NORTHERN CONSULTING engineers

CIVIL & STRUCTURAL ENGINEERS

TRAFFIC IMPACT ASSESSMENT (LOW IMPACT)

235-353 MILL ROAD, YABULU – LOW IMPACT TRAFFIC IMPACT ASSESSMENT IN RESPONSE TO TCC INFORMATION REQUEST – FUNCTION FACILITY

FOR
TREVOR HOLLEY C/ EDPI AUSTRALIA

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DOCUMENT CONTROL

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1.0 INTRODUCTION

1.1 Background

Northern Consulting Engineers (NCE) have been commissioned by Trevor Holley to undertake a Traffic Impact Assessment (TIA) in response to the TCC Information Request relating to the proposed material change of use (MCU) at 235-353 Mill Road, Yabulu.

1.2 Relevant information

The following traffic impact assessment refers to the supporting information outlined below:

- TCC Information Request – MCU26/0019 – Assessment Number: 14306235

1.3 Scope and study area

The proposed development is located within the Townsville City Council (TCC) local government area on a land parcel described as Lot 3 on RP743037. The site is situated approximately 2.5km from the Bruce Highway with the western boundary running parallel to Mill Road. The locality plan can be seen in **Figure 1-1**.

The purpose of the report is to provide a low impact traffic impact assessment in accordance with the TCC City Plan, including justification for the low impact classification.

Figure 1-1 Locality plan

1.4 TCC Information Request

The following information is to be addressed by the following report as per the TCC IR (MCU26/0019) – in particular the request item 5 – traffic impact assessment:

- Request Item 5 – Traffic Impact Assessment – The applicant is requested to provide RPEQ certification of the Low Traffic Impact Assessment.
    - Reason: To demonstrate compliance with the transport impact, access and parking code of the Townsville City Plan.

2.0 LOW IMPACT ASSESSMENT JUSTIFICATION

In accordance with the TCC City Plan SC6.4.5.2 Traffic Impact Assessments (TIA) the TIA Impact Level Assessment Criteria for Rural Areas is as follows:

- To classify as low impact the development must meet the following criteria:
    - New or additional trip generation in a peak hour of less than 30 trips directly accessing a street.
        - Refer to **Section 4.3.1** for confirmation of traffic generation numbers.
    - Less than 30 new or additional commercial vehicles per day.
        - Refer to **Section 4.3.1** for confirmation of traffic generation numbers.
    - If required relocation of any bus zone or taxi rank.
        - There are no bus zones or taxi ranks near the proposed development.
    - No change to existing transport network operation.
        - There are no proposed changes to the existing transport network operation due to the development.

NCE confirm that the proposed development will meet the above criteria, additionally it is noted that proposed use (function facility) will likely only generate sporadic off-peak traffic for the local roads.

3.0 PROPOSED DEVELOPMENT

3.1 Background

The proposed development consists of a MCU from rural residential to functional facility. The proposal intends to develop an entertainment venue to host weddings, parties and other events. The intent is the proposed development to utilise the existing site access and formalise access tracks. On-site car parking will be provided along the Mill Road frontage where a clearing already exists. The development will also consist of the construction of a new service shed, toilet block, kitchen and entertainment area with the maximum attendance for functions being 100 people. Disabled accessible parking will be provided along with a turn-about adjacent to the function area. The development is intended to be constructed over 3-years with the expected completion of works being 2029.

3.2 Development details

3.2.1 Site location

The development site is located approximately 2.5km south of the Bruce Highway along Mill Road as depicted in **Figure 1-1**. The existing site access and existing clearing / future function area is shown in the below **Figure 3-1** relative to adjacent roads and the lot highlighted in the locality plan.

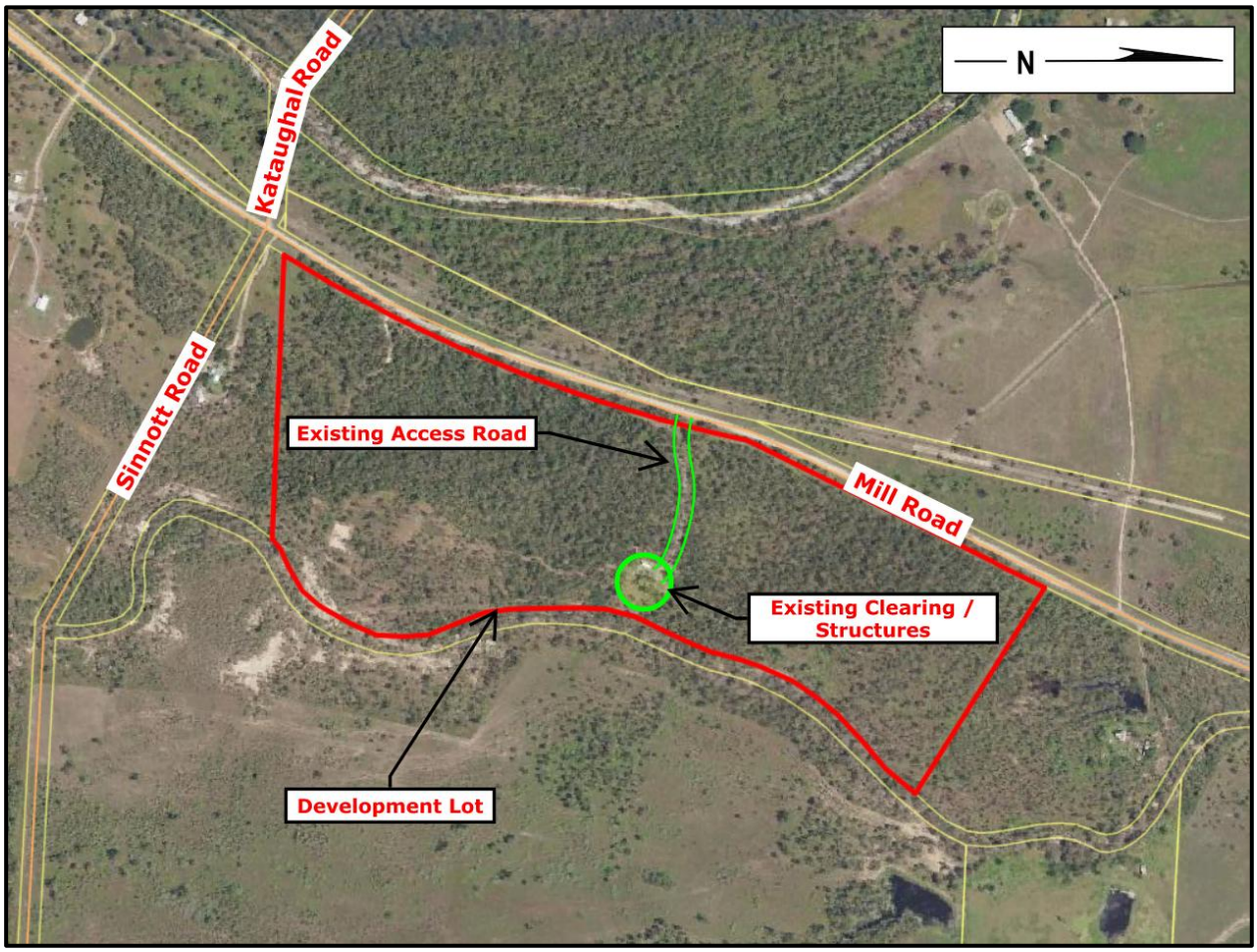

Figure 3-1 Existing access road and clearing (based on Qld Globe imagery)

3.2.2 Existing and proposed land-use

The proposed development lot is currently zoned as "Rural" as per the TownsvilleMAPS – Townsville City Plan online mapping tool. The development proposes to change the site use to "Function Facility" to allow for the use of the site to host events.

3.2.3 Development site plan

The client has provided the proposed site plan shown in **Figure 3-2**. The proposed site will be constructed with the existing clearing shown in **Figure 3-1**. The development is proposed to include:

- Toilet block: 48m^2
- Kitchen: 72m^2
- Storage / Service Shed: 72m^2

- Entertainment Area – Undercover venue (temporary marquee): 288m^2

The total gross floor area for the proposed development is 480m^2.

Figure 3-2 Proposed site plan

3.2.4 Proposed site access and parking

It is proposed that the existing site access and unsealed track to the site clearing will be utilised as the proposed site access with existing clear areas either side of the entrance proposed for use as on-site parking. The client has provided a parking and access plan which has been annotated by NCE, this markup is shown in **Figure 3-3**.

Parking requirements are provided within **Section 4.4**.

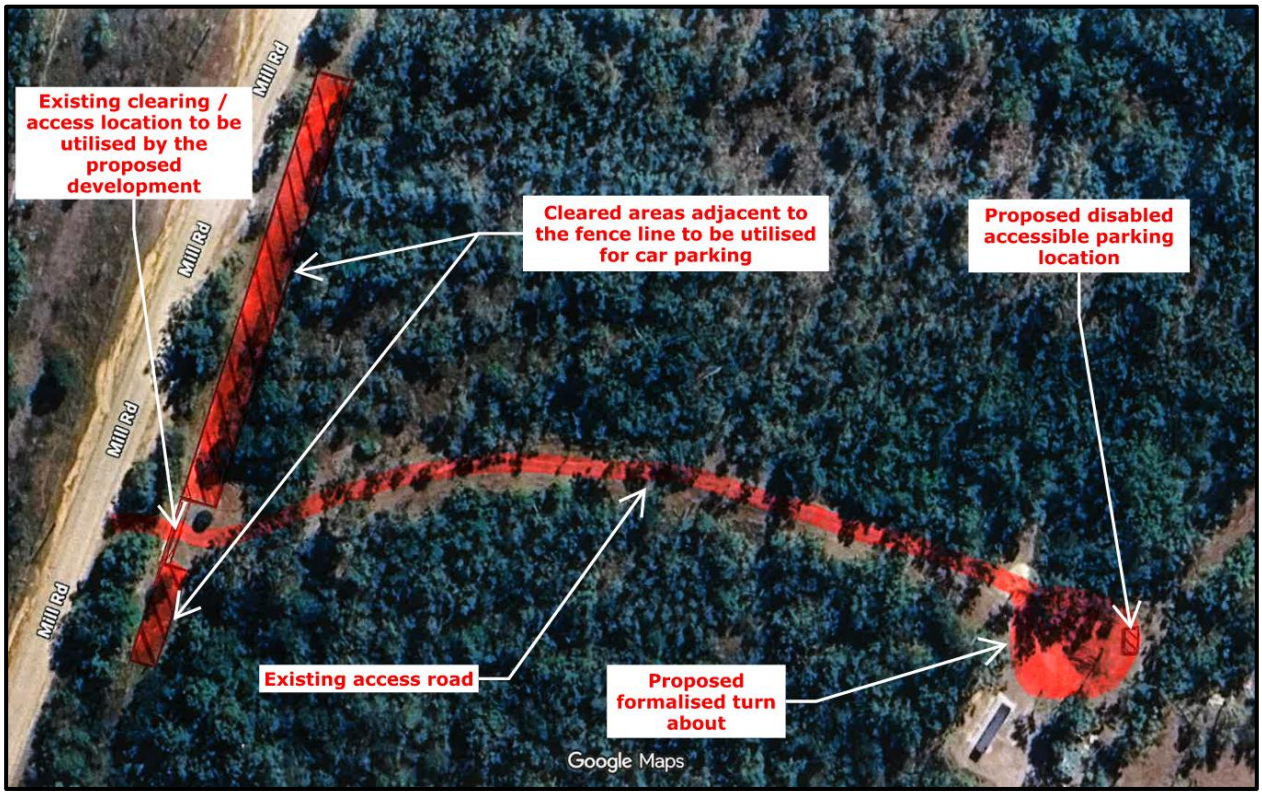

Figure 3-3 Proposed access and parking plan

4.0 TRAFFIC IMPACT ASSESSMENT (LOCAL AUTHORITY)

4.1 Existing road network

The key roads within the vicinity and likely to be utilised by the development are as follows:

- Mill Road – local road only – runs along the frontage of the site and will be utilised for direct access to the development. The development site is ~3km from the Mill Road / Pope Road intersection with the first ~2.4km being sealed and the remainder of Mill Road being an unsealed all-weather road.

- Pope Road – local road only – road connecting the site to the Bruce Highway to the north and Black River Road to the north-east. Access to and from the Bruce Highway is via an auxiliary left turn lane and channelise right turn lane. Access to and from Black River Road and Mill Road is via simple left simple right intersections.

- Black River Road – arterial road – connecting the Bruce Highway to Hervey Range Road. Will likely be utilised by limited development traffic arriving via Hervey Range Road.

- Bruce Highway – major highway – connecting Townsville to Cairns. Will likely be utilised by the majority of development traffic. Existing intersection configuration at Pope Road is likely to be more than sufficient for the proposed development.

4.2 Site access assessment

4.2.1 Access location and layout

As previous noted the site access is located along Mill Road approximately 3km from the intersection with Pope Road. At current no formalised driveway access is in place, however, the existing location is already used for access to the site.

The development will propose to formalise an unsealed driveway access location with appropriate geometry and cleared sight lines to allow for driveway access safety considerations. Local clearing of trees may be necessary to allow adequate visibility of the access and sight lines for exiting traffic.

4.2.2 Sight distances

Safe intersection sight distances (SISD) have been calculated for the proposed access location and compared to the road geometry and any sight line obstructions. The safe intersection sight distance has been calculated utilising a 90th percentile speed of 80km/hr and a reaction time of 2 seconds. The coefficient of deceleration has been taken from Austroads guidelines for unsealed roads. The required SISD calculated from these variables is a minimum of 212m. **Figure 4-1** shows the calculated sight distances based on Qld Globe imagery at the access location.

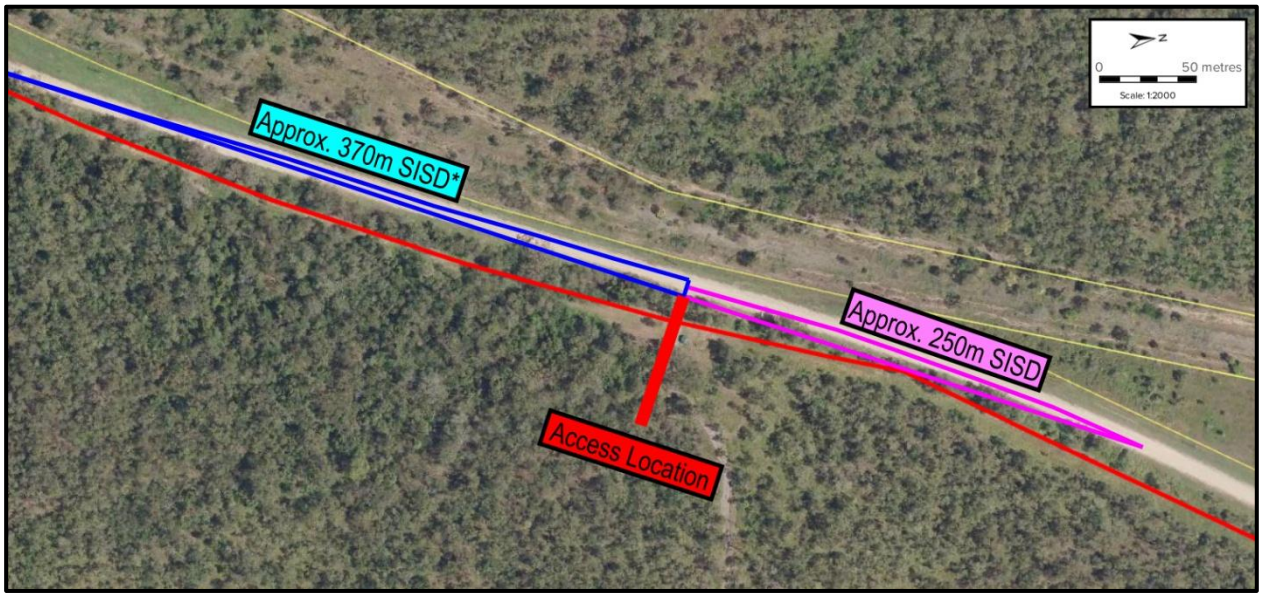

Figure 4-1 Safe intersection sight distances
*Depicted sight distance is limited by the scale of the figure, actual sight distance is equal to approximately 525m.

Sight distance calculations indicate that the proposed access location has more than sufficient stopping sight distance and will not cause any safety issues. Location of trees and other sight line obstructions to be confirmed prior to construction to ensure imagery is representative of site conditions.

4.3 Development Traffic

4.3.1 Development traffic generation

Development traffic generation is determined via a first principles assessment on the maximum number of guests for the development. NCE assume that guests would likely carpool or arrive together to events, particularly given the rural locality. Additionally, it is assumed that 12-seater busses will also be utilised to transport attendees. Therefore, NCE have assumed on average 3 guests would arrive per light vehicle with

two 12-seater busses also being utilised. An additional light vehicle is assumed for catering. The total generated traffic is 27 light vehicles and two busses.

4.3.2 Traffic generation impacts

Given the number of generated vehicles is below the low impact threshold and will likely not coincide with peak hours of local roads, NCE consider that the traffic will not generate any actionable impacts on the transport network operation.

4.4 Parking

Townsville City Council's City Plan SC6.10 Parking rates planning scheme policy provides parking rates for a number of land uses. The most applicable to this development being the "Function facility" land use, the provided parking rate for this land use is indicated as "Sufficient spaces to accommodate the amount of vehicle traffic likely to be generated by the particular use.". Based on the generated traffic numbers NCE recommend a minimum of 27 car parking spaces and additional parking or drop off / pick up facilities for buses / coaches, an additional disabled accessible space will be supplied adjacent to the facilities as part of the access turnabout.

5.0 CONCLUSIONS AND RECOMMENDATIONS

In summary, the low impact assessment has found the following key findings:

- There is sufficient safe intersection sight distance for the proposed development access,
- A formalised access will be provided for the site to account for sight distance requirements for exiting traffic and to reduce confusion of road users about the location and geometry of the access,
- Calculated traffic generation rates are within the limits for a low impact assessment within a rural area,
- Generated traffic will not cause actionable impact due to its magnitude and the likelihood of the traffic generation occurring in off-peak hours,
- Parking inclusive of disabled accessible facilities will be provided on-site for the generated traffic.

A signed Traffic Impact Assessment Certification can be found in the **Appendices**.

APPENDIX A

Certification Statement and Authorisation

Appendix B: Traffic impact assessment certification

Certification of Traffic Impact Assessment Report

Registered Professional Engineer Queensland

for

Project title:	Function Facility, 235-353 Mill Road, Yabulu. QLD 4818 Lot 3 on RP742037 Traffic Impact Assessment (MJ)

As a professional engineer registered by the Board of Professional Engineers of Queensland pursuant to the *Professional Engineers Act 2002* as competent in my areas of nominated expertise, I understand and recognise:

- the significant role of engineering as a profession, and that
- the community has a legitimate expectation that my certification affixed to this engineering work can be trusted, and that
- I am responsible for ensuring its preparation has satisfied all necessary standards, conduct and contemporary practice.

As the responsible RPEQ, I certify:

(i) I am satisfied that all submitted components comprising this traffic impact assessment, listed in the following table, have been completed in accordance with the *Guide to Traffic Impact Assessment* published by the Queensland Department of Transport and Main Roads and using sound engineering principles, and

(ii) where specialised areas of work have not been under my direct supervision, I have reviewed the outcomes of the work and consider the work and its outcomes as suitable for the purposes of this traffic impact assessment, and that

(iii) the outcomes of this traffic impact assessment are a true reflection of results of assessment, and that

(iv) I believe the strategies recommended for mitigating impacts by this traffic impact assessment, embrace contemporary practice initiatives and will deliver the desired outcomes.

Name:	Derek Saw	RPEQ No:	7363
RPEQ competencies:	Civil		
Signature:		Date:	12th June 2026
Postal address:	50 Punari Street, Currajong. 4812		
Email:	derek.saw@nceng.com.au		

Traffic impact assessment components to which this certification applies	✓
1. Introduction	
Background	✓
Scope and study area	✓
Pre-lodgement meeting notes	✓
2. Existing Conditions	
Land use and zoning	✓
Adjacent land uses / approvals	✓
Surrounding road network details	✓
Traffic volumes	✓
Intersection and network performance	
Road safety issues	✓
Site access	✓
Public transport (if applicable)	✓
Active transport (if applicable)	
Parking (if applicable)	✓
Pavement (if applicable)	
Transport infrastructure (if applicable)	✓
3. Proposed Development Details	
Development site plan	✓
Operational details (including year of opening of each stage and any relevant catchment / market analysis)	✓
Proposed access and parking	✓
4. Development Traffic	
Traffic generation (by development stage if relevant and considering light and heavy vehicle trips)	✓
Trip distribution	✓
Development traffic volumes on the network	✓
5. Impact Assessment and Mitigation	
With and without development traffic volumes	✓
Construction traffic impact assessment and mitigation (if applicable)	
Road safety impact assessment and mitigation	✓
Access and frontage impact assessment and mitigation	✓
Intersection delay impact assessment and mitigation	
Road link capacity assessment and mitigation	
Pavement impact assessment and mitigation	
Transport infrastructure impact assessment and mitigation	✓
Other impacts assessment relevant to the specific development type / location (if applicable)	✓

Traffic impact assessment components to which this certification applies	✓
6. Conclusions and Recommendations	
Summary of impacts and mitigation measures proposed	✓
Certification statement and authorisation	✓
[change above and / or insert other component as needed]	