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TRAFFIC ENGINEERING

TRAFFIC ENGINEERING REPORT

63, 65 and 67 Bayview Terrace, Clayfield



About Waymaker Traffic Engineering

Waymaker Traffic Engineering is a newly formed consultancy which is backed by almost a decade of traffic engineering experience. This experience spans from larger and smaller consultancies which culminate in a specifically tailored service to your needs. At Waymaker, our first priority is a suitable outcome for the client requirements while also considering the end user. This results in a practical solution where all parties are satisfied. Waymaker Traffic Engineering has worked on various projects from single dwelling developments to master planning. If you would like to hear more about Waymaker Traffic Engineering, please reach out using the following details:

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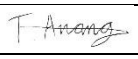
Document Details

Prepared For	**Nino Bartilomo**
Project Title	**63, 65 and 67 Bayview Terrace, Clayfield**

Revision History

Description	Revision No.	Author	Approver	Signature	Date
Draft for client review	1	T.A	T.A (RPEQ 28656)		21/10/2026
Final	1	T.A	T.A (RPEQ 28656)		5/11/2026

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1 Introduction

1.1 Purpose of Report

Waymaker Traffic Engineering has been commissioned by Nino Bartilomo to provide advice relating to the traffic engineering components of the proposed multiple dwelling development located at 63, 65 and 67 Bayview Terrace, Clayfield.

The following report aims to provide a holistic review of all development details and assess their suitability with the external road network. A copy of the development plans are provided in **Appendix A**.

1.2 Referenced Guidelines

In order to assess the proposed arrangements, the proposed development plans have been assessed against the following guidelines:

- Australian Standard 2890.1 – Off Street Car Parking, 2004
- Brisbane City Council Planning Scheme Policy, 2014
- Transport for New South Wales Guide to Transport Impact Assessments, 2024

2 Existing Conditions

2.1 Site Location & Land Use

The development site is located at 63, 65 and 67 Bayview Terrace, Clayfield and is classed as a low-medium density residential zone in the Brisbane City Council (BCC) Planning Scheme. The site is currently accommodating a residential use.

The site has Bayview Terrace to the north, Jolly Street to the west and residential uses in all other directions. Access to the site is currently provided via Jolly Street. The site location and surrounds are illustrated in Figure 2-1.

Figure 2-1 Site Location



Source: Nearmap

2.2 Existing Road Network

The external road network surrounding the proposed development site is outlined in Table 2-1.

Table 2-1 Key Road Characteristics

Road	Authority	Hierarchy	Speed Limit	Typical Cross Section
Bayview Terrace	Council	District Road	60km/hr	Two lanes, undivided
Jolly Street	Council	Neighbourhood Road	50km/hr	Two lanes, undivided

2.3 Existing Active Transport

A review of active transport facilities within close proximity to the proposed development identified that pedestrian paths are provided on both sides of all surrounding streets. The provided pedestrian paths vary in width but are predominantly 1.2m wide.

Additionally, no on-road cycling facilities are provided on the surrounding road network.

2.4 Existing Public Transport

The proposed development is provided with nine (9) bus stops within 400m (5 minute walk). The bus stops provide access to multiple bus routes which allow for the development to access major attractions including Brisbane City.

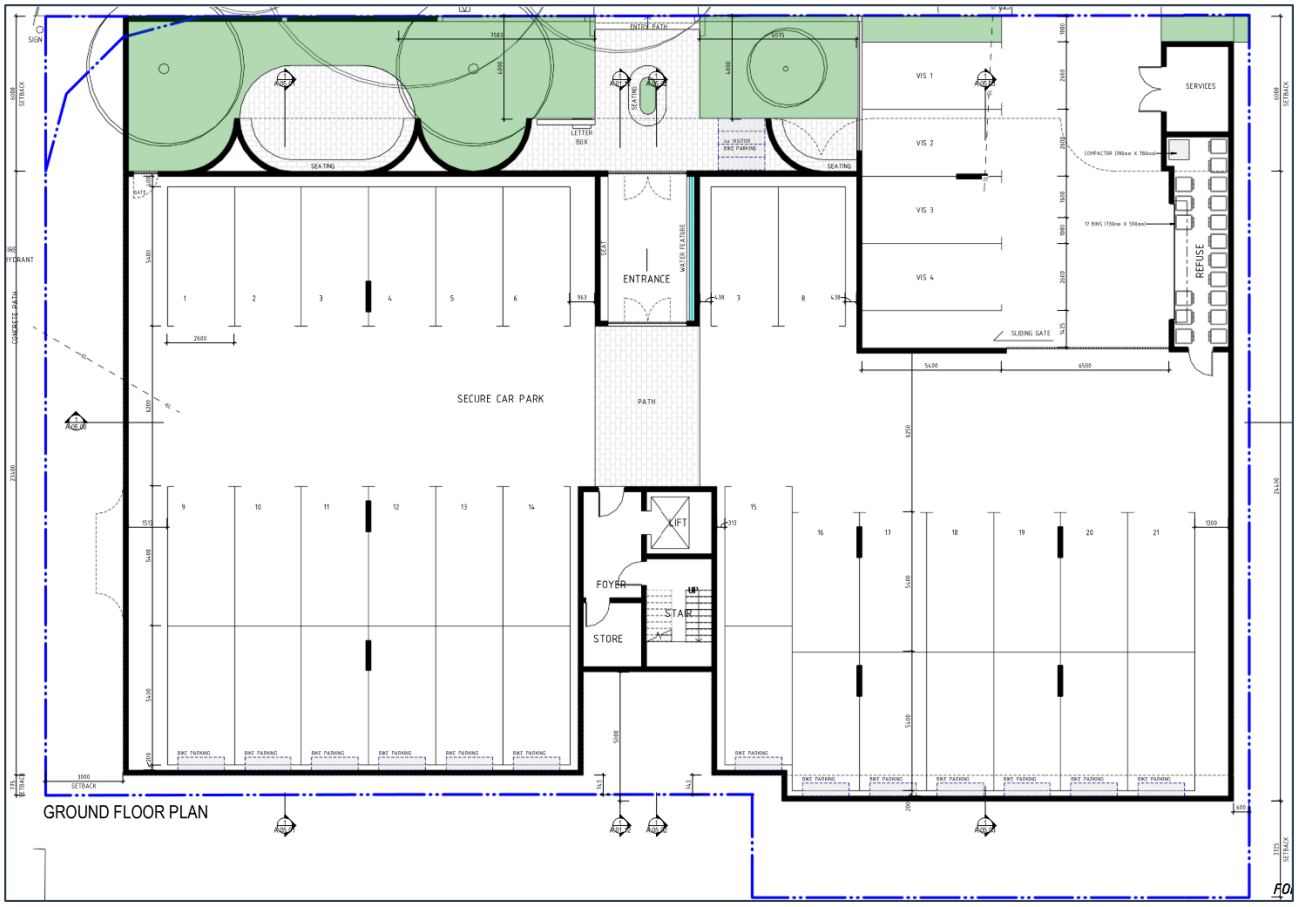
The Eagle Junction and Clayfield train stations are within an 800m (10 minute walk) catchment of the proposed development. These stations provide access to multiple rail services connecting to Brisbane City and destinations including Springfield Central, Ipswich, Caboolture, Kippa-Ring, Gympie and Doomben.

3 Development Proposal

3.1 Development Details

The proposed development intends to provide 13 units. The proposed units will each provide three bedrooms. The proposed development plan is outlined in Figure 3-1.

Figure 3-1 Proposed Development



Source: Nearmap

3.2 Access Arrangements

The proposed development will gain access to the external road network via a proposed crossover on Bayview Terrace. The proposed crossover will provide all movement access and provides access to 38 car parking spaces.

4 Car Parking

4.1 Car Parking Provision

The proposed development car parking requirement has been determined in line with the BCC Transport, Access, Parking and Servicing Planning Scheme Policy (TAPS). The car parking requirements are outlined in Table 4-1.

Table 4-1 Car Parking Provision

Land Use	Yield	Car Parking Rate	Car Parking Requirement	Car Parking Provision
Multiple Dwelling	13x3-bedroom dwellings	2 resident spaces per 3-bedroom dwelling	26 spaces	34 spaces
		0.25 visitor spaces per dwelling	4 spaces	4 spaces
Total			**30 spaces**	**38 spaces**

As outlined in Table 4-1, the proposed development is required to provide a minimum of 26 resident car parking spaces and four (4) visitor car parking spaces. The proposed development provides 34 resident car parking spaces and four (4) visitor car parking spaces. This is a surplus of eight (8) spaces on the resident car parking requirement and meets the visitor car parking requirement.

Therefore, the proposed car parking provision is considered suitable for the proposed development.

4.2 Car Parking Design

A review of the car parking design has been undertaken according to the requirements in BCC TAPS. The compliance of the proposed development is outlined in Table 4-2.

Table 4-2 Car Parking Design

Design Element	BCC TAPS Requirement	Proposed Design	Compliance
Car parking length	5.4m	5.4m	✓
Car parking width	2.6m	2.6m	✓
Tandem car parking length	10.8m	10.8m	✓
Aisle width	6.2m	Min. 6.2m	✓
End aisle treatment	2m	Min. 1.425m	×
Circulation width	6.2m	Min. 6.2m	✓

Table 4-2 outlines that the proposed development meets the requirements of BCC TAPS except for the end aisle treatment for resident and visitor car parking.

4.2.1 End Aisle Treatment

The end aisle treatment provided for visitor and resident car parking does not meet the BCC TAPS requirements. However, the provided aisle extension of 1.425m for visitor car parking and 1.513m for resident car parking exceeds the requirements of AS2890.1. Furthermore, a swept path assessment for a B85 and B99 was undertaken to ensure they can access the end spaces. The swept path assessment in Appendix B outlines that end spaces for the visitor and resident car parking can be accessed safely and efficiently.

Therefore, the proposed development has been designed appropriately for the proposed use.

5 Design Considerations

A detailed review of the proposed development design has been undertaken to ensure compliance with relevant guidelines.

5.1 Access Design

5.1.1 Access Width

The development gains access via a proposed all movements crossover on Bayview Terrace. An assessment of the proposed crossover has been undertaken in line with BCC TAPS. Table 5-1 outlines the requirements of BCC TAPS for the proposed design.

Table 5-1 Proposed Access Design

Vehicle Type	BCC TAPS Access Width	Proposed Width	Compliance
Light Vehicles	6.0 – 9.0m	6.2m	✓
Heavy Vehicles	7.0m	6.2m	×

The proposed crossover meets the BCC TAPS requirement for light vehicles but falls slightly short of the requirement for heavy vehicles. Although, the proposed crossover has been designed in accordance with AS2890.1 which allows for the largest service vehicles to sit within the aisle and maintain a 3m access.

Additionally, AS2890.1 outlines that a 3m one-lane, two-way arrangement is suitable for developments which provide less than 30 vehicles per hour (vph). The proposed development provides a low traffic generation as outlined in section 7 which allows for one-way operation during servicing. Additionally, a swept path assessment has been prepared in Appendix B which demonstrates that a B99 and B85 can easily pass each other maintaining sufficient clearances.

On the basis of the above, the access design is considered to be suitable for the proposed development.

5.1.2 Access Location

BCC TAPS requires that the proposed access location is provided with suitable separation from existing features. The proposed suitability of the access design is outlined in Table 5-2.

Table 5-2 Existing Crossover Location

Road	Adjacent Feature	Minimum Separation	Provided Separation	Compliance
Bayview Terrace	Driveway	15m	>15m	✓
	Minor Road Intersection	20m	>20m	✓
	Major Road Intersection	30m	>30m	✓

The proposed development access location is in accordance with BCC TAPS. It is noted that there is an existing driveway at the frontage of 75 Bayview Terrace within the 15m distance that is not currently utilised and has not been considered as part of the assessment.

5.1.3 Access Road Hierarchy

BCC TAPS requires access to be provided from the lowest order road frontage where practicable. The site has frontage to Bayview Terrace (District Road) and Jolly Street (Neighbourhood Road) with the proposed access located on Bayview Terrace. The access location on Bayview Terrace is considered suitable for the following reasons:

- The access location complies with the BCC TAPS separation requirements and provides over 85m of sight distance in both directions.
- The proposed development generates a maximum of 3vph, which is minimal and readily accommodated by Bayview Terrace (Section 7). This is also a minor increase in trips on Bayview Terrace with the removal of existing dwellings.
- Locating the access on the higher order road directs resident and service vehicle movements away from the neighbourhood road, protecting residential amenity on Jolly Street which provides a narrow cross section.

Therefore, the proposed access location is considered suitable for the proposed development.

5.2 Sight Distance

Sight distance requirements are based on the frontage road speed in line with BCC TAPS. Bayview Terrace has a posted speed limit of 60km/hr and thus the minimum sight distance is 85m. The proposed development access location provides over 85m in both directions.

Therefore, the proposed development sight distance provision exceeds the BCC TAPS requirement and is considered suitable.

5.3 Bicycle Parking

BCC TAPS outlines that bicycle parking should be according to the requirements outlined in Table 5-3.

Table 5-3 Bicycle Parking Provision

Land Use	Yield	Bicycle Parking Rate	Bicycle Parking Requirement	Bicycle Parking Provision
Multiple Dwelling	13 dwellings	Resident: 1 space per dwelling	13 spaces	13 spaces
		Visitors: 0.25 spaces per dwelling	4 spaces	4 spaces
Total			**17 spaces**	**17 spaces**

Based on Table 5-3, the proposed development is required to provide 13 resident bicycle parking spaces and four (4) visitor bicycle parking space with a total of 17 bicycle parking spaces. The proposed development provides 17 bicycle parking spaces. Wall hung resident

bicycle parking will be provided at front of each car parking space. Car parking for these spaces will be restricted to front in only to ensure no conflicts with bicycle parking. Dedicated visitor bicycle parking will be provided near the pedestrian entrance on the Bayview Terrace frontage.

Therefore, the proposed bicycle parking provision is sufficient for the proposed development.

5.4 Pedestrian Sight Splay

According to AS2890.1, a 2.0m by 2.5m pedestrian sight splay is required at the proposed access to allow for safe interactions between vehicles and pedestrians. The proposed development does not achieve the required 2.0m by 2.5m pedestrian sight splay due to the location of the proposed visitor car parking space. The arrangement is considered supportable in this instance having regard to the low-speed residential nature of the access, the low traffic generation of the development and the intermittent use of the visitor car parking space.

The visitor car parking spaces will be used occasionally by visitors to the residential development and are not expected to be continuously occupied throughout the day. Accordingly, any obstruction to the pedestrian sight splay would be intermittent rather than permanent.

The access will also operate as a low-speed internal residential driveway environment. Vehicles exiting the site will be travelling at very low speeds and will be required to slow or stop at the driveway crossover before entering Bayview Terrace. This provides drivers with an opportunity to observe pedestrians on the frontage footpath prior to crossing the pedestrian path of travel.

Therefore, the proposed arrangement is considered suitable for the proposed development.

5.5 Queuing

In accordance with BCC TAPS, the proposed development is required to provide a queuing provision of two (2) vehicles or 12m. The proposed development provides less than a one (1) vehicle which does not meet the BCC TAPS requirement. While the proposed provision is less than the BCC TAPS requirement, the provision is considered suitable for the following reasons:

- The proposed development is a residential use which is tidal in nature,
- The proposed development traffic generation is low,
- Visitor parking demand will be occasional and low turnover.

Therefore, the proposed queuing provision is considered suitable for the proposed development.

6 Servicing Arrangements

6.1 Overview

The largest service vehicle nominated by BCC TAPS is a refuse collection vehicle (RCV) for waste collection and large rigid vehicle (LRV) for servicing in accordance with BCC TAPS.

The LRV will access the site via the proposed crossover, undertake servicing on-site and leave the site via the proposed crossover in a forward gear.

6.2 Refuse Collection Arrangement

Refuse collection is proposed to occur from the Bayview Terrace and Jolly Street frontages using an on-street kerbside collection arrangement. The proposed development will have 11 dwellings serviced from Bayview Terrace and two (2) dwellings serviced from Jolly Street.

Brisbane City Council's refuse collection requirements generally limit kerbside collection for multiple dwelling developments to ten (10) dwellings. While the proposed development exceeds this benchmark on the Bayview Terrace frontage by one (1) dwelling, the arrangement is considered supportable given the availability of two separate street frontages, the relatively small development scale and the ability to distribute collection activity between Bayview Terrace and Jolly Street.

The proposed arrangement is considered appropriate for the following reasons:

- The development benefits from two street frontages, allowing refuse collection to be distributed rather than concentrating all thirteen dwellings at a single collection location.
- The proposed collection arrangement only exceeds the ten (10) dwelling benchmark on the Bayview Terrace frontage. The additional refuse generation is relatively minor and is not expected to materially increase collection vehicle servicing time.
- Both Bayview Terrace and Jolly Street are existing streets where kerbside collection is a typical operation for the residential catchment.
- Refuse collection will occur periodically in accordance with Council's collection schedule, rather than generating continuous servicing activity.
- Kerbside collection reduces potential safety concerns by eliminating conflicts with pedestrians and proposed development traffic.

6.2.4 Kerbside Collection Length

BCC refuse planning scheme policy requires a kerbside refuse collection length of 1.8m per dwelling. The proposed development comprises 11 dwellings being serviced on Bayview Terrace and two (2) dwellings being serviced from Jolly Street. On this basis, the minimum kerbside collection length required for the development is 19.8m on Bayview Terrace and 3.6m on Jolly Street.

The existing frontages of Bayview Terrace and Jolly Street provide sufficient area for all bins to be presented subject to detailed design. The proposed kerbside area provides suitable length for collection to be accommodated clear of the development access and 10m clear of the Bayview Terrace / Jolly Street intersection.

6.3 Swept Path Assessment

To ensure that the proposed development is able to cater for a LRV, a swept path assessment was undertaken as illustrated in Appendix B. The swept path assessment outlines that a LRV is able to safely and efficiently access the site and maintain required clearances.

7 Traffic Impact

To understand the proposed traffic generation, the Transport for New South Wales (TfNSW) Guide to Transport Impact Assessments (GTIA) has been referenced. The estimated traffic generation of the proposed development is outlined in Table 7-1.

Table 7-1 Proposed Traffic Generation

Land Use	Yield	AM Traffic Generation Rate	PM Traffic Generation Rate	AM Traffic Generation	PM Traffic Generation
Multiple Dwelling	13 dwellings	0.19vph per dwelling	0.15vph per dwelling	3vph	2vph

As outlined in Table 7-1, the proposed development will generate a maximum of 3vph in the AM and PM peak periods. This level of traffic generation is considered minimal and is not expected to significantly impact the external road network.

Therefore, the proposed development is able to be accommodated by the external road network.

8 Summary

Waymaker Traffic Engineering prepared this report for Nino Bartilomo to assess the traffic engineering impact of the proposed multiple dwelling development located at 63, 65 and 67 Bayview Terrace, Clayfield. The key findings of the assessment are outlined as follows:

- **Site & Surroundings:** The site is located in a low-medium density residential zone, with Bayview Terrace to the north and Jolly Street to the west. Bayview Terrace and Jolly Street are undivided, with a posted speed limit of 60km/h and 50 km/h respectively.
- **Transport Context:** Pedestrian paths exist on surrounding streets with no dedicated cycling lanes provided. Nine (9) bus stops are located within 400m of the proposed development and the Eagle Junction and Clayfield train stations are within 800m of the proposed development.
- **Proposed Development:**
  - → The proposed development yield is 13 dwellings, each with three (3) bedrooms.
  - → A total of 38 car parking spaces is provided which exceeds the BCC TAPS minimum requirement of 30 car parking spaces.
  - → A total of 17 bicycle parking spaces are provided which meets the BCC TAPS minimum requirement for resident and visitor bicycle parking.
- **Design Compliance:**
  - → The proposed car parking layout meets the BCC TAPS standards except for the end aisle treatment. However, the end aisle treatment meets the AS2890.1 requirement and is considered sufficient.
  - → The proposed access width is slightly below the BCC TAPS requirement for heavy vehicles but considered acceptable due to the provision of suitable operation of the driveway and low traffic generation.
  - → Sight distance on Bayview Terrace meets the BCC TAPS requirement.
- **Servicing:** Servicing is proposed to occur on-site and waste collection will be on-street. The waste collection arrangement is considered suitable based on the availability of the Bayview Terrace and Jolly Street frontages. The proposed arrangement is supported based on the expected refuse requirements and scale of the proposed development.
- **Traffic Impact:** The estimated traffic generation is 3vph during AM peak and 2vph during the PM peak, which is minimal and will not significantly affect the external road network.

The proposed development generally complies with relevant guidelines and is considered suitable in terms of access, parking, servicing, and traffic impact.

APPENDIX A:

PROPOSED DEVELOPMENT PLANS

MULTIPLE DWELLING

ARCHITECTURAL DRAWING LIST	
A.00.00	COVER SHEET
A.01.00	LOCATION PLAN
A.01.01	SITE ANALYSIS
A.01.10	DESIGN PHILOSOPHY
A.01.11	DESIGN PHILOSOPHY
A.01.12	DESIGN PHILOSOPHY
A.02.00	EXISTING SITE PLAN
A.02.10	PROPOSED SITE PLAN
A.03.00	GROUND FLOOR PLAN
A.03.01	FIRST FLOOR PLAN
A.03.02	SECOND FLOOR PLAN
A.03.03	THIRD FLOOR PLAN
A.03.10	ROOF PLAN
A.04.00	NORTH ELEVATION
A.04.01	EAST ELEVATION
A.04.02	SOUTH ELEVATION
A.04.03	WEST ELEVATION
A.05.00	SECTION
A.05.01	SECTION
A.05.02	SECTION
A.05.03	SECTION
A.90.00	AREA PLANS
A.90.01	AREA PLANS
A.90.02	AREA PLANS
A.99.00	PERSPECTIVES
A.99.01	PERSPECTIVES
A.99.02	PERSPECTIVES
A.99.03	PERSPECTIVES
A.99.04	PERSPECTIVES

DEVELOPMENT DATA:

Address: 63, 65, 67 & 69 BAYVIEW TCE, CLAYFIELD QLD 4011
Council: BRISBANE CITY COUNCIL
Lot/RP: Lot 17 & 18 RP 34278
Lot 24 RP 34279
Lot 2 RP 49607
Area: 1,479m^2
Ward: HAMILTON
Zoning: LMR2 LOW MEDIUM DENSITY RES
Overlays: CLAYFIELD - WOOLOOWIN DISTRICT NP

PROPOSED AREA SCHEDULE	
AREA NAME	AREA
COMMON	263.338 m^2
COS	111.882 m^2
DEEP PLANTING	58.33 m^2
EXTERNAL	605.641 m^2
INTERIOR	1956.894 m^2
LANDSCAPE	169.866 m^2
SERVICE	31.081 m^2

FOR INFORMATION

REV	ISSUED DETAILS	ISSUED BY	DATE
4	FOR INFORMATION	GK	10.09.2026
5	FOR INFORMATION	GK	11.09.2026
6	REVISED PLANS	GK	11.09.2026
7	REVISED PLANS	GK	14.10.2026
8	REVISED PLANS	GK	15.10.2026
9	REVISED PLANS	GK	19.10.2026
10	BIKE PARKING	GK	19.10.2026
11	INCLUDED RENDERS	GK	26.10.2026

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DO NOT SCALE

General Note:
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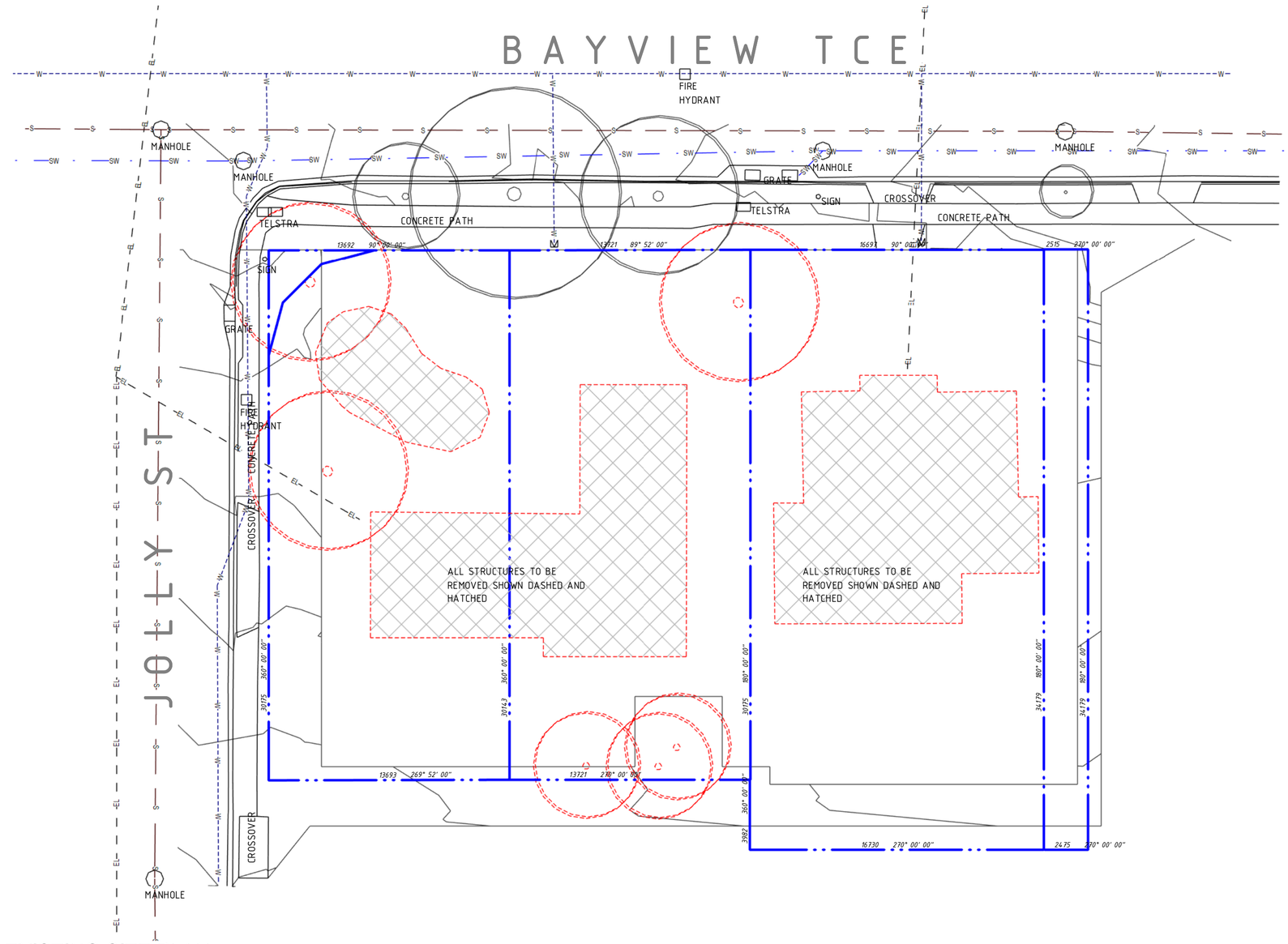
All work must comply with the Building code of Australia, Australian Standards and all other relevant authorities. All work must be carried out in the best of tradesman like manner and to the full satisfaction of the owner.

DRAWN GK
CHECKED GK
APPROVED GEORGE KOUPARITSAS QLD REG 5162
SCALE: @A2

CLIENT ROVCON CONSTRUCTIONS
PROJECT MULTIPLE DWELLING
63 - 69 BAYVIEW TCE, CLAYFIELD QLD 4011
TITLE COVER SHEET
DRAWING *A.00.00*
REV: *11*



EXISTING SITE PLAN

FOR INFORMATION

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5	FOR INFORMATION	GK	11.09.2026
6	REVISED PLANS	GK	11.09.2026
7	REVISED PLANS	GK	14.10.2026
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9	REVISED PLANS	GK	19.10.2026
10	BIKE PARKING	GK	19.10.2026
11	INCLUDED RENDERS	GK	26.10.2026

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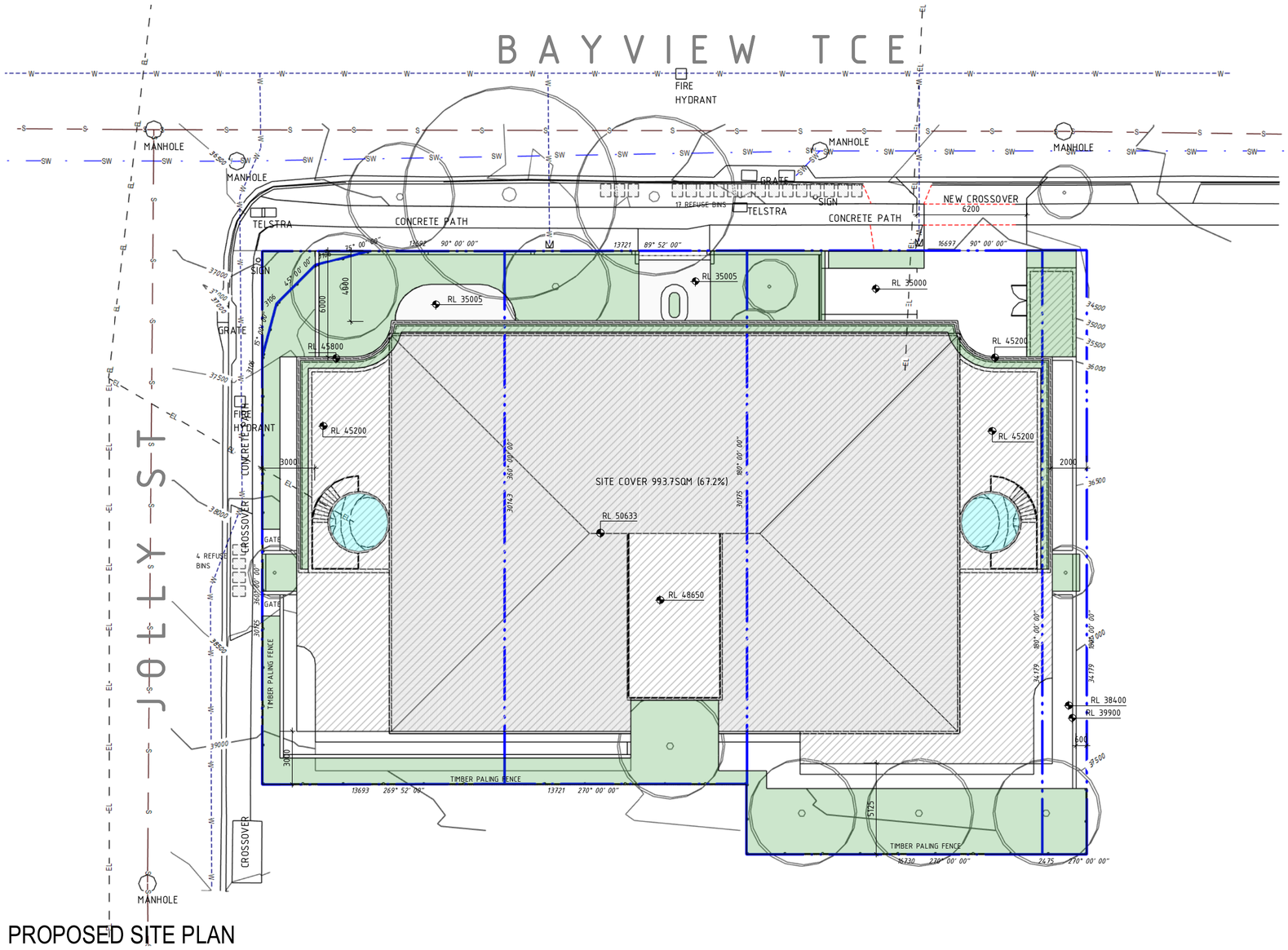
APPROVED	GEORGE KOUPARITSAS QLD REG 5162
SCALE:	1 : 200 @A2

CLIENT	ROVCON CONSTRUCTIONS
PROJECT	MULTIPLE DWELLING 63 - 69 BAYVIEW TCE, CLAYFIELD QLD 4011
TITLE	EXISTING SITE PLAN
DRAWING	A.02.00
REV:	11



PROPOSED SITE PLAN

FOR INFORMATION

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6	REVISED PLANS	GK	11.09.2026
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9	REVISED PLANS	GK	19.10.2026
10	BIKE PARKING	GK	19.10.2026
11	INCLUDED RENDERS	GK	26.10.2026

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CLIENT	ROVCON CONSTRUCTIONS
PROJECT	MULTIPLE DWELLING 63 - 69 BAYVIEW TCE, CLAYFIELD QLD 4011
TITLE	PROPOSED SITE PLAN
DRAWING	A.02.10
REV:	11



GROUND FLOOR PLAN

FOR INFORMATION

REV	ISSUED DETAILS	ISSUED BY	DATE
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6	REVISED PLANS	GK	11.09.2026
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9	REVISED PLANS	GK	19.10.2026
10	BIKE PARKING	GK	19.10.2026
11	INCLUDED RENDERS	GK	26.10.2026

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APPROVED	GEORGE KOUPARITSAS QLD REG 5162
SCALE:	1 : 100 @A2

CLIENT	ROVCON CONSTRUCTIONS
PROJECT	MULTIPLE DWELLING 63 – 69 BAYVIEW TCE, CLAYFIELD QLD 4011
TITLE	GROUND FLOOR PLAN
DRAWING	*A.03.00*
REV:	*11*



FIRST FLOOR PLAN

FOR INFORMATION

REV	ISSUED DETAILS	ISSUED BY	DATE
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6	REVISED PLANS	GK	11.09.2026
7	REVISED PLANS	GK	14.10.2026
8	REVISED PLANS	GK	15.10.2026
9	REVISED PLANS	GK	19.10.2026
10	BIKE PARKING	GK	19.10.2026
11	INCLUDED RENDERS	GK	26.10.2026

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SCALE:	1 : 100 @A2

CLIENT	ROVCON CONSTRUCTIONS
PROJECT	MULTIPLE DWELLING 63 - 69 BAYVIEW TCE, CLAYFIELD QLD 4011
TITLE	FIRST FLOOR PLAN
DRAWING	A.03.01
REV:	11



SECOND FLOOR PLAN

FOR INFORMATION

REV	ISSUED DETAILS	ISSUED BY	DATE
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6	REVISED PLANS	GK	11.09.2026
7	REVISED PLANS	GK	14.10.2026
8	REVISED PLANS	GK	15.10.2026
9	REVISED PLANS	GK	19.10.2026
10	BIKE PARKING	GK	19.10.2026
11	INCLUDED RENDERS	GK	26.10.2026

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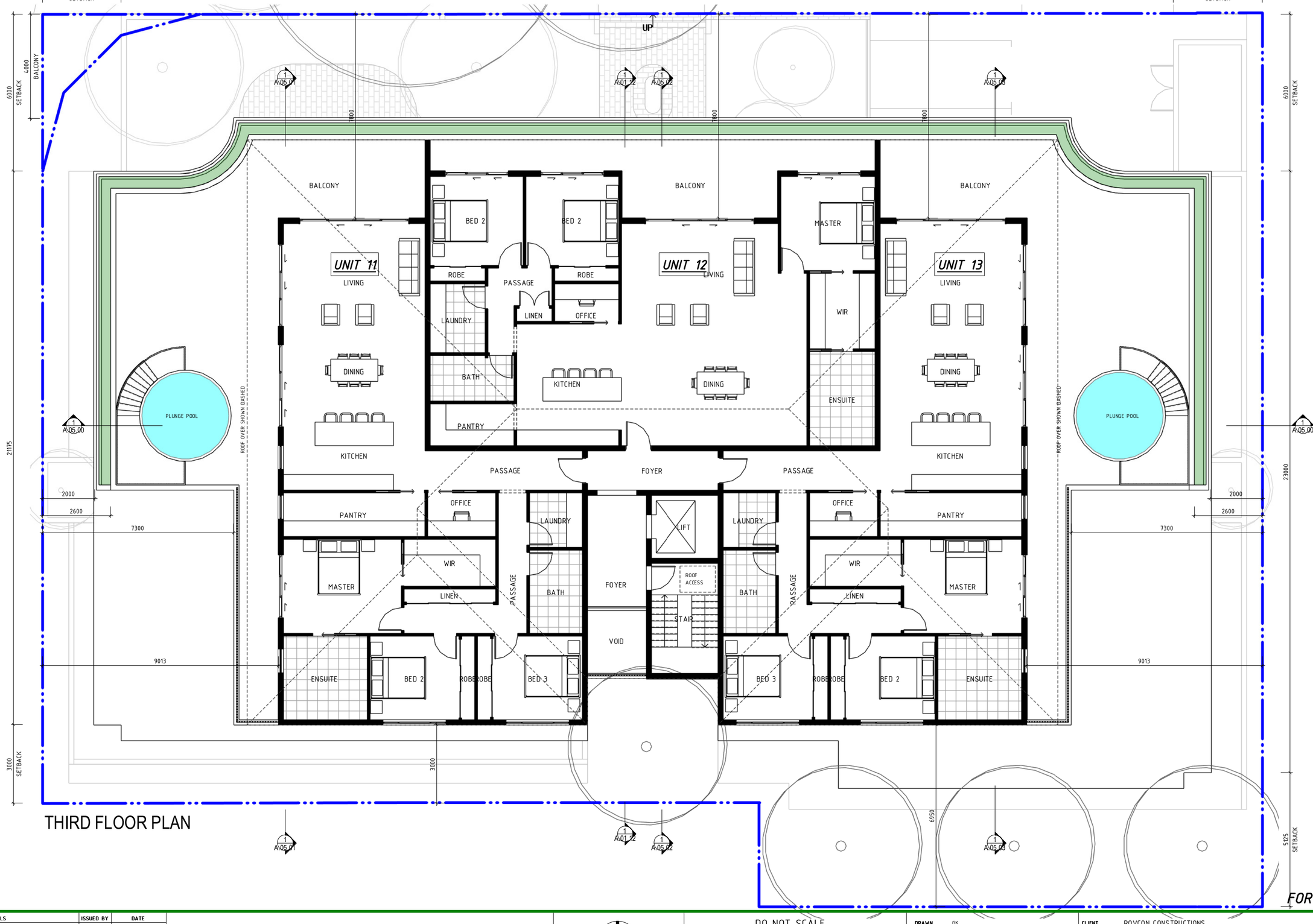
DO NOT SCALE

General Note:
Builder to check and verify all dimensions, levels, etc. as noted on this/these drawings and be fully aware of any additional notes on approved copy of same drawing before commencing any setting out of works, ordering of materials, and/or construction work.
All work must comply with the Building code of Australia, Australian Standards and all other relevant authorities. All work must be carried out in the best of tradesman like manner and to the full satisfaction of the owner.

DRAWN	GK
CHECKED	GK
APPROVED	GEORGE KOUPARITSAS QLD REG 5162
SCALE:	1 : 100 @A2

CLIENT	ROVCON CONSTRUCTIONS
PROJECT	MULTIPLE DWELLING 63 - 69 BAYVIEW TCE, CLAYFIELD QLD 4011
TITLE	SECOND FLOOR PLAN
DRAWING	A.03.02
REV:	11



THIRD FLOOR PLAN

FOR INFORMATION

REV	ISSUED DETAILS	ISSUED BY	DATE
4	FOR INFORMATION	GK	10.09.2026
5	FOR INFORMATION	GK	11.09.2026
6	REVISED PLANS	GK	11.09.2026
7	REVISED PLANS	GK	14.10.2026
8	REVISED PLANS	GK	15.10.2026
9	REVISED PLANS	GK	19.10.2026
10	BIKE PARKING	GK	19.10.2026
11	INCLUDED RENDERS	GK	26.10.2026

George Kouparitsas Architect

0 1000 2000 3000mm
SCALE 1:100 AT ORIGINAL SIZE

DO NOT SCALE

General Note:
Builder to check and verify all dimensions, levels, etc. as noted on this/these drawings and be fully aware of any additional notes on approved copy of same drawing before commencing any setting out of works, ordering of materials, and/or construction work.
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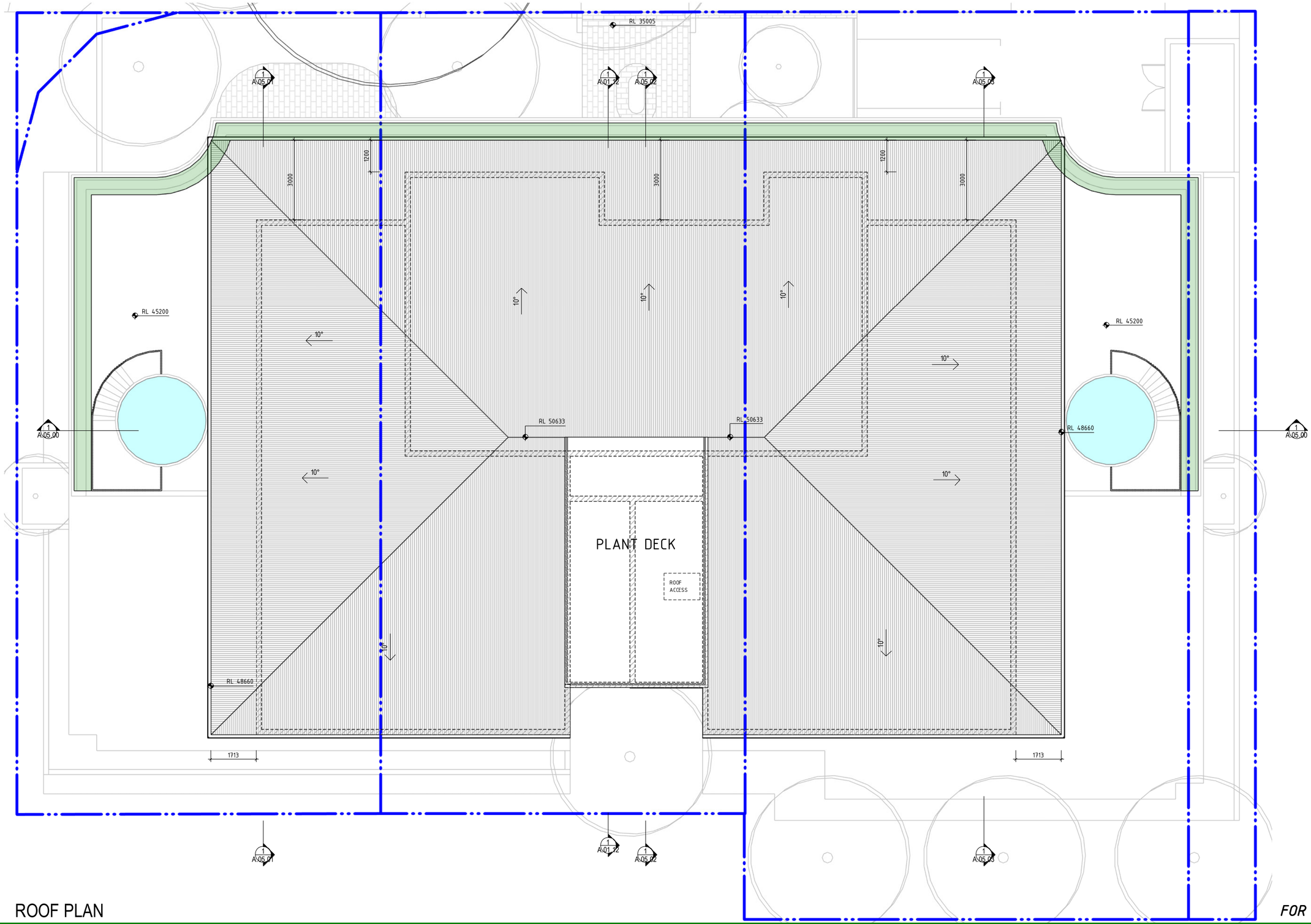
DRAWN	GK
CHECKED	GK
APPROVED	GEORGE KOUPARITSAS QLD REG 5162
SCALE:	1 : 100 @A2

CLIENT	ROVCON CONSTRUCTIONS
PROJECT	MULTIPLE DWELLING 63 – 69 BAYVIEW TCE, CLAYFIELD QLD 4011
TITLE	THIRD FLOOR PLAN
DRAWING	A.03.03
REV:	11



ROOF PLAN

FOR INFORMATION

REV	ISSUED DETAILS	ISSUED BY	DATE
4	FOR INFORMATION	GK	10.09.2026
5	FOR INFORMATION	GK	11.09.2026
6	REVISED PLANS	GK	11.09.2026
7	REVISED PLANS	GK	14.10.2026
8	REVISED PLANS	GK	15.10.2026
9	REVISED PLANS	GK	19.10.2026
10	BIKE PARKING	GK	19.10.2026
11	INCLUDED RENDERS	GK	26.10.2026

George Kouparitsas Architect

0 1000 2000 3000mm
SCALE 1:100 AT ORIGINAL SIZE

DO NOT SCALE

General Note:
Builder to check and verify all dimensions, levels, etc. as noted on this/these drawings and be fully aware of any additional notes on approved copy of same drawing before commencing any setting out of works, ordering of materials, and/or construction work.
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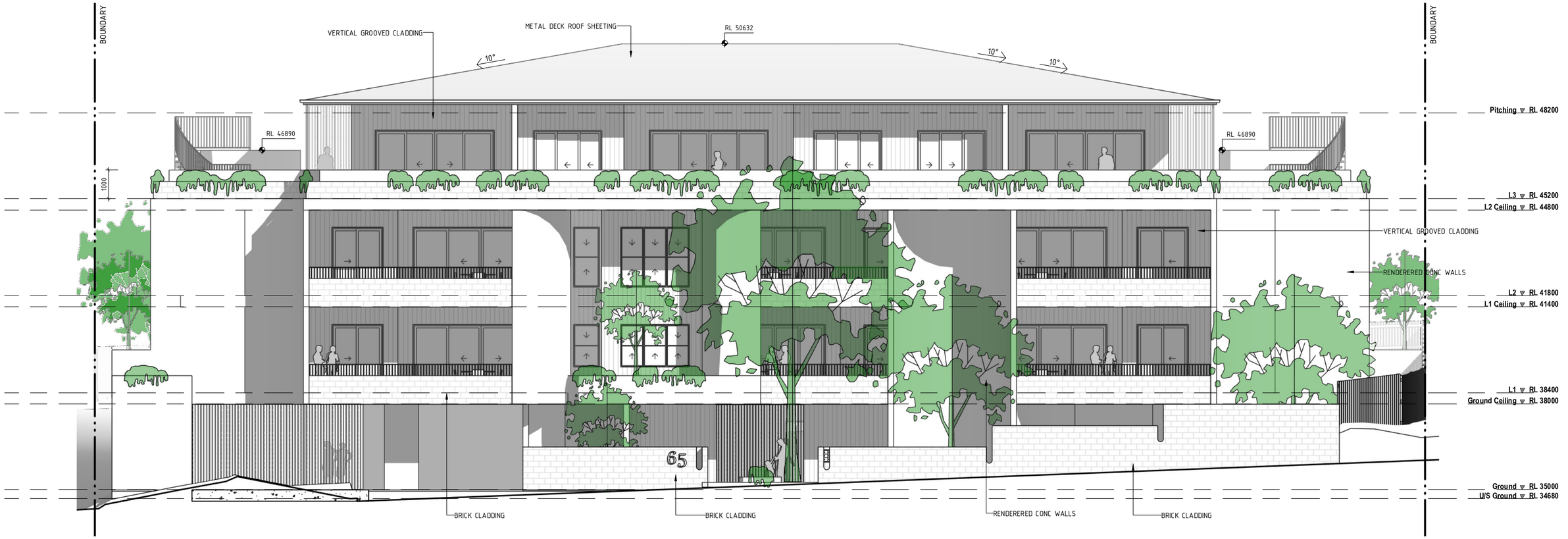
DRAWN	GK
CHECKED	GK
APPROVED	GEORGE KOUPARITSAS QLD REG 5162
SCALE:	1 : 100 @A2

CLIENT	ROVCON CONSTRUCTIONS
PROJECT	MULTIPLE DWELLING 63 - 69 BAYVIEW TCE, CLAYFIELD QLD 4011
TITLE	ROOF PLAN
DRAWING	***A.03.10***
REV:	***11***



PROPOSED NORTH

FOR INFORMATION

REV	ISSUED DETAILS	ISSUED BY	DATE
4	FOR INFORMATION	GK	10.09.2026
5	FOR INFORMATION	GK	11.09.2026
6	REVISED PLANS	GK	11.09.2026
7	REVISED PLANS	GK	14.10.2026
8	REVISED PLANS	GK	15.10.2026
9	REVISED PLANS	GK	19.10.2026
10	BIKE PARKING	GK	19.10.2026
11	INCLUDED RENDERS	GK	26.10.2026

George Kouparitsas Architect

0 1000 2000 3000mm
SCALE 1:100 AT ORIGINAL SIZE

DO NOT SCALE

General Note:
Builder to check and verify all dimensions, levels, etc. as noted on this/these drawings and be fully aware of any additional notes on approved copy of same drawing before commencing any setting out of works, ordering of materials, and/or construction work.
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DRAWN	GK
CHECKED	GK
APPROVED	GEORGE KOUPARITSAS QLD REG 5162
SCALE:	1 : 100 @A2

CLIENT	ROVCON CONSTRUCTIONS
PROJECT	MULTIPLE DWELLING 63 – 69 BAYVIEW TCE, CLAYFIELD QLD 4011
TITLE	NORTH ELEVATION
DRAWING	*A.04.00* **REV:** *11*



PROPOSED EAST

FOR INFORMATION

REV	ISSUED DETAILS	ISSUED BY	DATE
4	FOR INFORMATION	GK	10.09.2026
5	FOR INFORMATION	GK	11.09.2026
6	REVISED PLANS	GK	11.09.2026
7	REVISED PLANS	GK	14.10.2026
8	REVISED PLANS	GK	15.10.2026
9	REVISED PLANS	GK	19.10.2026
10	BIKE PARKING	GK	19.10.2026
11	INCLUDED RENDERS	GK	26.10.2026

George Kouparitsas Architect

0 1000 2000 3000mm
SCALE 1:100 AT ORIGINAL SIZE

DO NOT SCALE

General Note:
Builder to check and verify all dimensions, levels, etc. as noted on this/these drawings and be fully aware of any additional notes on approved copy of same drawing before commencing any setting out of works, ordering of materials, and/or construction work.
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DRAWN	GK
CHECKED	GK
APPROVED	GEORGE KOUPARITSAS QLD REG 5162
SCALE:	1 : 100 @A2

CLIENT	ROVCON CONSTRUCTIONS
PROJECT	MULTIPLE DWELLING 63 - 69 BAYVIEW TCE, CLAYFIELD QLD 4011
TITLE	EAST ELEVATION
DRAWING	A.04.01
REV:	11



PROPOSED SOUTH

FOR INFORMATION

REV	ISSUED DETAILS	ISSUED BY	DATE
4	FOR INFORMATION	GK	10.09.2026
5	FOR INFORMATION	GK	11.09.2026
6	REVISED PLANS	GK	11.09.2026
7	REVISED PLANS	GK	14.10.2026
8	REVISED PLANS	GK	15.10.2026
9	REVISED PLANS	GK	19.10.2026
10	BIKE PARKING	GK	19.10.2026
11	INCLUDED RENDERS	GK	26.10.2026

George Kouparitsas Architect

0 1000 2000 3000mm
SCALE 1:100 AT ORIGINAL SIZE

DO NOT SCALE

General Note:
Builder to check and verify all dimensions, levels, etc. as noted on this/these drawings and be fully aware of any additional notes on approved copy of same drawing before commencing any setting out of works, ordering of materials, and/or construction work.
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DRAWN GK
CHECKED GK
APPROVED GEORGE KOUPARITSAS QLD REG 5162
SCALE: 1 : 100 @A2

CLIENT ROVCON CONSTRUCTIONS
PROJECT MULTIPLE DWELLING
63 - 69 BAYVIEW TCE, CLAYFIELD QLD 4011
TITLE SOUTH ELEVATION
DRAWING *A.04.02* **REV:** *11*



PROPOSED WEST

FOR INFORMATION

REV	ISSUED DETAILS	ISSUED BY	DATE
4	FOR INFORMATION	GK	10.09.2026
5	FOR INFORMATION	GK	11.09.2026
6	REVISED PLANS	GK	11.09.2026
7	REVISED PLANS	GK	14.10.2026
8	REVISED PLANS	GK	15.10.2026
9	REVISED PLANS	GK	19.10.2026
10	BIKE PARKING	GK	19.10.2026
11	INCLUDED RENDERS	GK	26.10.2026

George Kouparitsas Architect

0 1000 2000 3000mm
SCALE 1:100 AT ORIGINAL SIZE

DO NOT SCALE

General Note:
Builder to check and verify all dimensions, levels, etc. as noted on this/these drawings and be fully aware of any additional notes on approved copy of same drawing before commencing any setting out of works, ordering of materials, and/or construction work.
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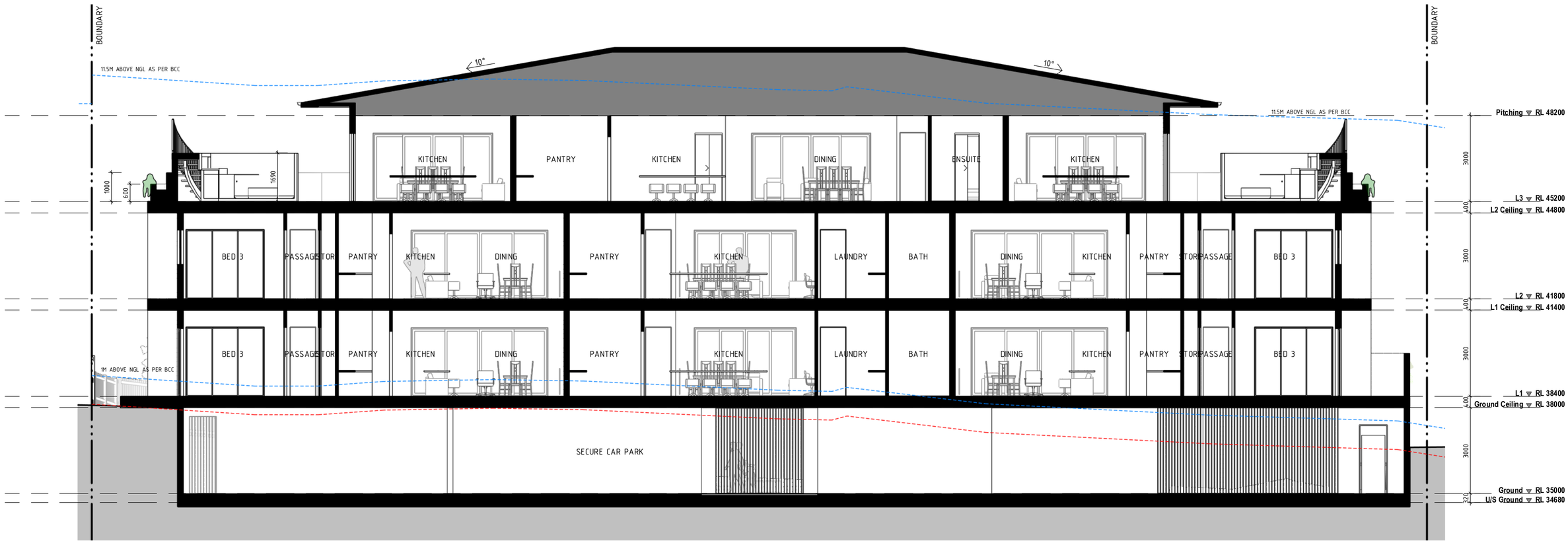
DRAWN	GK
CHECKED	GK
APPROVED	GEORGE KOUPARITSAS QLD REG 5162
SCALE:	1 : 100 @A2

CLIENT	ROVCON CONSTRUCTIONS
PROJECT	MULTIPLE DWELLING 63 - 69 BAYVIEW TCE, CLAYFIELD QLD 4011
TITLE	WEST ELEVATION
DRAWING	A.04.03
REV:	11



PROPOSED LONG SECTION

FOR INFORMATION

REV	ISSUED DETAILS	ISSUED BY	DATE
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5	FOR INFORMATION	GK	11.09.2026
6	REVISED PLANS	GK	11.09.2026
7	REVISED PLANS	GK	14.10.2026
8	REVISED PLANS	GK	15.10.2026
9	REVISED PLANS	GK	19.10.2026
10	BIKE PARKING	GK	19.10.2026
11	INCLUDED RENDERS	GK	26.10.2026

George Kouparitsas Architect

0 1000 2000 3000mm
SCALE 1:100 AT ORIGINAL SIZE

DO NOT SCALE

General Note:
Builder to check and verify all dimensions, levels, etc. as noted on this/these drawings and be fully aware of any additional notes on approved copy of same drawing before commencing any setting out of works, ordering of materials, and/or construction work.
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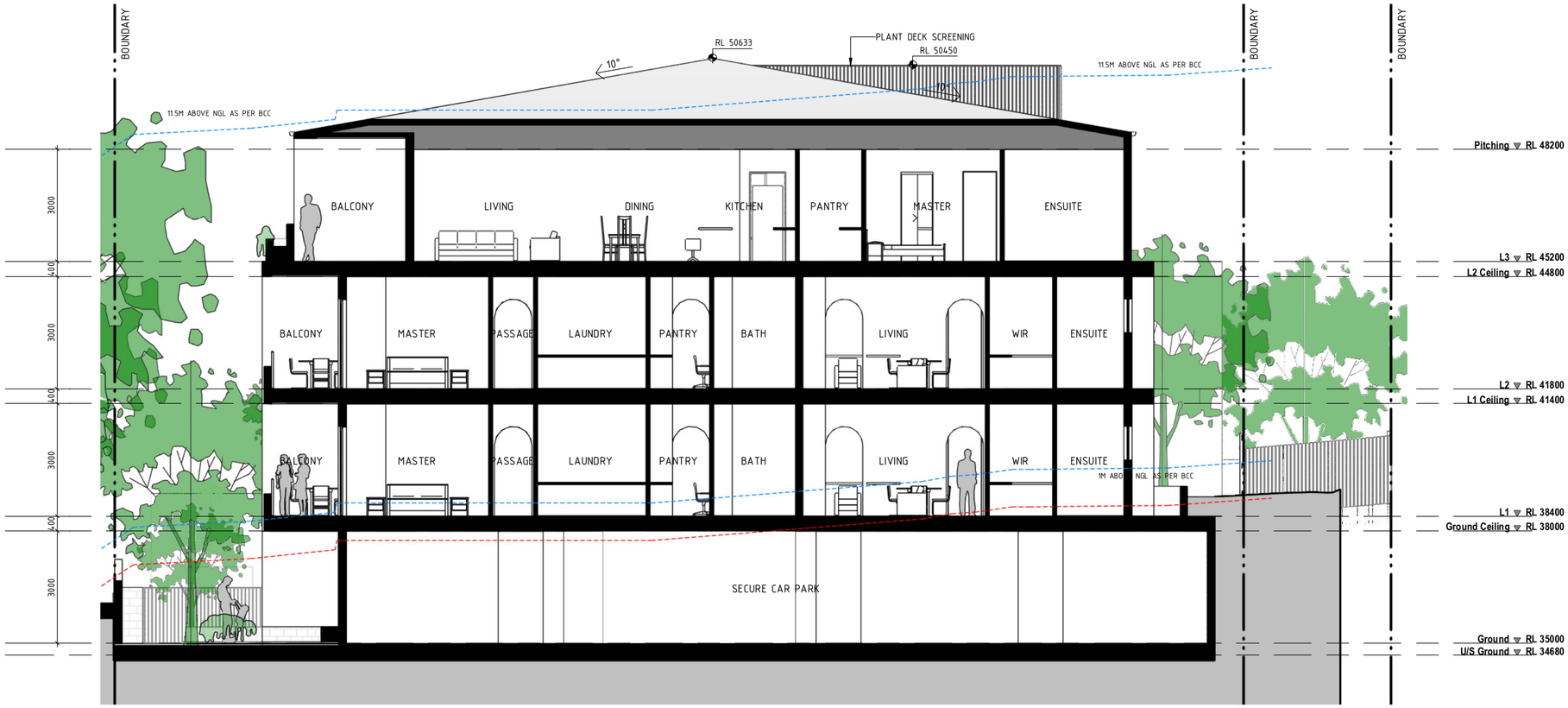
DRAWN GK
CHECKED GK
APPROVED GEORGE KOUPARITSAS QLD REG 5162
SCALE: 1 : 100 @A2

CLIENT ROVCON CONSTRUCTIONS
PROJECT MULTIPLE DWELLING
63 - 69 BAYVIEW TCE, CLAYFIELD QLD 4011
TITLE SECTION
DRAWING *A.05.00*
REV: *11*



PROPOSED SHORT SECTION AA

FOR INFORMATION

REV	ISSUED DETAILS	ISSUED BY	DATE
4	FOR INFORMATION	GK	10.09.2026
5	FOR INFORMATION	GK	11.09.2026
6	REVISED PLANS	GK	11.09.2026
7	REVISED PLANS	GK	14.10.2026
8	REVISED PLANS	GK	15.10.2026
9	REVISED PLANS	GK	19.10.2026
10	BIKE PARKING	GK	19.10.2026
11	INCLUDED RENDERS	GK	26.10.2026

George Kouparitsas Architect

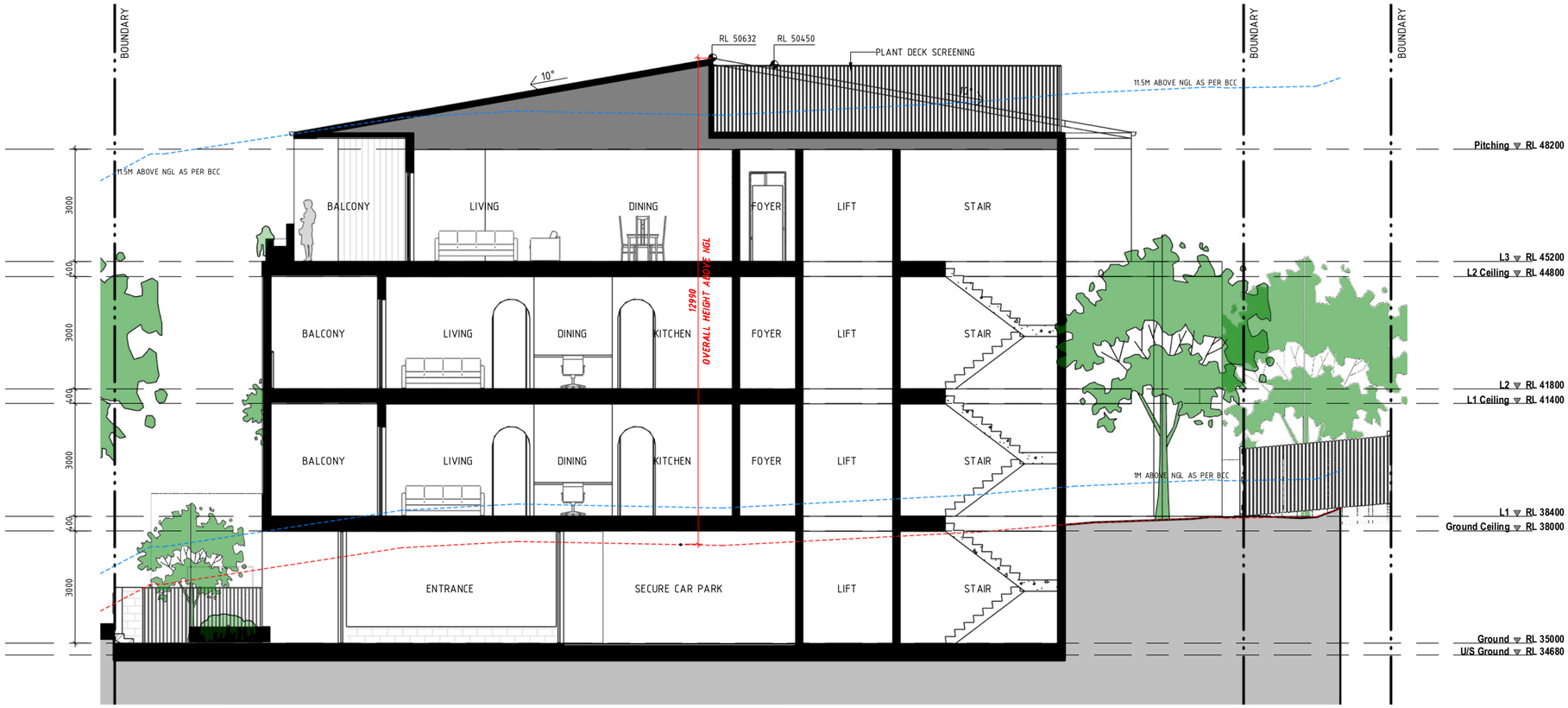
0 1000 2000 3000mm
SCALE 1:100 AT ORIGINAL SIZE

DO NOT SCALE

General Note:
Builder to check and verify all dimensions, levels, etc. as noted on this/these drawings and be fully aware of any additional notes on approved copy of same drawing before commencing any setting out of works, ordering of materials, and/or construction work.
All work must comply with the Building code of Australia, Australian Standards and all other relevant authorities. All work must be carried out in the best of tradesman like manner and to the full satisfaction of the owner.

DRAWN GK
CHECKED GK
APPROVED GEORGE KOUPARITSAS QLD REG 5162
SCALE: 1 : 100 @A2

CLIENT ROVCON CONSTRUCTIONS
PROJECT MULTIPLE DWELLING
63 - 69 BAYVIEW TCE, CLAYFIELD QLD 4011
TITLE SECTION
DRAWING *A.05.01* **REV:** *11*



PROPOSED SHORT SECTION BB

FOR INFORMATION

REV	ISSUED DETAILS	ISSUED BY	DATE
4	FOR INFORMATION	GK	10.09.2026
5	FOR INFORMATION	GK	11.09.2026
6	REVISED PLANS	GK	11.09.2026
7	REVISED PLANS	GK	14.10.2026
8	REVISED PLANS	GK	15.10.2026
9	REVISED PLANS	GK	19.10.2026
10	BIKE PARKING	GK	19.10.2026
11	INCLUDED RENDERS	GK	26.10.2026

George Kouparitsas Architect

0 1000 2000 3000mm
SCALE 1:100 AT ORIGINAL SIZE

DO NOT SCALE

General Note:
Builder to check and verify all dimensions, levels, etc. as noted on this/these drawings and be fully aware of any additional notes on approved copy of same drawing before commencing any setting out of works, ordering of materials, and/or construction work.
All work must comply with the Building code of Australia, Australian Standards and all other relevant authorities. All work must be carried out in the best of tradesman like manner and to the full satisfaction of the owner.

DRAWN GK
CHECKED GK
APPROVED GEORGE KOUPARITSAS QLD REG 5162
SCALE: 1 : 100 @A2

CLIENT ROVCON CONSTRUCTIONS
PROJECT MULTIPLE DWELLING
63 - 69 BAYVIEW TCE, CLAYFIELD QLD 4011
TITLE SECTION
DRAWING *A.05.02*
REV: *11*



PROPOSED SHORT SECTION CC

FOR INFORMATION

REV	ISSUED DETAILS	ISSUED BY	DATE
4	FOR INFORMATION	GK	10.09.2026
5	FOR INFORMATION	GK	11.09.2026
6	REVISED PLANS	GK	11.09.2026
7	REVISED PLANS	GK	14.10.2026
8	REVISED PLANS	GK	15.10.2026
9	REVISED PLANS	GK	19.10.2026
10	BIKE PARKING	GK	19.10.2026
11	INCLUDED RENDERS	GK	26.10.2026

George Kouparitsas Architect

0 1000 2000 3000mm
SCALE 1:100 AT ORIGINAL SIZE

DO NOT SCALE

General Note:
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DRAWN	GK
CHECKED	GK
APPROVED	GEORGE KOUPARITSAS QLD REG 5162
SCALE:	1 : 100 @A2

CLIENT	ROVCON CONSTRUCTIONS
PROJECT	MULTIPLE DWELLING 63 - 69 BAYVIEW TCE, CLAYFIELD QLD 4011
TITLE	SECTION
DRAWING	A.05.03
REV:	11

APPENDIX B:

SWEPT PATH ASSESSMENT



Preliminary Advice Only



WAYMAKER
TRAFFIC ENGINEERING
ABN 12 691 789 796
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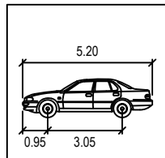
E: tt.anang@waymakertraffic.com.au

N

Tetteh Anang
RPEQ: 28656

0 2.5 5 7.5 10 12.5m
2.5 2 1.5 1 .5
SCALE 1: 250

300mm Clearance
Vehicle Body
Front Tyres
Vehicle Path



B99

	Meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.5

Client: Nino Bartilomo

Project: 63, 65 and 67 Bayview Terrace, Clayfield

Drawing Title: B99 Swept Path Assessment

Drawing Number
SK01

Date
05/11/2026

Revision
C



Preliminary Advice Only



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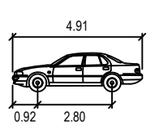
N

Tetteh Anang
RPEQ: 28656

0 2.5 5 7.5 10 12.5m
2.5 2 1.5 1 .5
SCALE 1: 250

300mm Clearance
Vehicle Body
Front Tyres
Vehicle Path

B85



	Meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

Client: Nino Bartilomo

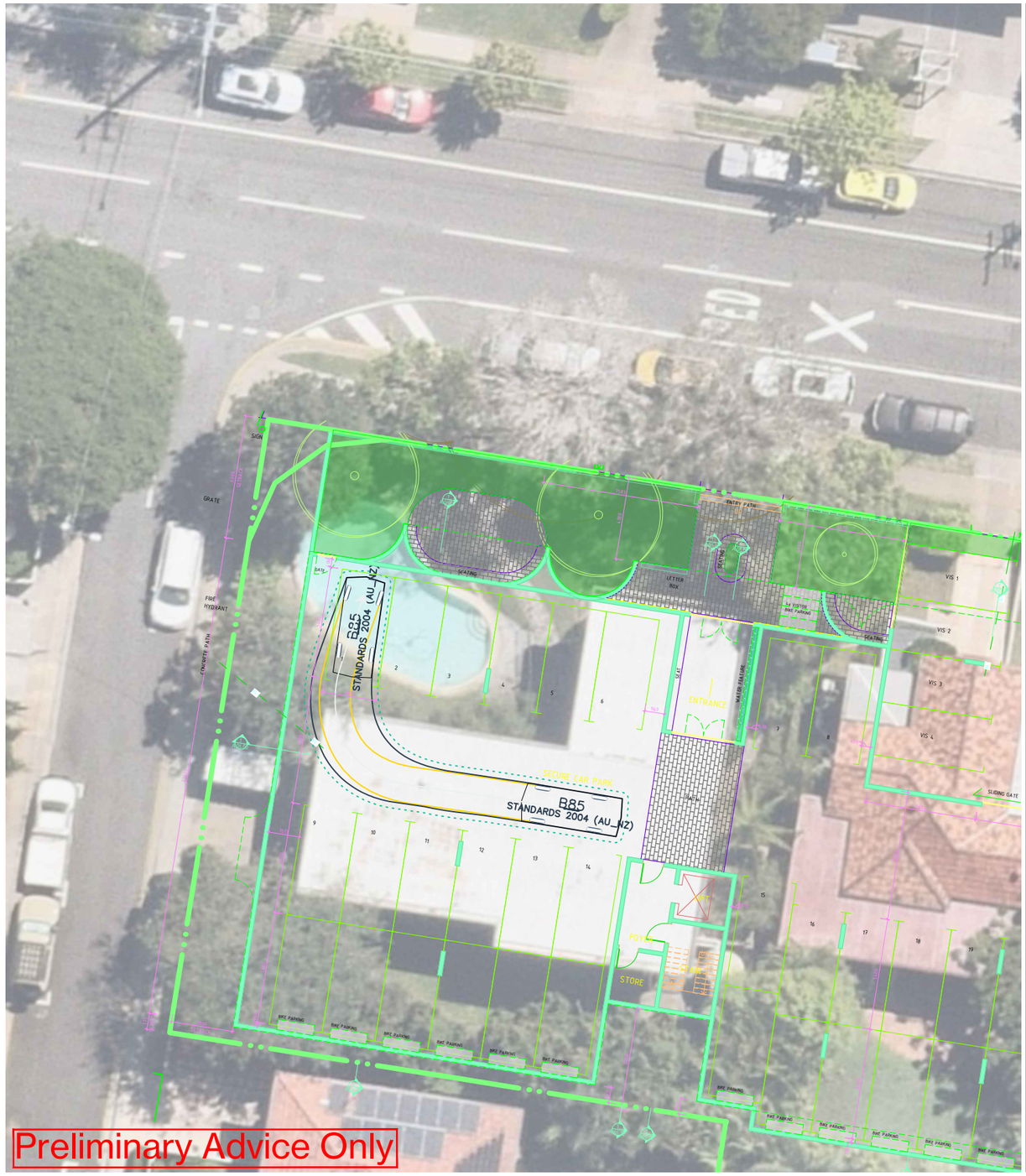
Project: 63, 65 and 67 Bayview Terrace, Clayfield

Drawing Title: B85 Swept Path Assessment

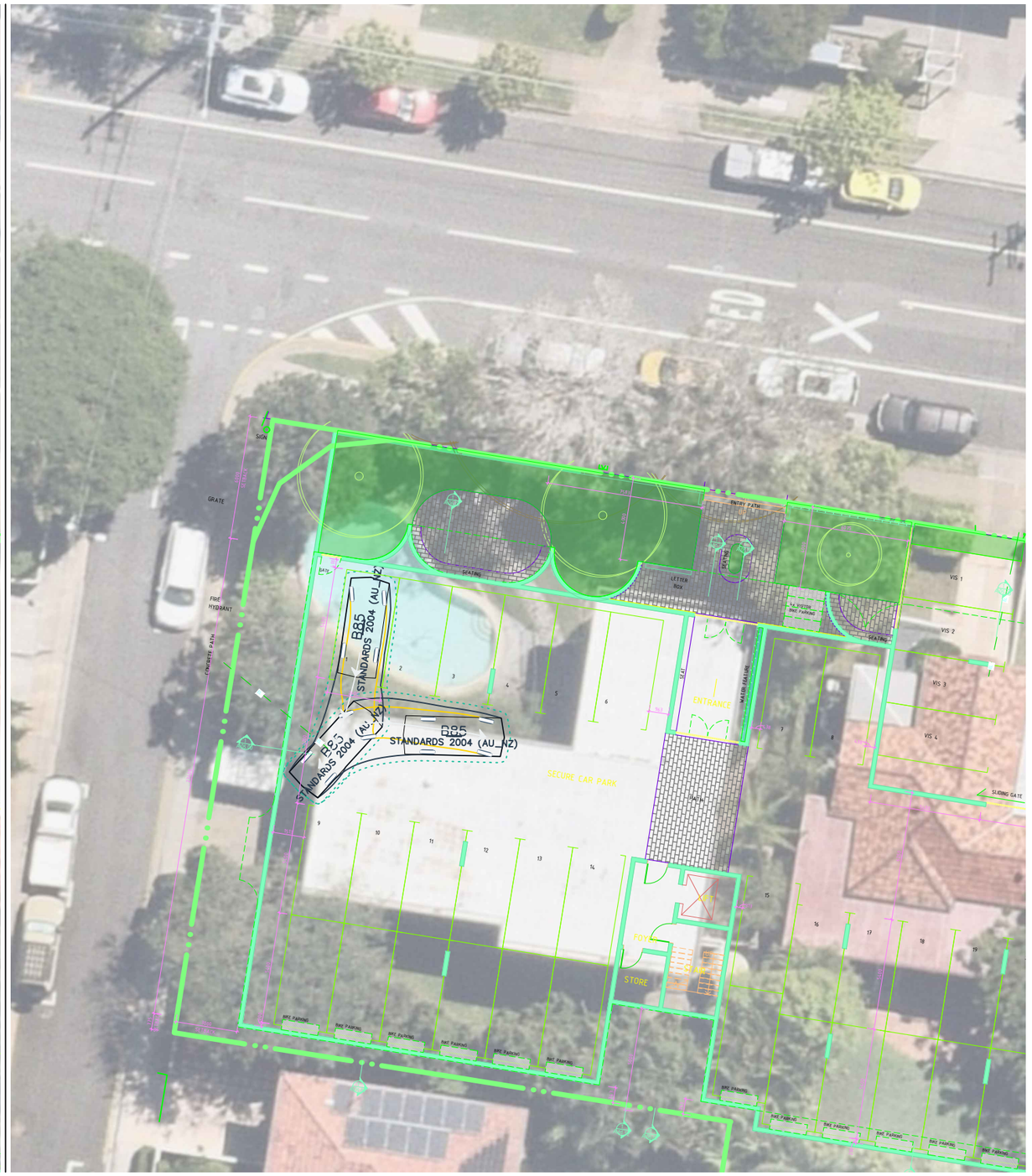
Drawing Number
SK03

Date
05/11/2026

Revision
B



Preliminary Advice Only



WAYMAKER
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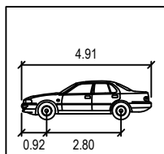
N

Tetteh Anang
RPEQ: 28656

0 2.5 5 7.5 10 12.5m
2.5 2 1.5 1 .5
SCALE 1:250

300mm Clearance
Vehicle Body
Front Tyres
Vehicle Path



B85

	Meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

Client: Nino Bartilomo

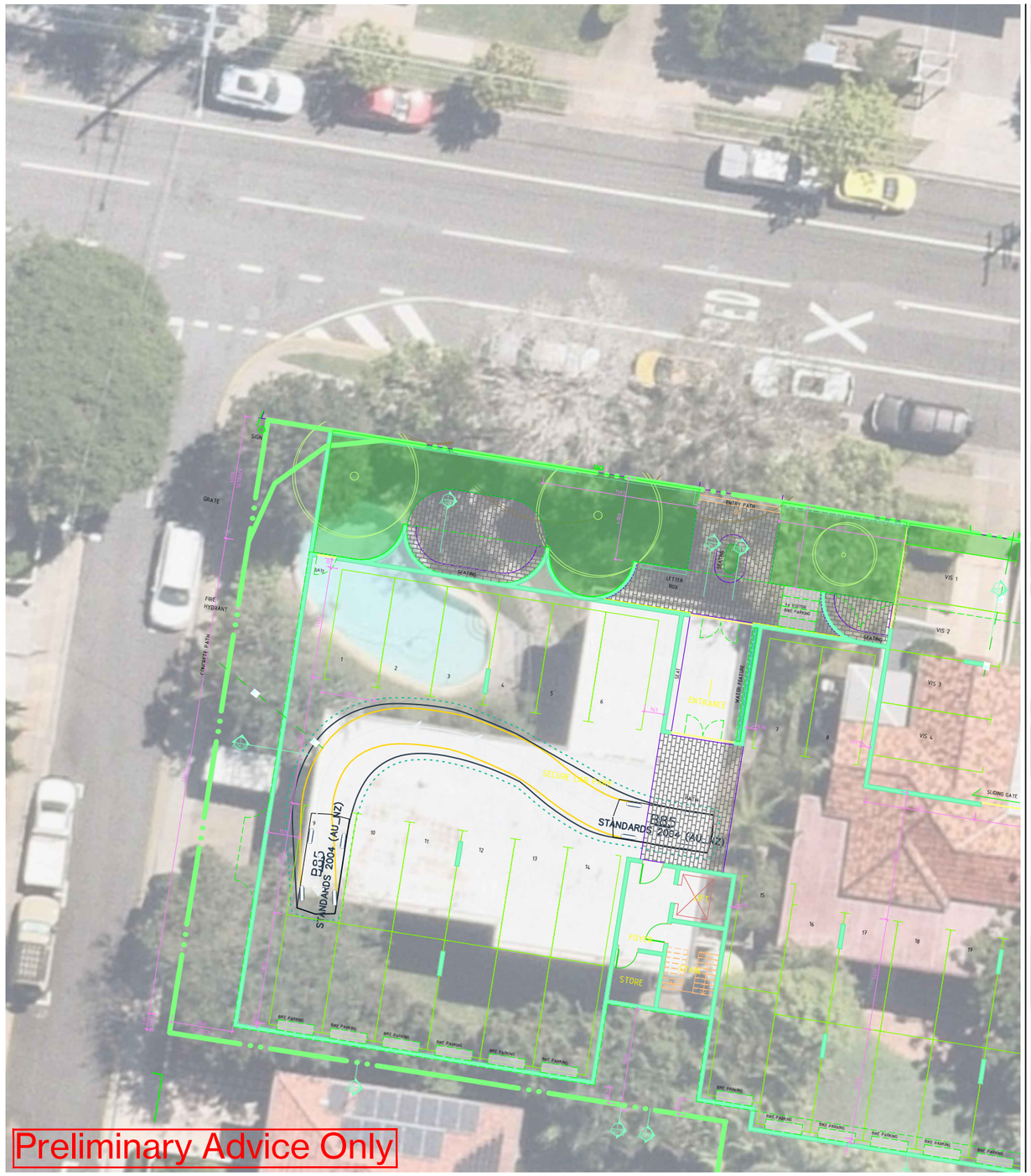
Project: 63, 65 and 67 Bayview Terrace, Clayfield

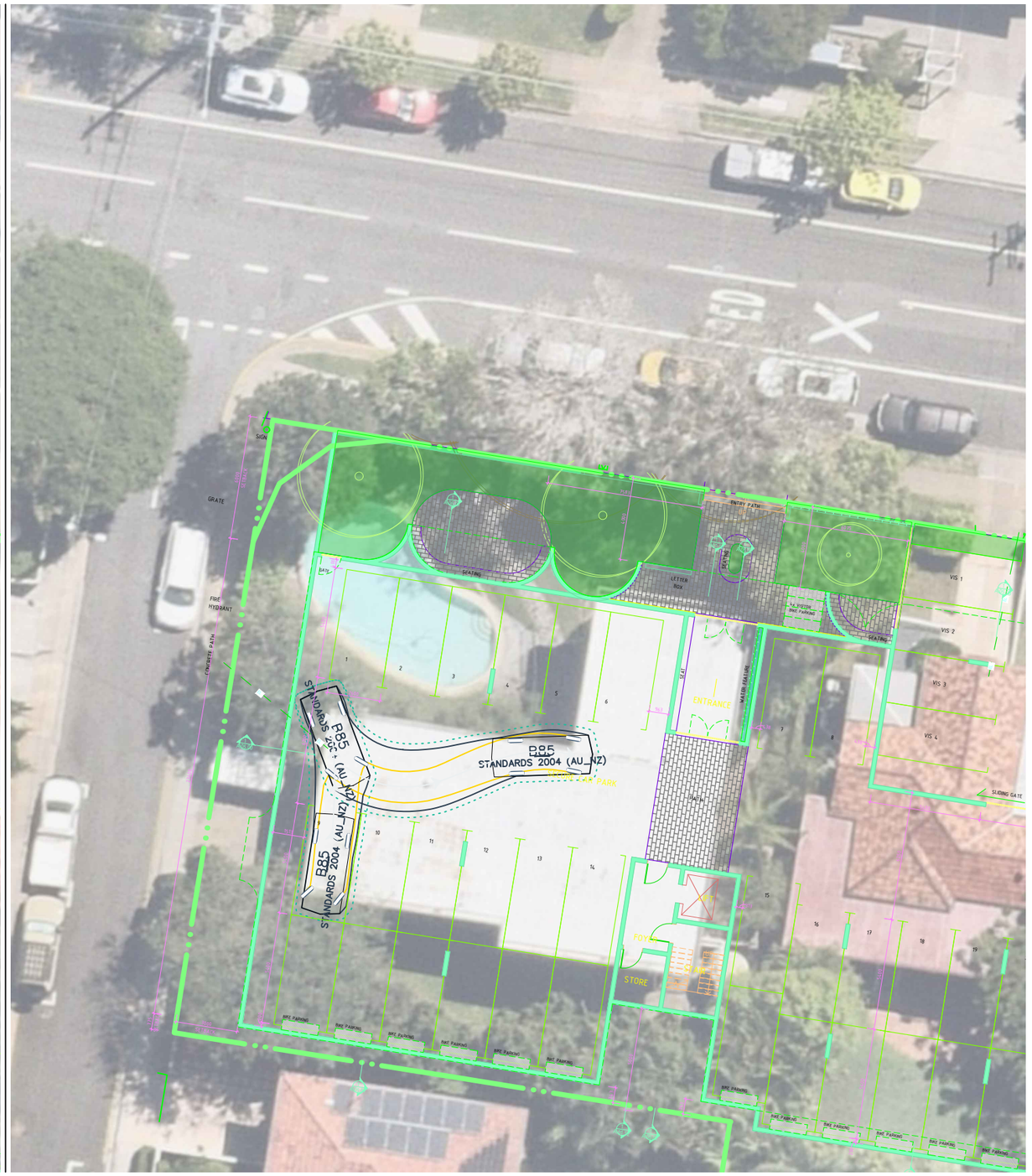
Drawing Title: B85 Swept Path Assessment

Drawing Number
SK04

Date
05/11/2026

Revision
B





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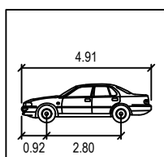
N

Tetteh Anang
RPEQ: 28656

0 2.5 5 7.5 10 12.5m
2.5 2 1.5 1 .5
SCALE 1:250

300mm Clearance
Vehicle Body
Front Tyres
Vehicle Path



B85

	Meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

Client: Nino Bartilomo

Project: 63, 65 and 67 Bayview Terrace, Clayfield

Drawing Title: B85 Swept Path Assessment

Drawing Number
SK05

Date
05/11/2026

Revision
A



Preliminary Advice Only



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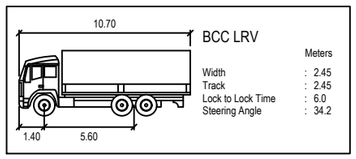
N

Tetteh Anang
RPEQ: 28656

0 2.5 5 7.5 10 12.5m
2.5 2 1.5 1 .5
SCALE 1: 250

300mm Clearance
Vehicle Body
Front Tyres
Vehicle Path



BCC LRV

	Meters
Width	: 2.45
Track	: 2.45
Lock to Lock Time	: 6.0
Steering Angle	: 34.2

Client: Nino Bartilomo

Project: 63, 65 and 67 Bayview Terrace, Clayfield

Drawing Title: LRV Swept Path Assessment

Drawing Number
SK06

Date
05/11/2026

Revision
A

APPENDIX C:

Transport, Access, Parking and Servicing Code Response

9.4.11 Transport, access, parking and servicing code

9.4.11.1 Application

1. This code applies to assessing:
    a. operational work which is assessable development if this code is identified as a prescribed secondary code in the assessment benchmarks column of a table of assessment for operational work (section 5.8); or
    b. a material change of use or reconfiguring a lot if:
        i. assessable development where this code is identified as a prescribed secondary code in the assessment benchmarks column of a table of assessment for a material change of use (section 5.5) reconfiguring a lot (section 5.6), or an overlay (section 5.10); or
        ii. impact assessable development, to the extent relevant.
2. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—Where this code contains performance outcomes or acceptable outcomes that relate to:

- crime prevention through environmental design principles, guidance is included in the Crime prevention through environmental design planning scheme policy;
- design for the reduction of graffiti, guidance is provided and the Graffiti prevention planning scheme policy;
- infrastructure design and construction works, guidance is provided in the Infrastructure design planning scheme policy;
- refuse and recycling, guidance is provided in the Refuse planning scheme policy;
- transport, access, parking and servicing standards and guidelines are contained in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.

Note—If involving a standard format lot with common property such as requiring a community management scheme under the *Body Corporate and Community Management Act 1997*, the development contains a reconfiguring a lot aspect of development and the Subdivision code will apply.

9.4.11.2 Purpose

1. The purpose of the Transport, access, parking and servicing code is to assess the suitability of the transport, access, parking and servicing aspects of development.
2. The purpose of the code will be achieved through the following overall outcomes:
    a. Development provides for access, circulation, parking and vehicle-based services for all relevant transport modes, including walking, cycling and public transport relevant to the nature of the proposed development and its location in relation to the transport network and surrounding existing and future land uses.
    b. Development enhances the potential for trip making other than by private vehicle.
    c. Development provides safe access for all transport modes that does not impact adversely on the efficiency and safety of the transport network or diminish the amenity of nearby land uses.
    d. Development ensures that impacts on amenity caused by traffic generation is consistent with the community's reasonable expectations for the intended use.
    e. Development provides site access arrangements to ensure that any adverse impacts on other development, the transport network and those who use it, are

minimised to maintain amenity of the area and the safety and efficiency of the transport system.

f. Development ensures that access, parking and servicing arrangements and impacts such as noise, are consistent with the community's reasonable expectations and avoid risk of damage to people, property and vehicles.
g. Development maximises safety in the use of the transport network, particularly for the most vulnerable users (children, pedestrians, persons with disabilities and cyclists) so that all transport modes are safe and convenient.
h. Development provides for walking and cycling routes and end-of-trip facilities for pedestrians and cyclists, designed and located to make walking and cycling attractive and viable transport options.
i. Development envisaged by the planning scheme, which will potentially have an adverse impact on the operation of the transport network, is designed and of a scale that maintains the safety and efficiency of the transport network.
j. Development provides for on-site parking and manoeuvring areas for cars, motorcycles, bicycles and service vehicles which:
    i. are safe and convenient to use;
    ii. if outside the City core and the City frame identified in Figure a are adequate to meet the design peak-parking demands without significant overflow to adjacent premises or the generation of excessive on-street car parking demand, taking into account the requirements of other road users.
k. Development provides for on-site servicing that is safe, convenient to use, but discrete, and adequate to meet the reasonably expected demands generated by the development, without significant adverse impacts on the external road system or adjacent premises.
l. Development accommodates future road upgrades and widenings ensuring the ongoing capacity, efficiency and safety of the transport network.

9.4.11.3 Performance outcomes and acceptable outcomes

Table 9.4.11.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
PO1 Development is designed: a. to include a technically competent and accurate response to the transport and traffic elements of the development; b. in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; c. to ensure the efficient operation and safety of the development and its surrounds. Note—The acceptable outcome and performance outcome can be	**AO1** Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	AO1 achieved. The development generally complies with the TAPS policy, refer to traffic engineering report.

demonstrated through a development application that: • is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.		
PO2 Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the Queensland Government and Council.	**AO2** No acceptable outcome is prescribed.	N/A
PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	**AO3.1** Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. **AO3.2** Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.	PO3 achieved. The proposed 6.2m width can be supported based on an operational assessment. Refer to section 5.1.1 and Appendix B4 of the traffic engineering report.
PO4 Development provides walking and cycle routes through	**AO4.1** Development provides walking and cycle routes which are	AO4 achieved. Pedestrian paths are provided on both sides of the surrounding streets and connect to

the site which: a. link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; b. encourage walking and cycling; c. ensure pedestrian and cyclist safety; d. provide a direct and legible network. Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.	constructed on the carriageway or through the site to: a. create a walking or cycle route along the full frontage of the site; b. connect to public transport and existing cycle and walking routes at the frontage or boundary of the site. **AO4.2** Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy. **AO4.3** Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.	public transport, refer to sections 2.3 and 2.4 of the traffic engineering report.
PO5 Development provides secure and convenient bicycle parking which: a. for visitors is obvious and located close to the building's main entrance; b. for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; c. is easily and safely accessible from outside the site; d. does not impact adversely on visual amenity; e. does not impede the movement of pedestrians or other vehicles; f. is designed to comply with a recognised standard for the construction of bicycle facilities. Note—For a performance outcome relating to the number of bicycle	**AO5.1** Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. **AO5.2** Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities. **AO5.3** Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street. **AO5.4**	AO5 achieved. 17 bicycle parking spaces are provided, meeting the TAPS requirement. Refer to section 5.3 of the traffic engineering report.

parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	Development provides visitor bicycle parking which does not impede pedestrian movement. **AO5.5** Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	
PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users. Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	**AO6** Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	N/A
PO7 Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.	**AO7** Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy.	PO7 achieved. The 2.0m by 2.5m pedestrian sight splay is not achieved due to the location of the visitor car parking space. The arrangement is considered suitable given the low-speed access, low traffic generation and intermittent use of the visitor space. Refer to section 5.4 4 of the traffic engineering report.
PO8 Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.	**AO8** No acceptable outcome is prescribed.	PO8 achieved. The site provides access to the external active and public transport facilities.
PO9 Development provides access driveways in the road area that are located, designed and controlled to: a. minimise adverse impacts on the safety and	**AO9.1** No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).	PO9 achieved. The proposed access location complies with the TAPS requirements. Refer to section 5.1.3 of the traffic engineering report.

operation of the transport network, including the movement of pedestrians and cyclists; b. ensure the amenity of adjacent premises, from impacts such as noise and light.	**AO9.2** Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.	
	AO9.3 Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	
	AO9.4 Development provides access driveways in the road area which: a. are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; b. are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.	
	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	
PO10 Redevelopment provides for: a. the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy; b. the reinstatement of adjacent footpaths.	**AO10** No acceptable outcome is prescribed.	N/A. Closure of redundant crossovers and footpath reinstatement can be addressed through detailed design.

PO11 Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.	**AO11.1** Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. **AO11.2** Development ensures that convex mirrors are only used in a site: a. as a secondary support at access driveways; b. in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy.	AO11 achieved. Sight distance exceeds the 85m TAPS requirement in both directions, refer to section 5.2 of the traffic engineering report.
PO12 Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	**AO12** Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	N/A
PO13 Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.	**AO13** Development outside of the City core and City frame as identified in Figure a: a. provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or b. for accepted development subject to compliance with identified requirements, does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy.	AO13 achieved. 38 car parking spaces are provided, exceeding the TAPS requirement of 30 spaces, refer to section 4.1 of the traffic engineering report.

	Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	
PO14 Development ensures that the number of car parking spaces and design of the car parking area: a. meet the combined design peak parking demand for residential, visitor and business parking; b. allow for the temporal sharing of car-parking spaces for uses with different peak parking demands. Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided.	**AO14.1** Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time. **AO14.2** Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.	AO14 achieved. 34 resident and four (4) visitor car parking spaces are provided, exceeding the TAPS requirement. Refer to section 4.1 of the traffic engineering report.
PO15 Development provides a car park layout which allows for on-site vehicle parking that: a. is clearly defined, safe and easily accessible; b. is designed to contain potential adverse impacts within the site; c. does not detract from the aesthetics or amenity of an area; d. discourages on-street parking if parking has an adverse traffic management safety or amenity impact; e. is consistent with safe and convenient pedestrian and cyclist movement.	**AO15** Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.	PO15 achieved. The car parking layout is generally in compliance with TAPS. Refer to section 4.2 of the traffic engineering report.
PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	**AO16** Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by:	N/A

	a. facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; b. defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; c. promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; d. ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; e. including way-finding cues; f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas. Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.	
PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	**AO17** Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by: a. denying access to potential canvases through access control techniques; b. reducing potential canvases through canvas reduction techniques; c. ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.	N/A

PO18 Development is serviced by an adequate number and size of service vehicles.	**AO18** Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO18 achieved. A large rigid vehicle (LRV) is the design service vehicle for servicing and a refuse collection vehicle (RCV) for waste collection, in accordance with TAPS, refer to section 6.1 of the traffic engineering report.
PO19 Development layout provides for services which: a. are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor road where use of the footpath is not adversely affected; b. are clearly defined, safe and easily accessible; c. are designed to contain potential adverse impacts of servicing within the site; d. do not detract from the aesthetics or amenity of the surrounding area.	**AO19.1** Development ensures that a service bay provided on site: a. is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy; b. is located away from street frontages and screened from adjoining premises. **AO19.2** Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy. **AO19.3** Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	PO19 achieved. Service vehicles will be accommodated on-site and refuse collection will be managed on-street. Refer to section 6 of the traffic engineering report.
PO20 Development provides service vehicle access routes to and from the site which minimise the impact on: a. amenity and safety in residential areas; b. streets not constructed to a standard that accommodate increased heavy vehicle movements.	**AO20** Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	AO20 achieved. Service vehicles access the site directly from Bayview Terrace, refer to section 6 of the traffic engineering report.

If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensioned vehicle or any other vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)		
PO21 Development which is freight-dependent development ensures that the traffic generated by the development does not impact on: a. the operation of the transport network; b. the safety and amenity of a residential area; c. a road not constructed to accommodate a non-standard vehicle such as a road only constructed to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1—9.	**AO21.1** Development which is freight-dependent development is located on a site which: a. has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or b. can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy. **AO21.2** Development which is freight-dependent development provides any necessary upgrade to a road used as an access route in compliance with the Infrastructure design planning scheme policy.	N/A

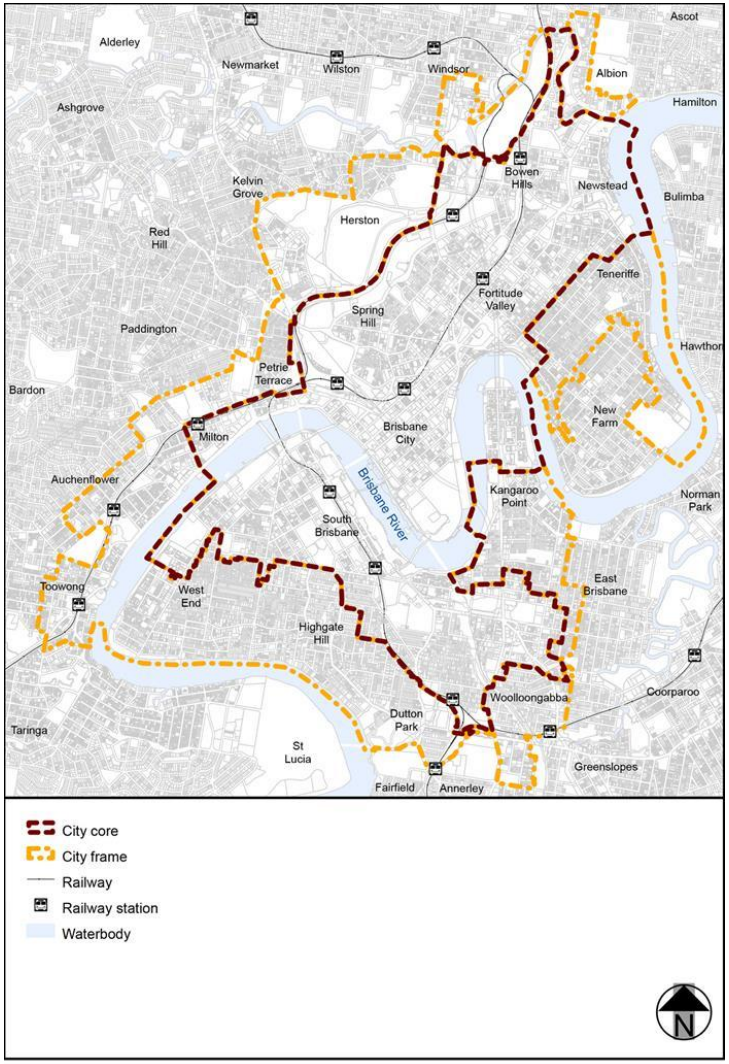


Figure a—City core and City frame

View the high resolution of Figure a-City core and City frame