

Preliminary Traffic Impact Assessment – Boonenne Ellesmere Road Link

Proposed Subdivision – Boonenne Ellesmere Road

[REDACTED]
Lot 62 FY2526 & Lot 1 RP157007
Taabinga QLD 4610

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1. Background

have been engaged by on behalf of to conduct a Traffic Impact Assessment for Boonenne Ellesmere Road for a proposed rural residential subdivision on Lot 62 on FY2526 and Lot 1 on RP157007. The proposed development consists of 49 rural residential lots, with 45 smaller lots of a similar size (4,000-5,144m²) along the northern and western road frontages, with 4 larger lots (14.49-18.98ha) taking up the remainder of the development area.

This Traffic Impact Assessment has been prepared to determine if road upgrades are required along the Council controlled road, Boonenne Ellesmere Road, as a result of the proposed subdivision.

The site is located at the corner of Boonenne Ellesmere Road and Kingaroy Burrandowan Road, with the site extending to the Bunya Highway to the southeast (**Figure 1**).

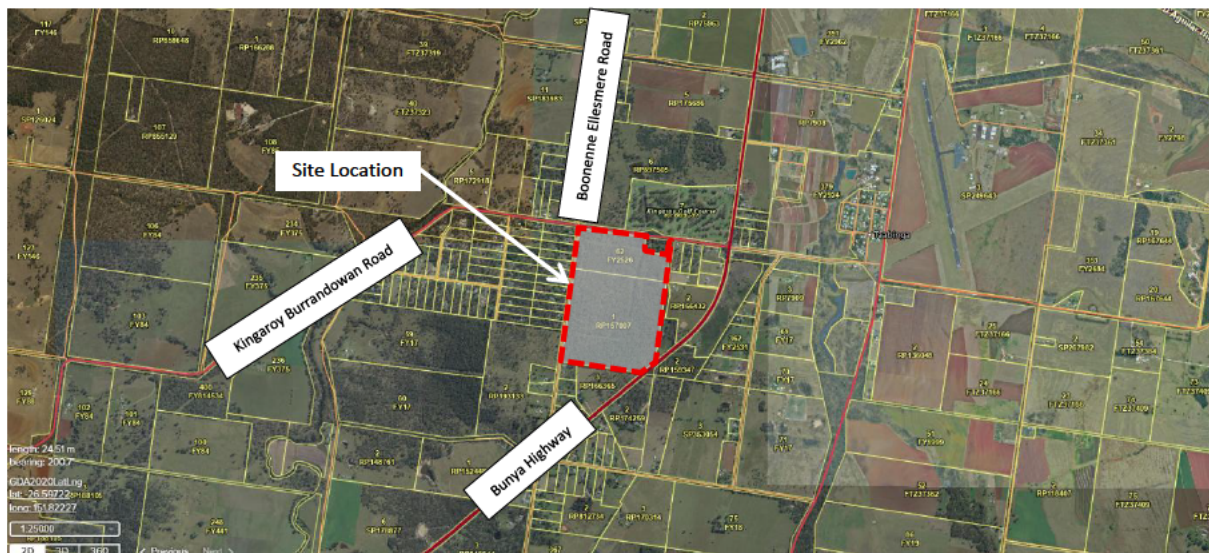


Figure 1 – Site location
Source: Queensland Globe

The proposed subdivision layout plan prepared by ONF Surveyors (Drawing Number 14537-P3, Revision A), dated 19 February 2026, illustrates the proposed subdivision layout and boundaries (**Figure 2**). The subdivision is proposed to be delivered in five (5) stages, with a new internal road proposed in the final stage of works. Access to all new lots is to be from Boonenne Ellesmere Road or to the new internal road off Boonenne Ellesmere Road. Multiple direct accesses to the state-controlled Kingaroy Burrandowan Road with a high-speed environment (100kph) is not supported under the Transport Infrastructure Act 1994 from a safety perspective.

The final stage of the development (Stage 5) is expected to be completed in 2029.

Based on the current land use of rural residential, it is anticipated that each of the 49 new lots will have one dwelling each with the expected traffic generated from the site being light passenger vehicles (LVs).

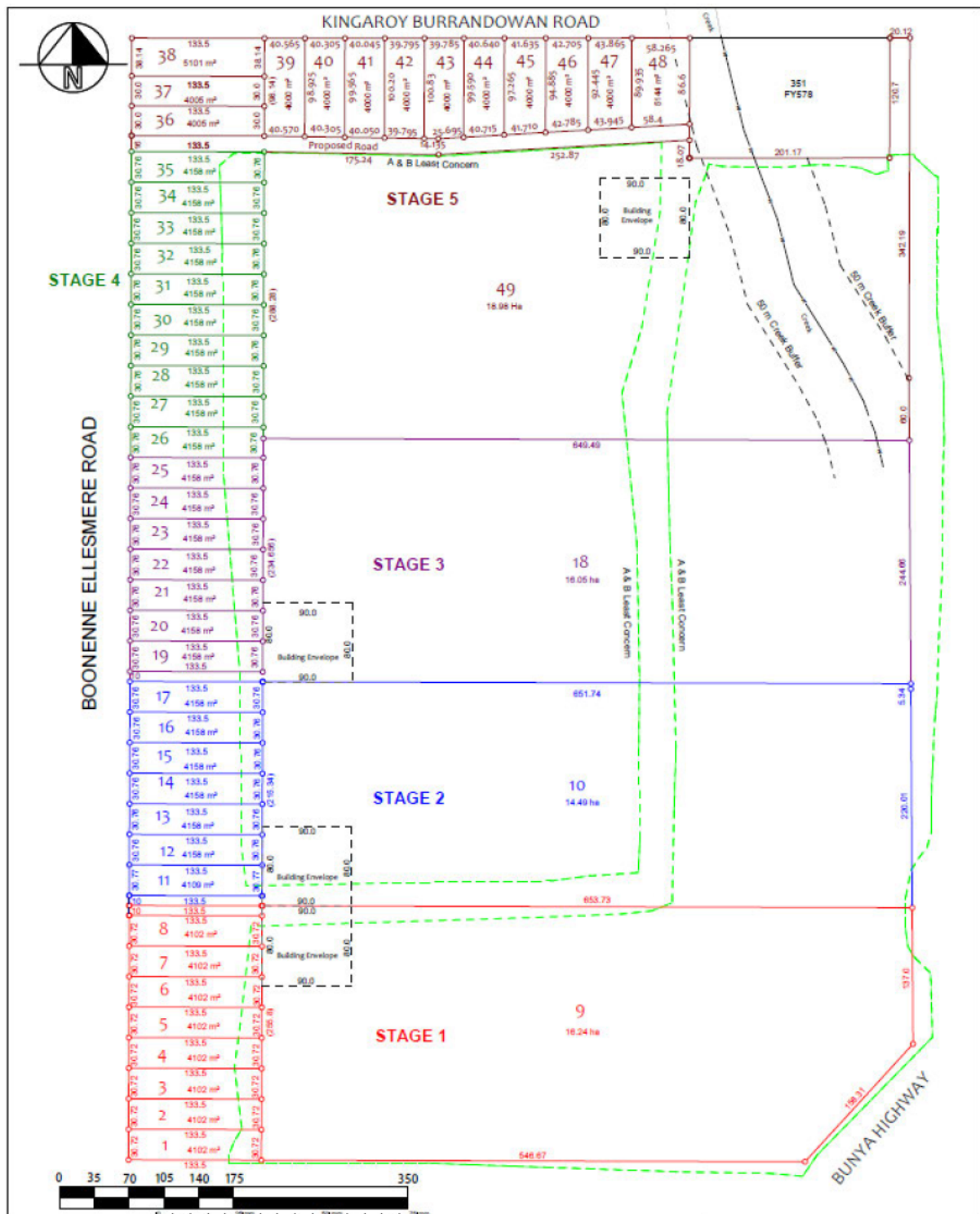


Figure 2 – Proposed Subdivision Layout – Proposal Plan (14537-S1) – Dated 26/05/2026
Source: ONF Surveyors

The section of Boonenne Ellesmere Road between Kingaroy Burrandowan Road and the Bunya Highway predominantly fronts land zoned Rural Residential under the South Burnett Regional Council (SBRC) Planning Scheme. An extract of the SBRC Planning Scheme Overlay Mapping – Zone Map 01 is provided in Figure 3, illustrating the zoning of properties adjoining the relevant section of Boonenne Ellesmere Road.

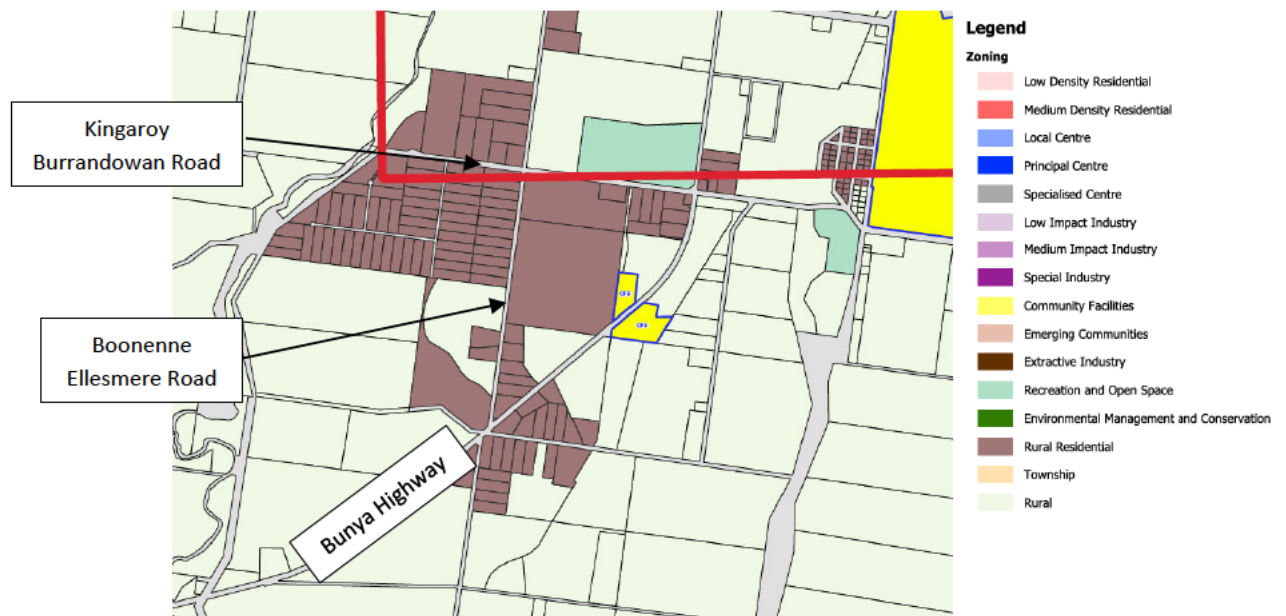


Figure 3 – Extract of SBRC Planning Scheme Overlay Mapping – Zone Map – 01 – South Burnett.
Source: South Burnett Regional Council.

2. Traffic Analysis

2.1. Background

The majority of the traffic to be generated by the proposed development is expected to consist of local trips within the South Burnett Region, with most vehicle movements anticipated to be associated with the township of Kingaroy. Kingaroy functions as the primary regional service centre for the surrounding area and is the closest major activity hub to the development site. Accordingly, trips generated by the development are expected to include travel to work, schools, supermarkets, hardware stores, retail and leisure facilities, gyms, churches, medical services, and other community facilities.

Vehicles travelling to Kingaroy and the broader South Burnett Region are expected to head north along Boonenne Ellesmere Road. Refer to **Figure 4** for the anticipated travel route towards Kingaroy and the South Burnett Region.

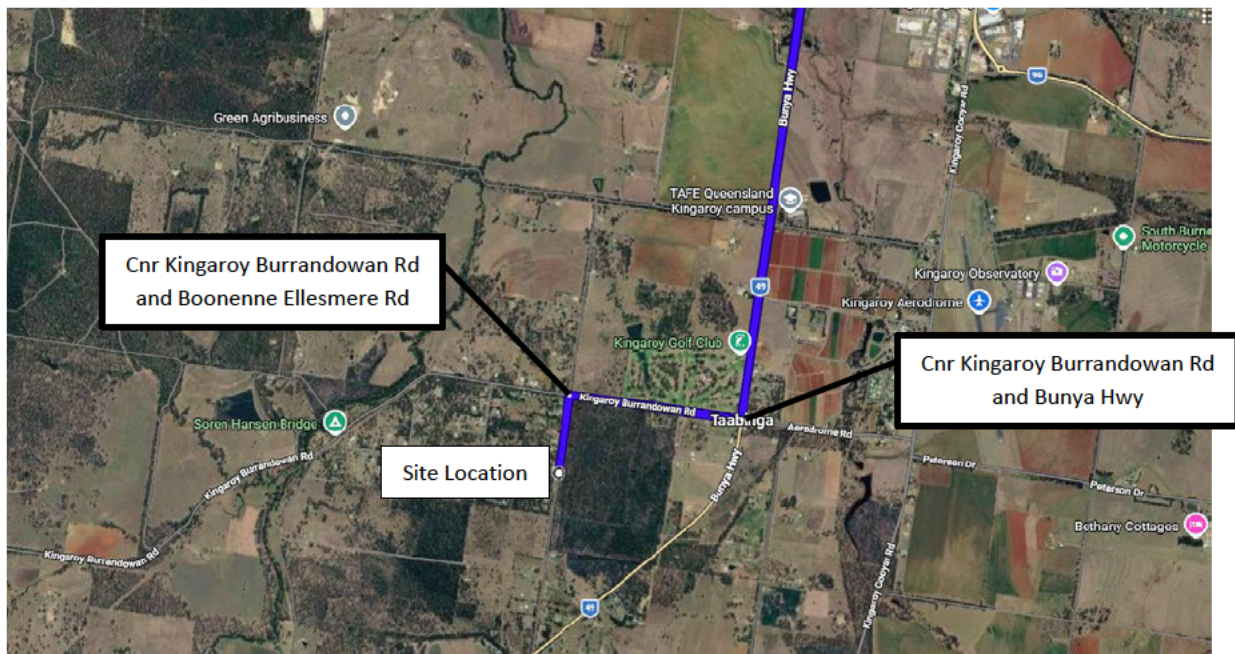


Figure 4 – Expected vehicle route between proposed site and Kingaroy / South Burnett.

Source: Google Maps

Vehicles are expected to turn at the intersection of Boonenne Ellesmere Road and Kingaroy Burrandowan Road due to the northern section of Boonenne Ellesmere Road currently being an unsealed (gravel) road and therefore less desirable for regular travel.

Vehicle trips are also expected between the site and the Western Downs region. These trips are expected to occur less frequently due to the greater travel distances involved. Travel in this direction is expected to primarily relate to employment, family visitation, medical reasons, and holiday or regional travel purposes, noting the Bunya Highway provides a key connection to areas further south and west.

Vehicles travelling towards the Western Downs region are expected to travel south along Boonenne Ellesmere Road. Refer to **Figure 5** for the proposed route towards the Western Downs.

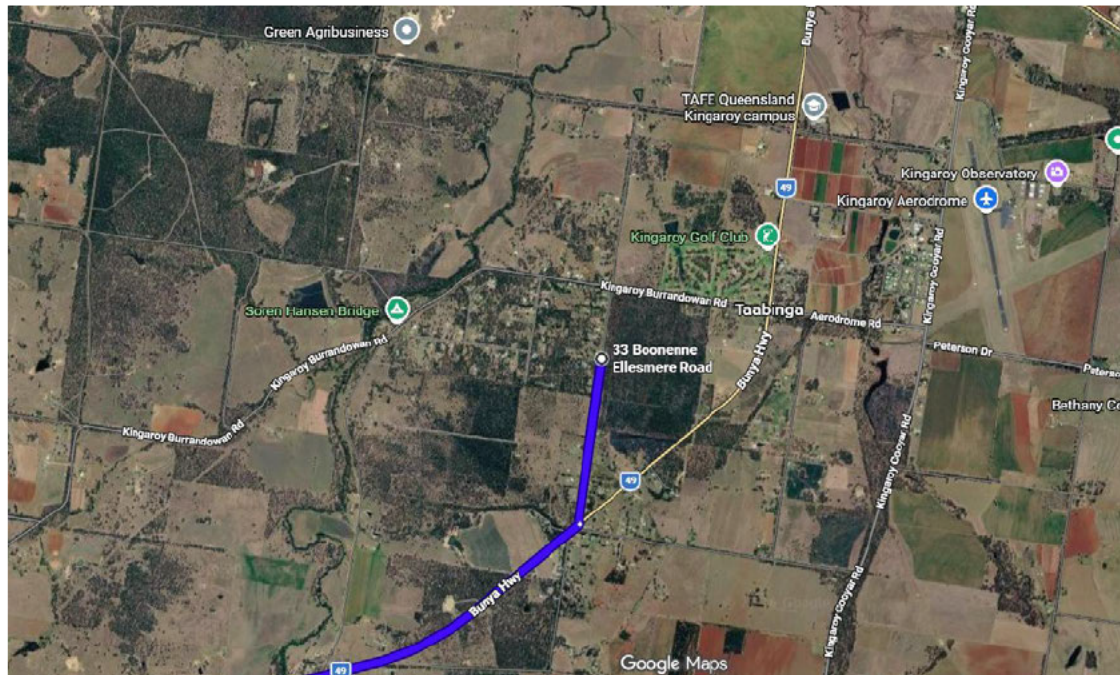


Figure 5 – Expected vehicle route between proposed site and Western Downs.
Source: Google Maps

Additional vehicle trips are expected towards Tarong and the Toowoomba Region via Kingaroy Cooyar Road. Trips towards Tarong are expected to primarily relate to employment opportunities associated with the Tarong Power Station and the Meandu Mine, if any, both of which are significant regional employers. Trips towards Toowoomba are expected to occur less frequently and are anticipated to primarily relate to leisure, retail, and access to higher-order services and events not available within the local region.

Travel to Tarong and the Toowoomba Region is expected to occur via Kingaroy Cooyar Road, with vehicles from the development being able to travel north or south along Boonenne Ellesmere Road with a similar travel time. The preferred travel route to Kingaroy Cooyar Road is expected to vary depending on the location of individual trips and the origin point within the site, as illustrated by the Google Maps travel paths shown in **Figure 6**.

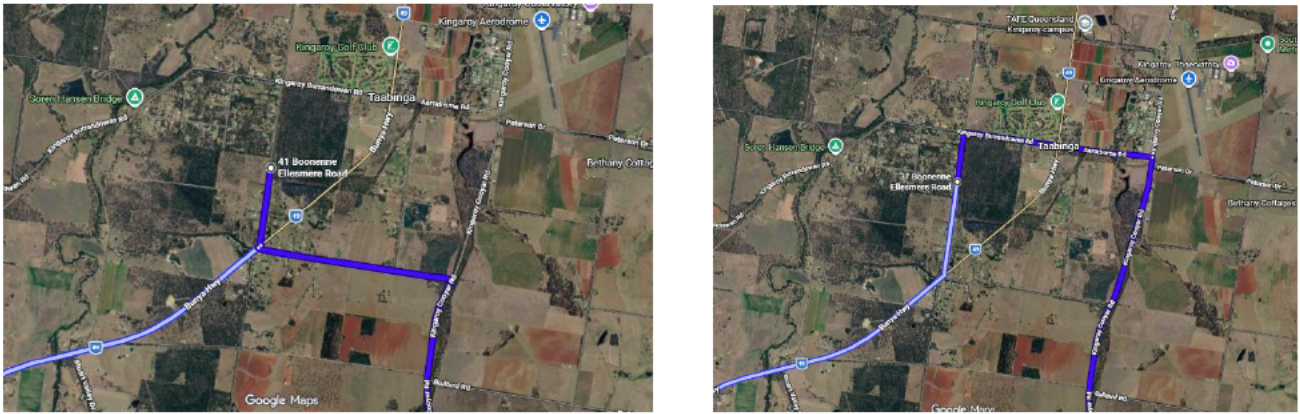


Figure 6 – Expected vehicle routes toward Tarong / Toowoomba – utilising Lankowskis Road (left) or Aerodrome Road (right).

Source: Google Maps

Vehicle trips are also expected to Brisbane and Southeast Queensland (SEQ) for leisure, retail, family and other purposes. Vehicles travelling to SEQ are expected to travel north on Boonenne Ellesmere Road, heading towards SEQ via Peterson Drive to the D'Aguiar Highway. Refer to **Figure 7** for the expected travel route to Brisbane / SEQ.

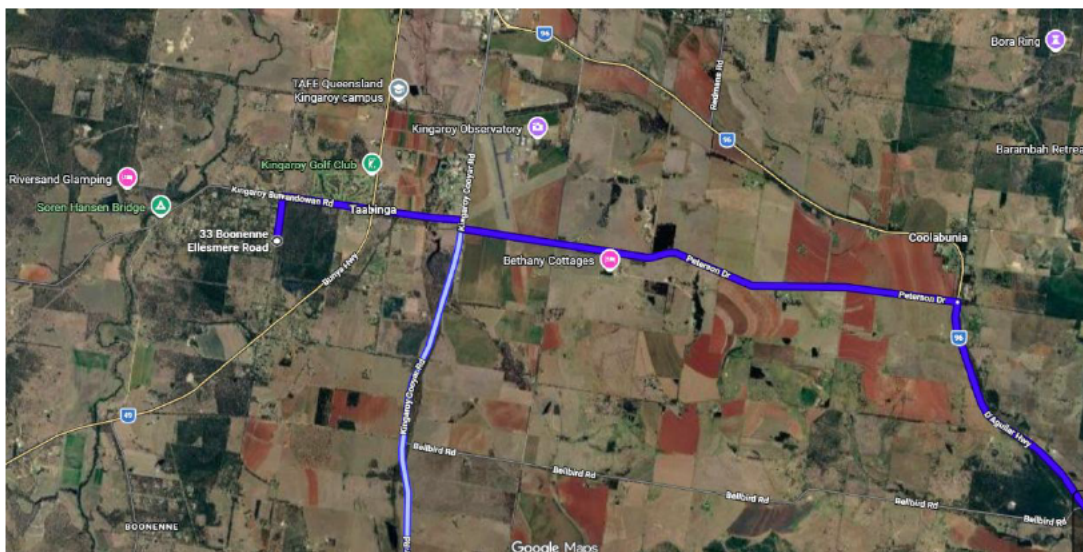


Figure 7 – Expected vehicle route toward Brisbane / SEQ.

Source: Google Maps

Based on the anticipated trip generation characteristics of the development, it is assumed for the purposes of this assessment that approximately 90% of generated traffic to and from the site will travel north along Boonenne Ellesmere Road, with the remaining 10% travelling south.

This report has been prepared to assess whether the traffic generated by the proposed development will have any adverse impacts on the safety or operating performance of the Council controlled Boonenne Ellesmere Road.

2.2. Crash History

Crash statistics along the relevant section of Boonenne Ellesmere Road have been obtained from Queensland Globe's "Road Crash Locations" overlay. See **Figure 8** for the locations of all reported crashes in the vicinity of the proposed development site.



Figure 8 – Crash locations in the development vicinity.

Source: Google Maps

Table 1 summarises the reported crashes from **Figure 8** along Boonenne Ellesmere Road between Kingaroy Burrandowan Road and the Bunya Highway.

Table 1 – Summary of Road Crash Incidents at Intersections and Road Links.

Road Link	Crash Description - Severity
Boonenne Ellesmere Road (between Kingaroy Burrandowan Road & Bunya Highway)	1 x single vehicle crash – property damage 1 x single vehicle crash – minor injury

2.3. Impact Assessment Year

The Impact Assessment Year for the proposed development as per Table 6.5 of the Transport and Main Roads *Guide to Impact Assessment* is the opening year of each stage of the development (**Figure 9**). Accordingly, the following Impact Assessment Years have been adopted for the subdivision:

- Stage 1 – Mid 2027
- Stage 2 – Late 2027
- Stage 3 – Mid 2028
- Stage 4 – Late 2028
- Stage 5 – Mid 2029

Each stage of the development has been assessed using the corresponding Impact Assessment Year based on its anticipated completion and commencement of operation.

Table 6.5 – Impact assessment year by impact

Impact type	Impact assessment year(s)
Road safety	Year of opening of each stage including the final stage
Access and frontage	Year of opening of each stage including the final stage and 10 years after the year of opening of the final stage for access intersections (includes both new and amended accesses)
Intersection delay	Year of opening of each stage including the final stage
Road link capacity	Year of opening of each stage including the final stage
Pavement	Year of opening of each stage including the final stage Note that mitigation of pavement impacts occurs for a period of 20 years after the opening of the final stage
Transport infrastructure	Year of opening of each stage including the final stage.

Figure 9– Snippet of Table 6.5 – Impact assessment year by impact
Source: *Guide to Traffic Impact Assessment – Transport and Main Roads, December 2018*

2.4. Background (Existing) Traffic Analysis

The relevant section of Boonenne Ellesmere Road is a local road connecting Kingaroy Burrandowan Road and the Bunya Highway, both of which are state-controlled roads. The road exhibits varying sealed pavement widths along its length. The southernmost section comprises approximately 300 m of 4.0 m sealed pavement, widening to approximately 6.0 m of sealed pavement for a distance of approximately 740 m through the central section, before narrowing to between 4.0 m and 4.5 m sealed width for the remaining approximately 850 m approaching the intersection with Kingaroy Burrandowan Road. Approximately 270 m of frontage to the proposed development is located along the widened 6.0 m sealed section of road. **Figure 10** illustrates the approximate extents of the varying road widths.

No centreline or edge line pavement markings exist on Boonenne Ellesmere Road between Kingaroy Burrandowan Road and the Bunya Highway. The posted speed limit along this section of road is 60 km/h.

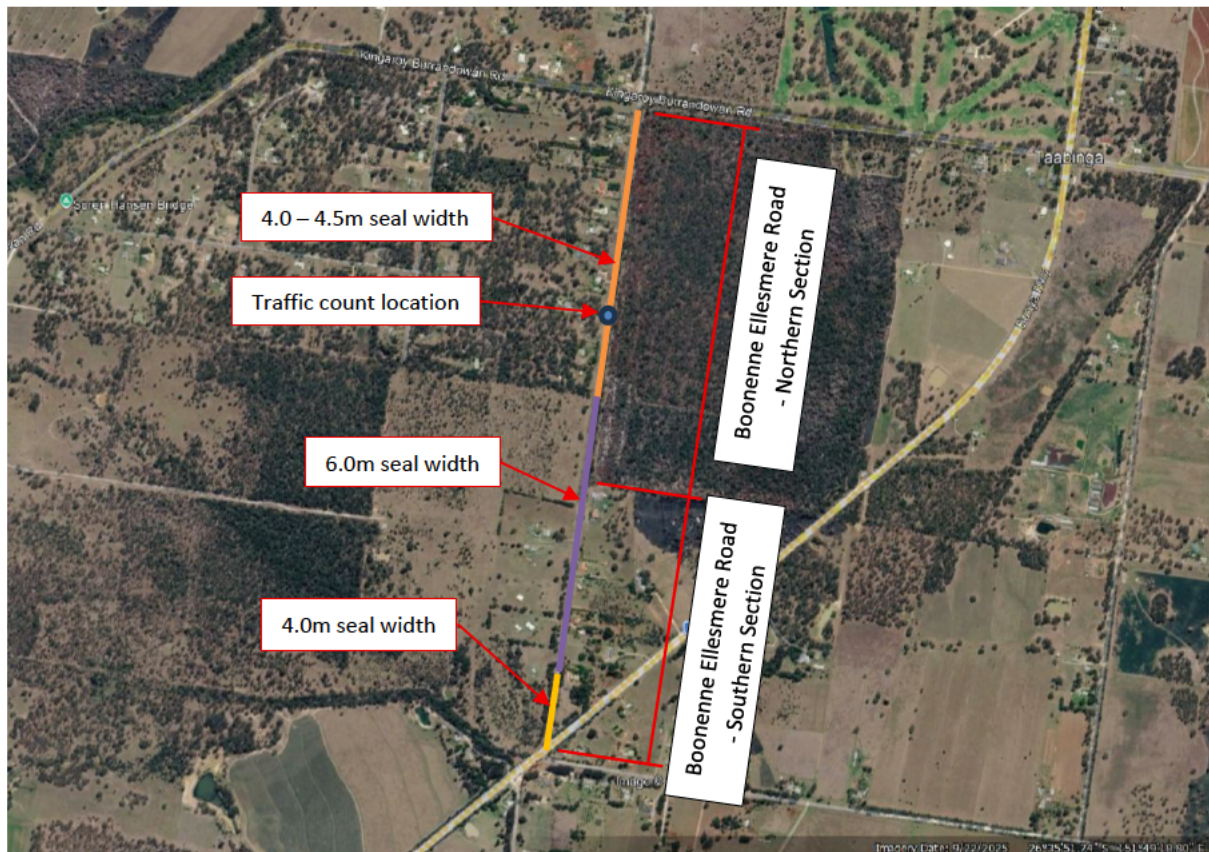


Figure 10 – Seal widths and sections along Boonenne Ellesmere Road link

Source: Google Earth

Boonenne Ellesmere Road may be categorised as a minor road, as per IPWEAQ *Lower Order Road Design Guidelines* (LORDG), being a regional connecting road between state-controlled roads and provides access to more than 25 properties.

Table 4 of the LORDG (refer **Figure 11**) identifies the desirable characteristics of a Minor Road as:

- Traffic volumes between 50 and 150 vehicles per day (vpd);
- Design speeds between 60 km/h and 100 km/h;
- A desirable sealed width of 4.0 m;
- A desirable pavement width of 6.0 m; and
- A desirable formation width of 7.0 m.

Boonenne Ellesmere Road currently has a sealed width of 4.0-4.5 m and has an unsealed road shoulder / verge that is 0.5-1.5 m on each side. Accordingly, the road generally satisfies the desirable LORDG requirements for sealed width, formation width and operating speed. The existing pavement width is marginally below the desirable 6.0 m standard in some sections and would require minor shoulder widening to fully achieve the LORDG desirable cross-section.

Asset Classification Characteristic	Minor Road
Vehicles per Day	50-150
Design Speed (km/hr)	100-60
Road Type	Sealed or unsealed
Formation Width (metres) (minimum)	7.0m
Seal Width (minimum)	4.0m
Pavement Width (metres) (minimum)	6.0m
Minimum Crossfall	Sealed 3% Gravelled 4%
Maximum Superelevation (Depending on the nature of truck traffic)	10% sealed 7% unsealed
Gradient (maximum)	16% Sealed 10% Unsealed

Figure 11 – Extract of Table 4 from LORDG.
Source: IPWEAQ Lower Order Road Design Guidelines

This assessment will determine the stage at which the combined background and development-generated traffic exceeds the desirable upper traffic threshold of 150 vpd for a Minor Road. Once this threshold is exceeded, the road would no longer operate within the desirable range specified by the LORDG, and consideration should be given to upgrading the road standard to satisfy the requirements of the SBRC Planning Scheme applicable to Rural Residential areas.

Traffic count data collected by SBRC in 2020 indicates that Boonenne Ellesmere Road carried an Annual Average Daily Traffic (AADT) volume of 60 vehicles per day. This traffic volume falls within the desirable operating range for a Minor Road under the LORDG. The directional split is approximately even, with 31 vehicles counted heading north and 29 vehicles heading south along Boonenne Ellesmere Road.

The highest recorded one-way hourly traffic volume was 11 vehicles per hour, occurring between 9:00 am and 10:00 am.

As the available traffic count data was collected in 2020, it does not directly represent traffic conditions during the assessment years adopted for this development. The applicable assessment year will vary according to the expected staging program outlined in **Section 2.3**.

To estimate future background traffic volumes, an annual growth rate of 0.92% has been adopted. This growth rate is based on the average annual traffic growth observed over the preceding ten years on Kingaroy Burrandowan Road in the vicinity of the site. Applying this growth rate results in the following estimated background traffic volumes on Boonenne Ellesmere Road:

- 2027 – 64 vehicles per day;
- 2028 – 65 vehicles per day; and
- 2029 – 65 vehicles per day.

These projected traffic volumes have been adopted as the background traffic demand for each respective assessment year.

2.5. Generated (Development) Traffic

For the purposes of this assessment, each proposed lot within the subdivision has been assumed to generate 6 vehicle trips per day (vpd). This assumption is based on traffic generation data published through the Queensland Open Data Portal (2006–2017) and is considered representative of traffic generation rates for low-density residential development in regional Queensland.

The most relevant datasets identified within the Queensland Open Data Portal relate to two Residential Estate developments surveyed in Bargara, within the Bundaberg Regional Council area. The survey data, collected in 2010, is summarised in **Table 2**.

The surveyed developments comprised:

- A 24-lot residential estate, which recorded an average weekday traffic volume of 116 vehicle trips; and
- A 104-dwelling residential estate, which recorded an average weekday traffic volume of 603 vehicle trips.

Based on the recorded weekday traffic volumes, the average daily trip generation rates are:

- 4.8 vehicle trips per dwelling per day for the 24-lot residential estate; and
- 5.8 vehicle trips per dwelling per day for the 104-dwelling residential estate.

It should be noted that these rates are based solely on weekday traffic volumes and do not account for generally lower weekend traffic volumes. As such, the calculated rates are considered conservative when compared to Annual Average Daily Traffic (AADT) conditions.

Based on the available Queensland Open Data Portal traffic generation data, an adopted trip generation rate of 6 vehicle trips per day per lot is considered reasonable and appropriate for the purposes of this assessment, based on the higher recorded weekday traffic volume.

The resulting traffic generation associated with each stage of the proposed development is presented in **Table 3**.

Table 2 – Mean Traffic Generation By Residential Estate (2006-2017 Queensland Open Data)

_id	Year	Land use	SITE	Suburb	Local Government Area	Variable		Start Date	End Date
						Units	Value		
198	2010	Residential Estate	2010RES1	BARGARA	Bundaberg Regional	Dwellings	24	2010-11-22	2010-11-28
199	2010	Residential Estate	2010RES2	BARGARA	Bundaberg Regional	Dwellings	104	2010-11-22	2010-11-28

_id	Average	Average	Weekday			Weekend			Weekday	Weekend
	Weekday	Weekend	Peak Hour	Peak Hour	Peak	Peak Hour	Peak Hour	Peak	Peak Volume	Peak Volume
	Volume	Volume	Start	End	Volume	Start	End	Volume	per Dwelling	per Dwelling
198	116	99	7:00:00	8:00:00	15	9:45:00	10:45:00	14.5	0.625	0.604
199	603	560	7:30:00	8:30:00	64	8:45:00	9:45:00	56.5	0.543	0.543
Overall Average									0.617	0.555

Table 3 – Summary of Generated Trips from Proposed Subdivision Stages.

Stage	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
Number of lots	9	17	25	35	49
Generated Traffic (vpd)	54	102	150	210	294

Based on the surrounding road network, local travel patterns, and the proximity of major activity centres, it has been assumed that approximately 90% of development-generated traffic will travel north along Boonenne Ellesmere Road towards Kingaroy Burrandowan Road. These trips are expected to be primarily associated with travel to Kingaroy, the broader South Burnett region, Brisbane and Southeast Queensland, and a proportion of trips towards Tarong and the Toowoomba region.

The remaining 10% of development-generated traffic is expected to travel south along Boonenne Ellesmere Road towards the Bunya Highway. These movements are anticipated to be associated primarily with travel towards the Western Downs region and the balance of trips destined for Tarong and Toowoomba.

Based on the adopted traffic distribution assumptions, the projected traffic volumes in each direction for each stage of the development are presented in **Table 4**.

Table 4 – Expected Vehicle Movements of Generated Traffic.

Stage	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
Number of Lots	9	17	25	35	49
Total Generated Traffic (vpd)	54	102	150	210	294
Generated Traffic - Northbound (vpd)	49	92	135	189	265
Generated Traffic - Southbound (vpd)	5	10	15	21	29

For the purposes of this assessment, it has been assumed that all development-generated traffic will utilise the northern section of Boonenne Ellesmere Road. This is because all vehicles accessing or departing the proposed development will travel along the section of road fronting the development, regardless of their ultimate destination.

Only the proportion of traffic travelling south towards the Bunya Highway is assumed to utilise the southern section of Boonenne Ellesmere Road.

For this assessment:

- The **northern section** of Boonnenne Ellesmere Road is defined as the section extending from the Kingaroy Burrandowan Road intersection to the southern boundary of the proposed development; and
- The **southern section** of Boonnenne Ellesmere Road is defined as the section extending from the southern boundary of the proposed development to the Bunya Highway intersection.

Figure 10 illustrates the extents of the northern and southern road sections adopted for this assessment.

2.6. Road Link Capacity Analysis

The combined background and development-generated traffic volumes for the northern and southern sections of Boonnenne Ellesmere Road are presented in **Tables 5 and 6** respectively. These assessments have been undertaken to determine whether the projected Annual Average Daily Traffic (AADT) exceeds the desirable upper limit of 150 vehicles per day identified by the IPWEAQ Lower Order Road Design Guidelines (LORDG) for a Minor Road.

Table 5 – Traffic Summary along Northern Section of Boonnenne Ellesmere Road.

Stage	Background Traffic (vpd)	Total Generated Traffic (vpd)	Background + Generated Traffic (vpd)	>150 vpd
Stage 1	64	54	118	No
Stage 2	64	102	166	Yes, upgrade required
Stage 3	65	150	215	Yes, upgrade required
Stage 4	65	210	275	Yes, upgrade required
Stage 5	65	294	359	Yes, upgrade required

Table 6 – Traffic Summary along Southern Section of Boonnenne Ellesmere Road.

Stage	Background Traffic (vpd)	Total Generated Traffic – Southbound (vpd)	Background + Generated Traffic (vpd)	>150 vpd
Stage 1	64	5	69	No
Stage 2	64	10	74	No
Stage 3	65	15	80	No
Stage 4	65	21	86	No
Stage 5	65	29	94	No

From **Table 5**, the predicted AADT along the northern section of Boonnenne Ellesmere Road is greater than 150 vpd following the completion of Stage 2 of the development. At this point, the road would exceed the desirable operating range specified by the LORDG for a Minor

Road and consideration should be given to upgrading the road to a standard consistent with the future traffic demand.

The SBRC Planning Scheme specifies the minimum standards of service applicable to roads within Rural Residential areas. Relevant extracts from the Planning Scheme are provided in **Figures 12 and 13**.

Table SC6.2.3–Rural Residential and Township Zone

Road Type (refer to Table SC6.2.16)	Bitumen sealed width	Dedicated reserve width	Nominal design speed and volume range	Typical traffic catchment	Shoulder type (Refer Table SC6.2.7)
Access place/street	2 lanes at 6 metres wide	16 metres with 5 metres verge (min)	50km/h (minimum) carrying 10 vehicle trips per day per lot	Relates to maximum street length under S8.5 of <i>Queensland Streets</i>	B1
Collector/ Trunk Collector - Distributor	2 lanes at 8 metres wide	20 metres with 5 metres verge (min)	60km/h with vehicles per day	300 lots – increasable based on widened reserve under Table 8.5B and C of <i>Queensland Streets</i>	B2
Council Sub-arterial to Arterial	2 lanes at 8 metres wide	30 metres	100km/h (maximum)	N/A	B2
Unformed Roads	Refer to Construction of Unmade Roads Policy				

Figure 12 – Extract of Table SC6.2.3 from SBRC Planning Scheme.

Source: South Burnett Regional Council

Table SC6.2.7-Construction Standards

Infrastructure Component	Construction Standards
Rural Residential Zone - Shoulder Type	B1 – gravel, 1.5 metres wide and unsealed B2 – gravel, 1.0 metres wide and unsealed No kerb and channel and provide for grass swale or earth table drains with a maximum grade of 16% and a minimum grade of 0.5%

Figure 13 – Extract of Table SC6.2.7 from SBRC Planning Scheme.

Source: South Burnett Regional Council

Having regard to the projected traffic volumes, surrounding land use, and the function of the road within the local network, the northern section of Boonenne Ellesmere Road is considered to require upgrading to a standard equivalent to an Access Street in accordance with Table SC6.2.3 (**Figure 12**) of the SBRC Planning Scheme. This road classification requires a minimum sealed width of 6.0 m and 1.5 m shoulders in accordance with Table SC6.2.7 (**Figure 13**).

This upgrade would provide consistency with the existing 6.0m seal width in the central section of Boonnenne Ellesmere Road (**Figure 10**).

Including the increase in traffic catchment associated with the proposed development, Boonnenne Ellesmere Road will ultimately service approximately 70 lots in total, which is substantially below the typical catchment associated with a Collector Road (300 lots). Accordingly, an upgrade to the Access Street standard specified by the Planning Scheme is considered appropriate and proportionate to the future traffic demand generated by the development.

Therefore, the **northern section** of Boonnenne Ellesmere Road **requires upgrades to the minimum requirements of an access street, as per Table SC6.2.3 of the SBRC Planning Scheme**.

The projected AADT on the southern section of Boonnenne Ellesmere Road remains below 150 vehicles per day throughout all stages of the proposed development (refer **Table 6**). As such, the southern section of road is expected to continue operating within the desirable traffic range identified by the LORDG for a Minor Road.

The southern section currently provides a minimum sealed width of approximately 4.0 m and an overall formation width of approximately 7.0 m, which is generally consistent with the desirable characteristics of a Minor Road. Therefore, **no upgrades to the southern section of Boonnenne Ellesmere Road are considered necessary** as a consequence of the proposed subdivision development.

Sensitivity Analysis

A sensitivity analysis was undertaken to assess the potential impact of variations in the assumed directional distribution of development-generated traffic on the required road upgrade works.

Under the adopted sensitivity scenario, 80% of development-generated traffic was assumed to travel north towards Kingaroy Burrandowan Road, with the remaining 20% travelling south towards the Bunya Highway.

The results indicate that the altered traffic distribution has no material impact on the upgrade requirements for the southern section of Boonnenne Ellesmere Road. Under the final stage of development (Stage 5), the combined background and development-generated traffic volume on the southern section of the road is projected to be approximately 124 vehicles per day.

This traffic volume remains below the desirable upper threshold of 150 vehicles per day for a Minor Road. Accordingly, the southern section of Boonnenne Ellesmere Road is expected to continue operating within the desirable performance range for a Minor Road and no additional upgrade works are warranted as a result of the revised traffic distribution assumptions.

4. Limitations / Assumptions

The assumptions used in preparing this report are as follows:

- Traffic volumes are based on available traffic counts obtained from SBRC, for Boonenne Ellesmere Road. The available traffic count data is assumed to be representative of typical traffic conditions and average annual traffic demand on the road network.
- Due to the limited availability of historical traffic count data on Boonenne Ellesmere Road, background traffic growth has been estimated using the historical traffic growth observed on nearby Kingaroy Burrandowan Road. This approach assumes that long-term traffic growth trends within the surrounding road network are broadly comparable and representative of future growth on Boonenne Ellesmere Road.
- Background traffic growth has been calculated using the average annual percentage growth observed over the previous ten-year period rather than a compounded annual growth rate. The adopted methodology produces higher projected traffic volumes than the equivalent compounded growth rate and therefore provides a conservative basis for assessing future road performance and upgrade requirements.
- Development-generated traffic has been estimated using a trip generation rate of 6 vehicle trips per day per lot based on available Queensland residential estate traffic generation data. This value is less than the average daily vehicle trips for low density residential development of 6.77 vehicle trips/dwelling/day in the *NSW Guide to Transport Impact Assessment* Version 1.1. The trip generation rate of 6 vpd is deemed appropriate for this report due to the subdivision being in rural residential zoning with a slightly lesser expected trip generation rate. Actual traffic generation may vary depending on future dwelling occupancy, household composition, travel behaviour and vehicle ownership rates.
- The analysis assumes no significant changes to the surrounding road network beyond those identified in available planning documents. Future upgrades or developments outside the scope of the assessment may influence future traffic conditions.

5. Conclusion

This Traffic Impact Assessment has examined the likely traffic impacts associated with the proposed rural residential subdivision development on Boonenne Ellesmere Road, Taabinga. The assessment has considered existing traffic conditions, projected background traffic growth, development-generated traffic volumes and road link performance in accordance with the relevant requirements of the Lower Order Road Design Guidelines and applicable SBRC standards.

The assessment was undertaken for the local road link of Boonenne Ellesmere Road, between Kingaroy Burrandowan Road and the Bunya Highway, to determine if any upgrades are required as a result of the proposed development.

Based on the adopted traffic generation and growth assumptions, the northern section of Boonenne Ellesmere Road, extending between Kingaroy Burrandowan Road and the frontage

of the proposed development, is expected to exceed the desirable traffic range identified by the LORDG for a Minor Road upon Stage 2 opening. To maintain an appropriate level of service consistent with the SBRC Planning Scheme, this section of road is considered to require upgrading prior to Stage 2 opening, to a minimum standard comprising:

- A 6.0 m sealed carriageway width; and
- 1.5 m unsealed gravel shoulders.

The southern section of Boonenne Ellesmere Road, located between the development frontage and the Bunya Highway, is expected to remain within the desirable operating range for a Minor Road and is considered to provide an appropriate level of service for the projected traffic demand. Accordingly, no upgrades to this section of road are considered necessary as a consequence of the proposed development.

Detailed design of the required road widening works should be undertaken in accordance with the applicable SBRC and relevant road design standards and specifications. A Traffic Management Plan will also be required during construction to ensure the safe operation of the road network while the upgrade works are being undertaken.

Subject to the implementation of the recommended upgrade works to the northern section of Boonenne Ellesmere Road, the proposed development is not expected to result in any unacceptable traffic impacts and can be accommodated on the surrounding road network while maintaining an appropriate level of service and safe vehicle access.

Should you have any other queries in relation to the project please feel free to contact [REDACTED] on ☎ [REDACTED]

Yours faithfully,

[REDACTED]
[REDACTED]
[REDACTED]

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