



Transport Engineering Report

54 George Alexander Way, Coomera

Proposed ROL and Multiple Dwelling
Development



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Revision Record

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1. Introduction

1.1. Purpose

Colliers International Engineering & Design (Formerly TTM Consulting Pty Ltd) has been engaged to prepare a transport assessment report investigating a proposed multiple dwelling and reconfiguring a lot (ROL) development at 54 George Alexander Way, Coomera. This transport impact assessment report has been updated to accompany a response to a City of Gold Coast (CoGC) Council Information Request for the proposed development dated 19 September 2024. Council's reference number no. for the project is COM/2024/236.

1.2. Scope

The scope of the transport aspects investigated includes:

- Reviewing the prevailing traffic and transport conditions surrounding the site.
- Identifying parking supply required to cater for development demands.
- Assessing the parking layout to provide efficient and safe internal circulation and manoeuvring.
- Assessing the access configuration to provide efficient and safe manoeuvring between the site and the public road network for cars, service vehicles, cyclists and pedestrians.
- Identifying the service vehicle needs for the site
- Assessing the internal service vehicle layouts to provide efficiency and safety for on-site service vehicle operation
- Reviewing access to a suitable level of public and active transport provisions.
- Identification of likely traffic volumes and traffic distribution from the development.
- Identification of likely traffic impacts of development on the surrounding road network.

The development plans have been assessed against the following guidelines and planning documents:

- City of Gold Coast Council's City Plan City Plan (2016)
- Queensland State Development and Assessment Provisions (SDAP)
- Australian Standards for Parking Facilities
- Council Standard Drawings
- Department of Transport and Main Roads 'Guide to Traffic Impact Assessment' (GTIA)

1.3. Information Request

The transport items raised in CoGC's information request are summarised below in Table 1.1, with comments provided.

Table 1.1: RFI Response

Item		Colliers Comment
Transport Assessment		
7	<i>Based on review of the submitted TTM Consulting Traffic Impact Assessment, Officers hold considerable concerns with the significant increase of traffic on the local residential streets to the east. The concern specifically relates to increased traffic on Talpa Street, Bailer Street, Seashell Avenue and Seagreen Drive. In this regard, the proposed development will generate approximately 993 trips per day on the local road network. Talpa Street and Bailer Street which lead back out to Finnegan Way are both residential access (750vpd) streets. In the proposed access arrangement the development will increase the daily volume of traffic on these streets beyond the desired level. Officers are therefore not supportive of vehicular access to Talpa Street for buildings 1-3.</i> <i>As such, the applicant is requested to submit amended drawings relocating the access to George Alexander Way at the northern most end of frontage. Vehicular movements must be restricted to left in and left out through use of a 600mm wide raised concrete centre median on George Alexander Way as set out in Condition 18 of COM/2023/16. The median must extend 10m north and south of the vehicle crossing location to discourage right turn movements. U-turn movements are available at the existing single lane roundabout located 310m north of the stipulated vehicle access location.</i> <i>The applicant is further requested to prepare interim and ultimate concept plans with dimensions showing how the proposed vehicular access will be facilitated. The vehicle access must include a minimum 2m wide pedestrian refuge and separate entry and exit lanes. The driveway and vehicle crossing must accommodate the largest design service vehicle, ensuring a minimum 50mm ground clearance at all points on route to and from the designated service area.</i> <u><i>Advice note - necessary trunk infrastructure (LGIP identified) land on George Alexander Way</i></u> <i>George Alexander Way is identified in the city's Local Government Infrastructure Plan (LGIP) for upgrade to urban standards. Transport Asset Planning and Management (TAPM) has undertaken concept planning that has identified the requirement for land dedication along the frontage of the site to George Alexander Way. This land is considered trunk and the extent is identified on City of Gold Coast Plan 27132.P307 revision B dated 30/01/2022. The area identified as parcel A is required for the road infrastructure whilst the area identified as parcel B is required for the associated earthworks. To enable the applicant to prepare an alternative design which ties in with the existing and future levels of George Alexander Way, officers can provide the relevant design drawings upon request.</i>	Colliers reiterates that the road capacity of Talpa Street, Seashell Avenue and Seagreen Drive can cater for vehicles up to 3,000 vpd. Notwithstanding, the access has been revised to be located at the North-western corner of the site. Colliers has prepared a concept sketch of indicative location and extend of median (10m of each side of the vehicle crossing) on the existing road network. The interim and ultimate access arrangements has been considered. Namely, that the design service vehicle (front—lift RCV) can access the site in the interim and ultimate scenarios. It is noted that the site has been based on levels identified in "Proposed Road Upgrade George Alexander Way, Coomera Preliminary Design" by Burchills Engineering Solutions. It is understood that the design works are ongoing and subject to change. The ultimate road levels from the plans were adopted as indicative only to inform the overall site levels and tie-in for the proposed loading zone strategy. In the interim, the RCV will be able to access the site in forward gear, undertake collection at a temporary bin location with a B99 car by passing, and exit in forward gear. In the ultimate, a dedicated loading zone on level 1 of the site will be provided generally level with GAW ultimate. The RCV will be able to enter, undertake collection within

		the dedicated loading zone, and exit in forward gear.
Car Parking		
8.	Based on review of the submitted drawings, Officers note that many of the proposed units include study/multi-purpose rooms which could potentially be used as bedrooms. Furthermore, the submitted town planning report suggests that the development, including car parking, will be rolled out over six stages. The car parking calculations prepared by TTM Consulting do not appear to have factored any of these parameters. The applicant is therefore requested to submit the following: a. A revised assessment of car parking including the study/multi-purpose rooms as bedrooms (i.e. 1 bed units will become 2 bed units etc.) b. A summary table showing how many commercial, resident and visitor car parking spaces are provided on each level at each stage. Do not include any assessment of car parking required. c. An amended suite of drawings showing that car parking provided at each stage meets the requirements of Acceptable outcome AO1 of the Transport code. d. Individually number each car parking space for ease of reference.	The proposed multi-purpose rooms and study areas are not considered separate bedrooms which have been revised. Each of these areas are extensions of a living space and/or study nook, with no physical wall and door enclosing the space. Such provisions are not considered an additional bedroom and is inappropriate to assess as such. Accordingly, the car parking assessment includes bedrooms only. Refer to Section 7 of the report. The summary table of resident and visitor car parking is provided in the architectural plans. Refer to Appendix A. It is noted that staging is not proposed for Building 1 – 3.
Servicing		
9.	The current servicing design is based on vehicle access from Talpa Street. However, as mentioned above, Officers have requested that access be relocated to George Alexander Way which will change how service vehicle access and service buildings 1 to 3. The applicant is therefore requested to readdress Performance outcome PO3 of the Transport code based on the revised vehicular access location. An amended suite of drawings must be provided demonstrating how the buildings are serviced at each proposed stage and where service vehicle turn around to exit the site in a forward gear. The temporary turnaround areas must be located entirely within each stage.	As per Colliers's response to Item 7, the interim and ultimate loading zones have been identified within Appendix A.
Bicycle Parking		
10.	The development is proposed in 6 stages. The bicycle parking calculations prepared by TTM Consulting do not appear to have factored in staging. The applicant is therefore requested to submit the following: a. A summary table showing how many commercial, resident and visitor bicycle parking spaces are provided at each stage. Do not include any assessment of bicycle parking required. b. An amended suite of drawings showing that bicycle parking provided at each stage meets the requirements of Acceptable outcome AO7.1 of the Transport code and clear delineation between security level B resident and security level C visitor bicycle parking. c. An amended suite of drawings showing visitor bicycle parking located at ground level within visible line of sight to the lobby entrances in areas that will not obstruct pedestrian movement	The staging is no longer proposed. A summary table of parking provided for residents and visitors are provided in Section 10 of this report. The proposed visitor bicycle parking is provided separate from resident bicycle parking which has been compartmentalised. Furthermore, the visitor bicycle parking is located directly via the pedestrian communal space.
Amended Drawings		

12.	Based on review of the submitted drawings against the requirements of AS2890.1:2004, Officers have identified several matters of non-compliance requiring submission of amended drawing as follows: <i>Buildings 1-3</i> a. A designated turnaround area has not been provided at the far end of the visitor car parking area prior to the security gate. The applicant is therefore requested to submit amended drawings and provide associated swept paths on a separate drawings showing the turn around area and the capability of a B99 to turn around in this area and exit the basement in a forward gear. <i>Townhouses</i> b. Based on review of the vehicle crossing alignment and positioning of car parking on each townhouse lot, Officers are concerned that it will be difficult for vehicles to access the parking spaces on the outside, particularly when a car is parked on the inside space of each unit. The applicant is therefore requested to either: i. Submit amended drawings showing a tandem car parking arrangement for each dwelling; or ii. Submit swept paths prepared by the project Traffic Engineer showing a B85 vehicle accessing townhouse carport and garages when a car is parked in the inside space of each unit.	B99 vehicle turn around swept paths at the end of each visitor parking area are provided in Appendix B. B85 vehicle swept have been completed for vehicles accessing a the carport/garage while another car is parked in the space. Refer to Appendix B.
RCV Swept Path		
22	Council acknowledges the RCV swept path diagrams provided by the applicant, however, to confirm overall feasibility of waste servicing, the applicant is requested to provide amended Swept Paths for the design Waste Collection Vehicle complying with AS2890.2 and certified by an appropriately qualified RPEQ that a Waste Collection Vehicle (WCV) can adequately manoeuvre unimpeded through the development to the bin storage/servicing point as outlined below: i. Swept path analysis is to be generated by AutoTurn, AutoTrack or similar. ii. Plans must demonstrate vehicle specifications in accordance with the 'City Plan Policy – Solid Waste Management' including the wall-to-wall turning radius as nominated in Appendix C of SC6.15 City plan policy – solid waste management code. iii. Manoeuvring clearances in accordance with AS2890.2 must be clearly depicted on drawings and demonstrate no obstructions exist for all waste servicing manoeuvres. iv. Reversing movements on-site are to be kept to a minimum and access to the development from the road is to comply with AS2890.2.	The Front-lift RCV swept paths are signed by RPEQ Engineer and shown in Appendix B.
Signed traffic impact assessment report		
30.	The submitted Transport Engineering Assessment Report is not signed by a RPEQ. As such, the applicant is requested to submit an amended Traffic Impact Assessment report signed by an RPEQ specialising in traffic engineering.	This updated TIA has been signed by an RPEQ Traffic Engineer.

2. Site Location

The site is located within the western portion of 54 George Alexander Way, Coomera, as shown in Figure 2.1. The site has road frontages to George Alexander Way and Talpa Street. The property description is Lot 96 on RP187418.



Figure 2.1: Site location (Source: Nearmap)

3. The Proposed Development

3.1. Development Profile

The proposed development is for a 1 in to 2 ROL and multiple dwelling development over Lot 1 that comprises three multi-storey buildings comprising 183 apartments and 10 townhouses over Lot 2. The proposed subdivision is shown in Figure 3.1 below.

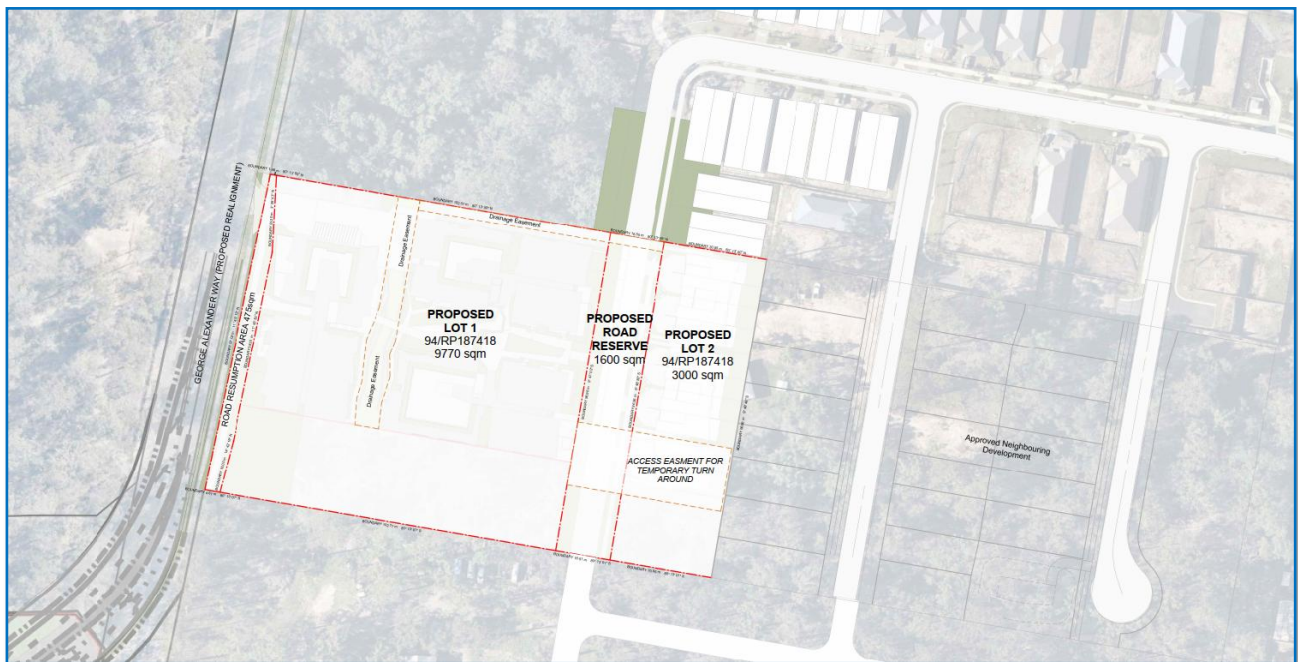


Figure 3.1: Proposed ROL plans

The development is anticipated to be undertaken over two stages, described as follows:

- Stage 1 – development of Lot 1 and Lot 2 except for 2 townhouses. A temporary turnaround on Talpa Street will be provided at the end of the proposed road extension in lieu of these townhouses
- Stage 2 – The final 2 townhouses to be developed and Talpa Street extension continues past the site to the south by others

The proposed land uses and breakdown for the ultimate development are summarised in Table 3.1.

Table 3.1: Proposed land uses

Land Use	Area/Qty
Multiple Dwelling on Lot 1:	
• 1 Bedroom + study/multi-purpose	35
• 2 Bedroom	129
• 3 Bedroom	19
<u>Total</u>	<u>183</u>
Townhouses on Lot 2	10

A copy of the development plans is included in **Appendix A**.

3.2. Internal Road Network

The proposed development includes a road network extension to the Talpa Street in the ultimate arrangement. A road reserve width of 16.5m will be provided.

A temporary turnaround for refuse vehicles is to be provided within the site bounds until the future lots are developed to the south.

Further details regarding the proposed road network provisions are included in **Section 5**.

3.3. Access Arrangements

The development plan includes an 10m wide General wide flared driveway access to the George Alexander Way in the interim and ultimate scenarios. This access will accommodate left-in/left-out turn movements.

Each townhouse will have direct access and will be provided to Talpa Street extension. Driveway crossovers will be spaced a minimum of 7.0m between each other to accommodate on-street parking.

Further details regarding the proposed access arrangements are included in **Section 6**.

3.4. Servicing Arrangements

The development plan caters for occasional access for vehicles up to the size of an RCV and regular access for vehicles up to the size of a SRV and MRV.

Further details regarding the proposed servicing arrangements are included in **Section 7**.

3.5. Parking Arrangements

The development plan includes the following parking supply:

- Lot 1 Apartments
 - 234 resident spaces located in basement and at-grade
 - 23 visitor spaces located at-grade

- 5 motorcycle spaces located in basement
- Lot 2 Townhouses
 - 20 resident spaces
 - 10 visitor spaces

Further details regarding the proposed car parking provisions are included in **Section 8**.

3.6. Active Transport

The development plan includes the following bicycle parking supply:

- 64 resident bicycle spaces
- 18 visitor bicycle spaces
- 24 e-bike/scooter spaces

Footpaths on both sides of the Talpa Street extension is to be provided. A shared internal driveway is to be provided within Lot 1.

Further details regarding the proposed active transport arrangements are included in **Section 10**.

4. Site Travel Environment

4.1. The Road Network

The hierarchy and characteristics of roads in the immediate vicinity of the site are shown in Table 4.1.

Table 4.1: Surrounding Road Hierarchy

Road	Speed Limit	Road Configuration	Classification
George Alexander Way	60km/h	2 lanes divided, marked with shared on-street pedestrian/cycle lane	Local road
Talpa Street	50km/h ¹	2 lanes unmarked	Local road
Bailer Street	50km/h ¹	2 lanes unmarked	Local road
Seagreen Drive	50km/h ¹	2 lanes unmarked	Local road
Finnegan Way	60 kph	2 lanes marked with on-street parking and bicycle lanes	Distributor road

¹Default speed limit on unsigned roads in built up areas in Queensland.

The intersection of George Alexander Way and Foxwell Road is signalised, and the intersection of Finnegan Way and Seagreen Drive is a roundabout controlled intersection.

4.2. Transport Planning

A review of the State's Development Assessment Mapping System (DAMS) indicates that there are no planned upgrades within the immediate vicinity of the site.

It is understood that Council has plans to upgrade the George Alexander Way road corridor in the vicinity of the site under the following items:

- LGIP item TRN_RD_0018 described as Coomera Town Centre Road B with an establishment cost of \$67,925,861 and estimated timing of 2036
- LGIP item TRN_RD_0019 described as Coomera Town Centre Road H with an establishment cost of \$6,225,076 and estimated timing of 2031
- LGIP item TRN_RD_0024 described as Coomera Town Centre Road C with an establishment cost of \$3,679,145 and estimated timing of 2026

4.3. Public Transport Facilities and Services

4.3.1. Train Services

The site is located in close proximity to the Coomera train station, which is approximately 1 km walking distance from the site to the west. This station services the Gold Coast – Airport line.

The Gold Coast – Airport line runs between Varsity Lakes and Brisbane Airport via Brisbane. This service runs on all days, with weekday peak hour frequencies of 15 minutes and off-peak frequencies of 30 minutes.

4.3.2. Bus Services

The site is located in close proximity to a pair of local bus stops on Finnegan Way approximately 600m walk from the site to the east. These bus stops services Translink Routes 722.

Route 722 runs between Ormeau Station and Coomera Station. This service runs on all days, with weekday peak hour frequencies of 15 minutes and off-peak frequencies of 30 minutes.

4.4. Active Transport Facilities

4.4.1. Bicycles

Within the vicinity of the site, George Alexander Way provide cycle provisions in the form of shared dedicated on-road treatments. Foxwell Road provides on-road bicycle lanes.

A review of CoGC's "Coomera, Hope Island & surrounds walk map" identifies various local active travel pedestrian/bike pathways within the vicinity of the site, as shown in Figure 4.1.

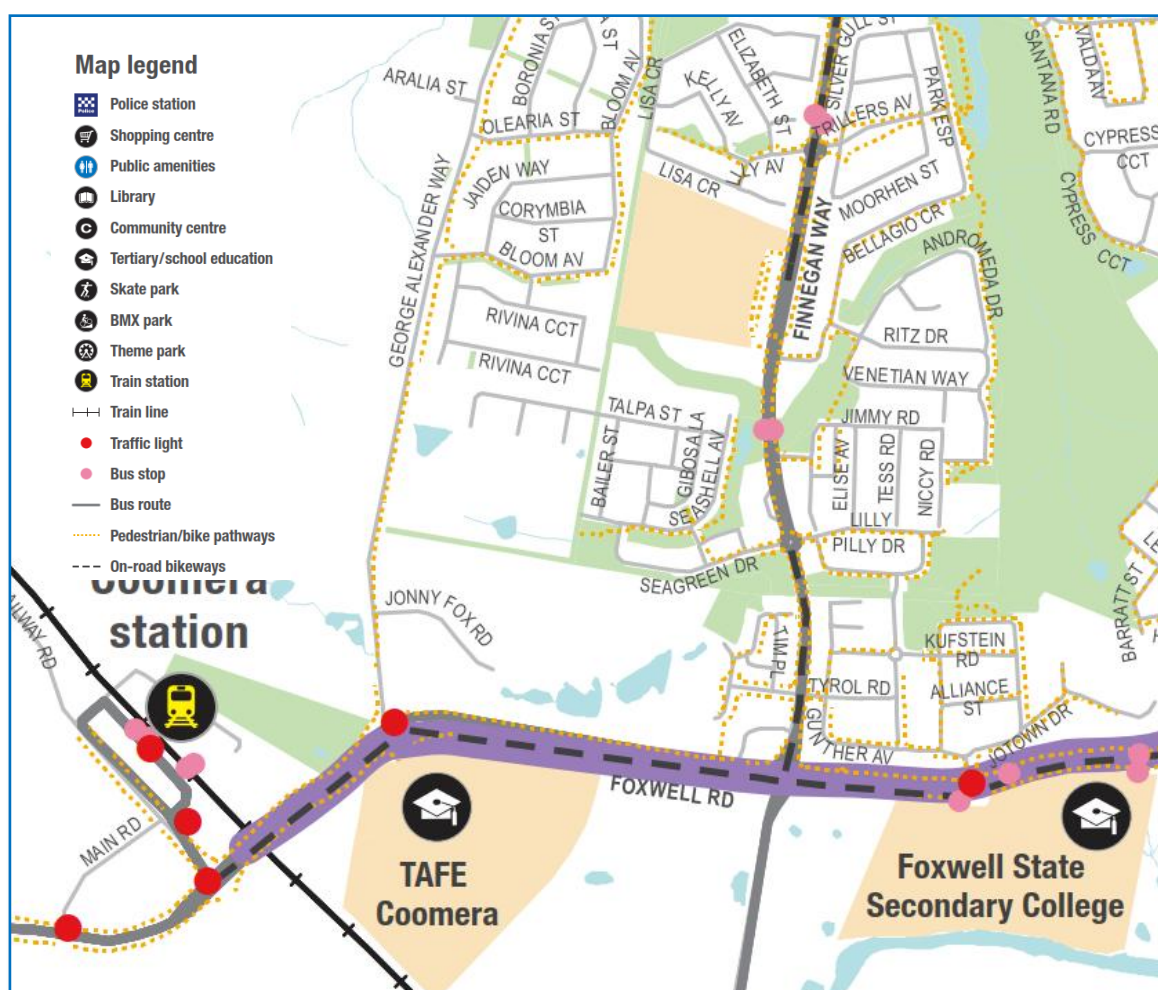


Figure 4.1: CoGC Coomera, Hope Island, Active Travel Map (Source: CoGC)

Colliers has also reviewed DTMR's SEQ Principal Cycle Network of which Foxwell Road forms part of the SEQ Principal route with route priority level A.

Extracts from DTMR's Principal Cycle Network Plans are provided in Figure 4.3 and Figure 4.3 below.

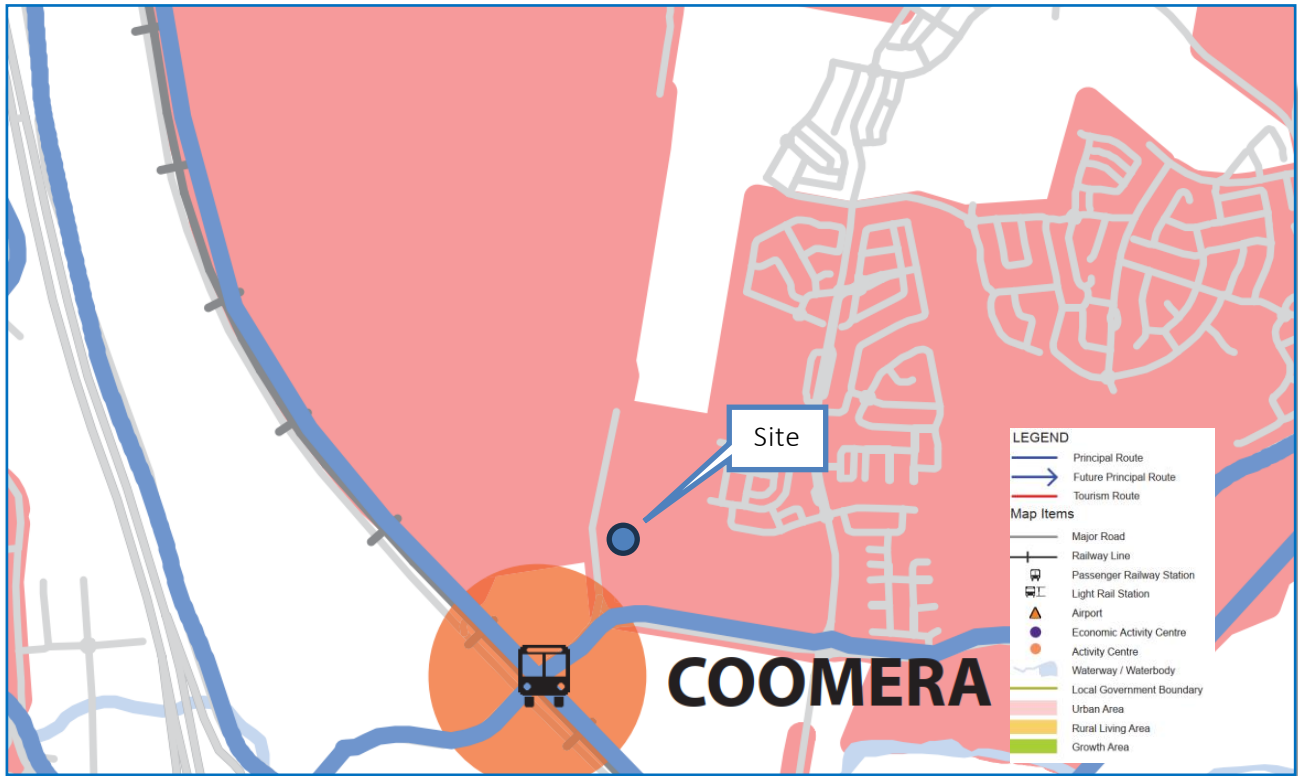


Figure 4.2: DTMR SEQ Principal Cycle Network Plan

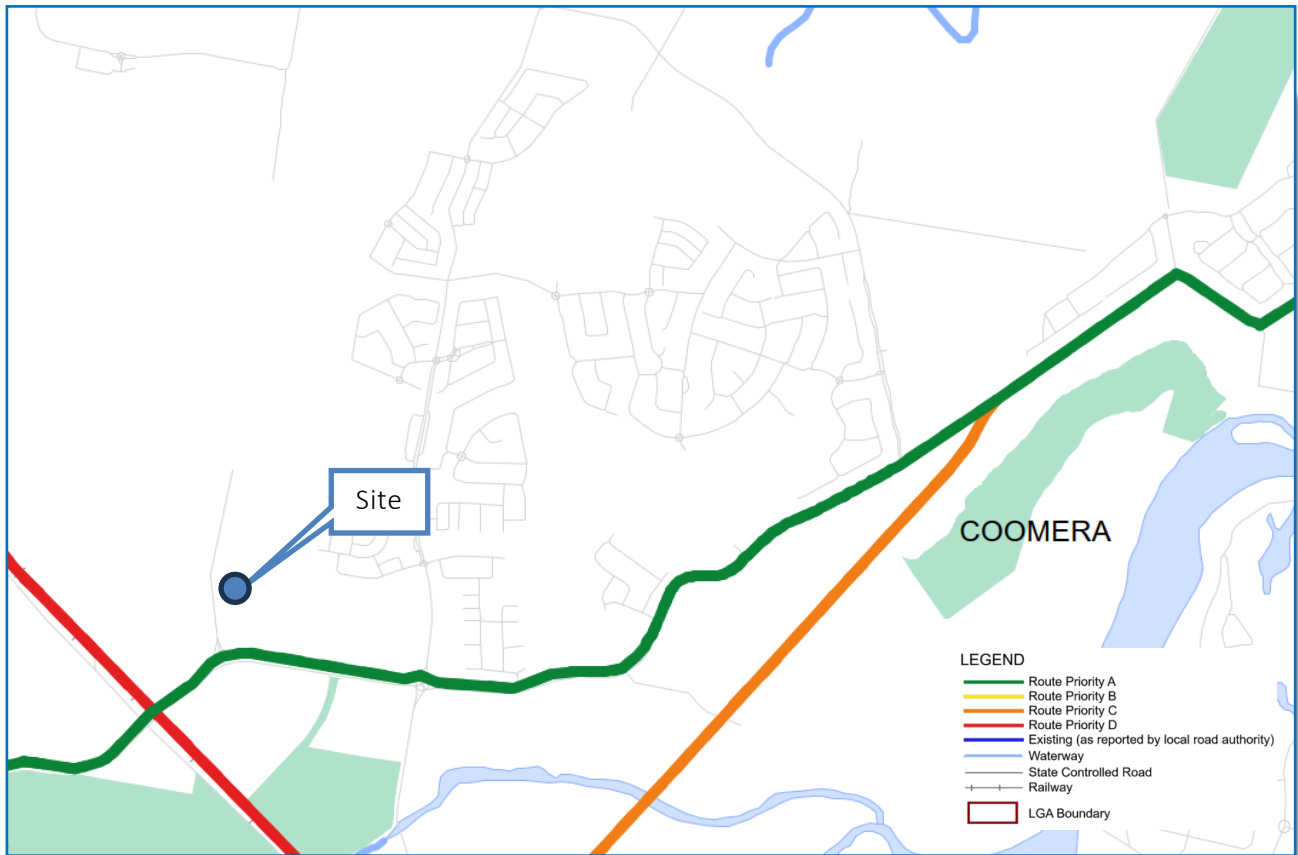


Figure 4.3: DTMR SEQ Principal Cycle Network Plan (addendum)

4.4.2. Pedestrians

Formal pedestrian footpaths are located on the northern and southern side of Talpa Street in certain locations. There are no in off road footpaths on George Alexander Way albeit a shared on-road dedicated bicycle / pedestrian path is provided.

5. Internal Road Network

With respect to the proposed lot configuration and road reserve, the City of Gold Coast Land Development Guidelines and Standard Drawings for Typical Cross Sections provide the geometric details and daily traffic volume capacities for each road category. Table 5.1 provides the details for each road category.

Table 5.1: Geometric details and capacity of each road category

Road	Road Width (m)	Minimum Road Reserve (m)	Minimum verge width on both sides (m)	Capacity (daily traffic volume) (vpd)
Residential Access Street	7.5	16.5	4.5	0 - 750
Residential Collector Street	7.5	16.5	4.5	751 - 3,000

According to the Council's development guidelines, an access road caters to local access for individual dwellings/premises and localised pedestrian and cyclist movements. A collector road provides access to local access streets for localised vehicle, pedestrian, and cyclist movements.

The following figures illustrate the typical cross-sections of the above-mentioned road categories.

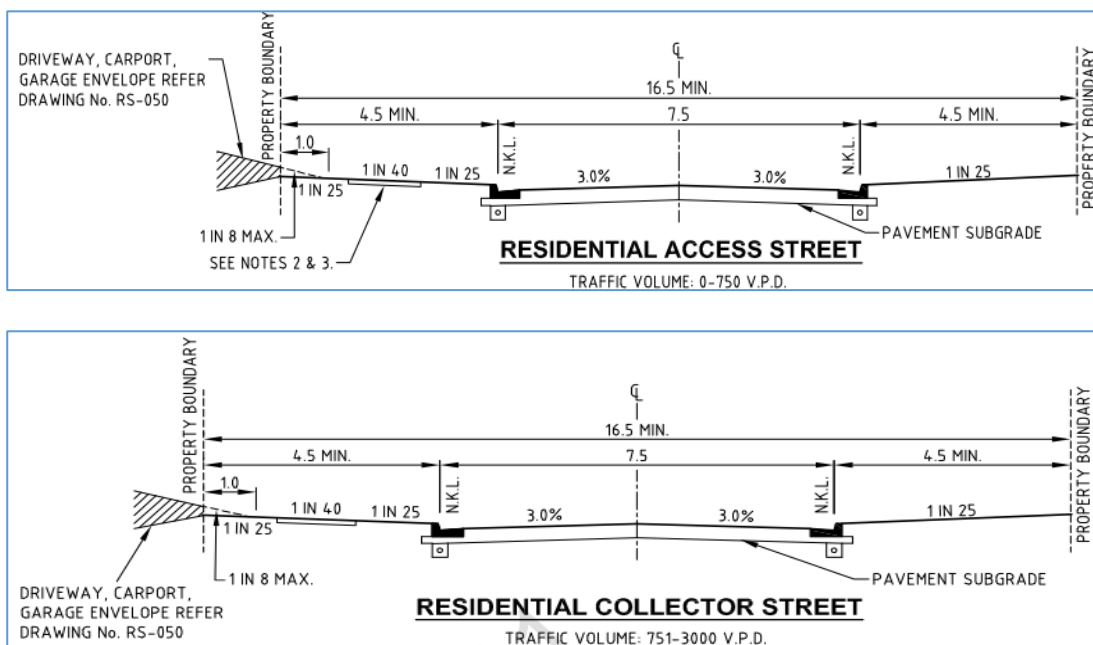


Figure 5.1: Typical Cross Section of the road as per Council's Standard Drawings

The proposed Talpa Street extension will include a 16.5m wide road reserve.

6. Access Arrangements

The development plan includes the following access arrangements:

- Lot 1 will be access via an 10.0m wide general wide flared driveway access from George Alexander Way on the western side of Lot 1.
- Each townhouse will be provided with a shared driveway

Further details in relation to the design provisions of each access is provided as follows.

6.1. Lot 1 Site Access

The design provisions of the Lot 1 access and the respective provisions of the Council requirements are detailed in Table 6.1.

Table 6.1: Lot 1 Access Arrangements

Design Aspect	Council Requirement	Proposed Provision	Compliance
Width / Crossover Type	6.0m – 9.0m wide driveway general wide flared in accordance with IPWEAQ RS-051	10m wide driveway general wide flared in accordance with IPWEAQ RS-051	Performance Solution
Distance from: • minor intersection • adjacent driveway	6m (min) 3m (min)	Approximately 180m Approximately 100m	Compliant Compliant
Driveway Sight Splays	2.0m wide x 2.5m deep	2.0m wide x 2.5m deep	Compliant
Maximum Driveway grade	1:20 (5%) maximum within first 6m	1:20 (5%) maximum within first 6m (min)	Compliant

In general, the proposed site access arrangements are generally consistent with the provisions of the Council requirements. Further details in relation to deemed compliance of required provisions, or justification for design aspects resolved with performance solutions, are provided in the following.

Width / Design Type

It is proposed that the driveway be designed to meet the requirements of the IPWEA RS-051 general wide flared driveway with a 10m driveway width. The wider driveway is required to facilitate ingress movement for cars and service vehicles alike given the narrow roadway width of George Alexander Way. It is noted that Council has requested a pedestrian refuge within the driveway which is primarily due to crossing distances. However, the driveway is only marginally wider than what is required to be provided noting that George Alexander Way's classification is a local road (residential collector). As such, the provision of the driveway is considered suitable and 'fit for purpose'.

Overall the proposed access is designed generally in accordance with the Council requirements, apart from some design performance solutions which are deemed fit-for-purpose.

6.2. Lot 2 Townhouse Driveway Locations

The specific locations of driveways will be resolved as required as part of Operations Works to minimise conflicts with adjacent road features. As per Council's requirements, each shared townhouse driveway will be spaced approximately 7.0m apart which will cater for on-street car parking between driveways.

7. Parking Arrangements

7.1. Introduction

As detailed in Section 1.3 in response to Item 8a of Council's Information Request, the proposed multi-purpose and studies are not considered a bedroom. These revised areas are extensions of the living area and are not enclosed by walls and doors. On this basis, the parking assessment has been updated and considers the number of bedrooms accordingly.

7.2. Parking Supply

7.2.1. Car parking

The car parking supply requirements for the proposed development land uses have been determined in line with Australian Standards.

Table 7.1 provides a summary of the parking supply requirements in line with Council requirements, and the proposed provisions, for the development scheme.

Table 7.1: Council Car Parking Supply Requirement

Land Use / Component	Council Requirement	Extent	Requirement	Provision
Lot 1				
Multiple Dwelling (Residents): 1 Bedroom 2 Bedrooms 3 Bedrooms	1 space/unit 1.25 spaces/unit 1.5 spaces/unit	35 units 129 units 19 units	35 spaces 162 spaces 29 spaces	234 resident spaces 5 motorcycle (MC) spaces 23 visitor spaces
Multiple Dwelling (Visitors)	3 spaces plus 0.10 spaces/unit	183 units	22 visitor spaces	
Total			248 spaces	257 spaces + 5 MC Spaces
Lot 2				
Multiple Dwelling (Residents): 3 Bedrooms 4 Bedrooms	1.5 spaces/unit 2 spaces/unit	6 4	17 spaces	20 resident spaces 10 visitor spaces
Multiple Dwelling (Visitors)	3 spaces plus 0.10 spaces/unit	10 units	4 spaces	
Total			21 spaces	30 spaces

As seen in the above Table, the development scheme for Lot 1 proposes a total of 257 car parking spaces and 5 motorcycle spaces and Lot 2 proposes a total of 30 spaces which exceeds Council's requirement.

On this basis, the car parking supply is considered acceptable.

7.3. Parking Layout

The proposed car park will be provided across two to three levels at-grade and within the basement. Visitor parking will be located in front of the security line at-grade with all residential car parking spaces located behind security line. A minor adjustment to motorcycle parking bays in the level 1 car park is recommended to avoid conflict with the basement columns. The recommended bay locations are provided in Figure 7.1.

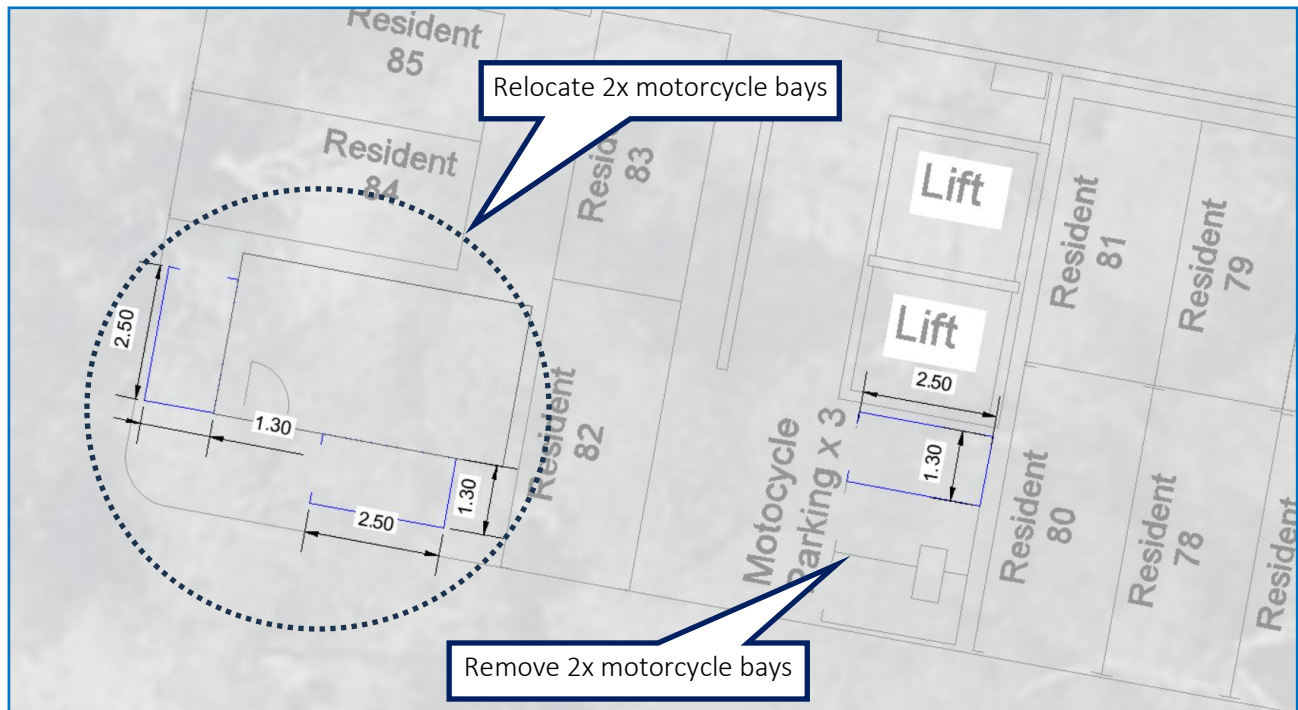


Figure 7.1: Motorcycle relocation recommendation on basement level 1

Swept paths demonstrating the critical car manoeuvres are provided in **Appendix B**.

Table 7.2 identifies the characteristics of the proposed parking layouts with respect to the AS2890.1 design provisions.

Table 7.2: Council Parking Design Requirements

Design Aspect	Council Requirements / Australian Standards	Proposed Provision	Compliance
Parking space length: - Resident space - Tandem space - Visitor space - Small car space	5.4m (min) 10.4m (min) 5.4m (min) 5.0m (min)	5.4m (min) 10.4m (min) 5.4m (min) 5.0m (min)	Compliant Compliant Compliant Compliant
Parking space width: - Resident space - Visitor space - Small car space	2.4m (min) 2.5m (min) 2.3m (min)	2.4m (min) 2.5m (min) 2.3m (min)	Compliant Compliant Compliant

Design Aspect	Council Requirements / Australian Standards	Proposed Provision	Compliance
Aisle Width:			
- Parking aisle - Circulation road/ramp (two-way)	5.8m (min) 6.2m (min) + clearance to walls	6.2m (min) 6.2m (min)	Compliant Compliant
Maximum Gradient:			
- PWD parking - Parking aisle - Ramp	1:40 (2.5%) max 1:20 (5.0%) max 1:5 (20%) max	Flat Flat 1:5 max	Compliant Compliant Compliant
Maximum Gradient Transitions	1:8 (12.5%) summit 1:6.67 (15.0%) sag	1:10 (10%) 2.0m long transitions	Compliant
Blind Aisle Extension	1.0m extension to aisle width beyond final space	1.0m extension to aisle width beyond final space	Compliant
Height Clearance:			
General Minimum	2.2m	2.2m (min)*	Compliant
Motorcycle Parking			
Motorcycle space length	2.5m (min)	2.5m (min)	Compliant
Motorcycle space width	1.2m (min)	1.2m (min)	Compliant

*Note that basement supply ducting required to be minimum 2.2m height clearance over car bonnets, subject to detailed design

Overall, the proposed car parking layout is designed generally in accordance with the Australian Standards.

8. Service Vehicle Arrangements

8.1. Introduction

In response to Item 9 of Council's IR, the updated development plans consider both the interim and ultimate scenarios of the GAW upgrade for servicing.

8.2. Council Requirements

Council's requirements for service vehicle arrangements for a multiple dwelling development is a standing area for an MRV on-site if more than 3 dwellings.

8.3. Proposed Loading Provisions

Lot 1

The proposed service arrangements for a multiple dwelling of this size would include a RCV and furniture moving vehicles (i.e. MRV) as Occasional Access service vehicle and SRVs and vans as a Regular Access vehicle. These vehicles will enter/exit the site in a forward direction and will stand within the internal driveway to undertake loading/unloading or utilise the dedicated waste collection area as required.

In the interim, a temporary bin store and collection location will be provided at the entrance to building 2/3 car park. B99 vehicles will be able to bypass a standing RCV during collection. All service vehicles will be able to enter/exit the site in forward gear.

In the ultimate, a dedicated loading zone will be provided at level 1 for deliveries and refuse collection. All service vehicles will be able to enter/exit the site in forward gear.

Lot 2

A temporary turnaround on Talpa Street for side loader RCVs are to be provided within Stage 1 to cater for RCV turnaround.

Swept paths demonstrating the service vehicle manoeuvres described above are provided in **Appendix B**. All movements in preceding figures provide a 500 mm clearance from raised obstructions, walls and structures.

8.4. Turnaround Treatments

Temporary turnaround treatments will be needed and provided within Stage 1 to ensure access for design vehicles (i.e. a refuse collection vehicle) for the interim completion of roads (such as at completion of Stage 1).

9. Development Transport Demands

9.1. Introduction

In response to Item 7 of Council's IR, a revised access location has been proposed to George Alexander Way for Lot 1 to service buildings 1 to 3. This includes a left-in/left-out only access.

9.2. Traffic generation and distribution

The traffic generation rate for the type of development is adopted from TfNSW's Guide to Traffic Generating Developments (2002) and its Updated traffic surveys (2013). The trip generation rate for the large and standard allotments is considered to be the rate for low-density residential dwellings in a regional area, and similarly for the high-density units. Table 9.1 represents the adopted trip rate for each of the development components.

Table 9.1: Traffic generation rate for residential development

Development	Daily trip rate	AM Peak trip rate	PM Peak trip rate
Low-density residential dwelling (Regional area)	7.4 trips/dwelling	0.71 trips/dwelling	0.78 trips/dwelling
High-density residential units	4.58 trips/unit	0.53 trips/unit	0.32 trips/unit

The surrounding residential lots will all need to exit / enter the area via Finnegan Way and Seagreen Drive, as this is the only road to access with wider road network.

Therefore, the trip generation rate in Table 9.1 is used to estimate the traffic generation from the surrounding developments. The estimated generated traffic is then distributed to the adjacent road network based on assumption noted above (refer to Figure 9.1 for the segments of surrounding roads considered in

the trip distribution).



Figure 9.1: Segment of each road in the surrounding road network considered for assessment.

Colliers has conducted lot counts for the areas surrounding the proposed development to estimate the total number of lots and the generated/distributed traffic onto the surrounding road network. Table 9.2 shows the lot area coverage and approximate existing daily traffic of the roads surrounding the proposed site.

Table 9.2: Traffic distribution from the existing lots to the surrounding roads

Road	Residential Lot coverage (no. of lots)	Estimated Existing Daily Trips (vpd)
Talpa Street	61	451
Seashell Avenue	57	421
Seagreen Drive	25	185
Gibson Street	7	52
Bailer Street	15	111
Peral Steet Spirula Street Mela Street	28	208

9.3. Utilisation of the spare capacity of surrounding road network

An estimation of the available spare capacity of the surrounding roads is performed to identify the potential utilisation of these roads for further development of the surrounding lots. Table 9.3 shows the spare capacity of each road to accommodate additional daily traffic from future lots.

Table 9.3: Available Spare capacity of accommodating traffic by each road in the surrounding road network

Road	Capacity of daily traffic volume for road category (vpd)	Estimated Existing Daily Trips (vpd)	Spare Capacity for accommodating additional daily traffic volume (vpd)	Capability of accommodating daily traffic from additional residential lots
Talpa Street	3,000	451	2,549	344
Seashell Avenue	3,000	421	2,579	348
Seagreen Drive (all roads lead to this one)	3,000	1,428	1,572	212
Gibson Street	750	52	698	94
Bailer Street	750	111	639	86
Peral Steet Spirula Street Mela Street	750	208	542	73

9.4. Utilisation of Talpa Street as Site Access Point

Talpa Street can accommodate an additional daily traffic volume of 2,549vpd, which converts to 344 additional residential lots, beyond the traffic generated by the existing lots.

The controlling street within this area is Seagreen Avenue, as this is the last street that all traffic will need to use before reaching Finnegan Way. Seagreen Avenue has a spare capacity of 1,572vpd, which equates to 212 additional residential low density lots. This 1,572vpd also equates to 343 high-density residential units.

10 townhouses are to be accessed via Talpa Street.

Based on the assessment outlined, it is concluded that Seagreen Drive has the capacity to accommodate additional traffic volume and can serve the proposed 10 town house residential development at 54 George Alexander Way.

9.5. George Alexander Way

A left-in/left-out access is to be provided in line with the Conditions imposed on development approval COM/2023/16. An indicative location of the 600mm road median island on George Alexander Way to indicate the extent of median required based on the existing road, is provided in **Appendix B**. Note that the road works are subject to detailed design.

10. Active Transport

10.1. Bicycle Parking

Table 10.1 provides a summary of the parking supply requirements in line with Council requirements, and the proposed provisions, for the development scheme.

Table 10.1: Council Bicycle Parking Supply Requirement

Land Use / Component	Council Requirement	Extent	Bicycle Parking Requirement	Provision
Multiple Dwelling (apartments)	1 per dwelling for residents 1 per 12 dwellings for visitors, to a maximum of 20 spaces	183 units	183 resident bicycle spaces 16 visitor bicycle spaces	88 resident bicycle/e-bike spaces 12 visitor bicycle spaces

Based on the above, 183 bicycle spaces for residents and 16 spaces for visitor spaces are required. 88 residential spaces and 12 visitor spaces are provided.

Colliers has referred to recommended bicycle parking rates, based on Austroads Guide to Traffic Management Part 11: Parking Management Techniques, to determine the suitability of the proposed bicycle parking supply. The bicycle parking rates are summarised in Table 10.2 below.

Table 10.2: Austroads Bicycle Parking Supply Rates

Land Use / Component	Austroads Requirement	Extent	Bicycle Parking Requirement	Provision
Multiple Dwelling (apartments)	1 per 4 dwellings for residents 1 per 16 dwellings for visitors	183 units	46 resident bicycle spaces 12 visitor bicycle spaces	88 resident bicycle/e-bike spaces 12 visitor bicycle spaces

Based on the above, 46 bicycle spaces for residents and 12 spaces for visitor spaces are required. The provision of 64 residential bicycle spaces, 24 e-bike/scooter charging spaces and 12 visitor bicycle spaces which well exceeds that recommended by Austroads.

Overall, the proposed bicycle parking supply is considered 'fit for purpose'.

10.2. Pedestrians

Pedestrian paths will be provided on both sides of Talpa Street. Direct access to Talpa Street will be provided to each building within Lot 1 via a shared driveway.

11. Summary and Conclusions

The proposed development is for a reconfiguration of lot (1 into 2 with road reserve to cater for Talpa Street extension) and multiple dwelling developments comprising three apartment buildings (183 units) and ten townhouses. The development will be undertaken in two stages with a turnaround area provided to cater for RCVs to turnaround and will ultimately connect through to the south.

11.1. Parking Arrangements

The car park layouts and parking supply, as a minimum, comply with Council requirements and relevant Australian Standards.

Overall, Colliers considers the proposed car parking arrangements for this development are adequate.

11.2. Service Vehicle Arrangements

The proposed development caters for front loader RCV occasional access and manoeuvring on-site within the apartment building hardstand for service vehicles in the interim and ultimate scenarios, which has addressed Council's IR. All service vehicles will be able to enter and exit the site in a forward direction. A temporary turnaround in Stage 1 of the development is provided to cater for side loader RCV turnaround. Talpa Street will ultimately connect through to the south of which the side loader RCV can continue to travel to/from the south.

11.3. Traffic Impact Assessment

Assessment of the proposed development indicates that the development will not have a significant impact on the existing road network.

A left-in/left-out access to George Alexander Way is proposed in-line with the conditions imposed on the development approval COM/2023/16 which has addressed Council's IR. A concept layout has been prepared by Colliers and is subject to detailed design.

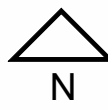
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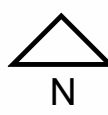
Based on the assessment contained within this report, Colliers see no traffic engineering reason why the relevant approvals should not be granted.

Appendix A Development Plans



Rev	Initial	Description	Date
A	DJ	Material Change of Use Application Issue	06.08.2024
B	DJ	WIP for Coordination	25.03.2024
C	DC	RFI RESPONSE	28.03.2024
D	DJ	RFI RESPONSE	10.04.2024
E	DJ	RFI RESPONSE	27.05.2024







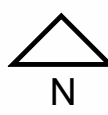
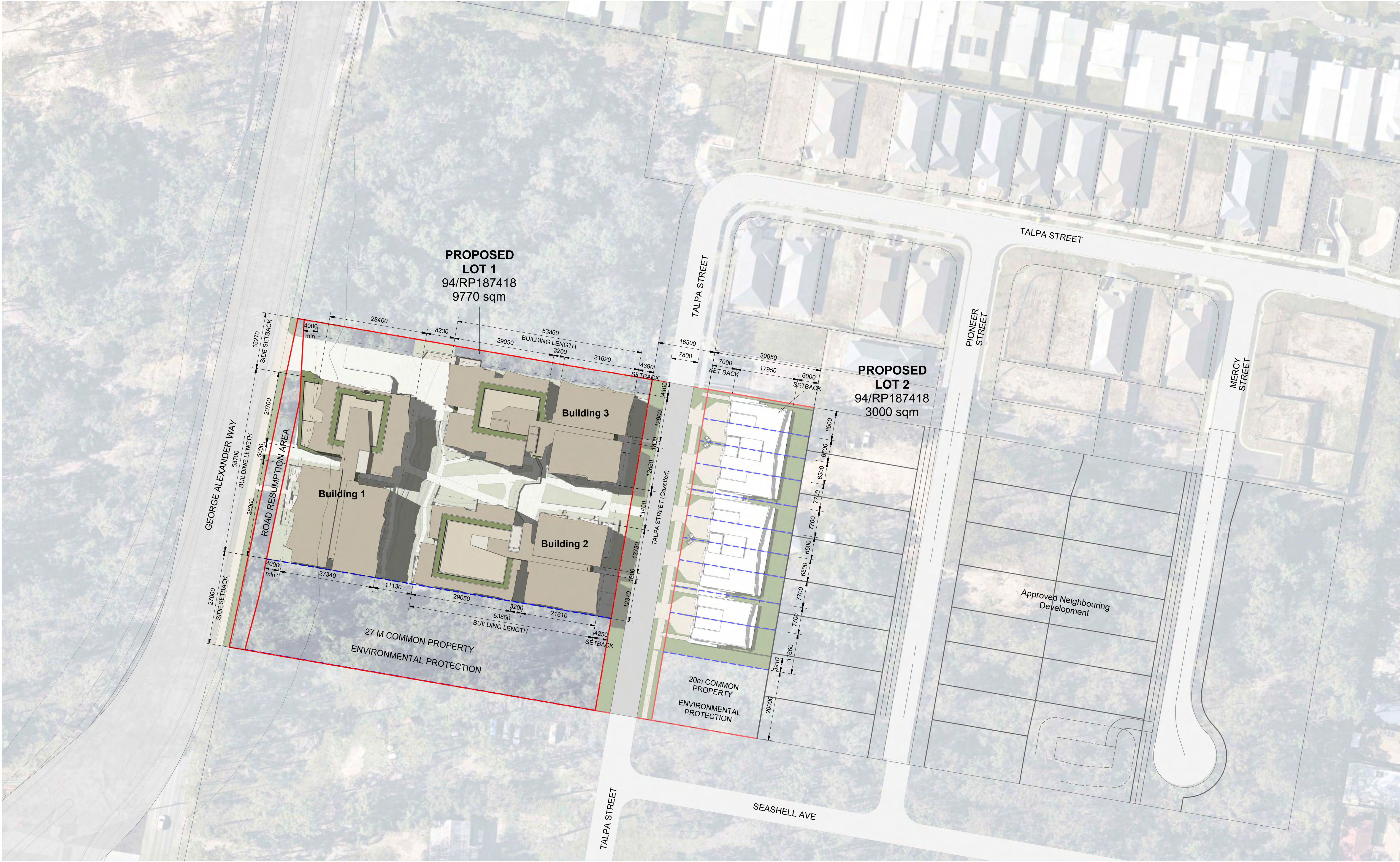
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A	DJ	Material Change of Use Application Issue	06.08.2024
B	DJ	WIP for Coordination	25.03.2024
C	DC	RFI RESPONSE	28.03.2024
D	DJ	RFI RESPONSE	10.04.2024
E	DJ	RFI RESPONSE	27.05.2024





Rev	Initial	Description	Date
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D	DJ	RFI RESPONSE	10.04.2024
E	DJ	RFI RESPONSE	27.05.2024



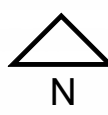


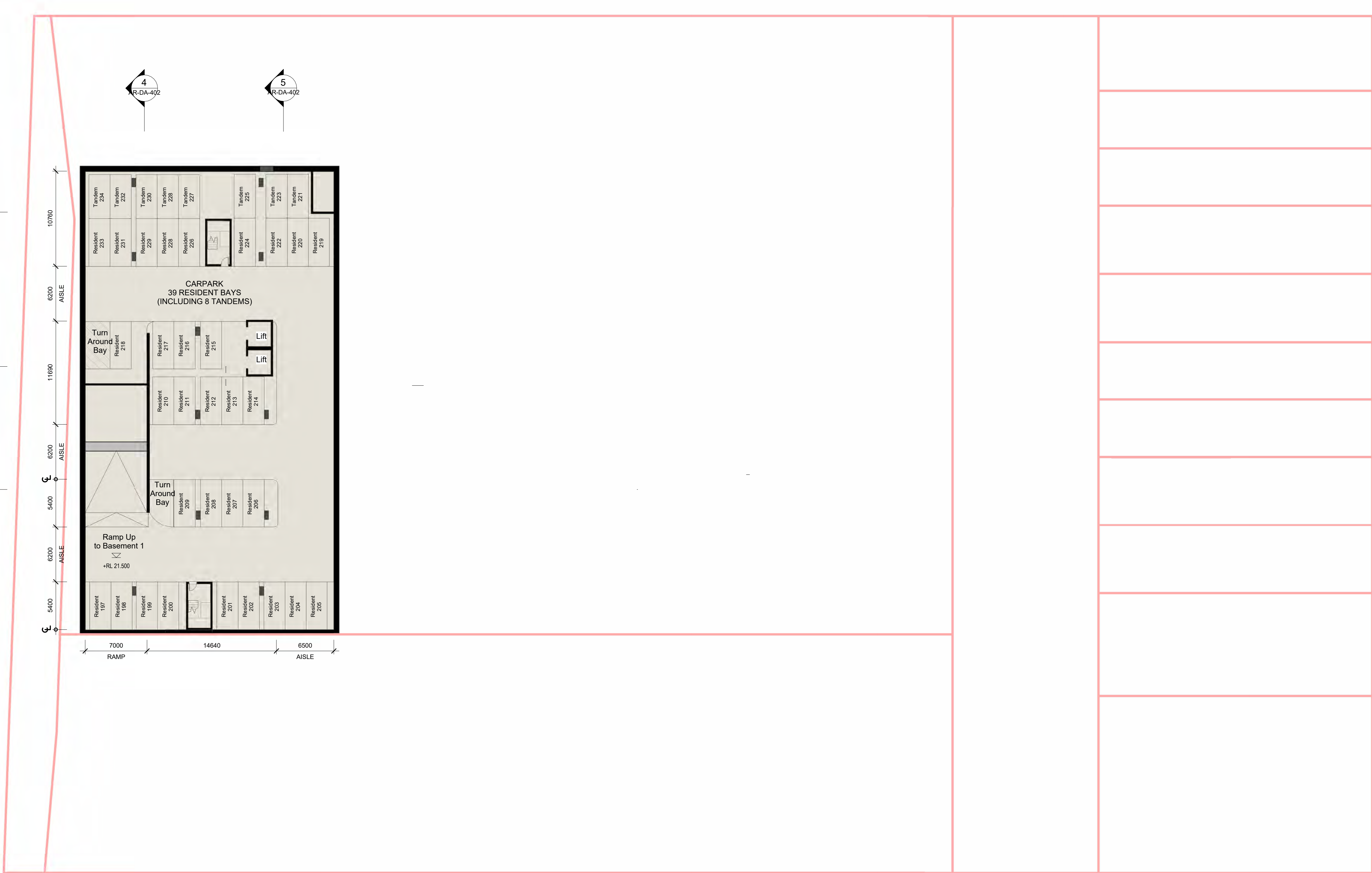


TOTAL SITE AREA:	14,845sqm
ROAD RESERVE:	1600sqm
ROAD RESUMPTION AREA:	475sqm
LOT 1 SITE AREA	9770sqm
BUILDING FOOTPRINT (AT GROUND LEVEL):	3105sqm
DRIVEWAY:	892sqm
BUSHLAND RESERVE:	2736sqm
PRIVATE OPEN SPACE:	520sqm
COMMUNAL OPEN SPACE:	2517sqm
LOT 2 SITE AREA	3000sqm
BUILDING FOOTPRINT:	1159sqm
DRIVEWAY:	373sqm
BUSLAND RESERVE:	620sqm
PRIVATE OPEN SPACE:	848sqm
SUMMARY	
TOTAL BUILDING FOOTPRINT:	4264sqm
TOTAL SITE OPEN SPACE:	3883sqm
TOTAL DRIVEWAY:	1266sqm
TOTAL BUSLAND RESERVE:	3356sqm

COMMUNAL OPEN SPACE	6531sqm
LOT 1	5911sqm
BUSHLAND RESERVE:	2736sqm
GROUND LEVEL COMMUNAL OPEN SPACE:	2517sqm
ROOFTOP COMMUNAL OPEN SPACE:	658sqm
LOT 2	620sqm
BUSLAND RESERVE:	620sqm

DEVELOPMENT APPROVAL









2 Level 0 Interim Road Level Plan



1 Level 1 Interim Road Level Plan





Level 2

Archipelago

Archipelago
Level 3, 199 George Street, Brisbane QLD 4000
T +617 3236 4606 www.archipelago.com.au

Client
Coomera GA Pty Ltd ATF
The Coomera GA Unit Trust

Rev	Initial	Description	Date
A	DJ	Material Change of Use Application Issue	06.08.2024
B	DJ	WIP for Coordination	25.03.2024
C	DC	RFI RESPONSE	28.03.2024
D	DJ	RFI RESPONSE	10.04.2024
E	DJ	RFI RESPONSE	27.05.2024

Project
24013
54 George Alexander Way
54 George Alexander Way Coomera QLD
4209 Australia

DRAWING TITLE
Overall Floor Plan - Level 2

DRAWN BY
CHECKED
DATE PRINTED
SCALE

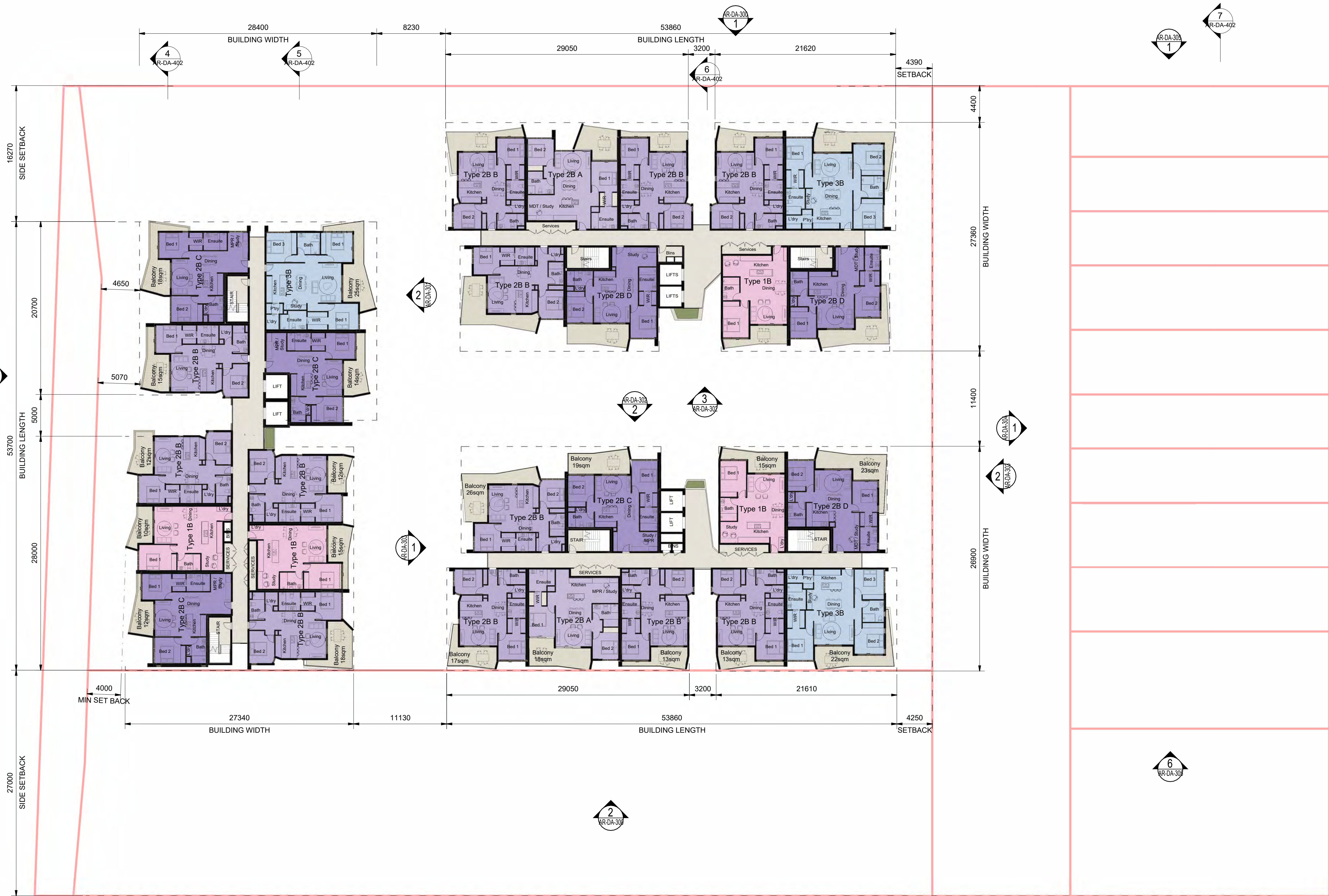
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DEVELOPMENT APPROVAL

DISC PHASE DWG NO
AR-DA-202
REVISION
E

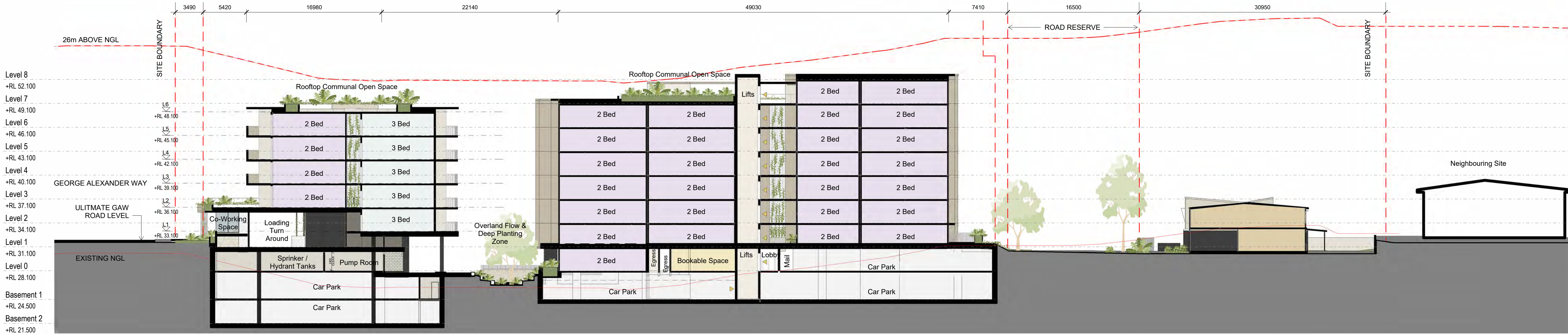
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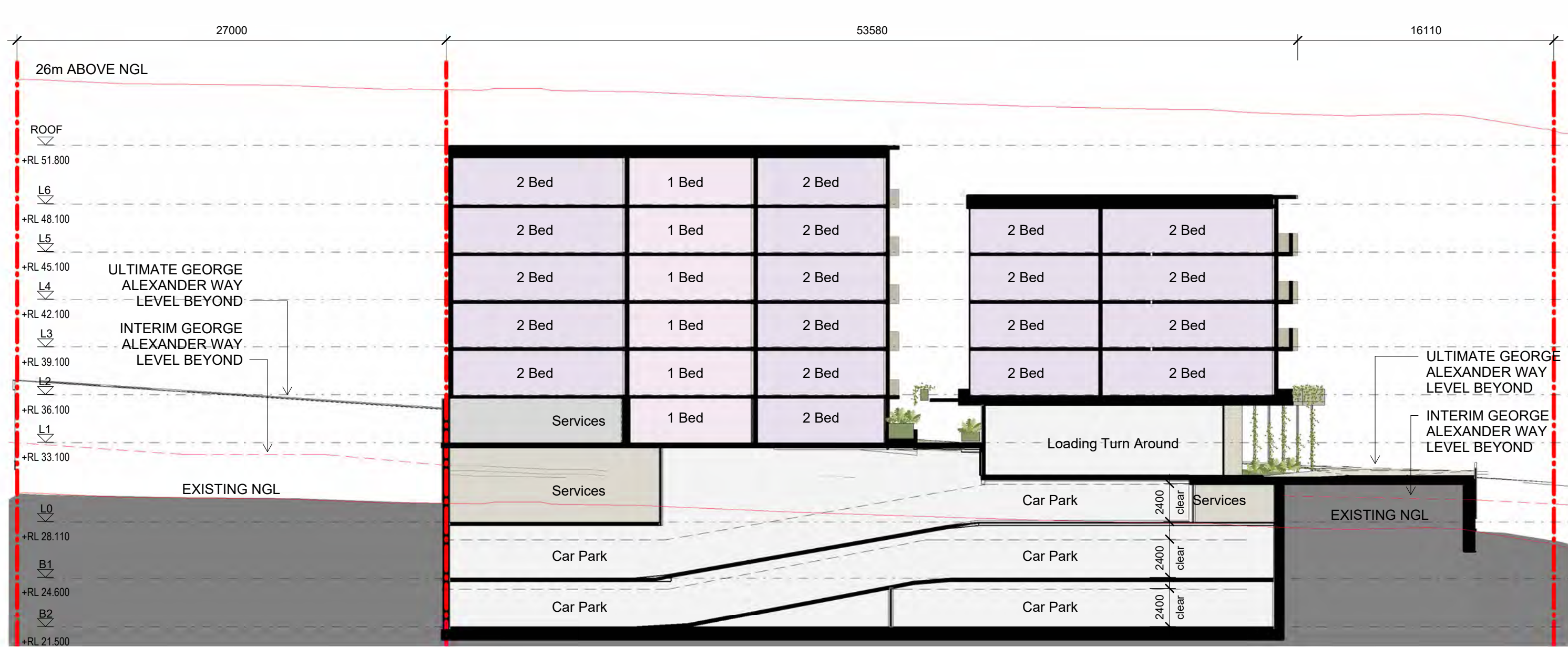




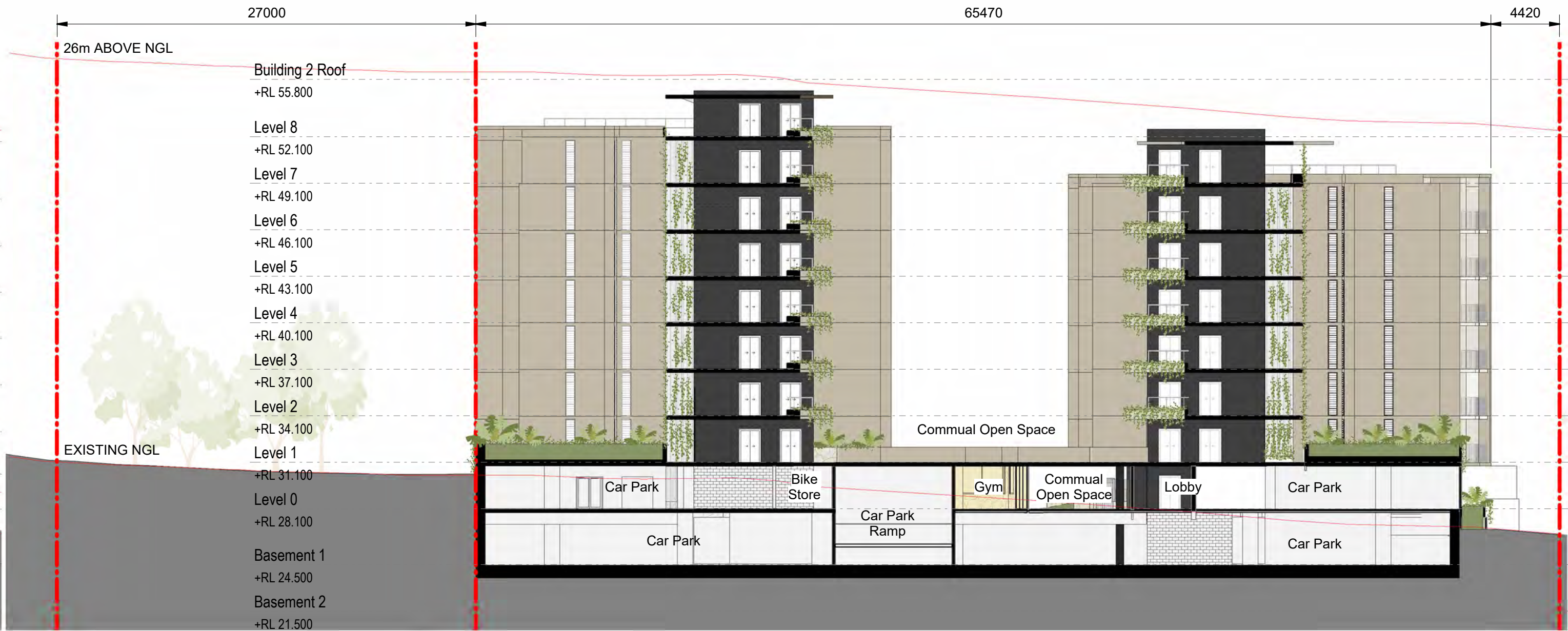




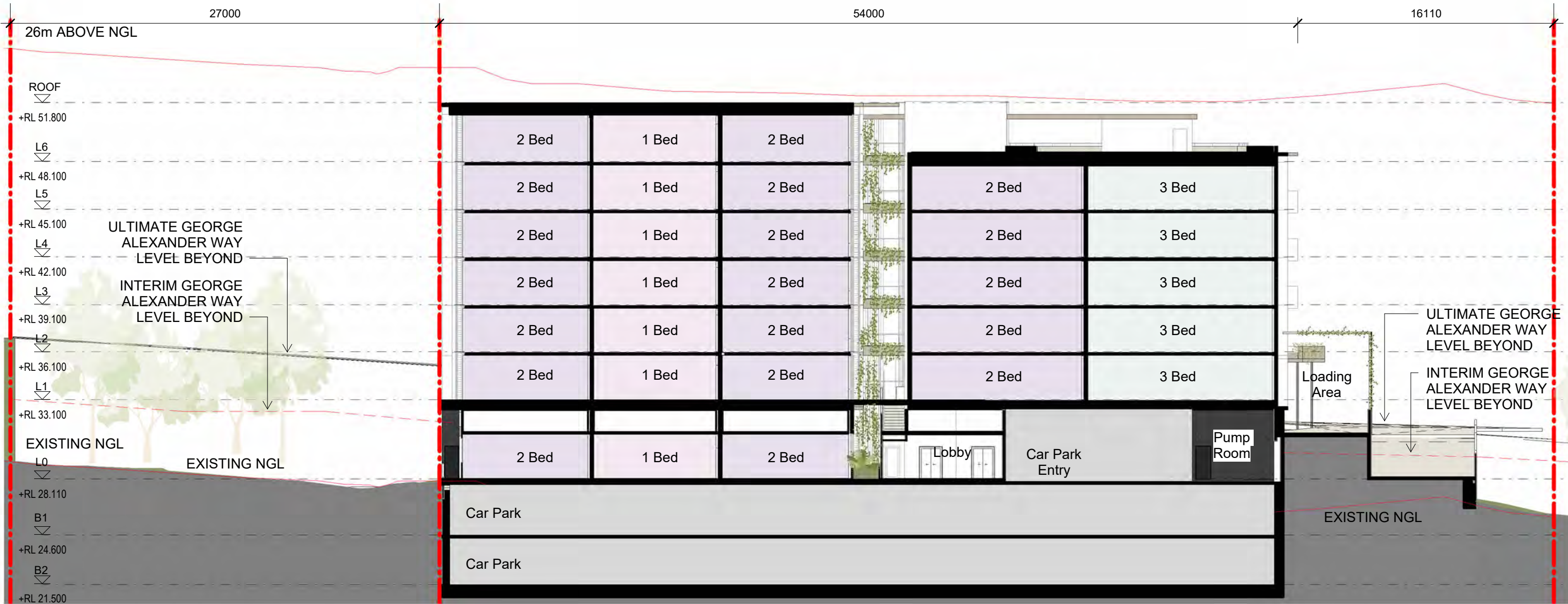




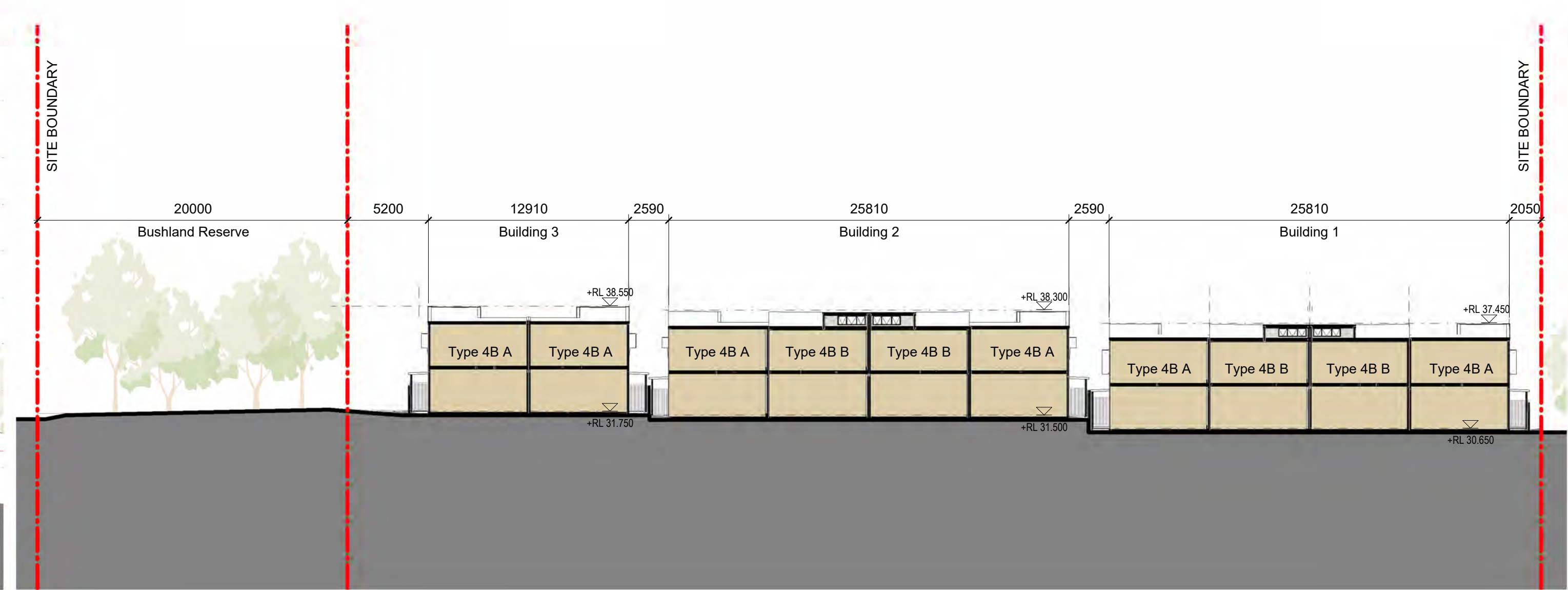
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6 Section 6
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5 Section 5
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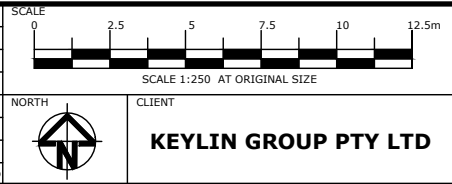


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Appendix B Colliers Drawings



A	16-05-25	ORIGINAL ISSUE	AA	RL	RVJ
REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED





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CLIENT

KEYLIN GROUP PTY LTD

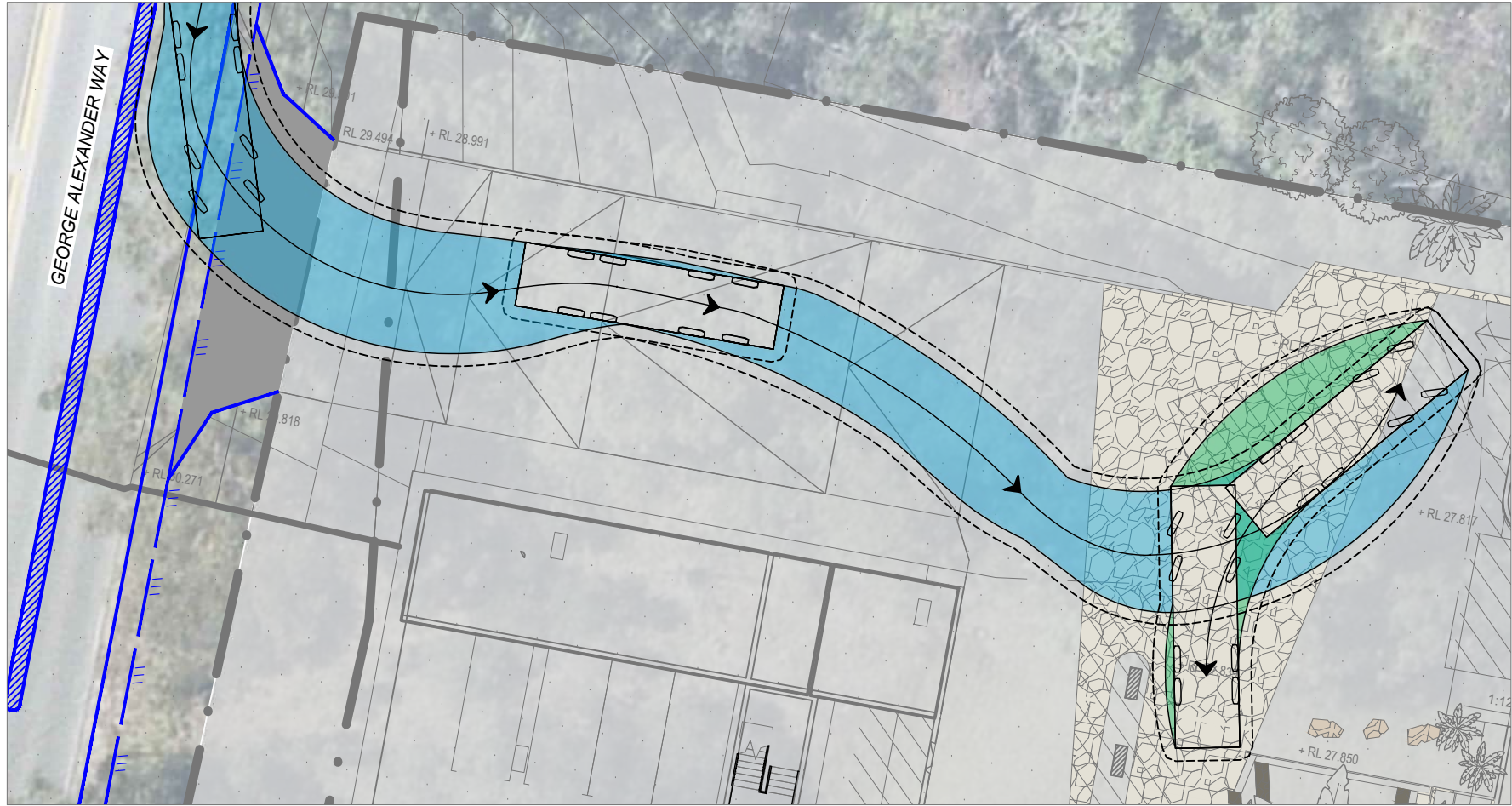
PROJECT

54 George Alexander Way, Coomera QLD

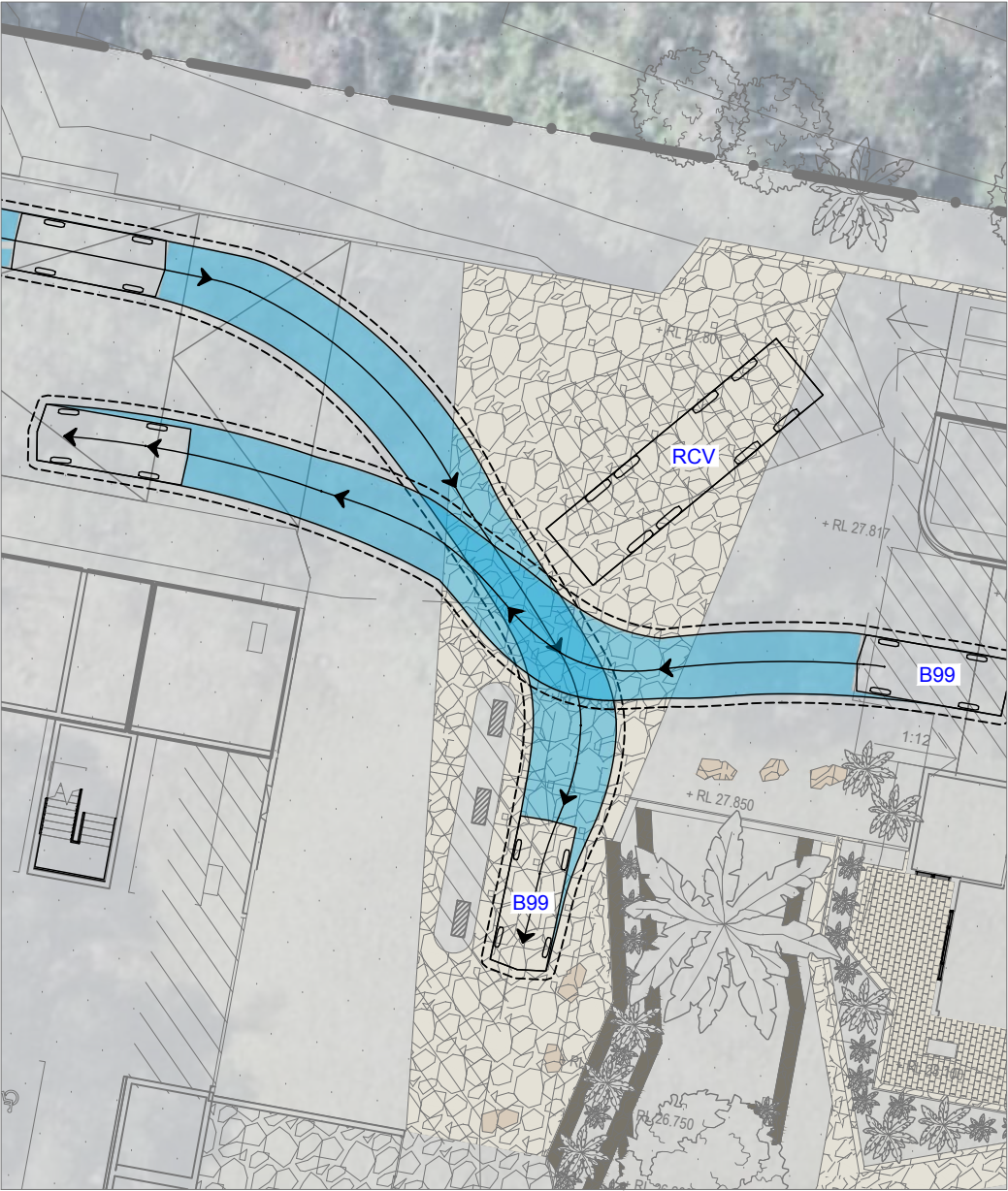
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MCU DEVELOPMENT - SITE ACCESS (INTERIM SCENARIO)
DRIVEWAY & MEDIAN DETAILS - CONCEPT

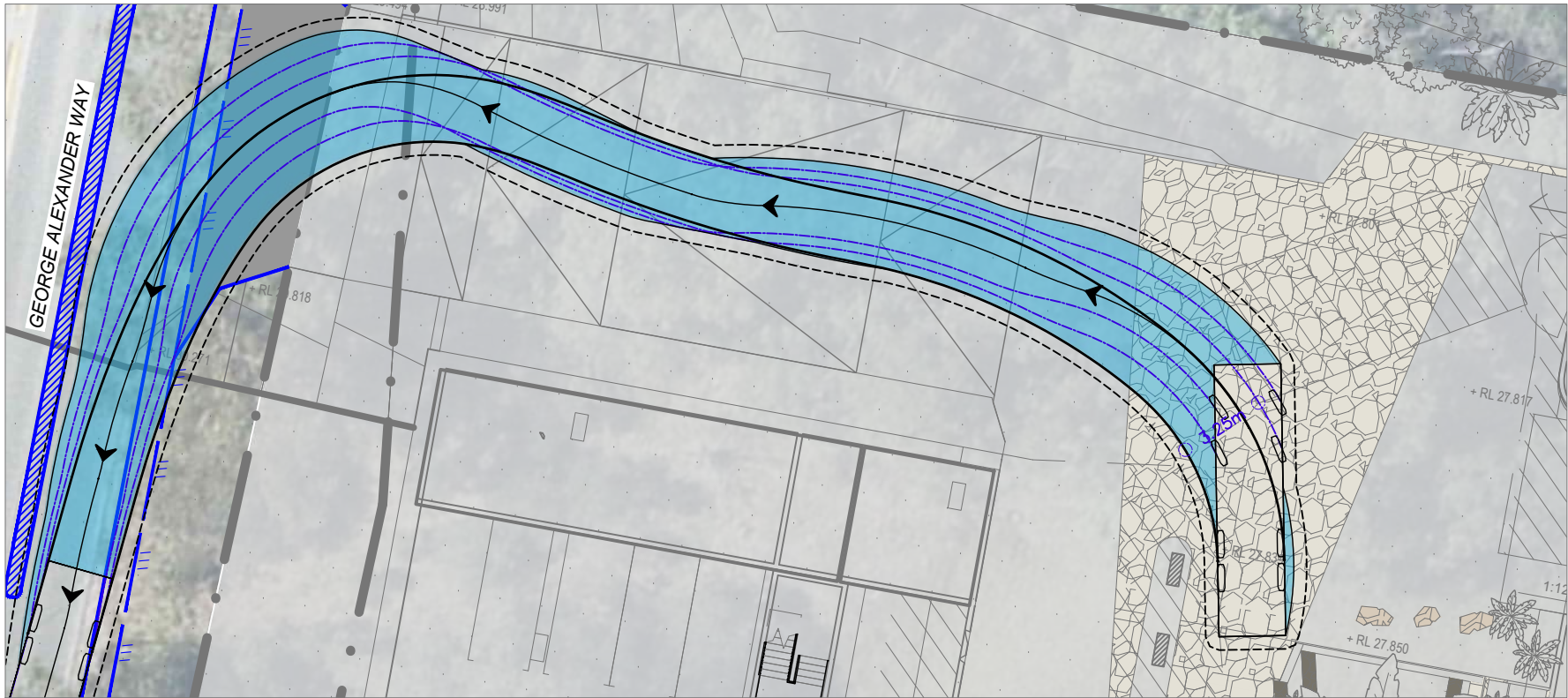
PROJECT NUMBER	24GCT0104	ORIGINAL SIZE	A3
DRAWING NUMBER	24GCT0104-20	REVISION	A
DATE	16 May 2025	SHEET	1 OF 1



10.181m GCCC RCV



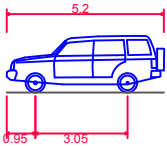
10.181m GCCC RCV & 5.20m B99



10.181m GCCC RCV

GCCC Front Loader Refuse Truck

Overall Length	: 10.181m
Overall Width	: 2.490m
Overall Body Height	: 4.300m
Track Width	: 2.490m
Lock-to-lock time	: 5.00s
Wall to Wall Turning Radius	: 13.200m
Design Speed Forward	: 5.0km/h
Clearance Envelope	: 0.500m



B99 Vehicle (Realistic min radius) (2004)

Overall Length	: 5.200m
Overall Width	: 1.940m
Overall Body Height	: 1.878m
Min Body Ground Clearance	: 0.272m
Track Width	: 1.840m
Lock-to-lock time	: 4.00s
Curb to Curb Turning Radius	: 6.250m
Design Speed Forward	: 5.0km/h
Clearance Envelope	: 0.300m

DIRECTOR

RICHARD JONES **RPEQ 8943**

APPROVED 16 May 2025

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	16-05-25	ORIGINAL ISSUE	AA	RL	RVJ

SCALE 0 2.5 5 7.5 10 12.5m

SCALE 1:250 AT ORIGINAL SIZE

NORTH

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PROJECT

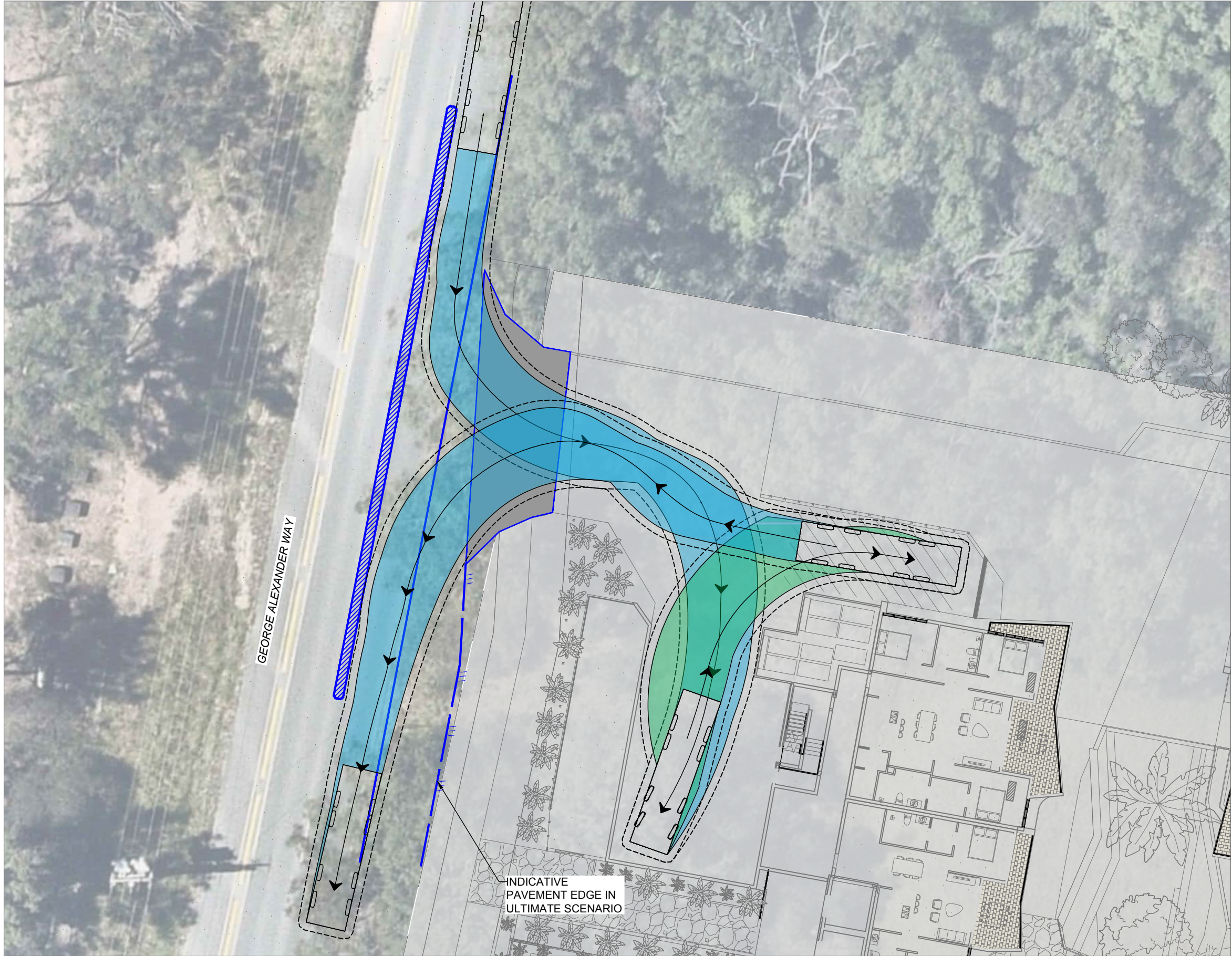
54 George Alexander Way, Coomera QLD

DRAWING TITLE

MCU DEVELOPMENT - (INTERIM SCENARIO)

SWEPT PATHS - 10.181m GCCC RCV & 5.20m B99

PROJECT NUMBER	24GCT0104	ORIGINAL SIZE	A3
DRAWING NUMBER	24GCT0104-21	REVISION	A
DATE	16 May 2025	SHEET	1 OF 1



GCCC Front Loader Refuse Truck

Overall Length	: 10.181m
Overall Width	: 2.490m
Overall Body Height	: 4.300m
Track Width	: 2.490m
Lock-to-lock time	: 5.00s
Wall to Wall Turning Radius	: 13.200m
Design Speed Forward	: 5.0km/h
Clearance Envelope	: 0.500m

DIRECTOR

RICHARD JONES **RPEQ 8943**

APPROVED 16 May 2025

A	16-05-25	ORIGINAL ISSUE	AA	RL	RVJ
REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED

SCALE 1:250 AT ORIGINAL SIZE

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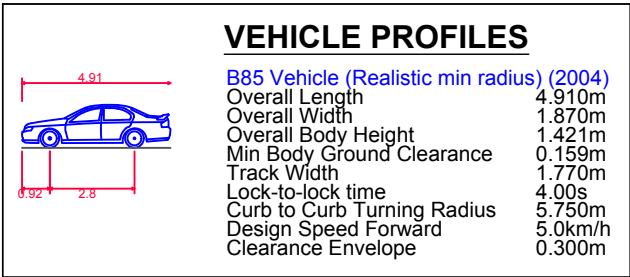
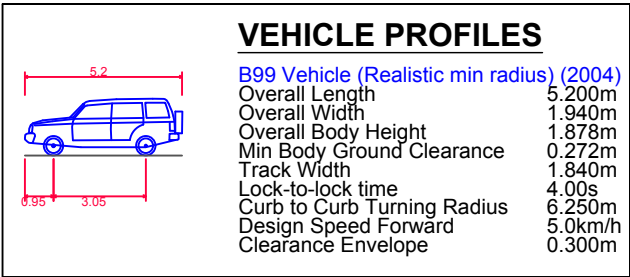
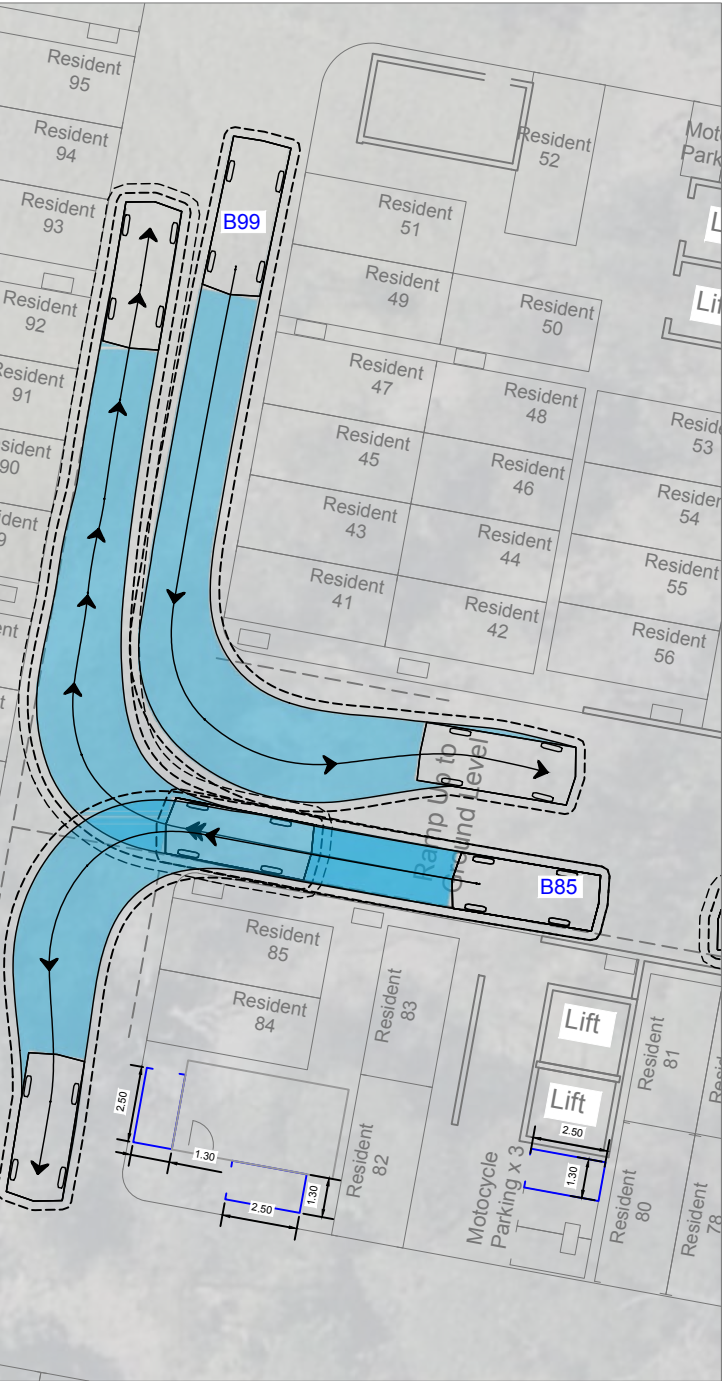
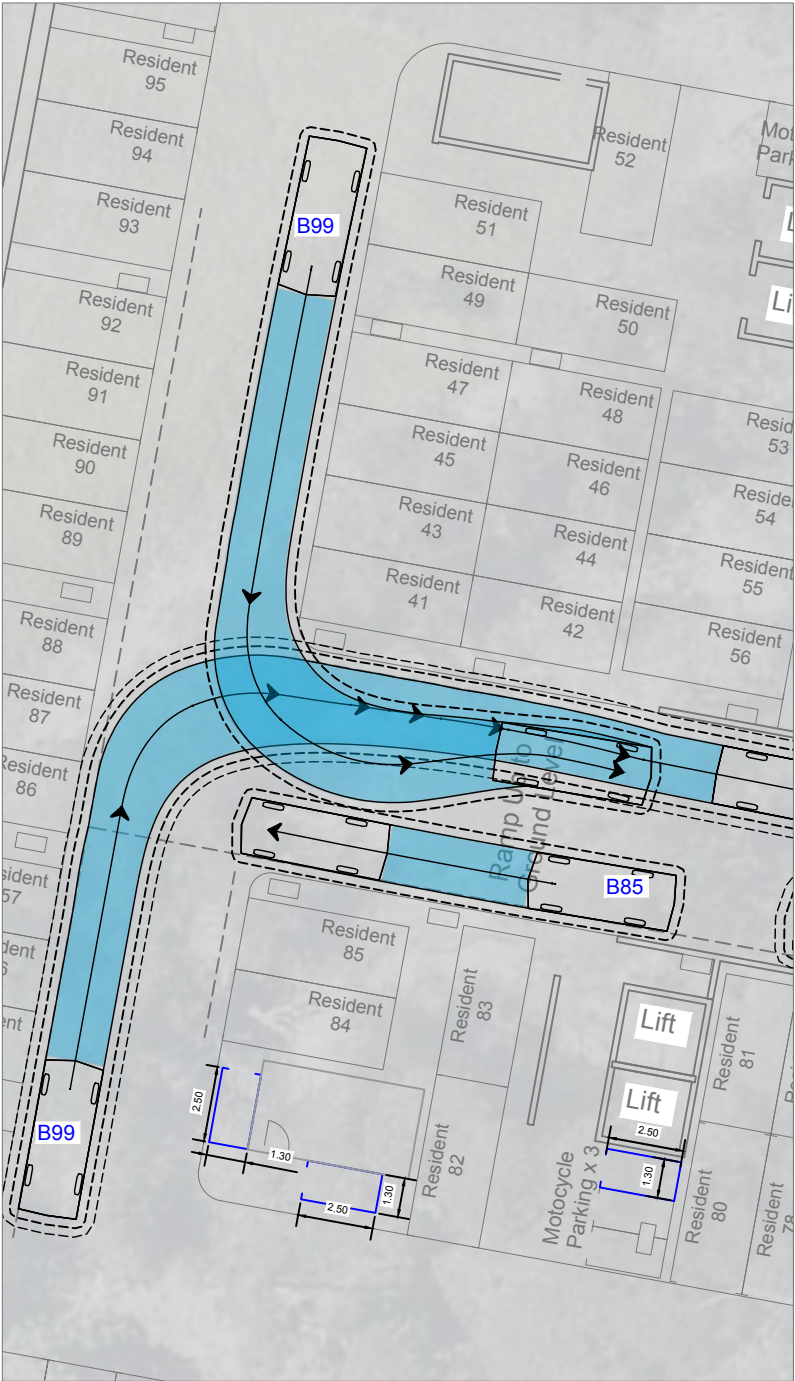
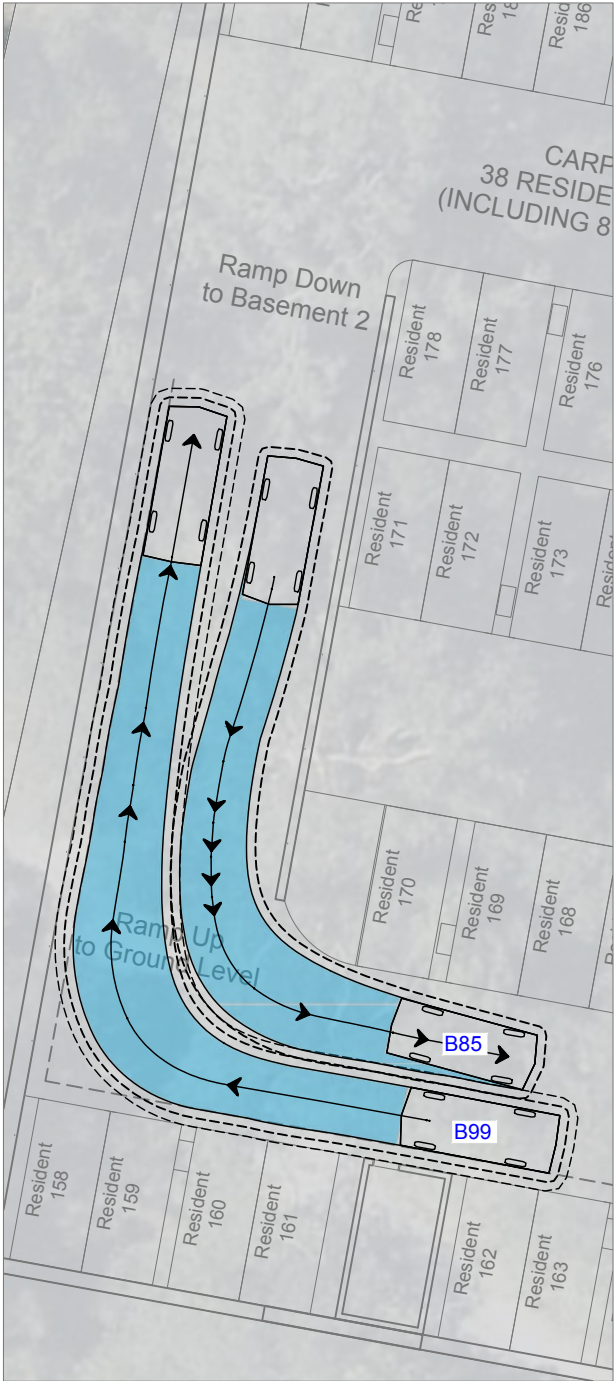
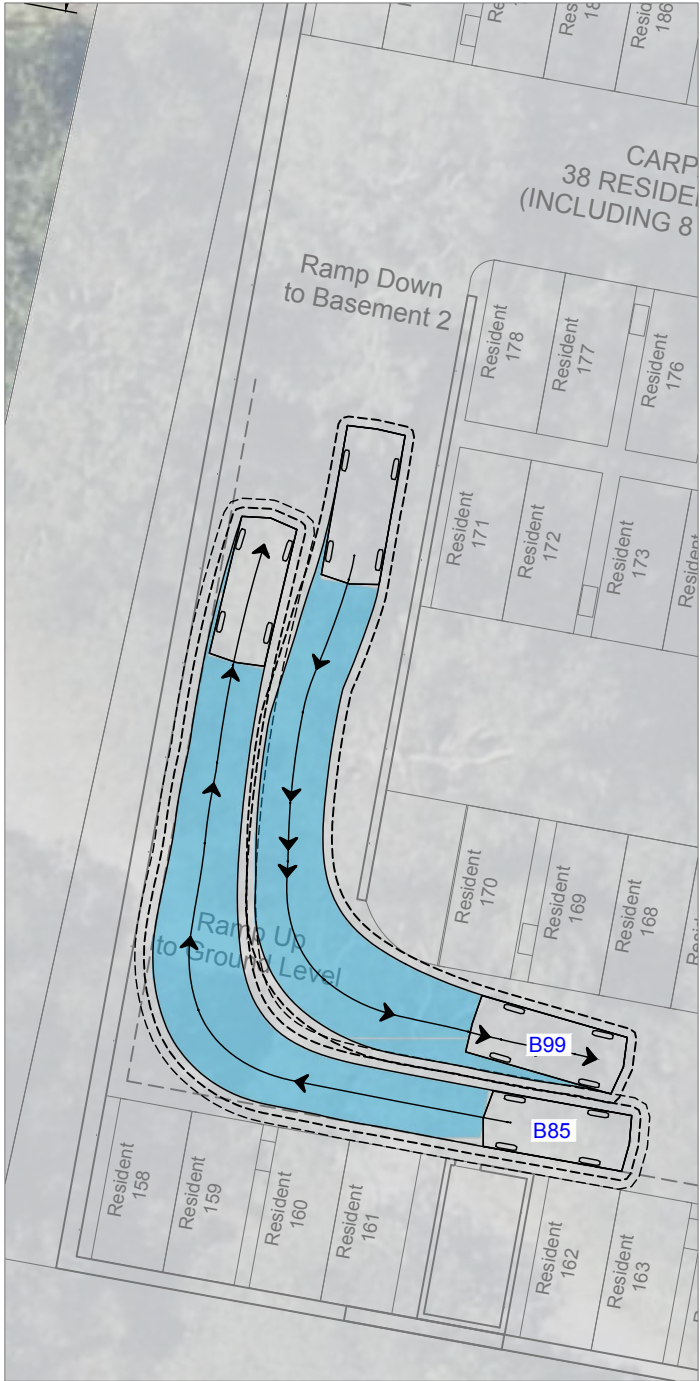
Colliers International Engineering & Design (TTMC) Pty Ltd

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

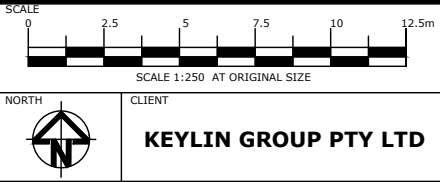
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PROJECT 54 George Alexander Way, Coomera QLD
DRAWING TITLE MCU DEVELOPMENT - SITE ACCESS (ULTIMATE SCENARIO) CONCEPT & SWEEP PATHS - 10.181m GCCC RCV

PROJECT NUMBER 24GCT0104	ORIGINAL SIZE A3
DRAWING NUMBER 24GCT0104-22	REVISION A
DATE 16 May 2025	SHEET 1 OF 1



REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	16-05-25	ORIGINAL ISSUE	AA	RL	RVJ



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PROJECT

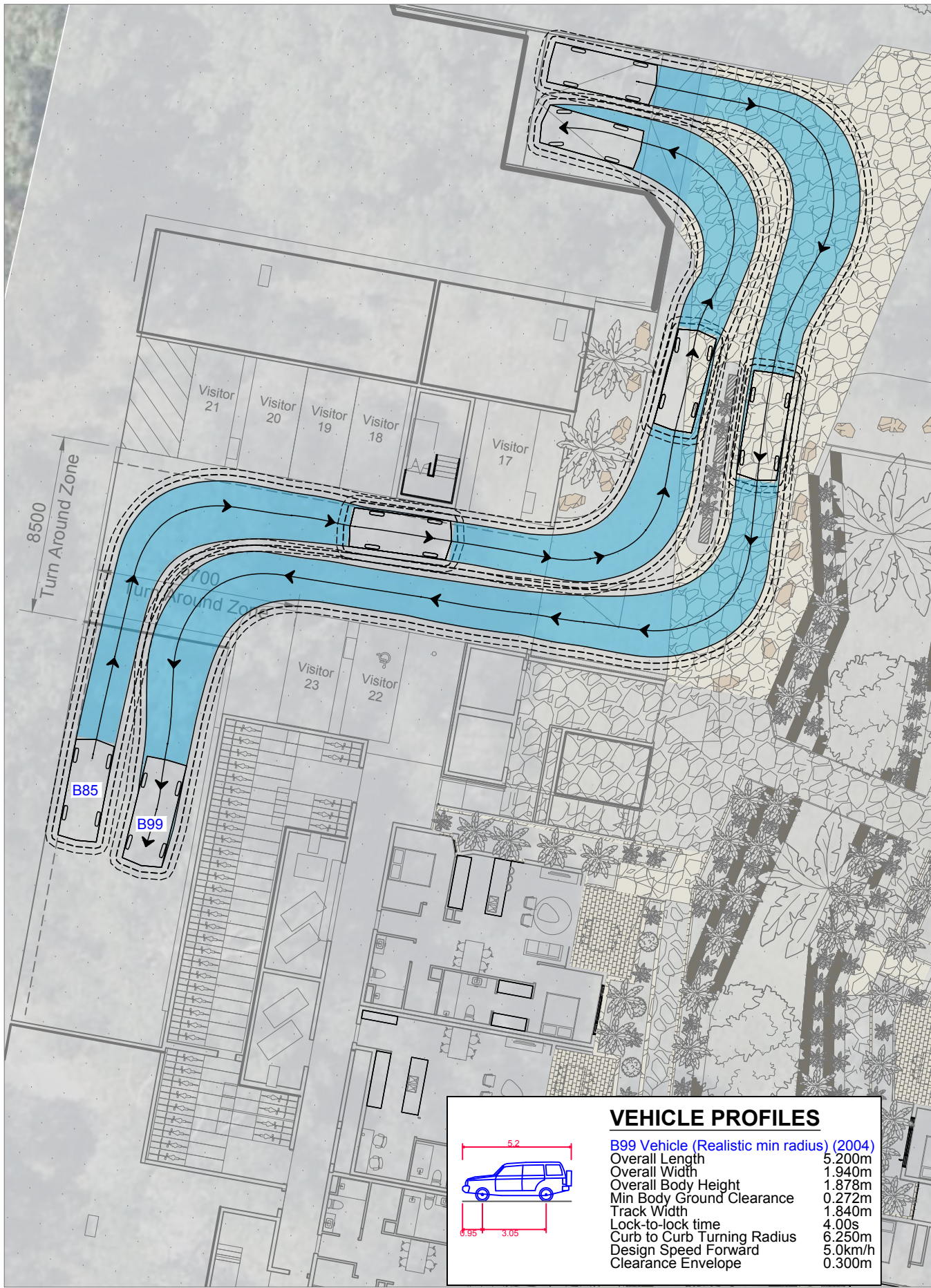
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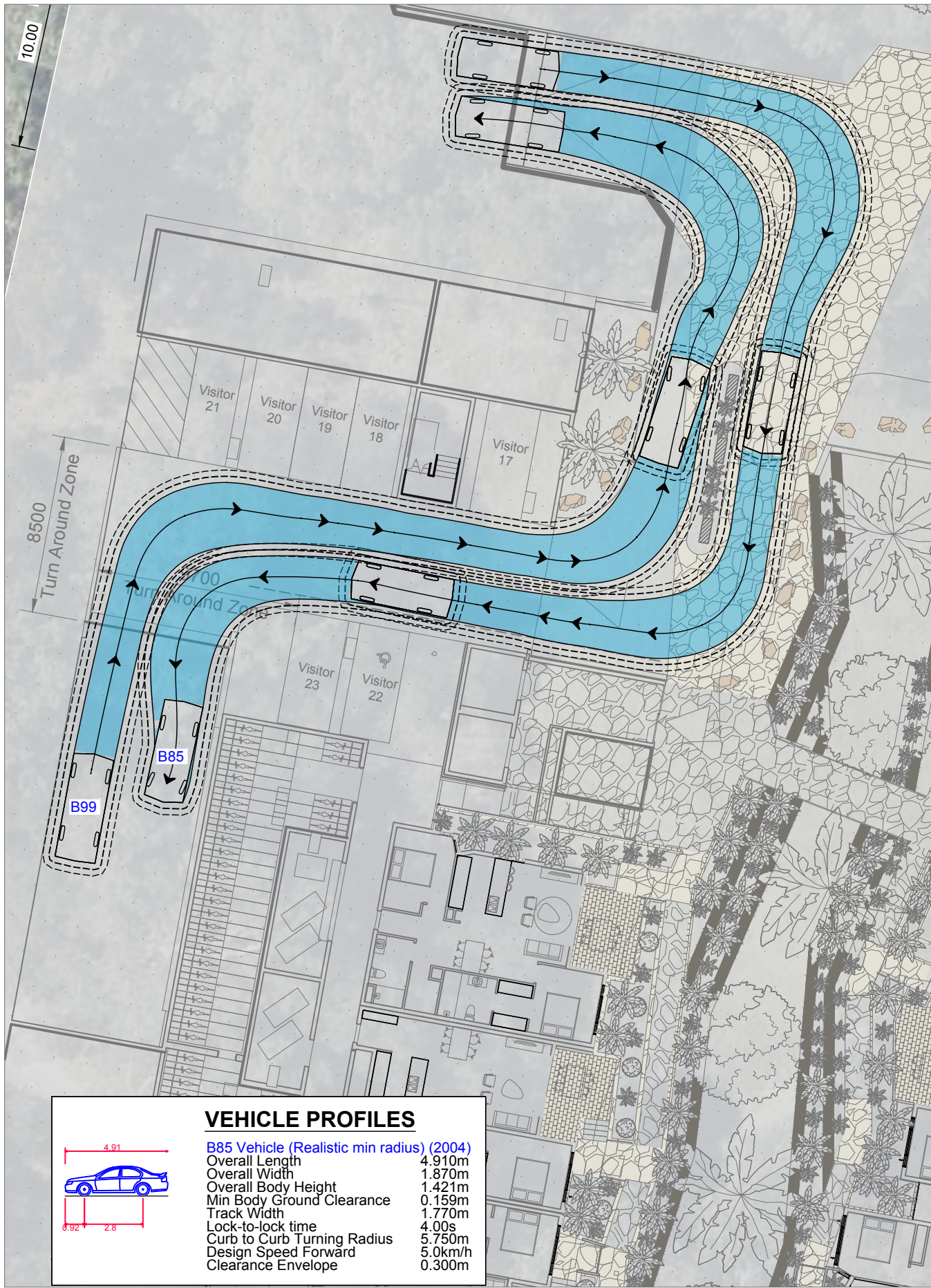
MCU DEVELOPMENT - BASEMENT 01

SWEPT PATHS - 5.20m B99 & 4.91m B85

PROJECT NUMBER	24GCT0104	ORIGINAL SIZE	A3
DRAWING NUMBER	24GCT0104-23	REVISION	A
DATE	16 May 2025	SHEET	1 OF 1



VEHICLE PROFILES
B99 Vehicle (Realistic min radius) (2004)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.878m
Min Body Ground Clearance 0.272m
Track Width 1.840m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 6.250m
Design Speed Forward 5.0km/h
Clearance Envelope 0.300m



VEHICLE PROFILES
B85 Vehicle (Realistic min radius) (2004)
Overall Length 4.910m
Overall Width 1.870m
Overall Body Height 1.421m
Min Body Ground Clearance 0.159m
Track Width 1.770m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.750m
Design Speed Forward 5.0km/h
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REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	16-05-25	ORIGINAL ISSUE	AA	RL	RVJ

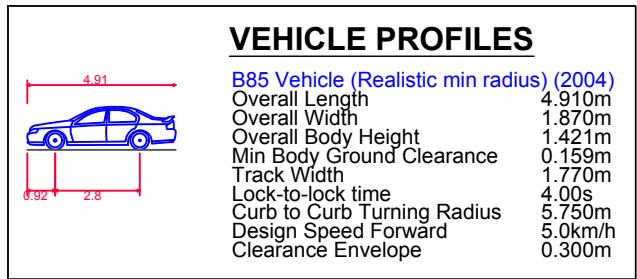
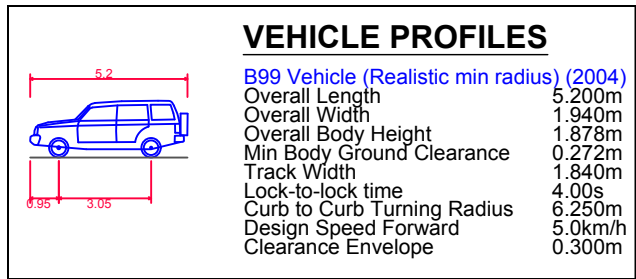
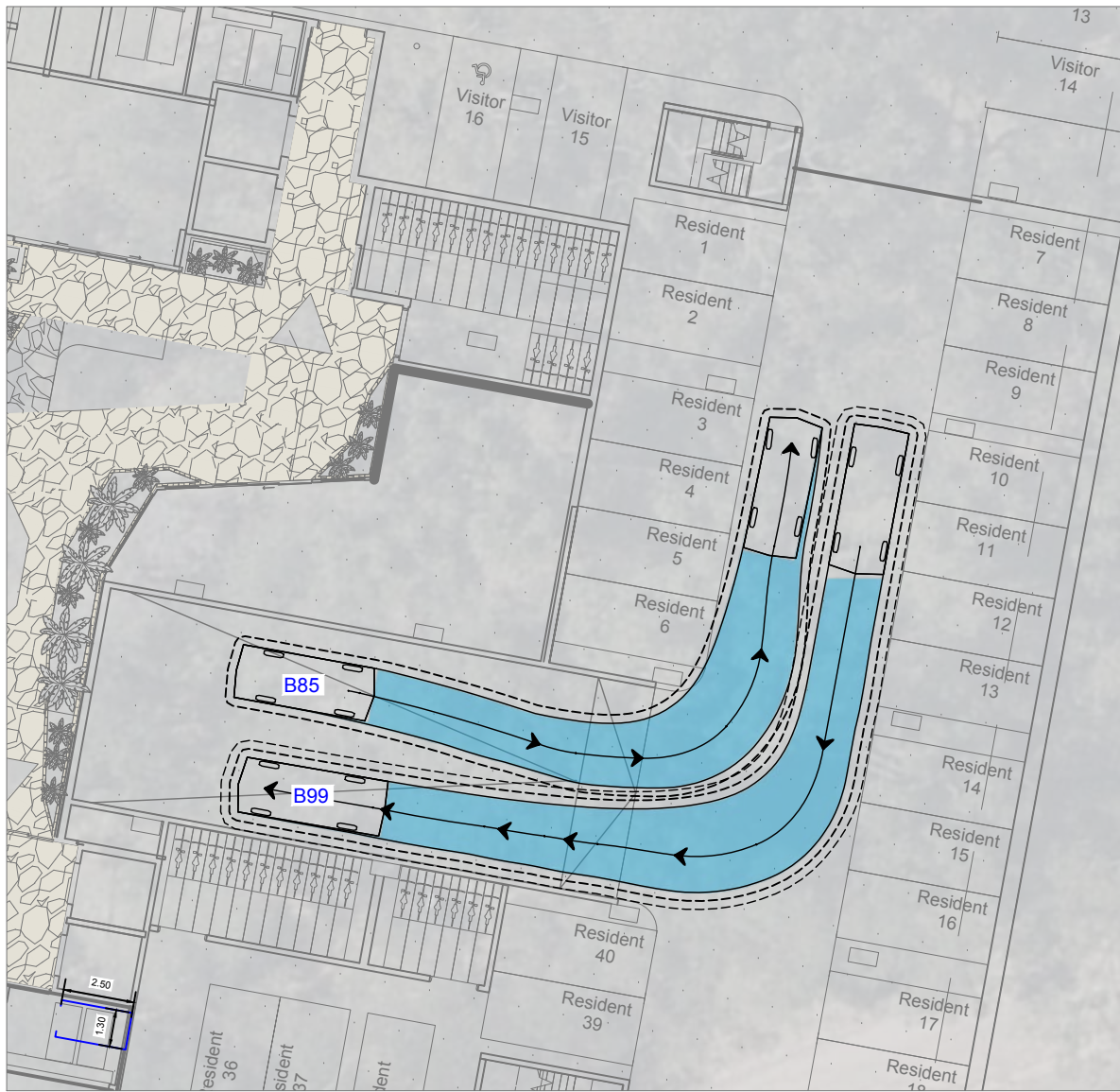
CLIENT
KEYLIN GROUP PTY LTD

Colliers International Engineering & Design (TTMC) Pty Ltd
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LEVEL 8, 369 Ann Street, BRISBANE QLD 4000
P.O. BOX 12015, BRISBANE QLD 4003
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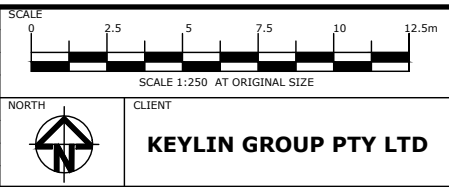
PROJECT
54 George Alexander Way, Coomera QLD

DRAWING TITLE
MCU DEVELOPMENT - LEVEL 0 (ULTIMATE SCENARIO)
SWEPT PATHS - 5.20m B99 & 4.91m B85

PROJECT NUMBER 24GCT0104	ORIGINAL SIZE A3
DRAWING NUMBER 24GCT0104-25	REVISION A
DATE 16 May 2025	SHEET 1 OF 1



REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	16-05-25	ORIGINAL ISSUE	AA	RL	RVJ



Colliers

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PROJECT

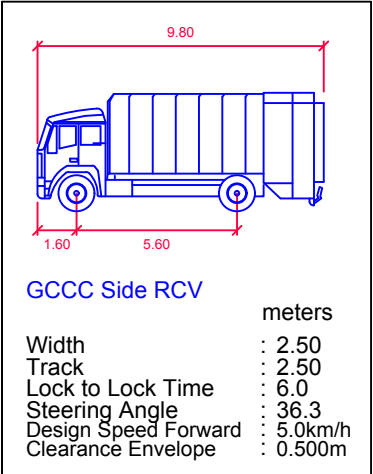
54 George Alexander Way, Coomera QLD

DRAWING TITLE

MCU DEVELOPMENT - LEVEL 0

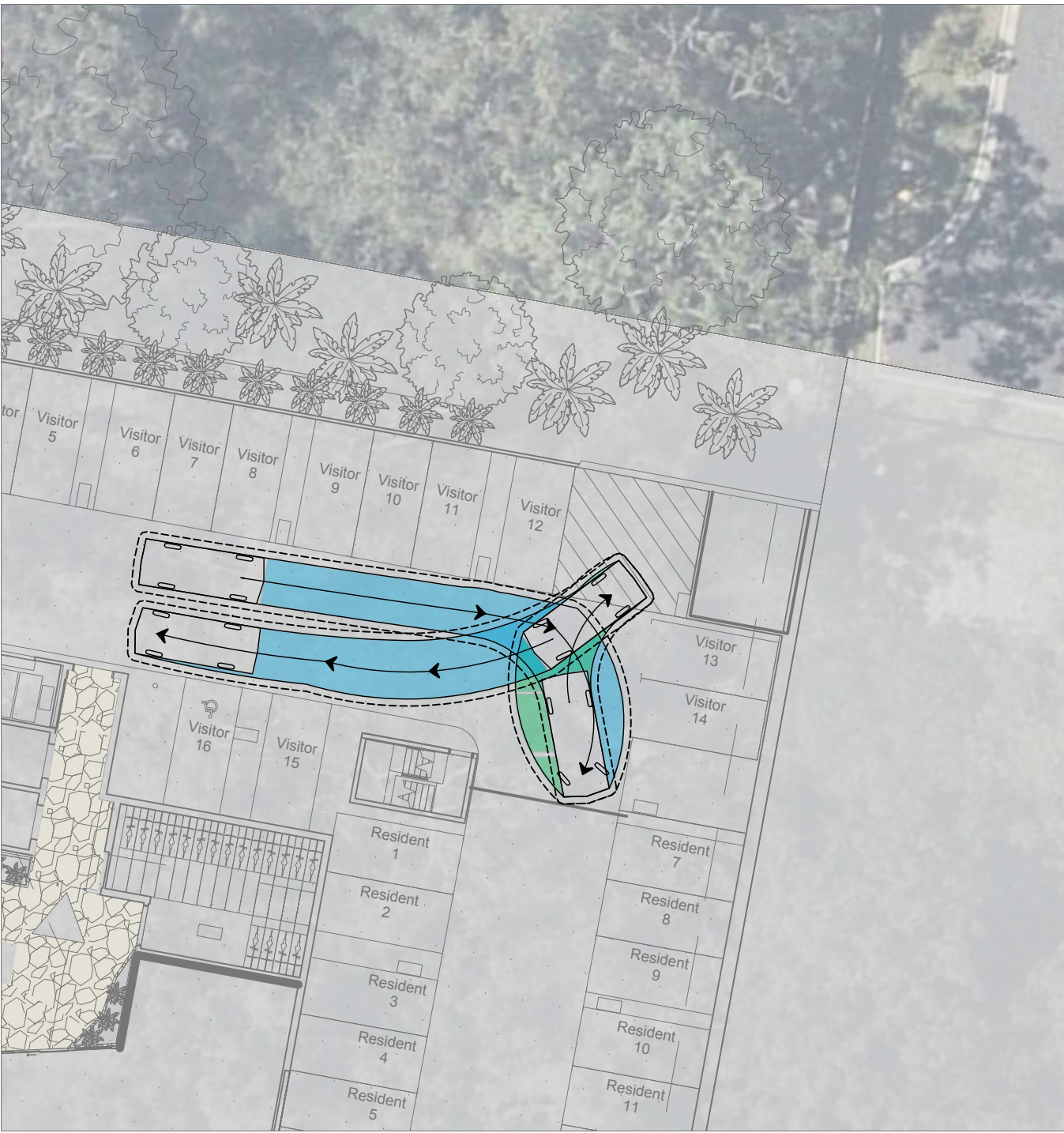
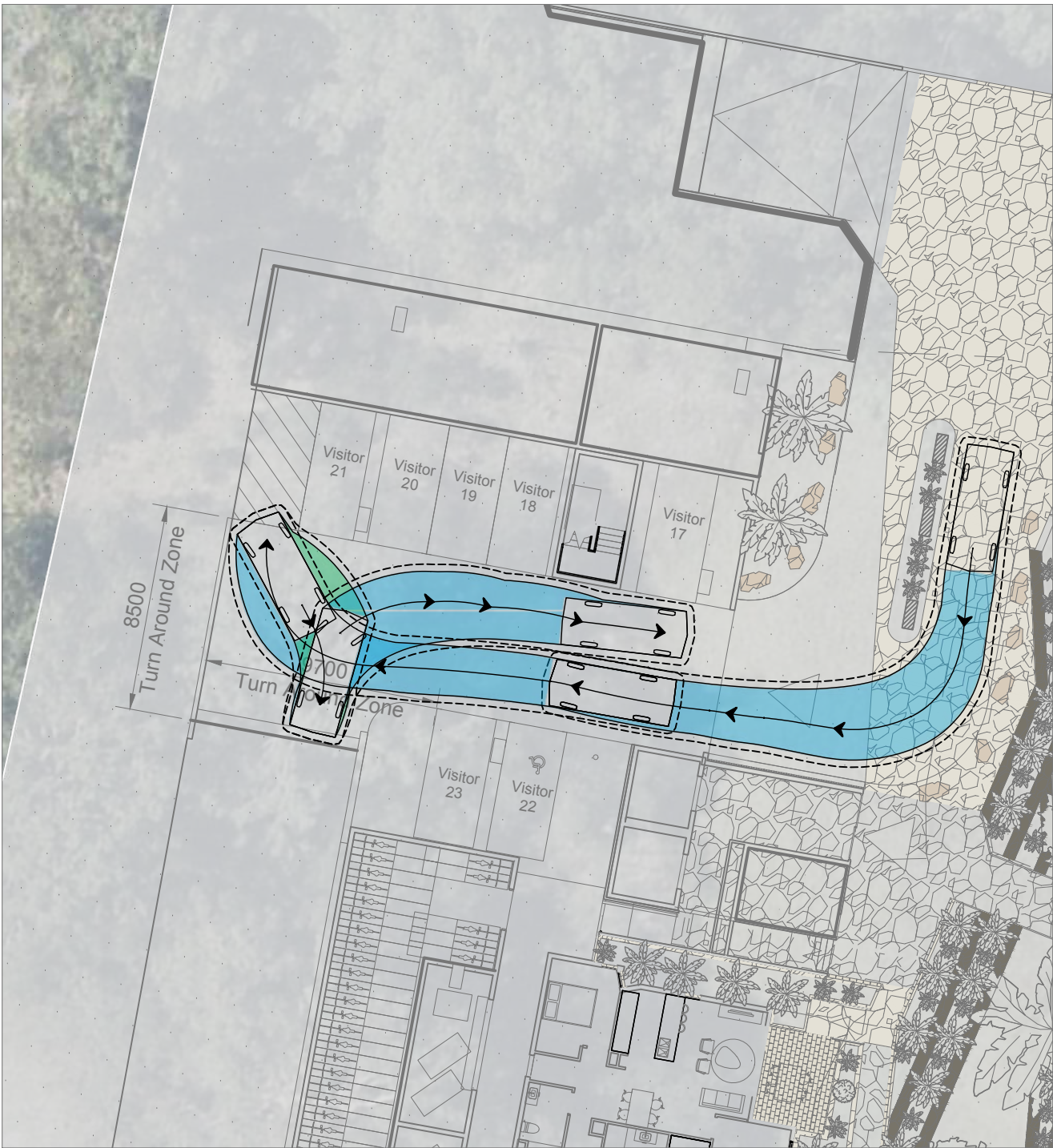
SWEPT PATHS - 5.20m B99 & 4.91m B85

PROJECT NUMBER	24GCT0104	ORIGINAL SIZE	A3
DRAWING NUMBER	24GCT0104-26	REVISION	A
DATE	16 May 2025	SHEET	1 OF 1



 DIRECTOR
RICHARD JONES RPEQ 8943
APPROVED 16 May 2025

															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 54 George Alexander Way, Coomera QLD DRAWING TITLE MCU DEVELOPMENT - TEMPORARY TURNAROUND SWEPT PATHS - 9.80m GCCC RCV SIDE LOAD			PROJECT NUMBER 24GCT0104		ORIGINAL SIZE A3				
									NORTH 												CLIENT KEYLIN GROUP PTY LTD			DRAWING NUMBER 24GCT0104-27		REVISION A	
A 16-05-25			ORIGINAL ISSUE			AA			RL												RVJ			DATE 16 May 2025		SHEET 1 OF 1	
REV.	DATE	AMENDMENT DESCRIPTION					DRAWN	CHECKED	APPROVED																		



VEHICLE PROFILES

B99 Vehicle (Realistic min radius) (2004)

Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.878m
Min Body Ground Clearance 0.272m
Track Width 1.840m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 6.250m
Design Speed Forward 5.0km/h
Clearance Envelope 0.300m

A	16-05-25	ORIGINAL ISSUE	AA	RL	RVJ
REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED

SCALE 0 2.5 5 7.5 10 12.5m

SCALE 1:250 AT ORIGINAL SIZE

NORTH

CLIENT

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PROJECT

54 George Alexander Way, Coomera QLD

DRAWING TITLE

MCU DEVELOPMENT - LEVEL 0

SWEPT PATHS - 5.20m B99

PROJECT NUMBER	24GCT0104	ORIGINAL SIZE	A3
DRAWING NUMBER	24GCT0104-28	REVISION	A
DATE	16 May 2025	SHEET	1 OF 1



VEHICLE PROFILES

B99 Vehicle (Realistic min radius) (2004)

Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.878m
Min Body Ground Clearance 0.272m
Track Width 1.840m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 6.250m
Design Speed Forward 5.0km/h
Clearance Envelope 0.300m

VEHICLE PROFILES

B85 Vehicle (Realistic min radius) (2004)

Overall Length 4.910m
Overall Width 1.870m
Overall Body Height 1.421m
Min Body Ground Clearance 0.159m
Track Width 1.770m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.750m
Design Speed Forward 5.0km/h
Clearance Envelope 0.300m

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	16-05-25	ORIGINAL ISSUE	AA	RL	RVJ

SCALE

0 2.5 5 7.5 10 12.5m

SCALE 1:250 AT ORIGINAL SIZE

NORTH

CLIENT

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PROJECT

54 George Alexander Way, Coomera QLD

DRAWING TITLE

MCU DEVELOPMENT - TOWNHOUSES

SWEPT PATHS - 5.20m B99 & 4.91m B85

PROJECT NUMBER	24GCT0104	ORIGINAL SIZE	A3
DRAWING NUMBER	24GCT0104-29	REVISION	A
DATE	16 May 2025	SHEET	1 OF 1

Appendix C Code Responses

State code 6: Protection of state transport networks

Table 6.2 Development in general

Performance outcomes	Acceptable outcomes	Response
Network impacts		
PO1 Development does not compromise the safety of users of the state-controlled road network.	No acceptable outcome is prescribed.	Complies with PO. The development does not result in the worsening of safety of the state-controlled road.
PO2 Development does not adversely impact the structural integrity or physical condition of a state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO. The development does not adversely impact the physical conditions of the state-controlled road.
PO3 Development ensures no net worsening of the operating performance the state-controlled road network.	No acceptable outcome is prescribed.	Complies with PO
PO4 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.	No acceptable outcome is prescribed.	Complies with PO
PO5 Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road .	No acceptable outcome is prescribed.	Complies with PO
PO6 Development does not require a new railway level crossing.	No acceptable outcome is prescribed.	Complies with PO6. Railway level crossings are not proposed.
PO7 Development does not adversely impact the operating performance of an existing railway crossing .	No acceptable outcome is prescribed.	N/A. There are no railway crossings within the vicinity of the site
PO8 Development does not adversely impact on the safety of an existing railway crossing .	No acceptable outcome is prescribed.	N/A. There are no railway crossings within the vicinity of the site
PO9 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a railway crossing .	No acceptable outcome is prescribed.	N/A. There are no railway crossings within the vicinity of the site
PO10 Development does not create a safety hazard within the railway corridor .	No acceptable outcome is prescribed.	N/A. There are no railway crossings within the vicinity of the site
PO11 Development does not adversely impact the operating performance of the railway corridor .	No acceptable outcome is prescribed.	Complies with PO

Performance outcomes	Acceptable outcomes	Response
PO12 Development does not interfere with or obstruct the railway transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	Complies with PO
PO13 Development does not adversely impact the structural integrity or physical condition of a railway corridor or rail transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO
Stormwater and overland flow		
PO14 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of a state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	N/A – non traffic engineering related
PO15 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of a state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	N/A – non traffic engineering related
PO16 Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	N/A – non traffic engineering related
PO17 Development associated with a state-controlled road or road transport infrastructure ensures that stormwater is lawfully discharged.	AO17.1 Development does not create any new points of discharge to a state transport corridor or state transport infrastructure . AND AO17.2 Development does not concentrate flows to a state transport corridor . AND AO17.3 Stormwater run-off is discharged to a lawful point of discharge . AND	N/A – non traffic engineering related

Performance outcomes	Acceptable outcomes	Response
	AO17.4 Development does not worsen the condition of an existing lawful point of discharge to a state transport corridor or state transport infrastructure .	
Flooding		
PO18 Development does not result in a material worsening of flooding impacts within a state transport corridor or state transport infrastructure	<i>For a state-controlled road or road transport infrastructure, all of the following apply:</i> AO18.1 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (within +/- 10mm) to existing flood levels within a state transport corridor. AND AO18.2 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing peak velocities within a state transport corridor. AND AO18.3 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing time of submergence of a state transport corridor. <i>No acceptable outcome is prescribed for a railway corridor or rail transport infrastructure.</i>	N/A – non traffic engineering related
Drainage infrastructure		
PO19 Drainage infrastructure does not create a safety hazard in a state transport corridor .	<i>For a state-controlled road environment, both of the following apply:</i> AO19.1 Drainage infrastructure associated with, or in a state-controlled road is wholly contained	N/A – non traffic engineering related

Performance outcomes	Acceptable outcomes	Response
	within the development site, except at the lawful point of discharge. AND AO19.2 Drainage infrastructure can be maintained without requiring access to a state transport corridor. <i>For a railway environment both of the following apply:</i> AO19.3 Drainage infrastructure associated with a railway corridor or rail transport infrastructure is wholly contained within the development site. AND AO19.4 Drainage infrastructure can be maintained without requiring access to a state transport corridor.	
PO20 Drainage infrastructure associated with, or in a state-controlled road or road transport infrastructure is constructed and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network is maintained.	No acceptable outcome is prescribed.	N/A – non traffic engineering related
Planned upgrades		
PO21 Development does not impede delivery of planned upgrades of state transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO. Development does not interfere with planned transport infrastructure

Table 6.3 Public passenger transport infrastructure and active transport

Performance outcomes	Acceptable outcomes	Response
PO22 Development does not damage or interfere with public passenger transport infrastructure, active transport infrastructure or public passenger services .	No acceptable outcome is prescribed.	Complies with PO. Development does not interfere with active or public transport infrastructure
PO23 Development does not compromise the safety of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO
PO24 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO
PO25 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO
PO26 Upgraded or new public passenger transport infrastructure and active transport infrastructure is provided to accommodate the demand for public passenger transport and active transport generated by the development.	No acceptable outcome is prescribed.	Complies with PO
PO27 Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services .	No acceptable outcome is prescribed.	Complies with PO
PO28 Development enables the provision or extension of public passenger services, public passenger transport infrastructure and active transport infrastructure to the development and avoids creating indirect or inefficient routes for public passenger services .	No acceptable outcome is prescribed.	Complies with PO
PO29 New or modified road networks are designed to enable development to be serviced by public passenger services .	AO29.1 Roads catering for buses are arterial or sub-arterial roads , collector or their equivalent. AND AO29.2 Roads intended to accommodate buses are designed and constructed in accordance with:	N/A. No new or modified road networks are proposed to state-controlled road.

Performance outcomes	Acceptable outcomes	Response
	1. Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design; Department of Transport and Main Roads; 2. Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6), Department of Transport and Main Roads; 3. Austroads Guide to Road Design (Parts 3, 4-4C and 6); 4. Austroads Design Vehicles and Turning Path Templates; 5. Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management and AS 1742.13-2009 Manual of Uniform Traffic Control Devices – Local Area Traffic Management; AND AO29.3 Traffic calming devices are not installed on roads used for buses in accordance with section 2.3.2 Bus Route Infrastructure, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	
PO30 Development provides safe, direct and convenient access to existing and future public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO
PO31 On-site vehicular circulation ensures the safety of both public passenger transport services and pedestrians.	No acceptable outcome is prescribed.	N/A – public passenger transport services not proposed within site
PO32 Taxi facilities are provided to accommodate the demand generated by the development.	No acceptable outcome is prescribed.	N/A – taxi facilities are not proposed within site
PO33 Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and booked hire services other than taxis.	No acceptable outcome is prescribed.	N/A – courtesy/community transport services are not proposed

Performance outcomes	Acceptable outcomes	Response
PO34 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	AO34.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance. AND AO34.2 Taxi facilities are designed in accordance with: 1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work; 2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices 3. AS/NZS 2890.6–2009 Parking facilities –off street parking for people with disabilities; 4. Disability standards for accessible public 5. transport 2002 made under section 31(1) of the Disability Discrimination Act 1992; 6. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements; 7. Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	N/A – taxi facilities are not proposed within site
PO35 Educational establishments are designed to ensure the safe and efficient operation of public passenger services, pedestrian and cyclist access and active transport infrastructure.	AO35.1 Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.	N/A – development is not educational establishment