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# TRAFFIC IMPACT ASSESSMENT

## Proposed Residential Development at 98 Glenmore Drive, Bonogin

## Lot 1 on RP218875

For Salt Development Projects
15 October 2026
File No: LC25079-0004-TIA-A

# DOCUMENT CONTROL SHEET

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| **Title:** | Traffic Impact Assessment Report |
| **Document No:** | LC25079- 0004-TIA-A |
| **Original Date of Issue:** | 17 July 2026 |
| **Project:** | 98 Glenmore Drive, Bonogin |
| **Synopsis:** | The primary objective of the Traffic Impact Assessment report is to demonstrate compliance with all relevant standards, guidelines and codes.<br>The report provides an audit of the existing transport conditions in the vicinity of the site, including a description of the local road network and its operation. It also determines the anticipated level of trip generation, the distribution of these trips and the impact of this development traffic on the local road network. In addition, the report addresses the key safety issues associated with the proposed development. |

| Reviewed by RPEQ | Reg. No. | Signed | Date |
|---|---|---|---|
| Jason Webster | 31580 |  | 15 October 2026 |

| Revision/Checking History | | | |
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# 1. INTRODUCTION

## 1.1 Background

Legend Consultants has been commissioned to prepare a Traffic Impact Assessment (TIA) report to support the proposed residential development at 98 Glenmore Drive, Bonogin. The subject site is described as Lot 1 on RP218875. The proposed development incorporates a total of sixteen (16) residential lots with associated facilities, including an internal road which will be private. The proposed development plan is attached as Appendix A.

The primary objective of the Traffic Impact Assessment (TIA) report is to demonstrate compliance with all relevant standards, guidelines and codes. The development is located within the City of Gold Coast Council (COGC) Local Authority and is adjacent to the local road. This report concludes that the proposed site access arrangements are adequate to service the site and that there will be no material impacts associated with the proposal on the local road network.

## 1.2 Site Location

The proposed development site is located in Bonogin, which is a suburb within the City of Gold Coast Council. ***Figure 1*** shows the subject site's location within wider road network.

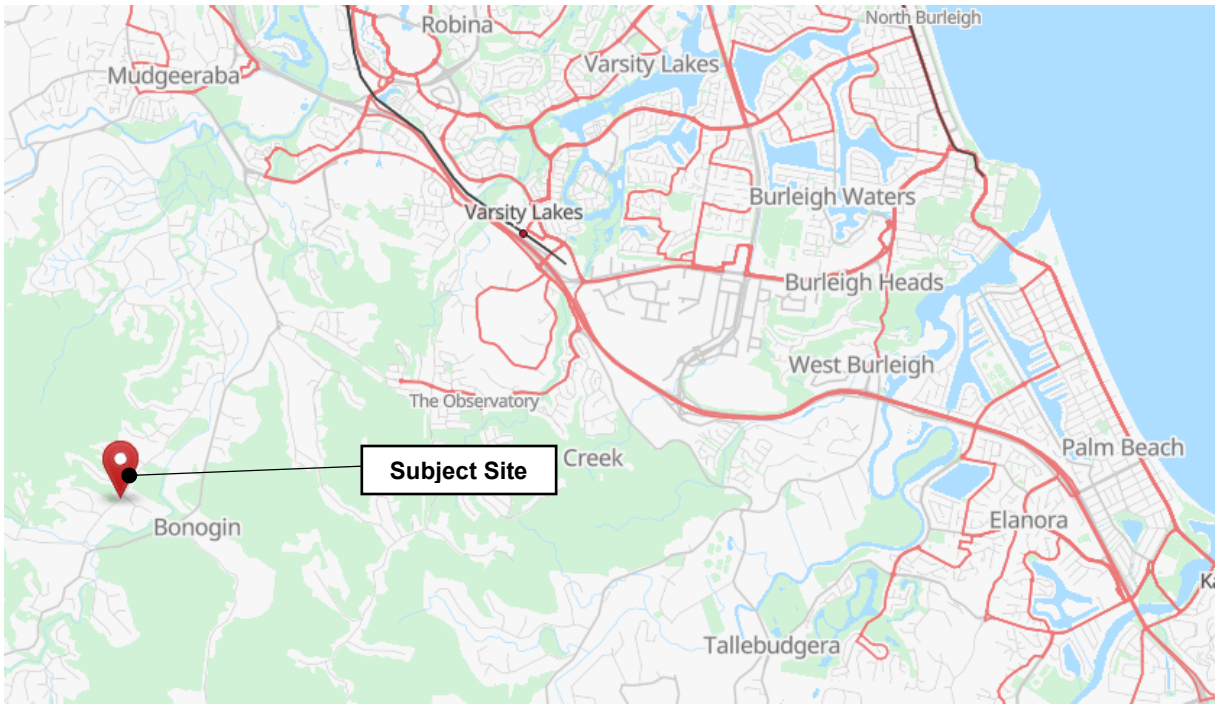



***Figure 1: Site Location within Wider Road Network (Source: OpenStreetMap)***

## 1.3 Response to City of Gold Coast Information Request

This Traffic Impact Assessment report has been prepared in response to the COGC Information Request (IR) dated 26 April 2026. Transport items in the Information Request are listed in Table 1, and the report response reference is shown opposite as follows:

**Table 1: COGC IR Response**

| Item | Information Requested | Report Response Reference |
|---|---|---|
| | **Transport** | |
| | The development application has not identified proposed trunk infrastructure for transport. The proposal will be assessed on the basis that all transport development infrastructure is non-trunk. | The proposed internal road (Road 1) will be delivered as a community title road for Lots 7 to 16. It is not proposed as trunk transport infrastructure and is therefore considered non-trunk transport infrastructure for the purposes of this application. |
| **19** | **Reconfiguring a lot code**<br>*Road access – PO3* | |
| | Proposed Lots 11 and 12 will not have direct access to a public road, and will instead achieve vehicle access via an access strip and easement, respectively. The 'Concept Development Layout Plan' shows the access strip and easement being located side-by-side, rather than the easement (for Lot 12) being located within the access strip. Based on this arrangement, it appears that vehicle crossovers for Lots 11 and 12 would be located side-by-side (i.e. two vehicle crossings within a very short distance); however, proposed vehicle access arrangements for Lots 11 and 12 have not been identified on the 'Roadworks Layout Plan' (despite indicative vehicle crossing locations being identified for all other lots). To assist in demonstrating compliance with PO3, the applicant is requested to demonstrate the proposed vehicle access arrangements for Lots 11 and 12 (i.e. the intended vehicle crossing locations from 'Road 1'). | Please refer to Appendix A, which includes the revised Development Plan. Lots 11 and 12 have been amalgamated into a single lot and will be served by one driveway crossover to Road 1. As a result, the previously proposed access strip and easement arrangement is no longer required, and only one vehicle access point is proposed. |
| **20** | **Reconfiguring a lot code**<br>*Road access – PO4* | |
| | Lot 12 is proposed to be accessed via an easement. Submit an updated 'Concept Development Layout Plan', identifying relevant details with respect to the proposed easement, including:<br>a. Clearly identify the easement as part of Lot 11 (via a notation directly attached to the easement, rather than within the 'Legend' only).<br>b. Identify the purpose of the easement.<br>c. Identify the burdened / favoured lots with respect to the easement. | Please refer to Appendix A. The revised Development Plan amalgamates Lots 11 and 12 into a single lot. As a result, the previously proposed easement is no longer required and has been removed from the plan. |
| **21** | **Reconfiguring a lot code**<br>*Circulation and street access design – Strategic Outcomes 3.6.1(5) & 3.6.3(4), PO15* | |
| | Transport code Roads and freight – PO11<br>a. 'Road 1' design<br>The proposed design of 'Road 1' is inconsistent with Council's typical road cross-sections, per the Land development guidelines (the proposed 7.5m wide pavement, with kerb and | a. The proposed Road 1 is a private internal road and has been designed in accordance with the Street Design Manual: Walkable Neighbourhoods. The Manual recognises that developments comprising fewer than 50 lots typically generate low |

| Item | Information Requested | Report Response Reference |
|---|---|---|
| | channel, appears to be a combination of a 'Rural Residential Access Street' and a 'Rural Access Street' profile). To comply with AO15 of the ROL code and AO11 of the Transport code, 'Road 1' shall be designed to a 'Rural Residential Access Street' standard, comprising a 6m wide pavement, with 'rollover' kerb and channel. The following information shall be provided, in this regard:<br>i. All application material shall reflect a 'Rural Residential Access Street' profile for 'Road 1'.<br>ii. Drawings shall identify proposed longitudinal grades for 'Road 1', demonstrating compliance with the requirements of Council's Land development guidelines. | traffic volumes and, where lot frontages are generous, have a reduced potential for conflict between driveway access and on-street parking. Accordingly, Table 2.1 identifies that local access streets serving up to 50 contributing lots may be designed with carriageway widths as narrow as 5.5 m.<br><br>The proposed Road 1 provides a 7.5 m wide pavement, significantly exceeding the minimum width identified in the Manual. This width is sufficient to safely accommodate two-way traffic, service and refuse collection vehicles, while also allowing visitor parking to occur within the road reserve where required. As such, the proposed road design provides adequate capacity to satisfy the anticipated visitor parking demand within the development, reducing reliance on parking within surrounding streets and achieving outcomes consistent with the intent of the Street Design Manual. |
| | b. Public footpath<br>In the event of development approval being granted, construction of a 2m wide public footpath would be required along the site's frontage to Glenmore Drive. The existing public footpath is located on the opposite side of Glenmore Drive and terminates at Leyshon Drive; therefore, crossing points (kerb ramps) will be required to provide pedestrian connectivity between the existing and new footpaths. To comply with AO15 of the ROL code, identify a compliant location for kerb ramps, on both sides of Glenmore Drive, demonstrating compliant sight distance between drivers and pedestrians. The location of proposed kerb ramps shall be clearly identified on development drawings. | b. Please refer to the revised engineering drawings in Appendix A, which identify the proposed 2.0 m wide public footpath along the Glenmore Drive frontage and kerb ramps on both sides of Glenmore Drive. The proposed kerb ramp arrangement provides safe pedestrian connectivity to the existing footpath network and demonstrates compliance with the relevant accessibility and sight distance requirements. |
| **22** | **Reconfiguring a lot code**<br>*Circulation and street access design – Strategic Outcomes 3.6.1(7), 3.6.1(8), 3.6.3(4), 3.6.4(4), 3.6.4(5) & PO16 Driveways and vehicle crossings code Location – PO6* | |
| | To demonstrate compliance with PO16 of the ROL code and AO6.1 of the Driveways and vehicle crossings code, submit a Traffic Impact Assessment (TIA), endorsed by an RPEQ. The TIA shall include demonstration that transport infrastructure proposed as part of the subdivision achieves compliance with the relevant design standards, including: | A Traffic Impact Assessment (TIA), has been prepared in response to Council's Information Request.<br>Since the original application was lodged, the proposal has been amended such that Road 1 is now a private internal driveway rather than a public road. Accordingly, the proposed access point to Glenmore Drive has been assessed in accordance with AS/NZS 2890.1.<br><br>The report includes sight distance assessments for the proposed access point to Glenmore Drive and all individual lot access points. Please refer to Section 3 of this report and Appendix C. |

| Item | Information Requested | Report Response Reference |
|---|---|---|
| | a. Sight distance – Glenmore Drive / 'Road 1' intersection: Glenmore Drive exhibits vertical and horizontal alignment changes in the vicinity of the proposed 'Road 1' intersection location (a bend in the road to the north, and a crest to the south). Undertake a sight distance assessment to demonstrate that the proposed location of the Glenmore Drive / 'Road 1' intersection achieves compliant Safe Intersection Sight Distance (SISD), in accordance with Austroads requirements. Austroads requires the 85th percentile speed to be determined at the proposed intersection location to assess sight distance.<br>Note - any changes required to the intersection location to achieve compliant SISD may have significant implications for the development proposal (including, but not limited to, lot layout and yield, environmental, bushfire and hydraulic outcomes, etc). The applicant is advised to address intersection sight distance as a matter of priority in order to progress assessment of the proposal. | a) Sight distance – Glenmore Drive / Road 1 access point<br><br>Glenmore Drive exhibits both vertical and horizontal alignment changes in the vicinity of the proposed development. To achieve compliant sight distance, the proposed access point has been positioned further north, increasing its separation from the existing Glenmore Drive / Sehmish Court intersection. Recorded 85th percentile operating speeds along Glenmore Drive were 60.9 km/h in the westbound direction and 62.9 km/h in the eastbound direction (Refer Appendix B).<br>Based on the requirements of AS/NZS 2890.1, the proposed access point is required to provide a minimum sight distance of 97 m to both the left and right. As demonstrated in Appendix C, the required sight distance is achieved in both directions. |
| | b. Intersection spacing – Glenmore Drive / 'Road 1' intersection: the proposed 'Road 1' intersection with Glenmore Drive is situated in close proximity to the existing intersection of Glenmore Drive / Sehmish Court. As part of the TIA, address the location and design of the proposed new intersection, and in particular its separation from the Sehmish Court intersection, having regard to all relevant Austroads requirements and giving consideration to road function, 85th percentile speeds, sight distance, intersection form and safety outcomes. | b) The proposed access point has been positioned to maximise separation from the existing Glenmore Drive / Sehmish Court intersection while also achieving compliant sight distance. The proposed access point is located outside the driveway exclusion area, being more than 6.0 m from the tangent point of the nominal kerb line at the intersection, in accordance with AS/NZS 2890.1. |
| | c. Sight distance – 'direct' lot access (Glenmore Drive): a number of lots propose direct vehicle access from Glenmore Drive. Glenmore Drive exhibits both vertical and horizontal alignment changes; submit a sight distance assessment demonstrating that AS2890.1-compliant sight distance will be achieved for all lots proposed with direct access from Glenmore Drive. Of note, AS2890.1 requires 85th percentile speeds to be determined at the proposed access locations to assess sight distance. | c) Sight distance assessments have been undertaken for all proposed lots with direct vehicle access to Glenmore Drive. The assessments have been completed in accordance with AS/NZS 2890.1, adopting the recorded 85th percentile operating speeds and a conservative assessment methodology. As demonstrated in Appendix C, 70m required sight distance for domestic property is achieved for all proposed direct lot access points. |
| | d. Vehicle access locations – 'direct' lot access: indicative vehicle crossing locations are identified on the 'Roadworks Layout Plan'. Further information is required to demonstrate compliant vehicle access locations for the following lots:<br>i. Lot 7: in the event of development approval being granted, access to Lot 7 would be required from proposed 'Road 1', rather than Glenmore Drive (as proposed) i.e. from the 'lower order' road. Demonstrate that a | d) Lot 7 is now accessed from the proposed private internal driveway, consistent with the lower-order road principle.<br><br>Access to Lot 17 (previously 18) is proposed from the northern section of Road 1. Access from the southern frontage of Road 1 is not feasible due to the significant longitudinal grade along this section of the road. |

| Item | Information Requested | Report Response Reference |
|---|---|---|
| | compliant vehicle access location for Lot 7 can be achieved from 'Road 1'.<br>ii. Lot 18: vehicle access to Lot 18 is proposed on the inside of a 90-degree bend; it appears that AS2890.1-compliant sight distance cannot be achieved from this alignment of 'Road 1'. Demonstrate that a compliant vehicle access location can be achieved for Lot 18 from the 'east-west' alignment of 'Road 1'. | The proposed access is located on the inside of a 90-degree bend. Beyond the bend, Road 1 extends for a short distance before terminating in a cul-de-sac that services only five residential lots. Consequently, Road 1 is expected to carry very low traffic volumes and, due to the horizontal geometry, vehicle operating speeds are expected to be approximately 20 km/h or less in the vicinity of the proposed access. Based on an operating speed of 20 km/h and a 2.0-second perception-reaction time, a Stopping Sight Distance (SSD) has been calculated as 16 m. As demonstrated in Appendix C, the proposed driveway has adequate visibility for safe vehicle movements to and from Lot 16 (previously lot 18). |
| **23** | **Transport code**<br>*Roads and freight – PO12* | |
| | Corner truncations shown on the 'Concept Development Layout Plan' do not appear to align with the requirements of AO12.1 of the Transport code. Submit amended drawings demonstrating that all 'corner lots' created as part of the subdivision include corner truncations consistent with the requirements of AO12.1, and consistent with corner truncations provided for existing corner lots in the locality (3-chord truncations). | The proposed road is private, but corner truncation has been provided to ensure forward visibility. Please refer to Appendix A. |
| | **Further Advise** | |
| | The following items are not required to be addressed for Council to make a decision on the application. However, they identify matters that Council is likely to condition or amend in red in the decision notice based on the current information provided. Applicants may choose to submit updated information for consideration prior to decision if they prefer an alternative outcome.<br>1. Reconfiguring a lot code<br>Circulation and street access design – PO15<br>Transport code Roads and freight – PO11<br>In the event of development approval being granted, the applicant would be required to undertake works to Glenmore Drive, consisting of the following:<br>a. Construct kerb and channel (development side).<br>b. Undertake verge profile works (development side).<br>These works would achieve a profile consistent with a 'Residential Collector Street' standard (and consistent with the adjoining road profile). The works will be required for the extent of the full site frontage and shall be undertaken consistent with Council's Land development guidelines.<br>Street lighting would also be required for Glenmore Drive and 'Road 1', in accordance with Council's Land development guidelines. | Please refer to Appendix A with the proposed Glenmore Rd works |

## 1.4 Scope of This Report

The structure of this report is summarised below:

Section 2: Describes the site location and the existing road network near the site.

Section 3 Outlines the relevant characteristics of the proposed development including site access strategy.

Section 4: Considers the trip generation likely to be associated with the proposed development site. Assess the impact on the surrounding road network of the additional trips generated by the proposed development.

Section 5: Presents a summary of the Traffic Impact Analysis.

Section 6: Presents a summary of the report and identifies the main conclusions that can be drawn from the Traffic Impact Assessment.

# 2. EXISTING CONDITIONS

## 2.1 Site Location

The subject site is located at 98 Glenmore Drive, Bonogin as shown in *Figure 2*




***Figure 2: Locality Plan (Source: MetroMap)***

The site is located within the suburb of Bonogin in the City of Gold Coast Local Government Area. According to the 2021 Census, Bonogin had a population of approximately 4,237 residents. The Gold Coast CBD is located approximately 22 km to the north-east.

## 2.2 Land Use

The site is zoned as Rural Residential as shown in *Figure 3*.

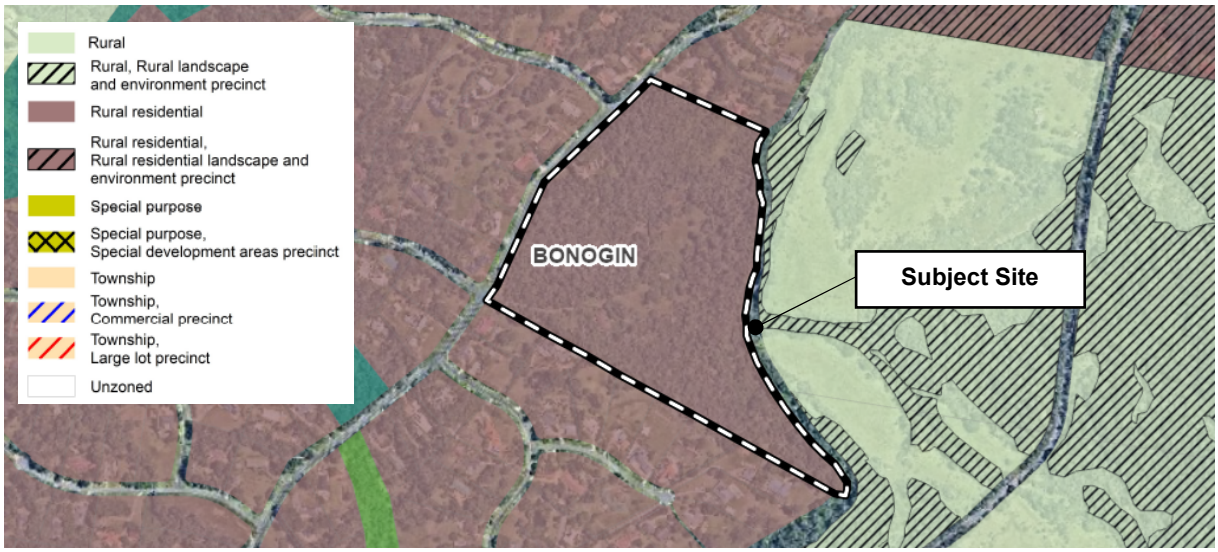



***Figure 3: Subject Site Land Zoning (Source: CGCC COUNCIL Planning Scheme)***

## 2.3 Surrounding Road Network

As shown in *Figure 2,* the surrounding road network in the vicinity of the subject site includes Glenmore Drive and Sehmish Court.

### 2.3.1 Sehmish Court

Sehmish Court is a local, Council-controlled road that provides access to numerous residential properties and operates as a no-through road. The road has a 20.0 m road reserve and a carriageway width of approximately 6.5 m with kerb and channel on both sides. There are no pedestrian footpaths within Sehmish Court; however, street lighting is provided. Sehmish Court connects to Glenmore Drive via a priority T-intersection, with Glenmore Drive operating as the priority road. *Figure 4* presents the existing cross-section of Sehmish Court looking east toward the intersection with Glenmore Drive.



***Figure 4: Sehmish Court Intersection with Glenmore Drive (Source: Google Maps)***

### 2.3.2 Glenmore Drive

Glenmore Drive is a two-way, two-lane local council controlled roadway. In the vicinity of the subject site, it has a 20.0m road reserve with approximately 8.0m wide pavement and is subject to a 60km/h posted speed limit.

There is an existing footpath on the western side of Glenmore Drive extending north from the intersection with Leyshon Court. No pedestrian footpath is currently provided along the frontage of the subject site. *Figure 5* shows Glenmore Drive looking south towards the priority intersection with Sehmish Court




***Figure 5: Glenmore Dr North East Approach to the Sehmish Ct***

*Figure* 6 shows Glenmore Drive / Sehmish Court intersection.




***Figure 6: Glenmore Dr / Sehmish Court Intersection***

# 3. PROPOSED DEVELOPMENT

The proposed development at 98 Glenmore Drive, Bonogin consists of 17 residential lots as shown in *Figure 7*.

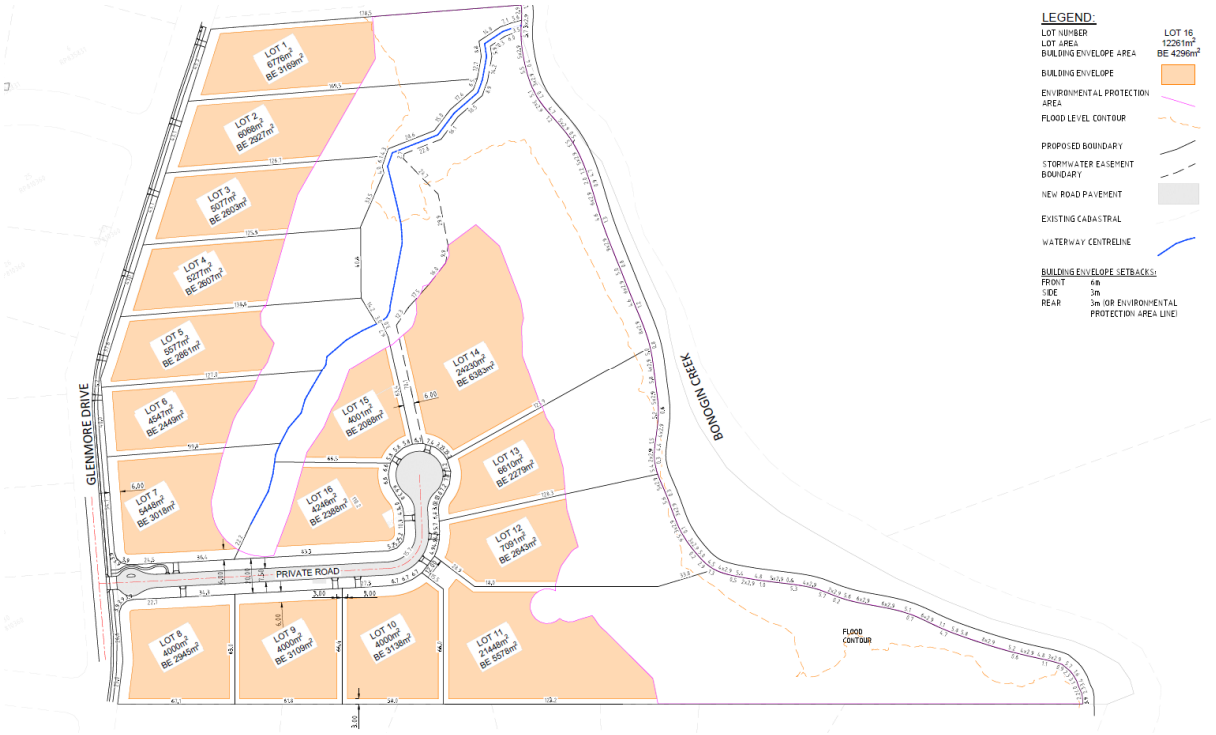



***Figure 7:*** ***Proposed Development Layout Plan at 98 Glenmore Drive, Bonogin***

## 3.1 Vehicular Access

The proposed development comprises 16 residential lots. Lots 1–6 are provided with individual domestic property access directly to Glenmore Drive.

Lots 7–16 are provided with individual domestic access to the private internal driveway, identified as Road 1, which will be delivered under community title. Road 1 connects to Glenmore Drive via a vehicle crossover.

### 3.1.1 Glenmore Drive / Proposed Vehicular Crossover Visibility Assessment

The proposed development is accessed via a private driveway crossover to Glenmore Drive. The driveway access location has been selected to maximise available visibility, having regard to the existing horizontal and vertical alignment of Glenmore Drive, while also maximising separation from the nearby Sehmish Court priority intersection.

Sight distance has been assessed in accordance with AS/NZS 2890.1:2004, Figure 3.2 – Sight Distance Requirements at Access Driveways, which provides the appropriate design criteria for non-domestic access driveways. Traffic surveys recorded 85th percentile operating speeds of 60.9 km/h in the westbound direction and 62.8 km/h in the eastbound direction. Although the recorded 85th percentile operating speeds are only marginally higher than the posted 60 km/h speed limit, a 70 km/h frontage road speed has been adopted for the AS/NZS 2890.1 assessment as a conservative approach. This results in a

required 5-second gap sight distance of 97 m, providing an additional margin of safety beyond that required for the recorded operating conditions.

As demonstrated in Appendix C, the proposed driveway achieves a minimum available sight distance of 97 m in both directions and therefore satisfies the requirements of AS/NZS 2890.1.

Access into the community title portion of the development and the private road will be managed by means of an access gate. Residents of lots 7 through 16 will be provided remotes, keys or codes as necessary to facilitate access. The same remote, keys or codes will be provided to Council's refuse collection service provider for weekly refuse collection access. For visitors, and in case of emergency, an intercom will be provided at the access gate for visitors to contact the respective resident they are visiting. The same can be used to contact the community title manager for emergencies or refuse collection.

A service agreement will be entered into with Council's refuse collection provider for access to the community title portion of the development to agree access and servicing arrangements.

### 3.1.2 Glenmore Drive Individual Lots Visibility Assessment (Lots 1-6)

The proposed residential lots fronting Glenmore Drive are accessed via individual domestic property driveways. In accordance with AS/NZS 2890.1:2004, Figure 3.2 – Sight Distance Requirements at Access Driveways, a minimum sight distance of 70 m is required for domestic property accesses, based on the conservatively adopted 70 km/h frontage road speed.

Visibility assessments have been undertaken for each proposed driveway, taking into consideration the existing horizontal and vertical alignment of Glenmore Drive. As presented in Appendix C, all proposed domestic driveways achieve the required 70 m sight distance in both directions. The proposed access arrangements therefore provide adequate visibility for vehicles entering and exiting the individual residential lots and satisfy the requirements of AS/NZS 2890.1.

### 3.1.3 Lot 16 (Previously Lot 18) Visibility Assessment

Vehicle access to Lot 16 (Previously Lot 18) is proposed from the northern section of Road 1. Access from the southern frontage is not practicable due to the significant longitudinal grade along this section of the internal road.

The proposed driveway is located on the inside of a 90-degree horizontal curve. Beyond this bend, Road 1 extends only a short distance before terminating in a cul-de-sac serving six residential lots. As a result, Road 1 is expected to carry very low traffic volumes, with vehicle operating speeds in the vicinity of the proposed driveway anticipated to be approximately 20 km/h or less.

Based on an operating speed of 20 km/h and a perception-reaction time of 2.0 seconds, the required Stopping Sight Distance (SSD) is 16 m. As demonstrated in Appendix C, the proposed driveway achieves the required SSD in both directions, providing adequate visibility for vehicles entering and exiting Lot 16 (previously Lot 18) and ensuring safe operation of the proposed access arrangement.

### 3.1.4 Site Access Proximity to Priority Intersection

The proposed site access comprises a private driveway crossover connecting the development to Glenmore Drive and is not a public road intersection. The access is located approximately 66 m north of the priority intersection with Sehmish Court, where Glenmore Drive operates as the priority road.

The City Plan Driveways and Vehicular Crossings Code requires private vehicle access to be located and designed so that it operates safely and does not adversely affect the efficiency, function or capacity of the surrounding road network. Accordingly, the proposed driveway crossover has been assessed as a private access rather than an intersecting public road.

The 66 m separation between the proposed driveway crossover and the Sehmish Court intersection provides sufficient physical separation for the independent operation of the two access points. Vehicles entering and exiting the proposed development are able to complete turning and merging manoeuvres without interfering with the operation of the adjacent priority intersection. As demonstrated elsewhere in this report, the proposed access also achieves the required sight distance for the prevailing operating speeds on Glenmore Drive, confirming that the driveway crossover can operate safely and efficiently.

## 3.2 Proposed Internal Road

The proposed internal road (Road 1) is a private road designed in accordance with the Street Design Manual: Walkable Neighbourhoods, particularly the requirements of Table 2.1. The Manual recognises that developments serving fewer than 50 lots generate relatively low traffic volumes and recommends either a laneway or a local access street for these circumstances. For local access streets, Table 2.1 identifies a carriageway width as narrow as 5.5 m as being appropriate.

The proposed development comprises fewer than 50 residential lots and includes numerous lots with generous frontages, reducing the potential for conflicts between driveway access and on-street parking. Road 1 has been designed with a 20.0 m road reserve and a 7.5 m wide pavement, substantially exceeding the minimum carriageway width recommended by the Manual. The proposed pavement width comfortably accommodates two-way traffic movements, service and refuse collection vehicles, while also providing sufficient space for visitor parking within the road reserve where required.

Accordingly, the proposed internal road provides adequate capacity to accommodate the forecast traffic demand and visitor parking associated with the development, reducing reliance on parking within the surrounding public road network and achieving the intent and performance outcomes of the Street Design Manual: Walkable Neighbourhoods.

## 3.3 Active Transport

Due to the low traffic volumes along the proposed private road and as per the Street Design Manual: Walkable Neighbourhoods Guidelines pedestrians are expected to share road with vehicles.

The proposed development includes the construction of a 2.0 m wide public footpath along the site's Glenmore Drive frontage.

To provide pedestrian connectivity with the existing footpath network, kerb ramps are proposed on both sides of Glenmore Drive. The proposed kerb ramp locations have been selected to achieve compliant visibility between pedestrians and approaching drivers and are shown on the engineering drawings included in Appendix A.

The proposed footpath and kerb ramp arrangement provides a safe and continuous pedestrian connection and complies with the requirements of the Reconfiguring a Lot Code.

Pedestrian visibility at the proposed uncontrolled crossing point has been assessed in accordance with the Austroads Crossing Sight Distance (CSD) methodology, noting that pedestrians are required to give way to approaching vehicles.

The crossing distance across Glenmore Drive is approximately 7.6 m. Based on a pedestrian walking speed of 1.2 m/s, the required crossing time is approximately 6.3 seconds.

The assessment adopts the recorded 85th percentile operating speeds on Glenmore Drive of 60.1 km/h in the westbound direction and 62.8 km/h in the eastbound direction. For pedestrian visibility purposes, westbound traffic approaches the crossing from the east and therefore relates to pedestrian visibility to the east. Conversely, eastbound traffic approaches the crossing from the west and therefore relates to pedestrian visibility to the west.

Based on the above, the required Crossing Sight Distance is:

- 106 m visibility to the east, based on westbound traffic travelling at 60.1 km/h; and
- 111 m visibility to the west, based on eastbound traffic travelling at 62.8 km/h.

Visibility to the northeast is shown below in the following Figure 8.




***Figure 8: Visibility to the Northeast***

Visibility to the southwest is shown in the following Figure.




***Figure 9: Visibility to the Southwest***

As can be seen, the Glenmore Drive in the proximity of the proposed uncontrolled pedestrian crossing is flat with adequate forward visibility.

In addition to CSD, Approach Sight Distance (ASD) has been considered to ensure drivers have sufficient visibility to identify pedestrians waiting at, or entering, the crossing point. Based on the recorded 85th percentile speeds and assuming a 2.0 second reaction time and level grade, the required ASD is:

- 73 m for westbound vehicles approaching from the east; and
- 78 m for eastbound vehicles approaching from the west.

As demonstrated in Appendix C, the available visibility exceeds the required CSD and ASD in both directions. The proposed kerb ramp arrangement therefore provides a safe and appropriate pedestrian crossing location, consistent with Austroads guidance for uncontrolled pedestrian crossing points.

## 3.4 Servicing

The proposed residential developments will be serviced by CGCC Council Refuse Vehicles therefore, the proposed access and internal road are designed to cater for this class of vehicle. Please refer to *Appendix D* for swept path analysis at vehicular access.

# 4. TRAFFIC DEMANDS

## 4.1 Development Traffic

### 4.1.1 Trip Rates

Trip rates for low-density land use were extracted from the Guide to Traffic Impact Assessment – Technical guidance for transport practitioners TS00085 I Version 1,1 4th November 2024. A summary of the extracted trip rates is presented in *Table 2*.

**Table 2: Proposed Development Trip Rates**

| Land Use | Quantity | Trip Rates / Trips | | Source |
|---|---|---|---|---|
| | | AM Peak | PM Peak | |
| *Low-Density Dwelling* | 16 lots | 0.83 trip rate per dwelling | 0.84 trip rate per dwelling | Guide to Traffic Impact Assessment – Technical guidance (2024) |

### 4.1.2 In/Out Directional Split

The above trip rates provide a total two-way traffic generation rate for the proposed development. To assign the traffic to the access point and onto the local road network it is necessary to split peak-hour development-generated traffic volumes into entry (IN) and exit (OUT) volumes. The directional split for the proposed residential development has been assumed to be 30/70 during the morning peak and 70/30 during the evening peak. This is considered to be accurate as residential development has higher directional in/out splits in the peak hours compared to other land uses such as convenience shopping, childcare centres etc. (typically 50/50 in/out split).

In/Out directional split for the proposed residential development is summarised below:

- Morning peak hour 30% enter and 70% leave; and
- Evening peak hour 70% enter and 30% leave.

### 4.1.3 Proposed Development Trip Generation

The trip generation rates summarised in Table 2 have been applied to the proposed development to estimate the traffic demand generated during the weekday peak periods. Based on these rates, the proposed development is expected to generate a total of 14 two-way vehicle trips during both the AM peak hour and the PM peak hour. A summary of the forecast traffic generation is provided in Table 3.

**Table 3: Proposed Development Trip Generation**

| Land Use | Quantity | AM Peak | | PM Peak | |
|---|---|---|---|---|---|
| | | In | Out | In | Out |
| *Low-density residential* | 16 lots | 4 | 10 | 10 | 4 |

# 5. SUMMARY AND CONCLUSIONS

**Site Location and Background**

This Traffic Impact Assessment has been prepared to assess the traffic and transport implications of the proposed 16-lot residential subdivision at 98 Glenmore Drive, Bonogin, and to address the transport-related matters raised in the City of Gold Coast Information Request.

**Existing Conditions**

The subject site fronts Glenmore Drive, a two-lane Council-controlled road operating in a 60 km/h speed environment. The surrounding road network is characteristic of a rural residential locality and is of an appropriate standard to accommodate the traffic associated with the proposed development.

**Proposed Development**

The proposed development comprises 16 residential lots. Lots 1–6 are provided with individual domestic property access directly from Glenmore Drive, while Lots 7–16 are accessed via the private internal driveway (Road 1), which will be delivered under community title and connects to Glenmore Drive via a private driveway crossover. The proposed internal driveway has been designed in accordance with the intent of the *Street Design Manual: Walkable Neighbourhoods* and provides sufficient capacity to accommodate two-way traffic, service vehicles and visitor parking.

**Visibility Assessment**

Sight distance assessments have been undertaken for the proposed private driveway crossover, all proposed domestic property driveways to Glenmore Drive and the internal driveway serving Lot 16. The assessments confirm that the proposed accesses satisfy the applicable requirements of AS/NZS 2890.1.

**Active Transport**

The proposal includes the construction of a 2.0 m wide public footpath along the Glenmore Drive frontage together with kerb ramps on both sides of Glenmore Drive, providing a safe connection to the existing pedestrian network. The proposed uncontrolled pedestrian crossing location satisfies the applicable Austroads Crossing Sight Distance (CSD) and Approach Sight Distance (ASD) requirements.

**Traffic Demand and Network Impact**

The proposed development is forecast to generate approximately 14 two-way vehicle trips during both the weekday AM and PM peak hours. This level of traffic generation is low and can be readily accommodated by the existing road network without adversely affecting its operation, safety or efficiency.

**Conclusion**

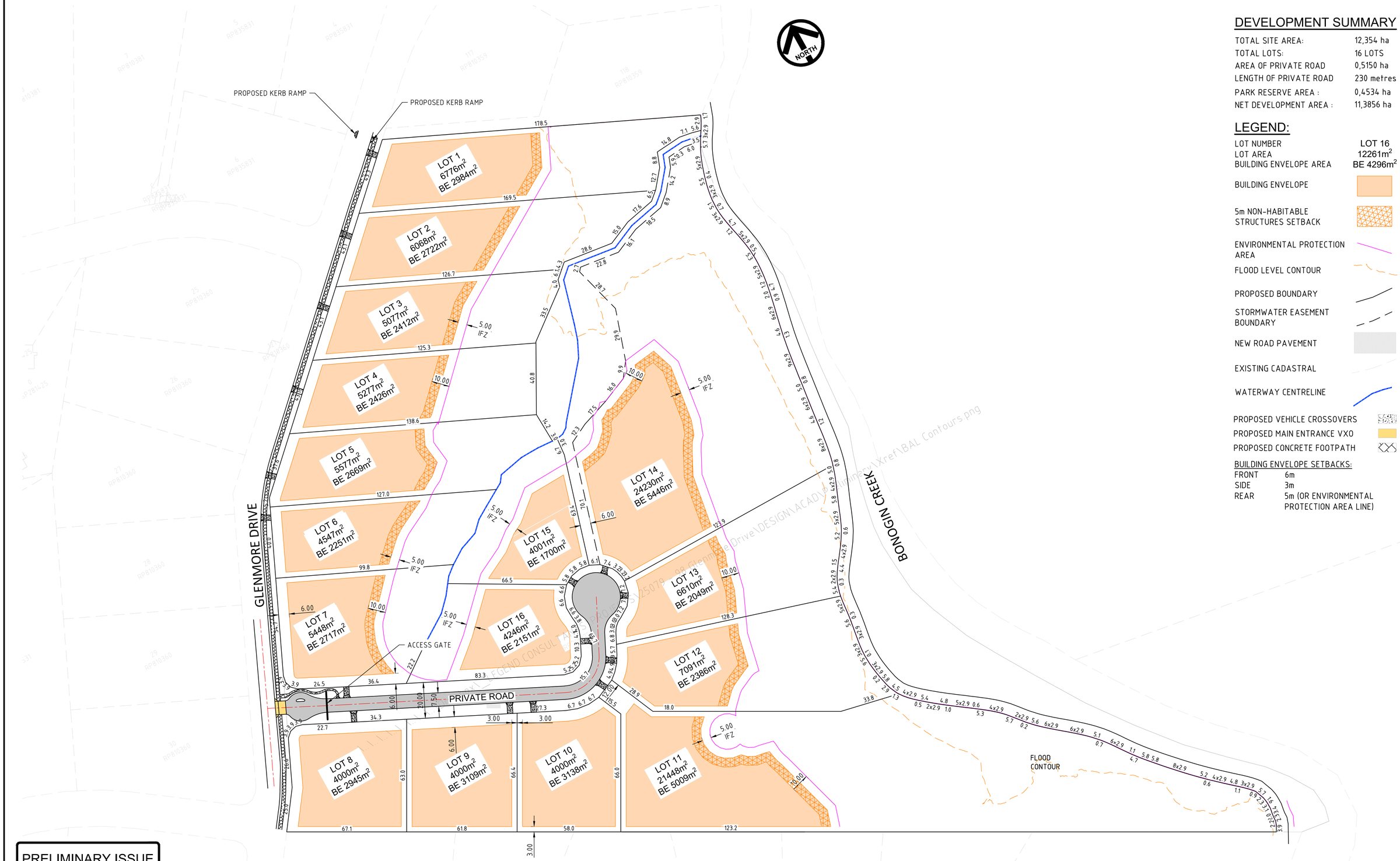
Based on the assessments undertaken, the proposed development is not expected to result in any material adverse traffic or transport impacts. The proposed access arrangements, internal driveway design, servicing arrangements and active transport infrastructure are considered appropriate for the scale and nature of the development

and satisfy the relevant traffic engineering requirements. From a traffic and transport perspective, there are no engineering reasons why the proposed development should not be supported.

APPENDIX

# A

# *Legend Consultants Plan of Development*




## DEVELOPMENT SUMMARY

| | |
|---|---|
| TOTAL SITE AREA: | 12,354 ha |
| TOTAL LOTS: | 16 LOTS |
| AREA OF PRIVATE ROAD | 0,5150 ha |
| LENGTH OF PRIVATE ROAD | 230 metres |
| PARK RESERVE AREA : | 0,4534 ha |
| NET DEVELOPMENT AREA : | 11,3856 ha |

## LEGEND:

| | |
|---|---|
| LOT NUMBER | LOT 16 |
| LOT AREA | 12261m² |
| BUILDING ENVELOPE AREA | BE 4296m² |

BUILDING ENVELOPE

5m NON-HABITABLE STRUCTURES SETBACK

ENVIRONMENTAL PROTECTION AREA

FLOOD LEVEL CONTOUR

PROPOSED BOUNDARY

STORMWATER EASEMENT BOUNDARY

NEW ROAD PAVEMENT

EXISTING CADASTRAL

WATERWAY CENTRELINE

PROPOSED VEHICLE CROSSOVERS

PROPOSED MAIN ENTRANCE VXO

PROPOSED CONCRETE FOOTPATH

BUILDING ENVELOPE SETBACKS:

| | |
|---|---|
| FRONT | 6m |
| SIDE | 3m |
| REAR | 5m (OR ENVIRONMENTAL PROTECTION AREA LINE) |

PRELIMINARY ISSUE
NOT FOR CONSTRUCTION

1:1000 0 10 20 30 40 50m

Legend Consultants
Efficiency • Innovation • Quality
16 ANDORRA PLACE, VARSITY LAKES, QLD, 4227

A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

| REV | DATE | REVISION DETAILS | APPROVED |
|---|---|---|---|
| G | 11.06.26 | LAYOUT CHANGED | JW |
| F | 30.03.26 | EASEMENTS ADDED | JW |
| E | 12.02.26 | FOR SUBMISSION | JW |
| J | 20.10.26 | SETBACK BUFFERS AMENDED | JW |
| I | 19.10.26 | BUSHFIRE NON-HABITABLE BUILDING SETBACK | JW |
| H | 09.10.26 | LAYOUT AND YIELD UPDATE | JW |

PROJECT
98 GLENMORE DRIVE, BONOGIN
PROPOSED RURAL
RESIDENTIAL DEVELOPMENT

| | |
|---|---|
| DRAWN | TV |
| DESIGNED | TV |
| CHECKED | JW |
| APPROVED | JW |
| DATE | DEC 25 |
| GRID REF. | AHD |

CLIENT
SALT DEVELOPMENT PROJECTS

TITLE
CONCEPT DEVELOPMENT LAYOUT PLAN

DRAWING NO. LC25079.C001

REV. J

APPENDIX

# B

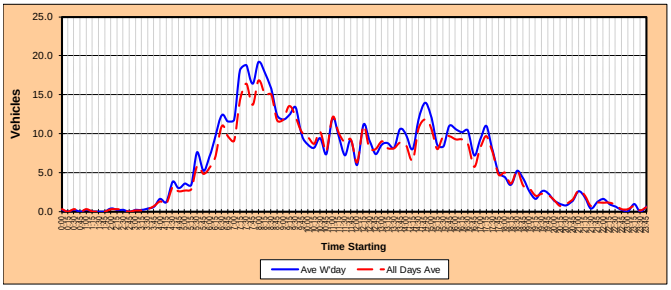
# Traffic Surveys and Speed Surveys

# Volume Summary

| | |
|---|---|
| **Road** | Glenmore Drive |
| **Location** | North of Sehmish Ct (60kmh) |
| **Suburb** | Bonogin |
| **Site No.** | 1 |
| **Start Date** | Saturday 13/06/2026 |
| **Direction** | Eastbound |

| | |
|---|---|
| Average Weekday | 590 |
| All Day Average | 547 |
| Weekday Heavy's | 15.5% |
| All Day Heavy's | 14.4% |

| Starting Time | Day of Week | | | | | | | Ave W'day | All Days Ave |
|---|---|---|---|---|---|---|---|---|---|
| | Mon 15-Jun | Tue 16-Jun | Wed 17-Jun | Thu 18-Jun | Fri 19-Jun | Sat 13-Jun | Sun 14-Jun | | |
| **AM Peak** | 21 | 22 | 20 | 19 | 19 | 18 | 20 | | |
| **PM Peak** | 20 | 12 | 15 | 14 | 17 | 16 | 12 | | |
| 0:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| 2:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 |
| 4:00 | 1 | 1 | 1 | 4 | 1 | 1 | 0 | 2 | 1 |
| 4:15 | 2 | 2 | 1 | 1 | 0 | 1 | 0 | 1 | 1 |
| 4:30 | 3 | 5 | 4 | 3 | 4 | 1 | 2 | 4 | 3 |
| 4:45 | 2 | 3 | 3 | 3 | 4 | 3 | 0 | 3 | 3 |
| 5:00 | 3 | 4 | 5 | 2 | 4 | 1 | 0 | 4 | 3 |
| 5:15 | 5 | 5 | 4 | 3 | 0 | 2 | 1 | 3 | 3 |
| 5:30 | 10 | 5 | 7 | 5 | 11 | 2 | 1 | 8 | 6 |
| 5:45 | 3 | 6 | 5 | 5 | 7 | 5 | 3 | 5 | 5 |
| 6:00 | 8 | 10 | 9 | 5 | 3 | 4 | 0 | 7 | 6 |
| 6:15 | 6 | 11 | 13 | 10 | 9 | 0 | 1 | 10 | 7 |
| 6:30 | 15 | 9 | 10 | 16 | 12 | 8 | 7 | 12 | 11 |
| 6:45 | 14 | 12 | 9 | 16 | 7 | 5 | 5 | 12 | 10 |
| 7:00 | 19 | 9 | 14 | 10 | 7 | 2 | 3 | 12 | 9 |
| 7:15 | 19 | 20 | 17 | 16 | 19 | 5 | 4 | 18 | 14 |
| 7:30 | 21 | 18 | 17 | 19 | 19 | 11 | 10 | 19 | 16 |
| 7:45 | 15 | 17 | 17 | 18 | 15 | 6 | 8 | 16 | 14 |
| 8:00 | 18 | 22 | 20 | 17 | 19 | 10 | 12 | 19 | 17 |
| 8:15 | 19 | 18 | 19 | 18 | 15 | 9 | 7 | 18 | 15 |
| 8:30 | 11 | 15 | 17 | 18 | 18 | 12 | 14 | 16 | 15 |
| 8:45 | 9 | 13 | 12 | 12 | 16 | 13 | 7 | 12 | 12 |
| 9:00 | 11 | 17 | 9 | 11 | 11 | 8 | 16 | 12 | 12 |
| 9:15 | 11 | 14 | 10 | 13 | 14 | 13 | 20 | 12 | 14 |
| 9:30 | 14 | 13 | 13 | 13 | 14 | 9 | 9 | 13 | 12 |
| 9:45 | 8 | 9 | 10 | 10 | 12 | 14 | 8 | 10 | 10 |
| 10:00 | 10 | 8 | 7 | 7 | 11 | 13 | 11 | 9 | 10 |
| 10:15 | 6 | 10 | 8 | 9 | 8 | 11 | 9 | 8 | 9 |
| 10:30 | 11 | 7 | 11 | 9 | 9 | 11 | 14 | 9 | 10 |
| 10:45 | 8 | 10 | 7 | 8 | 4 | 7 | 10 | 7 | 8 |
| 11:00 | 11 | 12 | 14 | 11 | 12 | 13 | 12 | 12 | 12 |
| 11:15 | 9 | 10 | 7 | 11 | 12 | 12 | 10 | 10 | 10 |
| 11:30 | 1 | 16 | 4 | 8 | 7 | 18 | 8 | 7 | 9 |
| 11:45 | 8 | 6 | 13 | 7 | 12 | 10 | 9 | 9 | 9 |
| 12:00 | 7 | 5 | 7 | 5 | 6 | 10 | 4 | 6 | 6 |
| 12:15 | 8 | 8 | 12 | 11 | 17 | 14 | 7 | 11 | 11 |
| 12:30 | 4 | 11 | 8 | 8 | 15 | 5 | 6 | 9 | 8 |
| 12:45 | 11 | 3 | 8 | 12 | 3 | 11 | 8 | 7 | 8 |
| 13:00 | 5 | 6 | 9 | 14 | 9 | 10 | 10 | 9 | 9 |
| 13:15 | 9 | 6 | 9 | 11 | 9 | 5 | 8 | 9 | 8 |
| 13:30 | 8 | 11 | 6 | 7 | 9 | 6 | 10 | 8 | 8 |
| 13:45 | 9 | 11 | 10 | 13 | 10 | 3 | 6 | 11 | 9 |
| 14:00 | 13 | 5 | 12 | 10 | 9 | 3 | 7 | 10 | 8 |
| 14:15 | 12 | 5 | 7 | 6 | 10 | 2 | 4 | 8 | 7 |
| 14:30 | 9 | 11 | 11 | 12 | 16 | 4 | 12 | 12 | 11 |
| 14:45 | 17 | 10 | 15 | 11 | 17 | 2 | 11 | 14 | 12 |
| 15:00 | 13 | 12 | 13 | 12 | 12 | 7 | 7 | 12 | 11 |
| 15:15 | 12 | 5 | 10 | 8 | 8 | 6 | 7 | 9 | 8 |
| 15:30 | 5 | 12 | 7 | 11 | 7 | 16 | 10 | 8 | 10 |
| 15:45 | 13 | 8 | 9 | 13 | 12 | 10 | 3 | 11 | 10 |
| 16:00 | 7 | 10 | 13 | 14 | 9 | 7 | 5 | 11 | 9 |
| 16:15 | 8 | 7 | 9 | 13 | 14 | 8 | 6 | 10 | 9 |
| 16:30 | 20 | 4 | 11 | 9 | 8 | 4 | 5 | 10 | 9 |
| 16:45 | 7 | 4 | 7 | 13 | 5 | 2 | 2 | 7 | 6 |
| 17:00 | 10 | 11 | 8 | 8 | 9 | 8 | 3 | 9 | 8 |
| 17:15 | 9 | 11 | 13 | 8 | 14 | 7 | 6 | 11 | 10 |
| 17:30 | 10 | 9 | 4 | 6 | 10 | 6 | 8 | 8 | 8 |
| 17:45 | 3 | 3 | 5 | 12 | 2 | 4 | 4 | 5 | 5 |
| 18:00 | 4 | 7 | 2 | 5 | 4 | 8 | 5 | 4 | 5 |
| 18:15 | 3 | 4 | 3 | 4 | 3 | 2 | 6 | 3 | 4 |
| 18:30 | 5 | 5 | 4 | 5 | 7 | 6 | 5 | 5 | 5 |
| 18:45 | 3 | 2 | 6 | 8 | 2 | 2 | 0 | 4 | 3 |
| 19:00 | 3 | 0 | 4 | 6 | 0 | 4 | 4 | 3 | 3 |
| 19:15 | 0 | 3 | 1 | 2 | 2 | 3 | 3 | 2 | 2 |
| 19:30 | 3 | 2 | 3 | 2 | 3 | 2 | 1 | 3 | 2 |
| 19:45 | 0 | 3 | 1 | 3 | 5 | 3 | 0 | 2 | 2 |
| 20:00 | 2 | 0 | 0 | 3 | 2 | 3 | 0 | 1 | 1 |
| 20:15 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |
| 20:30 | 0 | 2 | 0 | 0 | 2 | 2 | 1 | 1 | 1 |
| 20:45 | 0 | 3 | 3 | 0 | 1 | 4 | 0 | 1 | 2 |
| 21:00 | 3 | 5 | 1 | 1 | 3 | 4 | 2 | 3 | 3 |
| 21:15 | 0 | 3 | 1 | 5 | 0 | 3 | 2 | 2 | 2 |
| 21:30 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 |
| 21:45 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 |
| 22:00 | 1 | 4 | 1 | 0 | 2 | 0 | 0 | 2 | 1 |
| 22:15 | 0 | 0 | 5 | 0 | 0 | 2 | 1 | 1 | 1 |
| 22:30 | 1 | 0 | 1 | 0 | 1 | 2 | 1 | 1 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 23:15 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 23:45 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 |
| **Total** | 573 | 573 | 584 | 618 | 602 | 459 | 418 | 590 | 547 |
| **% Heavies** | 14.5% | 15.0% | 15.9% | 13.6% | 18.3% | 11.8% | 9.8% | 15.5% | 14.4% |




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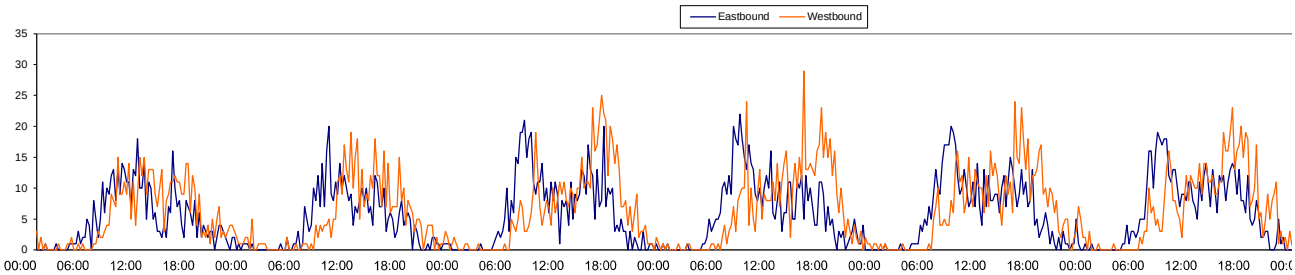
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# Data, Speed & Class Overview

| | | | |
|---|---|---|---|
| **Job#** | 23188 | **Location** | North of Sehmish Ct (60kmh) |
| **Client** | Legend Consultants | **Street** | Glenmore Drive |
| **Reference** | 23188 13-19 Legend consultants.txt | **Suburb** | Bonogin |
| **Speed Limit** | 60 | **SiteId** | 1 |
| **Map/GPS Reference** | -28.1236414, 153.3525025 | | |

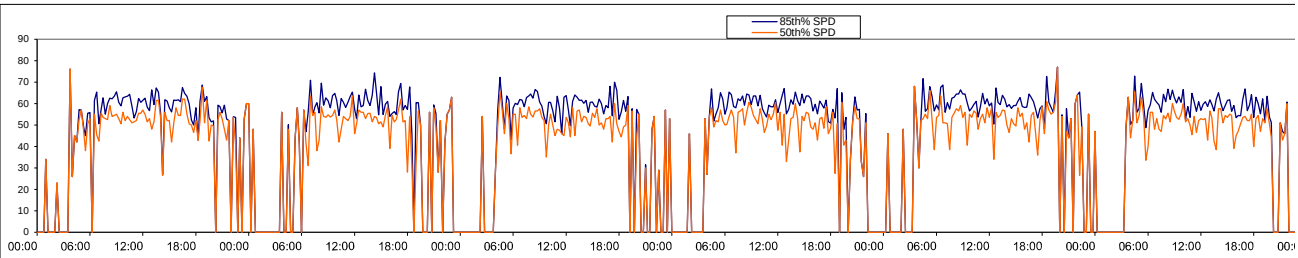
| Date Record | | Saturday 13/06/2026 | | | Sunday 14/06/2026 | | | Monday 15/06/2026 | | | Tuesday 16/06/2026 | | | Wednesday 17/06/2026 | | | Thursday 18/06/2026 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Interval (min)** | **15** | Eastbound | Westbound | Two ways | Eastbound | Westbound | Two ways | Eastbound | Westbound | Two ways | Eastbound | Westbound | Two ways | Eastbound | Westbound | Two ways | Eastbound | Westbound | Two ways |
| **Short** | % | 88% | 88% | 88% | 90% | 92% | 91% | 86% | 85% | 85% | 85% | 86% | 85% | 84% | 85% | 84% | 86% | 85% | 86% |
| **Med** | % | 11% | 12% | 11% | 10% | 8% | 9% | 13% | 14% | 14% | 15% | 14% | 14% | 15% | 15% | 15% | 13% | 14% | 13% |
| **Long** | % | 1% | 0% | 0% | 0% | 0% | 0% | 1% | 1% | 1% | 0% | 0% | 0% | 1% | 1% | 1% | 1% | 1% | 1% |
| **7am-7pm** | Volume | 385 | 432 | 817 | 376 | 409 | 785 | 483 | 534 | 1017 | 470 | 555 | 1025 | 484 | 533 | 1017 | 514 | 550 | 1064 |
| **24Hr Vol** | | 459 | 504 | 963 | 418 | 470 | 888 | 573 | 612 | 1185 | 573 | 629 | 1202 | 584 | 646 | 1230 | 618 | 651 | 1269 |
| **85%ile** | (Kmh) | 62.6 | 60.6 | 61.7 | 62.4 | 60.1 | 60.9 | 62.7 | 59.4 | 61.0 | 62.1 | 60.9 | 61.5 | 62.8 | 60.1 | 61.9 | 62.2 | 60.7 | 61.5 |
| **Mean Spd** | | 51.4 | 50.2 | 50.8 | 51.0 | 50.3 | 50.6 | 51.0 | 49.6 | 50.3 | 50.9 | 50.5 | 50.7 | 51.6 | 51.4 | 51.5 | 50.9 | 50.3 | 50.6 |
| **Std Dev** | | 12.7 | 11.4 | 12.1 | 12.8 | 11.2 | 12.0 | 13.1 | 11.0 | 12.1 | 12.5 | 10.9 | 11.7 | 13.0 | 11.5 | 12.2 | 12.0 | 10.8 | 11.4 |
| **AM PK Interval Vol** | | 18 | 15 | 28 | 20 | 19 | 29 | 21 | 19 | 28 | 22 | 24 | 37 | 20 | 16 | 31 | 19 | 16 | 31 |
| **AM Pk Factor** | | 0.04 | 0.03 | 0.03 | 0.05 | 0.04 | 0.03 | 0.04 | 0.03 | 0.02 | 0.04 | 0.04 | 0.03 | 0.03 | 0.02 | 0.03 | 0.03 | 0.02 | 0.02 |
| **AM Pk 85%** | | 62.3 | 50.8 | 58.6 | 58.0 | 49.8 | 58.7 | 62.9 | 58.7 | 59.8 | 63.5 | 60.5 | 62.3 | 63.0 | 53.2 | 61.4 | 55.9 | 66.0 | 62.4 |
| **AM PK starts** | | 11:30 | 9:15 | 9:15 | 9:15 | 11:45 | 11:00 | 7:30 | 8:45 | 8:45 | 8:00 | 8:45 | 8:45 | 8:00 | 8:45 | 8:30 | 7:30 | 8:45 | 8:30 |
| **PM Pk Interval Vol** | | 16 | 15 | 29 | 12 | 18 | 30 | 20 | 25 | 42 | 12 | 29 | 34 | 15 | 24 | 36 | 14 | 23 | 37 |
| **PM Pk Factor** | | 0.03 | 0.03 | 0.03 | 0.03 | 0.04 | 0.03 | 0.03 | 0.04 | 0.04 | 0.02 | 0.05 | 0.03 | 0.03 | 0.04 | 0.03 | 0.02 | 0.04 | 0.03 |
| **PM Pk 85%** | | 61.6 | 61.5 | 62.5 | 65.4 | 60.9 | 58.0 | 59.0 | 59.3 | 58.7 | 60.2 | 58.3 | 58.7 | 59.0 | 63.4 | 58.6 | 61.7 | 50.6 | 51.9 |
| **PM Pk starts** | | 15:30 | 12:15 | 12:15 | 14:30 | 12:30 | 14:30 | 16:30 | 16:15 | 16:30 | 15:00 | 15:15 | 15:15 | 14:45 | 15:15 | 16:00 | 13:00 | 16:00 | 16:00 |

**Volume Distribution**

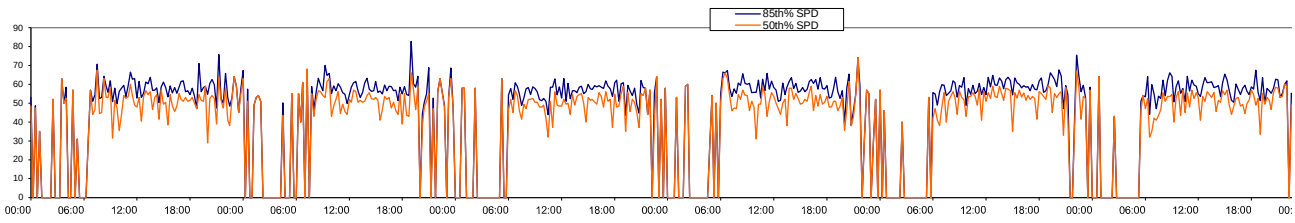



**Speed Stats**

**Eastbound Speed Dist. 50th & 85th Percentiles**




**Westbound Speed Dist. 50th & 85th Percentiles**

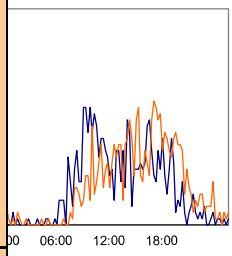
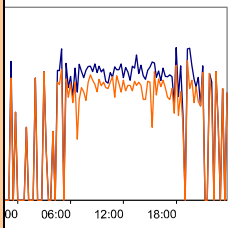
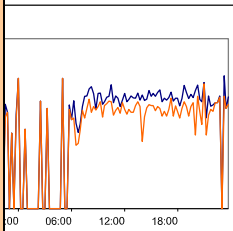



| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1: Car+MotorCycle** | 402 | 440 | 842 | 376 | 430 | 806 | 481 | 509 | 990 | 480 | 527 | 1,007 | 483 | 538 | 1,021 | 525 | 543 | 1,068 |
| **2: Car + Trailer** | 3 | 6 | 9 | 1 | 1 | 2 | 9 | 10 | 19 | 7 | 13 | 20 | 7 | 8 | 15 | 9 | 10 | 19 |
| **3: 2 axle truck** | 51 | 57 | 108 | 40 | 38 | 78 | 74 | 85 | 159 | 83 | 86 | 169 | 84 | 88 | 172 | 73 | 87 | 160 |
| **4: 3axle truck** | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 1 | 2 | 3 | 2 | 5 | 7 | 4 | 5 | 9 |
| **5: 4 axle truck** | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 |
| **6: 3 axle semi** | 3 | 0 | 3 | 0 | 0 | 0 | 2 | 3 | 5 | 1 | 0 | 1 | 6 | 2 | 8 | 3 | 2 | 5 |
| **7: 4 axle semi** | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 2 | 5 | 1 | 1 | 2 | 0 | 2 | 2 | 2 | 2 | 4 |
| **8: 5 axle semi** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 1 |
| **9: 6 axle semi** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10: 7/8 axle truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| **11: Road Train** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12: Road Train** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13: Unknown** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 1 |
| **14: Motorcycle** | 2 | 4 | 6 | 12 | 10 | 22 | 7 | 7 | 14 | 7 | 7 | 14 | 7 | 6 | 13 | 8 | 10 | 18 |
| **Unpaired Axles** | 4 | 4 | 8 | 7 | 5 | 12 | 3 | 3 | 6 | 3 | 4 | 7 | 6 | 5 | 11 | 2 | 4 | 6 |
| Pace Min | 48.0 | 47.0 | 48.0 | 50.0 | 46.0 | 47.0 | 48.0 | 45.0 | 48.0 | 48.0 | 47.0 | 47.0 | 48.0 | 47.0 | 48.0 | 46.0 | 48.0 | 46.0 |
| %Vol | 61% | 62% | 61% | 59% | 64% | 61% | 59% | 65% | 62% | 60% | 61% | 60% | 60% | 63% | 61% | 59% | 62% | 60% |

Definitions
85th Percentile Speed = The speed at or below which 85% of volume is observed to travel
15kph Pace Speed = The 15kph speed range within which the largest percentage of volume is observed to travel

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Unless otherwise stated all summary information is relevant to a 24 hour day

| Date Record | | Friday 19/06/2026 | | |
|---|---|---|---|---|
| Interval (min) | 15 | Eastbound | Westbound | Two ways |
| Short | % | 82% | 83% | 83% |
| Med | % | 17% | 16% | 17% |
| Long | % | 1% | 1% | 1% |
| 7am-7pm | Volume | 510 | 547 | 1057 |
| 24Hr Vol | | 602 | 638 | 1240 |
| 85%ile | (Kmh) | 62.3 | 60.8 | 61.6 |
| Mean Spd | | 51.4 | 51.2 | 51.3 |
| Std Dev | | 12.9 | 11.3 | 12.1 |
| AM PK Interval Vol | | 19 | 16 | 31 |
| AM Pk Factor | | 0.03 | 0.03 | 0.03 |
| AM Pk 85% | | 60.2 | 64.6 | 63.4 |
| AM PK starts | | 7:15 | 8:15 | 8:15 |
| PM Pk Interval Vol | | 17 | 20 | 32 |
| PM Pk Factor | | 0.03 | 0.03 | 0.03 |
| PM Pk 85% | | 61.9 | 61.0 | 60.3 |
| PM Pk starts | | 12:15 | 15:15 | 12:30 |
| Volume Distribution | |  | | |
| Speed Stats | | | | |
| Eastbound Speed Dist. 50th & 85th Percentiles | |  | | |
| Westbound Speed Dist. 50th & 85th Percentiles | |  | | |
| 1: Car+MotorCycle | | 475 | 517 | 992 |
| 2: Car + Trailer | | 17 | 14 | 31 |
| 3: 2 axle truck | | 95 | 96 | 191 |
| 4: 3axle truck | | 8 | 5 | 13 |
| 5: 4 axle truck | | 0 | 1 | 1 |
| 6: 3 axle semi | | 3 | 2 | 5 |
| 7: 4 axle semi | | 2 | 2 | 4 |
| 8: 5 axle semi | | 1 | 0 | 1 |
| 9: 6 axle semi | | 0 | 1 | 1 |
| 10: 7/8 axle truck | | 1 | 0 | 1 |
| 11: Road Train | | 0 | 0 | 0 |
| 12: Road Train | | 0 | 0 | 0 |
| 13: Unknown | | 0 | 0 | 0 |
| 14: Motorcycle | | 9 | 8 | 17 |
| Unpaired Axles | | 3 | 5 | 8 |

| | | | |
|---|---|---|---|
| Pace Min | 49.0 | 47.0 | 47.0 |
| %Vol | 59% | 64% | 61% |

Definitions
85th Percentile Speed = TI
15kph Pace Speed = The

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Unless otherwise stated all summary information is relevant to a 24 hour day

# Traffic Count Site Summary

| | | | |
|---|---|---|---|
| STREET NAME : | Glenmore Drive | LOCATION: | North of Sehmish Ct (60kmh) |
| SUBURB: | Bonogin | START DATE : | Saturday 13 Jun 2026 |
| FILE NAME : | 23188 13-19 Legend consultants | FINISH DATE : | Friday 19 Jun 2026 |
| SITE ID NUMBER : | 1 | SPEED ZONE : | 60 |
| PREPARED BY : | Austraffic | ROAD CLASSIFICATION: | |

| | | DIRECTION OF TRAVEL | | |
|---|---|---|---|---|
| | | TWO-WAY | Eastbound | Westbound |
| TRAFFIC VOLUME: [VEH/DAY] | Week Days Only Average | 1,225 | 590 | 635 |
| | Total Survey Average | 1,140 | 547 | 593 |
| WEEK DAY PEAK HOUR VOLUME: AM | 8:00 | 107 | 65 | 42 |
| PM | 15:00 | 107 | 44 | 69 |
| PEAK DAY | | Thu 18 Jun 2026 | Thu 18 Jun 2026 | Thu 18 Jun 2026 |
| PEAK DAY VOLUME | | 1269 | 618 | 651 |
| WEEKDAY PACE | 15Kph Pace Starts | 48 | 49 | 47 |
| | % Pace Volume | 61% | 59% | 63% |
| TOTAL SPEEDS: Km/Hr | 85th Percentile | 61.5 | 62.5 | 60.6 |
| | Average | 50.8 | 51.2 | 50.5 |
| 95th Percentile | Saturday 13/06/26 | 66.4 | 67.8 | 65.2 |
| | Sunday 14/06/26 | 66.6 | 69.3 | 64.7 |
| | Monday 15/06/26 | 65.5 | 67.2 | 63.6 |
| | Tuesday 16/06/26 | 66.0 | 66.5 | 65.4 |
| | Wednesday 17/06/26 | 67.7 | 68.4 | 66.8 |
| | Thursday 18/06/26 | 66.2 | 67.4 | 64.9 |
| | Friday 19/06/26 | 66.9 | 68.3 | 65.9 |
| CLASSIFICATION % *: | Week Days CLASS 1 % | 82.9% | 82.8% | 82.9% |
| | Week Days Commercial | 15.3% | 15.5% | 15.2% |

NOTES : (OBSERVATIONS)

* CLASS 1 - Short Vehicles up to 5.5m
Commercial - Classes 3 to 12 inclusive

## Automatic Traffic Counts - Site Data

| | |
|---|---|
| **Site No:** | 1 |
| **Date:** | Saturday 13 Jun 2026 |
| **Start Time:** | 0:00 |
| **Officer:** | ATS |
| **Road:** | Glenmore Drive |
| **Suburb:** | Bonogin |
| **LOCATION:** North of Sehmish Ct (60kmh) | |
| | |
| **Map/GPS Ref:** | -28.1236414, 153.3525025 |
| **Comments:** | |




North Point

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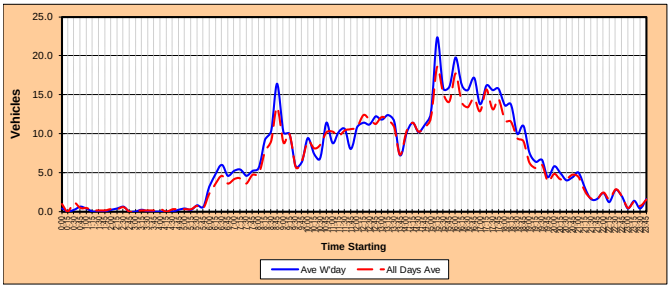
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# Volume Summary

| | |
|---|---|
| **Road** | Glenmore Drive |
| **Location** | North of Sehmish Ct (60kmh) |
| **Suburb** | Bonogin |
| **Site No.** | 1 |
| **Start Date** | Saturday 13/06/2026 |
| **Direction** | Westbound |

| | |
|---|---|
| Average Weekday | 635 |
| All Day Average | 593 |
| Weekday Heavy's | 15.2% |
| All Day Heavy's | 14.0% |

| Starting Time | Day of Week | | | | | | | Ave W'day | All Days Ave |
|---|---|---|---|---|---|---|---|---|---|
| | Mon 15-Jun | Tue 16-Jun | Wed 17-Jun | Thu 18-Jun | Fri 19-Jun | Sat 13-Jun | Sun 14-Jun | | |
| **AM Peak** | 19 | 24 | 16 | 16 | 16 | 15 | 19 | | |
| **PM Peak** | 25 | 29 | 24 | 23 | 20 | 15 | 18 | | |
| 0:00 | 0 | 0 | 1 | 0 | 1 | 3 | 2 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 1 | 0 | 0 | 2 | 5 | 0 | 1 |
| 0:45 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| 1:00 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 2:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 4:45 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 5:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 5:15 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 5:30 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 1 | 1 |
| 5:45 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 |
| 6:00 | 5 | 2 | 5 | 3 | 1 | 0 | 0 | 3 | 2 |
| 6:15 | 4 | 4 | 7 | 3 | 6 | 0 | 1 | 5 | 4 |
| 6:30 | 3 | 1 | 10 | 10 | 6 | 1 | 1 | 6 | 5 |
| 6:45 | 5 | 3 | 4 | 6 | 5 | 1 | 1 | 5 | 4 |
| 7:00 | 8 | 4 | 4 | 7 | 3 | 3 | 0 | 5 | 4 |
| 7:15 | 7 | 7 | 5 | 4 | 4 | 2 | 1 | 5 | 4 |
| 7:30 | 3 | 3 | 4 | 5 | 8 | 2 | 0 | 5 | 4 |
| 7:45 | 3 | 8 | 4 | 3 | 8 | 3 | 4 | 5 | 5 |
| 8:00 | 4 | 9 | 8 | 3 | 4 | 4 | 2 | 6 | 5 |
| 8:15 | 6 | 10 | 6 | 8 | 16 | 4 | 4 | 9 | 8 |
| 8:30 | 10 | 10 | 14 | 13 | 5 | 9 | 3 | 10 | 9 |
| 8:45 | 19 | 24 | 16 | 16 | 7 | 8 | 4 | 16 | 13 |
| 9:00 | 13 | 4 | 11 | 13 | 10 | 7 | 4 | 10 | 9 |
| 9:15 | 7 | 10 | 12 | 8 | 13 | 15 | 5 | 10 | 10 |
| 9:30 | 4 | 5 | 6 | 8 | 6 | 9 | 2 | 6 | 6 |
| 9:45 | 6 | 3 | 8 | 6 | 9 | 9 | 5 | 6 | 7 |
| 10:00 | 8 | 9 | 15 | 5 | 10 | 11 | 5 | 9 | 9 |
| 10:15 | 7 | 13 | 9 | 2 | 6 | 9 | 11 | 7 | 8 |
| 10:30 | 4 | 5 | 7 | 8 | 10 | 14 | 12 | 7 | 9 |
| 10:45 | 10 | 9 | 13 | 12 | 13 | 5 | 9 | 11 | 10 |
| 11:00 | 6 | 8 | 11 | 8 | 11 | 11 | 17 | 9 | 10 |
| 11:15 | 8 | 8 | 10 | 12 | 13 | 4 | 13 | 10 | 10 |
| 11:30 | 11 | 8 | 10 | 11 | 13 | 9 | 11 | 11 | 10 |
| 11:45 | 9 | 11 | 6 | 10 | 4 | 15 | 19 | 8 | 11 |
| 12:00 | 11 | 8 | 12 | 10 | 13 | 12 | 10 | 11 | 11 |
| 12:15 | 8 | 14 | 7 | 14 | 14 | 15 | 15 | 11 | 12 |
| 12:30 | 7 | 7 | 16 | 9 | 17 | 9 | 18 | 11 | 12 |
| 12:45 | 10 | 11 | 12 | 14 | 14 | 13 | 5 | 12 | 11 |
| 13:00 | 9 | 14 | 14 | 14 | 8 | 13 | 13 | 12 | 12 |
| 13:15 | 6 | 16 | 12 | 11 | 17 | 13 | 7 | 12 | 12 |
| 13:30 | 10 | 10 | 8 | 11 | 19 | 9 | 9 | 12 | 11 |
| 13:45 | 10 | 2 | 4 | 12 | 8 | 7 | 8 | 7 | 7 |
| 14:00 | 15 | 10 | 9 | 9 | 7 | 10 | 12 | 10 | 10 |
| 14:15 | 10 | 14 | 12 | 9 | 12 | 13 | 10 | 11 | 11 |
| 14:30 | 11 | 10 | 9 | 11 | 10 | 3 | 18 | 10 | 10 |
| 14:45 | 11 | 15 | 11 | 11 | 8 | 8 | 12 | 11 | 11 |
| 15:00 | 10 | 11 | 6 | 19 | 17 | 9 | 12 | 13 | 12 |
| 15:15 | 23 | 29 | 24 | 16 | 20 | 11 | 7 | 22 | 19 |
| 15:30 | 16 | 13 | 15 | 16 | 19 | 11 | 16 | 16 | 15 |
| 15:45 | 17 | 13 | 14 | 19 | 17 | 12 | 7 | 16 | 14 |
| 16:00 | 21 | 14 | 23 | 23 | 18 | 11 | 14 | 20 | 18 |
| 16:15 | 25 | 13 | 18 | 13 | 12 | 11 | 6 | 16 | 14 |
| 16:30 | 22 | 12 | 13 | 16 | 15 | 9 | 7 | 16 | 13 |
| 16:45 | 21 | 16 | 18 | 17 | 14 | 9 | 7 | 17 | 15 |
| 17:00 | 12 | 17 | 8 | 20 | 12 | 14 | 7 | 14 | 13 |
| 17:15 | 20 | 23 | 12 | 15 | 11 | 14 | 15 | 16 | 16 |
| 17:30 | 18 | 15 | 12 | 19 | 14 | 6 | 8 | 16 | 13 |
| 17:45 | 14 | 19 | 13 | 18 | 15 | 12 | 10 | 16 | 14 |
| 18:00 | 17 | 15 | 16 | 7 | 13 | 10 | 4 | 14 | 12 |
| 18:15 | 13 | 18 | 17 | 8 | 13 | 4 | 8 | 14 | 12 |
| 18:30 | 7 | 12 | 9 | 10 | 12 | 9 | 7 | 10 | 9 |
| 18:45 | 7 | 16 | 10 | 17 | 5 | 2 | 6 | 11 | 9 |
| 19:00 | 8 | 9 | 7 | 5 | 9 | 3 | 3 | 8 | 6 |
| 19:15 | 4 | 6 | 10 | 6 | 6 | 2 | 5 | 6 | 6 |
| 19:30 | 7 | 10 | 9 | 2 | 5 | 4 | 5 | 7 | 6 |
| 19:45 | 3 | 6 | 6 | 5 | 2 | 1 | 4 | 4 | 4 |
| 20:00 | 6 | 2 | 8 | 9 | 4 | 5 | 0 | 6 | 5 |
| 20:15 | 9 | 5 | 3 | 5 | 3 | 2 | 2 | 5 | 4 |
| 20:30 | 2 | 3 | 2 | 8 | 5 | 5 | 4 | 4 | 4 |
| 20:45 | 3 | 1 | 4 | 9 | 5 | 7 | 4 | 4 | 5 |
| 21:00 | 3 | 4 | 5 | 11 | 2 | 2 | 4 | 5 | 4 |
| 21:15 | 4 | 2 | 5 | 1 | 3 | 3 | 0 | 3 | 3 |
| 21:30 | 1 | 1 | 0 | 3 | 3 | 2 | 2 | 2 | 2 |
| 21:45 | 1 | 3 | 0 | 1 | 3 | 3 | 0 | 2 | 2 |
| 22:00 | 1 | 0 | 2 | 2 | 7 | 4 | 1 | 2 | 2 |
| 22:15 | 0 | 2 | 3 | 0 | 1 | 4 | 1 | 1 | 2 |
| 22:30 | 2 | 1 | 7 | 3 | 1 | 3 | 3 | 3 | 3 |
| 22:45 | 1 | 1 | 5 | 1 | 2 | 2 | 2 | 2 | 2 |
| 23:00 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 |
| 23:15 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | 1 | 1 |
| 23:30 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 1 |
| 23:45 | 1 | 0 | 3 | 2 | 2 | 2 | 1 | 2 | 2 |
| **Total** | **612** | **629** | **646** | **651** | **638** | **504** | **470** | **635** | **593** |
| **% Heavies** | **15.0%** | **14.1%** | **15.3%** | **14.9%** | **16.8%** | **11.5%** | **8.3%** | **15.2%** | **14.0%** |



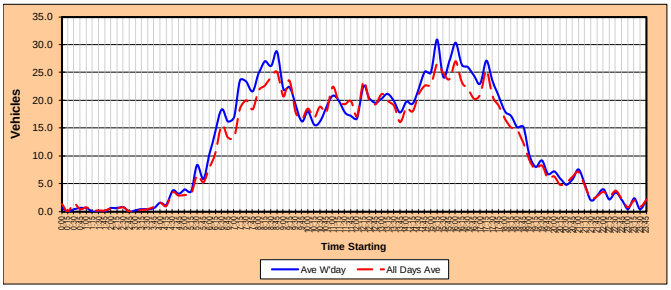

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# Volume Summary

| | |
|---|---|
| **Road** | Glenmore Drive |
| **Location** | North of Sehmish Ct (60kmh) |
| **Suburb** | Bonogin |
| **Site No.** | 1 |
| **Start Date** | Saturday 13/06/2026 |
| **Direction** | Two ways |

| | |
|---|---|
| Average Weekday | 1225 |
| All Day Average | 1140 |
| Weekday Heavy's | 15.3% |
| All Day Heavy's | 14.2% |

| Starting Time | Day of Week | | | | | | | Ave W'day | All Days Ave |
|---|---|---|---|---|---|---|---|---|---|
| | Mon 15-Jun | Tue 16-Jun | Wed 17-Jun | Thu 18-Jun | Fri 19-Jun | Sat 13-Jun | Sun 14-Jun | | |
| **AM Peak** | **28** | **37** | **31** | **31** | **31** | **28** | **29** | | |
| **PM Peak** | **42** | **34** | **36** | **37** | **32** | **29** | **30** | | |
| 0:00 | 0 | 0 | 1 | 1 | 1 | 3 | 3 | 1 | 1 |
| 0:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 2 | 0 | 0 | 2 | 6 | 0 | 1 |
| 0:45 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| 1:00 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 2:00 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 1 |
| 2:15 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 |
| 2:30 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| 3:45 | 0 | 1 | 1 | 1 | 0 | 2 | 1 | 1 | 1 |
| 4:00 | 1 | 1 | 1 | 4 | 1 | 3 | 0 | 2 | 2 |
| 4:15 | 2 | 2 | 1 | 1 | 0 | 1 | 0 | 1 | 1 |
| 4:30 | 3 | 5 | 4 | 3 | 4 | 1 | 4 | 4 | 3 |
| 4:45 | 2 | 4 | 3 | 3 | 4 | 4 | 0 | 3 | 3 |
| 5:00 | 3 | 5 | 5 | 2 | 5 | 1 | 0 | 4 | 3 |
| 5:15 | 6 | 5 | 4 | 3 | 0 | 3 | 1 | 4 | 3 |
| 5:30 | 10 | 6 | 8 | 7 | 11 | 2 | 2 | 8 | 7 |
| 5:45 | 3 | 6 | 5 | 6 | 9 | 5 | 3 | 6 | 5 |
| 6:00 | 13 | 12 | 14 | 8 | 4 | 4 | 0 | 10 | 8 |
| 6:15 | 10 | 15 | 20 | 13 | 15 | 0 | 2 | 15 | 11 |
| 6:30 | 18 | 10 | 20 | 26 | 18 | 9 | 8 | 18 | 16 |
| 6:45 | 19 | 15 | 13 | 22 | 12 | 6 | 6 | 16 | 13 |
| 7:00 | 27 | 13 | 18 | 17 | 10 | 5 | 3 | 17 | 13 |
| 7:15 | 26 | 27 | 22 | 20 | 23 | 7 | 5 | 24 | 19 |
| 7:30 | 24 | 21 | 21 | 24 | 27 | 13 | 10 | 23 | 20 |
| 7:45 | 18 | 25 | 21 | 21 | 23 | 9 | 12 | 22 | 18 |
| 8:00 | 22 | 31 | 28 | 20 | 23 | 14 | 14 | 25 | 22 |
| 8:15 | 25 | 28 | 25 | 26 | 31 | 13 | 11 | 27 | 23 |
| 8:30 | 21 | 25 | 31 | 31 | 23 | 21 | 17 | 26 | 24 |
| 8:45 | 28 | 37 | 28 | 28 | 23 | 21 | 11 | 29 | 25 |
| 9:00 | 24 | 21 | 20 | 24 | 21 | 15 | 20 | 22 | 21 |
| 9:15 | 18 | 24 | 22 | 21 | 27 | 28 | 25 | 22 | 24 |
| 9:30 | 18 | 18 | 19 | 21 | 20 | 18 | 11 | 19 | 18 |
| 9:45 | 14 | 12 | 18 | 16 | 21 | 23 | 13 | 16 | 17 |
| 10:00 | 18 | 17 | 22 | 12 | 21 | 24 | 16 | 18 | 19 |
| 10:15 | 13 | 23 | 17 | 11 | 14 | 20 | 20 | 16 | 17 |
| 10:30 | 15 | 12 | 18 | 17 | 19 | 25 | 26 | 16 | 19 |
| 10:45 | 18 | 19 | 20 | 20 | 17 | 12 | 19 | 19 | 18 |
| 11:00 | 17 | 20 | 25 | 19 | 23 | 24 | 29 | 21 | 22 |
| 11:15 | 17 | 18 | 17 | 23 | 25 | 16 | 23 | 20 | 20 |
| 11:30 | 12 | 24 | 14 | 19 | 20 | 27 | 19 | 18 | 19 |
| 11:45 | 17 | 17 | 19 | 17 | 16 | 25 | 28 | 17 | 20 |
| 12:00 | 18 | 13 | 19 | 15 | 19 | 22 | 14 | 17 | 17 |
| 12:15 | 16 | 22 | 19 | 25 | 31 | 29 | 22 | 23 | 23 |
| 12:30 | 11 | 18 | 24 | 17 | 32 | 14 | 24 | 20 | 20 |
| 12:45 | 21 | 14 | 20 | 26 | 17 | 24 | 13 | 20 | 19 |
| 13:00 | 14 | 20 | 23 | 28 | 17 | 23 | 23 | 20 | 21 |
| 13:15 | 15 | 22 | 21 | 22 | 26 | 18 | 15 | 21 | 20 |
| 13:30 | 18 | 21 | 14 | 18 | 28 | 15 | 19 | 20 | 19 |
| 13:45 | 19 | 13 | 14 | 25 | 18 | 10 | 14 | 18 | 16 |
| 14:00 | 28 | 15 | 21 | 19 | 16 | 13 | 19 | 20 | 19 |
| 14:15 | 22 | 19 | 19 | 15 | 22 | 15 | 14 | 19 | 18 |
| 14:30 | 20 | 21 | 20 | 23 | 26 | 7 | 30 | 22 | 21 |
| 14:45 | 28 | 25 | 26 | 22 | 25 | 10 | 23 | 25 | 23 |
| 15:00 | 23 | 23 | 19 | 31 | 29 | 16 | 19 | 25 | 23 |
| 15:15 | 35 | 34 | 34 | 24 | 28 | 17 | 14 | 31 | 27 |
| 15:30 | 21 | 25 | 22 | 27 | 26 | 27 | 26 | 24 | 25 |
| 15:45 | 30 | 21 | 23 | 32 | 29 | 22 | 10 | 27 | 24 |
| 16:00 | 28 | 24 | 36 | 37 | 27 | 18 | 19 | 30 | 27 |
| 16:15 | 33 | 20 | 27 | 26 | 26 | 19 | 12 | 26 | 23 |
| 16:30 | 42 | 16 | 24 | 25 | 23 | 13 | 12 | 26 | 22 |
| 16:45 | 28 | 20 | 25 | 30 | 19 | 11 | 9 | 24 | 20 |
| 17:00 | 22 | 28 | 16 | 28 | 21 | 22 | 10 | 23 | 21 |
| 17:15 | 29 | 34 | 25 | 23 | 25 | 21 | 21 | 27 | 25 |
| 17:30 | 28 | 24 | 16 | 25 | 24 | 12 | 16 | 23 | 21 |
| 17:45 | 17 | 22 | 18 | 30 | 17 | 16 | 14 | 21 | 19 |
| 18:00 | 21 | 22 | 18 | 12 | 17 | 18 | 9 | 18 | 17 |
| 18:15 | 16 | 22 | 20 | 12 | 16 | 6 | 14 | 17 | 15 |
| 18:30 | 12 | 17 | 13 | 15 | 19 | 15 | 12 | 15 | 15 |
| 18:45 | 10 | 18 | 16 | 25 | 7 | 4 | 6 | 15 | 12 |
| 19:00 | 11 | 9 | 11 | 11 | 9 | 7 | 7 | 10 | 9 |
| 19:15 | 4 | 9 | 11 | 8 | 8 | 5 | 8 | 8 | 8 |
| 19:30 | 10 | 12 | 12 | 4 | 8 | 6 | 6 | 9 | 8 |
| 19:45 | 3 | 9 | 7 | 8 | 7 | 4 | 4 | 7 | 6 |
| 20:00 | 8 | 2 | 8 | 12 | 6 | 8 | 0 | 7 | 6 |
| 20:15 | 10 | 6 | 5 | 5 | 4 | 2 | 2 | 6 | 5 |
| 20:30 | 2 | 5 | 2 | 8 | 7 | 7 | 5 | 5 | 5 |
| 20:45 | 3 | 4 | 7 | 9 | 6 | 11 | 4 | 6 | 6 |
| 21:00 | 6 | 9 | 6 | 12 | 5 | 6 | 6 | 8 | 7 |
| 21:15 | 4 | 5 | 6 | 6 | 3 | 6 | 2 | 5 | 5 |
| 21:30 | 1 | 2 | 0 | 4 | 3 | 4 | 3 | 2 | 2 |
| 21:45 | 2 | 4 | 1 | 3 | 4 | 4 | 1 | 3 | 3 |
| 22:00 | 2 | 4 | 3 | 2 | 9 | 4 | 1 | 4 | 4 |
| 22:15 | 0 | 2 | 8 | 0 | 1 | 6 | 2 | 2 | 3 |
| 22:30 | 3 | 1 | 8 | 3 | 2 | 5 | 4 | 3 | 4 |
| 22:45 | 1 | 1 | 5 | 1 | 3 | 2 | 3 | 2 | 2 |
| 23:00 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 1 |
| 23:15 | 2 | 1 | 3 | 3 | 3 | 1 | 1 | 2 | 2 |
| 23:30 | 0 | 1 | 0 | 0 | 1 | 2 | 2 | 0 | 1 |
| 23:45 | 2 | 0 | 3 | 3 | 3 | 3 | 1 | 2 | 2 |
| **Total** | **1185** | **1202** | **1230** | **1269** | **1240** | **963** | **888** | **1225** | **1140** |
| **% Heavies** | **14.8%** | **14.6%** | **15.6%** | **14.3%** | **17.5%** | **11.6%** | **9.0%** | **15.3%** | **14.2%** |

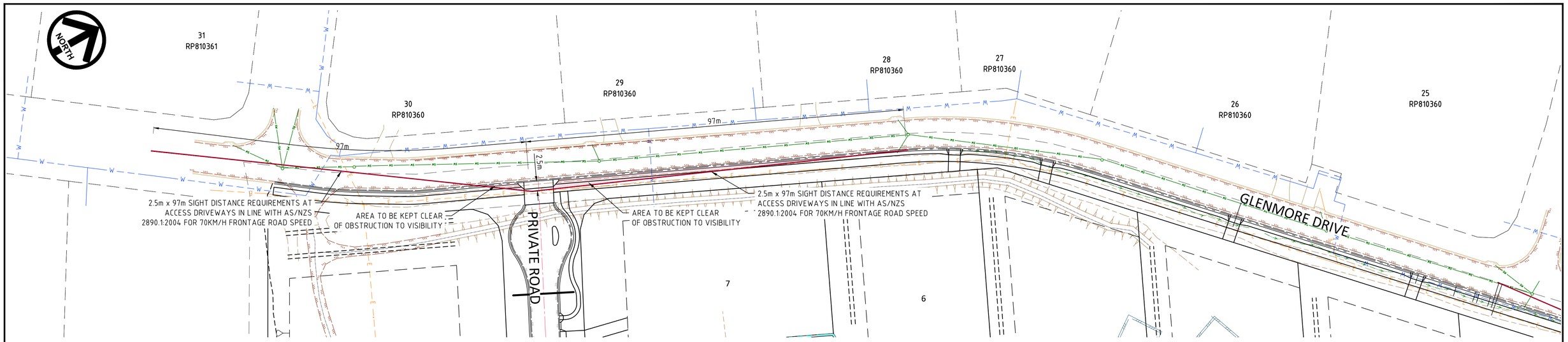



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APPENDIX

# C

# Visibility Assessment

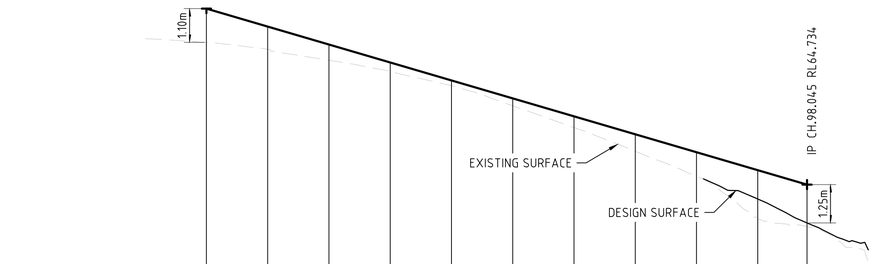



## LEGEND:

- EXISTING BOUNDARY
- EXISTING BUILDING
- EXISTING ROAD EDGE OF BITUMEN
- EXISTING KERB
- EXISTING GARDEN
- EXISTING ELECTRICITY
- PROPOSED 1.5m MAX RETAINING WALL
- PROPOSED 7.0m MAX RETAINING WALL

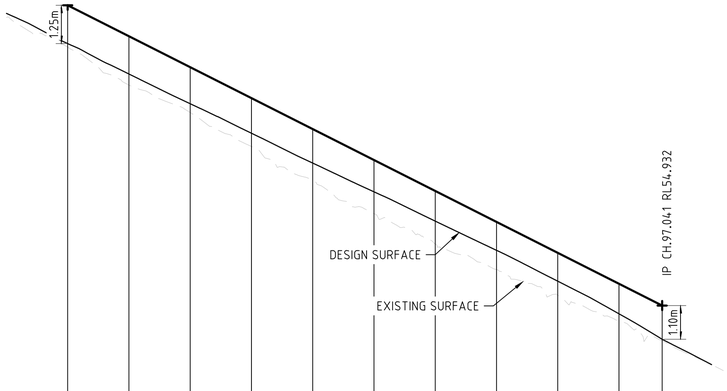
## SIGHT DISTANCE LAYOUT PLAN 1

SCALE: 1:500




| VERTICAL GRADE (%) / VERTICAL GEOMETRY LENGTH (m) / VERTICAL CURVE LENGTH (m) / VERTICAL CURVE RADIUS (m) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| DATUM RL 58.0 | | | | | | | | | | | |
| DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve) | 1.10 | 0.74 | 0.51 | 0.30 | 0.17 | 0.24 | 0.37 | 0.55 | 0.78 | 0.94 | 1.25 |
| FINISHED SURFACE LEVEL | 70.479 | 69.893 | 69.307 | 68.721 | 68.135 | 67.549 | 66.963 | 66.377 | 65.791 | 65.205 | 64.734 |
| EXISTING SURFACE LEVEL | 69.38 | 69.15 | 68.80 | 68.43 | 67.96 | 67.31 | 66.60 | 65.83 | 65.01 | 64.26 | 63.48 |
| CONTROL LINE CHAINAGE | 0.000 | 10.000 | 20.000 | 30.000 | 40.000 | 50.000 | 60.000 | 70.000 | 80.000 | 90.000 | 98.045 |

HORIZONTAL GEOMETRY




| VERTICAL GRADE (%) / VERTICAL GEOMETRY LENGTH (m) / VERTICAL CURVE LENGTH (m) / VERTICAL CURVE RADIUS (m) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| DATUM RL 48.0 | | | | | | | | | | | |
| DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve) | 1.25 | 1.23 | 1.19 | 1.15 | 1.11 | 1.04 | 0.98 | 0.93 | 0.93 | 0.98 | 1.10 |
| FINISHED SURFACE LEVEL | 64.734 | 63.724 | 62.714 | 61.704 | 60.694 | 59.684 | 58.674 | 57.664 | 56.654 | 55.644 | 54.932 |
| EXISTING SURFACE LEVEL | 63.48 | 62.49 | 61.52 | 60.56 | 59.58 | 58.65 | 57.69 | 56.74 | 55.73 | 54.66 | 53.83 |
| CONTROL LINE CHAINAGE | 0.000 | 10.000 | 20.000 | 30.000 | 40.000 | 50.000 | 60.000 | 70.000 | 80.000 | 90.000 | 97.041 |

HORIZONTAL GEOMETRY

## LONGITUDINAL SECTIONS - PRIVATE ROAD

Horizontal scale 1:500
Vertical scale 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m 1:500 0 5 10 15 20 25m

Legend Consultants
Efficiency • Innovation • Quality
75 BARDEN RIDGE ROAD, REEDY CREEK, QLD 4227

A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

| REV | DATE | REVISION DETAILS | APPROVED |
|---|---|---|---|
| C | 09.10.26 | CHANGED AS RFI | JW |
| B | 06.07.26 | LAYOUT UPDATED | JW |
| A | 25.03.26 | DETAILED DESIGN | JW |

RPEQ No. 31580
J.WEBSTER
09-10-2026

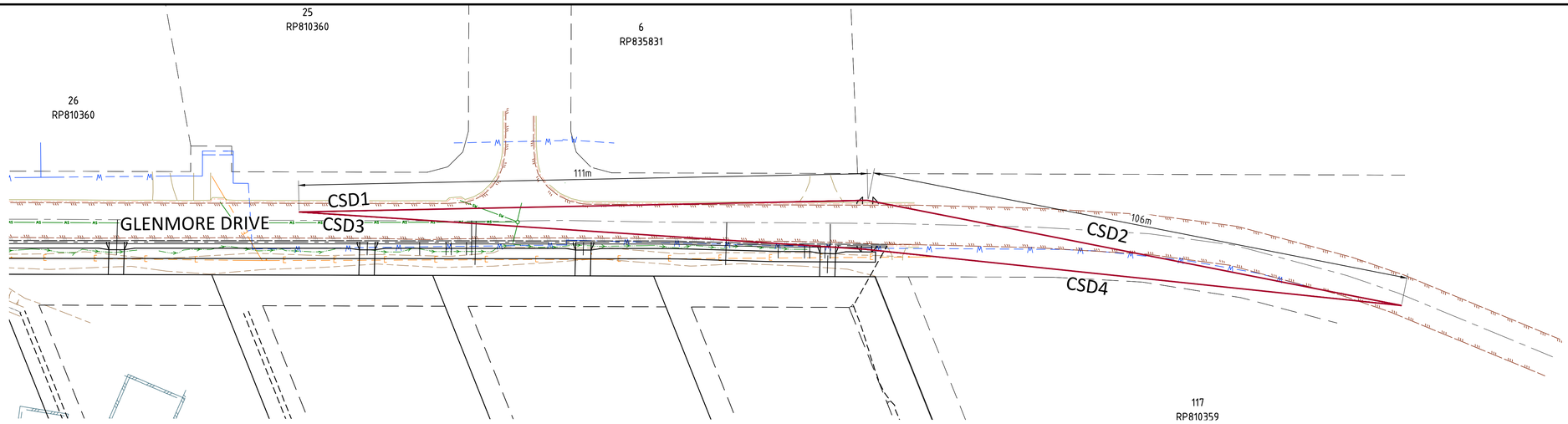
PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

| | |
|---|---|
| DRAWN | TT |
| DESIGNED | TV |
| CHECKED | JW |
| APPROVED | JW |
| DATE | FEB 26 |
| GRID REF. | AHD |

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
SIGHT DISTANCE LAYOUT PLAN 1

DRAWING NO. LC25079.C370
REV. C

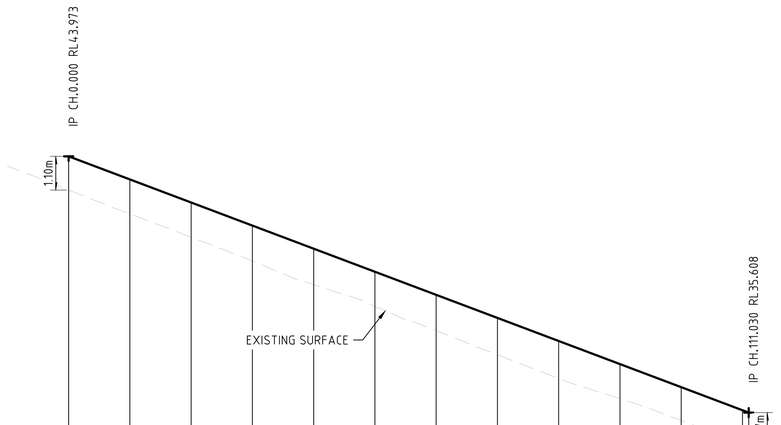



## SIGHT DISTANCE LAYOUT PLAN 2

SCALE: 1:500

**LEGEND:**

- EXISTING BOUNDARY
- EXISTING BUILDING
- EXISTING ROAD EDGE OF BITUMEN
- EXISTING KERB
- EXISTING GARDEN
- EXISTING ELECTRICITY
- PROPOSED 1.5m MAX RETAINING WALL
- PROPOSED 7.0m MAX RETAINING WALL

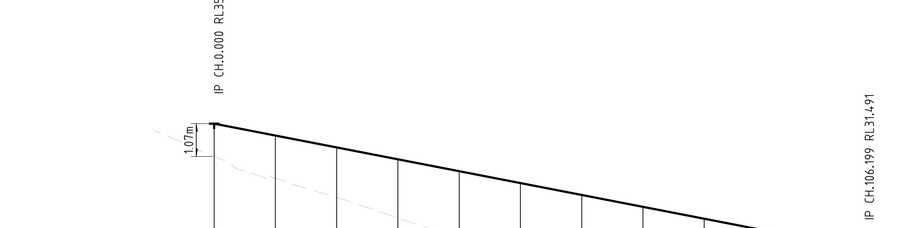



| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VERTICAL GRADE (%) | | | | | | | | | | | | | |
| VERTICAL GEOMETRY LENGTH (m) | | | | | | | | | | | | | |
| VERTICAL CURVE LENGTH (m) | | | | | | | | | | | | | |
| VERTICAL CURVE RADIUS (m) | | | | | | | | | | | | | |
| DATUM RL 29.0 | | | | | | | | | | | | | |
| DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve) | 1.10 | 1.13 | 1.14 | 1.15 | 1.17 | 1.14 | 1.17 | 1.20 | 1.22 | 1.13 | 1.09 | 1.07 | 1.07 |
| FINISHED SURFACE LEVEL | 43.973 | 43.220 | 42.466 | 41.713 | 40.959 | 40.206 | 39.453 | 38.699 | 37.946 | 37.192 | 36.439 | 35.685 | 35.608 |
| EXISTING SURFACE LEVEL | 42.87 | 42.09 | 41.33 | 40.56 | 39.79 | 39.07 | 38.28 | 37.50 | 36.72 | 36.06 | 35.35 | 34.61 | 34.54 |
| CONTROL LINE CHAINAGE | 0.000 | 10.000 | 20.000 | 30.000 | 40.000 | 50.000 | 60.000 | 70.000 | 80.000 | 90.000 | 100.000 | 110.000 | 111.030 |

HORIZONTAL GEOMETRY

### LONGITUDINAL SECTION - CSD1

Horizontal scale 1:500
Vertical scale 1:100




| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VERTICAL GRADE (%) | | | | | | | | | | | | | |
| VERTICAL GEOMETRY LENGTH (m) | | | | | | | | | | | | | |
| VERTICAL CURVE LENGTH (m) | | | | | | | | | | | | | |
| VERTICAL CURVE RADIUS (m) | | | | | | | | | | | | | |
| DATUM RL 26.0 | | | | | | | | | | | | | |
| DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve) | 1.07 | 1.39 | 1.63 | 1.91 | 2.23 | 2.34 | 2.35 | 2.32 | 2.19 | 2.01 | 1.59 | 1.10 | |
| FINISHED SURFACE LEVEL | 35.608 | 35.220 | 34.832 | 34.445 | 34.057 | 33.669 | 33.282 | 32.894 | 32.507 | 32.119 | 31.731 | 31.491 | |
| EXISTING SURFACE LEVEL | 34.54 | 33.83 | 33.20 | 32.53 | 31.83 | 31.33 | 30.93 | 30.58 | 30.32 | 30.11 | 30.14 | 30.39 | |
| CONTROL LINE CHAINAGE | 0.000 | 10.000 | 20.000 | 30.000 | 40.000 | 50.000 | 60.000 | 70.000 | 80.000 | 90.000 | 100.000 | 106.199 | |

HORIZONTAL GEOMETRY

### LONGITUDINAL SECTION - CSD2

Horizontal scale 1:500
Vertical scale 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m 1:500 0 5 10 15 20 25m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

| REV | DATE | REVISION DETAILS | APPROVED |
|---|---|---|---|
| B | 06.07.26 | LAYOUT UPDATED | JW |
| A | 25.03.26 | DETAILED DESIGN | JW |

RPEQ No. 31580
J.WEBSTER
06-07-2026

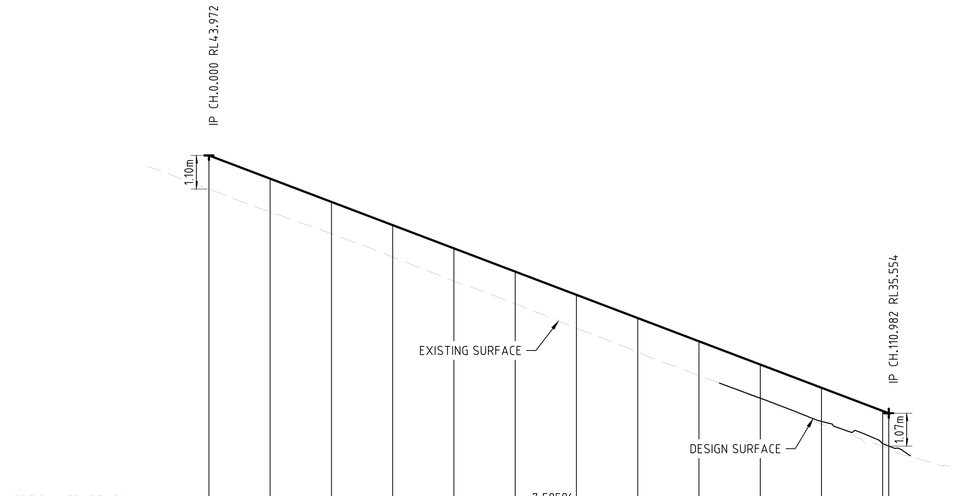
PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

| | |
|---|---|
| DRAWN | TT |
| DESIGNED | TV |
| CHECKED | JW |
| APPROVED | JW |
| DATE | FEB 26 |
| GRID REF. | AHD |

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
SIGHT DISTANCE LAYOUT PLAN 2

DRAWING NO. LC25079.C371
REV. B




VERTICAL GRADE (%)
VERTICAL GEOMETRY LENGTH (m)

VERTICAL CURVE LENGTH (m)
VERTICAL CURVE RADIUS (m)

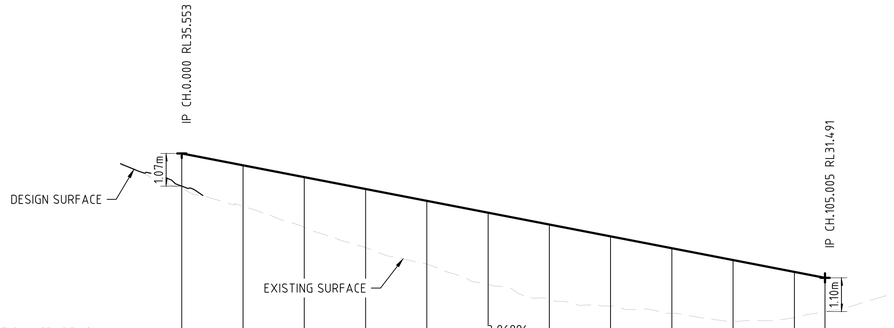
DATUM RL 29.0

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve) | 1.10 | 1.09 | 1.04 | 1.04 | 1.07 | 1.05 | 1.09 | 1.11 | 1.12 | 1.10 | 1.10 | 1.07 | 1.07 | |
| FINISHED SURFACE LEVEL | 43.972 | 43.214 | 42.455 | 41.697 | 40.938 | 40.180 | 39.421 | 38.663 | 37.904 | 37.146 | 36.387 | 35.629 | 35.554 | |
| EXISTING SURFACE LEVEL | 42.87 | 42.13 | 41.41 | 40.66 | 39.87 | 39.13 | 38.33 | 37.55 | 36.78 | 36.05 | 35.29 | 34.56 | 34.48 | |
| CONTROL LINE CHAINAGE | 0.000 | 10.000 | 20.000 | 30.000 | 40.000 | 50.000 | 60.000 | 70.000 | 80.000 | 90.000 | 100.000 | 110.000 | 110.982 | |

HORIZONTAL GEOMETRY

## LONGITUDINAL SECTION - CSD3

Horizontal scale 1:500
Vertical scale 1:100




VERTICAL GRADE (%)
VERTICAL GEOMETRY LENGTH (m)

VERTICAL CURVE LENGTH (m)
VERTICAL CURVE RADIUS (m)

DATUM RL 26.0

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve) | 1.07 | 1.34 | 1.63 | 1.91 | 2.07 | 2.34 | 2.45 | 2.28 | 2.13 | 2.00 | 1.50 | 1.10 | | |
| FINISHED SURFACE LEVEL | 35.553 | 35.166 | 34.779 | 34.392 | 34.006 | 33.619 | 33.232 | 32.845 | 32.458 | 32.071 | 31.685 | 31.491 | | |
| EXISTING SURFACE LEVEL | 34.48 | 33.82 | 33.14 | 32.48 | 31.94 | 31.28 | 30.78 | 30.57 | 30.33 | 30.07 | 30.19 | 30.39 | | |
| CONTROL LINE CHAINAGE | 0.000 | 10.000 | 20.000 | 30.000 | 40.000 | 50.000 | 60.000 | 70.000 | 80.000 | 90.000 | 100.000 | 105.005 | | |

HORIZONTAL GEOMETRY

## LONGITUDINAL SECTION - CSD4

Horizontal scale 1:500
Vertical scale 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m 1:500 0 5 10 15 20 25m

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75 BARDEN RIDGE ROAD, REEDY CREEK, QLD 4227

A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

| REV | DATE | REVISION DETAILS | APPROVED |
|---|---|---|---|
| B | 06.07.26 | LAYOUT UPDATED | JW |
| A | 25.03.26 | DETAILED DESIGN | JW |

RPEQ No. 31580
J.WEBSTER
06-07-2026

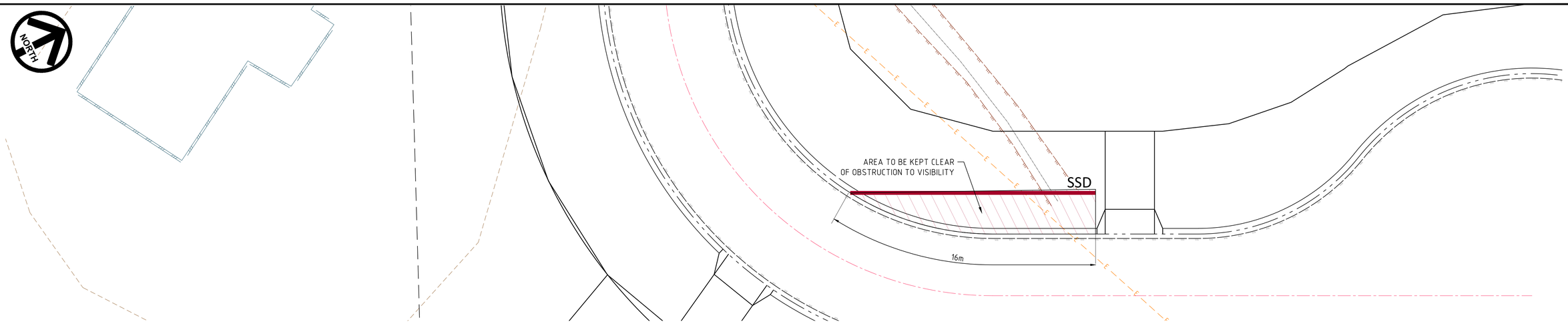
PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

| | |
|---|---|
| DRAWN | TT |
| DESIGNED | TV |
| CHECKED | JW |
| APPROVED | JW |
| DATE | FEB 26 |
| GRID REF. | AHD |

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
LONGITUDINAL SECTIONS - CSD3 AND CSD4

DRAWING NO. LC25079.C372
REV. B

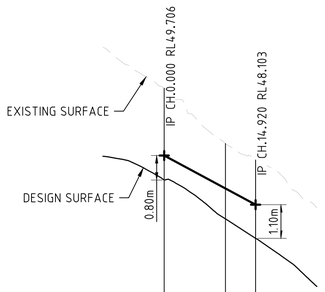



## SIGHT DISTANCE LAYOUT PLAN 3

SCALE: 1:500

**LEGEND:**

- EXISTING BOUNDARY
- EXISTING BUILDING
- EXISTING ROAD EDGE OF BITUMEN
- EXISTING KERB
- EXISTING GARDEN
- EXISTING ELECTRICITY
- PROPOSED 1.5m MAX RETAINING WALL
- PROPOSED 7.0m MAX RETAINING WALL




VERTICAL GRADE (%)
VERTICAL GEOMETRY LENGTH (m)

VERTICAL CURVE LENGTH (m)
VERTICAL CURVE RADIUS (m)

DATUM RL 41.0

| | | | |
|---|---|---|---|
| DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve) | 0.80 | 0.99 | 1.10 |
| FINISHED SURFACE LEVEL | 49.706 | 48.632 | 48.103 |
| EXISTING SURFACE LEVEL | 48.91 | 47.64 | 47.00 |
| CONTROL LINE CHAINAGE | 0.000 | 10.000 | 14.920 |

HORIZONTAL GEOMETRY

## LONGITUDINAL SECTION - SSD

Horizontal scale 1:500
Vertical scale 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m 1:500 0 5 10 15 20 25m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

| REV | DATE | REVISION DETAILS | APPROVED |
|---|---|---|---|
| B | 06.07.26 | LAYOUT UPDATED | JW |
| A | 25.03.26 | DETAILED DESIGN | JW |

RPEQ No. 31580
J.WEBSTER
06-07-2026

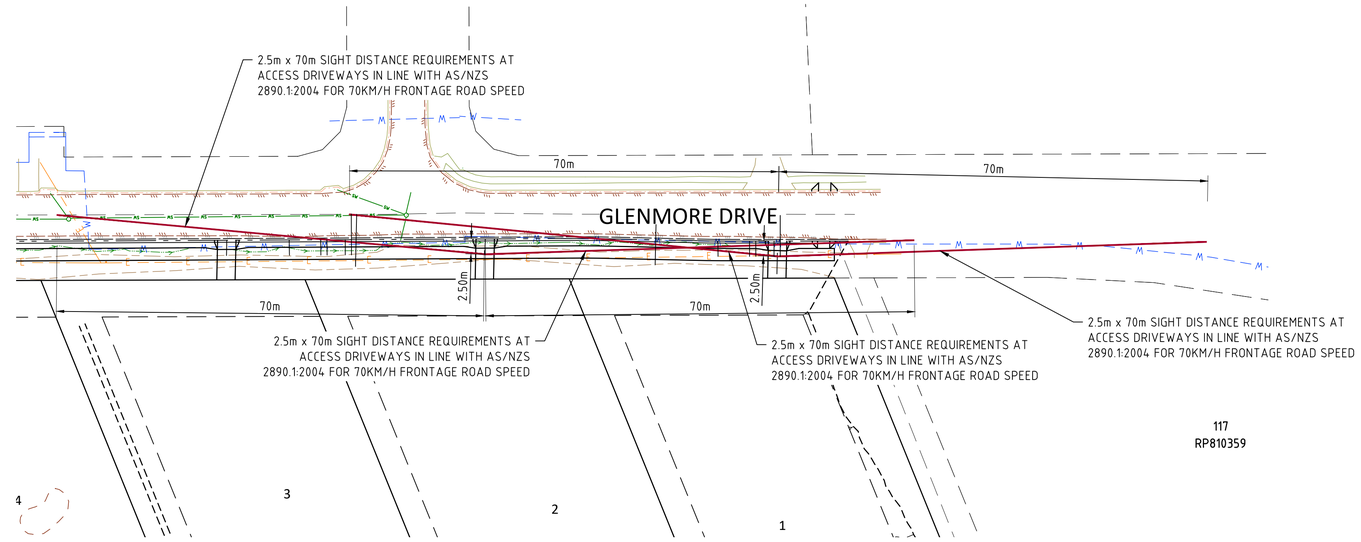
PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

| | |
|---|---|
| DRAWN | TT |
| DESIGNED | TV |
| CHECKED | JW |
| APPROVED | JW |
| DATE | FEB 26 |
| GRID REF. | AHD |

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
SIGHT DISTANCE LAYOUT PLAN 3

DRAWING NO. LC25079.C373
REV. B

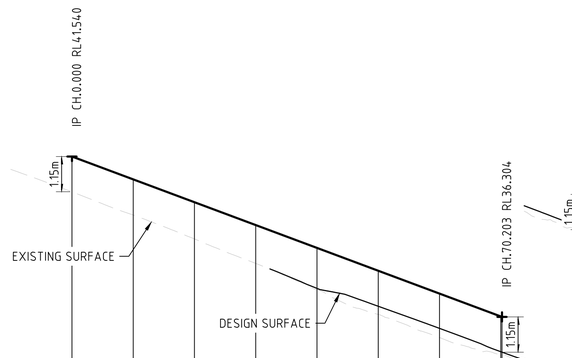



## SIGHT DISTANCE LAYOUT PLAN 4

SCALE: 1:500

**LEGEND:**

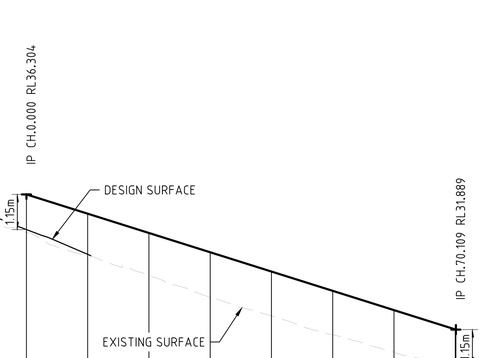
- EXISTING BOUNDARY
- EXISTING BUILDING
- EXISTING ROAD EDGE OF BITUMEN
- EXISTING KERB
- EXISTING GARDEN
- EXISTING ELECTRICITY
- PROPOSED 1.5m MAX RETAINING WALL
- PROPOSED 7.0m MAX RETAINING WALL




DATUM RL 30.0

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve) | 1.15 | 1.16 | 1.20 | 1.25 | 1.32 | 1.16 | 1.13 | 1.15 | 1.15 |
| FINISHED SURFACE LEVEL | 41.540 | 40.794 | 40.048 | 39.303 | 38.557 | 37.811 | 37.065 | 36.320 | 36.304 |
| EXISTING SURFACE LEVEL | 40.39 | 39.63 | 38.85 | 38.05 | 37.24 | 36.65 | 35.93 | 35.17 | 35.15 |
| CONTROL LINE CHAINAGE | 0.000 | 10.000 | 20.000 | 30.000 | 40.000 | 50.000 | 60.000 | 70.000 | 70.203 |

HORIZONTAL GEOMETRY



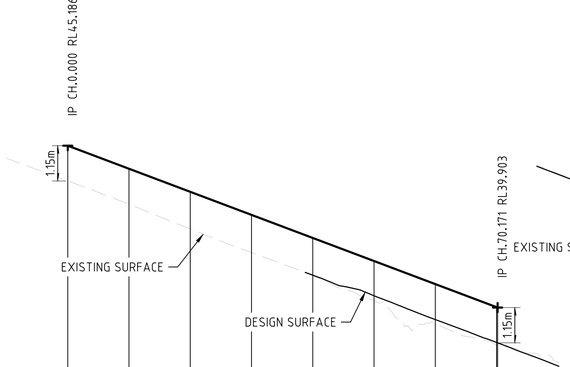

DATUM RL 26.0

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve) | 1.15 | 1.33 | 1.38 | 1.47 | 1.45 | 1.43 | 1.38 | 1.15 | 1.15 |
| FINISHED SURFACE LEVEL | 36.304 | 35.675 | 35.045 | 34.415 | 33.785 | 33.156 | 32.526 | 31.896 | 31.889 |
| EXISTING SURFACE LEVEL | 35.15 | 34.35 | 33.66 | 32.95 | 32.34 | 31.72 | 31.15 | 30.74 | 30.74 |
| CONTROL LINE CHAINAGE | 0.000 | 10.000 | 20.000 | 30.000 | 40.000 | 50.000 | 60.000 | 70.000 | 70.109 |

HORIZONTAL GEOMETRY

### LONGITUDINAL SECTION - LOT 1

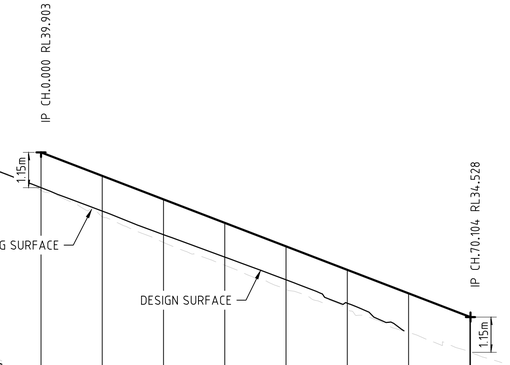
Horizontal scale 1:500
Vertical scale 1:100




DATUM RL 33.0

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve) | 1.15 | 1.16 | 1.21 | 1.23 | 1.21 | 1.13 | 1.16 | 1.15 | 1.15 |
| FINISHED SURFACE LEVEL | 45.186 | 44.433 | 43.681 | 42.928 | 42.175 | 41.422 | 40.669 | 39.916 | 39.903 |
| EXISTING SURFACE LEVEL | 44.04 | 43.28 | 42.47 | 41.70 | 40.96 | 40.29 | 39.51 | 38.77 | 38.75 |
| CONTROL LINE CHAINAGE | 0.000 | 10.000 | 20.000 | 30.000 | 40.000 | 50.000 | 60.000 | 70.000 | 70.171 |

HORIZONTAL GEOMETRY




DATUM RL 28.0

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve) | 1.15 | 1.15 | 1.15 | 1.12 | 1.09 | 1.09 | 1.27 | 1.15 | 1.15 |
| FINISHED SURFACE LEVEL | 39.903 | 39.136 | 38.370 | 37.603 | 36.836 | 36.069 | 35.303 | 34.536 | 34.528 |
| EXISTING SURFACE LEVEL | 38.75 | 37.99 | 37.22 | 36.49 | 35.75 | 34.98 | 34.03 | 33.39 | 33.38 |
| CONTROL LINE CHAINAGE | 0.000 | 10.000 | 20.000 | 30.000 | 40.000 | 50.000 | 60.000 | 70.000 | 70.104 |

HORIZONTAL GEOMETRY

### LONGITUDINAL SECTION - LOT 2

Horizontal scale 1:500
Vertical scale 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m 1:500 0 5 10 15 20 25m

Legend Consultants
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75 BARDEN RIDGE ROAD, REEDY CREEK, QLD 4227

A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

| REV | DATE | REVISION DETAILS | APPROVED |
|---|---|---|---|
| B | 06.07.26 | LAYOUT UPDATED | JW |
| A | 25.03.26 | DETAILED DESIGN | JW |

RPEQ No. 31580
J.WEBSTER
06-07-2026

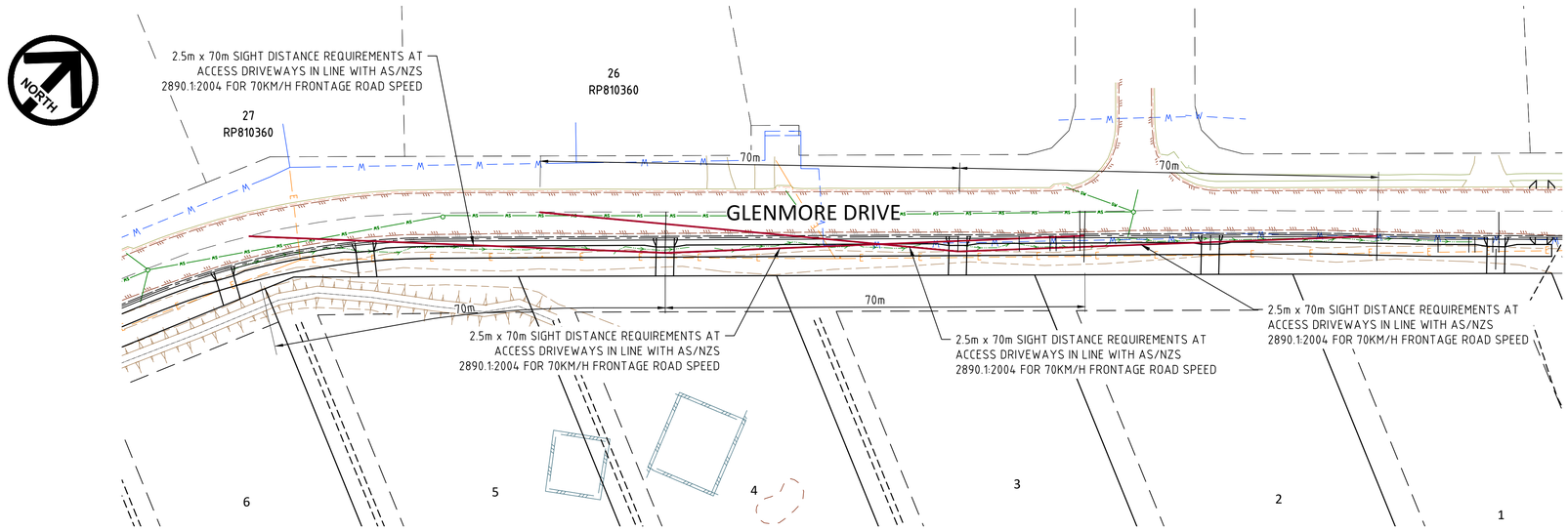
PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

| | |
|---|---|
| DRAWN | TT |
| DESIGNED | TV |
| CHECKED | JW |
| APPROVED | JW |
| DATE | FEB 26 |
| GRID REF. | AHD |

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
SIGHT DISTANCE LAYOUT PLAN 4

DRAWING NO. LC25079.C374
REV. B

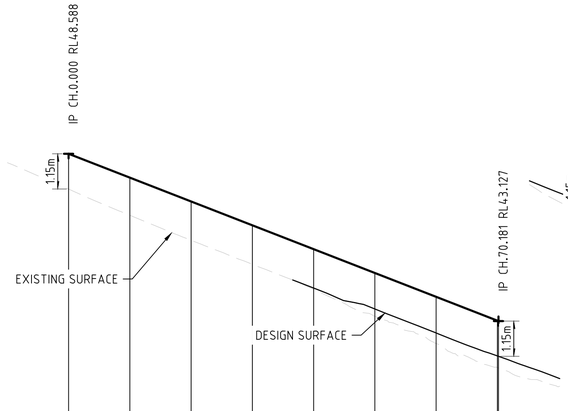



## SIGHT DISTANCE LAYOUT PLAN 5

SCALE: 1:500

**LEGEND:**

- EXISTING BOUNDARY
- EXISTING BUILDING
- EXISTING ROAD EDGE OF BITUMEN
- EXISTING KERB
- EXISTING GARDEN
- EXISTING ELECTRICITY
- PROPOSED 1.5m MAX RETAINING WALL
- PROPOSED 7.0m MAX RETAINING WALL

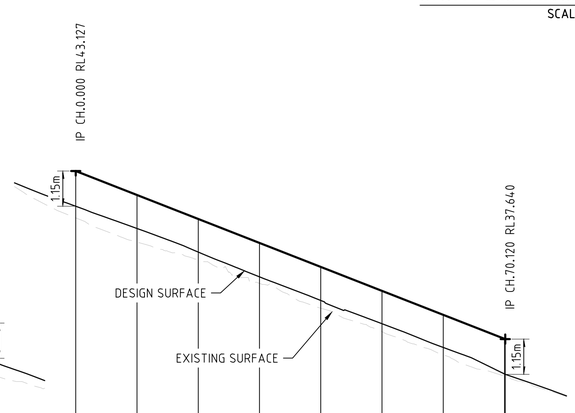



VERTICAL GRADE (%)
VERTICAL GEOMETRY LENGTH (m)
VERTICAL CURVE LENGTH (m)
VERTICAL CURVE RADIUS (m)

DATUM RL 36.0

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve) | 1.15 | 1.23 | 1.27 | 1.27 | 1.27 | 1.17 | 1.18 | 1.15 | 1.15 | |
| FINISHED SURFACE LEVEL | 48.588 | 47.810 | 47.032 | 46.254 | 45.476 | 44.698 | 43.920 | 43.142 | 43.127 | |
| EXISTING SURFACE LEVEL | 47.44 | 46.58 | 45.76 | 44.98 | 44.21 | 43.52 | 42.74 | 41.99 | 41.98 | |
| CONTROL LINE CHAINAGE | 0.000 | 10.000 | 20.000 | 30.000 | 40.000 | 50.000 | 60.000 | 70.000 | 70.181 | |

HORIZONTAL GEOMETRY




VERTICAL GRADE (%)
VERTICAL GEOMETRY LENGTH (m)
VERTICAL CURVE LENGTH (m)
VERTICAL CURVE RADIUS (m)

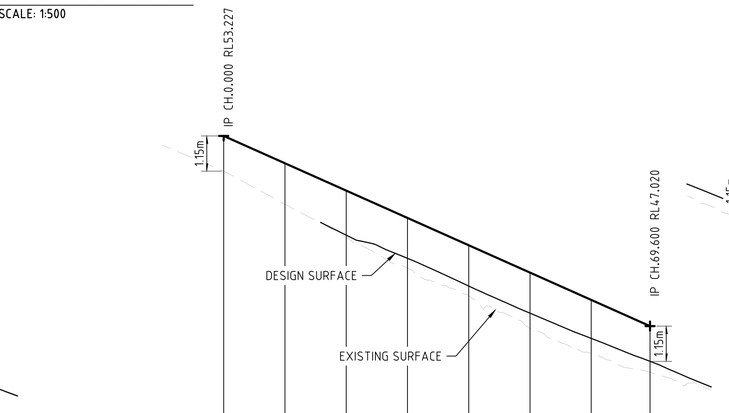
DATUM RL 31.0

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve) | 1.15 | 1.09 | 1.08 | 1.11 | 1.10 | 1.07 | 1.06 | 1.15 | 1.15 | |
| FINISHED SURFACE LEVEL | 43.127 | 42.345 | 41.562 | 40.780 | 39.997 | 39.214 | 38.432 | 37.649 | 37.640 | |
| EXISTING SURFACE LEVEL | 41.98 | 41.25 | 40.48 | 39.67 | 38.90 | 38.14 | 37.37 | 36.50 | 36.49 | |
| CONTROL LINE CHAINAGE | 0.000 | 10.000 | 20.000 | 30.000 | 40.000 | 50.000 | 60.000 | 70.000 | 70.120 | |

HORIZONTAL GEOMETRY

## LONGITUDINAL SECTION - LOT 3

Horizontal scale 1:500
Vertical scale 1:100

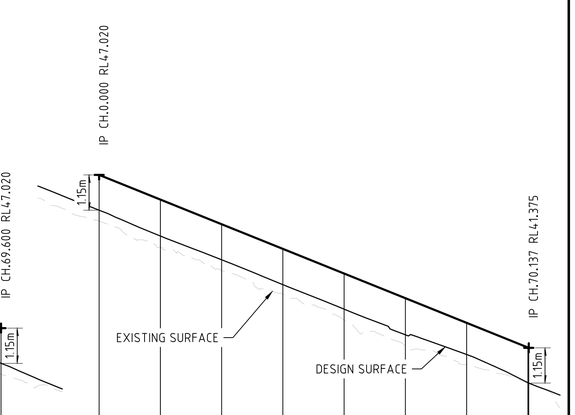



VERTICAL GRADE (%)
VERTICAL GEOMETRY LENGTH (m)
VERTICAL CURVE LENGTH (m)
VERTICAL CURVE RADIUS (m)

DATUM RL 40.0

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve) | 1.15 | 1.34 | 1.45 | 1.32 | 1.33 | 1.33 | 1.26 | 1.15 |
| FINISHED SURFACE LEVEL | 53.227 | 52.335 | 51.443 | 50.552 | 49.660 | 48.768 | 47.876 | 47.020 |
| EXISTING SURFACE LEVEL | 52.08 | 50.99 | 49.99 | 49.23 | 48.33 | 47.44 | 46.62 | 45.87 |
| CONTROL LINE CHAINAGE | 0.000 | 10.000 | 20.000 | 30.000 | 40.000 | 50.000 | 60.000 | 69.600 |

HORIZONTAL GEOMETRY




DATUM RL 35.0

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve) | 1.15 | 1.19 | 1.16 | 1.17 | 1.16 | 1.19 | 1.03 | 1.15 | 1.15 |
| FINISHED SURFACE LEVEL | 47.020 | 46.215 | 45.410 | 44.605 | 43.801 | 42.996 | 42.191 | 41.386 | 41.375 |
| EXISTING SURFACE LEVEL | 45.87 | 45.03 | 44.25 | 43.44 | 42.64 | 41.80 | 41.16 | 40.24 | 40.23 |
| CONTROL LINE CHAINAGE | 0.000 | 10.000 | 20.000 | 30.000 | 40.000 | 50.000 | 60.000 | 70.000 | 70.137 |

## LONGITUDINAL SECTION - LOT 4

Horizontal scale 1:500
Vertical scale 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m 1:500 0 5 10 15 20 25m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

| REV | DATE | REVISION DETAILS | APPROVED |
|---|---|---|---|
| B | 06.07.26 | LAYOUT UPDATED | JW |
| A | 25.03.26 | DETAILED DESIGN | JW |

RPEQ No. 31580
J.WEBSTER
06-07-2026

PROJECT: PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION 98 GLENMORE DRIVE, BONOGIN

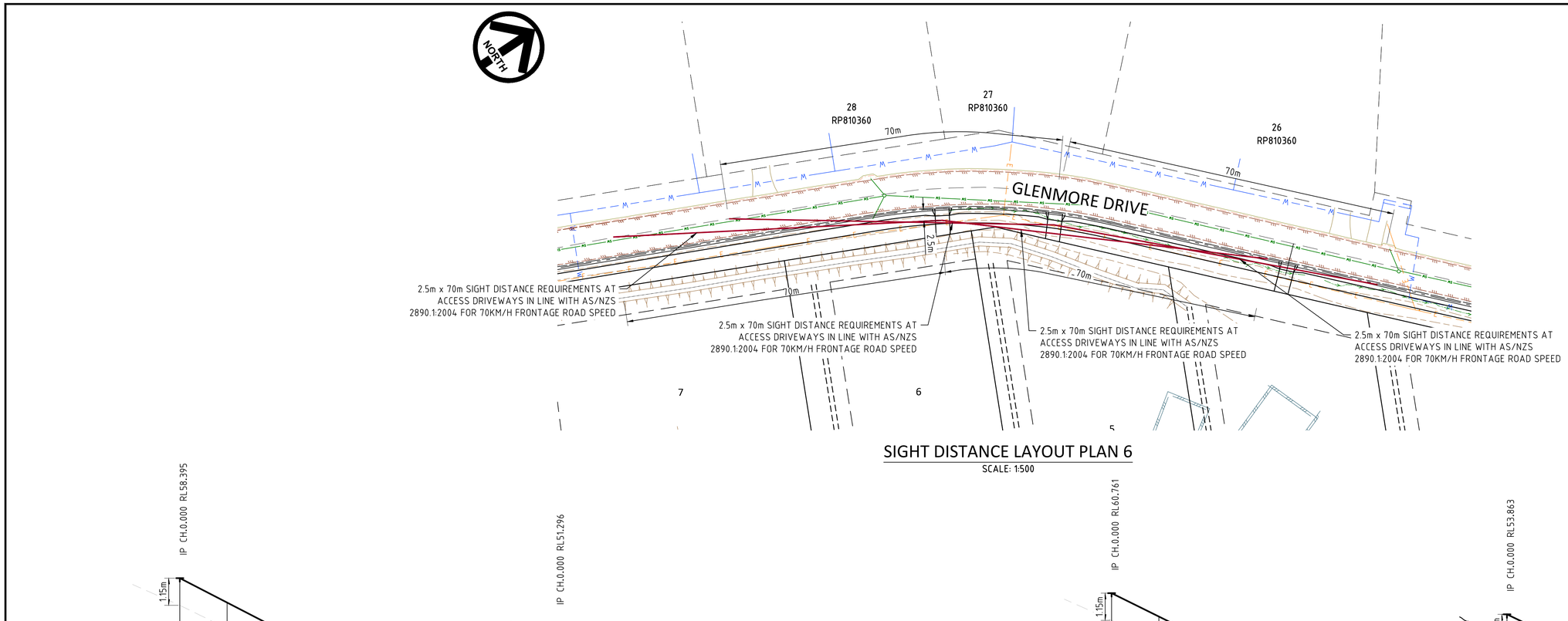
| | |
|---|---|
| DRAWN | TT |
| DESIGNED | TV |
| CHECKED | JW |
| APPROVED | JW |
| DATE | FEB 26 |
| GRID REF. | AHD |

CLIENT: SALT DEVELOPMENT SERVICES

TITLE: SIGHT DISTANCE LAYOUT PLAN 5

DRAWING NO. LC25079.C375

REV. B

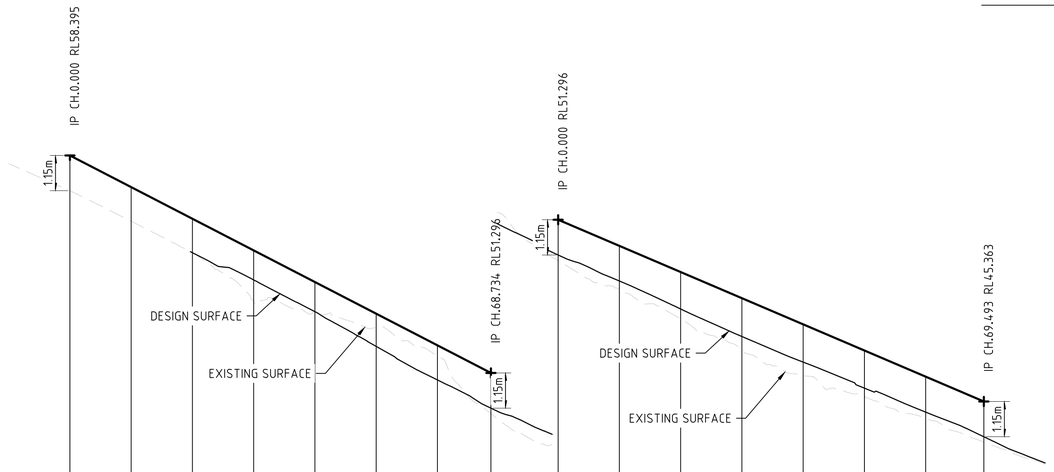



## SIGHT DISTANCE LAYOUT PLAN 6

SCALE: 1:500

**LEGEND:**

- EXISTING BOUNDARY
- EXISTING BUILDING
- EXISTING ROAD EDGE OF BITUMEN
- EXISTING KERB
- EXISTING GARDEN
- EXISTING ELECTRICITY
- PROPOSED 1.5m MAX RETAINING WALL
- PROPOSED 7.0m MAX RETAINING WALL




VERTICAL GRADE (%)
VERTICAL GEOMETRY LENGTH (m)

VERTICAL CURVE LENGTH (m)
VERTICAL CURVE RADIUS (m)

DATUM RL 44.0

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve) | 1.15 | 1.11 | 1.11 | 0.96 | 0.97 | 1.07 | 1.13 | 1.15 | |
| FINISHED SURFACE LEVEL | 58.395 | 57.362 | 56.329 | 55.297 | 54.264 | 53.231 | 52.198 | 51.296 | |
| EXISTING SURFACE LEVEL | 57.24 | 56.25 | 55.22 | 54.33 | 53.30 | 52.16 | 51.07 | 50.15 | |
| CONTROL LINE CHAINAGE | 0.000 | 10.000 | 20.000 | 30.000 | 40.000 | 50.000 | 60.000 | 68.734 | |

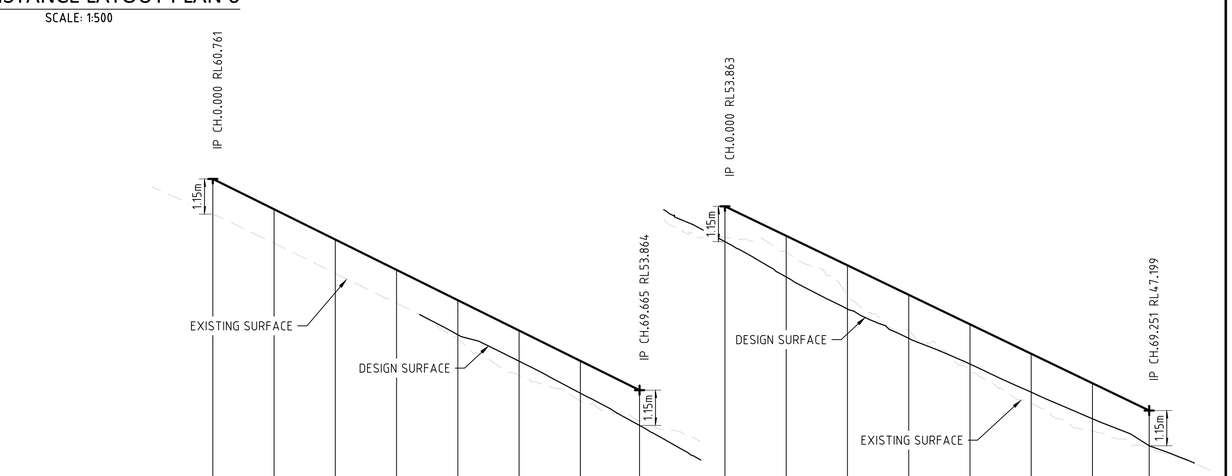
DATUM RL 39.0

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve) | 1.15 | 1.15 | 1.21 | 1.25 | 1.23 | 1.23 | 1.16 | 1.15 | |
| FINISHED SURFACE LEVEL | 51.296 | 50.442 | 49.589 | 48.735 | 47.881 | 47.028 | 46.174 | 45.363 | |
| EXISTING SURFACE LEVEL | 50.15 | 49.30 | 48.38 | 47.48 | 46.65 | 45.80 | 45.02 | 44.21 | |
| CONTROL LINE CHAINAGE | 0.000 | 10.000 | 20.000 | 30.000 | 40.000 | 50.000 | 60.000 | 69.493 | |

HORIZONTAL GEOMETRY

## LONGITUDINAL SECTION - LOT 5

Horizontal scale 1:500
Vertical scale 1:100




VERTICAL GRADE (%)
VERTICAL GEOMETRY LENGTH (m)

VERTICAL CURVE LENGTH (m)
VERTICAL CURVE RADIUS (m)

DATUM RL 47.0

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve) | 1.15 | 1.11 | 1.11 | 1.09 | 1.13 | 1.00 | 1.05 | 1.15 | |
| FINISHED SURFACE LEVEL | 60.761 | 59.771 | 58.781 | 57.791 | 56.801 | 55.811 | 54.821 | 53.864 | |
| EXISTING SURFACE LEVEL | 59.61 | 58.66 | 57.67 | 56.70 | 55.67 | 54.81 | 53.77 | 52.71 | |
| CONTROL LINE CHAINAGE | 0.000 | 10.000 | 20.000 | 30.000 | 40.000 | 50.000 | 60.000 | 69.665 | |

DATUM RL 41.0

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| DEPTH OF CUT (-ve) HEIGHT OF FILL (+ve) | 1.15 | 1.34 | 1.43 | 1.42 | 1.30 | 1.25 | 1.16 | 1.15 | |
| FINISHED SURFACE LEVEL | 53.863 | 52.901 | 51.939 | 50.976 | 50.014 | 49.051 | 48.089 | 47.199 | |
| EXISTING SURFACE LEVEL | 52.71 | 51.56 | 50.51 | 49.56 | 48.72 | 47.80 | 46.93 | 46.05 | |
| CONTROL LINE CHAINAGE | 0.000 | 10.000 | 20.000 | 30.000 | 40.000 | 50.000 | 60.000 | 69.251 | |

HORIZONTAL GEOMETRY

## LONGITUDINAL SECTION - LOT 6

Horizontal scale 1:500
Vertical scale 1:100

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:100 0 1 2 3 4 5m 1:500 0 5 10 15 20 25m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

| REV | DATE | REVISION DETAILS | APPROVED |
|---|---|---|---|
| B | 06.07.26 | LAYOUT UPDATED | JW |
| A | 25.03.26 | DETAILED DESIGN | JW |

RPEQ No. 31580
J.WEBSTER
06-07-2026

PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

| | |
|---|---|
| DRAWN | TT |
| DESIGNED | TV |
| CHECKED | JW |
| APPROVED | JW |
| DATE | FEB 26 |
| GRID REF. | AHD |

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
SIGHT DISTANCE LAYOUT PLAN 6

DRAWING NO. LC25079.C376
REV. B

APPENDIX

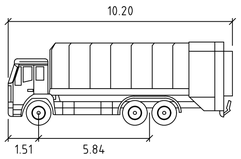
# D

# Swept Path Analysis

NORTH

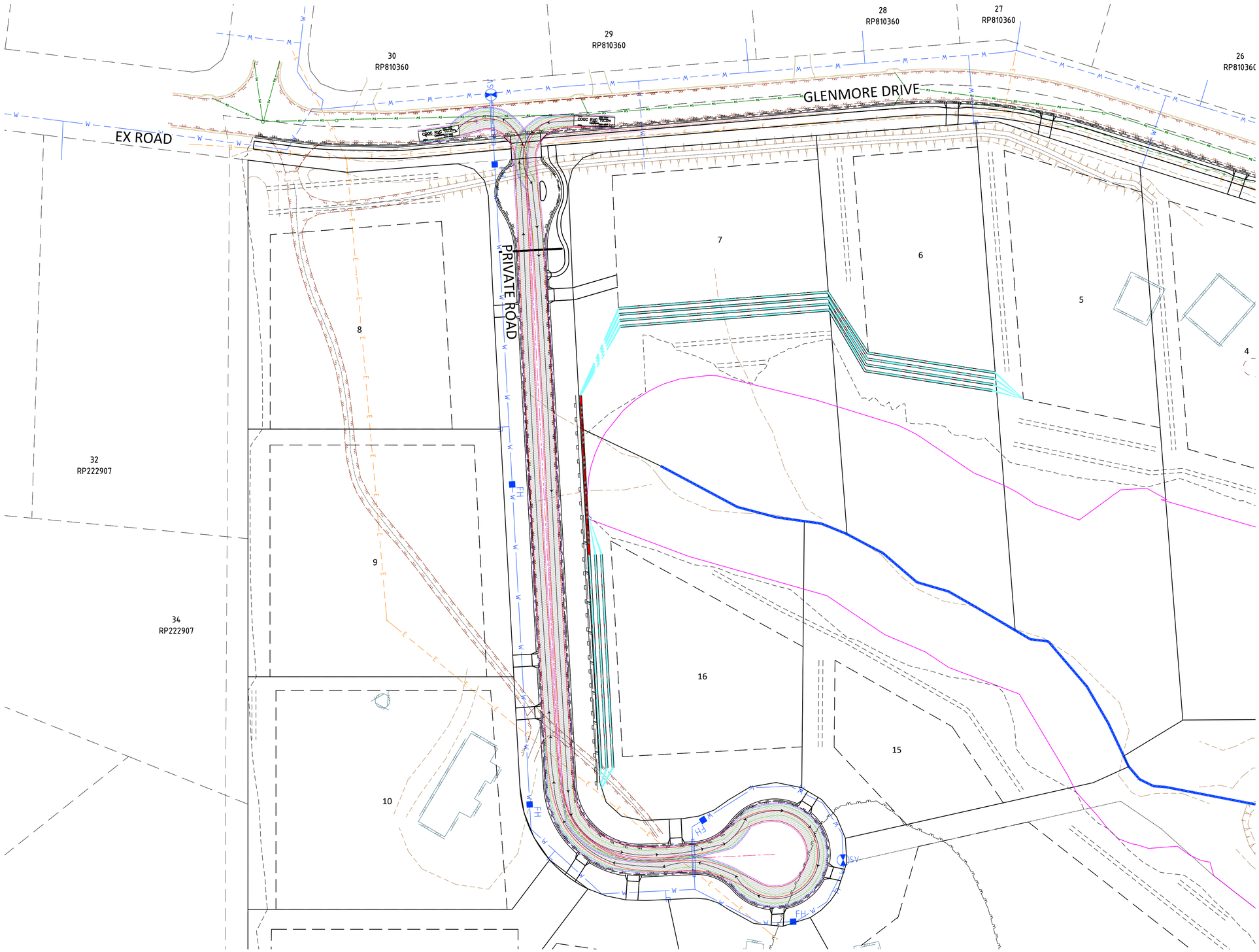
## LEGEND:

- 300mm CLEARANCE
- VEHICLE BODY ENVELOPE
- WHEELS SWEPT PATH




COGC RVC 10.2m

| | meters |
|---|---|
| Width | : 2.50 |
| Track | : 2.50 |
| Lock to Lock Time | : 6.0 |
| Steering Angle | : 36.7 |




SWEPT PATH LAYOUT PLAN 1
SCALE: 1:500

DETAILED DESIGN
NOT FOR CONSTRUCTION

1:1000 0 10 20 30 40 50m

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

| REV | DATE | REVISION DETAILS | APPROVED |
|---|---|---|---|
| C | 09.10.26 | CHANGED AS RFI | JW |
| B | 06.07.26 | LAYOUT UPDATED | JW |
| A | 25.03.26 | DETAILED DESIGN | JW |

RPEQ No. 31580
J.WEBSTER
09-10-2026

PROJECT
PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

| | |
|---|---|
| DRAWN | TT |
| DESIGNED | TV |
| CHECKED | JW |
| APPROVED | JW |
| DATE | FEB 26 |
| GRID REF. | AHD |

CLIENT
SALT DEVELOPMENT SERVICES

TITLE
SWEPT PATH LAYOUT PLAN 1

DRAWING NO. LC25079.C380

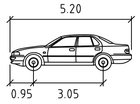
REV. C

## LEGEND:

300mm CLEARANCE

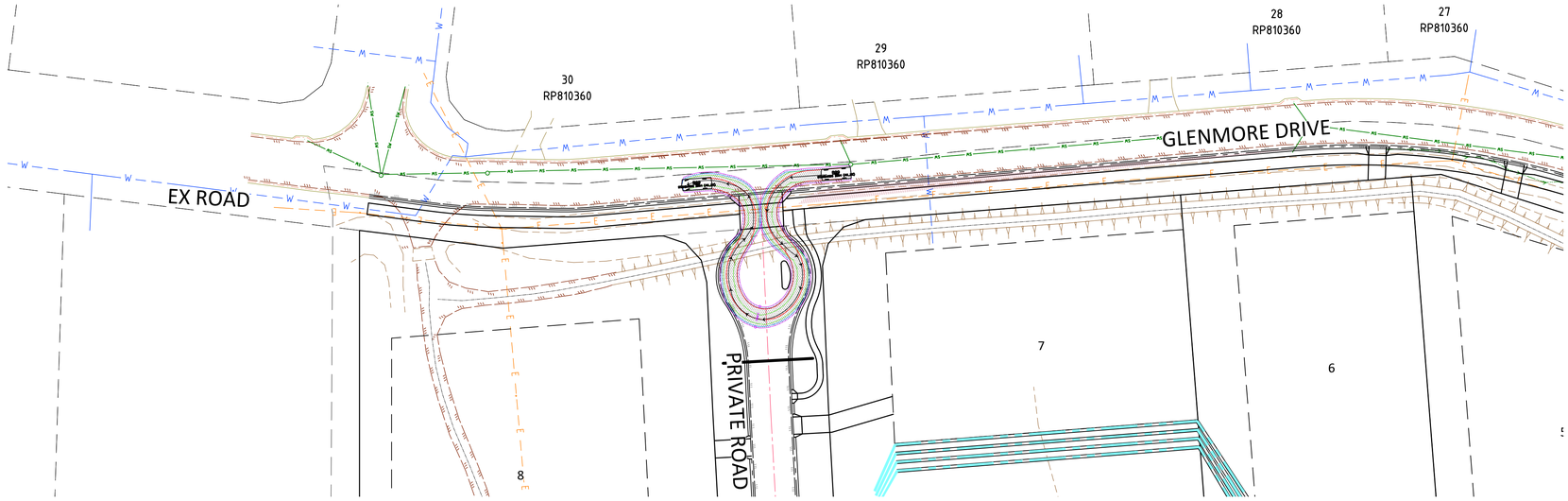
VEHICLE BODY ENVELOPE

WHEELS SWEPT PATH




B99

| | | meters |
|---|---|---|
| Width | : | 1.94 |
| Track | : | 1.84 |
| Lock to Lock Time | : | 6.0 |
| Steering Angle | : | 33.9 |




SWEPT PATH LAYOUT PLAN 2

SCALE: 1:500

DETAILED DESIGN

NOT FOR CONSTRUCTION

1:1000 0 10 20 30 40 50m

Legend Consultants

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A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE

| REV | DATE | REVISION DETAILS | APPROVED |
|---|---|---|---|
| C | 09.10.26 | CHANGED AS RFI | JW |
| B | 06.07.26 | LAYOUT UPDATED | JW |
| A | 25.03.26 | DETAILED DESIGN | JW |

RPEQ No. 31580

J.WEBSTER
09-10-2026

PROJECT

PROPOSED 18 LOT RURAL RESIDENTIAL SUBDIVISION
98 GLENMORE DRIVE, BONOGIN

| | |
|---|---|
| DRAWN | TT |
| DESIGNED | TV |
| CHECKED | JW |
| APPROVED | JW |
| DATE | FEB 26 |
| GRID REF. | AHD |

CLIENT

SALT DEVELOPMENT SERVICES

TITLE

SWEPT PATH LAYOUT PLAN 2

DRAWING NO. LC25079.C381

REV. C