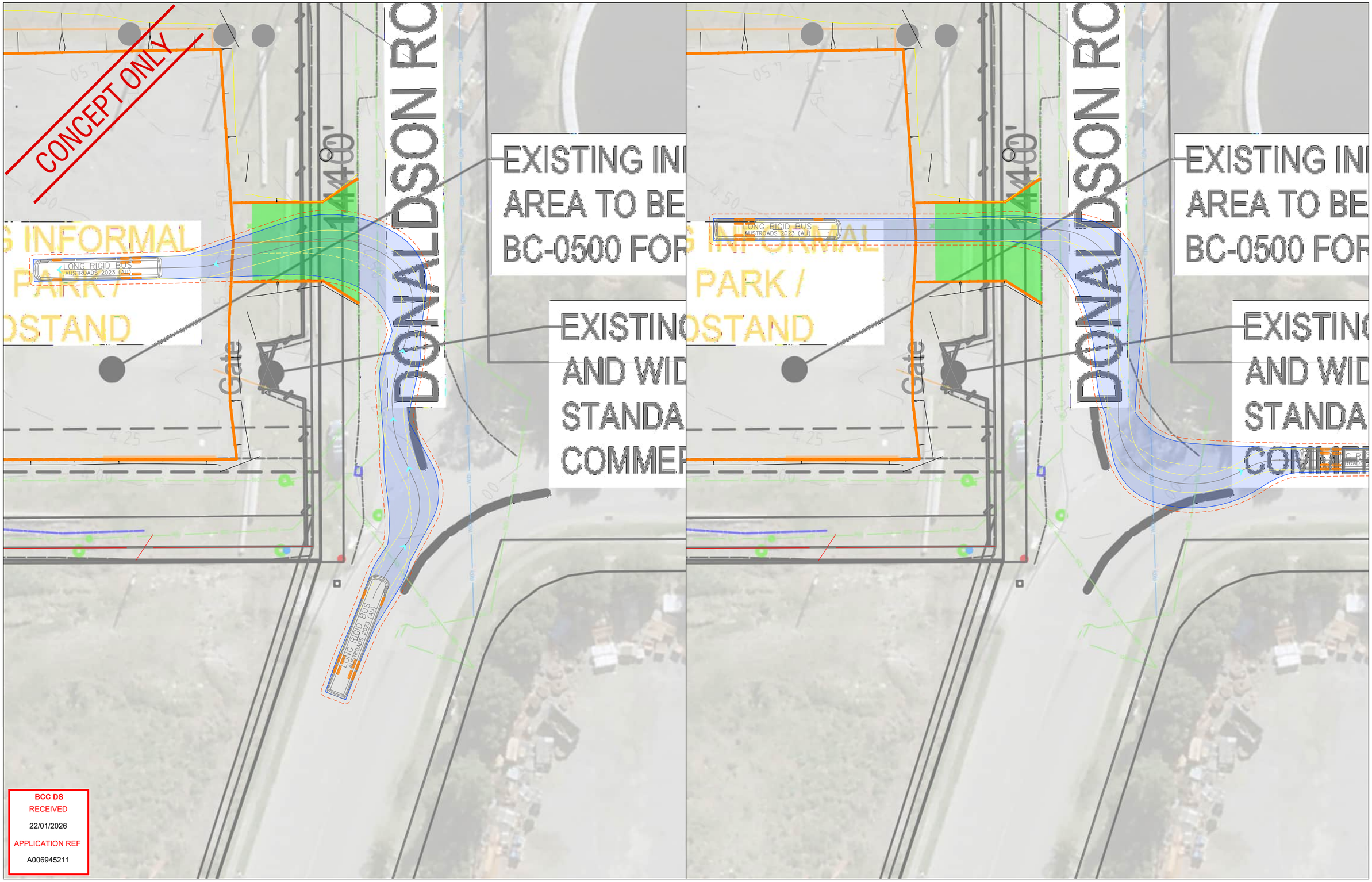
Rocklea Powerlink Tower Farm

Therefor Group

SLR Project No.: 620.042376.00001

18 December 2025

CONCEPT ONLY



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APPLICATION REF
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SLR
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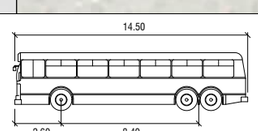
Project No:	620.042376
Date:	16/12/2025
Drawn by:	JH
Certified by:	-
Sheet Size:	A3
Projection:	-

SWEPT PATH LEGEND
- Vehicle Path
- Vehicle Body
- Body Clearance



LONG RIGID BUS

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 46.4

N

0.0 4 8 12 16
METERS

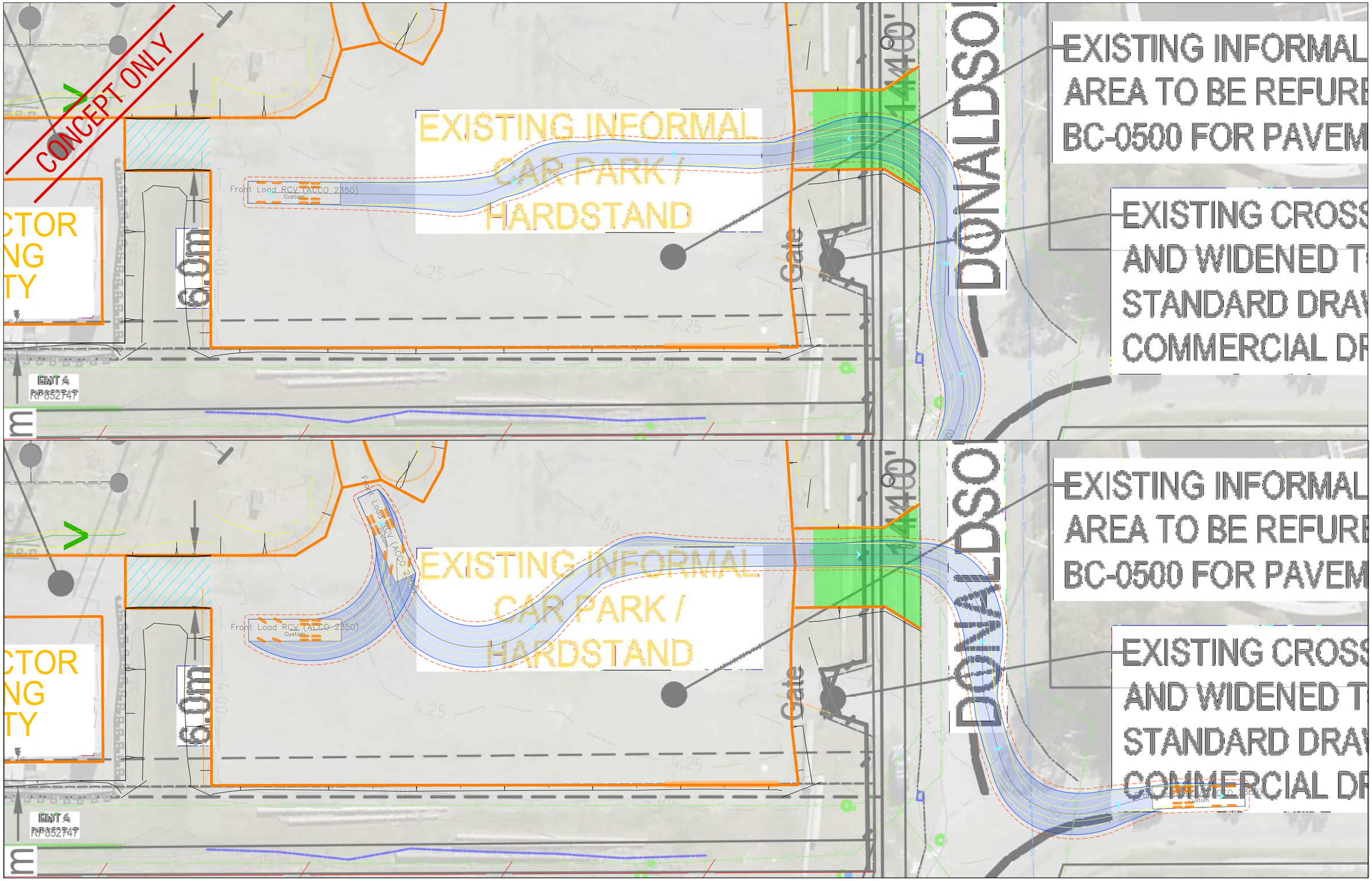
SCALE 1:400

Therfor Group

Rocklea Powerlink Tower Farm

Swept Path Assessment
14.5m Coach

FIGURE SK01



SLR

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Projection:	-

SWEPT PATH LEGEND

- Vehicle Path
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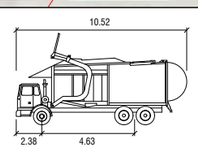
- Body Clearance



Front Load RCV (ACCO 2350)

meters

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 28.0

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22/01/2026
APPLICATION REF
A006945211

N

0.0 4 8 12 16
METERS

SCALE 1:400

Therfor Group

Rocklea Powerlink Tower Farm

Swept Path Assessment
Front Load RCV

FIGURE SK02

Appendix C TAPS Code Responses

Traffic Impact Statement

Rocklea Powerlink Tower Farm

Therefor Group

SLR Project No.: 620.042376.00001

18 December 2025

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 demonstrated through a development application that: • is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.	**AO1** Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	**Compliant with AO1** The development complies with the standards in the Transport, access, parking and servicing planning scheme policy.
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	**AO2** No acceptable outcome is prescribed.	**Not Applicable** The development is not of a major size.

uses, public areas and the transport network consistent with the planning by the Queensland Government and Council.		
PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	**AO3.1** Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. **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 with AO3.1** The 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 Not Applicable** No easements
PO4 Development provides walking and cycle routes through the site which: a. link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; b. encourage walking and cycling; c. ensure pedestrian and cyclist safety; d. provide a direct and legible network. Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.	**AO4.1** Development provides walking and cycle routes which are constructed on the carriageway or through the site to: a. create a walking or cycle route along the full frontage of the site; b. connect to public transport and existing cycle and walking routes at the frontage or boundary of the site. **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.	**Not Applicable** The development does not provide walking and cycling routes through the site.

PO5 Development provides secure and convenient bicycle parking which: a. for visitors is obvious and located close to the building's main entrance; b. for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; c. is easily and safely accessible from outside the site; d. does not impact adversely on visual amenity; e. does not impede the movement of pedestrians or other vehicles; f. is designed to comply with a recognised standard for the construction of bicycle facilities. Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	**AO5.1** Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. **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** 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.	**Compliant with AO5** The development will not accommodate any full-time students, therefore the provision of no lockable bicycle spaces is in compliance.
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.	**Compliant with AO6** The development will not accommodate any full-time students, therefore the provision of no shower cubicles and lockers is in compliance.
PO7 Development provides pedestrian and cyclist access to	**AO7** Development provides pedestrian and cycle access that is	**Not Applicable** The development does not anticipate pedestrian and

the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.	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.	cyclist access to the site.
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.	**Not Applicable** The development does not anticipate pedestrian and cyclist access to the site.
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). **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.	**Compliant with PO9** The development provides an access driveway that is located and designed to minimise adverse impacts on the safety and operation of the transport network.
	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;	

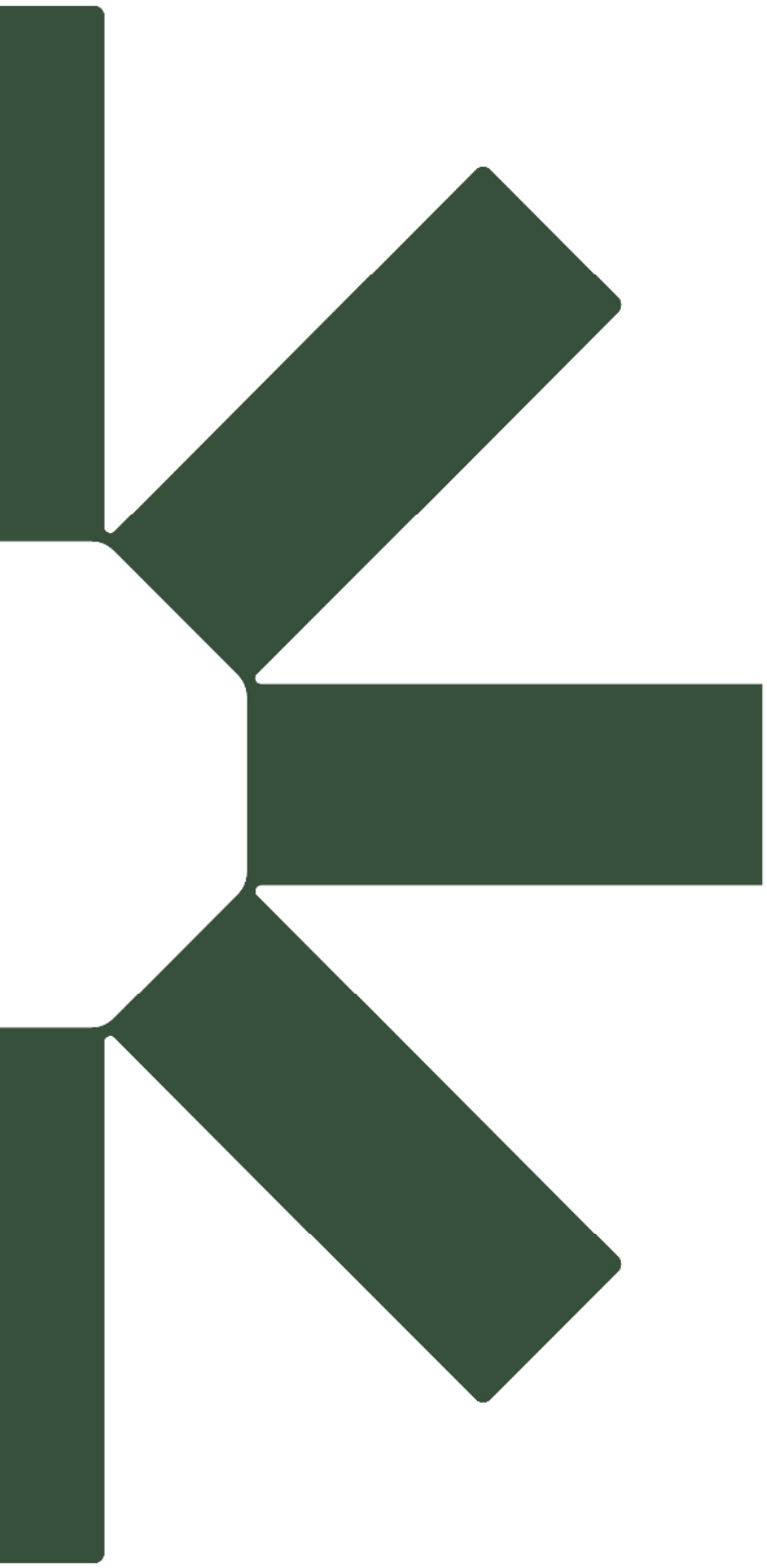
	b. are not provided through a bus stop, taxi rank or pedestrian crossing or refuge. **AO9.5** Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	
PO10 Redevelopment provides for: a. the closure of all access driveways 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 with PO10** The development does not propose to retain any existing driveways that no longer comply with Council's *Transport, access, parking and servicing planning scheme policy.*
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 with PO11** The access driveway provided by the development is designed and located to be safe for pedestrians, cyclists and motorists on the surrounding network.
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	**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,	**Not applicable** The site is located outside the City Core and Frame.

walking, cycling and the use of public transport.	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.	
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. 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.	**Satisfies AO13** Parking provided in compliance with the standards 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.	**Satisfies AO14.1** The development provides a car parking supply that will be suitable to accommodate the anticipated parking demand. **AO14.2 Not Applicable** Development does not involve mixed use
PO15 Development provides a car park layout which allows for on-site vehicle parking that:	**AO15** Development provides parking bays, queue areas and manoeuvring areas which are designed for the design	**Satisfies A015** The development provides a car park layout that is compliant with Council's *Transport access, parking and*

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.	service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.	*servicing planning scheme policy and / or AS2890*.
PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	**AO16** Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by: a. facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; b. defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; c. promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; d. ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; e. including way-finding cues; f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas. Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.	**Not applicable** As assessment of the crime prevention elements proposed by the development are not considered within the scope of this traffic and transport assessment.

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.	**Not applicable** An assessment of the graffiti / vandalism prevention elements proposed by the development are not considered within the scope of the traffic and transport assessment.
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.	**Satisfies AO18** The development is designed to be suitable to accommodate an adequate number and size of service vehicles..
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. **AO19.3** Development provides service areas for refuse collection	**Satisfies AO19** All service bays provided on the site are designed in accordance with the design standards within Council's *Transport access, parking and servicing planning scheme policy.*

	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.	**Satisfies AO20** The development ensures that the service vehicles use the most direct route to the major road network.
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.	**Not applicable** The site is not required to be serviced by a B-Double.



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