

SC6.10 Transport assessment

SC6.10.1 Application

1. This planning scheme policy applies to development where an applicable code identifies Planning Scheme Policy 10 Transport assessment as supporting an outcome in the Development and Works codes.

SC6.10.2 Relationship to the Planning Scheme

1. This planning scheme policy is to be read in conjunction with the assessment provisions specified in the Planning Scheme and applies to the whole of the local government area. This Policy specifically relates to the assessment of Section 9.3.8 Transport, access, and parking code and ensuring development is consistent with the objectives specified in the code.

SC6.10.3 Purpose

1. The purpose of this planning scheme policy is to:
 - a. identify when a Transport Assessment is to be undertaken for development;
 - b. identify the scale and information to be included in a Transport Assessment;
 - c. identify other relevant guidelines, standards, and information sources, where relevant;
 - d. the qualifications required to be held by the author of a Transport Assessment report.
2. The planning scheme policy is arranged into 5 sections:
 - a. Qualification;
 - b. Technical Standards;
 - c. Transport assessment hierarchy;
 - d. Requirements for different types of Transport assessment;
 - e. Other technical information and requirements.
3. An information request will be requested where the information required by this policy is not supplied when a development application is made.

SC6.10.4 Qualifications

1. The Transport assessment and management plan should be prepared and certified by a qualified and experienced consultant, who has a minimum five years' experience and has qualifications in:
 - a. Transport engineering; or
 - b. Transport Planning.
2. The qualifications, experience, licences, approvals and permits of the person undertaking the Transport assessment and management plan must be stated within the report.
3. Where proposing to engage a suitably qualified person with qualifications other than those listed, prior approval by Council is required.

SC6.10.5 Technical standards

1. A reference in the policy to a specific resource, guideline, standard or document means the latest version of the standard or document.

SC6.10.5.1 Standards

1. The following references are relevant when preparing a Transport assessment:
 - a. Department of Transport and Main Roads Public transport infrastructure manuals <https://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Public-transport-infrastructure-manuals>
 - b. Department of Transport and Main Roads Cyclists and pedestrians manuals <https://www.tmr.qld.gov.au/business-industry/technical-standards-publications/cycling-guidelines>

SC6.10.5.2 Guidelines

1. The following references are relevant when preparing a Transport assessment:
 - a. Australian Transport Assessment and Planning
 - b. Austroads (2020) Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments
 - c. Department of Transport and Main Roads (2018) Guide to Traffic Impact Assessment Practice Note: Pavement Impact Assessment, State of Queensland, Brisbane
 - d. Department of Transport and Main Roads (2018) Guide to Traffic Impact Assessment, State of Queensland, Brisbane

SC6.10.5.3 Manuals

1. The following references are relevant when preparing a designs:
 - a. Department of Transport and Main Roads Public transport infrastructure manuals <https://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Public-transport-infrastructure-manuals>
 - b. Department of Transport and Main Roads Cyclists and pedestrians manuals <https://www.tmr.qld.gov.au/business-industry/technical-standards-publications/cycling-guidelines>

SC6.10.5.4 Information Sources

1. The following information sources are relevant when preparing a Transport assessment:
 - a. DTMR Crash Analytics Reporting System <https://cars.tmr.qld.gov.au/cars>
 - b. DTMR Freight Strategy and Action Plan <https://www.tmr.qld.gov.au/business-industry/transport-sectors/freight/queensland-freight-strategy-advancing-freight>
 - c. DTMR Projects webpage <https://www.tmr.qld.gov.au/projects/districts/darling-downs>
 - d. DTMR Traffic Census Data <https://qldtraffic.qld.gov.au/more/Traffic-Census/index.html>
 - e. DTMR Warrego Highway Upgrade Program <https://www.tmr.qld.gov.au/projects/programs/warrego-highway-upgrade-program>
 - f. LVRC Traffic Count Data <https://www.lockyervalley.qld.gov.au/our-services/roads/traffic-count-data>

SC6.10.6 Consultation

1. Council may seek third party advice or comment about an application where:
 - a. development may conflict with a code; or
 - b. technical advice is required to assess the development.
2. Where technical advice is outsourced to an independent consultant an additional fee will apply

SC6.10.7 Transport assessment hierarchy

1. The objectives of a Transport assessment are to:
 - a. determine the access and movement systems for all modes of transport;
 - b. ensure integration of the development with the surrounding land uses and transport networks;
 - c. ensure high quality pedestrian and cycle networks are provided both within the development and connected to the surrounding area;
 - d. ensure adequate consideration is given to public transport access.
2. The key requirements of a Transport assessment include:
 - a. assessment of the proposed internal transport networks with respect to accessibility, circulation, and safety for all modes, that is, vehicles, public transport, pedestrians, and cyclists;
 - b. assessment of the level of transport integration between the development and the surrounding land uses;
 - c. determine the impacts of the traffic generated by the development on the surrounding land uses;
 - d. determine the impacts of the traffic generated by the development on the surrounding transport networks.
3. It should also demonstrate that the proposed development is consistent with the transportation aspects of the structure and development planning for the area.
4. The intent of a Transport assessment is to clearly demonstrate the development will:
 - a. provide safe and efficient access for all modes of transport;
 - b. be well integrated with the surrounding land uses;
 - c. not adversely impact on the surrounding land uses;
 - d. not adversely impact on the surrounding transport networks and the users of those networks.

SC6.10.7.1 Hierarchy of transport assessment

1. The type of transport assessment report undertaken will depend upon the level of development impact that is likely to occur. The applicability of type of transport assessment may be determined from Table SC6.10-1: Development impact by

type of Transport assessment

Table SC6.10-1: Development impact by type of Transport assessment report

IMPACT CATEGORY	DEVELOPMENT IMPACT	TRANSPORT IMPACT STATEMENT	TRANSPORT IMPACT ASSESSMENT
Low Impact	Development which is expected to generate less than 100 vehicle trips per day or less than 10 vehicle trips per hour; and does not meet the moderate impact criteria	No transport assessment required A description of land use and proposed development is required to determine the impact as low	
Moderate Impact	Development which is expected to generate between 100 and 1000 vehicle trips per day or between 10 and 100 vehicle trips per hour; or Development that is expected to generate less than 100 vehicle trips per day or less than 10 vehicle trips per hour, but meets the moderate impact criteria in Table SC6.10-2: Level of transport impact or Table SC6.10-3: Transport impact by Land use type and scale.	✓	
High Impact	Development which is expected to generate more than 1000 vehicle trips per day or greater than 100 trips per hour; or Development meets at least one of the high impact criteria Table SC6.10-2: Level of transport impact or Table SC6.10-3: Transport impact by Land use type and scale.	✓	

2. Table SC6.10-2: Transport impact by Land use type and scale provides guidance on the likely effects to be generated by land use, scale, and type of trips. The information in Table SC6.10-2 should be used as guide and each application should address its own unique situation.

Table SC6.10-2: Level of transport impact

Note—

- a. If development has multiple stages, then the transport impact assessment should be based on all stages of development.
 b. Trip generation relates to the number of vehicle trips generated by the development during its busiest (peak) hours of operation.

TRANSPORT CRITERIA	LOW IMPACT	MODERATE IMPACT	HIGH IMPACT
Trip generation	Less than 100 vehicle trips per day or less than 10 vehicle trips per hour	Between 100-1,000 vehicle trips per day or 10-100 vehicle trips per hour	More than 1,000 vehicle trips per day or more than 100 vehicle trips per hour
Size of Development		Refer to Table SC6.10-3: Transport impact by land use type and scale	
Site access		Development has direct access to a sub-arterial; or Development access does not align with the road hierarchy.	Development has direct access to an arterial road or State-controlled road
Parking		Development seeks a reduction to minimum parking requirements.	Development seeks a shared parking arrangement; or a car parking demand assessment is required.
Active Transport			Development is within or adjacent to the Principal Cycle Route.
Public Transport			Development requires the relocation of a bus stop and/or impacts upon a bus interchange.
Freight		Development requires Articulated Vehicle, B-double	

		or Multicomination vehicle access	
Local Government Infrastructure Plan			Development provides new infrastructure under the LGIP

Table SC6.10-3: Transport impact by land use type and scale

Note—Where development involves a two or more uses a high impact transport assessment should be provided unless it can be demonstrated the impact is moderate.

LAND USE	MODERATE IMPACT (10—100 VEHICLE TRIPS IN THE PEAK HOUR)	HIGH IMPACT (MORE THAN 100 VEHICLE TRIPS IN THE PEAK HOUR)
Residential Activities		
Multiple dwelling; Relocatable home park, Residential care facility; Retirement facility	10-49 dwellings	50 dwellings and more
Commercial activities:		
Agricultural supplies store; Garden centre; Hardware and trade supplies; Showroom; Veterinary service	250—1,000m ² gross floor area (combined total of uses)	More than 1,000m ² gross floor area (combined total of uses)
Shop; Shopping centre	100-500m ² GFA	More than 500m ² GFA
Club; Function facility; Hotel; Theatre	10-49 car parking spaces	50 car parking spaces and more
Food and drink outlet	50-300m ² GFA	More than 300m ² GFA or containing a drive-through
Office	500—5,000m ² GFA	More than 5,000m ² GFA
Parking station	10-49 car parking spaces	50 car parking spaces and more
Service Station		All applications
Community activities:		
Childcare centre; Education Establishment	10-100 students	More than 100 students
Hospital	10-99 car parking spaces	100 car parking spaces and more
Industry activities:		
Extractive industry; High impact industry; Special industry		All applications
Low impact industry; Medium impact industry; Warehouse	1,000—5,000m ² gross floor area	More than 5,000m ² gross floor area
Sport and recreation activities:		
Indoor sport and recreation; Outdoor sport and recreation; Tourist attraction	10-49 car parking spaces	50 car parking spaces and more
Rural activities:		
Intensive animal industries		All applications
Tourism activities:		
Nature-based tourism; Resort complex; Short-term accommodation; Tourist park;	20-75 persons	More than 75 persons

SC6.10.8 Requirements for different types of development and transport assessment

1. The hierarchy of transport assessment is intended to reflect the complexity of the development being assessed. Transport

planners should use the following sections for the minimum reporting requirements:

- a. Transport Assessment requirements for all types of assessment Section SC6.10.8.1;
- b. Transport Impact Assessment Section SC6.10.8.2;
- c. Transport Impact Statement Section SC6.10.8.3;
- d. Transport Assessment matters for different types of development Section SC6.10.8.4;

SC6.10.8.1 Transport assessment requirements for all types of assessment

1. Minimum requirements for all transport assessment reports

Table SC6.10-4: Minimum requirements for all transport assessment reports

SECTION	DETAIL	TRANSPORT IMPACT STATEMENT	TRANSPORT IMPACT ASSESSMENT
Summary	An overview of the key findings, potential impacts, recommended mitigation measures and any inconsistency with the Transport, access and parking code.	✓	✓
Author's Qualifications	The name and relevant professional qualifications of the person/s preparing the ecological assessment. Certification statement and authorisation.	✓	✓
Report date	Date the assessment and any plans were prepared, including any amendments.	✓	✓
1.0 Introduction and Background	A brief background summary explaining: <ol style="list-style-type: none"> a. The scope of the report; b. The study area catchment (e.g. Within 3km from the site); c. Overview of pre-lodgement meeting minutes. d. Study area or catchment boundaries 	✓	✓
2.0 Existing conditions Detailed description existing transport conditions and land use context	Description of the study area or study catchment including: <ol style="list-style-type: none"> a. Site location and address; b. All roads fronting the site, for the extent of the site frontage plus 100m beyond the site; c. Existing and adjacent land use, zone and recent approvals; d. Surrounding road network details such as road network structure, road hierarchy, site access, e. Existing and planned Active transport within 800m of the site (if applicable); f. Existing and planned Public transport within 800m of the site (if applicable); g. Road safety issues any existing road safety issues and risks including limitations and/or deficiencies; h. Traffic volumes including existing daily and peak hour traffic volumes for relevant vehicle types existing intersection operational performance; i. Existing infrastructure condition of potentially affected infrastructure (pavements etc.); j. Parking (if applicable); k. Any major traffic attractors e.g. For a small residential development, 	✓	✓

	<p>attractors could be a corner shop, the primary school, or a nearby park; l. Any other site specific issues.</p>		
	<p>m. Existing infrastructure condition of potentially affected infrastructure (bridges etc. If relevant); n. Public transport generates its peak demand (if relevant); o. Intersection and network performance; p. Regional context if relevant to impacts from development. q. Pavement (if applicable);</p>		✓
3.0 Proposed development	Detailed project title and description		
3.1 Development description	<p>Hours of operation (if relevant)</p> <p>Proposed access and parking for all mode of transport including disabled parking, service vehicles, set down or pick up areas.</p> <p>Proposed changes to external transport networks such as any change to traffic redistribution and generation.</p> <p>Integration with surrounding area.</p>	✓	✓
	<p>Operational details (including year of opening of each stage and any relevant catchment or market analysis).</p> <p>Proposed internal transport networks (if relevant).</p>		✓
3.2 Development site plan	<p>Provide a development site plan with current aerial photography at a scale.</p> <p>Plans include a north point, scale, location of property boundaries road alignments and street names.</p>	✓	✓
4.0 Development traffic	Determined peak activity time of the development and of the adjacent road network should be considered.		
4.1 Analysis of internal transport networks	<p>Determined for safety, road capacity, pavement and structural integrity assessments</p> <p>Traffic generation (by development stage if relevant and considering light and heavy vehicle trips)</p>	✓	✓
4.2 Trip distribution	<p>Number of vehicle trips by type (including heavy vehicles).</p> <p>Daily traffic generation for an average day.</p>	✓	✓
4.3 Development traffic volumes on the network	<p>Identify and justify the traffic distribution and route choice assumptions of the development-generated traffic.</p> <p>Impact assessment areas and impact assessment years</p>		✓
5.0 Impact assessment and	With and without development traffic		

mitigation design	<p>volumes</p> <p>Construction traffic impact assessment and mitigation (if applicable)</p> <p>Road safety impact assessment and mitigation</p> <p>Access and frontage impact assessment and mitigation</p> <p>Intersection delay impact assessment and mitigation</p> <p>Road link capacity assessment and mitigation</p> <p>Pavement impact assessment and mitigation</p> <p>Transport infrastructure impact assessment and mitigation - DTMR guide Step 6 & 9</p> <p>Other impacts assessment relevant to the specific development type or location (if applicable)</p>		✓
6.0 Recommendations	<p>Summarise proposed management and mitigation measures and provide a list of recommendations including by not limited to:</p> <p>a. The need for other approvals such as DTMR works on road permits</p> <p>b. Other aspects of the development application stormwater</p>	✓	✓
7.0 Assessment against code Transport, access and parking code	<p>This section should demonstrate how the proposed development complies with the Transport, access and parking code and identify any areas of non-compliance and how these will be managed.</p> <p>Provide justification for any proposed variation.</p>	✓	✓
8.0 Conclusions	<p>Restate the scope of the report, summarise the key findings, potential impacts, and recommended mitigation measures proposed.</p>	✓	✓
9.0 References	<p>List of documents referred to in the study</p>	✓	✓
Appendices	<p>As required but as a minimum should include:</p> <p>a. Prelodgment meeting minutes.</p> <p>b. Relevant reference material that has been relied on (e.g. Traffic counts).</p> <p>c. Proposed management plans.</p>	✓	✓

SC6.10.8.2 Transport Impact Assessment (TIA)

1. Key components of a TIA for a development are to:
 - a. assess the proposed internal transport networks with respect to accessibility, circulation, safety, and priority for all modes, i.e. vehicles, public transport, pedestrians, and cyclists;
 - b. assess the level of transport integration between the development area and the surrounding land uses;

- c. determine the impacts of the traffic generated by the development on the surrounding land uses;
- d. determine the impacts of the traffic generated by the development on the surrounding transport networks.
- 2. An assessment of traffic operations and safety for the following scenarios:
 - a. at completion of the development, and if the development is staged, also at each significant stage prior, including a comparison between current traffic arrangements and proposed traffic arrangements and an outline of the works proposed to offset anticipated traffic impacts;
 - b. without the development on a 5 and 10 year planning horizon from completion of the development;
 - c. with the proposed and any additional upgrading works proposed in conjunction with the development on a 5 and 10 year planning horizon from completion of the project.
- 3. Council should be consulted regarding the expected traffic growth rates.

SC6.10.8.3 Transport Impact Statement (TIS)

- 1. A Transport Impact Statement is to be submitted with all development applications that generate moderate impact on the surrounding land uses and transport networks. The TIS is a statement outlining the transport and traffic aspects of the proposed development. The intent of the statement is to ensure that the relevant transport aspects of the development have been considered and will not have an adverse impact on the surrounding area.
- 2. A TIS should also fulfill the following objectives:
 - a. indicate the traffic management and road safety effects for all road users, including cyclists and pedestrians, expected by the installation, operation, alteration or removal of a traffic control device.
 - b. explain both the positive and negative effects expected on all road users by implementing the proposed devices.
 - c. Be a source of information from which there should be a clear understanding of the proposal, the need for the proposal, the alternatives considered, any impacts that may occur and any measures to be taken to minimise those impacts.
 - d. provide a framework from which decision-makers may consider the traffic management aspects of the proposal in parallel with social, economic, technical and other factors.
 - e. provide a record of works to be undertaken including the installation or removal of traffic control devices that may be subject to legal scrutiny, as such the information provided in the document needs to be complete.
- 3. Council should be consulted regarding the expected traffic growth rates.

SC6.10.8.4 Transport assessment matters for different development types

- 1. The Transport Assessment should vary dependant on the type of development. The following matters should be addressed for Reconfiguration of a Lot applications specifically subdivisions and Material Change of Use applications.

Table SC6.10-5: Transport Assessment matters for different Development types

ASSESSMENT MATTERS	RECONFIGURATION OF A LOT	MATERIAL CHANGE OF USE
Development proposal	regional context proposed land uses table of land uses and quantities major attractors or generators any specific issues	regional context proposed land uses table of land uses and quantities access arrangements parking provision end of trip facilities any specific issues road network intersection layouts and controls pedestrian or cycle networks and crossing facilities public transport services
Existing situation	existing land uses within any proposed structure	existing site uses (if any)

	<p>plan area</p> <p>existing land uses surrounding the development</p> <p>existing road network within development</p> <p>existing road network surrounding the development</p> <p>traffic flows on roads within development (AM and PM peak hours)</p> <p>traffic flows on roads surrounding the development (AM and PM peak hours)</p> <p>existing pedestrian or cycle networks within the development</p> <p>existing pedestrian or cycle networks</p> <p>existing public transport services within the development</p> <p>existing public transport services surrounding the development</p>	<p>existing parking and demand (if appropriate)</p> <p>existing access arrangements</p> <p>existing site traffic</p> <p>surrounding land uses</p> <p>surrounding road network</p> <p>traffic management on frontage roads</p> <p>traffic flows on surrounding roads (usually AM and PM peak hours)</p> <p>traffic flows at major intersections (usually AM and PM peak hours)</p> <p>operation of surrounding intersections</p> <p>existing pedestrian or cycle networks</p> <p>existing public transport services surrounding the development</p> <p>crash data</p>
Proposed internal transport networks	<p>changes or additions to existing road network or proposed new road network</p> <p>road reservation widths</p> <p>road cross-sections and speed limits</p> <p>intersection controls</p> <p>pedestrian or cycle networks and crossing facilities</p> <p>public transport routes</p>	
Changes to external transport networks	<p>road network</p> <p>intersection controls</p> <p>pedestrian or cycle networks and crossing facilities</p> <p>public transport services</p>	
Integration with surrounding area	<p>surrounding major attractors or generators</p> <p>proposed changes to surrounding land uses</p> <p>travel desire lines from development to these attractors or generators</p> <p>adequacy of existing transport networks</p> <p>deficiencies in existing transport networks</p> <p>remedial measures to address deficiencies</p>	<p>surrounding major attractors or generators</p> <p>committed developments and transport proposals</p> <p>proposed changes to land uses within 1,200m</p> <p>travel desire lines from development to these attractors or generators</p> <p>adequacy of existing transport networks</p> <p>deficiencies in existing transport networks</p> <p>remedial measures to address deficiencies</p>

<p>Analysis of internal transport networks</p>	<p>assessment years and time periods development generated traffic extraneous (through) traffic design traffic flows road cross-sections intersection sight distances intersection operation and method of control frontage access strategy pedestrian or cycle networks safe walk or cycle to school assessment (residential developments only) pedestrian permeability and efficiency access to public transport</p>	<p>assessment years and time periods development generated traffic distribution of generated traffic parking supply and demand base and 'with development' traffic flows analysis of development accesses impact on surrounding roads impact on intersections impact on neighbouring areas road safety public transport access pedestrian access or amenity cycle access or amenity analysis of pedestrian or cycle networks safe walk or cycle to school (for residential and school site developments only) traffic management plan (where appropriate)</p>
<p>Analysis of transport networks</p>	<p>base flows for assessment years total traffic flows road cross-sections intersection operation pedestrian or cycle networks</p>	<p>assessment years time periods development generated traffic distribution of generated traffic parking supply and demand base and 'with development' traffic flows analysis of development accesses impact on surrounding roads impact on intersections impact on neighbouring areas road safety public transport access pedestrian access or amenity cycle access or amenity analysis of pedestrian or cycle networks safe walk or cycle to school (for residential and school site developments only)</p>

		traffic management plan (where appropriate)
Safety issues	identify issues identify the parties to be responsible for any specific remedial measures	identify the parties to be responsible for any specific remedial measures