

Your reference: RAL/2024/5769

Our reference: P6769.001L 30 Talisker Street Kingsthorpe_Response to Decision Notice_Traffic

21 November 2025

Attention: **Stewart Somers**

Sent via email: nexusconnections@hotmail.com

Dear Stewart,

**RE: RESPONSE TO DECISION NOTICE – 30 TALISKER STREET, KINGSTHORPE |
CONDITION 6 AMENDMENTS TO TRAFFIC IMPACT ASSESSMENT**

RECEIVED
21/11/2025
**TOOWOOMBA
REGIONAL COUNCIL**

1. Introduction

This letter has been prepared in response to a Decision Notice issued by Toowoomba Regional Council, dated 13 October 2025 in relation to an approved development application to reconfigure 3 lots into 96 lots at 30 Talisker Street, Kingsthorpe.

Specifically, this letter responds to Condition 6, which requests a series of amendments to the Traffic Impact Assessment, prepared by Bitzios Consulting, dated 29 May 2025.

2. Site Inspection

2.1. Overview

A site inspection was undertaken to observe the existing environmental conditions at each of the seven (7) intersections identified by Council to be impacted by future development trips.

The site inspection was undertaken on Monday, 17 November 2025, during the morning peak period, between 7:30:00 and 9:30AM.

For completeness and due diligence, a summary of site inspection findings for each of the intersections is outlined in sub-sections below. The following key findings are noted:

- Weather conditions during the inspection were sunny and clear
- Clear sightlines were observed at all intersections, except for a low vertical rise on Gowrie Street (east of King Street toward Goombungee Road). This does not impact available sight lines for adjacent intersections
- Minimal to low traffic volumes were observed, with no queuing or delays noted at any intersections. This was consistent for the duration of the site inspection
- Minimal pedestrian demands were observed during the site inspection
- Minor flooding was observed on Queen Street; however, this is not considered relevant to the scope of this Letter
- Minor pavement defects were observed on most roads.

In summary, all intersections operate with very low queueing or delays and are predicted to operate at a Level of Service (LOS) A, with a very low Degree of Saturation (DOS). There were no operational or safety issues or risks identified during the site inspection.

2.2. Intersection 1 – East Street / Queen Street

The site inspection findings for Intersection 1 include:

- Existing line marking and signage is provided in accordance with AS1742 (MUTCD)
- Clear sightlines were observed from all approaches
- Minor flooding was observed on Queen Street West of intersection adjacent to depth indicators. This is not considered relevant to this Letter
- Minimal pedestrian demands were noted for the duration of the inspection
- Minimal traffic volumes were observed on Queen Street or East Street across the duration of the inspection. Demands were much less than 1 vehicle per minute at the intersection. No queuing or delays were observed, or would be expected to occur at this location.

Figure 2.1 shows the East Street / Queen Street intersection.



Figure 2.1: East Street / Queen Street – 17 November, 2020 at 9:00AM

In summary, no operational or safety issues or risks were identified at Intersection 1.

2.3. Intersection 2 – Queen Street / King Street

The site inspection findings for Intersection 2 include:

- Existing line marking and signage is provided in accordance with AS1742 (MUTCD)
- Clear sightlines were observed from all approaches
- Minor road defects were observed on the Queen Street East approach
- Minimal pedestrian demands were noted for the duration of the inspection
- Minimal traffic volumes were observed on Queen Street or King Street across the duration of the inspection. Demands were much less than 1 vehicle per minute at the intersection. No queuing or delays were observed, or would be expected to occur at this location.

Figure 2.2 shows the Queen Street / King Street intersection.



Figure 2.2: Queen Street / King Street – 17 November, 2020 at 8:50AM

In summary, no operational or safety issues or risks were identified at Intersection 2.

2.4. Intersection 3 – Goombungee Road / Queen Street

The site inspection findings for Intersection 3 include:

- Clear sightlines were observed from all approaches
- Major flooding with insufficient drainage observed on Queen Street approach. This is not considered relevant to this Letter
- Minimal pedestrian demands were noted for the duration of the inspection
- Minimal traffic volumes were observed on Queen Street
- Low traffic volumes were observed on Goombungee Road
- Demands were approximately 1 vehicle per minute at the intersection. No queuing or delays were observed, or would be expected to occur at this location.

Figure 2.3 shows the Goombungee Road / Queen Street intersection.



Figure 2.3: Goombungee Road / Queen Street – 17 November 2025 8:40AM

In summary, no operational or safety issues or risks were identified at Intersection 3.

2.5. Intersection 4 – Gowrie Street / Talisker Street

The site inspection findings for Intersection 4 include:

- Clear sightlines were observed from all approaches
- Minimal pedestrian demands were noted for the duration of the inspection
- Minimal traffic volumes were observed on Talisker Street
- Low traffic volumes were observed on Gowrie Street
- Demands were much less than 1 vehicle per minute at the intersection. No queueing or delays were observed, or would be expected to occur at this location.

Figure 2.4 shows the Gowrie Street / Talisker Street intersection.



Figure 2.4: Gowrie Street / Talisker Street – 17 November 2025 8:30AM

In summary, no operational or safety issues or risks were identified at Intersection 4.

2.6. Intersection 5 – Gowrie Street / East Street

The site inspection findings for Intersection 5 include:

- Clear sightlines were observed from all approaches
- Minimal pedestrian demands were noted for the duration of the inspection
- Minimal traffic volumes were observed on East Street
- Low traffic volumes were observed on Gowrie Street
- Demands were much less than 1 vehicle per minute at the intersection. No queuing or delays were observed, or would be expected to occur at this location.

Figure 2.5 shows the Gowrie Street / East Street intersection.



Figure 2.5: Gowrie Street / East Street – 17 November 2025 8:20AM

In summary, no operational or safety issues or risks were identified at Intersection 5.

2.7. Intersection 6 – Gowrie Street / King Street

The site inspection findings for Intersection 6 include:

- Clear sightlines were observed from all approaches
- Minimal pedestrian demands were noted for the duration of the inspection
- Minimal traffic volumes were observed on King Street
- Low traffic volumes were observed on Gowrie Street
- Demands were much less than 1 vehicle per minute at the intersection. No queueing or delays were observed, or would be expected to occur at this location.

Figure 2.6 shows the Gowrie Street / King Street intersection.



Figure 2.6: Gowrie Street / King Street – 17 November 2025 8:10AM

In summary, no operational or safety issues or risks were identified at Intersection 6.

2.8. Intersection 7 – Goombungee Road / Gowrie Street

The site inspection findings for Intersection 7 include:

- Clear sightlines were observed from all approaches. There is a minor rise on the Gowrie Street East approach (approximately at Intersection 6); however, this does not restrict sight lines between vehicles and is ~200m away, which is in compliance with Austroads Guide to Road Design
- Existing line marking and signage is provided in accordance with AS1742 (MUTCD)
- Minimal pedestrian demands were noted for the duration of the inspection
- Low traffic volumes were observed on Gowrie Street
- Demands were approximately 1 vehicle per minute at the intersection. No queueing or delays were observed, or would be expected to occur at this location.

Figure 2.7 shows the Goombungee Road / Gowrie Street intersection.



Figure 2.7: Goombungee Road / Gowrie Street – 17 November 2025 8:00AM

In summary, no operational or safety issues or risks were identified at Intersection 7.

3. Crash Data – Kingsthorpe (2020-2024)

Figure 3.1 shows all recorded crash locations in Kingsthorpe from the past five years.

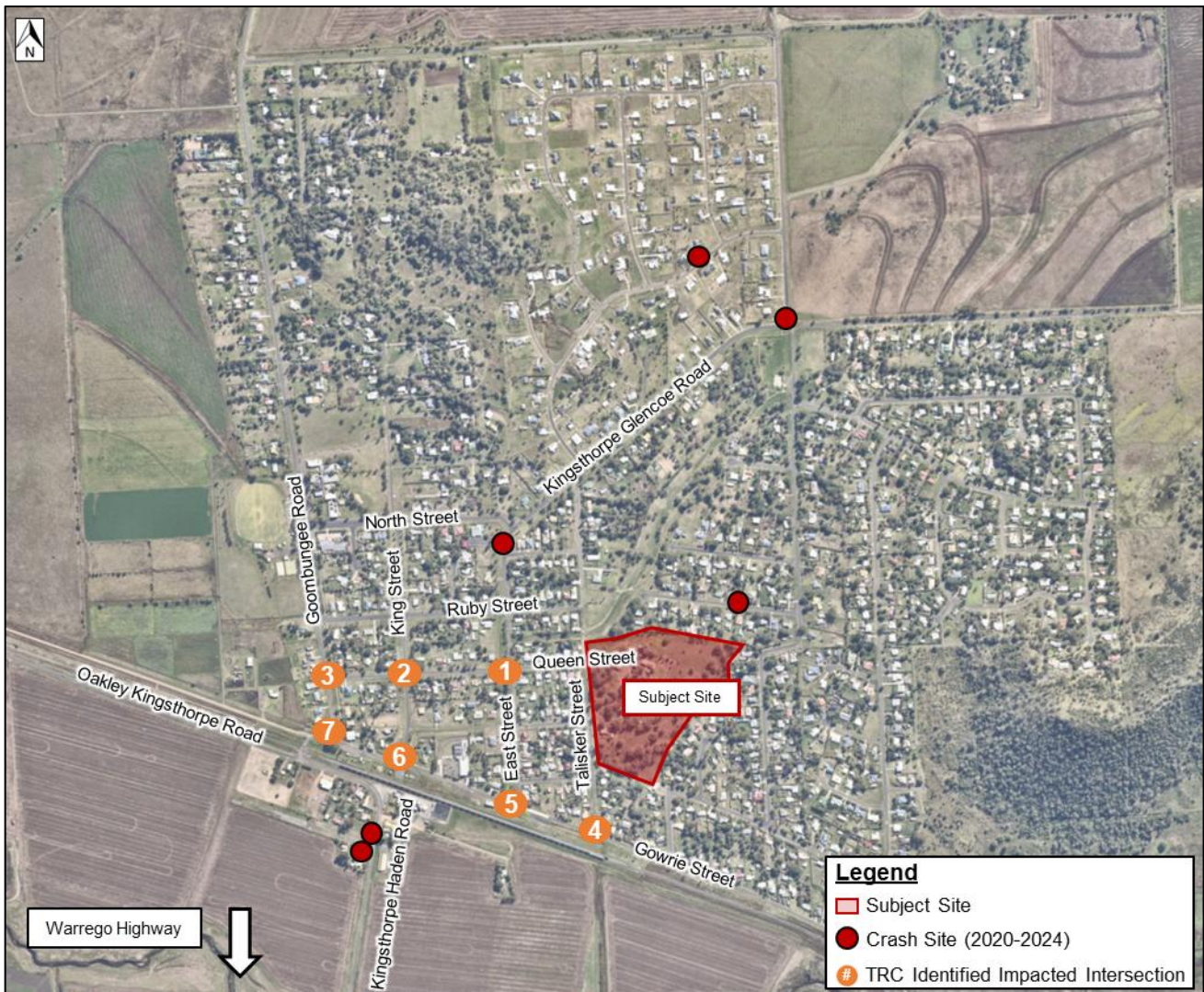


Figure 3.1: Crash Data Kingsthorpe (2020-2024)

As shown, no crashes were recorded at any of the identified intersections, or at the immediately adjoining intersections, during the five-year analysis period.

Therefore, there is no relevant crash history on any of the subject roads. No further analysis or review is warranted.

4. Response to Transport Items

4.1. Condition 6 – Amendments to Traffic Impact Assessment – Prepared in accordance with Guide to Traffic Impact Assessment (GTIA) or Guide to Traffic Management Part 12: Traffic Impacts of Development

The Traffic impact assessment (TIA) to be prepared in accordance with Department of Transport and Main Roads Guide to Traffic Impact Assessment (GTIA) or Austroads, 'Guide to Traffic Management Part 12: Traffic Impacts of Development'

Response:

The Traffic Impact Assessment (TIA) has been prepared in accordance with the intent and general principles of the Department of Transport and Main Roads *Guide to Traffic Impact Assessment (GTIA)* and *Austroads Guide to Traffic Management Part 12: Traffic Impacts of Development*. The assessment approach is fit-for-purpose, proportionate to the scale of the development, and tailored to address the specific access and operational characteristics of the site.

The analysis confirms that the proposed development will not generate unacceptable impacts on the surrounding road network. The development is expected to generate approximately 78 and 79 vehicle trips during the AM and PM peak hours respectively, equivalent to one additional vehicle every 46 seconds in the AM peak and every 45 seconds in the PM peak. When distributed across the impact assessment area, the increase to each intersection's delay is expected to be negligible, in the order of less than one second per vehicle, representing **no material increase** in delays currently experienced by existing traffic. As such, the development's traffic generation is assessed to have a negligible effect on each intersection's performance and is not expected to result in any adverse impacts to delay or safety.

Notwithstanding this negligible impact, additional assessment contained within this Letter has been provided to give further assurance that the proposed development does not require any further upgrades or mitigation measures to maintain acceptable network performance and safety outcomes.

4.2. Condition 6 – Amendments to Traffic Impact Assessment – Detailed Intersection Analysis

The submitted TIA must include detailed intersection analysis of the following intersections, if the development traffic is increased by more than the 5% of the base traffic for any movement in the year of opening:

- Queen St/East St, Queen St/King St, Queen St/Goombungee St;
- Talisker St/Gowrie St;
- Gowrie St/East St, Gowrie St/King St, Gowrie St/Goombungee St.

Response:

While it is acknowledged that development-generated traffic is likely to reflect in an increase of more than 5% from base case for certain turning movements, this increase is not expected to have any material impact on the operation of the surrounding road network. This outcome reflects the small number of background traffic volumes within the local catchment and the limited number of additional trips from the development distributed across multiple access routes.

A qualitative assessment was undertaken using recognised analytical methodologies, including standard trip generation rates, logical trip distribution based on proximity, and comparison to Council's standard drawings and access arrangements. The assessment identified that the development's incremental traffic would not materially increase delays or queuing at the existing intersections.

Given the site's nature as infill development within a small and largely closed catchment, the proportional traffic yield relative to the broader network is negligible. Accordingly, further detailed

intersection modelling is not warranted, as the development's traffic will not result in any measurable impacts to intersection performance or safety.

This assumption is further supported by the endorsed Toowoomba Region Growth Plan (2023), which, when assessing Kingsthorpe's growth potential, noted that *"there is capacity in land and infrastructure networks to accommodate new growth within the existing township extent"* (p.41).

4.3. Condition 6 – Amendments to Traffic Impact Assessment – Proposed Required Upgrades to Intersections

The TIA must propose required upgrades for each intersection listed above ensuring their operation within all relevant acceptable performance outcomes.

Response:

The proposed development is expected to generate approximately 78 and 79 vehicle trips during the AM and PM peak hours, respectively. This equates to one additional vehicle every 46 seconds in the AM peak and every 45 seconds in the PM peak under a uniform flow assumption.

It is further noted that for priority-controlled intersections, the average peak-hour delay threshold for any turn movement is 42 seconds (the LOS C/D threshold). Given the low background volumes and logical dispersion of trips generated by the development across Queen Street and Gowrie Street, the development does not trigger any intersection upgrade requirements.

4.4. Condition 6 – Amendments to Traffic Impact Assessment – Safety Assessment of Intersections

The TIA must include a safety assessment of the above intersections.

Response:

As detailed in Section 3, no crashes were recorded at any of these intersections, or along any subject roads within the most recent five years of available data (2020–2024).

A site inspection undertaken on 17 November 2025, confirmed that all intersections provide adequate sight distance, with only minor pre-existing drainage issues observed at select locations (which is not relevant to this Study).

For completeness, a safety assessment in accordance with the GTIA has been undertaken for each of the intersections identified by Council to be impacted by the development.

Overview

In terms of road safety, TMR's GTIA states:

"Development should ensure that a road's safety is not significantly worsened as a result of development and that any pre-existing or development-introduced unacceptable safety risk is addressing. 'Significantly worsened' is defined in terms of the change in the safety risk rating (for example, from low to medium or from medium to high)."

Figure 4.1 Illustrates the recommended safety risk score matrix outlined in the GTIA.

		Potential consequence				
		Property only (1)	Minor injury (2)	Medical treatment (3)	Hospitalisation (4)	Fatality (5)
Potential likelihood	Almost certain (5)	M	M	H	H	H
	Likely (4)	M	M	M	H	H
	Moderate (3)	L	M	M	M	H
	Unlikely (2)	L	L	M	M	M
	Rare (1)	L	L	L	M	M

Figure 4.1: Safety Risk Score Matrix

Based on the above, the following safety risks have been identified where applicable (e.g. at some intersections not all turning movements are available):

- Risk 1: Increase in right turn movements from minor road onto major road
- Risk 2: Increase in left turn movements from minor road onto major road
- Risk 3: Increase in right turn movements from major road onto minor road
- Risk 4: Increase in left turn movements from major road onto minor road.

The above risks have been assessed in detail below for each of the seven (7) study intersections.

Intersection 1 – East Street / Queen Street

The following key points are noted in regard to Intersection 1:

- The proposed development will increase through movements onto Queen Street by less than 40 vehicles during peak hours. This is equivalent to 1 vehicle every 1 minute and 30 seconds
- Given the location of this intersection relative to the road network and development it is unlikely that any meaningful right or left turn movements will be generated
- Given the low-speed environment, the potential consequence has been judged as “Medical Treatment”
- In the “Without Development” Scenario, the likelihood has been judged as “Rare” given the low volumes, low delays and zero crash history
- In the “With Development” Scenario, the likelihood has been judged as “Rare” given the negligible increase in turning volumes.

Table 4.1 summarises our safety risk review as per the GTIA.

Table 4.1: Risk Assessment - Intersection 1 Queen Street / East Street

Risk Item	Without Development			With Development		
	Likelihood	Consequence	Risk Score	Likelihood	Consequence	Risk Score
Risk #1: Potential for safety risks associated with right turn movements into East Street	1	3	L	1	3	L
Risk #2: Potential for safety risks associated with left turn movements into East Street	1	3	L	1	3	L

Risk #3: Potential for safety risks associated with left turn movements into Queen Street	1	3	L	1	3	L
Risk #4: Potential for safety risks associated with right turn movements into Queen Street	1	3	L	1	3	L

In summary, the risk score does not change from Low. As such, no further safety mitigation is warranted in accordance with the GTIA for Risks 1-4.

Intersection 2 – King Street / Queen Street

The following key points are noted in regard to Intersection 2:

- The proposed development will increase through movements onto Queen Street by less than 40 vehicles during peak hours. This is equivalent to 1 vehicle every 1 minute and 30 seconds
- Given the location of this intersection relative to the road network and development it is unlikely that any meaningful right or left turn movements will be generated
- Given the low-speed environment, the potential consequence has been judged as “Medical Treatment”
- In the “Without Development” Scenario, the likelihood has been judged as “Rare” given the low volumes, low delays and zero crash history
- In the “With Development” Scenario, the likelihood has been judged as “Rare” given the negligible increase in turning volumes.

Table 4.2 summarises our safety risk review as per the GTIA.

Table 4.2: Risk Assessment - Intersection 2 Queen Street / King Street

Risk Item	Without Development			With Development		
	Likelihood	Consequence	Risk Score	Likelihood	Consequence	Risk Score
Risk #1: Potential for safety risks associated with right turn movements into King Street	1	3	L	1	3	L
Risk #2: Potential for safety risks associated with left turn movements into King Street	1	3	L	1	3	L
Risk #3: Potential for safety risks associated with left turn movements into Queen Street	1	3	L	1	3	L
Risk #4: Potential for safety risks associated with right turn movements into Queen Street	1	3	L	1	3	L

In summary, the risk score does not change from Low. As such, no further safety mitigation is warranted in accordance with the GTIA for Risks 1-4.

Intersection 3 – Goombungee Road / Queen Street

The following key points are noted in regard to Intersection 3:

- The proposed development will increase left turn movements onto Goombungee Road by less than 40 vehicles during AM peak hours. This is equivalent to 1 vehicle every 1 minute and 30 seconds
- The proposed development will increase right turn movements from Goombungee Road by less than 40 vehicles during PM peaks. This is equivalent to 1 vehicle every 1 minute and 30 seconds.
- The potential consequence has been judged as “Medical Treatment” due to the posted speeds and type of crashes that may result
- In the “Without Development” Scenario, the likelihood has been judged as “Rare” given the low volumes, low delays, zero crash history and clear sight lines at the intersection
- In the “With Development” Scenario, the likelihood has been judged as “Rare” given the minor increase in turning volumes.

Table 4.3 summarises our safety risk review as per the GTIA.

Table 4.3: Risk Assessment - Intersection 3 Goombungee Road / Queen Street

Risk Item	Without Development			With Development		
	Likelihood	Consequence	Risk Score	Likelihood	Consequence	Risk Score
Risk #1: Potential for safety risks associated with right turn movements into Goombungee Road	1	3	L	1		3
Risk #2: Potential for safety risks associated with left turn movements into Goombungee Road	1	3	L	1		3
Risk #3: Potential for safety risks associated with left turn movements into Queen Street	1	3	L	1		3
Risk #4: Potential for safety risks associated with right turn movements into Queen Street	1	3	L	1		3

In summary, the risk score does not change from Low. As such, no further safety mitigation is warranted in accordance with the GTIA for Risks 1-4.

Intersection 4 – Gowrie Street / Talisker Street

The following key points are noted in regard to Intersection 4:

- The proposed development will increase right turn movements onto Gowrie Street by less than 40 vehicles during AM peak hours. This is equivalent to 1 vehicle every 1 minute and 30 seconds
- The proposed development will increase left turn movements from Gowrie Street by less than 40 vehicles during PM peaks. This is equivalent to 1 vehicle every 1 minute and 30 seconds.
- The potential consequence has been judged as “Medical Treatment” due to the posted speeds and type of crashes that may result
- In the “Without Development” Scenario, the likelihood has been judged as “Rare” given the low volumes, low delays and zero crash history
- In the “With Development” Scenario, the likelihood has been judged as “Rare” given the minor increase in turning volumes.

Table 4.4 summarises our safety risk review as per the GTIA.

Table 4.4: Risk Assessment - Intersection 4 Gowrie Street / Talisker Street

Risk Item	Without Development			With Development		
	Likelihood	Consequence	Risk Score	Likelihood	Consequence	Risk Score
Risk #1: Potential for safety risks associated with right turn movements into Gowrie Street	1	3	L	1	3	L
Risk #3: Potential for safety risks associated with left turn movements into Talisker Street	1	3	L	1	3	L

In summary, the risk score does not change from Low. As such, no further safety mitigation is warranted in accordance with the GTIA for Risks 1-2.

Intersection 5 – Gowrie Street / East Street

The following key points are noted in regard to Intersection 5:

- The proposed development will increase through movements onto Gowrie Street by less than 40 vehicles during peak hours. This is equivalent to 1 vehicle every 1 minute and 30 seconds
- Given the location of this intersection relative to the road network and development it is unlikely that any meaningful right or left turn movements will be generated
- The potential consequence has been judged as “Medical Treatment” due to the posted speeds and type of crashes that may result
- In the “Without Development” Scenario, the likelihood has been judged as “Rare” given the low volumes, low delays and zero crash history
- In the “With Development” Scenario, the likelihood has been judged as “Rare” given the negligible increase in turning volumes.

Table 4.5 summarises our safety risk review as per the GTIA.

Table 4.5: Risk Assessment - Intersection 5 Gowrie Street / Talisker Street

Risk Item	Without Development			With Development		
	Likelihood	Consequence	Risk Score	Likelihood	Consequence	Risk Score
Risk #1: Potential for safety risks associated with right turn movements into Goombungee Street	1	3	L	1	3	L
Risk #2: Potential for safety risks associated with left turn movements into Goombungee Street	1	3	L	1	3	L
Risk #3: Potential for safety risks associated with left turn movements into Queen Street	1	3	L	1	3	L
Risk #4: Potential for safety risks associated with right turn movements into Queen Street	1	3	L	1	3	L

In summary, the risk score does not change from Low. As such, no further safety mitigation is warranted in accordance with the GTIA for Risks 1-4.

Intersection 6 – Gowrie Street / King Street

The following key points are noted in regard to Intersection 6:

- The proposed development will increase through movements onto Gowrie Street by less than 40 vehicles during peak hours. This is equivalent to 1 vehicle every 1 minute and 30 seconds
- Given the location of this intersection relative to the road network and development it is unlikely that any meaningful right or left turn movements will be generated
- The potential consequence has been judged as “Medical Treatment” due to the posted speeds and type of crashes that may result
- In the “Without Development” Scenario, the likelihood has been judged as “Rare” given the low volumes, low delays and zero crash history
- In the “With Development” Scenario, the likelihood has been judged as “Rare” given the negligible increase in turning volumes.

Table 4.6 summarises our safety risk review as per the GTIA.

Table 4.6: Risk Assessment - Intersection 6 Gowrie Street / King Street

Risk Item	Without Development			With Development		
	Likelihood	Consequence	Risk Score	Likelihood	Consequence	Risk Score
Risk #1: Potential for safety risks associated with right turn movements into Goombungee Street	1	3	L	1	3	L
Risk #2: Potential for safety risks associated with left turn movements into Goombungee Street	1	3	L	1	3	L
Risk #3: Potential for safety risks associated with left turn movements into Queen Street	1	3	L	1	3	L
Risk #4: Potential for safety risks associated with right turn movements into Queen Street	1	3	L	1	3	L

In summary, the risk score does not change from Low. As such, no further safety mitigation is warranted in accordance with the GTIA for Risks 1-4.

Intersection 7 – Goombungee Road / Gowrie Street

The following key points are noted in regard to Intersection 7:

- The proposed development will increase through movements on Goombungee Road by less than 40 vehicles during peak hours. This is equivalent to 1 vehicle every 1 minute and 30 seconds
- The proposed development will increase left turn movements onto Goombungee Road by less than 40 vehicles during AM peak hours. This is equivalent to 1 vehicle every 1 minute and 30 seconds
- The proposed development will increase right turn movements from Goombungee Road by less than 40 vehicles during PM peaks. This is equivalent to 1 vehicle every 1 minute and 30 seconds.
- The potential consequence has been judged as “Medical Treatment” due to the posted speeds and type of crashes that may result

- In the “Without Development” Scenario, the likelihood has been judged as “Rare” given the low volumes, low delays and zero crash history
- In the “With Development” Scenario, the likelihood has been judged as “Rare” given the minor increase in turning volumes and no change to required turn warrants.

Table 4.7 summarises our safety risk review as per the GTIA.

Table 4.7: Risk Assessment - Intersection 7 Goombungee Road / Gowrie Street

Risk Item	Without Development			With Development		
	Likelihood	Consequence	Risk Score	Likelihood	Consequence	Risk Score
Risk #1: Potential for safety risks associated with right turn movements into Goombungee Road	1	3	L	1	3	L
Risk #2: Potential for safety risks associated with left turn movements into Goombungee Road	1	3	L	1	3	L
Risk #3: Potential for safety risks associated with left turn movements into Gowrie Street	1	3	L	1	3	L
Risk #4: Potential for safety risks associated with right turn movements into Gowrie Street	1	3	L	1	3	L

In summary, the risk score does not change from Low. As such, no further safety mitigation is warranted in accordance with the GTIA for Risks 1-4.

Summary

In summary, relevant risk items have been assessed at all impacted intersections in accordance with TMR’s GTIA. The findings indicate that no safety risk is significantly worsened, or deemed unacceptable, and therefore, no additional analysis or upgrades are warranted to support the development.

4.5. Condition 6 – Amendments to Traffic Impact Assessment – Provision of a Priority Road Crossing Across Road 3

Provision of a priority road crossing across the proposed Road 3 along the frontage of Talisker Road.

Response:

As addressed in Section 5.2 of the TIA, it is recommended that a pedestrian crossing is provided across the Road 3 frontage, however, this pedestrian crossing should not be treated as priority.

In low-volume residential environments, driver compliance with pedestrian priority controls is typically reduced due to the infrequency of encountering pedestrians. As a result, motorists may fail to yield as required at priority-controlled pedestrian crossings. This creates a safety risk where pedestrians may assume priority, while drivers who are accustomed to uninterrupted travel do not respond accordingly. On this basis, a priority-controlled pedestrian crossing is not recommended at this location.

This assessment is further supported by Austroads Australian Pedestrian Crossing Facility Selection Tool (and User Guide), which indicates that a priority-controlled (zebra) pedestrian crossing is not feasible at this location.

5. Conclusion

I trust the additional information provided herein is sufficient to respond to Condition 6 of Council's Decision Notice for the approved development over 30 Talisker Street, Kingsthorpe and will allow Council to prepare reasonable and relevant conditions of approval.

Yours faithfully,

A handwritten signature in blue ink, appearing to read "M Davidson".

Mark Davidson
Principal Traffic Engineer / Transport Planner
RPEQ 27524
BITZIOS CONSULTING