PROPOSED INDUSTRIAL SUBDIVISION
702-742 GREENBANK RD, NORTH MACLEAN

TRAFFIC IMPACT ASSESSMENT

15 FEBRUARY 2024

PREPARED FOR
GREAT WALL PROPERTY GROUP

PTT TRAFFIC & TRANSPORT ENGINEERING

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL
Approval no: DEV2023/1425
Date: 4 July 2025

Queensland Government

ECAAS ISO 9001 CERTIFIED QUALITY MANAGEMENT

DOCUMENT CONTROL RECORD

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Client:	Great Wall Property Group					
Project Number:	24-209					
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1.0 INTRODUCTION

In October 2023, PTT was commissioned by Great Wall Property Group to undertake a traffic engineering assessment in support of a proposed one into two industrial lot subdivision at 702-742 Greenbank Road, North Maclean. The location of the subject site is shown in Figure 1.1.

Figure 1.1: SITE LOCALITY

1.2 AIM

The aim of this assessment is to evaluate the proposed development in terms of its access, parking and servicing arrangements, pedestrian / cyclist facilities, peak hour traffic generation and impact on the surrounding road network.

1.3 SCOPE OF REPORT

This report begins by summarising the characteristics of the existing road network (Chapter 2), followed by a description of the scope and scale of the development, including a consideration of the site access, parking provision and design, servicing arrangements and pedestrian / cyclist facilities (Chapter 3). The expected peak hour traffic generation of the site is quantified, with the development's likely impact assessed qualitatively (Chapter 4). The report concludes with a summary of key findings and recommendations (Chapter 5).

2.0 EXISTING CONDITIONS

2.1 SUBJECT SITE

The subject site is located at 702-742 Greenbank Road, North Maclean and is formally described as Lot 3 on 209351. According to the Logan Planning Scheme, the site is within a Priority Development Area (ie Greater Flagstone). A single residential dwelling and associated buildings are currently on the site, as shown in Figure 2.1.

The site is bounded by rural residential properties to the north and south, vacant land to the east and Greenbank Road to the west. The surrounding area is predominately rural residential.

Figure 2.1: SUBJECT SITE

2.2 ACCESS

Access to the subject site is currently provided via a single crossover on Greenbank Road, as indicated in Figure 2.1.

2.3 ROAD NETWORK

Greenbank Road is an undivided road with one lane of traffic in each direction and has a posted speed of 80km/h. According to Logan City Council's (LCC) Road Hierarchy, it is classified as a Rural Collector (ie major road).

Traffic count data collected at the Mount Lindesay Highway / Greenbank Road intersection (approximately 2km south-east of the site) in March 2023 indicates that existing traffic volumes

on Greenbank Road is in the order of 760vph and 905vph during the weekday morning and evening peak hours, respectively.

Given the extensive development expected throughout the Greater Flagstone PDA, Greenbank Road will be upgraded in the future to cater for increased traffic generated by the PDA.

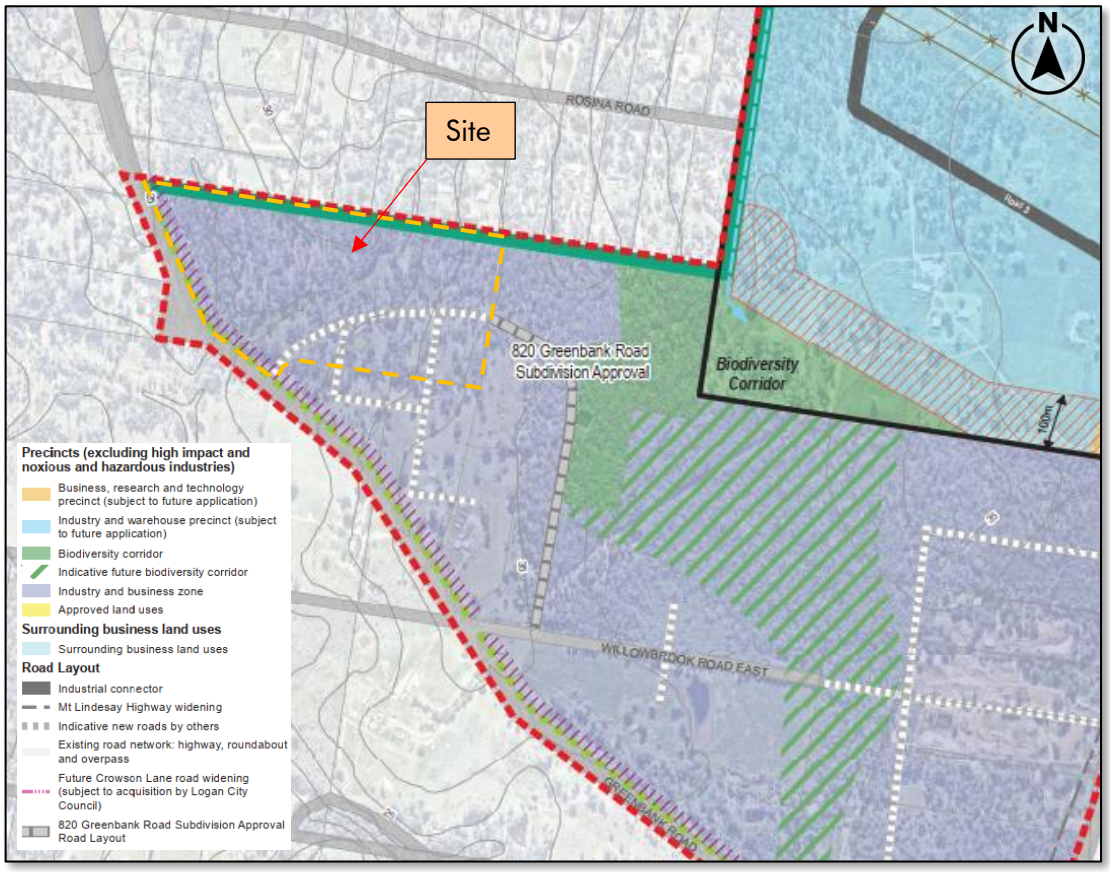
2.4 ACTIVE AND PUBLIC TRANSPORT

There are no formalised pedestrian and facilities in proximity to the site, nor are there any public bus stops.

2.5 GREATER FLAGSTONE PDA

The subject site forms part of the Greater Flagstone PDA, specifically the North Maclean Industry and Business Precinct. The latest revision of the of the PDA general planning layout was endorsed by Economic Development Queensland (EDQ) in 2021 and is shown in Figure 2.2. According to the general planning layout, the subject site is zoned for industry and business uses.

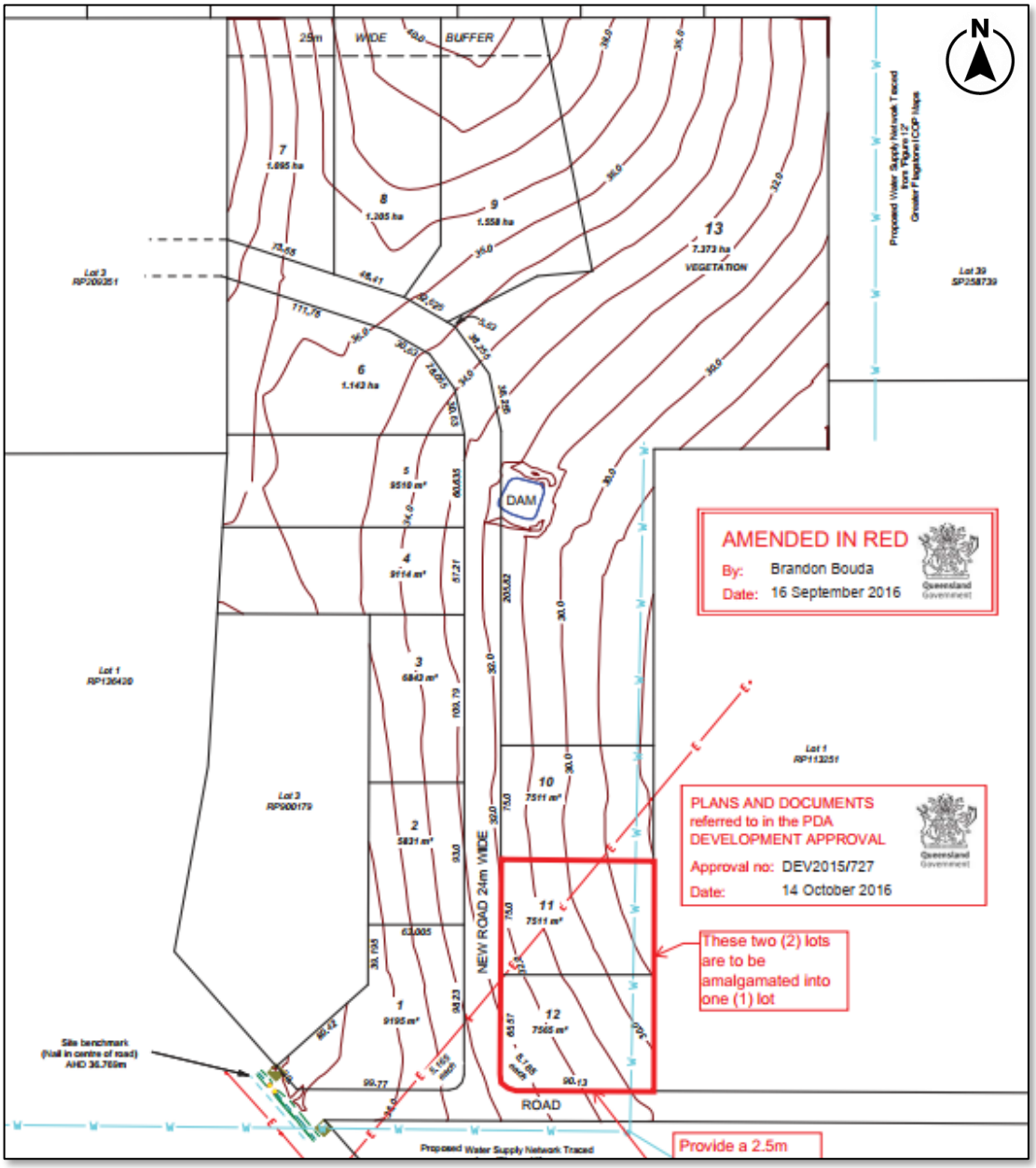
Figure 2.2: GREATER FLAGSTONE GENERAL PLANNING LAYOUT



The general planning layout shown in Figure 2.2 includes an indicative road network through the subject site, that connects Greenbank Road to an approved 12-lot industrial sub-division to the east of the site (Application Number: DEV2015/727), as well as future development to the south of the site. A new T-intersection on Greenbank Road at the southern corner of the subject site would facilitate access to the future road network, with the road network also accessed from Willowbrook Road East via the approved 12-lot sub-division.

The approved sub-division layout is shown in Figure 2.3. Despite being approved in 2016, it is understood that the approval is still valid. As shown, the approved site is accessed via a new T-intersection on Greenbank Road (ie to align with the ultimate Willowbank Road East shown in Figure 2.2), with each individual lot accessed via a new 24m wide road. It is expected that this new road would be extended to the west as part of future development over the subject site.

Figure 2.3: APPROVED 12-LOT SUB-DIVISION



AMENDED IN RED
By: Matthew Buchanan
Date: 9 April 2025

Queensland Government

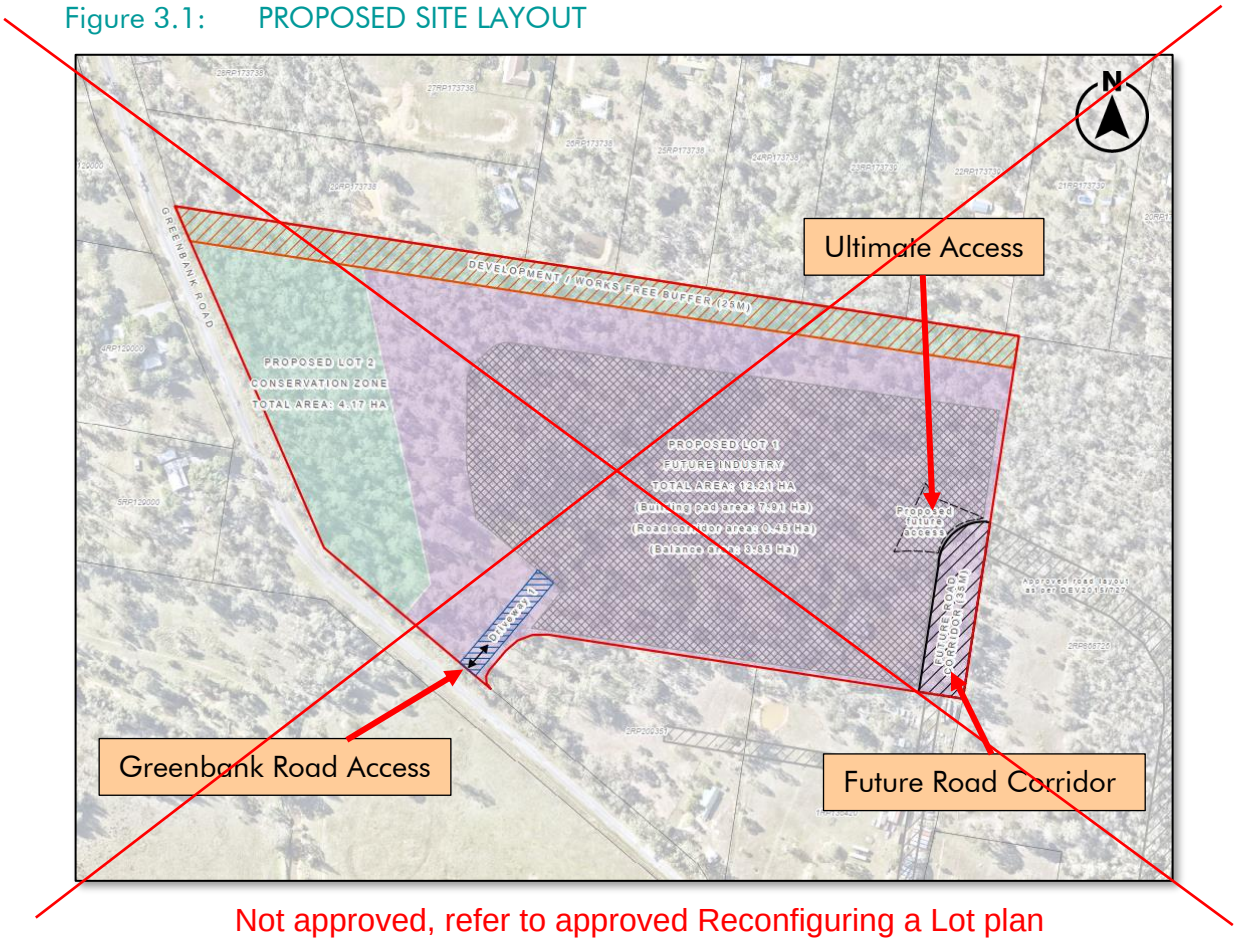
3.0 PROPOSED DEVELOPMENT

3.1 OVERVIEW

The development application seeks approval for a Reconfiguration of Lot (ROL) from one lot into two lots on the subject site. It is understood that Lot 1 would comprise future industrial uses and Lot 2 would cater for a environmental conservation zone. A separate Material Change of Use (MCU) application will be submitted to EDQ in the future to establish industrial uses over Lot 1. It is expected that Lot 1 would cater for warehouse or low impact / light industry uses. Future development over Lot 1 would be expected to accommodate approximately 33,000m^2 gross floor area (GFA).

The proposed ROL subdivision layout, including future road corridor, is included in Appendix A and shown in Figure 3.1.

Figure 3.1: PROPOSED SITE LAYOUT



Not approved, refer to approved Reconfiguring a Lot plan

3.2 ACCESS

3.2.1 *Location*

Vehicular access to Lot 1 is proposed from Greenbank Road via a private driveway, located at the south-western corner of the site. The proposed access would be located as far as possible from an existing horizontal curve on Greenbank Road (ie north of the access location). The proposed access location would not encroach existing intersections and neighbouring driveways. It is therefore our view that the proposed Greenbank Road access location is appropriate.

Ultimately, the site would also be accessed via a secondary driveway on the eastern side of the site and future road connections to the neighbouring sites to the east and south, noting that an industrial subdivision was approved at 820 Greenbank Road which accounted for future road connectivity to the subject site. This additional access location is shown in Figure 3.1. It is understood that this ultimate additional access (via future road connections to sites to the east and south) would facilitate flood-free site access.

3.2.2 *Design*

Proposed Lot 1 would cater for heavy vehicles movements and thus, it is recommended that the all site accesses be designed in accordance with Institute of Public Works Engineering Australasia (IPWEA) Standard Drawing RS-051. It is expected that more detailed plans of the access driveway would be prepared in the future as part of future MCU applications.

3.2.3 *Turn Treatments*

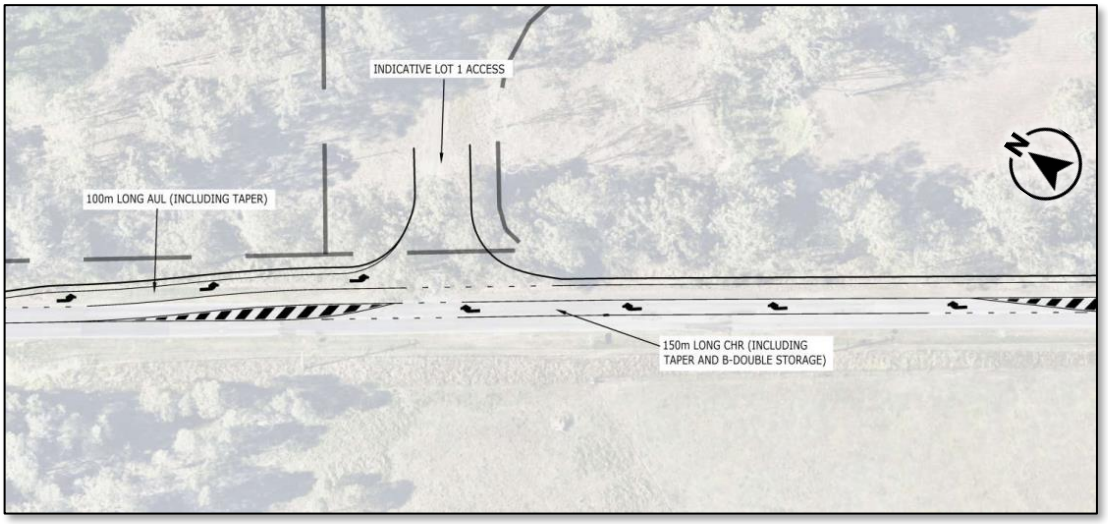
Based on a turn warrants assessment provided in Section 4.3, it is recommended that the Greenbank Road access design incorporates the following turn treatments:

- an auxiliary left-turn deceleration lane (AUL) on Greenbank Road
- a channelised right-turn lane (CHR) on Greenbank Road

The AUL and CHR treatments will minimise the disruption to through traffic on Greenbank Road.

A concept functional layout of the Greenbank Road access, including recommended turn treatments is shown in Figure 3.2 and included in Appendix B.

Figure 3.2: GREENBANK ROAD ACCESS FUNCTIONAL LAYOUT



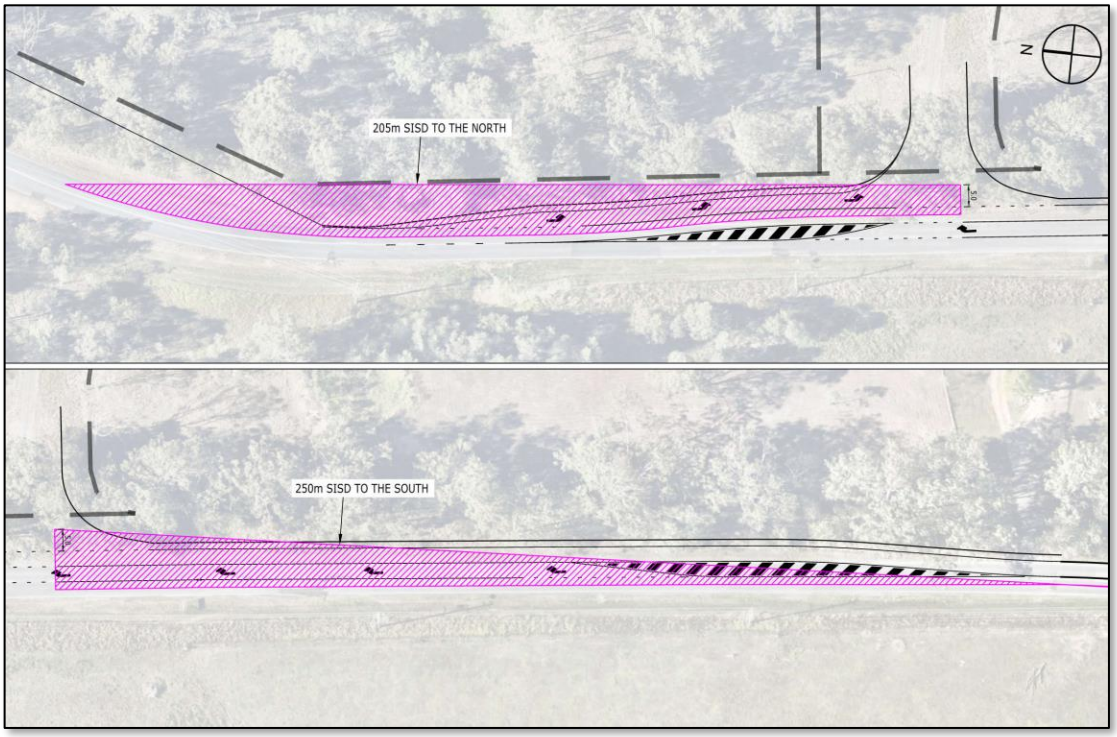
3.2.4 *Sight Distance*

We estimate there is approximately 205m safe intersection sight distance (SISD) to the north of the proposed Greenbank Road access and in excess of 250m SISD to the south of the access (measured approximately 5.0m back from the through carriageway), as shown in Figure 3.3. Based on 90km/h design speed (ie posted speed plus 10km/h), the Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections identifies a desirable SISD of 214m

(based on a two second reaction time) and an absolute minimum SISD of 201m (based on a 1.5 second reaction time). Thus, the available sight distance to the south of the Greenbank Road access achieves the minimum desirable sight distance required by Austroads.

Given that there is a horizontal curve to the north of the access, it is expected that vehicles approaching the access from the north would be travelling at or below the posted speed (ie 80km/h). For an 80km/h posted speed, Austroads requires a desirable SISD of 181m. We are therefore of the view that sufficient sight distance would be available to the north of the access, noting that the proposed Greenbank Road access location achieves the desirable SISD for an 80km/h posted speed and the absolute minimum SISD for a 90km/h design speed.

Figure 3.3: AVAILABLE SISD AT GREENBANK ROAD ACCESS



3.3 PARKING

In accordance with Greater Flagstone PDA Development Scheme, it is recommended that future development over Lot 1 provides sufficient parking in accordance with Division 5 Parking and Servicing Code of the Beaudesert Shire Planning Scheme 2007.

3.4 SERVICING

The section of Greenbank Road along the site frontage is not an approved B-double route. However, given that Greenbank Road will eventually be upgraded to facilitate primary access to the PDA, which is expected to cater for industrial uses, it is likely that Greenbank Road will eventually cater for B-Doubles.

The recommended CHR treatment shown in Figure 3.2 has been designed to cater for the storage of a 25m long B-double. Furthermore, it is expected that the Greenbank Road access could be

readily designed to cater for the access/egress of a B-double, as demonstrated in drawing 24-209-003 included in Appendix B.

It is expected that the ultimate access design would be determined as part of future MCU applications over the site. It is recommended that the ultimate access design sufficiently caters for B-double access and egress.

3.5 FUTURE ROAD PLANNING

As shown in Figure 2.2, the Greater Flagstone general planning layout indicatively shows a future road running through the subject site, between Greenbank Road and the approved internal road network over the adjacent sub-division to the east. This new road would meet Greenbank Road at a T-intersection, generally located as per the Greenbank Road Lot 1 access shown in Figure 3.2. However, it is understood that the section of Greenbank Road, immediately adjacent to the subject site, is within a high hazard flood zone as shown in Figure 3.4 and so it would seem reasonable to relocate this future T-intersection elsewhere on the network (ie to a location on Greenbank Road that is not in a high flood zone).

Figure 3.4: FLOOD MAPPING GREENBANK ROAD

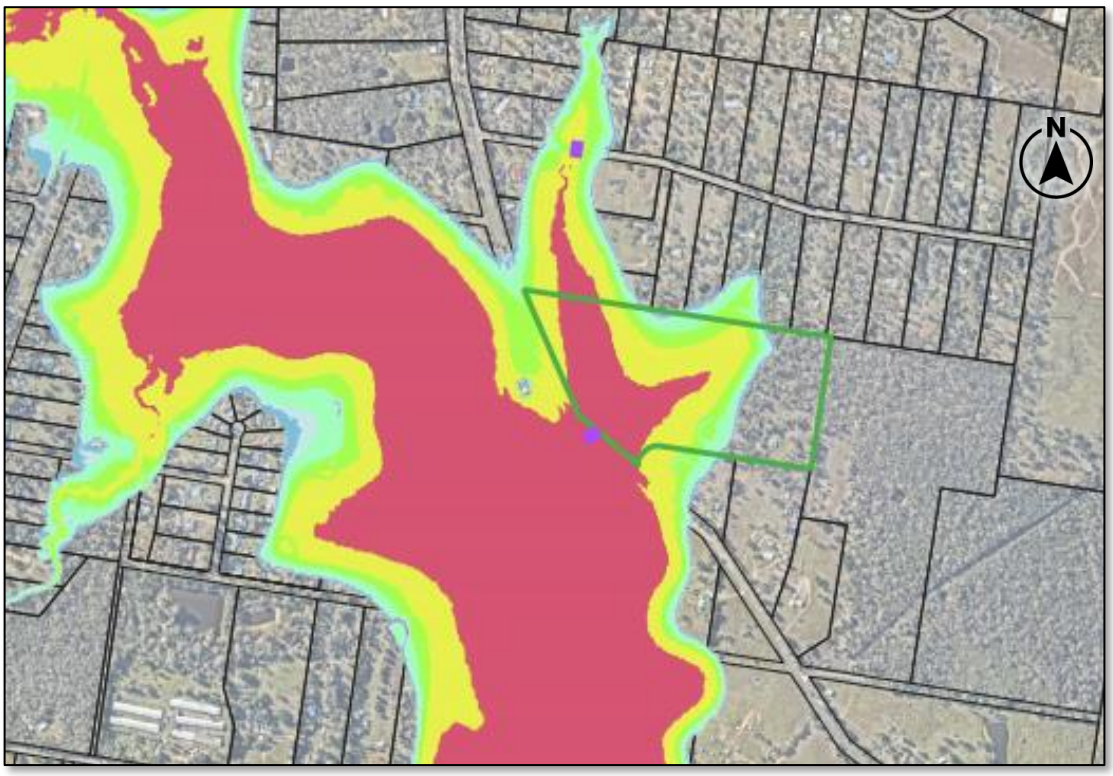
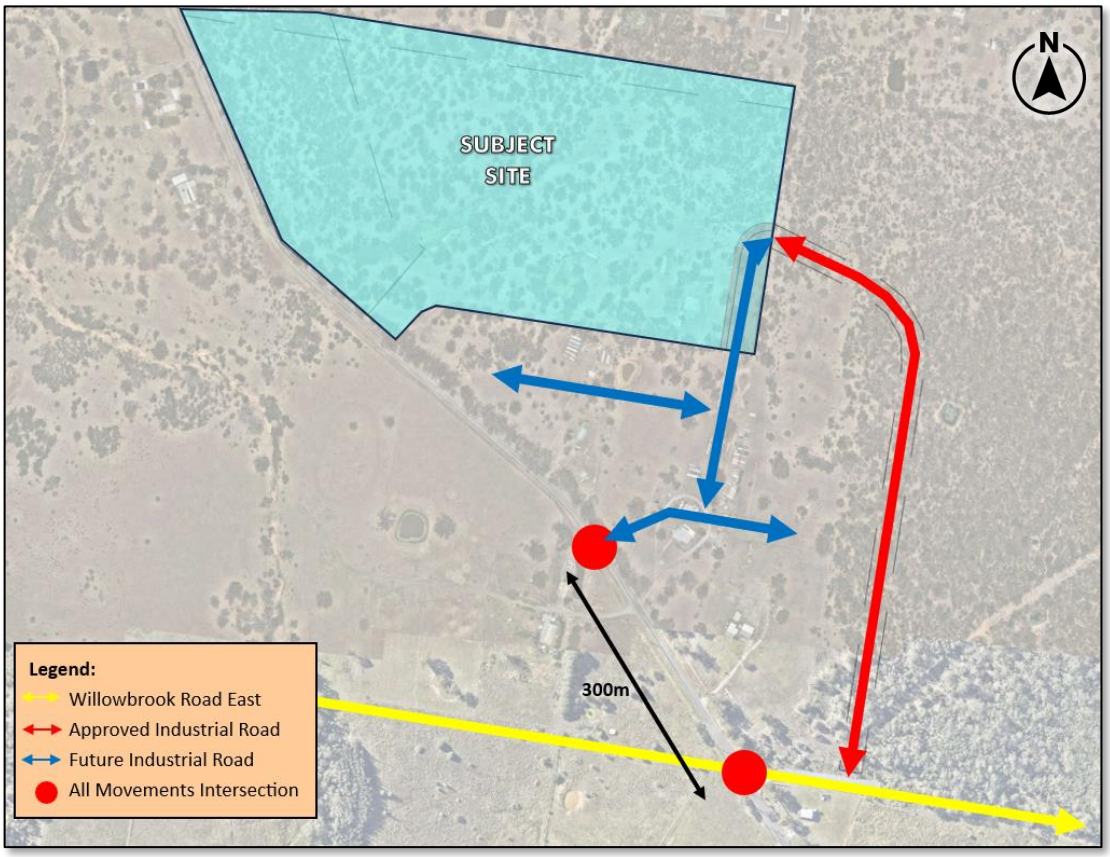


Figure 3.5 demonstrates that a cohesive future road network could be readily provided over sites to the east and south, without requiring a direct through connection to Greenbank Road through the subject site. Instead, a land dedication would be provided on the eastern side of the site to facilitate a future road connection between the approved sub-division to the east and future development over sites to the south. This dedication is approximately 34m which more than adequately cater for EDQ's preferred Industrial Collector cross-section.

We are of the view that the revised road network generally achieves the same level of accessibility and connectivity as the EDQ endorsed context plan. We recommend that the re-located T-intersection on Greenbank Road (ie provided in lieu of a T-intersection within the bounds of the subject site) be located approximately 300m north of the future Greenbank Road / Willowbrook Road East intersection. This would (a) ensure the T-intersection is located outside of the high hazard flood zone and (b) achieves the minimum intersection separation required in EDQ's Street and Movement Network Guidelines for Trunk Collector / Industrial Collector Roads.

Figure 3.5: REVISED INDICATIVE FUTURE ROAD NETWORK LAYOUT



4.0 TRAFFIC OPERATIONS

4.1 DEVELOPMENT STAGING

4.1.1 Assessment Scenarios

It is standard practice when analysing future year traffic operations to adopt a ten-year design horizon from the year of full occupation. Therefore, the following development staging has been adopted:

- Traffic Survey: 2023
- Development Application: 2023
- Construction and Occupation: 2025
- Occupation plus 10 years: 2035

4.1.2 Background Traffic Growth

The Department of Transport and Main Road's (TMR) Annual Average Daily Traffic (AADT) data for the Mount Lindesay Highway in the vicinity of the subject site (Counter Site: 10098) indicates an average traffic growth rate of 2.1% per annum over the most recent 10-year period for which data is available (ie 2012-2022). Accordingly, a background traffic growth rate of 2.1% per annum has been adopted. The application of this rate equates to a 25.2% increase in traffic volumes over the next 12 years (ie 2023 to 2035).

4.2 TRAFFIC GENERATION

Proposed Lot 1 is expected to cater for warehouse / low impact industry uses. The New South Wales Transport Roads and Maritime Services (RMS) Guide to Traffic Generating Developments (including the 2013 Updated Traffic Surveys) and TMR's Road Planning and Design Manual (1st Edition) recommends the following trip rates be adopted:

- Warehouse: 0.5 trips per 100m^2 GFA
- Low Impact Industry: 0.9 trips per 100m^2 GFA

TMRs' Road Planning and Design Manual identifies that the gross floor area (GFA) of industrial uses is typically around 45% of the site area, as considerable space has to be devoted to parking, servicing and manoeuvring. The total building pad / developable area over Lot 1 equates to approximately 73,500m^2. Thus, the total GFA over Lot 1 is expected to be in order of 33,000m^2.

Conservatively adopting the higher of the two trip rates listed above, future development over Lot 1 could generate in the order of 297 two-way vehicle trips during the morning and evening peak hours.

4.3 DIRECTIONAL DISTRIBUTION

The distribution of development related traffic on the existing road network has been estimated based on the directional split inherent in the traffic surveys collected at the nearby Mount Lindesay Highway / Greenbank Road intersection. The adopted directional distribution at the Lot 1 Greenbank Road access is summarised in Appendix C.

The expected turning forecasts at the site access during the opening and future year peak hours is summarised in Figures 4.1 and 4.2.

Figure 4.1: OPENING YEAR TURNING VOLUMES

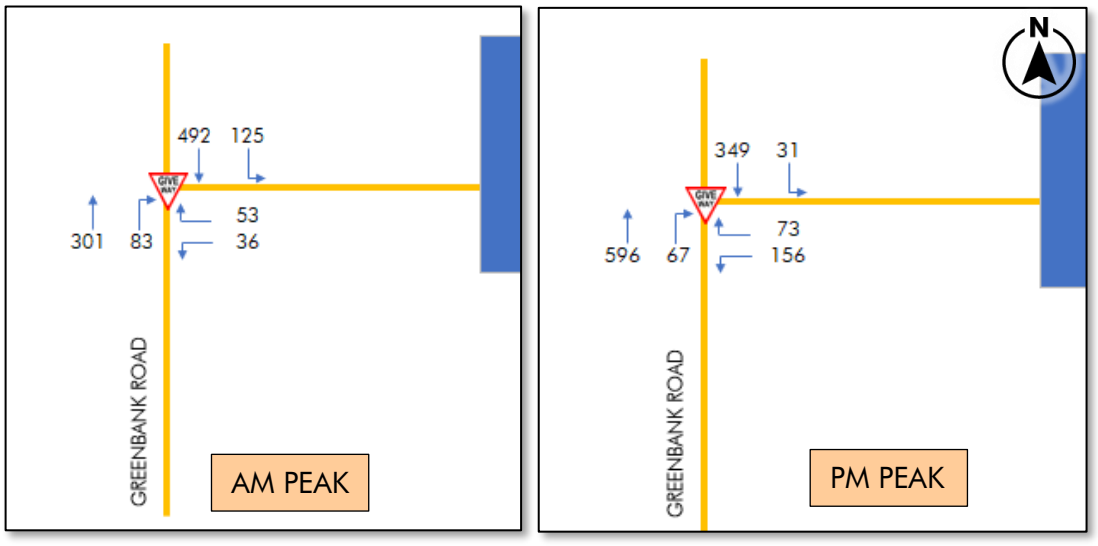
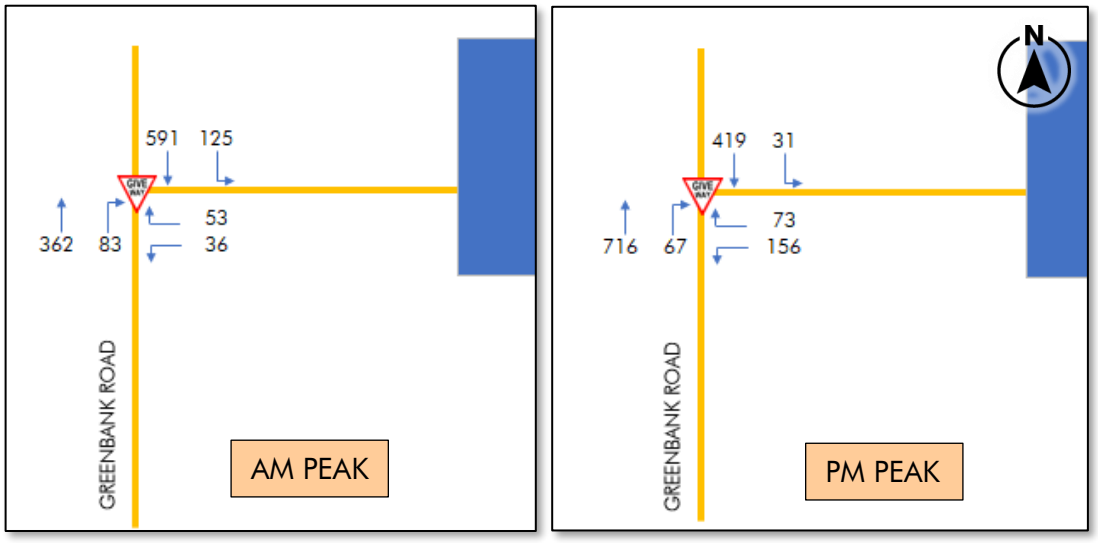


Figure 4.2: FUTURE YEAR TURNING VOLUMES



4.4 TURN WARRANTS ASSESSMENT

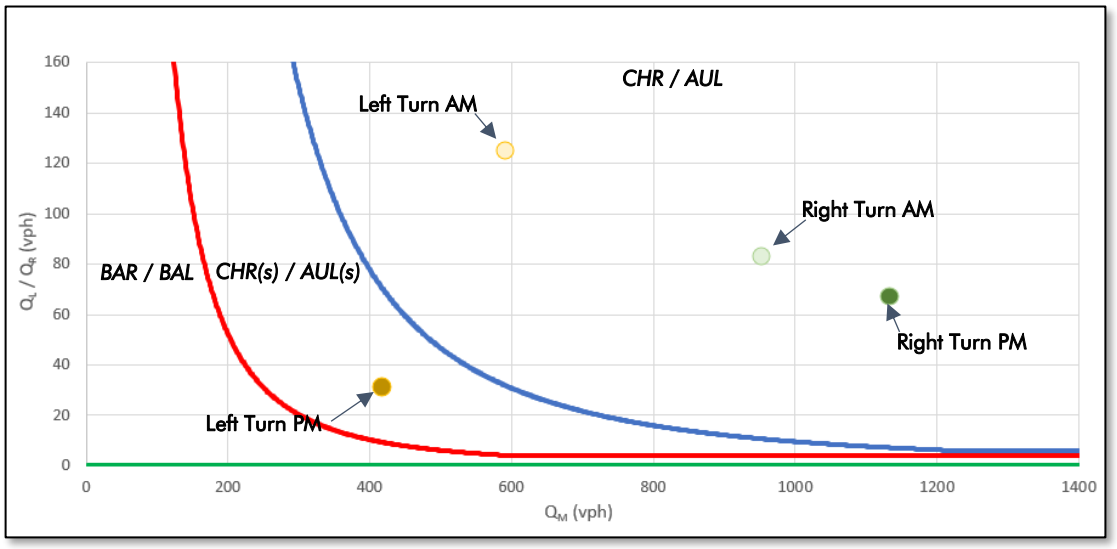
A turn warrants assessment has been undertaken at the Greenbank Road access in accordance with Normal Design Domain warrants included in Austroads Guide To Road Design Part 6: Intersections, Interchanges and Crossings Management. The assessment considers a 10-year design horizon (ie opening year plus 10 years) and is based on estimated turning volumes at the access in 2035, as summarised in Figure 4.2.

The results of the turn warrants assessment for the 2035 post-development weekday morning and evening peak hour scenarios is shown in Figure 4.3.

The following turn treatments are warranted:

- auxiliary left-turn treatment (AUL)
- channelised right-turn treatment (CHR)

Figure 4.3: TURN WARRANTS ASSESSMENT



As discussed, it is recommended that the Greenbank Road access be designed to include the warranted turn treatments, as shown in Figure 3.2. These turn treatments have been designed generally in accordance with Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections.

4.5 TRAFFIC IMPACT

In terms of additional traffic, the proposal could generate up to 297 two-way vehicle trips. Greenbank Road is currently classified as a Rural Collector. However, as sites within the Greater Flagstone PDA are development, it is expected the Greenbank Road would operate similar to a Trunk Connector (ie given they carry relatively high through traffic volumes).

Excluding traffic generated by the subject development, Greenbank Road is expected to carry in the order of 9,500 vehicles per day in 2025 and 11,360 vehicles per day in 2035. Post development daily traffic volumes on Greenbank Road are expected to be in the order of 12,500 vehicles and 14,330 vehicles during 2025 and 2035, respectively. According to EDQ's Street and Movement Network Guidelines, a two-lane Trunk Connector has a carrying capacity of up to 18,000vpd. Accordingly, it is expected that the adjacent section of Greenbank Road would have sufficient spare carrying capacity to cater for the proposed development. Therefore, additional traffic analyses are not considered necessary.

5.0 CONCLUSIONS AND RECOMMENDATIONS

5.1 CONCLUSIONS

The proposed development at 702-742 Greenbank Road, North Maclean has been evaluated in terms of the site access arrangements, parking provision and design, servicing arrangements, pedestrian / cyclist facilities and likely traffic impact. The main points to note are:

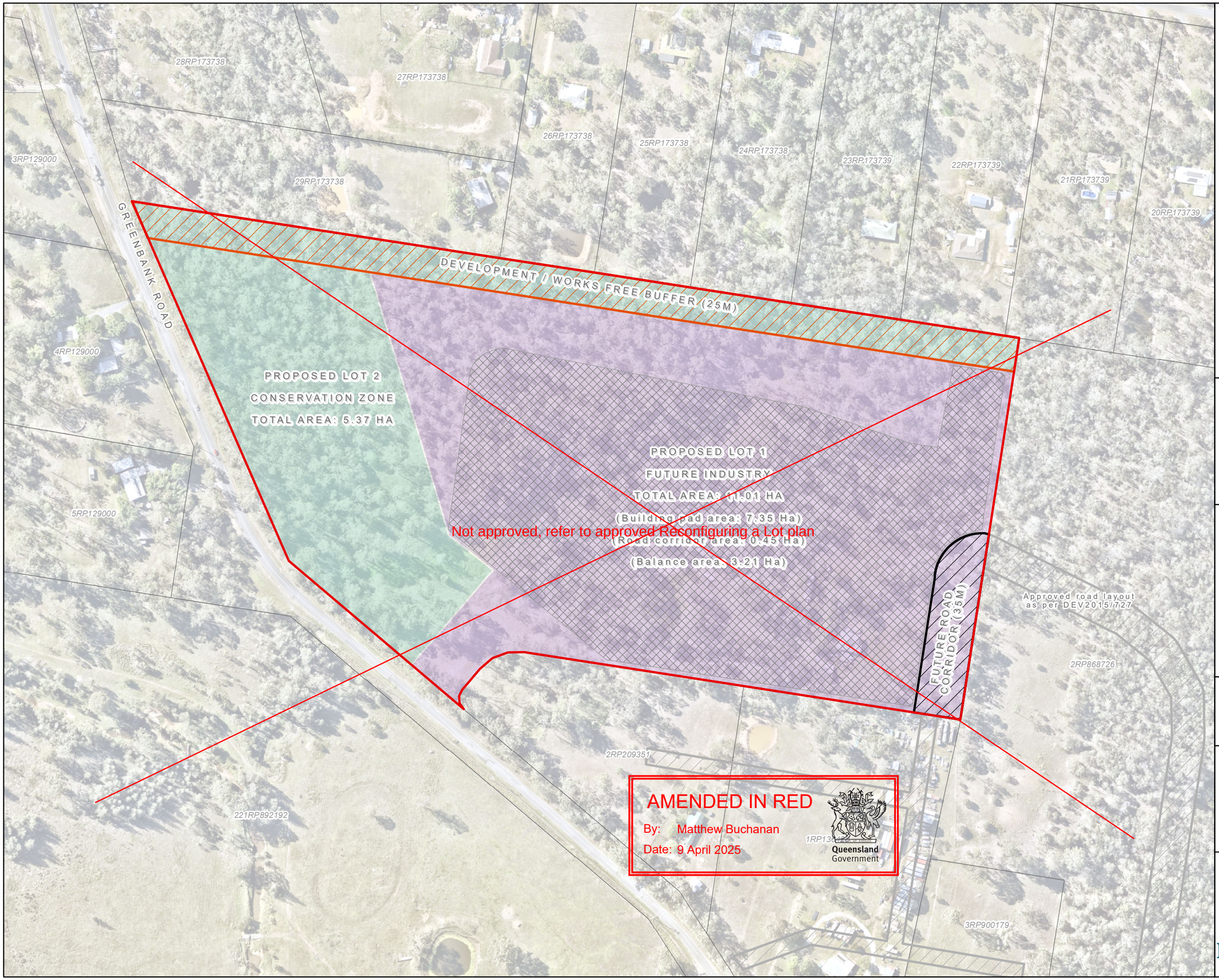
- the development application seeks approval for a one into two lot sub-division
- separate MCU applications would be lodged over Lot 1 to establish future warehouse / low impact industry uses
- the site would be accessed via an all-movements access on Greenbank Road, with the ultimate access arrangement including a future access on the eastern side of the site
- ultimate flood-free access would be provided via future road connections to the east and south of the subject site and future alternative access driveway on the eastern side of the site
- an AUL and CHR treatment would be provided at the Greenbank Road all-movements access to cater for the increase in entry turn movements, as shown in Figure 3.2
- sufficient sight distance would be achieved at the Greenbank Road access, in accordance with Austroads
- the proposal seeks to revise EDQ's indicative future road network and the proposed sub-division would not hinder the ability to implement a cohesive and functional future road network surrounding the site
- the proposal could generate up to 297 two-way vehicle movements during the weekday morning and evening peak hours
- the adjacent section of Greenbank Road is expected to have sufficient spare capacity to cater this additional traffic

5.2 RECOMMENDATIONS

Based on our review, it is recommended that:

- all site accesses are designed in accordance with IPWEA Standard Drawing RS-051 and cater for B-double access and egress
- that future development over Lot 1 provides sufficient parking in accordance with Division 5 Parking and Servicing Code of the Beaudesert Shire Planning Scheme 2007

APPENDIX A: PROPOSED SUB-DIVISION PLAN



Legend

- Subject site (lot 3 on RP209351)

Proposed lots

- Lot 1 - future industry
- Lot 2 - conservation zone
- Development/works free buffer (25m)

Road corridor

- Future road corridor within proposed lot 1
- Future road corridor within adjoining lots
- Building pad area (top pad 7.35ha)
- Cadastral boundary

REFERENCES

Cadastre - (c) The State of Queensland (DNRM DCDB)

Coordinate System: GDA2020 MGA Zone 56

Images are not orthorectified, overlays are best fit. Features are based on topographical data and may vary.

Nearmap imagery 11 April 2023.

Indicative only.

Date: 15/12/2023

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TITLE

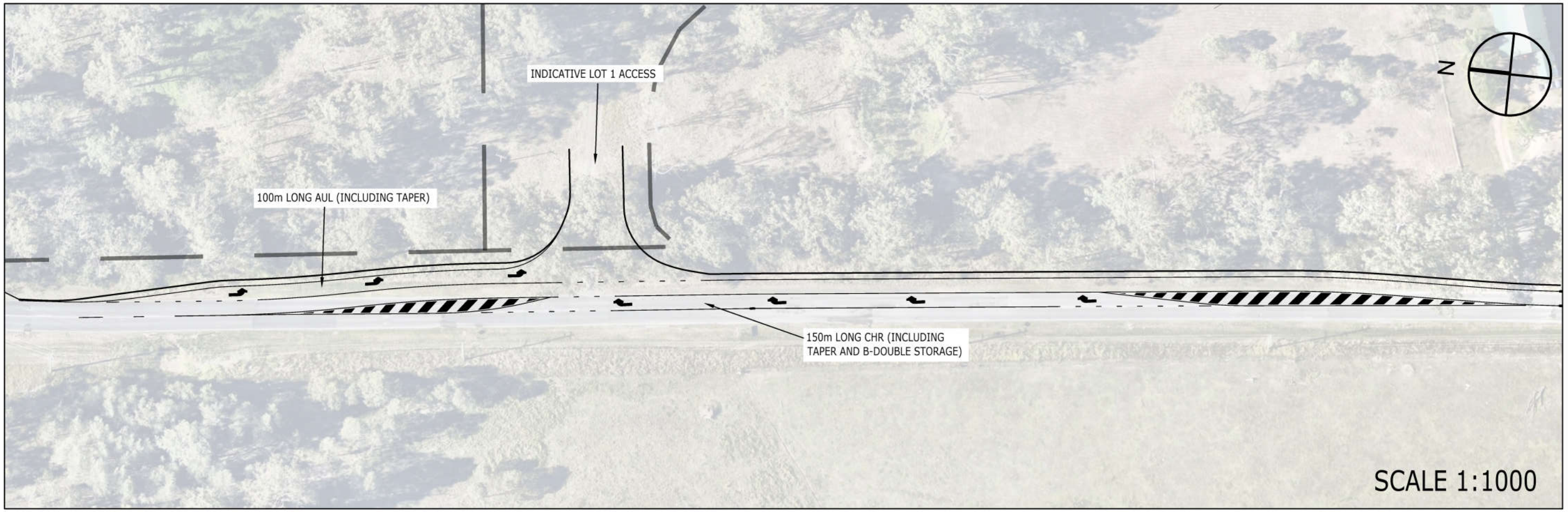
Reconfiguration Plan

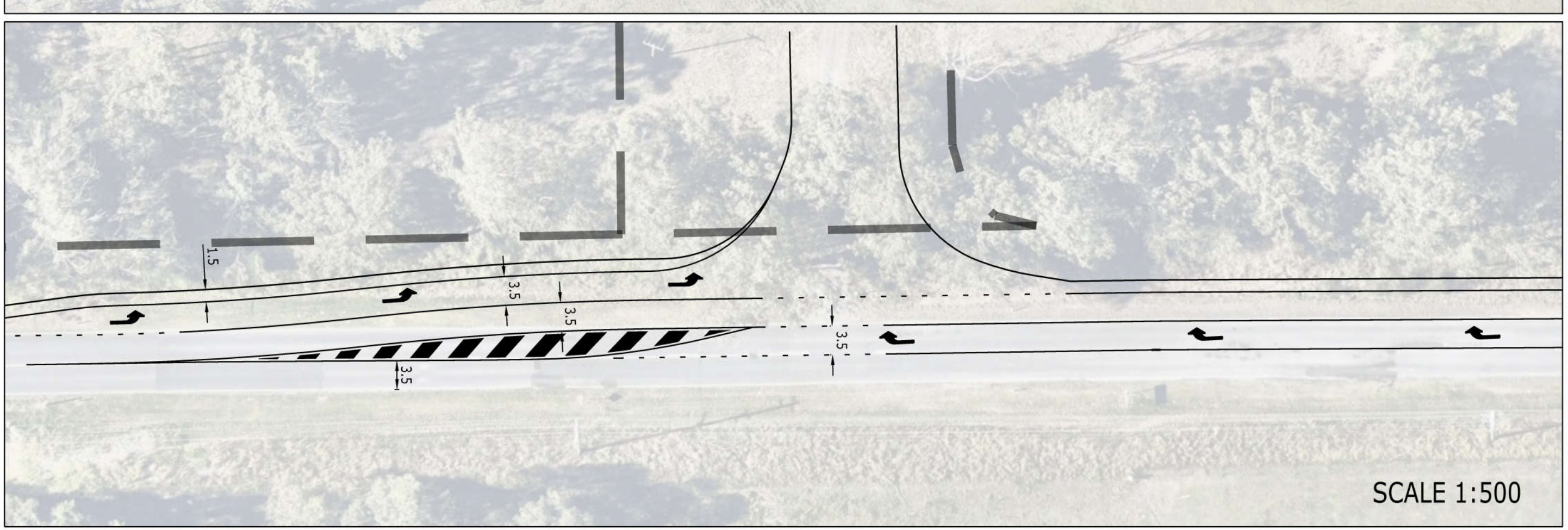
PROJECT

702-742 Greenbank Road, North Maclean

REEL PLANNING
Urban & Rural Strategies

APPENDIX B: GREENBANK SITE ACCESS DRAWINGS





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REV.	AMENDMENTS	DRN	DATE

PROJECT TITLE: 702-742 GREENBANK ROAD, NORTH MACLEAN

DRAWING TITLE: LOT 1 ACCESS FUNCTIONAL LAYOUT

CLIENT: GREATWALL PROPERTY GROUP

DATE:	SCALE:	DRAWN:	APPROVED:
21/12/2023	AS SPECIFIED	CG	JPG

DRAWING NO.	REV	JOB NO.
24-209-001	-	24-209

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REV.	AMENDMENTS	DRN	DATE

PROJECT TITLE:
702-742 GREENBANK ROAD, NORTH MACLEAN

DRAWING TITLE:
AVAILABLE SISD

CLIENT:
GREATWALL PROPERTY GROUP

DATE:	SCALE:	DRAWN:	APPROVED:
21/12/2023	1:750@A3	CG	JPG

DRAWING NO.	REV	JOB NO.
24-209-002	-	24-209

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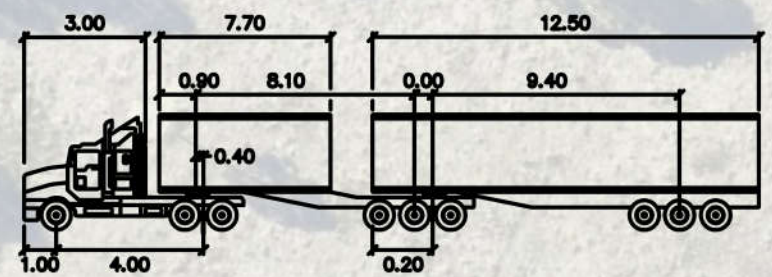

B–DOUBLE 25M

meters			
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 20.7
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

SCALE 1:500

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REV.	AMENDMENTS	DRN	DATE

PROJECT TITLE: 702-742 GREENBANK ROAD, NORTH MACLEAN

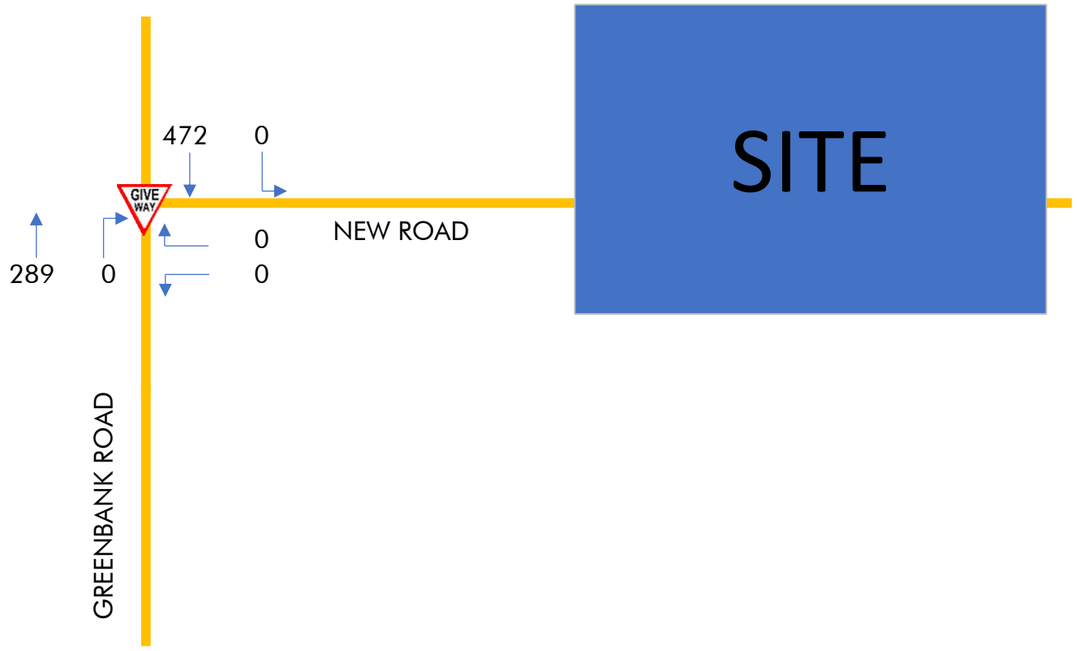
DRAWING TITLE: B-DOUBLE ACCESS/EGRESS

CLIENT: GREAT WALL PROPERTY GROUP

DATE:	SCALE:	DRAWN:	APPROVED:
21/12/2023	1:500@A3	CG	JPG

DRAWING NO.	REV	JOB NO.
24-209-003	-	24-209

APPENDIX C: TURNING MOVEMENT FORECASTS



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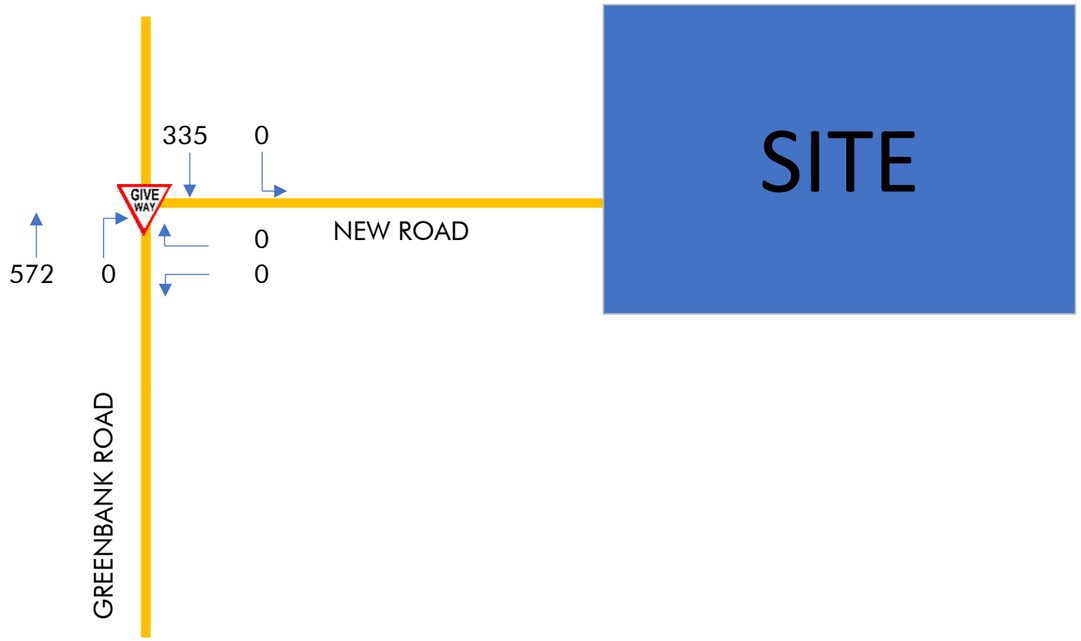
Client	GreatWall Property Group	Project	02-742 Greenbank Road, North Maclea
Date	21/12/2023	Figure	Figure 1
Job No.	24-209		

2023 Existing Morning Peak Hour



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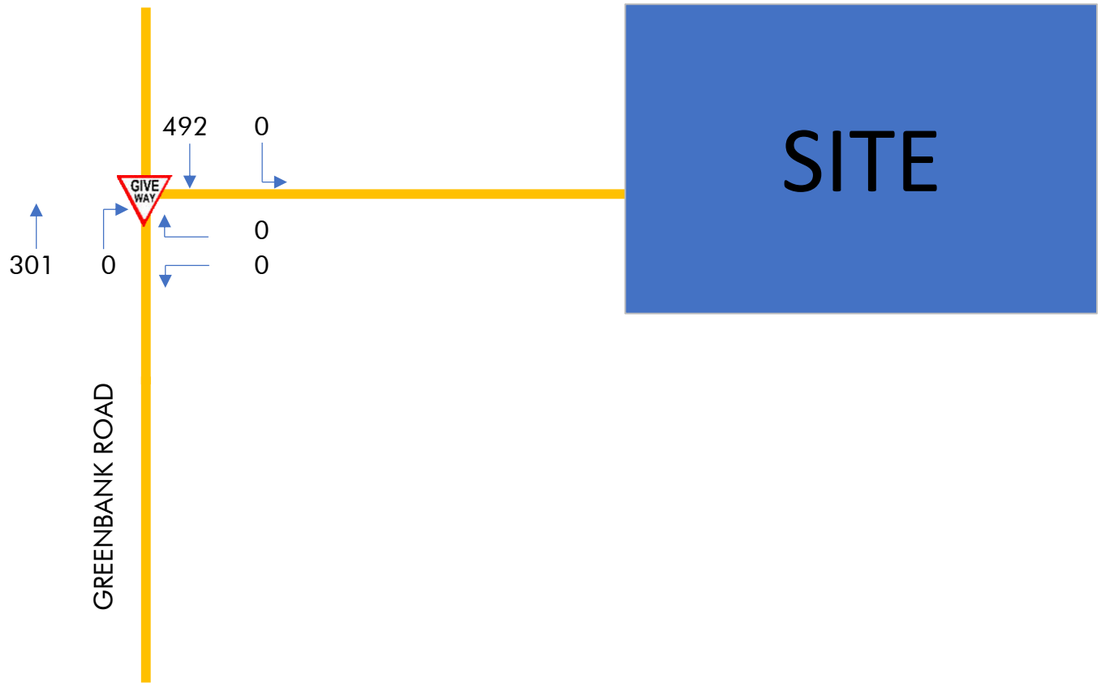
Client	GreatWall Property Group	Project	02-742 Greenbank Road, North Maclea
Date	21/12/2023	Figure	Figure 2
Job No.	24-209		

2023 Existing Evening Peak Hour



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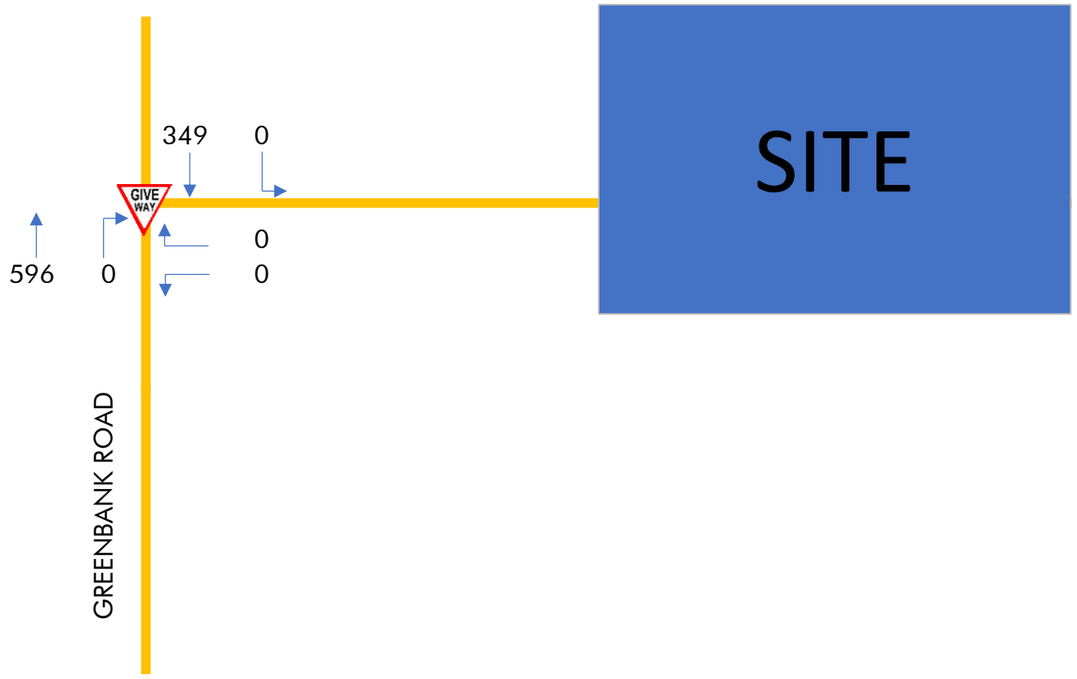
Date	21/12/2023	Figure	Figure 3
Job No.	24-209		

2025 Pre-Development Morning Peak Hour



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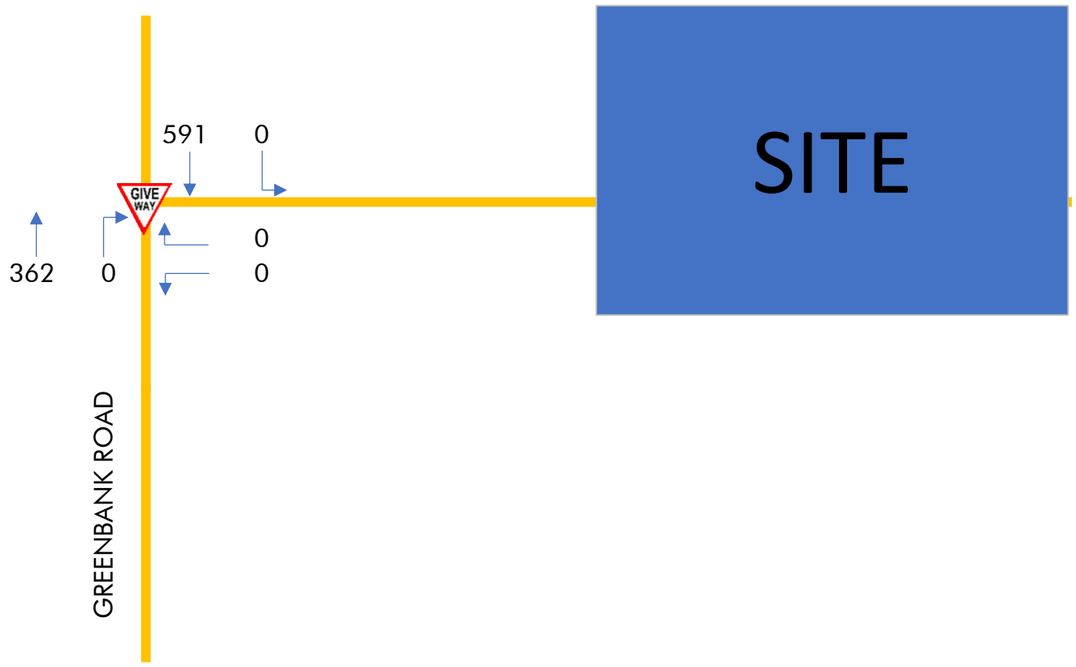
	Date 21/12/2023	**Figure** Figure 4	**Job No.** 24-209
	2025 Pre-Development Evening Peak Hour		



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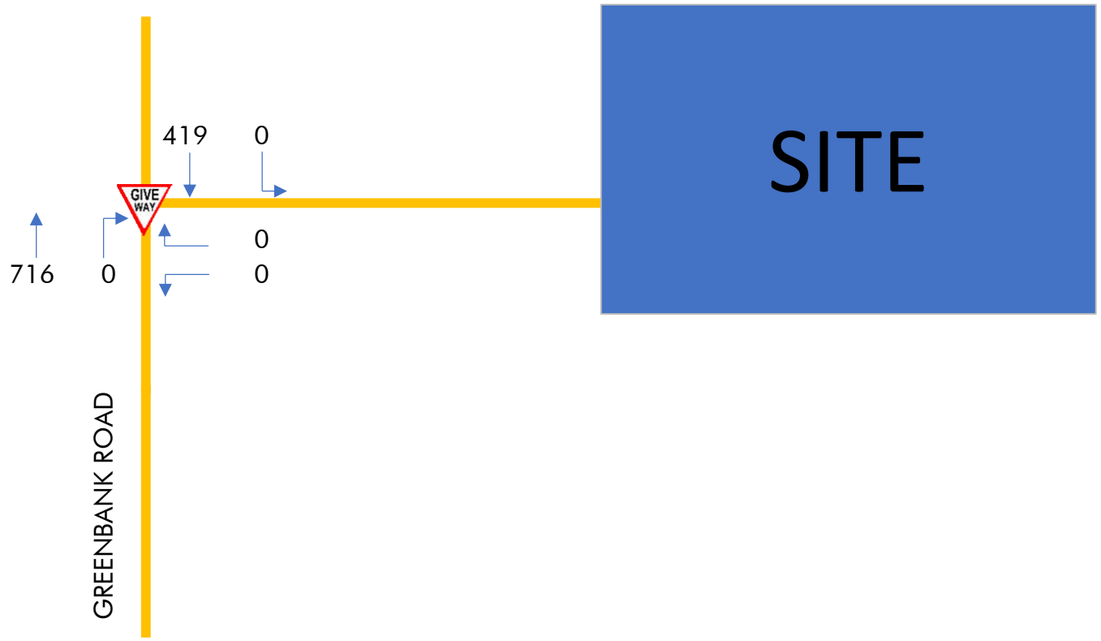
	Date: 21/12/2023	Figure: Figure 5	Job No.: 24-209
	2035 Pre-Development Morning Peak Hour		



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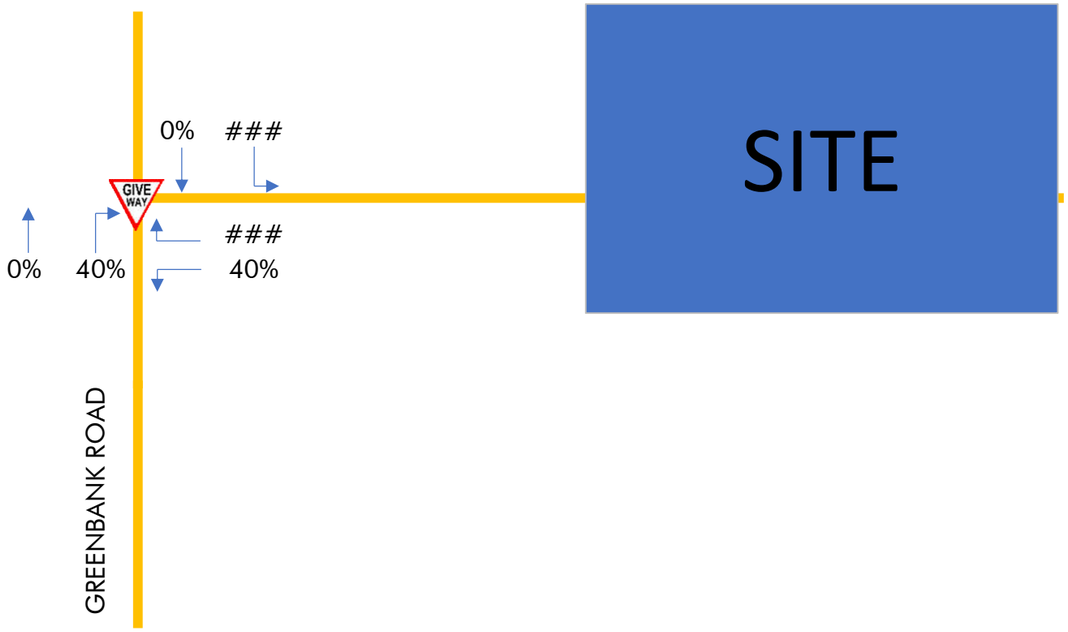
Client	GreatWall Property Group	Project	02-742 Greenbank Road, North Maclea
Date	21/12/2023	Figure	Figure 6
Job No.	24-209		

2035 Pre-Development Evening Peak Hour



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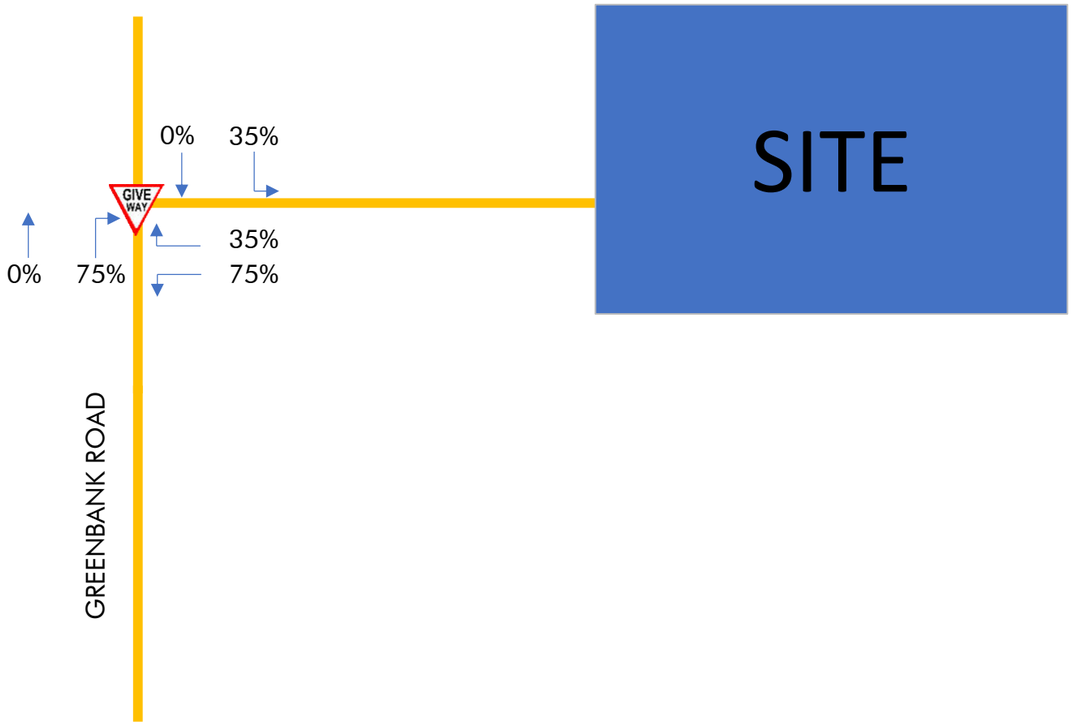
Client	GreatWall Property Group			Project	02-742 Greenbank Road, North Maclea
Date	21/12/2023	Figure	Figure 7	Job No.	24-209

Development Traffic Distribution - Morning Peak Hour



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Client	GreatWall Property Group			Project	02-742 Greenbank Road, North Maclea
Date	21/12/2023	Figure	Figure 8	Job No.	24-209

Development Traffic Distribution - Evening Peak Hour

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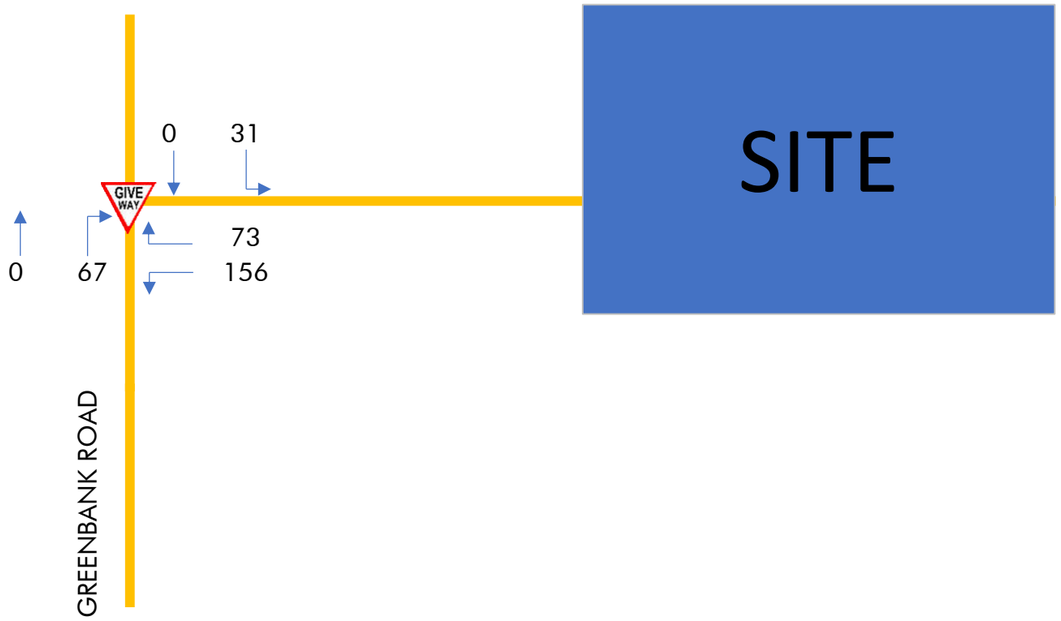
Client	GreatWall Property Group			Project	02-742 Greenbank Road, North Maclea
Date	21/12/2023	Figure	Figure 9	Job No.	24-209

Development Traffic Generation - Morning Peak Hour



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Client	GreatWall Property Group	Project	02-742 Greenbank Road, North Maclea
Date	21/12/2023	Figure	Figure 10
		Job No.	24-209

Development Traffic Generation - Evening Peak Hour

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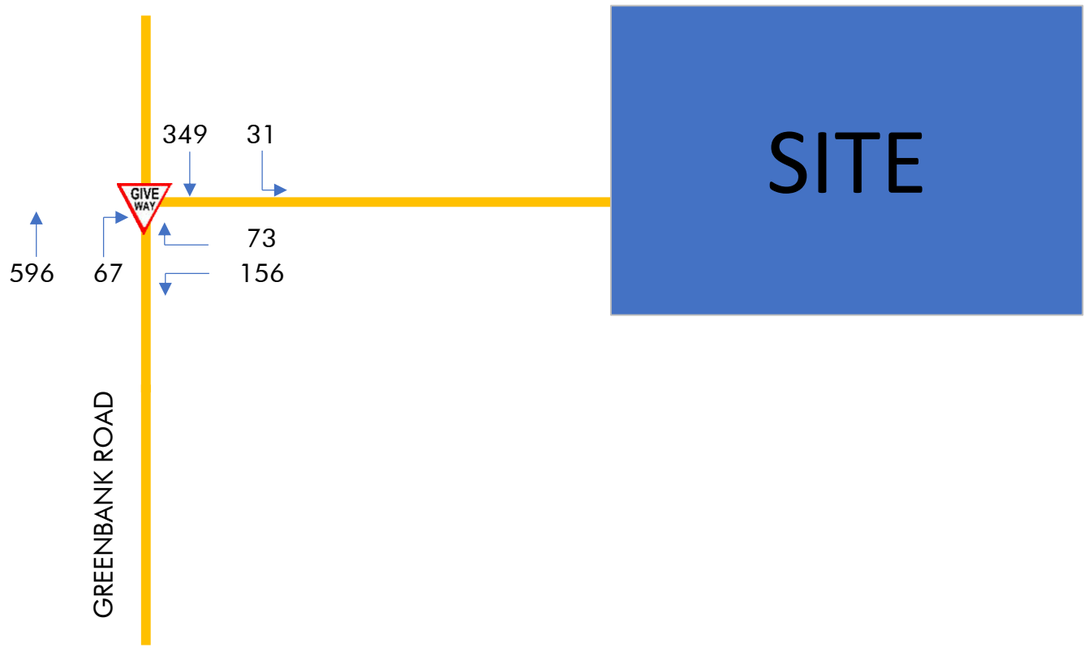
	Date: 21/12/2023	Figure: Figure 11	Job No.: 24-209
	2025 Post-Development Morning Peak Hour		



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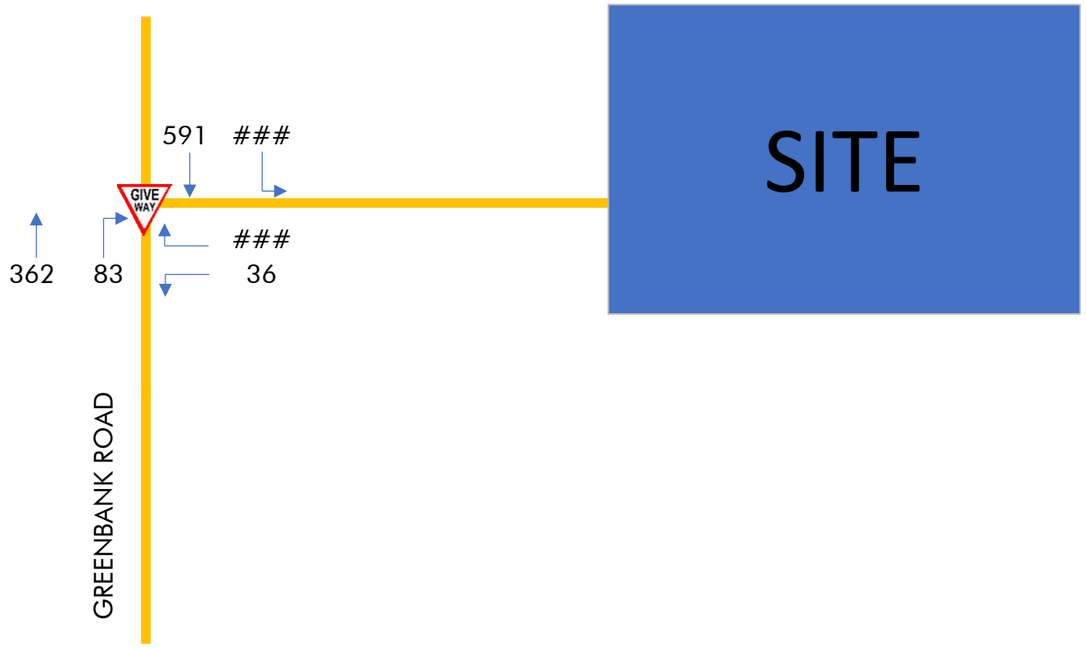
	Date: 21/12/2023	Figure: Figure 12	Job No.: 24-209
	2025 Post-Development Evening Peak Hour		



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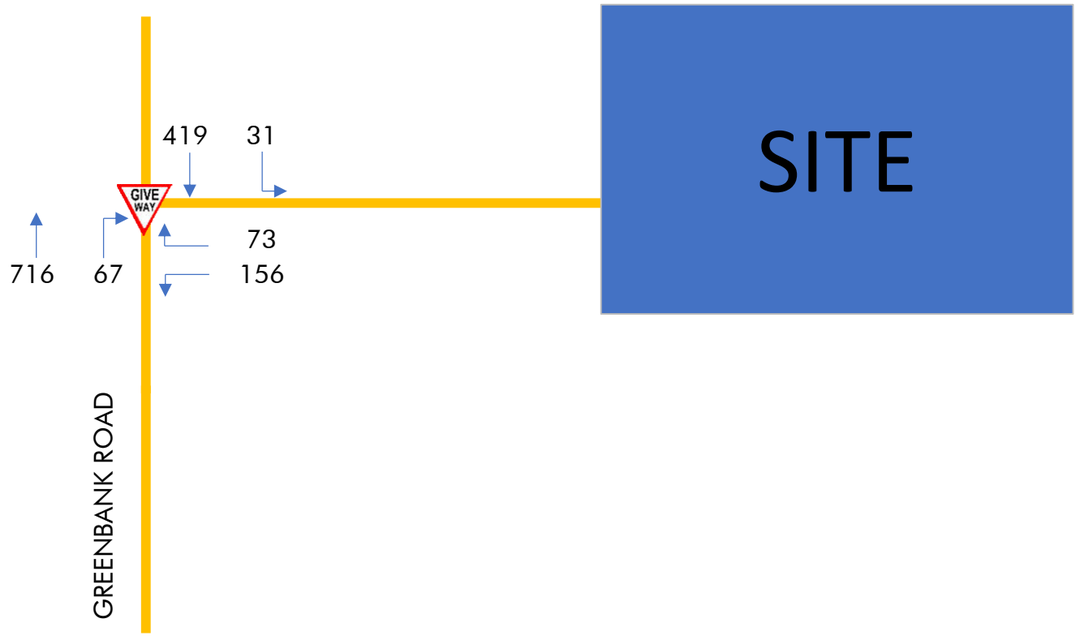
Client	GreatWall Property Group	Project	02-742 Greenbank Road, North Maclea
Date	21/12/2023	Figure	Figure 13
Job No.	24-209		

2035 Post-Development Morning Peak Hour



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	Date: 21/12/2023	Figure: Figure 14	Job No.: 24-209
	2035 Post-Development Evening Peak Hour		