
Client
O Dev

Date
22 May 2026

Transport Impact Assessment Report

Proposed Subdivision

391-397 Park Ridge Road, Park
Ridge

ratio:

Project
391-397 Park Ridge Road, Park Ridge

Prepared for
O Dev

Our reference
22684T

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Acknowledgement of Country

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

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1. Introduction

1.1. Overview

Ratio Consultants has been engaged by O Dev to complete a transport impact assessment for the proposed residential subdivision located at 391-397 Park Ridge Road.

A summary of the key development details relevant to transport matters is provided as follows:

- A total of 64 lots; and
- Vehicular access to the site is proposed by the internal road connections as a part of the existing approvals to the east and west of the site.

1.2. Contents of this Report

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

- Vehicle access and circulation throughout the subdivision;
- The adequacy of the proposed car parking provision for the subdivision;
- Subdivision servicing review for heavy vehicles and waste collection vehicles;
- Pedestrian and cyclist connectivity throughout the subdivision and the surrounds; and
- Anticipated traffic generation and impacts.

1.3. References

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

- Plans for the proposed development prepared by Ratio Consultants is provided within Appendix A of this report.
- Australian/New Zealand Standard, Parking Facilities Part 1: Off-Street Car Parking (AS/NZS2890.1:2004).
- Australian Standard, Parking Facilities Part 5: On-Street Parking (AS2890.5:1993).
- Australian/New Zealand Standard, Off-Street Commercial Vehicle Facilities (AS/NZS2890.2:2018).
- Logan Planning Scheme 2015.
- A desktop inspection of the site and surrounds.
- Other documents as nominated.

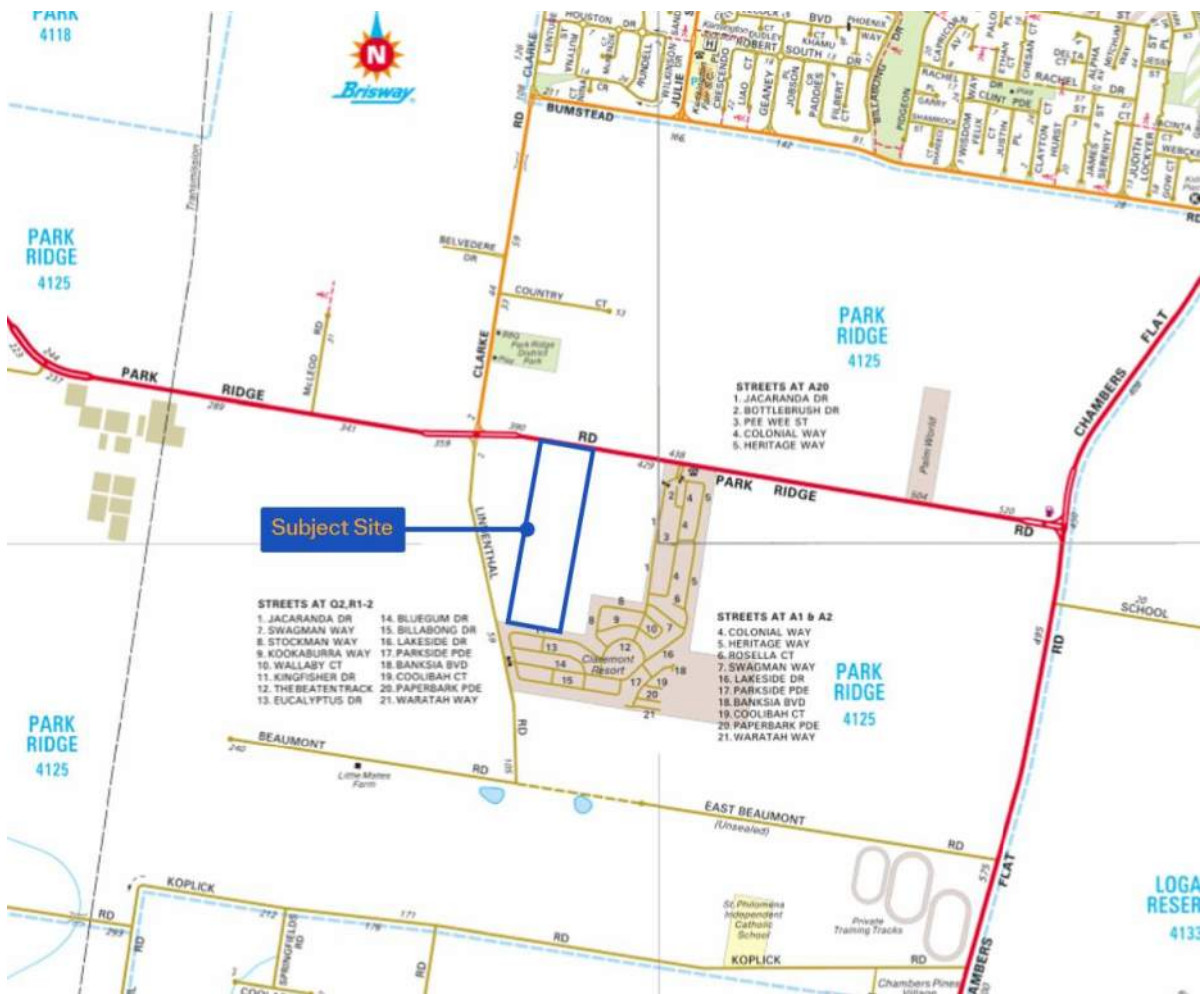
2. Existing Conditions

2.1. Site Location

The subject site is located at 391-397 Park Ridge Road (formally Lot 20 on RP94215), on the southern side of Park Ridge Road, to the east of the intersection of Park Ridge Road, Clarke Road and Lindenthal Road, in Park Ridge.

The site and surrounding road network are shown in Figure 2-1 below.

Figure 2-1: Subject Site and Surrounds



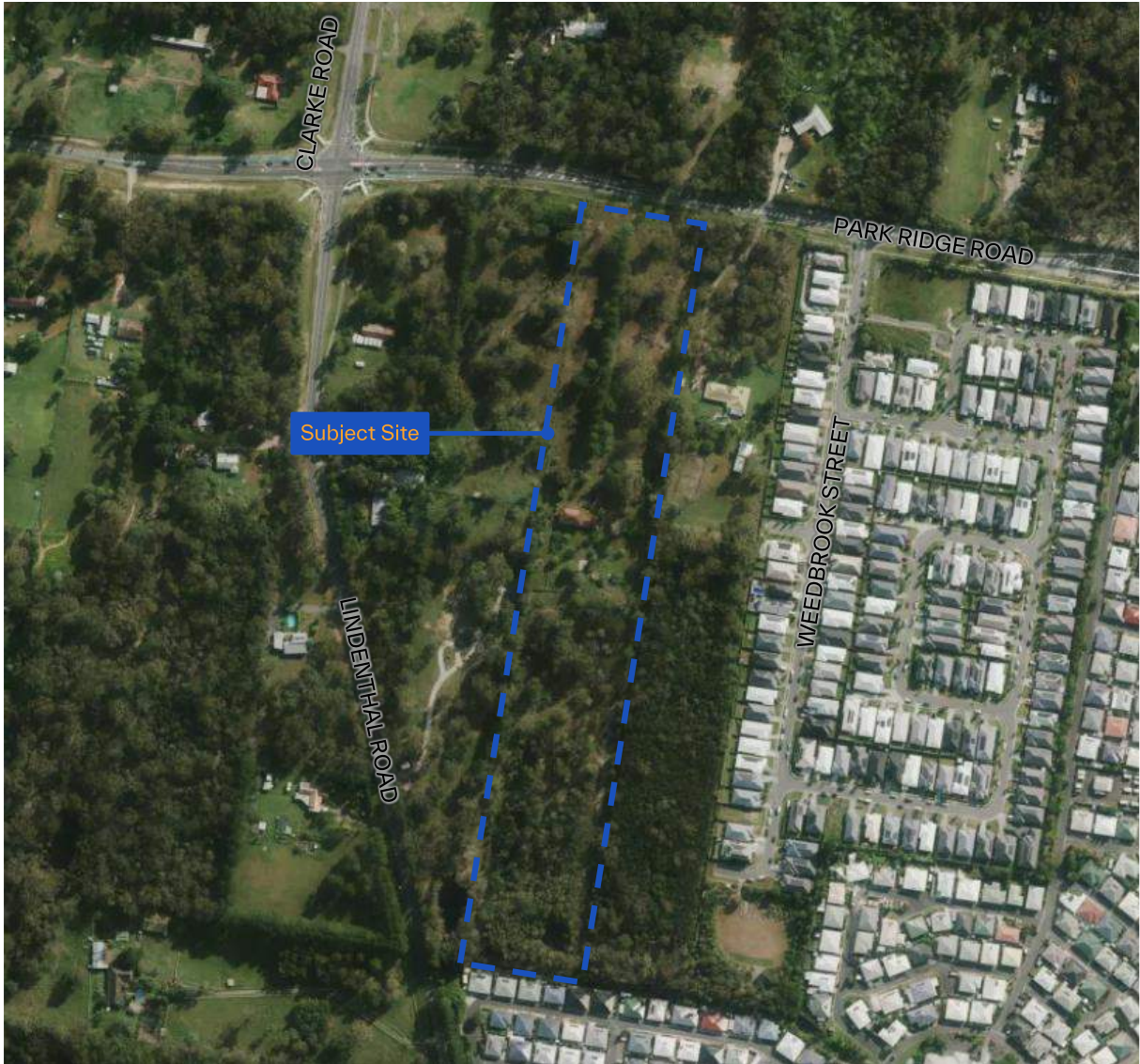
Source: Brisways

2.2. Existing Site Features

There is an existing vehicular access point connecting directly to Park Ridge Road, located centrally along the northern site boundary. The site is currently occupied by a single storey dwelling and vegetation.

An aerial view of the subject site is illustrated in Figure 2-2.

Figure 2-2: Aerial View of Subject Site



Source: Landchecker

2.3. Road Network

Existing Road Network Conditions

A summary of the existing road network surrounding the subject site is shown in Table 2-1 below.

Table 2-1: Existing Road Network Summary

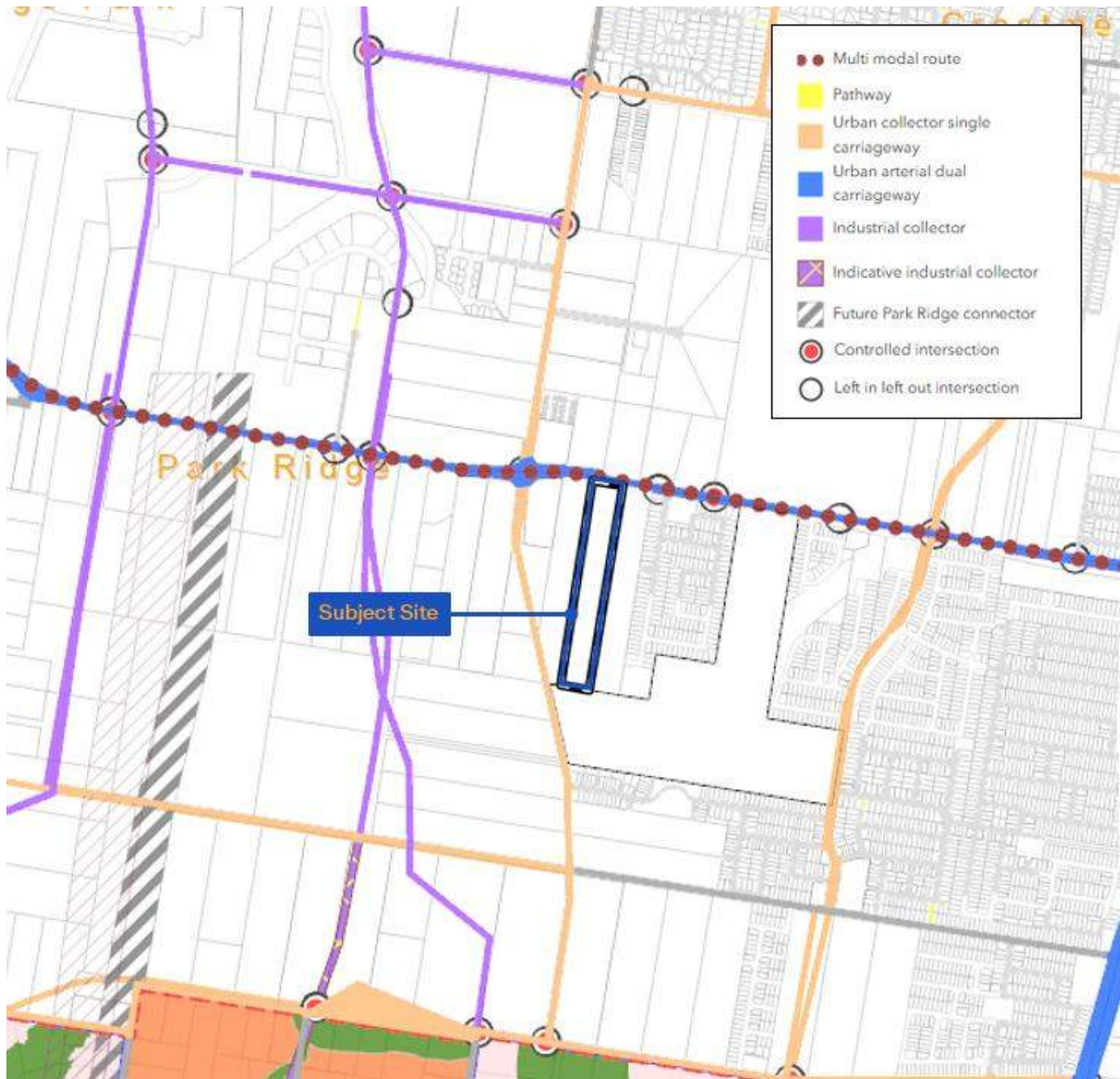
Road Name	Hierarchy	Posted Speed Limit	Typical Form
Park Ridge Road	Urban Arterial Dual Carriageway	70 km/h	Two way, undivided
Lindenthal Road	Urban Collector Single Carriageway	60 km/h	Two way, undivided
Clarke Road	Urban Collector Single Carriageway	70 km/h	Two way, undivided
Weedbrook Street	Urban Access Street	50 km/h	Two way, undivided

Planned Road Network

The subject site is located within the 'Park Ridge general planning layout' and 'Park Ridge South and Chambers Flat general planning layout' areas, which demonstrates Council's intentions to upgrade the road network in the surrounding catchment area.

The location of the site relative to the future road network is illustrated in Figure 2-3.

Figure 2-3: Future Road Network Planning



Source: Logan Planning Scheme 2015

Park Ridge Road is planned to be upgraded to a six (6) lane median divided arterial road as its ultimate condition format. This will include a 37m reserve, a 6m wide median, two 11.5m wide carriageways (with two travel lanes and a transit lane for future public transport) and two 4m wide verges on either side. Land resumption has been allowed for in the land on either side of Park Ridge Road for this future upgrade.

Future Bicycle Network

The future road network upgrades are to include bicycle infrastructure along Park Ridge Road, Clarke Road, Lindenthal Road and several other roads surrounding the site. The future bicycle network is illustrated in Figure 2-4 below.

Figure 2-4: Future Bicycle Infrastructure



Source: Logan Planning Scheme 2015

3. Proposed Development

The proposed subdivision comprises of the following key elements summarised in Table 3-1.

Table 3-1: Development Summary

Proposed Use	Size/Number	
Subdivision (Dwelling House)	64 lots, all front loaded	
Transport Infrastructure		
Pedestrian Access	Pedestrian footpaths are proposed to be provided on both sides of the road, consistent with the cross-section road design standard for an Urban Access Road.	
Vehicle Access	The overall site is proposed to be accessed via Lindenthal Road through the adjoining subdivision to the west of the site, and via Park Ridge Road through the continuation of the existing road network in the subdivision to the east of the site.	
Parking	Off-Street Car Parking Spaces	2 car parking space per dwelling
	On-Street Parking Spaces	In between crossover locations
Loading	The site is accessible by 12.5m HRVs.	

4. Car Parking Supply

The minimum car parking requirements have been reviewed in the following sections against the relevant requirements of Part 9.4.7 of the Logan Planning Scheme (LPS).

4.1. Car Parking Requirements

Table 9.4.7.3.2 from Part 9.4.7 of the LPS outlines the required minimum car parking provision rates.

In this instance, the LPS does not specify a minimum car parking rate for a dwelling house use and car parking for the proposed development is to be provided to the satisfaction of Council.

Therefore, the proposed lot layout provides opportunities for at least two (2) on-site car parking spaces per dwelling to be used by residents.

Visitor car parking provisions are not required for the dwelling land use. However, these can be accommodated using on-street car parking provisions.

4.2. On-Street Car Parking Provision

Each lot frontage is proposed to be a minimum of 10.6m or wider which may accommodate a minimum of one (1) on-street parking space between each driveway crossover location and can be used by visitors.

4.3. Adequacy of Car Parking Supply

Whilst no rate has been provided in Part 9.4.7 of the LPS for Dwelling House, similar uses are provided for Dual Occupancy - 2 spaces per dwelling, 1 of which is covered and no requirement for visitors.

Therefore, proposed parking provision of two (2) spaces per dwelling exceeds this benchmark and is appropriate based on the nature and scale of dwellings in this instance.

5. Access & Car Parking Layout

5.1. Reconfiguring a Lot Code Assessment

Part 9.4.6 of the LPS outlines performance benchmarks for Reconfiguring A Lot applications. The proposed development meets the following performance benchmarks from this code, relevant to traffic and transport:

- PO6/AO6 - The development proposes all lots to be front loaded and accessed via an internal road network designed with a minimum road reserve width of 15.5m (allowance for Urban Access Street and Urban Access Road, in accordance with Table 3.4.4.2.1 of the LPS). According to the cross section for this road typology, there will be one lane of traffic in each direction to support simultaneous vehicle movement along the frontage of each lot. The road typologies in the subdivision plan have been illustrated in Figure 5-3, with each cross section shown in Figure 5-1, Figure 5-2, and summarised in Table 5-1 below.
- PO6/AO6 - Each lot frontage and the proposed road cross section will provide manoeuvring to and from each lot as expected within a residential subdivision.
- PO9/AO9 - All lots will be provided with a crossover and driveway designed in accordance with the IPWEAQ standard civil drawings (RS-050) to support ingress and egress movements from each lot. This also satisfies PO9 from Table 9.4.7.3.1 from Part 9.4.7.
- PO10/AO10 - The internal road network cross section will include 1.2m wide pathways along the frontage of all lots, enabling pedestrian movement throughout the site and creating connectivity to the neighbouring residential catchments.
- PO11/AO11 - The waste generated by each lot is to be collected from kerbside by Council using a side loader refuse collection vehicle. The internal road network has been reviewed to ensure that a waste collection vehicle to circulate the proposed subdivision in both directions to ensure each lot can be adequately serviced.

Table 5-1: Proposal Road Hierarchy

Road Type	Road Reserve Width	Carriageway Width	Verge Width	Footpaths
Urban Access Road	15.5m	7.5m	4m on both sides	1.5m on both sides
Urban Access Street	15.5m	7.5m	4m on both sides	None

Figure 5-1: Urban Access Road Cross Section (LLC 8-00375)

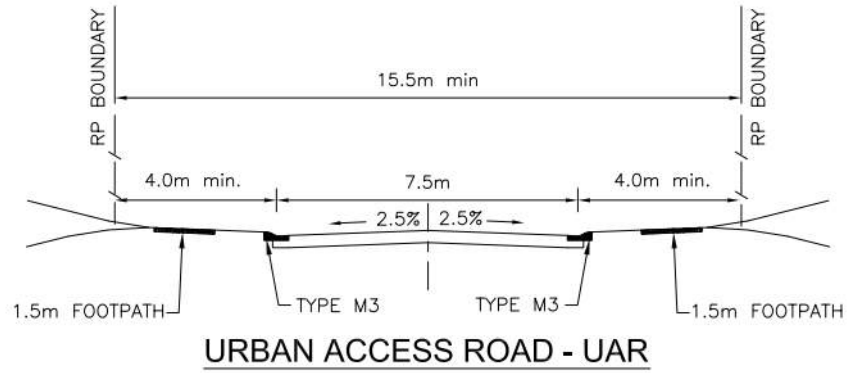


Figure 5-2: Urban Access Street Cross Section (LLC 8-00373)

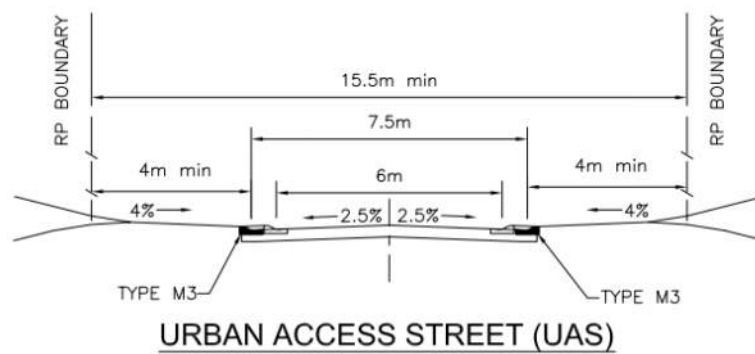
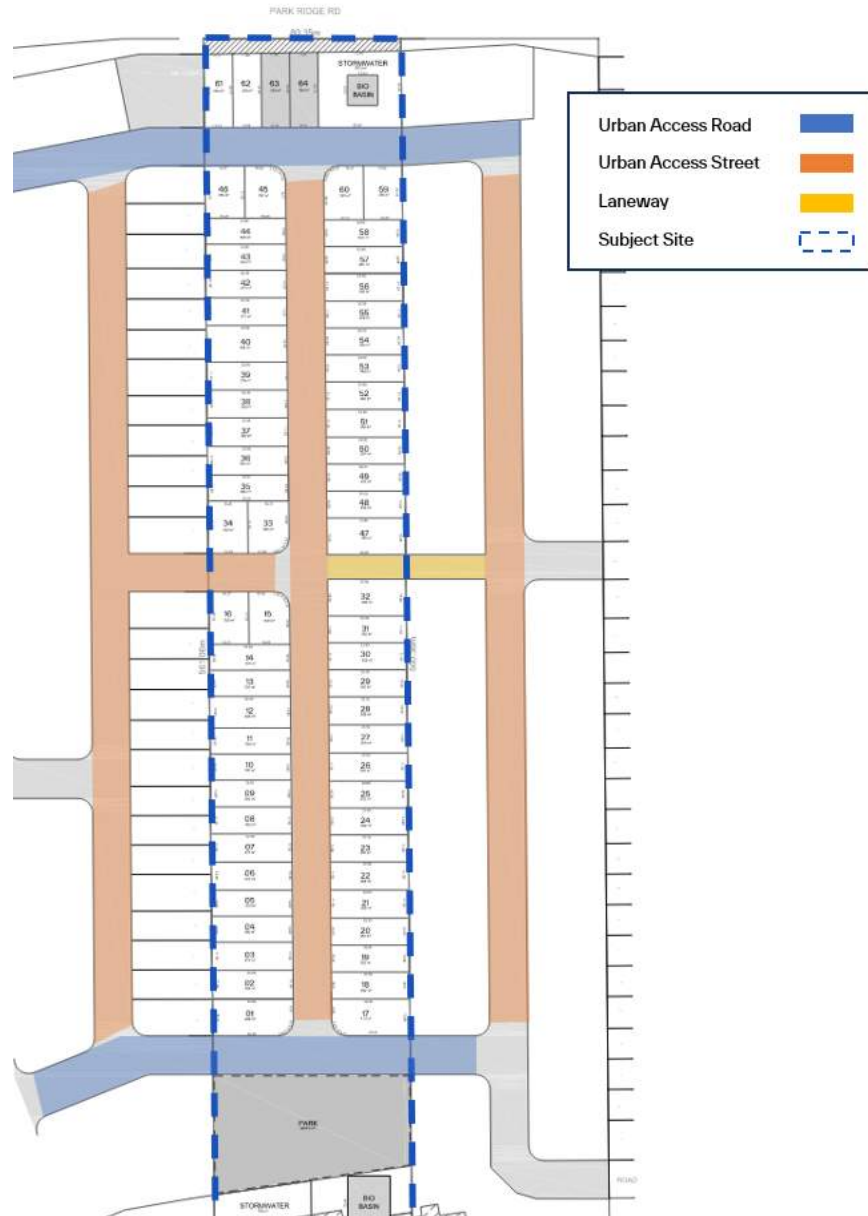


Figure 5-3: Proposal Road Hierarchy



Source: Proposal plans prepared by Ratio Consultants

5.2. Access Arrangements

Development Access

The Development is proposed to be accessed in a staged manner with no direct access to Park Ridge Road in the ultimate scenario. These connections are anticipated to be staged in the following manner:

- First Connection;
 - Access to/from Lindenthal Road using the access intersection currently under construction for the development located on Lot 2 RP 164124 (OW/330/2024); and
- Second Connection;
 - Access to/from Park Ridge Road via Weedbrook Street/March Avenue and the future proposed road through Lot 19 RP 94215.

The first connection is currently under construction and Figure 5-4 shows the progress as of 10th April 2026.

Figure 5-4: Lindenthal Road Access Connection



Source: Nearmap 10th April 2026

Potential Access from Park Ridge Road

A potential access location has been indicated on the development layout plans (Figure 5-5) from Park Ridge Road which is proposed to be temporary in nature until such time that the other connections are completed.

Extensive review of this location has not been undertaken, given the progressed state of the Lindenthal Road connection (Figure 5-4). If the connection to Lindenthal Road fails to reach maturity prior to the construction of the proposed development, an additional assessment can be undertaken to outline the suitability of the potential temporary access location.

Figure 5-5: Potential Temporary Access.



Access to Proposed Lots

Each lot is proposed to be accessed via a crossover connecting to the adjoining internal road. Crossovers have been designed in accordance with the urban residential driveway standard drawing (IPWEAQ RS-050) as specified in Part 3.4.5 of the LPS.

5.3. Off-Street Carparking

As noted in Part 3 from Schedule 6.2.5 of the LPS, the design of car parking and access arrangements (on and off-street) refers to Australian Standards and/or the Manual of Uniform Traffic Control Devices. Accordingly, the proposed layout meets the design requirements as follows:

- It is recommended that double garages are provided for houses within each lot, with a minimum width of 5.4m (for two (2) spaces, plus 300mm of clearance on each side allowed for door opening) and length of 6m, accessed via a driveway from the adjoining road. The internal headroom provided is to be at least 2.2m. This meets the requirements pursuant to Clause 5.3 and 5.4 of the AS/NZS2890.1:2004.
- The proposed minimum lot frontages are consistent with those observed in the neighbouring approved subdivisions which includes provision for a crossover and an on-street parking space for each lot.

5.4. Service Vehicles

Part 9.3.2 of the LPS does not specify a minimum service vehicle requirement for dwelling houses. Loading demands generated by dwellings of this scale and nature can typically be serviced by vans or Small Rigid Vehicles (SRV, up to 6.4m in length), which can prop within each dwelling driveway on an as required basis.

Notwithstanding this, vehicles up to a Heavy Rigid Vehicle (HRV, 12.5m in length) can access and circulate the subdivision. The swept path assessment outputs provided in Appendix B demonstrate that the design and layout of the internal subdivision road network can support simultaneous movement between HRVs and B99 (99.8th percentile) vehicles at each intersection.

Based on the above, the servicing provisions for the proposed subdivision is considered appropriate.

5.5. Waste Collection Arrangements

Logan City Council's Waste Collection Services Policy outlines that Council will collect waste for all domestic premises (i.e. a single unit private dwelling as per Section 3 of Local Law No. 8). Accordingly, the internal road network has been designed to consider Council waste collection services.

Specifically, the following requirements pursuant to Section 2.6 of Schedule 6.2.9 of the LPS in relation to waste collection vehicle access and manoeuvrability has been met by the proposal:

- The Refuse Collection Vehicle (RCV) can access and travel through the subdivision in a forwards direction without needing to complete a turnaround manoeuvre;
- The internal road network has been designed to support vehicle movements for the RCV during waste collection (road hierarchy as discussed in Section 5.1 of this report);
- A swept path assessment included in Appendix B has been undertaken for a 12.5m HRV to ensure that collection from either side of the road can be undertaken appropriately with provision of bin locations. The corner lots have been size to allow for a driveway crossover and two (2) bins to be places as far as practically possible from the corner tangents. The 12.5m HRV represents the largest vehicle which will operate on Queensland streets and exceeds the dimensions for any RCV outlined in Section 2.6 of Schedule 6.2.9 of the LPS.

The RCV arrangement are considered reasonable and in alignment with LPS and adjacent approvals.

6. Active Transport Considerations

6.1. Pedestrians

As discussed in Section 5.1, the proposed internal road network will include footpaths on the Urban Access Roads connecting the proposed lots to the existing pathway network in the neighbouring developments, to Park Ridge Road and Lindenthal Road.

In consideration of the above, the proposed pedestrian facilities are considered to be satisfactory.

6.2. Cyclists

As discussed in Section 2.3, there is currently limited bicycle infrastructure near the site however the LPS outlines that Park Ridge Road and Lindenthal Road will be upgraded to include on-street bicycle lanes (future major and district bicycle routes), to provide a connection to/from the site to the wider residential catchment, public transport, public amenities and other everyday services near the site. The future bicycle infrastructure near the site is outlined in Figure 2-4.

This will support residents to complete their daily errands and commuting, and visitors to travel to/from the site, using a bicycle instead of a private motor vehicle. Accordingly, the subdivision will be well supported from a cycling perspective due to the future road corridor upgrades as per the LPS.

7. Traffic Assessment

7.1. Traffic Generation

For the purpose of estimating the site generated traffic volumes from the proposed development, reference has been made to the Guide to Traffic Impact Assessment prepared by TfNSW (a generally industry accepted guide to development traffic generation).

The GTIA recommends a traffic generation rate for low density residential developments of 0.85 movements per dwelling, in each of the AM and PM peak periods.

Residential traffic typically observes the following traffic distribution splits in the peak hours as follows:

- AM Peak: 80% outbound and 20% inbound; and
- PM Peak: 40% outbound and 60% inbound.

On this basis, the estimated traffic generated by the site in the AM and PM peak hours is summarised in Table 7-1.

Table 7-1: Proposal Traffic Generation Estimates

	AM Peak Hour	PM Peak Hour
Inbound	11 vph	33 vph
Outbound	44 vph	22 vph
Total	55 vph	55 vph

Accordingly, the proposed development is estimated to generate up to 55 vehicle movements in each of the AM and PM peak periods, roughly equal to one (1) movement every minute on average.

Access Distribution

As discussed in Section 5.2 of this report, an ultimate access distribution has been adopted, as follows:

- Lindenthal Road to/from 50%; and
- Park Ridge Road to/from 50%.

7.2. Traffic Distribution

The traffic distribution to/from the site along the external road network is illustrated in Figure 7-1 and Figure 7-2.

Figure 7-1: Site Generated Traffic - Lindenthal Road / Site Access



Figure 7-2: Site Generated Traffic - Park Ridge Road / Weedbrook Street



Based on the site generated traffic distributed across Lindenthal Road and Park Ridge Road access points is not anticipated to create any adverse impacts to the operation of the surrounding road network. The traffic generation and distributed onto the local road network is anticipated and consistent with previous approvals and intent of the zoning, therefore will provide a negligible impact beyond the existing approvals.

8. Conclusion

It is proposed to construct a residential subdivision comprising a total of 64 lots on land at 391-397 Park Ridge Road in Park Ridge. Based on the assessment contained within this traffic report, the following conclusions have been reached:

- Each lot can accommodate a minimum of one (1) on-site parking space for use by residents, and on-street parking will be available for use by visitors.
- All lots are proposed to be front loaded from the internal road network, which is composed of Urban Access Roads, Urban Access Streets and a Laneway. The general layout and design of the lots and internal road network is in accordance with the relevant performance outcomes of the Reconfiguring a Lot Code.
- The swept path assessment has verified the following:
 - The internal road network can be accessed by vehicles up to a Heavy Rigid Vehicle (up to 12.5m in length);
 - The intersections can support simultaneous movement between a B99 and HRV; and
 - HRVs can access both sides of the road suitable for kerbside waste collection from each lot.
- The proposal is estimated to generate up to 55 vehicle movements in each of the AM and PM peak periods (average of 1 vehicle movement per minute). In consideration of the nature of the wider road network and the intended upgrades, this level of traffic is anticipated to have minimal impact to the performance of the road network.

In summary, the proposed development is considered satisfactory from a transport perspective.

Appendix A – Development Plans



- Legend**
- Site Boundary
 - Park (Design TBC)
 - Potential Temporary Access
 - Road Resumption (460m²)
 - Bio Basin
 - Detention Basin

Total Property Area: 4.4612 Ha
 Proposed Residential Lots: 64

Preliminary Lot Mix:
 350 - 374 m² : 50
 375 - 399 m² : 8
 400 - 500 m² : 6

Average Lot Size

Revision A (Previous): 396.4 m²
 60 No. Residential Lots

Revision D (Current): 369.1 m²
 65 No. Residential Lots

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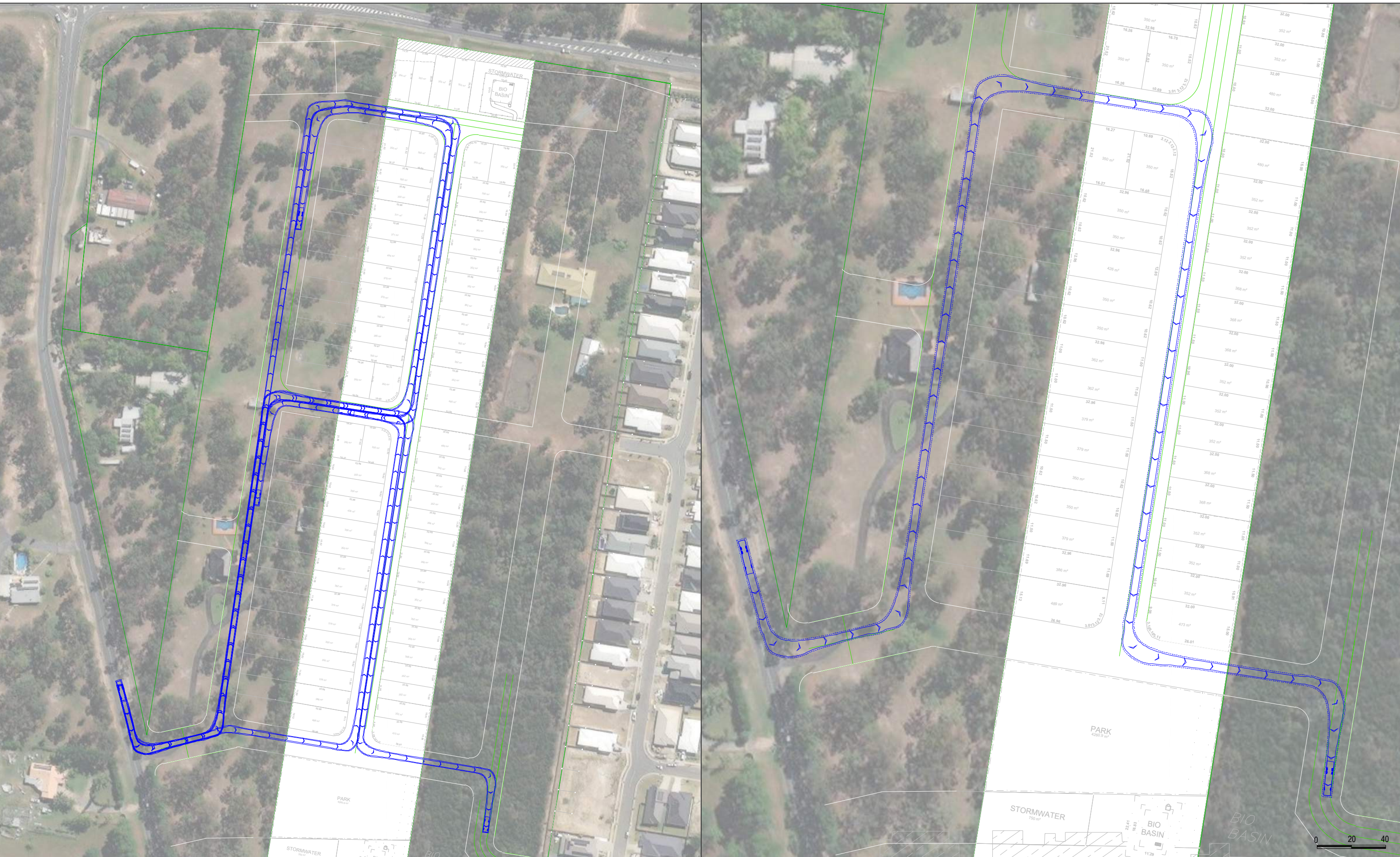
CLIENT:
 Oliver Tsai

DRAWING TITLE:
 Concept Subdivision Plan
 of Lot 20 on RP94215

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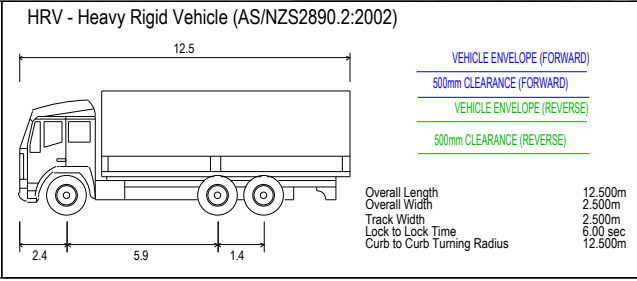
Appendix B – Swept Path Assessment

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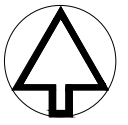
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Proposed Residential Subdivision 391-397 Park Ridge Road, Park Ridge Swept Path Assessment

NOTE:
 1) Base Plan provided by Ratio Consultants on 2025.12.08
 2) Maximum Design Speed 10km/h

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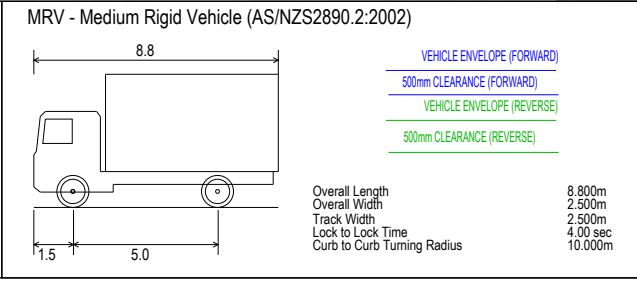


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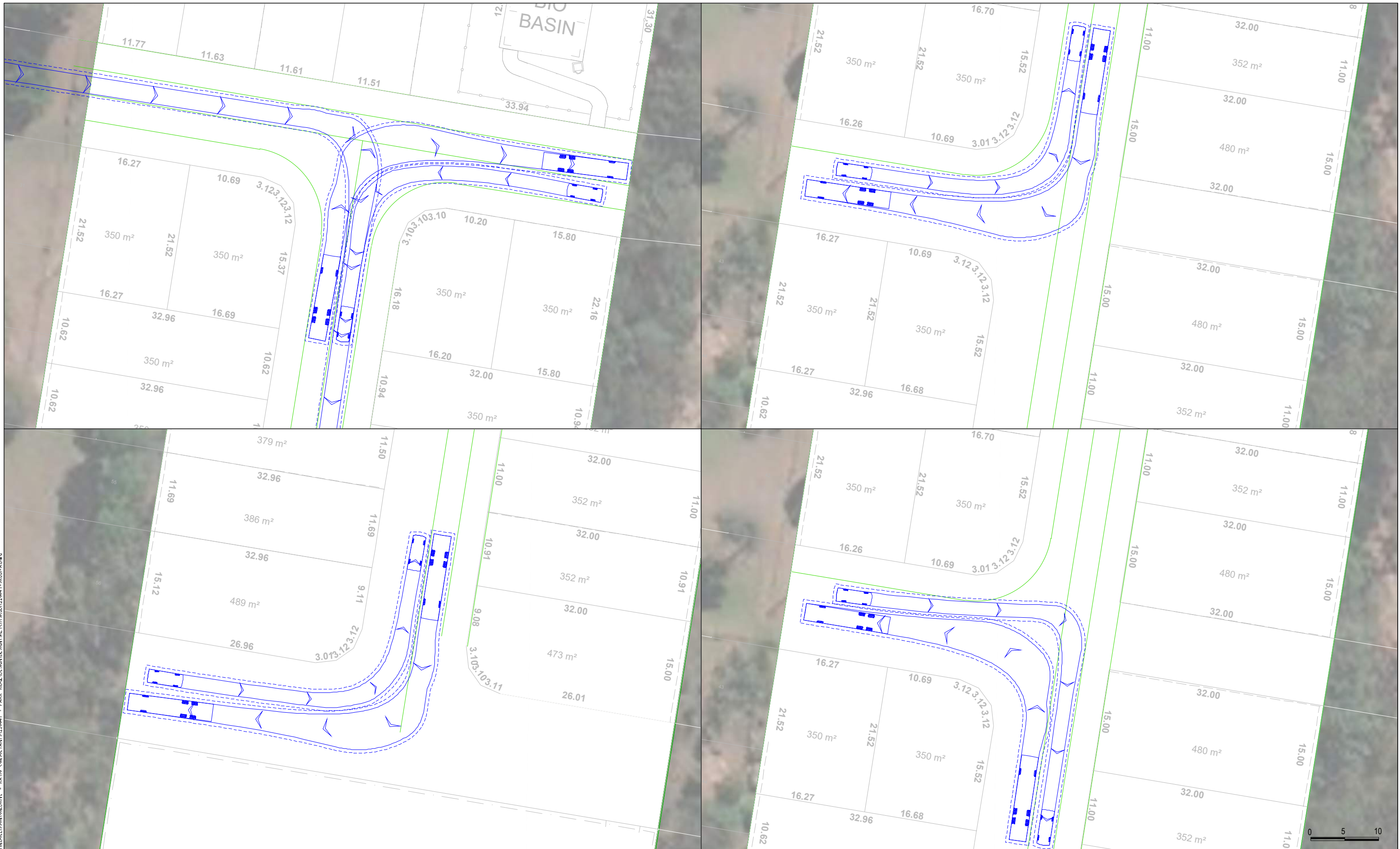


Proposed Residential Subdivision 391-397 Park Ridge Road, Park Ridge Swept Path Assessment

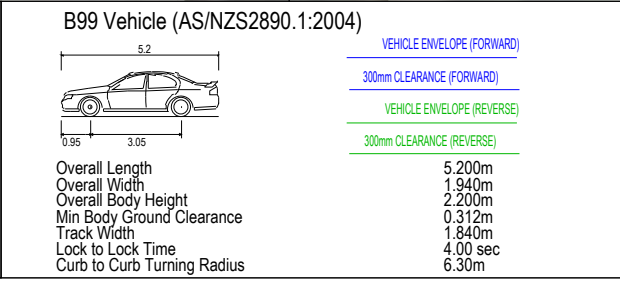
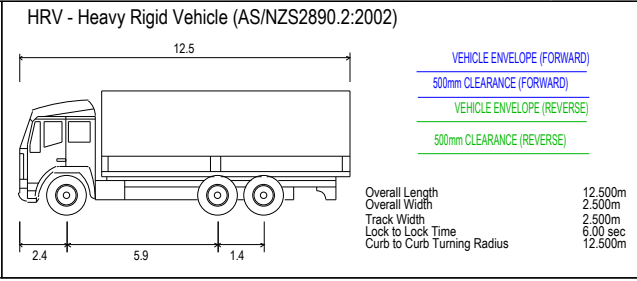
NOTE:
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 2) Maximum Design Speed 10km/h

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Proposed Residential Subdivision
391-397 Park Ridge Road, Park Ridge
Swept Path Assessment

NOTE:
 1) Base Plan provided by Ratio Consultants on 2025.12.08
 2) Maximum Design Speed 10km/h

RATIO REFERENCE 22684T-SK001-A	SHEET No. 3 of 3	APPROVED BY C.G. (RPEQ: 28299)	SCALE 1:500 @A3	DATE 18/12/2025
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Appendix C – LPS SAP Code Response

9.4.7 Servicing, access and parking code

9.4.7.1 Application

1. This code applies to:
 - a. material change of use:
 - i. that is accepted development (subject to requirements) or code assessable and for which the Servicing, access and parking code is identified in the 'assessment benchmarks for assessable development and requirements for accepted development' column in a table of assessment in section 5.5 - Categories of development and assessment - Material change of use in Part 5 - Tables of assessment;
 - ii. that is made impact assessment in a table of assessment in section 5.5 - Categories of development and assessment - Material change of use or section 5.9 - Categories of development and assessment - Local plans in Part 5 - Tables of assessment;
 - b. reconfiguring a lot:
 - i. that is code assessable and for which the Servicing, access and parking code is identified in the 'assessment benchmarks for assessable development and requirements for accepted development' column in Table 5.6.1 - Reconfiguring a lot in Part 5 - Tables of assessment;
 - ii. made impact assessable in Table 5.6.1 - Reconfiguring a lot in Part 5 - Tables of assessment;
 - c. operational work being a driveway crossover or infrastructure work that is constructing a car park area that is accepted development (subject to requirements) or code assessable and for which the Servicing, access and parking code is identified in the 'assessment benchmarks for assessable development and requirements for accepted development' column Table 5.8.1 - Operational work in Part 5 - Tables of assessment.
2. When using this code, reference should be made to section 5.3.2 - Determining the category of development and category of assessment and, where applicable, section 5.3.3 - Determining the 'assessment benchmarks for assessable development and requirements for accepted development' located in Part 5 - Tables of assessment.

9.4.7.2 Purpose

1. The purpose of the code is to ensure that development satisfies the demand for parking and provides safe, functional and legible parking, access and servicing.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. parking, access and servicing areas:
 - i. satisfy the expected demand for the number and type of vehicles, motorcycles and bicycles;

- ii. are safe and functional and have easy way finding;
- iii. protect the movement network.

9.4.7.3 Assessment benchmarks for assessable development and requirements for accepted development

Part A - Requirements for accepted development (subject to requirements) and assessment benchmarks for assessable development

Table 9.4.7.3.1 - Service, access and parking code: accepted development (subject to requirements) and assessable development

Performance outcomes	Acceptable outcomes	Comments
For accepted development (subject to requirements) and assessable development		
Provision of parking spaces for vehicles		
<p>PO1 Vehicle parking, loading and servicing and pick up/set down areas are provided that satisfy the expected demand for the number and type of vehicles likely to be generated by a use having regard to:</p> <ul style="list-style-type: none"> a. the particular circumstances of the premises including the: <ul style="list-style-type: none"> i. nature, intensity and hours of operation of the use; ii. desirability of providing a car park and attracting vehicles to the premises; iii. maximum number of employees and customers to be on the premises at any one time; iv. size, levels and dimensions of the premises; 	<p>AO1 Vehicle parking, vehicle washing, loading and servicing and pick up/set down areas are provided:</p> <ul style="list-style-type: none"> a. for a use listed in Table 9.4.7.3.2 - Vehicle parking and servicing, to comply with columns 2 to 5 of Table 9.4.7.3.2 - Vehicle parking and servicing; b. for a use not listed in Table 9.4.7.3.2 - Vehicle parking and servicing, in accordance with a car parking assessment report to be provided to the local government and prepared in accordance with Part 2 of Planning scheme policy 5 - Infrastructure. <p>Editor's note - For building work, Car parking for people with a disability is to be provided in accordance with Table D3.5 - Carparking spaces for people with a disability in the Building Code of Australia.</p>	<p>The proposal complies with AO1 for Provision of parking spaces for vehicles.</p> <p>The lot sizing is consistent with provision of two car garages in each lot and provision of at least one on-street car park space between driveway crossovers can be accommodated.</p>

<p>b. the proximity of the premises to an existing or future Parking station, other available car park or public transport facility.</p>		
<p>PO2 Development with a security gate provides accessible visitor vehicle parking in front of the security gate where: a. for an Accommodation activity; or b. not for an Accommodation activity, access to car parking areas is obstructed during hours of operation.</p>	<p>AO2 Development with a security gate provides visitor vehicle parking that complies with Table 9.4.7.3.4 - Visitor parking spaces for uses incorporating a security gate.</p>	<p>N/A for the proposed residential development</p>
<p>PO3 A car park not being a Parking station provides free and unobstructed access for the use by employees and visitors during the normal hours of operation of the use.</p>	<p>AO3 A use, other than a Residential activity or a Parking station, provides vehicle parking that: a. is kept, used and maintained exclusively for car parking; b. is accessible to all employees and visitors during the normal hours of operation of the use with no encumbrance, fee or charge; c. does not have a gate, door or similar device that restricts vehicular access by employees or visitors.</p>	<p>N/A for the proposed residential development</p>
<p>Provision of motorcycle parking</p>		
<p>PO4 Motorcycle parking is provided that is safe and functional.</p>	<p>AO4 Motorcycle parking is provided to comply with section 2.4.7 of AS2890.1:2004 - Parking facilities - Off street car parking.</p>	<p>N/A for the proposed residential development</p>
<p>Provision of bicycle parking</p>		
<p>PO5</p>	<p>AO5</p>	<p>N/A for the proposed residential development</p>

Bicycle parking facilities are provided that: <ul style="list-style-type: none"> a. satisfy the likely demand for bicycle parking; b. are functional; c. are located close to a pedestrian entry to a building. 	Bicycle parking facilities comply with: <ul style="list-style-type: none"> a. the rate specified in column 7 of Table 9.4.7.3.2 - Vehicle parking and servicing; b. AS2890.3-1993 - Bicycle parking facilities. 	
Provision of vehicle manoeuvring area		
PO6 Development provides a safe and functional vehicle manoeuvring area.	AO6 Development provides a vehicle manoeuvring area that: <ul style="list-style-type: none"> a. enables vehicles to enter and exit the site in a forward motion where the development: <ul style="list-style-type: none"> i. is non-residential development; or ii. is for five or more dwellings; b. accommodates the design vehicle specified in Table 9.4.7.3.5 - Design vehicle for a manoeuvring area; c. complies with section 3.4.4.10 - Manoeuvring areas of Planning scheme policy 5 - Infrastructure. 	The proposal complies with AO6 for provision which provides manoeuvring as expected within a residential subdivision to each lot.
Vehicle washing bay		
PO7 A vehicle washing bay does not cause environmental harm.	AO7 A vehicle washing bay provides that run off is discharged to: <ul style="list-style-type: none"> a. a grassed area or permeable landscape area; or b. the sewerage system. 	N/A for the proposed residential development
Car park access		
PO8	AO8	As per AO6 the proposed complies with AO8

<p>Vehicular access to a car parking area has sufficient queuing space to ensure a vehicle does not queue on a road, cycleway or footpath.</p>	<p>Vehicular queuing space to a car parking area:</p> <ol style="list-style-type: none"> a. does not provide a turning movement, intersecting aisle or a speed hump in a queuing area; b. complies with Table 9.4.7.3.3 - Queuing spaces; c. complies with Table 9.4.7.3.6 - Queuing requirements for particular uses. 	<p>for car park access which can be further defined during the application of dwellings for each lot.</p>
<p>Access and driveways</p>		
<p>PO9 A driveway is safe, functional and does not adversely affect infrastructure.</p>	<p>AO9 A driveway is designed and constructed to comply with section 3.4.5 - Design standards for access and driveways of Planning scheme policy 5 - Infrastructure.</p>	<p>The proposal complies with AO9 for provision Access to each lot via a typical residential driveway crossover.</p>
<p>Design and construction of a car parking area</p>		
<p>PO10 A car parking area is designed to:</p> <ol style="list-style-type: none"> a. provide easy way finding for pedestrians, cyclists and motorists; b. provide appropriately sized and line marked spaces in accordance with relevant Australian standards; c. provide a convenient and safe pedestrian network; d. provide safe and efficient vehicle circulation; e. provide a progressive reduction in the speed environment in moving between the road and a parking space; f. provide a safe sight distance at a potential conflict point; 	<p>AO10 A car parking area is designed and constructed in accordance with section 3.4.6 - Design standards for car parking of Planning scheme policy 5 - Infrastructure.</p>	<p>The proposal complies with AO10 as each lot will provide a driveway and garage within the property boundary.</p> <p>This is discussed in Section 5.3 of the traffic Impact assessment.</p>

<ul style="list-style-type: none"> g. provide for efficient and simple parking space search patterns; h. provide for uncongested public transport and service vehicle movements through the premises; i. keeps a heavy vehicle out of a parking aisle; j. ensure no heavy vehicle reverses across a pathway; k. prevent parking off a circulation road; l. prevent an adverse impact on the safety and efficiency of the existing or planned movement network; m. prevent a motorist from reversing on a road; n. prevent an unnecessary space that encourages illegal parking; o. address safety of users through appropriate lighting; p. be appropriately landscaped; q. be surfaced so as to be useable in all weather conditions; r. manage stormwater flows. 		
Waste management		
<p>PO11 Development layout provides for refuse servicing which:</p> <ul style="list-style-type: none"> a. is located wholly within the site; b. is clearly defined, safe and easily accessible; c. is designed to contain potential adverse impacts of servicing within the site; 	<p>AO11.1 Development ensures that an on-site service bay for refuse collection is designed:</p> <ul style="list-style-type: none"> a. to cater for the relevant refuse collection vehicle in Planning scheme policy 9 - Waste management; b. to ensure that the refuse collection vehicle can enter and exit the site in a forward 	<p>The proposal complies with AO11.1 and 11.2, the review takes into consideration a Logan Side Loading Refuse Collection Vehicle circulating the internal road layout in both directions.</p> <p>Further, the lot configuration has been reviewed to ensure sufficient bin location clear of road corner radius and driveway crossovers.</p>

<p>d. does not detract from the aesthetics or amenity of the surrounding area.</p>	<p>motion; c. to be located away from street frontages and screened from adjoining premises.</p> <p>AO11.2 Development provides on-site refuse collection and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in Planning scheme policy 5 - Infrastructure.</p>	<p>This is discussed in Section 5.5 of the traffic Impact assessment.</p>
<p>For assessable development</p>		
<p>Vehicle queuing</p>		
<p>PO12 Queuing associated with a drive through facility (including Service stations and Car washes) does not cause blockages to traffic on the road network. Note - Planning scheme policy 5 - Infrastructure provides guidelines on how to achieve this outcome.</p>	<p>AO12 No acceptable outcome provided.</p>	<p>N/A for the proposed residential development</p>

Table 9.4.7.3.2 - Vehicle parking and servicing

<p>Column 1 Use¹</p>	<p>Column 2 Minimum number of parking spaces²</p>	<p>Column 3 Minimum number of parking spaces for a: a. Centre zone where a principal centre or major centre; b. Medium density residential zone where not at Browns Plains or Park Ridge.</p>	<p>Column 4 Loading bay</p>	<p>Column 5 Pick-up / set down areas</p>	<p>Column 6 Minimum number of bicycle spaces</p>
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Adult store	1 space per 17m ² of GFA	1 space per 100m ² of GFA	√ (if more than 500m ² GFA)	Not required	1 space per 400m ² GFA / employee; plus 1 visitor space per 500m ² GFA
Agricultural supplies store	1 space per 100m ² of site area	Not applicable	√	Not required	No minimum
Animal husbandry	No minimum	Not applicable	Not required	Not required	No minimum
Animal keeping	A minimum of either: a. 4 spaces, if the premises is used for the boarding of animals; or b. 2 spaces, if the premises is not used for the boarding of animals.	Not applicable	Not required	Not required	No minimum
Aquaculture	1 space per employee; plus 1 visitor space.	Not applicable	√	Not required	No minimum
Bar	1 space per 10m ² of GFA bar area (excluding staff only areas); plus 1 space per 3 gaming machines for gaming machines	1 space per 100m ² of GFA.	√	Not required	No minimum

Brothel	5 spaces per 100m ² of GFA	Not applicable	Not required	Not required	No minimum
Bulk landscape supplies	1 space per 400m ² of site area with a minimum of 6 spaces	Not applicable	√	Not required	No minimum
Caretaker's accommodation	1 covered space	Not applicable	Not required	Not required	No minimum
Car wash	1 space per employee if not part of a Service station	1 space per employee if not part of a Service station.	Not required	Not required	No minimum
Childcare centre	1 space per equivalent full time employee based on the maximum number of employees on the premises at any one time plus 1 space per 10 approved places for children	1 space per equivalent full time employee based on the maximum number of employees on the premises at any one time plus 1 space per 10 approved places for children	√	Not required	No minimum
Club	1 space per 30m ² of GFA	1 space per 100m ² of GFA	√	√ (if more than 2,000m ² GFA)	No minimum
Community care centre	1 space per equivalent full time employee, based on the maximum number of employees on the premises at any one time plus 1 space per 10 visitors	1 space per equivalent full time employee, based on the maximum number of employees on the premises at any one time plus 1 space per 10 visitors	√	√	No minimum
Crematorium	1 space per employee	Not applicable	√	√	No minimum.
Cropping	No minimum	Not applicable	√	Not required	No minimum

Dual occupancy	2 spaces per dwelling, 1 of which is covered	Not applicable	Not required	Not required	No minimum
Dwelling unit	1 space	Not applicable	Not required	Not required	No minimum
Educational establishment	1 space per employee; plus 1 space per 5 students for year 12 students and above; plus 1 visitor space per 10 students and 1 bus space per 50 students	1 space per 1 employee; plus 1 space per 5 students for year 12 students and above; plus 1 visitor space per 10 students and 1 bus space per 50 students	√	√	Not specified Note - Part MP4.1 - Sustainable Buildings of the QDC contains requirements for End of Trip Facilities.
Emergency services	Sufficient spaces to accommodate the number of vehicles likely to be parked at any one time	Not applicable	√	√	No minimum
Environment facility	No minimum	Not applicable	Not required	Not required	No minimum
Extractive industry	No minimum	Not applicable	Not required	Not required	No minimum
Food and drink outlet	1 space per 10m ² of GFA up to 400m ² GFA, thereafter 1 space per 20m ² GFA; plus 2 spaces per 10m ² of floor area for an outdoor seating area.	1 space per 100m ² of GFA	√	Not required	1 space per 30m ² GFA.

Function facility	1 space per 17m ² of GFA	1 space per 100m ² of GFA	√	√ (if more than 2,000m ² GFA)	No minimum
Funeral parlour	1 space per employee; plus 1 space per 10m ² of GFA associated with a chapel	Not applicable	√	√	No minimum
Garden centre	1 space per 300m ² of display area with a minimum of 6 spaces; plus 1 space per 20m ² of indoor retail use area	Not applicable	√	Not required	No minimum
Hardware and trade supplies	1 space per 60m ² of GFA	Not applicable	√	Not required	No minimum
Health care service	1 space per 10m ² of GFA; plus 1 ambulance space	Not applicable	√	√	1 space per 400m ² GFA for employees; plus 1 visitor space per 200m ² GFA
High impact industry	1 space per 150m ² of GFA up to 900m ² ; plus 1 space per 200m ² GFA thereafter	Not applicable	√	Not required	1 space per 800m ² GFA for employees.
Home-based business (not being guest accommodation)	1 space plus 1 space per non- resident staff member in addition to the spaces required for the Dwelling house or Dwelling unit	Not applicable	Not required	Not required	No minimum

Home-based business (being guest accommodation)	1 space per bedroom to be utilised for the guest accommodation in addition to the spaces required for the Dwelling unit	Not applicable	Not required	Not required	No minimum
Hospital	1 space per 10m ² of GFA; plus 1 ambulance space	Not applicable	√	√	Not specified Note - Part MP4.1 - Sustainable Buildings of the QDC contains requirements for End of Trip Facilities.
Hotel	1 space per guest room; plus 1 space per 10m ² of GFA for lounge, bar and beer garden area (excluding staff only areas); plus 1 space per 35m ² GFA of liquor sales area; plus 1 space per 5m ² of GFA for gaming machines	1 space per 100m ² of GFA	√	√	1 space per 50m ² of GFA for lounge, bar and beer garden area; plus 1 space per 60m ² of GFA for gaming machines

Indoor sport and recreation	1 space per 15m ² of GFA	1 space per 15m ² of GFA	√	√	3 spaces; plus 1 space per 50m ² GFA for visitors
Intensive animal industry	1 space	Not applicable	Not required	Not required	No minimum
Intensive horticulture	Sufficient spaces to accommodate the number of vehicles likely to be parked at any one time	Not applicable	Not required	Not required	No minimum
Landing	No minimum	Not applicable	Not required	Not required	No minimum
Low impact industry	1 space per 50m ² of GFA up to 500m ² ; plus 1 space per 100m ² GFA thereafter	Not applicable	√	Not required	1 space per 800m ² GFA for employees
Major electricity infrastructure	No minimum	Not applicable	Not required	Not required	No minimum
Market	1 space per 5m ² of GFA of the stalls and the displays	Not applicable	√	Not required	1 space per 10 stalls
Medium impact industry	1 space per 80m ² of GFA up	Not applicable	√	Not required	1 space

	to 500m ² ; plus 1 space per 100m ² GFA thereafter				per 800m ² GFA for employees
Multiple dwelling	<p>In the Loganlea local plan:</p> <ul style="list-style-type: none"> • 1.15 covered spaces for dwellings comprising less than 2 bedrooms; • 1.3 covered spaces for dwellings comprising 2 or more bedrooms; • 1 vehicle washing space where the use comprises more than 15 dwellings; and • 0.4 visitor space per dwelling. <p>For all other land (unless Column 3 applies):</p> <ul style="list-style-type: none"> • 1.5 covered spaces for dwellings comprising less than 2 bedrooms; • 2 spaces, including 1 covered space, for dwellings comprising 2 or more bedrooms; • 0.25 visitor space per dwelling; and • 1 vehicle washing space where the use comprises more than 15 dwellings 	1 covered space per dwelling	√	√	1 space per 3 dwelling units plus 1 visitor space per 12 dwelling units

Nightclub entertainment facility	1 space per 100m ² of GFA plus 1 space per employee	Not applicable	√	√	No minimum
Office	1 space per 20m ² of GFA of any storey at ground level; plus 1 space per 30m ² of GFA of any other storey with a minimum of 4 spaces; plus 2 visitors' spaces	1 space per 100m ² of GFA	√	√	Not specified. Note - Part MP4.1 - Sustainable Buildings of the QDC contains requirements for End of Trip Facilities.
Outdoor sales	1 space per 300m ² of display area; plus 1 space per 1.5 employees	Not applicable	Not required	Not required	No minimum
Outdoor sport and recreation (where a bowling green)	4 spaces for the first rink; plus 2 spaces for the subsequent rink	4 spaces for the first rink; plus 2 spaces for the subsequent rink	√	√	No minimum
Outdoor sport and recreation (where a court game)	4 spaces per court	4 spaces per court	Not required.	√	No minimum
Outdoor sport and recreation (where a golf course)	40 spaces per 9 hole course or 80 spaces for 18 hole course	Not applicable	√	√	No minimum

Outdoor sport and recreation (where a golf driving range)	1 space per tee off area; plus 1 space per 20m ² GFA of bar, lounge and other entertainment areas	Not applicable	Not required	√	No minimum
Outdoor sport and recreation (where a swimming pool)	15 spaces; plus 1 space per 100m ² of site area	15 spaces; plus 1 space per 100m ² of site area	√	√	2 spaces per 20m ² of pool area
Outdoor sport and recreation (where outdoor field games)	15 spaces per field	Not applicable	√	√	No minimum
Outdoor sport and recreation (where a sport arena)	1 space for every 3 seats plus 1 bus space per 100 seats	1 space for every 3 seats; plus 1 bus space per 100 seats	√	√	1 space per 250 seats
Outdoor sport and recreation (other than those above)	1 space per 15m ² of GFA	1 space per 15m ² of GFA	√	√	No minimum
Park	No minimum	Not applicable	Not required	Not required	No minimum
Parking station	No minimum	Not applicable	Not required	Not required	No minimum
Permanent plantation	No minimum	Not applicable	Not required	Not required	No minimum
Place of worship	1 space per 10m ² of GFA	Not applicable	√	√	No minimum

Port service (where a marina)	1 space per 10 berths	Not applicable	Not required	Not required	No minimum
Relocatable home park	1 space per dwelling; plus visitor car parking of 1 space per 5 dwellings; plus 1 vehicle washing space per 50 dwellings	Not applicable	Not required	Not required.	No minimum.
Renewable energy facility	No minimum	Not applicable	Not required	Not required.	No minimum
Research and technology industry	1 space per 50m ² of GFA up to 500m ² ; plus 1 space per 100m ² GFA thereafter	Not applicable	√	Not required.	1 space per 800m ² GFA for employees
Residential care facility	1 space per 5 beds; plus 1 space per full time employee; plus 1 ambulance parking space	1 space per 5 beds; plus 1 space per full time employee; plus 1 ambulance parking space	√	√	No minimum
Resort complex	1 space per guest room; plus 1 space per 10m ² of GFA for lounge, bar and beer garden area (excluding staff only areas); plus 1 space per 35m ² GFA of liquor sales area; plus 1 space per 5m ² of GFA for gaming machines	1 space per 100m ² of GFA	√	√	1 space per 50m ² of GFA for lounge, bar and beer garden area; plus 1 space per 60m ² of GFA

					for gaming machines
Retirement facility	1 space per self-contained unit; plus 1 visitor space per 10 units; plus 1 space per fulltime employee 1 ambulance parking space	1 space per self-contained unit; plus 1 visitor space per 10 units; plus 1 space per fulltime employee; plus 1 ambulance parking space	√	√	No minimum
Roadside stall	No minimum	Not applicable	Not required	Not required	No minimum
Rooming accommodation	0.25 spaces per rented room	0.25 spaces per rented room	Not required	Not required	1 space per 4 rented room
Rural industry	Sufficient spaces to accommodate the number of vehicles likely to be parked at any one time	Not applicable	√	Not required	No minimum
Rural workers' accommodation	1 space per bedroom	Not applicable	Not required	Not required	No minimum
Sales office	1 space per employee where for an estate Sales office or display dwelling. 1 space per employee with a minimum of 4 spaces where for a cluster of display dwellings	1 space per employee with a minimum of 4 spaces	Not required	Not required	1 space per 200m ² GFA for employees
Service industry (where a	1 space per 25m ² of GFA;	1 space per 100m ² of GFA; plus 1	Not required	Not required	1 space

car rental establishment)	plus 1 space per 1.5 vehicles in a hire vehicle fleet that may be provided in tandem	space per 1.5 vehicles in a hire vehicle fleet that may be provided in tandem			per 200m ² GFA for employees
Service industry (where not a car rental establishment)	1 space per 25m ² of GFA	1 space per 100m ² of GFA	Not required	Not required	1 space per 200m ² GFA for employees
Service station	2 spaces; plus 1 space per 25m ² of GFA for a Shop of less than 150m ² ; plus 1 spaces per 20m ² of GFA of Shop area exceeding 150m ² ; plus 1 space per 10m ² of GFA for food and drink outlet; plus 5 spaces per vehicle service bay. Editor's note-tandem car parking is acceptable for service or staff vehicles	2 spaces; plus 1 spaces per 25m ² of GFA for a Shop of less than 150m ² ; plus 1 spaces per 20m ² of GFA of Shop area exceeding 150m ² ; plus 1 space per 10m ² of GFA for food and drink outlet; plus 5 spaces per service bay. Editor's note-tandem car parking may be acceptable for service or staff vehicles	√	Not required	1 space per 200m ² GFA for employees
Shop	1 space per 17m ² of GFA	1 space per 100m ² of GFA	√	Not required	1 space per 300m ² GFA
Shopping centre	1 space per 17m ² of GFA for a floor area of 1-10,000m ² GFA 1 space per 20m ² of GFA for a floor area >10,000-30,000m ² GFA.	1 space per 100m ² of GFA	√	√	Not specified. Note - Part MP4.1 - Sustainable Buildings of

	1 space per 23m ² of GFA for a floor area of >30,000m ² GFA				the QDC contains requirements for End of Trip Facilities.
Short-term accommodation	1 space per residential unit; plus 1 visitor space per 2 residential units; plus 1 space for a manager resident on the premises; plus 1 space for 20m ² of GFA of a restaurant, common room, catering and conference facility. 1 vehicle washing space.	1 space per unit	√	√	1 space per 5 residential units plus 1 visitor space per 4 residential units
Showroom	1 space per 35m ² of GFA	Not applicable	√	Not required	1 space per 750m ² GFA for employees; plus 1 visitor space per 1,000m ² GFA
Special industry	1 space per 150m ² of GFA up to 900m ² ; plus 1 space per 200m ² GFA thereafter	Not applicable	√	Not required	1 space per 800m ² GFA for employees
Substation	1 space	Not applicable	Not required	Not required	No minimum

Telecommunications facility	1 space per employee with a minimum of 2 spaces	Not applicable	Not required	Not required	No minimum
Theatre	1 space per 8 seats	1 space per 100m ² of GFA	Not required	Not required	No minimum
Transport depot	1 car space for every truck space; plus 1 space per 2 non-driver employees	Not applicable	√	Not required	No minimum
Tourist park	1 space per site; plus 1 visitor space per 10 sites; plus 1 vehicle washing space per 20 sites; plus 1 space for a manager resident on the premises	Not applicable	Not required	Not required	No minimum
Utility installation	1 space per employee with a minimum of 2 spaces	Not applicable	√	Not required	No minimum
Veterinary service	1 space per 30m ² of GFA	Not applicable	√	√	No minimum
Warehouse (not being a mini-storage establishment)	1 space per 100m ² of GFA	Not applicable	√	Not required	No minimum
Warehouse (being a mini-storage establishment)	1 space per 100 storage units; plus 1 space per employee Minimum traffic circulation accessway width of 6.5m	Not applicable.	√	Not required	No minimum
Wholesale nursery	1 space per employee; plus 1 visitor space.	Not applicable	√	Not required	No minimum
Winery	1 space per 10m ² of GFA up to 400m ² GFA for retail and	1 space per 100m ² of GFA	√	Not required	1 space

	dining areas only, thereafter 1 space per 20m ² GFA for retail and dining areas only; plus 2 spaces per 10m ² of floor area for an outdoor seating area.				per 30m ² GFA for retail and dining areas only
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Note - ¹ Where the premises are used for more than one use, the rates for each use are applicable.

Note - ² Where the calculated number of spaces is not a whole number, the number of spaces is rounded to the higher whole number.

Table 9.4.7.3.3 - Queuing spaces

Column 1 Static capacity of car park	Column 2 Minimum number of vehicles in queue ¹
1-25	1
26-60	2
61-100	3
>100	The number calculated complies with Table 3.3 of AS 2890.1:2004 Parking facilities - Off-street car parking

Note - For the purposes of calculating queue length, each car length is 6 metres and the queue distance is measured from the boundary of the premises at a crossover to the first available car parking space on the premises.

Table 9.4.7.3.4 - Visitor parking spaces for uses incorporating a security gate

Column 1 Total number of visitor car parking spaces provided	Column 2 Minimum number of visitor car parking spaces required in front of a security gate
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on the premises	
<6	0
6-10	2
11-20	4
21-30	6
31-40	8
41-50	10
>50	Visitor car parking spaces to accommodate the amount of vehicular traffic likely to be generated by the use

Table 9.4.7.3.5 - Design vehicle for a manoeuvring area

Column 1 Use or user class	Column 2 Design vehicle ¹
Adult store	SRV, if less than 500m ² GFA MRV if 500m ² or greater GFA
Agricultural supplies store	AV
Animal keeping	MRV
Aquaculture	HRV
Bulk landscape supplies	HRV
Childcare centre	SRV
Club	HRV
Community care centre	MRV

Crematorium	SRV
Cropping	AV
Educational establishment	HRV/bus
Environment facility	HRV
Food and drink outlet	MRV, if less than 200m ² GFA HRV, if 200m ² or greater GFA
Function facility	HRV
Funeral parlour	SRV
Garden centre	HRV
Hardware and trade supplies	HRV
Health care service	SRV
High impact industry	AV
Hotel	HRV
Indoor sport and recreation	HRV
Intensive animal industry	AV
Intensive horticulture	AV
Low impact industry	HRV
Market	HRV
Medium impact industry	HRV
Multiple dwelling	SRV if comprising 6 to 10 dwellings; HRV if comprising more than 10 dwellings
Night club entertainment facility	HRV

Office	MRV, if less than 1,000m ² GFA HRV, if 1,000m ² or greater GFA
Outdoor sales	AV
Outdoor sport and recreation	HRV/bus
Parking station	B99
Place of worship	SRV
Research and technology industry	HRV
Residential care facility	HRV
Relocatable home park	HRV = bus
Retirement facility	HRV = bus
Rooming accommodation	HRV
Rural industry	AV
Service industry	AV
Service station	AV
Shop	MRV, if less than 500m ² GFA HRV, if 500m ² or greater GFA
Shopping centre	AV
Short term accommodation	HRV
Showroom	HRV
Theatre	HRV
Transport depot	AV
Utility installation	HRV

Wholesale nursery	AV
Warehouse (where a mini storage establishment)	HRV
Warehouse	AV/HRV
Veterinary service	SRV
Use not specific in column 1	Design vehicle specified by the local government

Editor's note - B99 = a car

Editor's note - SRV = a small rigid vehicle or ambulance

Editor's note - MRV = a medium rigid vehicle

Editor's note - HRV = a heavy rigid vehicle

Editor's note - AV = an articulated vehicle

Table 9.4.7.3.6 - Queuing requirements for particular uses

Use	Minimum provisions for queuing (in addition to Table 9.4.7.3.3 - Queuing spaces)
Car wash	4 vehicles per car wash bay
Food and drink outlet	10 vehicles per drive through facility
Hardware and trade supplies	8 vehicles in any drive in
Hotel	12 vehicles per drive through facility
Resort complex	12 vehicles per drive through facility
Service station	3 vehicles from a fuel outlet. Where a Car wash is associated with the Service station, at least 4 vehicles are provided before the Car wash entrance
Short-term accommodation	2 vehicles at the entry of the site
Tourist park	2 vehicles at the entry of the site