Queensland Government

Department of
State Development and Infrastructure

Our ref: F24/217

Your ref: PDA/2023/5733

24 January 2024

Toowoomba Regional Council
Attn: Sophie Spencer
PO Box 3021
Toowoomba QLD 4350

Email: development@tr.qld.gov.au, sophie.spencer@tr.qld.gov.au

Dear Sophie

RELEVANT STATE INTERESTS FOR A PDA DEVELOPMENT APPLICATION FOR A PDA DEVELOPMENT PERMIT FOR A MATERIAL CHANGE OF USE FOR MULTIPLE DWELLING (56 UNITS) AND SHOPPING CENTRE AT 1A-3 NEIL STREET, TOOWOOMBA CITY DESCRIBED AS LOT 3 AG208, LOT 1 RP151665, LOT 5 RP16677, LOT 2 RP129701, LOT 1-3 RP16672 AND LOT 26-28 RP16674

Thank you for consulting with Economic Development Queensland (EDQ) about state interests relevant to the above PDA development application (the application).

After undertaking an assessment of the application, EDQ advises that:

The following information is necessary for EDQ to consider relevant state interests and should be requested via an information request in accordance with s83 of the *Economic Development Act 2012*:

A review of the material including the Traffic Impact Assessment (TIA), reference number 23E-0068, revision 1, prepared by RMA Engineers, dated 20/12/2023, has demonstrated that further information is required to adequately assess the proposed development. The applicant is requested to provide the additional information identified in **Appendix A**.

EDQ will advise further about state interests relevant to the application following receipt of the applicant's responses to the above items.

Should you have any queries in relation to this notice, please do not hesitate to contact Vivian Lun, Planner, Development Assessment, in Economic Development Queensland, by telephone on (07) 3452 6781 or at Vivian.Lun@dsdilgp.qld.gov.au.

Yours sincerely

Leila Torrens
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Appendix A

No	Information Required
Taxi Rank	
1.	***Issue:*** The development proposal relates to a shopping centre development with a total GFA of 6,039m^2, comprising a full-line supermarket of 4,293m^2 complemented by ground floor tenancies totalling 1,746m^2. This will generate taxi demand. Despite this, the Traffic Impact Assessment (TIA), prepared by RMA Engineers, dated 20/12/2023, reference number 23E-0068, revision 1 indicates that no public passenger transport provision has been made as part of the proposed development. In particular, the TIA and architectural drawing package, prepared by The Buchan Group give no consideration to taxis. ***Action:*** The development will trigger demand for a taxi rank and the applicant is required to provide revised architectural drawings and a revised TIA demonstrating that: (i) A taxi rank will be provided with sufficient capacity (the number of parked vehicles that can be accommodated) to cater for the demand generated by the development. This should consider likely passenger volumes and the demand for taxi services given factors such as the gross floor area of the development, use mix, anticipated demand, demographic considerations and regular uses/activities. In particular, the proposed full-line supermarket, is likely to generate taxi demand. (ii) The taxi rank will be located parallel to kerb adjacent to the main pedestrian entrance to the supermarket so that patrons do not have to cross vehicle circulation areas. Taxi ranks should be appropriately positioned to maximise coverage and decrease the distance that potential passengers have to walk. Taxi ranks should be sited near uses that generate major trips, the main pedestrian entry to the development and major pedestrian facilities. Taxi ranks should have their own dedicated parking bays and not be used for other pick-up and drop-off purposes. Advice is provided that the retail car park should be reconfigured to provide a taxi rank, parallel to kerb, adjacent to the lift and DDA ramp providing access to the entry of the supermarket building. Perpendicular car parking bays are not considered fit for purpose for a taxi rank. (iii) The taxi rank will be designed in accordance with relevant standards to ensure its safety and operational integrity as well as accessibility to people with a disability. Taxi ranks should be designed in accordance with appropriate standards. Taxi services provide an essential form of transport for those who cannot access other forms of transport or drive independently and are completely reliant on taxi services. Taxi ranks should have adequate support infrastructure such as waiting areas, shelter and seats. Please refer to Australian Standards AS 2890.5, AS/NZ 2890.6, AS 1742.11, AS/NZ 1158.3.1, the Disability standards for accessible public transport 2002 made under section 31(1) of the *Disability Discrimination Act 1992* and Chapter 7 – Taxi Facilities of the *Public Transport Infrastructure Manual 2015.* The taxi rank should include at least one space at the head of the queue suitable for a wheelchair accessible taxi. Further guidance can be obtained from the Department of Transport and Main Roads' TransLink *Public Transport Infrastructure Manual 2015,* in particular Chapter 7 – Taxi Facilities, which is available at: http://translink.com.au/about-translink/reports-and-publications. In particular, please refer to the provisions for disability access in Section 7.5. (iv) Taxis circulating through the car park can manoeuvre in forward gear at all times and have a direct and efficient route between entry and exit that avoids car park congestion and circuitous routes. (v) The maximum design vehicle can circulate past parked taxis (maximum design vehicle – maxi taxi being a Toyota Hiace of 5.38m in length) in the taxi rank. This will be necessary for independent vehicle movement in car parks. A RPEQ certified swept path analysis

No	Information Required
	should be provided demonstrating the path of travel through the car park, into and out of the taxi rank and also circulating past taxis parked in the taxi rank.
Urban Bus Stop Pair	
2.	***Issue**:* The development proposal relates to a shopping centre development with a total GFA of 6,039m^2, comprising a full-line supermarket of 4,293m^2 complemented by ground floor tenancies totalling 1,746m^2. The shopping centre will form an anchor on existing bus routes that will generate demand for a boarding/alight point. Despite this, the Traffic Impact Assessment (TIA), prepared by RMA Engineers, dated 20/12/2023, reference number 23E-0068, revision 1 indicates that no public passenger transport provision has been made as part of the proposed development although it suggests bus stop provisions should be considered in Neil Street and as part of the wider network. Neil Street, however, only accommodates bus route 903. Chalk Drive is currently serviced by routes 901, 902, 904, 905, 906, 907 and route 950 (outbound only) adjacent to the proposed development and Translink has advised from a networking perspective that a pair of bus stops should service the development along this frontage. A wider networking consideration is not required because the urban bus routes are existing and the nearest bus stops are too remote from the site to service the type and scale of development proposed. A shopping centre should have 'front door' access to urban bus stops. ***Action:*** The development will trigger demand for a new bus stop pair to service the development via the existing bus routes along Chalk Drive or Neil Street, south of its intersection with Chalk Drive. The applicant is therefore required to provide revised architectural drawings and a revised TIA demonstrating: (i) the location for a pair of urban bus stops (one in each direction) to service the proposed development on Chalk Drive or Neil Street, south of its intersection with Chalk Drive. In proposing a location for each bus stop, the applicant should give due consideration to the following: • The operational considerations for the planning and design of bus stops in Section 5.5 - Bus Stop Environment of Chapter 5 - Bus Stop Infrastructure of the *Public Transport Infrastructure Manual 2015* as well as to the *Transport Operations (Road Use Management – Road Rules) Regulation 2009*, in particular stopping at intersections. The bus stops preferably should be located on the departure side of intersections and in proximity to a safe pedestrian crossing arrangement. • Potential traffic hindrances and safety issues in locating the bus stops and determining whether the bus stops should be indented or on-road, for example, ingress/egress points, vehicle queuing, deceleration lanes, turn lanes, loading vehicles, sight lines and blind spots affecting potential bus drivers and pedestrians. Consultation should occur with the road manager (Department of Transport and Main Roads and Toowoomba Regional Council) in relation to relevant considerations for locating and designing the bus stops in the relevant speed environment and with regard to any roadworks required for the development. • Potential constraints such as stormwater drainage infrastructure, power poles, street furniture, vegetation, driveways, verge width, topography and the like in locating the bus stops. It is acknowledged that Chalk Drive is constrained but the applicant is requested to consider potential alternative design solutions for bus stops given this roadway accommodates the majority of bus routes. Alternatively, the option of reallocating kerbside space to bus stops in Neil Street, south of its intersection with Chalk Drive can also be

No	Information Required
	considered as the majority of bus routes utilise this intersection inbound and outbound of the Toowoomba Bus Station. Neil Street, north of its intersection with Chalk Drive is not considered a suitable location for urban bus stops given this frontage only services one bus route. (ii) Provide a layout design for the proposed bus stops to an Intermediate stop standard in accordance with Chapter 5 – Bus Stop Infrastructure of the *Public Transport Infrastructure Manual 2015.* In particular, refer to Section 5.3 – Principles of Bus Stop Planning, Section 5.6.3.1 and Table 5.7 - Bus Stop Length Requirements, Section 5.7 – Bus Stop Components and Appendix 5-B – Layout and Technical Drawings. The positioning, design and dimensions of the proposed bus stops should be clearly depicted on a scaled and labelled proposal plan in relation to the requirements of the *Public Transport Infrastructure Manual 2015* and any proposed roadworks. (iii) Provide written evidence that relevant land owner/s do not object to the proposed location of the bus stop/s, where these need to be located adjacent to the road frontage of a different site (that is, where not adjacent to the subject site). (iv) Demonstrate how safe, direct and convenient pedestrian/cycle access will be provided between the proposed development and each bus stop by: • undertaking consultation with the relevant road manager (the Department of Transport and Main Roads / Toowoomba City Council); • undertaking a safety audit which considers the locational circumstances of the site, proposed traffic arrangements, the intended location of the bus stops, the anticipated site population and speed environment of the road as well as other relevant considerations; • providing an appropriately labelled and scaled drawing illustrating a suitable pedestrian crossing arrangement across the applicable roadways to achieve access between the proposed bus stops and development; • providing a paved pedestrian footpath adjacent to the road frontages of the site; • providing a proposal plan which demonstrates how an internal pathway system will be provided to facilitate access to the external pedestrian network providing access to the bus stop pair. The Department of Transport and Main Roads' TransLink *Public Transport Infrastructure Manual 2015* is available at: http://translink.com.au/about-translink/reports-and-publications. The applicant is encouraged to meet with the Department of Transport and Main Roads to discuss potential bus stop locations.