

## SC6.10 Transport assessment

### SC6.10.1 Application

1. This planning scheme policy applies to development where an applicable code identifies Planning Scheme Policy SC6.10 Transport assessment as supporting an outcome.

### SC6.10.2 Relationship to the planning scheme

1. This planning scheme policy is to be read in conjunction with the assessment benchmarks specified in the planning scheme and applies to the whole of the local government area.
2. This policy specifically relates to the assessment of section 9.3.8 Transport, access, and parking code and ensuring development is consistent with the purpose and performance outcomes 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. identify 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. A transport assessment is to 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 Manuals

1. The following references are relevant when preparing a Transport assessment:
  - a. Department of Transport and Main Roads' Public transport infrastructure manuals;
  - b. Department of Transport and Main Roads' Technical standards for Cyclists and pedestrians.

#### SC6.10.5.2 Guidelines

1. The following guidelines are relevant when preparing a Transport assessment:
  - a. Australian Transport Assessment and Planning guidelines;
  - 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*, State of Queensland, Brisbane;
- d. Department of Transport and Main Roads (2018) *Guide to Traffic Impact Assessment Practice Note: Pavement Impact Assessment*, State of Queensland, Brisbane.

### SC6.10.5.4 Information sources

1. The following information sources are relevant when preparing a Transport assessment:
  - a. Department of Transport and Main Roads' Crash Analytics Reporting System;
  - b. Department of Transport and Main Roads' Freight Strategy and Action Plan;
  - c. Department of Transport and Main Roads' Projects webpage <https://www.tmr.qld.gov.au/projects/districts/darling-downs>;
  - d. Department of Transport and Main Roads' Traffic Census Data;
  - e. Department of Transport and Main Roads' Warrego Highway Upgrade Program;
  - f. Lockyer Valley Regional Council, 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 assessments

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, i.e. 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 Types of transport assessments

1. The type of Transport assessment undertaken, i.e. a Transport Impact Assessment or a Transport Impact Statement, will depend upon the level of development impact that is likely to occur.
2. The type of Transport assessment applicable to a particular development proposal may be determined from Table SC6.10-1: Development impact by type of Transport assessment by development impact.
3. Table SC6.10-3: 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 SC6.10-3 should be used as guide and each application should address its own unique situation.

#### SC6.10.7.2 Transport impact assessment (TIA)

1. A Transport Impact Assessment is to be submitted with all development applications that generate high impact on the surrounding land uses and transport networks.
2. 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.
3. A TIA includes 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 5 and 10 year planning horizons from completion of the development;
    - c. with the development and any additional upgrading works proposed in conjunction with the development on a 5 and 10 year planning horizon from completion of the project.
  4. Council should be consulted regarding the expected traffic growth rates.

### SC6.10.7.3 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.

**Table SC6.10-1: Type of Transport assessment by development impact**

IMPACT CATEGORY	DEVELOPMENT IMPACT	TRANSPORT IMPACT STATEMENT	TRANSPORT IMPACT ASSESSMENT
Low Impact	a. Development which is expected to generate less than 100 vehicle trips per day or less than 10 vehicle trips per hour; and b. Does not meet the moderate impact criteria.	<b>No transport assessment required</b> A description of land use and proposed development is required to determine the impact as low	
Moderate Impact	a. Development which is expected to generate between 100 and 1000 vehicle trips per day or between 10 and 100 vehicle trips per hour; or b. 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	a. Development which is expected to generate more than 1000 vehicle trips per day or more than 100 trips per hour; or b. 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.		✓

**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
<b>Trip generation</b>	a. Less than 100 vehicle trips per day; or b. Less than 10 vehicle trips per hour.	a. Between 100-1,000 vehicle trips per day; or b. Between 10-100 vehicle trips per hour.	a. More than 1,000 vehicle trips per day; or b. More than 100 vehicle trips per hour.
<b>Size of Development</b>		Refer to Table SC6.10-3: Transport impact by land use type and scale	
<b>Site access</b>		a. Development has direct access to a sub-arterial; or b. Development access does not align with the road hierarchy.	Development has direct access to an arterial road or State-controlled road
<b>Parking</b>		Development seeks a reduction to minimum parking requirements.	a. Development seeks a shared parking arrangement; or b. A car parking demand assessment is required.
<b>Active Transport</b>			Development is within or adjacent to the Principal Cycle Route.
<b>Public Transport</b>			Development requires the relocation of a bus stop and/or impacts upon a bus interchange.
<b>Freight</b>		Development requires Articulated Vehicle, B-double or Multicombination vehicle access.	
<b>Local Government Infrastructure Plan</b>			Development provides new infrastructure under the LGIP.

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

*Note—Where development involves two or more uses, a Transport impact 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)
<b>Residential Activities</b>		
Multiple dwelling; Relocatable home park, Residential care facility; Retirement facility	10-49 dwellings	50 dwellings and more
<b>Commercial activities</b>		
Agricultural supplies store; Garden centre; Hardware and trade supplies; Showroom; Veterinary service	250—1,000m <sup>2</sup> GFA (combined total of uses)	More than 1,000m <sup>2</sup> GFA (combined total of uses)
Shop; Shopping centre	100-500m <sup>2</sup> GFA	More than 500m <sup>2</sup> GFA
Club; Function facility; Hotel; Theatre	10-49 car parking spaces	50 car parking spaces and more
Food and drink outlet	50-300m <sup>2</sup> GFA	More than 300m <sup>2</sup> GFA or containing a drive-through
Office	500—5,000m <sup>2</sup> GFA	More than 5,000m <sup>2</sup> GFA
Parking station	10-49 car parking spaces	50 car parking spaces and

		more
Service Station		All applications
<b>Community activities</b>		
Childcare centre; Education Establishment	10-100 students	More than 100 students
Hospital	10-99 car parking spaces	100 car parking spaces and more
<b>Industry activities</b>		
Extractive industry; High impact industry; Special industry		All applications
Low impact industry; Medium impact industry; Warehouse	1,000—5,000m <sup>2</sup> GFA	More than 5,000m <sup>2</sup> GFA
<b>Sport and recreation activities</b>		
Indoor sport and recreation; Outdoor sport and recreation; Tourist attraction	10-49 car parking spaces	50 car parking spaces and more
<b>Rural activities</b>		
Intensive animal industries	Where code assessable	Where impact assessable
<b>Tourism activities</b>		
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 Requirements for Transport assessments

1. The minimum requirements for all transport assessment reports are detailed in Table SC6.10-4 Minimum requirement for Transport assessments.

**Table SC6.10-4: Minimum requirements for Transport assessments**

SECTION	DETAIL	TRANSPORT IMPACT STATEMENT	TRANSPORT IMPACT ASSESSMENT
<b>Summary</b>	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.	✓	✓
<b>1.0 Introduction and Background</b>	A brief background summary explaining: <ol style="list-style-type: none"> <li>a. The scope of the report;</li> <li>b. The study area catchment (e.g. Within 3km from the site);</li> </ol>	✓	✓

	<p>c. Overview of pre-lodgement meeting minutes.</p> <p>d. Study area or catchment boundaries</p>		
<p>2.0 Existing conditions</p> <p>Detailed description of existing transport conditions and land use context</p>	<p>Description of the study area or study catchment including:</p> <p>a. site location and address;</p> <p>b. all roads fronting the site, for the extent of the site frontage plus 100m beyond the site;</p> <p>c. existing and adjacent land use, zone and recent approvals;</p> <p>d. surrounding road network details such as road network structure, road hierarchy, site access;</p> <p>e. existing and planned active transport within 800m of the site (if applicable);</p> <p>f. existing and planned public transport within 800m of the site (if applicable);</p> <p>g. existing road safety issues and risks including limitations and/or deficiencies;</p> <p>h. traffic volumes including existing daily and peak hour traffic volumes for relevant vehicle types;</p> <p>i. existing intersection operational performance;</p> <p>j. existing condition of potentially affected infrastructure (pavements etc.);</p> <p>k. parking (if applicable);</p> <p>l. any major traffic attractors, e.g. for a small residential development, attractors could be a corner shop, a primary school or a nearby park;</p> <p>m. any other site specific issues;</p>	✓	✓
	<p>n. existing condition of potentially affected infrastructure (bridges etc. if relevant);</p> <p>o. public transport generates its peak demand (if relevant);</p> <p>p. intersection and network performance;</p> <p>q. regional context if relevant to impacts from development.</p>		✓
<p>3.0 Proposed development</p> <p>3.1 Development description</p>	<p>Description of the proposed development including:</p> <p>a. detailed project title and description;</p> <p>b. hours of operation (if relevant);</p> <p>c. proposed access and parking for all modes of transport including disabled parking, service vehicles, set down and pick up areas;</p> <p>d. proposed changes to external transport networks such as any change to traffic re-distribution and generation;</p> <p>e. integration with surrounding area.</p>	✓	✓
	<p>f. operational details (including year of opening of each stage and any relevant catchment or market analysis);</p> <p>g. proposed internal transport networks (if relevant).</p>		✓
<p>3.2 Development site plan</p>	<p>Provide a development site plan with current aerial photography at a</p>		

	scale. Plans include a north point, scale, location of property boundaries road alignments and street names.	✓	✓
<b>4.0 Development traffic</b>	Analysis of development including:		
4.1 Analysis of internal transport networks	<ul style="list-style-type: none"> <li>a. determined peak activity time of the development and of the adjacent road network should be considered.</li> <li>b. determined for safety, road capacity, pavement and structural integrity assessments.</li> <li>c. traffic generation (by development stage if relevant and considering light and heavy vehicle trips).</li> </ul>	✓	✓
4.2 Trip distribution	<ul style="list-style-type: none"> <li>a. number of vehicle trips by type (including heavy vehicles);</li> <li>b. daily traffic generation for an average day.</li> </ul>	✓	✓
4.3 Development traffic volumes on the network	<ul style="list-style-type: none"> <li>a. identify and justify the traffic distribution and route choice assumptions of the development-generated traffic;</li> <li>b. impact assessment areas and impact assessment years.</li> </ul>		✓
<b>5.0 Impact assessment and mitigation design</b>	<p>The assessment should include:</p> <ul style="list-style-type: none"> <li>a. with and without development traffic volumes;</li> <li>b. construction traffic impact assessment and mitigation (if applicable);</li> <li>c. road safety impact assessment and mitigation;</li> <li>d. access and frontage impact assessment and mitigation;</li> <li>e. intersection delay impact assessment and mitigation;</li> <li>f. road link capacity assessment and mitigation;</li> <li>g. pavement impact assessment and mitigation;</li> <li>h. transport infrastructure impact assessment and mitigation - DTMR guide Steps 6 and 9;</li> <li>i. other impacts assessment relevant to the specific development type or location (if applicable).</li> </ul>		✓
<b>6.0 Recommendations</b>	<p>Summarise proposed management and mitigation measures and provide a list of recommendations including by not limited to:</p> <ul style="list-style-type: none"> <li>a. The need for other approvals such as DTMR works on road permits;</li> <li>b. Other aspects of the development application stormwater.</li> </ul>	✓	✓
<b>7.0 Assessment against Transport, access and parking code</b>	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. Provide justification for any proposed variation.	✓	✓
<b>8.0 Conclusions</b>	Restate the scope of the report, summarise the key findings, potential	✓	✓

	impacts, and recommended mitigation measures proposed.		
<b>9.0 References</b>	List of documents referred to in the study	✓	✓
<b>Appendices</b>	As required but as a minimum should include: a. prelodgment meeting minutes; b. relevant reference material that has been relied on (e.g. traffic counts); c. proposed management plans.	✓	✓

### SC6.10.8.2 Transport assessment matters for different development types

1. The Transport assessment will vary depending on the type of development. The following matters should be addressed for Reconfiguring 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
<b>Development proposal</b>	<ul style="list-style-type: none"> <li>regional context;</li> <li>proposed land uses;</li> <li>table of land uses and quantities;</li> <li>major attractors or generators;</li> <li>any specific issues.</li> </ul>	<ul style="list-style-type: none"> <li>regional context;</li> <li>proposed land uses;</li> <li>table of land uses and quantities;</li> <li>access arrangements;</li> <li>parking provision;</li> <li>end of trip facilities;</li> <li>any specific issues;</li> <li>road network;</li> <li>intersection layouts and controls;</li> <li>pedestrian or cycle networks and crossing facilities;</li> <li>public transport services.</li> </ul>
<b>Existing situation</b>	<ul style="list-style-type: none"> <li>existing land uses within any proposed structure plan area;</li> <li>existing land uses surrounding the development;</li> <li>existing road network within development;</li> <li>existing road network surrounding the development;</li> <li>traffic flows on roads within development (AM and PM peak hours);</li> <li>traffic flows on roads surrounding the development (AM and PM peak hours);</li> <li>existing pedestrian or cycle networks within the development;</li> <li>existing pedestrian or cycle networks;</li> <li>existing public transport services within the development;</li> <li>existing public transport services surrounding the development.</li> </ul>	<ul style="list-style-type: none"> <li>existing site uses (if any);</li> <li>existing parking and demand (if appropriate);</li> <li>existing access arrangements;</li> <li>existing site traffic;</li> <li>surrounding land uses;</li> <li>surrounding road network;</li> <li>traffic management on frontage roads;</li> <li>traffic flows on surrounding roads (usually AM and PM peak hours);</li> <li>traffic flows at major intersections (usually AM and PM peak hours);</li> <li>operation of surrounding intersections;</li> <li>existing pedestrian or cycle networks;</li> <li>existing public transport services surrounding the development;</li> <li>crash data.</li> </ul>
<b>Proposed internal transport networks</b>	<ul style="list-style-type: none"> <li>changes or additions to existing road network or proposed new road network;</li> <li>road reservation widths;</li> <li>road cross-sections and speed limits;</li> <li>intersection controls;</li> <li>pedestrian or cycle networks and crossing facilities;</li> <li>public transport routes.</li> </ul>	
<b>Changes to external transport networks</b>	<ul style="list-style-type: none"> <li>road network;</li> <li>intersection controls;</li> <li>pedestrian or cycle networks and crossing</li> </ul>	



	<ul style="list-style-type: none"> <li>facilities;</li> <li>public transport services.</li> </ul>	
<b>Integration with surrounding area</b>	<ul style="list-style-type: none"> <li>surrounding major attractors or generators;</li> <li>proposed changes to surrounding land uses;</li> <li>travel desire lines from development to these attractors or generators;</li> <li>adequacy of existing transport networks;</li> <li>deficiencies in existing transport networks;</li> <li>remedial measures to address deficiencies.</li> </ul>	<ul style="list-style-type: none"> <li>surrounding major attractors or generators;</li> <li>committed developments and transport proposals;</li> <li>proposed changes to land uses within 1,200m;</li> <li>travel desire lines from development to these attractors or generators;</li> <li>adequacy of existing transport networks;</li> <li>deficiencies in existing transport networks;</li> <li>remedial measures to address deficiencies.</li> </ul>
<b>Analysis of internal transport networks</b>	<ul style="list-style-type: none"> <li>assessment years and time periods;</li> <li>development generated traffic;</li> <li>extraneous (through) traffic;</li> <li>design traffic flows;</li> <li>road cross-sections;</li> <li>intersection sight distances;</li> <li>intersection operation and method of control;</li> <li>frontage access strategy;</li> <li>pedestrian or cycle networks;</li> <li>safe walk or cycle to school assessment (residential developments only);</li> <li>pedestrian permeability and efficiency;</li> <li>access to public transport.</li> </ul>	<ul style="list-style-type: none"> <li>assessment years and time periods;</li> <li>development generated traffic;</li> <li>distribution of generated traffic;</li> <li>parking supply and demand;</li> <li>base and 'with development' traffic flows;</li> <li>analysis of development accesses;</li> <li>impact on surrounding roads;</li> <li>impact on intersections;</li> <li>impact on neighbouring areas;</li> <li>road safety;</li> <li>public transport access;</li> <li>pedestrian access or amenity;</li> <li>cycle access or amenity;</li> <li>analysis of pedestrian or cycle networks;</li> <li>safe walk or cycle to school (for residential and school site developments only);</li> <li>traffic management plan (where appropriate).</li> </ul>
<b>Analysis of transport networks</b>	<ul style="list-style-type: none"> <li>base flows for assessment years;</li> <li>total traffic flows;</li> <li>road cross-sections;</li> <li>intersection operation;</li> <li>pedestrian or cycle networks.</li> </ul>	<ul style="list-style-type: none"> <li>assessment years;</li> <li>time periods;</li> <li>development generated traffic;</li> <li>distribution of generated traffic;</li> <li>parking supply and demand;</li> <li>base and 'with development' traffic flows;</li> <li>analysis of development accesses;</li> <li>impact on surrounding roads;</li> <li>impact on intersections;</li> <li>impact on neighbouring areas;</li> <li>road safety;</li> <li>public transport access;</li> <li>pedestrian access or amenity;</li> <li>cycle access or amenity;</li> <li>analysis of pedestrian or cycle networks;</li> <li>safe walk or cycle to school (for residential and school site; developments only);</li> <li>traffic management plan (where appropriate).</li> </ul>
<b>Safety issues</b>	<ul style="list-style-type: none"> <li>identify issues;</li> <li>identify the parties to be responsible for any specific remedial measures.</li> </ul>	<ul style="list-style-type: none"> <li>identify the parties to be responsible for any specific remedial measures.</li> </ul>