

# Appendix 14

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TOWNSVILLE CITY PLAN 2014 – TRANSPORT IMPACT, ACCESS AND PARKING CODE

Performance Outcome/Acceptable Outcomes		Response
<b>Transport impact</b>		
<p><b>PO1:</b> The development is located on roads that are appropriate for the nature of traffic generated, having regard to the safety and efficiency of the transport network, and the functions and characteristics identified of the road hierarchy.</p> <p>The road hierarchy is shown on Figure 9.5 – Road hierarchy existing and Figure 9.6 Road Hierarchy Future.</p>		<p><b>R1: Complies</b> The proposed development will be located on roads that are appropriate for the nature of traffic generated, having regard to the safety and efficiency of the transport network, and the functions and characteristics identified of the road hierarchy.</p>
<p><b>PO2:</b> Development does not compromise the orderly provision or upgrading of the transport network.</p>		<p><b>R2: Complies</b> The proposed development will not compromise any provisions or upgrading of the surrounding transport network.</p>
<p><b>PO3:</b> On-site transport network infrastructure (including roads, parking, access and public transport, pedestrian and cyclist facilities) appropriately integrates and connects with surrounding networks.</p>		<p><b>R3: Complies</b> The proposed development will incorporate appropriately designed internal driveways, car parking spaces and access points to and from the external road network.</p>
<p><b>PO4:</b> As far as practicable, development is designed to encourage travel by public transport, walking and cycling.</p>		<p><b>R4: Not Applicable</b> The proposed development is industrial in nature, and it is not anticipated that the nature of the use will involve employees of visitors walking or cycling to work.</p>
<b>Site access</b>		
<p><b>PO5:</b> Access arrangements are appropriate for:</p> <ul style="list-style-type: none"> <li>a) the capacity of the parking area;</li> <li>b) the volume, frequency and type of vehicle usage;</li> <li>c) the function and characteristics of the access road and adjoining road network; and</li> <li>d) the safety and efficiency of the road network.</li> </ul>	<p><b>A05:</b> Access is provided in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.17 Driveways and SC6.4.3.5 Carparking and Public Transport Facilities Guidelines.</p>	<p><b>R5: Complies</b> The proposed development will provide numerous entry and exit access arrangements, across the site. Such access points are provided in accordance with the current Development manual planning scheme policy SC6.4 – SC6.4.3.17 Driveways and SC6.4.3.5 Carparking and public transport facilities guidelines.</p>
<p><b>PO6:</b> Where practical, access for cyclists and pedestrians is clearly distinguished from vehicle access.</p>		<p><b>R6: Not applicable</b> The proposed development is industrial in nature, it is not anticipated that access for cyclists and pedestrians will be required.</p>



Performance Outcome/Acceptable Outcomes		Response
<p><b>PO7:</b> Access is located and designed to provide safe and easy access to the site, having regard to its position, width and gradient.</p>	<p><b>AO7:</b> Access is provided in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.17 Driveways and SC6.4.4.8 Standard Drawings</p>	<p><b>R7: Complies</b> Access to the site is to be provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.3.17 Driveways and SC6.4.4.8 Standard drawings.</p>
<p><b>PO8:</b> All vehicles reasonably expected to use the site are able to travel the length of the driveway or driveway access without damage to vehicle or the driveway surface.</p>	<p><b>AO8:</b> Access is provided in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.17 Driveways and SC6.4.3.5 Carparking and Public Transport Facilities Guidelines.</p>	<p><b>R8: Complies</b> Access to the site is to be provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.3.17 Driveways and SC6.4.3.5 Carparking and public transport facilities guidelines.</p>
<p><b>PO9:</b> A driveway does not cause change in the level of a footpath that is unsafe or inaccessible for people with mobility difficulties.</p>	<p><b>AO9:</b> Access is provided in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.17 Driveways and SC6.4.4.8 Standard Drawings.</p>	<p><b>R9: Complies</b> Driveway access to the site is to be provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.3.17 Driveways and SC6.4.4.8 Standard drawings.</p>
<p><b>PO10:</b> Driveways are designed to withstand loadings from all vehicles reasonably expected to use the site.</p>	<p><b>AO10:</b> Access is provided in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.17 Driveways.</p>	<p><b>R10: Complies</b> Driveways within the site are to be provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.3.17 Driveways.</p>
<p><b>PO11:</b> A driveway does not allow water to pond on adjacent properties or adjacent buildings and does not allow water to enter a building or property.</p>	<p><b>AO11:</b> Access is provided in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.17 Driveways.</p>	<p><b>R11: Complies</b> Driveways within the site are to be provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.3.17 Driveways.</p>
<p><b>PO12:</b> Construction of a driveway does not damage or interfere with the location, function of or access to any services and infrastructure.</p>	<p><b>AO12:</b> Access is provided in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.17 Driveways, SC6.4.3.5 Carparking and Public Transport Facilities Guidelines and SC6.4.4.8 Standard Drawings.</p>	<p><b>R12: Complies</b> Driveways within the site are to be provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.3.17 Driveways, SC6.4.3.5 Carparking and public transport facilities guidelines, and SC6.4.4.8 Standard drawings.</p>
<p><b>PO13:</b></p>	<p><b>AO13:</b></p>	<p><b>R13: Complies</b> All vehicles accessing the site</p>



Performance Outcome/Acceptable Outcomes		Response
All vehicles reasonably expected to access the site can safely manoeuvre to allow vehicles to exit and enter in a forward motion.	Access is provided in accordance with the standards identified in Development Manual Planning Scheme Policy No. SC6.4 - SC6.4.3.17 Driveways, SC6.4.3.5 Carparking and Public Transport facilities guidelines and SC6.4.4.8 Standard drawings such that all vehicles reasonably expected to access the site, can exit and enter in a forward motion with no more than a three-point turn.	will be reasonably expected to access the site through the proposed entry and exist crossovers.  Such access will be provided accordance with the standards identified in Development manual planning scheme policy no. SC6.4 - SC6.4.3.17 Driveways, SC6.4.3.5 Carparking and public transport facilities guidelines and SC6.4.4.8 Standard drawings
<b>Pedestrian and cyclist facilities</b>		
<b>PO14:</b> Provision is made for the safe and convenient movement of pedestrians on-site and connecting to the external network, having regard to desire lines, legibility, safety, topographical constraints, shading and other weather protection and equitable access arrangements.		<b>R14: Not applicable</b> The proposed development is industrial in nature, it is not anticipated that pedestrian and cyclist facilities will be required.
<b>PO15:</b> Provision is made for safe and convenient cycle movement to the site and within the site and connecting to the external network having regard to desire lines, users' needs, safety, topographical constraints and legibility.		<b>R15: Not applicable</b> The proposed development is industrial in nature, it is not anticipated that pedestrian and cyclist facilities will be required.
<b>PO16:</b> Car parking areas, pathways and other elements of transport network infrastructure are designed to enhance public safety by discouraging crime and antisocial behaviour, having regard to: a) provision of opportunities for casual surveillance; b) provision of lighting; c) the use of fencing to define public and private spaces, whilst allowing for appropriate sight lines; d) minimising potential concealment points and assault locations; e) minimising opportunities for graffiti and other vandalism; and f) restricting unlawful access to buildings and between buildings.		<b>R16: Not applicable</b> The proposed development is industrial in nature, it is not anticipated that pedestrian and cyclist facilities will be required.
<b>Parking</b>		
<b>PO17:</b> Provision is made for on-site vehicle parking to: a) meet the demand likely to be generated by the development; and b) avoid on street parking that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity.	<b>AO17:</b> Car parking is provided in accordance with the standards identified in Parking Rates Planning Scheme Policy No. SC6.10.	<b>R17: Complies</b> The proposed development facilitates for 15 (includes 1 person with disability space). ▪ six truck parking bays; ▪ laydown area and truck and trailer parking – 11 bays; ▪ 4 agitator truck parking bays; and ▪ 4 parking bays within the vehicle workshop.  The proposed parking is provided in accordance with the standards, which is



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		sufficient spaces to accommodate for the amount and type of vehicle traffic likely to be generated by the proposed development.
<b>PO18:</b> Parking ensures access is provided for people with disabilities.	<b>AO18:</b> Car parking areas are designed in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.5 Car Parking and Public Transport Facilities Guidelines.	<b>R18: Complies</b> The proposed development facilities for parking for people with disabilities through the implementation of 1 PWD parking spaces within the on-site parking area.
<b>PO19:</b> Where the nature of the proposed development creates a demand, provision is made for set-down and pick-up facilities by bus, taxis or private vehicle, which: a) are safe for pedestrians and vehicles; b) are conveniently connected to the main component of the development by pedestrian pathway; and c) provide for pedestrian priority and clear sight lines.		<b>R19: Not applicable</b> The proposed on-site parking area is deemed to be sufficient for the demand expected from the proposal.  Set-down and pick-up facilities are not anticipated to be required for this development.
<b>PO20:</b> Car parking and servicing areas are designed to: a) be clearly defined, marked and signed; b) be convenient and accessible; c) minimise large unbroken areas of hardstand to the extent practicable; d) be safe for vehicles, pedestrians and cyclists; e) provide shading; f) be located to encourage multi-purpose trip ends and minimise vehicle movements within the site; and g) minimise any adverse impacts on the amenity of surrounding land.		<b>R20: Complies</b> Parking and servicing areas within the site will be clearly defined, marked and signed.  Access to the on-site parking will be conveniently located adjacent to proposed buildings associated with each stage of the development.  Parking areas and servicing areas will be separated, improving on overall efficiency and safety for those visiting the site.
<b>PO21:</b> Vehicle spaces have adequate dimensions to meet user requirements.	<b>AO21:</b> Car parking areas are designed in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.5 Car parking and Public Transport Facilities Guidelines.	<b>R21: Complies</b> Vehicle spaces within the on-site secure parking area will have the adequate dimensions to meet user requirements, as per the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.3.5 Car parking and public.
<b>PO22:</b> Pavement is constructed to an appropriate standard.		<b>R22: Complies</b> Pavement constructed within the site will satisfy the current Australian Standards.
<b>PO23:</b> Parking and servicing areas are kept accessible and available for use as a car park at all times during the normal business hours of the activity.		<b>R23: Complies</b> All parking and servicing areas will be kept accessible and available at all times during



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		hours of operation of the proposed development.
<b>PO24:</b> Visitor parking for accommodation activities remains accessible and useable to visitors at all times.		<b>R24: Not applicable</b> The proposed development does not involve any accommodation activities.
<b>PO25:</b> Multi-level car parking areas are designed, articulated and finished to make a positive contribution to the local external streetscape character, as well as the internal user experience of the facility ensuring way finding technologies and aesthetic treatments are provided.		<b>R25: Not applicable</b> The proposed development will not involve multi-level parking areas.
<b>Servicing</b>		
<b>PO26:</b> Provision is made for the on-site loading, unloading, manoeuvring and access by service vehicles that: <ul style="list-style-type: none"> <li>a) are adequate to meet the demands generated by the development;</li> <li>b) are able to accommodate the design service vehicle requirements; and</li> <li>c) does not unduly impede vehicular, cyclist and pedestrian safety and convenience both within the site and external to the site.</li> </ul>	<b>AO26:</b> Servicing areas are provided and designed in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.5 Car parking and Public Transport Facilities Guidelines.	<b>R26: Complies</b> Servicing areas are provided and designed in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.3.5 Car parking and public transport facilities guidelines.
<b>PO27:</b> Refuse collection vehicles are able to safely access on-site refuse collection facilities.	<b>AO27:</b> Refuse collection areas are provided and designed in accordance with the standards identified in the Development Manual Planning Scheme Policy No. SC6.4 – SC6.4.3.22 Waste Management Guidelines and SC6.4.3.5 Car Parking and Public Transport Facilities Guidelines.	<b>R27: Complies</b> Refuse collection vehicles will be able to safely access the on-site refuse collection facilities via the allocated refuse collection area.  The proposed collection area is to be provided and designed in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 – SC6.4.3.22 Waste management guidelines and SC6.4.3.5 Car parking and public transport facilities guidelines.
<b>PO28:</b> Servicing arrangements minimise any adverse impact on the amenity of premises in the vicinity, having regard to operating hours, noise generation, proximity to sensitive uses, odour generation and dust.		<b>R28: Complies</b> Servicing arrangements will minimise any impacts on the amenity of the premises.