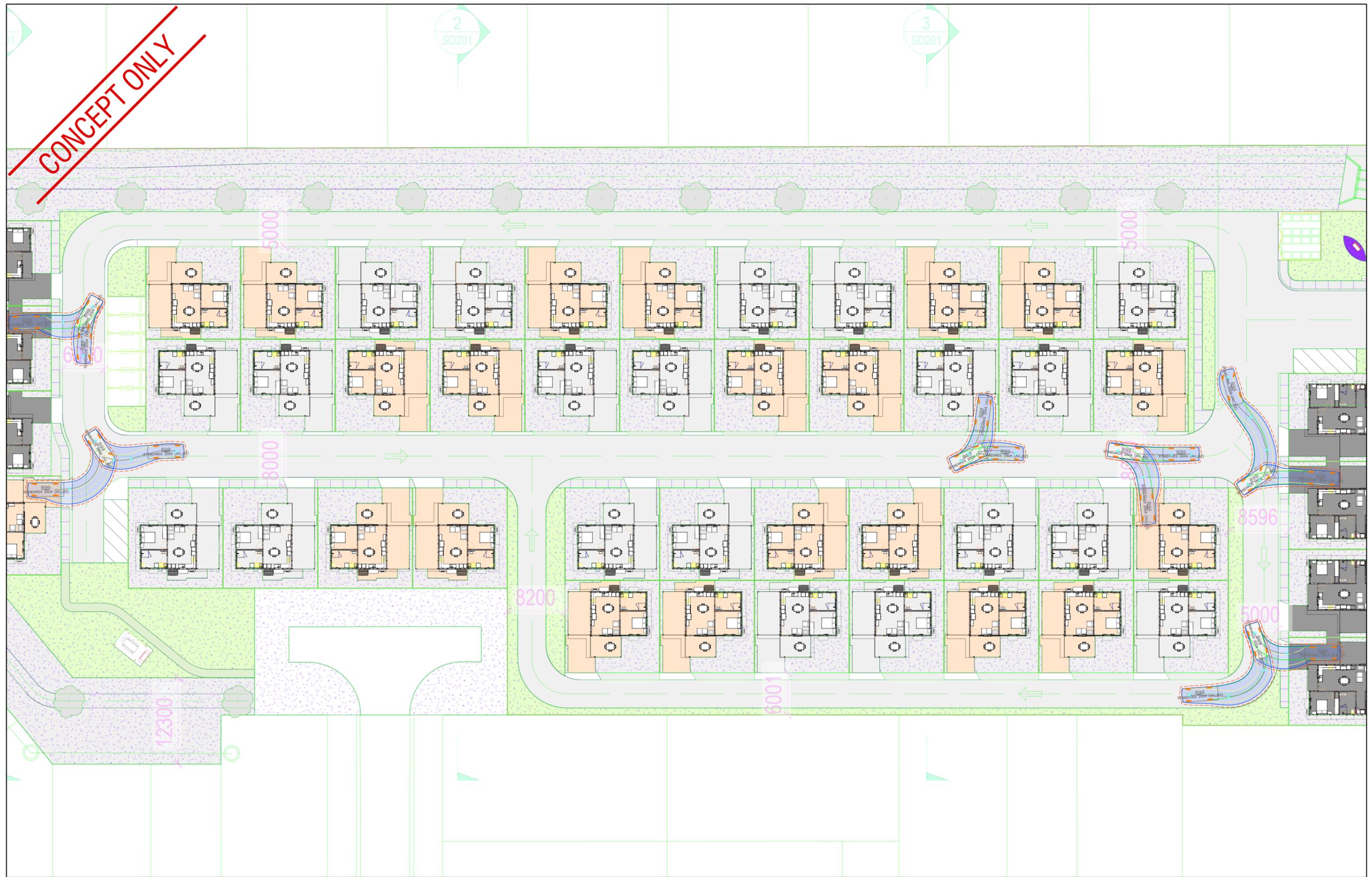


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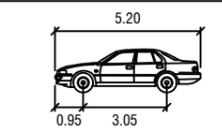
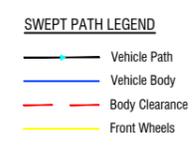
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SD201

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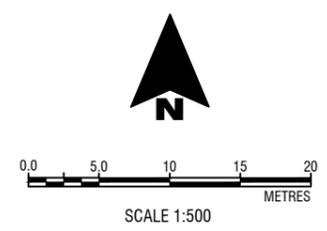
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B99

Width	: 1.94	metres
Track	: 1.84	
Lock to Lock Time	: 6.0	
Steering Angle	: 33.9	



Urbox 118
 Somers & Hervey Stage 12
Swept Path Assessment - B99
 Sheet 2 of 4
 FIGURE SK02

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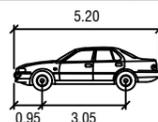


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SWEPT PATH LEGEND

- Vehicle Path
- Vehicle Body
- Body Clearance
- Front Wheels



B99

Width	: 5.20	metres
Track	: 3.05	
Lock to Lock Time	: 6.0	
Steering Angle	: 33.9	



Urbex 118

Somers & Hervey Stage 12

Swept Path Assessment - B99
Sheet 3 of 4

FIGURE SK03

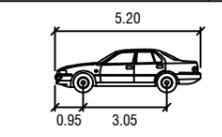
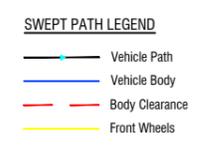
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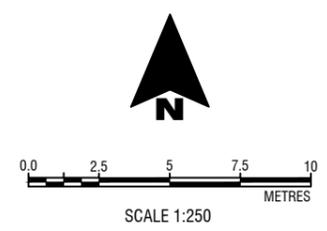
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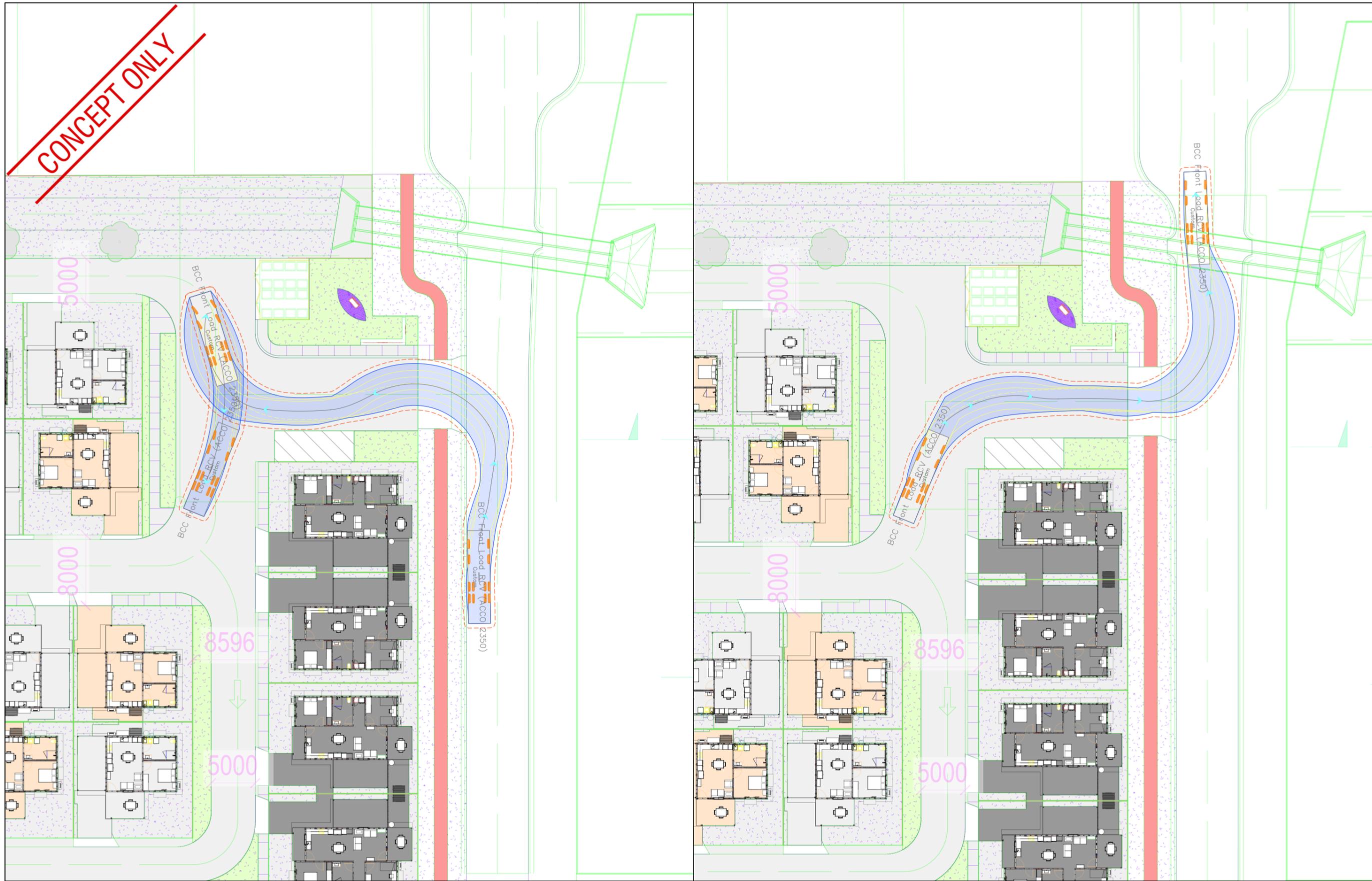
B99

Width	: 1.94	metres
Track	: 1.84	
Lock to Lock Time	: 6.0	
Steering Angle	: 33.9	



Urbex 118
 Somers & Hervey Stage 12
Swept Path Assessment - B99
Sheet 4 of 4
 FIGURE SK04

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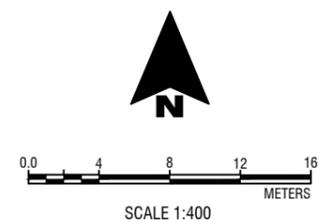
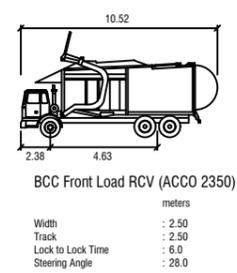


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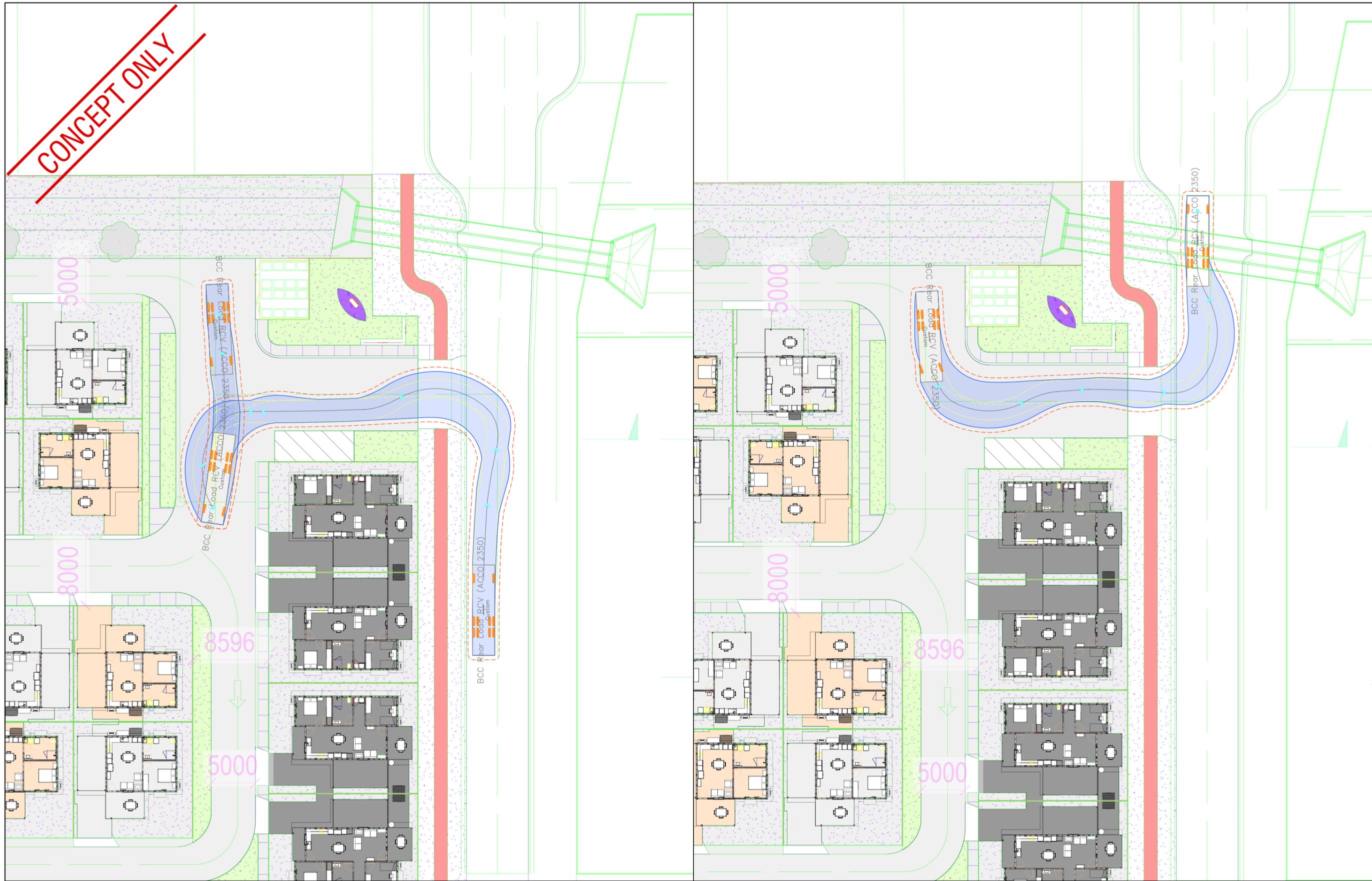
SWEPT PATH LEGEND

	Vehicle Path
	Vehicle Body
	Body Clearance
	Front Wheels



Urbex 118
 Somers & Hervey Stage 12
Swept Path Assessment
Front Lift RCV
 FIGURE SK05

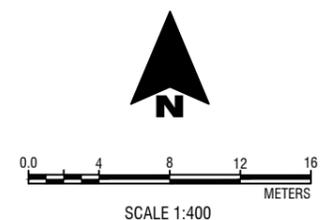
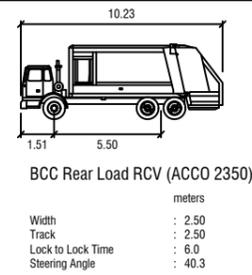
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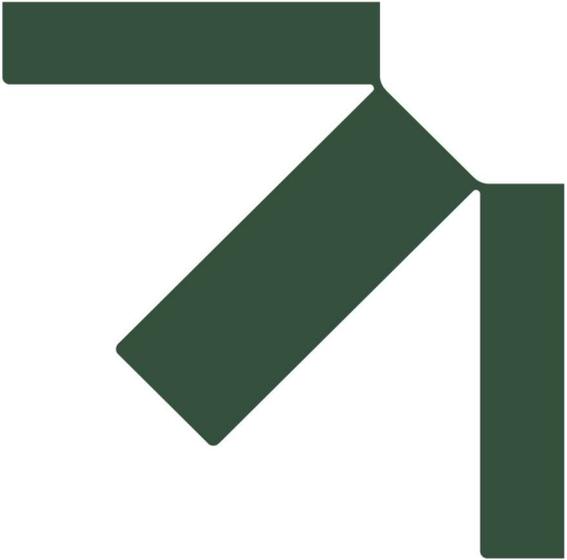
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SWEPT PATH LEGEND
 - - - Vehicle Path
 - - - Vehicle Body
 - - - Body Clearance
 - - - Front Wheels



Urbex 118
 Somers & Hervey Stage 12
Swept Path Assessment
Rear Lift RCV
 FIGURE SK06



Appendix C Code Responses

Stage 12A Multiple Dwellings Development, Somers & Hervey Residential Estate, Rasmussen, Townsville

Traffic Impact Assessment

Urbex Pty Ltd

SLR Project No.: 620.30870.00107

18 December 2025



The subject development has been assessed against the requirements of the Townsville City Plan *Transport Impact, Access and Parking* (TIAP) Code in Table 1 below.

Table 1 TIAP Code Compliance Review

Performance Outcomes	Acceptable Outcomes	Response
Transport impact		
<p>PO1</p> <p>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>No acceptable outcome is nominated.</p>	<p>Complies with PO1</p> <p>The development will be accessed via the link between Sorghum Street and Pinnacle Drive, which is an appropriate access road.</p>
<p>PO2</p> <p>Development does not compromise the orderly provision or upgrading of the transport network.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies with PO2</p> <p>The development does not compromise the orderly provision or upgrading of the transport network</p>
<p>PO3</p> <p>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>No acceptable outcome is nominated.</p>	<p>Complies with PO3</p> <p>The development provides appropriate connection to the fronting road (link between Sorghum Street and Pinnacle Drive).</p>
<p>PO4</p> <p>As far as practicable, development is designed to encourage travel by public transport, walking and cycling.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies with PO4</p> <p>The development includes internal footpaths that run east-west, providing connection from dwellings to the site frontage, mailboxes and bin enclosure. Footpaths are provided as appropriate on frontage works.</p>
Site access		
<p>PO5</p> <p>Access arrangements are appropriate for:</p> <ul style="list-style-type: none"> (a) the capacity of the parking area; (b) the volume, frequency and type of vehicle usage; (c) the function and characteristics of the access road and adjoining road network; and (d) the safety and efficiency of the road network. 	<p>AO5</p> <p>Access is provided in accordance with the standards identified in the Development manual planning scheme policy SC6.4 — SC6.4.5.5 Driveways, SC6.4.5.3 Public Transport Facilities and SC6.4.5.4 Car Parking..</p>	<p>Complies with PO5</p> <p>Driveway access to be provided in accordance with Council standards.</p>

Performance Outcomes	Acceptable Outcomes	Response
PO6 Where practical, access for cyclists and pedestrians is clearly distinguished from vehicle access.	No acceptable outcome is nominated.	Not applicable The development includes internal footpaths that run east-west, providing connection from dwellings to the site frontage, mailboxes and bin enclosure.
PO7 Access is located and designed to provide safe and easy access to the site, having regard to its position, width and gradient.	AO7 Access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.5.5 Driveways and SC6.4.3 Standard Drawings.	Satisfies AO7 The driveway access is appropriately located and has an access width in excess of the minimum width for Multiple Dwellings
PO8 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.	AO8 Access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.5.5 Driveways, SC6.4.5.3 Public Transport Facilities and SC6.4.5.4 Car Parking.	Complies with PO8 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.
PO9 A driveway does not cause change in the level of a footpath that is unsafe or inaccessible for people with mobility difficulties.	AO9 Access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.5.5 Driveways and SC6.4.3 Standard Drawings.	Not applicable To be addressed in further design stages
PO10 Driveways are designed to withstand loadings from all vehicles reasonably expected to use the site.	AO10 Access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.5.5 Driveways	Not applicable To be addressed in further design stages
PO11 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	AO11 Access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.5.5 Driveways	Not applicable To be addressed in further design stages
PO12 Construction of a driveway does not damage or interfere with the location, function of or access to any services and infrastructure.	AO12 Access is provided in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.5.5 Driveways, SC6.4.5.3 Public Transport Facilities, SC6.4.5.4 Car Parking and SC6.4.3 Standard Drawings.	Not applicable To be addressed in further design stages

Performance Outcomes	Acceptable Outcomes	Response
<p>PO13</p> <p>All vehicles reasonably expected to access the site can safely manoeuvre to allow vehicles to exit and enter in a forward motion.</p>	<p>AO13</p> <p>Access is provided in accordance with the standards identified in Development manual planning scheme policy no. SC6.4 - SC6.4.5.5 Driveways, SC6.4.5.3 Public Transport Facilities, SC6.4.5.4 Car Parking and SC6.4.3 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.</p>	<p>Complies with PO13</p> <p>Refuse vehicles are able to enter and exit the site in forward gear.</p>
Pedestrian and cyclist facilities		
<p>PO14</p> <p>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.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies with PO14</p> <p>The development includes internal footpaths that run east-west, providing connection from dwellings to the site frontage, mailboxes and bin enclosure.</p>
<p>PO15</p> <p>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.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies with PO15</p> <p>The development includes internal footpaths that run east-west, providing connection from dwellings to the site frontage, mailboxes and bin enclosure.</p>
<p>PO16</p> <p>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:</p> <ul style="list-style-type: none"> (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. 	<p>No acceptable outcome is nominated.</p>	<p>Not addressed</p> <p>Not addressed in this report.</p>
Parking		

Performance Outcomes	Acceptable Outcomes	Response
<p>PO17</p> <p>Provision is made for on-site vehicle parking to:</p> <p>(a) meet the demand likely to be generated by the development; and</p> <p>(b) avoid on street parking that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity.</p>	<p>AO17</p> <p>Car parking is provided in accordance with the standards identified in Parking rates planning scheme policy no. SC6.10.</p>	<p>Satisfies AO17</p> <p>See section 5.4 of this TIA.</p>
<p>PO18</p> <p>Parking ensures access is provided for people with disabilities.</p>	<p>AO18</p> <p>Car parking areas are designed in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.5.4 Car Parking.</p>	<p>Not addressed</p> <p>The design of parking at each lot is not addressed in this report</p>
<p>PO19</p> <p>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:</p> <p>(a) are safe for pedestrians and vehicles;</p> <p>(b) are conveniently connected to the</p> <p>(c) main component of the development by pedestrian pathway; and</p> <p>(d) provide for pedestrian priority and clear sight lines.</p>	<p>No acceptable outcome is nominated.</p>	<p>Not applicable</p>
<p>PO20</p> <p>Car parking and servicing areas are designed to:</p> <p>(a) be clearly defined, marked and signed;</p> <p>(b) be convenient and accessible;</p> <p>(c) minimise large unbroken areas of hardstand to the extent practicable;</p> <p>(d) be safe for vehicles, pedestrians and cyclists;</p> <p>(e) provide shading;</p> <p>(f) be located to encourage multi-purpose trip ends and minimise vehicle movements within the site; and</p> <p>(g) minimise any adverse impacts on the amenity of surrounding land.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies with PO20</p> <p>Bin store is adjacent to the site entrance with sufficient space for waste recovery vehicles to manoeuvre.</p> <p>Visitor parking provision is provided in accordance with AS2890.1.</p>

Performance Outcomes	Acceptable Outcomes	Response
PO21 Vehicle spaces have adequate dimensions to meet user requirements.	AO21 Car parking areas are designed in accordance with the standards identified in the Development manual planning scheme policy no. SC6.4 — SC6.4.5.3 Public Transport Facilities and SC6.4.5.4 Car Parking.	Complies with PO21 Parking spaces have adequate dimensions to meet user requirements.
PO22 Pavement is constructed to an appropriate standard.	No acceptable outcome is nominated.	Not applicable This detail beyond the scope of the masterplan TIA, but pavement will be designed by suitably qualified engineers and constructed to an appropriate standard.
PO23 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.	No acceptable outcome is nominated.	Not applicable
PO24 Visitor parking for accommodation activities remains accessible and useable to visitors at all times.	No acceptable outcome is nominated.	Complies with PO24 Visitor parking will remain accessible and useable to visitors at all times
PO25 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.	No acceptable outcome is nominated.	Not applicable
Servicing		
PO26 Provision is made for the on-site loading, unloading, manoeuvring and access by service vehicles that: (a) are adequate to meet the demands generated by the development; (b) are able to accommodate the design service vehicle requirements; and (c) does not unduly impede vehicular, cyclist and pedestrian safety and convenience both within the site and external to the site.	AO26 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.	Complies with PO26 Refuse vehicles are able to enter and exit the site in forward gear.
PO27 Refuse collection vehicles are able to safely access on-site refuse collection facilities.	AO27 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 SC6.4.5.3 Public Transport Facilities and SC6.4.5.4 Car Parking.	Complies with PO27 Refuse vehicles are able to enter and exit the site in forward gear and access the bin store, which is located adjacent to the site entrance.

TCC TIAP CODE REPONSES

Performance Outcomes	Acceptable Outcomes	Response
<p>PO28 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.</p>	<p>No acceptable outcome is nominated.</p>	<p>Not addressed Waste removal arrangements are yet to be confirmed. However the bin store is located adjacent to the site entrance to minimise impact on residents.</p>



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