

**TRAFFIC IMPACT STATEMENT REPORT  
FOR  
2 LATROBE TERRACE (MIXED USE)**

**MARCH 2026**

**FINAL REPORT**



<p>PREPARED FOR: <b>Keylin</b></p>	<p>PREPARED BY: <b>ITE Consulting</b> 34 Flamingo Crescent Thornlands Brisbane 4164</p> <p><b>Contact Person:</b> Herman Joubert <b>Tel:</b> 0424110122 <b>Email:</b> <a href="mailto:herman@iteconsulting.com.au">herman@iteconsulting.com.au</a></p>
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## ITE CONSULTING REPORT QUALITY ASSURANCE ISSUE DATA

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<b>Client:</b>	Keylin
<b>Project Team:</b>	Herman Joubert MEng CEng (U.K) CPEng (NZ) RPEQ
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Signed

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Date

**Herman Joubert**

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## 1.0 INTRODUCTION AND APPROACH

### 1.1 Project Overview

ITE Consulting has been engaged by Keylin to prepare a traffic engineering report investigating a proposed mixed use development with at 2 Latrobe Terrace, Paddington. It is understood that this report will accompany a Development Application submission to Brisbane City Council (BCC). This statement provides an assessment against the traffic requirements set out in BCC’s ‘Transport, Access, Parking and Servicing Code’. The site consists of Lot 28 RP 19619, Lots 25-26 RP 19619 & Lot 1 RP 55287, Lot1 RP 92573. The site locality is provided in Figure 1.1.

**Figure 1.1: Site Locality**



Source: BCC Mapping Tool (2025)

The proposed development is located adjacent to Latrobe Terrace and Given Terrace which is considered to be the frontage streets providing access to the proposed development. The site is located within the DC1 (district centre) zone.

### 1.2 Proposed Application

The proposed application is for a material change of use consisting of:

**Table 1.1 Proposed Development Extents**

Parameter	Extent
Dwellings:	29 units
Commercial:	637.6sqm GFA
Retail:	275.8 sqm GFA
Bedrooms:	15 x 2-bedroom 14 x 3-bedroom
Carparks:	102 bays
Bicycle parking:	33 spaces

There is no phasing expected for this development. The following legislative summary items applicable to the proposed reconfiguration and TIS are indicated in Table 1.2.

**Table 1.2 Legislative Summary**

Legislative Summary	
Local Government Authority	Brisbane City Council
Planning Scheme Zone/s	DC1
Applicable Overlays	Road Hierarchy
Applicable Planning Scheme Assessment Codes	Transport, Access, Parking and Servicing Code Road Hierarchy Code

### 1.3 Scope and Context of Report

This report investigates the transport aspects associated with the proposed development. The scope of the transport aspects investigated includes:

- Parking supply required to cater for development demand
- Parking layout to provide efficient and safe internal maneuvering
- Site servicing requirements
- Identification of likely traffic impact of development on the public road network
- Access configuration to provide efficient and safe maneuvering between the site and the public road network
- Suitability of access and internal facilities to provide for pedestrian and cyclist operation
- Access to suitable level of public transport

### 1.4 Reference Guides

The following documents have been evaluated in order to formulate the traffic advice within this assessment:

- AS/NZS 2890.1 – 2004 Parking facilities Part 1: Off-street car parking
- AS/NZS 2890.2 – 2018 Off-street commercial vehicle facilities
- TMR Guide for Treatment Options to Improve Safety of Pedestrians, Bicycle Riders and other Users at Driveways, 2021
- Road Planning and Design Manual, Chapter 13
- Plans of the proposed development, with a copy of relevant drawings provided in **Appendix A** to this report
- Brisbane City Council online mapping
- Brisbane City Council Transport, Access, Parking and Servicing Code

## 2.0 EXISTING CONDITIONS

### 2.1 On-Site Uses

The existing use of the site entails an existing commercial / retail development building which will be demolished as part of the proposed development.

### 2.2 Land Uses

The surrounding area is largely fully developed, consisting primarily of commercial / retail and low to low-medium residential properties.

### 2.3 Site Surrounding Road Network

Descriptive details regarding the road network surrounding the proposed site is provided in Table 2.1. The table provides information regarding existing geometrical conditions of the road network and associated road links.

**Table 2.1 Immediate Site Surrounding Road Network**

Road Name	Road Class	Number of Lanes per Direction	Carriageway Single / Dual	Authority	Posted Speed (km/h)
Given Terrace	District Road	1	S	BCC	50
Latrobe Terrace	Suburban Road	1	S	BCC	50

Given Terrace and Latrobe Terrace are low-speed (50km/h) roads within a built-up environment.

### 2.4 Existing Access

The site currently obtains access from Given Terrace by means of a formal driveway and crossover with an access spacing of approximately 35m from the Given Terrace / Latrobe Terrace signalized intersection. The existing access is considered to be a 6.3m wide Type B1 crossover.

## 2.5 Public Transport and Pedestrian and Cyclist Facilities

The proposed site is well serviced and connected by both public transport and active transport networks. The following assessment findings are provided:

### Bus Services

- Multiple frequent routes serve Latrobe Terrace, including 375, 385, 61 (plus N385 overnight), with a stop just 23 m from the site at “Latrobe Terrace at Old Paddo Post Office,” and Paddington Central stop 90 m away.
- From Paddington Central, routes 61, 385, and 375 connect directly to central Brisbane (Roma St, City), with services every 6–12 min during peak times.
- Travel times: Roma St to Paddington is 5 min by train + 6 min by bus. This provides a good area for integration into the wider network.

### Train Services

- The nearest station is Milton (980 m north, 12 min walk); Roma Street, Auchenflower, and South Brisbane are all within a 2–2.5 km radius.
- These hubs offer access to city-wide and regional rail services, providing a good alternative to buses.

### Future Public Transport

- Brisbane Metro is rolling out electric BRT services (M1 & M2), including enhanced frequency on key corridors that connect inner-city bus interchanges.
- Ongoing network upgrades are projected to boost service capacity and coverage in Paddington's bus corridors.

### Existing Cycling & Shared Path Assets

- The area benefits from Brisbane City Council's citywide bikeway network. Primary/separated paths like the Northern Bikeway and Riverwalk lie within a few kilometers from the site.
- Active transport infrastructure upgrades and new lanes are currently underway across Brisbane to enhance safety.
- Existing footpaths are provided along the entire frontage of the site as well as signalized pedestrian crossings at the Latrobe Terrace / Given Terrace signalized intersection.

### Local Infrastructure around Latrobe Terrace

- As per the Brisbane City Council mapping tool, Latrobe Terrace is classed as a primary cycle route and Given Terrace is classed as a secondary cycle route.

The 2 Latrobe Terrace site has strong public transport access—especially via buses and reasonably close train stations—enhanced by the upcoming Brisbane Metro. The active transport network offers excellent existing infrastructure with opportunities to strengthen local connections. Through targeted placemaking improvements and engagement with local infrastructure planning, this development is poised to foster a high level of walkability, bikeability, and sustainable transport uptake. The proposed development would not create the need for additional public transport services or changes to existing footpath infrastructure.

### 3.0 DEVELOPMENT DETAILS

#### 3.1 Development Layout

The proposed development would consist of a mixed-use development comprising of a 29 unit multiple-residential development with a ground level retail/commercial component. The proposed development will provide a ground plane with 2 basement levels providing parking to 102 bays. Refuse collection is proposed to be undertaken from a loading area on the driveway which will be shared for MRV provisions. Refuse vehicle access is proposed via a Type B2 driveway crossover where an RCV will be able to reverse onto site and leave the site in a forward gear. The proposed site layout plan is attached as **Annexure A**.

#### 3.2 Proposed Vehicle Access

It is proposed that vehicular access for the development will be provided via a 9m wide Type B2 driveway crossover to Given Terrace. The access provisions from Given Terrace will be able to accommodate the largest vehicle expected, as an RCV. Table 3.1 details the access parameters in accordance with the requirements outlined in 'AS2890.1' and TAPS, where compliance is not achieved, further information is provided below.

**Table 3.1 Driveway Assessment**

Design Aspect	TAPS Requirement	AS2890.1 Requirement	Proposed Provision	ITE Comment
<b>Given Terrace Driveway</b>				
Crossover Width	Type B2 (6-9m)	5.5m	9m Type B2	Compliant with TAPS and Australian Standards
Minimum Intersection Separation	Major road intersection - 30m from the property boundary of an intersecting road	6m from tangent point of kerb	>30m approximately from nearest intersection	Compliant with TAPS and Australian Standards
Sight Distance	Ideally 90m and 50m minimum	Ideally 69m, minimum 45m	Available sight distance is adequate given the location of the driveway and straight alignment of frontage road.	Compliant with TAPS and Australian Standards

Design Aspect	TAPS Requirement	AS2890.1 Requirement	Proposed Provision	ITE Comment
<b>Given Terrace Driveway</b>				
Pedestrian Visibility Splays	2m width offset only as residential access driveway	2m x 2.5m on exit side	2m x 2.5m on exit side	Compliant with TAPS and Australian Standards
Entry Queue Capacity	3 cars (18m)	12m (2 cars)	6m from boundary to intercom	Performance Outcome
Gradient of first 6m	1:20 (5%)	1:20 (5%)	1:20 (5%)	Will be compliant with TAPS and Australian Standards

The development driveway proposal fully complies with TAPS and 'AS2890.1' requirements. A queueing assessment has been carried out where an access control point (intercom) is proposed to allow for regulated and secure access through the access gate at ground level. Table 3.2 illustrates the queueing results.

**Table 3.2 Queue Assessment**

Queue Length Analyses (M/M/1 Queue): Access AM and PM Peak Hour		
Sourced from: 'Austroads Guide to Traffic Management Part 2: Traffic Theory'		
Variable Inputs		
Unit of time	hour	
Arrival rate	14	vehicles per hour
Service rate	250	vehicles per hour
Number of gates	1	gates
Queue distance per vehicle	6	metres
Outputs		
<b>Direct outputs from inputs</b>		
Mean time between arrivals	0.071	hour
Mean time per service	0.0	hour
Traffic intensity	0.06	
Summary measures		
Average utilisation rate of gate	5.6%	
Average number of vehicles waiting in line (Lq)	0.00332	vehicles
Average number of vehicles in system (L)	0.05932	vehicles
Average time waiting in line (Wq)	0.00024	hour
Average Delay E(w)	0.85424	seconds
Probability of no vehicles in system (P0)	0.94400	(this is the probability of empty system)
Probability of 'x' vehicles in queue (%)	5.3	1
Probability that at least one server is idle	-428.6%	(this is also the "percentage who don't wait in queue")
Number of gates required	1	
Average Delay (Time in Queue (hour))	0.004	
Average Queue (vehicles)	0.1	

Mean Queue (per lane) - vehicles		0.059	
Percentile Back of Queue (per lane)	85%	Formula (vehicles)	0.00
		Rounded up (vehicles)	0
		Distance (metres)	0
	95%	Formula (vehicles)	0.04
		Rounded up (vehicles)	1
		Distance (metres)	6
	99%	Formula (vehicles)	0.60
		Rounded up (vehicles)	1.00
		Distance (metres)	6

The queueing assessment indicates that the 95<sup>th</sup> percentile vehicle queue is estimated to be 1 x vehicle (6m) of queue. The allowance of a 6m queue storage between the property boundary and the hold point is therefore considered sufficient.

## 4.0 DEVELOPMENT TRAFFIC ESTIMATES

### 4.1 Project Traffic Generation

The proposed development includes a variety of land uses across its different floors. The ground floor is designated for general retail and commercial tenancies, while the top floor levels will accommodate multiple residential dwelling units. ITE has assessed the trip generation requirements in accordance with the RMS *Guide to Traffic Generating Developments (GTGD)*, which provides the following traffic generation rates:

#### Retail

- 12.3 trips per 100m<sup>2</sup> GFA

#### Office

- 2 trips per 100m<sup>2</sup> GFA

#### Multiple Dwelling

- Updated trip generation data as contained in the RMS Guide to Traffic Impact Assessment Manual, 2024 indicates that higher density residential developments have an estimated AM peak generation of 0.19 vehicle trips per dwelling and PM Peak generation of 0.15 vehicle trips per dwelling. These rates have been adopted for the purpose of this assessment.

**Table 4.1 Peak Vehicle Generation**

Land Use	Extent (GFA)	Generation rate	Peak Vehicle Generation (vph)
Retail	275.8 m <sup>2</sup>	Based on Shop rates 12.3vph / 100m <sup>2</sup> GFA	34 veh/h. The majority of these are anticipated to be internal trips captured by the immediate surrounding area and the residential component of the development. This

			minimla external trips are anticipated to be generated.
Commercial / Office	637m <sup>2</sup>	2 trips per 100m <sup>2</sup> GFA	13 veh/h
Residential	29 units	AM - 0.19 vehicle trips per dwelling PM - 0.15 vehicle trips per dwelling	AM – 5.5 vehicles per hour PM - 4.3 vehicles per hour
Total			AM – 36 vehicles per hour PM – 34 vehicles per hour

It is important to note that the assessed traffic generation is conservative, as all site uses have been analysed as if experiencing simultaneous peak traffic demands that coincide with the road peak. However, the peak times for the various uses are likely to occur at different times. The anticipated weekday and Saturday peak traffic periods for the different uses are as follows:

Retail:

- Weekdays (usually Thursday afternoon): between 5:00 PM and 7:00 PM
- Saturday: Between 10:00 AM and 4:00 PM

The proposed retail tenancy has been purposefully designed to function as an ancillary amenity to the residential development, rather than as an independent commercial attractor. The scale, location, and intent of the use are such that minimal additional vehicle trips will be generated beyond those already associated with the primary residential use. Key considerations supporting this position include:

- Resident-focused patronage: The retail will predominantly service the on-site residential units. As such, the majority of customers will already be present within the development, with access achieved by foot via internal connections rather than by private vehicle.
- Neighbourhood walk-up custom: Any additional patronage is expected to come from the immediate locality within short walking distance, consistent with the function of a small retail outlet. This form of access further negates the need for additional vehicle trips.
- No destination appeal: The retail is modest in scale and designed for convenience, not as a stand-alone destination. Without signage, marketing, or the capacity to attract external customers, it will not induce new vehicle movements from outside the development.
- Shared trip-making: In the event that visitors to the residential units use the retail facility, these trips would already occur for the primary residential purpose.
- Integrated operation: The retail space is embedded within the ground level of the development, sharing access and circulation with the residential component.

- Based on the above it is conservatively assumed that up to 40% of vehicle trips would be considered as walk-ins with only 60% to be new vehicle trips. This would incur a net effective trip generation rate of 15 vehicle per hour.

On this basis, the retail use is considered to have no measurable impact on traffic generation, with all activity absorbed within the resident and visitor patterns already generated by the primary residential development.

Balance of Non-residential:

- Weekdays: Standard peak hours for the office use mainly occur between 8:30 AM and 9:30 AM, and 4:30 PM and 5:30 PM. Uses within the balance include a bath house / yoga studio and indoor sport and recreation. These will operate on weekdays and include groups of people arriving for classes, although usually spread hour through the day with no significant impact on peaks.
- Saturdays: typically closed

Residential:

- Weekdays: between 7:30 AM and 8:30 AM, and 4:30 PM and 5:30 PM
- Saturdays: Between 12:00 PM and 1:00 PM. These trips are usually captured by retail uses during peak weekend periods to avoid “double dipping”.

Given that the existing development site and its associated commercial / retail uses with the proposed scheme, the difference in additional generated traffic is expected to be minimal and as such would not warrant the requirement for external intersection analyses.

## 5.0 TRAFFIC ASSESSMENT

### 5.1 Car Parking Arrangements

Council parking requirements for this type of development as well as the parking proposed to be provided are identified in Table 5.1, given the site is located outside the city frame.

**Table 5.1 Parking Supply Assessment**

Parking Type	TAP Requirements	Required Provision	Proposed to be provided
Resident Parking	2 spaces per 2 bedroom dwelling 2 spaces per 3 bedroom dwelling	15 x 2-bedroom 14 x 3-bedroom  58 bays total	60 bays
Visitor Parking	0.25 spaces per dwelling	7.25 (8 bays) incl. 1 x PWD	8 x bays (including 1 x PWD)
Retail	5 spaces per 100m <sup>2</sup>	(275.8/100)*5 = 14 bays	14 bays

Office / Commercial	3 spaces per 100m <sup>2</sup>	(637/100)*3 = 20 bays	20 bays
Total		98 bays	102 bays

Based on the assessment the TAPS required parking for the site consist of 98 bays. The proposed parking provision allows for a total of 102 bays on site.

### 5.1.1 Car Parking Layout

A review of the proposed car parking layout against the requirements of BCC's TAPS Policy and the Australian Standard for Off Street Car Parking (AS/NZS2890.1-2004) is summarised in Table 5.2.

**Table 5.2 Car Park Layout Review**

Design Element	TAPS Policy	Australian Standard	Proposed Provision	Comment
Resident Parking	2.6m width x 5.4m minimum length Tandem spaces of 10.8m length	2.4m width x 5.4m minimum length (User Class 1A) 2.3m x 5m (small car)	Minimum provided is 2.5m width x 5.4m minimum length (User Class 1A) and 2.3m x 5m for small car bays.	Complies with Australian Standards. Vehicles are also able to enter and exit within the minimum number of turns required.
Visitor parking	2.6m width x 5.4m minimum length	2.4m width x 5.4m minimum length (User Class 1A)	2.5m width x 5.4m minimum length	Complies with Australian Standards.
Commercial Parking (User Class 2)	2.5m width x 5.4m minimum length (User Class 2)	2.5m width x 5.4m minimum length (User Class 2)	2.5m width x 5.4m minimum length	Complies with TAPS and Australian Standard requirements
Small bays	-	2.3m x 5m	2.5m x 5m	Complies with Australian Standards.
Bicycle Parking	-	Vertical parking of 1.2m width, 600mm bicycle rail spacing Horizontal parking envelope of 500mm x 1.8m	Vertical parking of 1.2m width, 600mm bicycle rail spacing Horizontal parking within storage areas and along internal circulating road where a bicycle envelope of 500mm x 1.8m is available.	Complies with Australian Standards.
Circulating Aisle	A small low-turnover car parking area typically having less than 50 spaces, two-way circulation aisles may be 6m wide	5.8m width (90-degree parking) which includes required clearances	Varies between 5.8m-6.9m	Fully compliant with Australian Standards.
Ramp Grades	Maximum 1:6 (16.7%) for cars Maximum 1:10 (10%) for MRV and RCV vehicles	Up to 20m long - 1:4 (25%) maximum. The allowable 20m maximum length shall include any parts of grade change transitions at each end	Generally flat to 1:8 (12.5%) to 1:4 (25%) on the ramp to 1:8 (12.5%) and then to generally flat	Complies fully with Australian Standards and TAPS.

Design Element	TAPS Policy	Australian Standard	Proposed Provision	Comment
		that exceed 1:5 (20%) Longer than 20m - 1:5 (20%) For bicycles a maximum of 1:5 (20%) for no longer than 20m in accordance with AS2890.3:2015		
Ramp widths	5.5m for straights ramps	3m + 300mm clearances on both sides (3.6m) for straight ramps 3.6m where outer curve radii is 7.6m for curve ramps	5.5m minimum	Complies fully with TAPS and Australian Standards. Ramp widths are able to accommodate turn paths of an AS2890.1:2004 B99 vehicle.
Column location (Door opening clearance zones)	0.8m – 1.8m from aisle	0.75m – 1.75m from aisle	0.75m from aisle	Complies with Australian Standards and TAPS
Parking envelope clearance – space adjacent to wall	Space 0.3m clear of wall	Space 0.3m clear of wall	Space 0.30m clear of wall	Complies with Council and Australian Standards
Maximum Gradient: Parking bay Parking aisle	1:15 (6.7%) 1:15 (6.7%)	1:20 (5.0%) 1:16 (6.25%) 1:40 (2%) – PWD Bay	Will be generally flat	Complies with Council and Australian Standards
Maximum gradient (manoeuvring area) for service vehicle	RCV - 1:20 (5%) MRV – 1:25 (4%)	RCV - 1:20 (5%) MRV – 1:25 (4%)	RCV - 1:20 (5%) MRV – 1:25 (4%)	Complies with Council and Australian Standards. Maximum gradient will not exceed 1:25 (4%)
Maximum Ramp Transitions	8%	12.5% summit 15.0% sag Transitions required where grade change is 12.5% and more	No greater than 12.5% at summit and 15% at sag.	Complies with Australian Standards
Height clearance	RCV / MRV 4m Car = 2.3m	RCV / MRV 4.5m Car = 2.2m	RCV / MRV = 4.5m Car = 2.2m in basement and >2.5m for PWD.	Complies with Australian Standards
Parking aisle extension	2m beyond last bay or 8m aisle width	1m beyond last bay and including widening of last bay with 300mm	6.5m wide aisle including an indent for turnaround provision.	Performance outcome. Refer to turn paths in Appendix B.

The proposed carpark layout generally complies with TAPS and AS2890.1:2004 requirements. All vehicles are able to enter and exit the parking bays within the minimum number of turns required. The following outcomes are provided to support the residential and visitor parking bay dimensions:

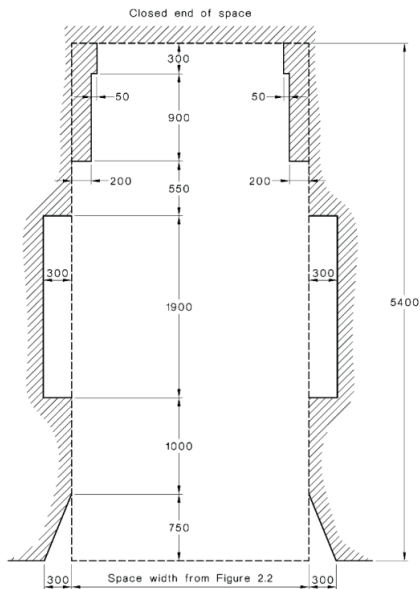
#### **Parking Bay Dimensions:**

The proposed carpark layout fully complies with Australian Standard requirements which allow for the possibility for three-point turn entry for Class 1A. The parking bays allow for the required clearance envelope of a vehicle as indicated in Figure 4.2 and as extracted from Figure 5.2 of AS2890.1:2004. The design envelope allows for vehicle safety clearances (300mm) to be able to encroach into adjacent parking bays in order to make

the required turn movements. This is based on a parking bay length of 5.4m and respective widths of 2.4m as per User Class from Figure 2.2 of AS2890.1:2004.

**Figure 4.2: Parking Design Envelope Requirements**

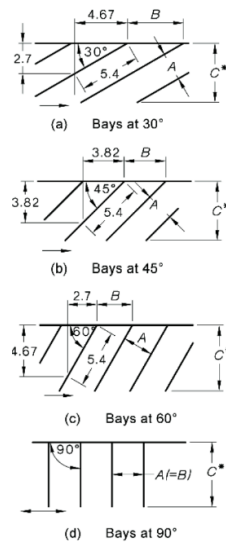
Figure 5.2 — Design envelope around parked vehicle to be kept clear of columns, walls and obstructions  
Dimensions in millimetres



NOTE The design envelope provides for structural elements to be clear of all four side doors.

Figure 2.2 — Layouts for angle parking spaces

Dimensions in metres



User class (Note 1)	A (Notes 2 & 3)	B	C <sub>1</sub>	C <sub>2</sub>	C <sub>3</sub>	Aisle width
1,1A	2.1	4.2	4.4	4.1	4.5	3.1
2	2.3	4.6	4.4	4.1	4.7	3.0
3	2.5	5.0	4.4	4.1	4.9	2.9
3A	2.5	5.0	4.4	4.1	4.9	3.45

User class (Note 1)	A (Note 3)	B	C <sub>1</sub>	C <sub>2</sub>	C <sub>3</sub>	Aisle width
1,1A	2.4	3.4	5.2	4.8	5.5	3.9
2	2.5	3.5	5.2	4.8	5.6	3.7
3	2.6	3.7	5.2	4.8	5.7	3.5
3A	2.6	3.7	5.2	4.8	5.7	4.2
4	(See Note 5)					

User class (Note 1)	A (Note 3)	B	C <sub>1</sub>	C <sub>2</sub>	C <sub>3</sub>	Aisle width
1,1A	2.4	2.75	5.7	5.1	5.9	4.9
2	2.5	2.90	5.7	5.1	6.0	4.6
3	2.6	3.00	5.7	5.1	6.0	4.3
3A	2.6	3.00	5.7	5.1	6.0	5.1
4	(See Note 5)					

User class (Note 1)	A (Note 3)	B	C <sub>1</sub>	C <sub>2</sub>	C <sub>3</sub>	Aisle width (Note 4)
1	2.4	2.4	5.4	4.8	5.4	6.2
1A	2.4	2.4	5.4	4.8	5.4	5.8
2	2.5	2.5	5.4	4.8	5.4	5.8
3	2.6	2.6	5.4	4.8	5.4	5.8
3A	2.6	2.6	5.4	4.8	5.4	6.6
3A	2.7	2.7	5.4	4.8	5.4	6.2
4	(See Note 5)					

It is acknowledged that in accordance with AS2890.1:2004 that vehicles can manoeuvre within smaller spaces than swept paths suggest. According to AS2890.1:2004 B4.4, constant swept paths based on a vehicles minimum turn radius are not suitable for determining aisle width needed for manoeuvring in and out of car spaces. Drivers can manoeuvre within smaller spaces than swept paths suggest. This is considered sufficient and fully compliant with AS2890.1:2004. Turn paths are illustrated in **Appendix B**.

Overall, ITE Consulting consider the proposed arrangements to be safe and functional. As such, the proposed arrangements are considered to align with PO1 of the TAPS Code.

## 5.2 Cyclist Requirements

Table 21 of the 'TAPS Code' stipulates the bicycle parking requirements for the proposed land-use as follows:

- Residents: 1 lockable, covered, bicycle parking space per unit (in either the garage or separate on-site facility)
- Residential Visitors: 1 visitor bicycle parking space per 4 units or part thereof

Per the above, 29 residential bicycle parking spaces can be provided in the basement. Eight (8) visitor spaces can be accommodated at ground level. Sufficient bicycle parking can be provided. The parking provision allows for 20% of parking to be horizontal in compliance with AS2890.3:2015. All bicycle spacing envelopes can be compliant with AS2890.3:2015 as 1200 x 500mm for vertical parking and 1800mm x 500mm for horizontal parking.

### 5.3 Servicing Requirements

To assess the required number of service bays for the development, ITE has referred to the BCC's requirements for service vehicles. Other service vehicle provisions are generally in accordance with AS2890.2:2018. Table 5.4 outlines the design vehicle specifications and loading bay requirements for each respective land use.

**Table 5.4 Service Vehicle Requirements**

Land Use	Design Vehicle	Occasional Access	Loading Bay Requirements			
			VAN	SRV	MRV	RCV
Retail	Refer to TAPS Table 3	VAN	1		1	
Commercial / Office	Refer to TAPS Table 2	RCV		1		
Residential	RCV	MRV			1	1

Van = Council Van (AS2890.1:2004 B99 equivalent) | SRV = 6.4m Small Rigid Vehicle | MRV = 8.3m Medium Rigid Vehicle | LRV = 10.7m Large Rigid Vehicle

#### 5.3.1 Practical Demands

##### Retail:

The retail portion of the development is anticipated to be small outlets comprising shops. Typical delivery patterns: 1–2 light commercial van deliveries/day (e.g., clothing, supplies etc.).

##### Office:

These would usually comprise of small-scale professional offices. Office deliveries are generally limited to couriers (vans) – low frequency (1–2 per day). 1 x shared SRV bay can serve both retail and office uses.

##### Bath House:

This use usually comprises of a wellness facility. Deliveries are minimal and only include consumables, parcels, products such as linen, soaps, oils, creams administrative supplies etc. These are usually delivered by a VAN/SRV with a service frequency of 1-2 per day.

##### Residential:

Furniture removals are occasional in nature and usually include MRV vehicle configurations for 2-3 bedroom units. Waste collection vehicles are considered regular access vehicles for servicing provisions. District centre zoning allows for a maximum waste collection service frequency of twice per week.

##### Daily Estimated Servicing Events:

- Retail (214m<sup>2</sup>): 1–2 van/SRV deliveries per day.
- Office (707 m<sup>2</sup>): 1–2 van deliveries/courier drop-offs per day.
- Residential: 1–2 waste collections per week + occasional furniture removals (1 every 6 months).

- Bath House: 1-2 deliveries per day (van / SRV)

Peak Overlap:

- Retail deliveries typically occur early morning (5–9 am) or mid-morning.
- Office deliveries are during business hours (9 am–3 pm).
- Residential waste is usually off-peak (early morning 6am).
- Bath house deliveries are during business hours (9 am–3 pm).

Based on the servicing assessment it is considered adequate to allow for 1 x single loading bay to be shared between the servicing needs of the commercial / retail components as well as the servicing provisions for the residential component. It must be noted that all deliveries for the non-residential component will be managed via a booking system to avoid any peak overlapping servicing demands. The occasional servicing needs of the residential development is considered to be very infrequent and if needed, usually occur during weekends when the loading bay demand for other uses are not required, which avoids overlapping demand. Residents will also be advised through the CMS and relevant tenancy contracts that furniture removal only occurs during weekends. Refer to **Appendix E** for a loading bay management and booking plan.

### **5.3.2 Access Movement**

Given the width of crossover required to accommodate on-site turning provisions, a significant impact on ground level land use and activation would occur. As such, the development achieves a performance outcome consistent with the intent of the Brisbane City Plan 2014 and the TAPS Policy through providing reverse onto site in a single movement through evaluation of:

#### **1. Site Constraints and Practical Limitations**

- The subject site is highly constrained by its corner location at Latrobe Terrace (a District Road) and Given Terrace (a Suburban Road), with limited depth and frontage that restricts the capacity to provide on-site turn-around facilities.
- Provision of conventional servicing layouts is not feasible without significantly compromising the development yield, building layout, and streetscape outcomes, contrary to the broader planning intent for compact, pedestrian-oriented mixed-use development in Paddington.

#### **2. Road Safety and Operational Context**

- Both Latrobe Terrace and Given Terrace operate in a low-speed environment (50 km/h) with high driver expectancy for stopped or slowed conditions due to:
  - Frequent direct driveway accesses to adjoining properties.
  - The presence of on-street parking which narrows operating lanes and further reduces operating speeds.

- The proximity of signalised intersections, which control and regulate vehicle movements, moderating approach speeds.
- In this context, the risk associated with servicing vehicles reversing into the site is considered low, with the manoeuvre aligning with existing driver behaviour and expectations in this corridor.

### 3. Improved Servicing and Waste Outcomes

- The proposed arrangement represents a substantial improvement to the existing servicing condition, which relies on kerbside collection and on-street service vehicle stopping, resulting in potential obstruction to traffic lanes and pedestrian visibility.
- By enabling vehicles to reverse onto the site and exit in a forward gear, the development ensures that loading/unloading activities are undertaken clear of the traffic lane, thereby reducing conflict with general traffic and improving safety for all road users.
- The forward gear exit maintains safe and legible sightlines to the adjoining road network, consistent with best practice road safety principles.

### 4. Consistency with Policy Intent

- The proposed arrangement ensures that servicing vehicles can operate safely, efficiently, and without adverse impacts on traffic operations, pedestrian movement, or adjoining properties.
- While not providing on-site turn-around facilities, the design outcome:
  - Is consistent with the performance intent of the TAPS Policy by managing servicing demands in a constrained inner-urban context.
  - Reflects a balanced transport outcome that supports compact urban form, pedestrian amenity, and efficient servicing operations in line with the Brisbane City Plan 2014 strategic framework.

#### **Impact of Service Reverse Movement on Given Terrace Safety**

The following quantitative assessment has been carried out to support reverse movements onto site for service vehicles:

#### **Sightlines and Reaction Times (Vehicle Displacement)**

An assessment of the sight line requirements and headway times between successive vehicles were carried out. This was done for the through movement along Given Terrace (south to north). Table 3 indicates the requirements. The assessment is based on a 60km/h design speed.

**Table 5.5 Headway Time and Sight Distance Requirements**

Through Movement (South to North)				
Speed	Dec Rate	Time	Distance	
60.0	0.00	2	33	
60.0	2.50	6.1	55.5	

Total	8.1	89
-------	-----	----

With relevant calculations of reaction and deceleration times, the through movement vehicle along Given Terrace would require on average an 8.1 second headway to reduce speed from 60km/h down to a stopping condition when behind a service vehicle. As such this would require a displaced travel distance of 89m which would have to be in line of sight to facilitate such required reaction and deceleration times. Sight distance analysis indicates that there would be sufficient sight lines available in relation to the required displaced travel distances. Vehicles would be able to safely observe a stopped vehicle to decelerate to a stopped condition for a short period of time.

### Exponential Vehicle Headway Assessment

An exponential headway distribution assessment was also carried out to determine whether a service vehicle would have sufficient times to access the site without significant interference with through movement vehicles. H is headway (s), the exponential CDF is:

$$F_H(h) = P(H \leq h) = 1 - \exp(-\lambda h)$$

where  $\lambda$  is the mean arrival rate in vehicles per second, given by:

$$\lambda = q / 3600$$

with q being the directional traffic flow in vehicles per hour (vph). Based on the exponential headway model, the following key parameters are derived:

- Mean headway:  $1 / \lambda$
- Median headway:  $\ln(2) / \lambda$
- 85th percentile headway:  $-\ln(1 - 0.85) / \lambda$
- Probability that  $H \leq t$ :  $P(H \leq t) = 1 - \exp(-\lambda t)$

ITE has made relevant assumptions on background traffic volumes utilizing Given Terrace using Brisbane City Council's open traffic datasets (Key Corridor monthly reports; intersection volumes) as desktop sources of typical volumes/speeds to frame inner-Brisbane district road conditions where site-specific counts aren't published. Desktop traffic flow assumptions for Given Terrace have been adopted as follows, based on available traffic data for similar inner-Brisbane district roads:

- Weekday Interpeak: 700 vph
- Weekday PM Peak: 900 vph

- Busy Peak (upper bound): 1100 vph

**Table 5.6 Exponential Headway Distribution Results (Given Terrace)**

Scenario	Flow (vph)	$\lambda$ (1/s)	Mean (s)	Median (s)	85th %ile (s)	P(H $\leq$ 5s)	P(H $\leq$ 8s)	P(H $\leq$ 10s)
Weekday Interpeak	700	0.194	5.14	3.57	9.15	0.622	0.79	0.852
Weekday PM Peak	900	0.25	4.0	2.77	7.59	0.713	0.865	0.918
Busy Peak (upper bound)	1100	0.306	3.27	2.27	6.21	0.785	0.91	0.947

The results indicate that there may be an 85th percentile gap of 9.1s during the weekday interpeak, 7.59s during a weekday PM peak and 6.2s during the highest upper bound peak. These provide worst-case findings given the likely servicing times will fall outside normal background peak conditions:

- Retail deliveries typically occur early morning (5–9 am) or mid-morning.
- Office deliveries are during business hours (9 am–3 pm).
- Residential waste is usually off-peak (early morning 6am)

A quantitative headway screening assessment has been undertaken for the south-to-north traffic stream on Given Terrace using screening directional flows of 700–1,100 vph. Under a conservative exponential arrival assumption the probability of encountering a gap of at least 8–12 s is sufficient in the interpeak to reasonably support a reversing entry to a private crossover without materially increasing roadside risk. Importantly, the proposed arrangement moves servicing activity off the kerbside (an improvement on existing conditions) and the vehicle exits the site in forward gear, maintaining sightlines and control. The manoeuvre will be performed under operational controls (trained vehicle operators for reversing movements, delivery scheduling and swept-path verification), which together provide a practical and safe servicing solution consistent with the intent of the TAPS Policy.

### Compliance with TAPS

The following TAPS compliance assessment regarding the proposed servicing arrangement of reverse onto site is provided in Table 5.6.

**Table 5.6 TAPS Compliance Assessment (Service Vehicles)**

TAPS Element	Performance Outcome (PO)	Acceptable Outcome (AO)	Assessment for 2 Latrobe Terrace	Compliance with PO
<b>Servicing access design</b>	PO1: Servicing arrangements must ensure safe, efficient and	AO1.1: Service vehicles enter and	Site is too constrained to accommodate forward-in / forward-out turning paths. Reverse-in and	Meets PO. Provides safe operation and

	convenient operation of service vehicles without adversely affecting road safety or traffic efficiency.	exit the site in a forward gear.	forward-out operation is proposed. This is consistent with safe practice, as vehicles will re-enter the traffic stream in a forward gear with full visibility.	improves on existing kerbside servicing which obstructs traffic.
<b>Road safety</b>	PO2: Servicing must not create a hazard to vehicles, cyclists or pedestrians.	AO2.1: Servicing carried out wholly within the site.	Reverse-in movements will be supported by delivery scheduling. Once parked, service vehicles are wholly contained within the site, improving safety compared with existing kerbside collection. Sufficient sight lines are also available to allow for effective reaction times and deceleration distances.	Meets PO. Improves pedestrian safety and reduces conflict with through traffic.
<b>Traffic efficiency</b>	PO3: Servicing must minimise disruption to the function of the adjoining road network.	AO3.1: Servicing manoeuvres occur within site without blocking road lanes.	Exponential headway analysis shows regular gaps (≥8–10s) available for reverse-in manoeuvres, particularly during interpeak servicing times. Reverse-in movements will occur during low demand periods, minimising impacts.	Meets PO. Disruption is reduced compared to current kerbside service vehicle stopping.
<b>Neighbourhood amenity</b>	PO4: Servicing must not adversely affect the amenity of adjoining sites.	AO4.1: Service vehicle parking/loading areas are screened.	Servicing will occur inside the site boundary rather than on-street, reducing noise and visual impact on neighbours. Screening and operational management will be applied.	Meets PO. Provides improved amenity outcomes compared to kerbside collection.
<b>Operational safety</b>	PO5: Servicing must allow for safe operation under constrained conditions.	AO5.1: Swept paths demonstrate compliance with AS2890.2 service vehicle design.	Swept path analysis confirms reverse-in access for design service vehicle (e.g. SRV/HRV). Movements are low-speed, controlled, and supported by operational management (time restrictions).	Meets PO. Operational safety is ensured.

## 6.0 TRAFFIC IMPACT CONCLUSIONS AND RECOMMENDATIONS

### 6.1 Conclusion

The traffic and transportation aspects of the proposed development are considered acceptable and generally in line with TAPS and Australian Standard requirements. The following summary of findings are provided:

- The proposed development would consist of a 29-unit multiple-residential led development with 2 basement levels providing parking to 102 bays within the basement. The proposed development will also consist of an ancillary commercial and retail component.

- The development driveway proposal complies with TAPS and 'AS2890.1' requirements and any relevant performance outcomes ought.
- The development provides sufficient parking supply to meet the expected needs and demands of the development.
- The proposed carpark layout fully complies with TAPS and AS2890.1:2004 requirements. All vehicles are able to enter and exit the parking bays within the minimum number of turns required. ITE consider that a functional layout is provided for in the design. Vehicle swept path analysis are provided in **Appendix B**.
- The expected development generated vehicle movements are expected to be minimal. Given the development site and is associated proposed uses with the scheme, the difference in additional generated traffic is expected to be minimal and as such would not warrant the requirement for external intersection analyses.
- Based on the servicing assessment it is considered adequate to allow for 1 x single loading bay to be shared between the servicing needs of the commercial / retail components as well as the servicing provisions for the residential component. It must be noted that all deliveries for the non-residential component will be managed via a booking system to avoid any peak overlapping servicing demands. The occasional servicing needs of the residential development is considered to be very infrequent and if needed, usually occur during weekends when the loading bay demand for other uses are not required, which avoids overlapping demand. Residents will also be advised through the CMS and relevant tenancy contracts that furniture removal only occurs during weekends. Refer to **Appendix E** for a loading bay management and booking plan.
- While the site dimensions and frontage configuration are insufficient to accommodate conventional on-site turning paths in accordance with AS2890.2, the development achieves a performance outcome consistent with the intent of the Brisbane City Plan 2014 and the TAPS Policy through providing reverse onto site in a single movement. Through the assessment in Section 5.3.2 it was found that no impact on safety or road network performance are expected as a result of service vehicles reversing onto site.

## 6.2 Recommendation

It is recommended that the proposed development consisting of 29 multiple residential dwellings with ancillary commercial and retail use be approved from a Traffic Engineering perspective, subject to recommendations made within this Traffic Impact Statement.

**Approved by:**



**Herman Joubert** M.Eng (CIV), CPEng (NZ), CEng (U.K), RPEQ

herman@iteconsulting.com.au

**ITE Consulting**

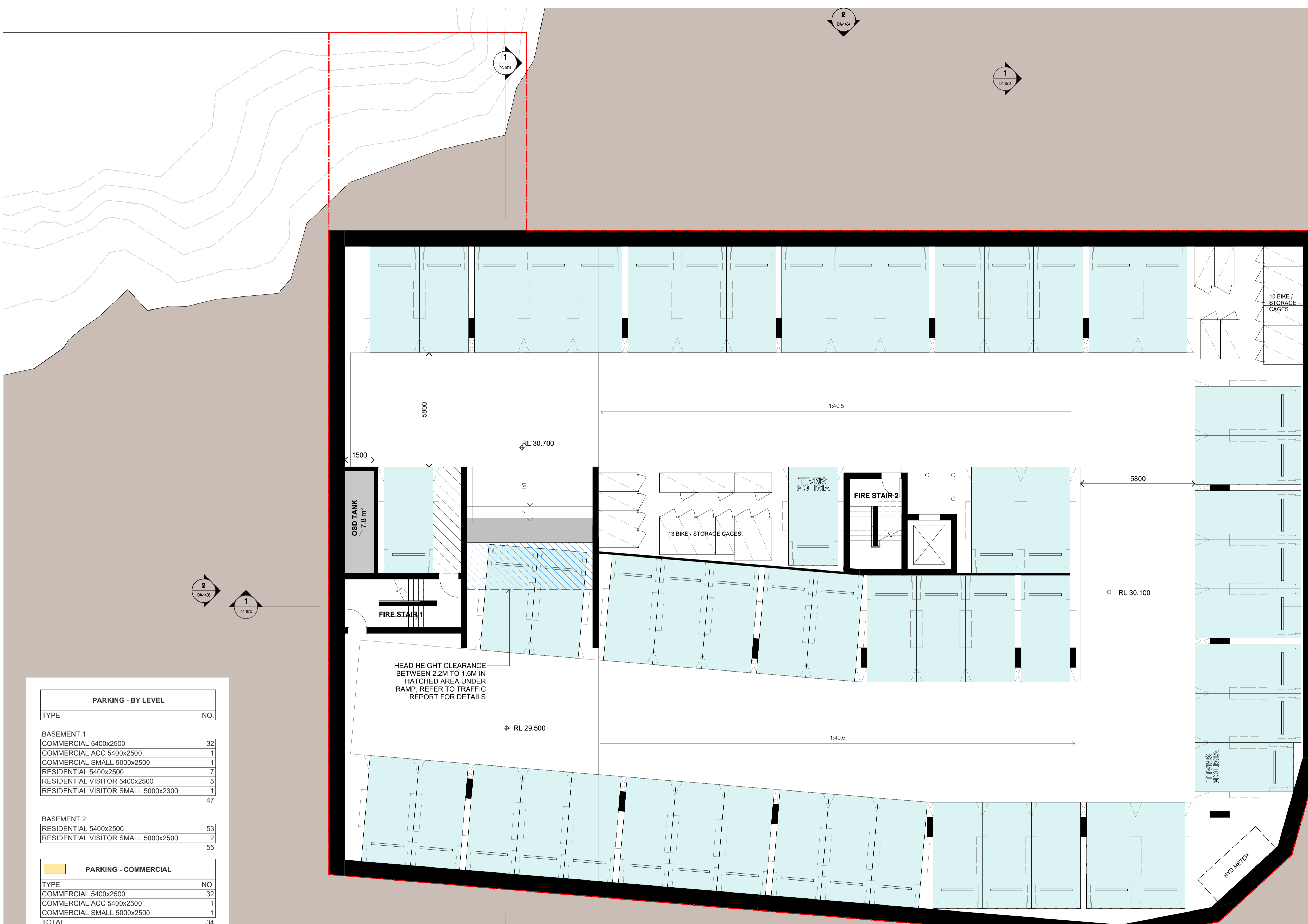
RPEQ No.: 25899

# APPENDIX

# A

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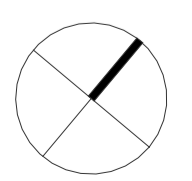
## Layout Plans



PARKING - BY LEVEL	
TYPE	NO.
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COMMERCIAL 5400x2500	32
COMMERCIAL ACC 5400x2500	1
COMMERCIAL SMALL 5000x2500	1
RESIDENTIAL 5400x2500	7
RESIDENTIAL VISITOR 5400x2500	5
RESIDENTIAL VISITOR SMALL 5000x2300	1
<b>TOTAL</b>	<b>47</b>
<b>BASEMENT 2</b>	
RESIDENTIAL 5400x2500	53
RESIDENTIAL VISITOR SMALL 5000x2500	2
<b>TOTAL</b>	<b>55</b>
<b>PARKING - COMMERCIAL</b>	
TYPE	NO.
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COMMERCIAL ACC 5400x2500	1
COMMERCIAL SMALL 5000x2500	1
<b>TOTAL</b>	<b>34</b>
<b>PARKING - RESIDENTIAL</b>	
TYPE	NO.
RESIDENTIAL 5400x2500	60
RESIDENTIAL VISITOR 5400x2500	5
RESIDENTIAL VISITOR SMALL 5000x2300	1
RESIDENTIAL VISITOR SMALL 5000x2500	2
<b>TOTAL</b>	<b>68</b>

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Rev	Date	Revision	By	Chk.
1	2025-09-12	ISSUE FOR COORDINATION	JS	EW
2	2025-10-03	ISSUE FOR COORDINATION	JS	EW
3	2025-10-17	ISSUE FOR COORDINATION	JS	EW
4	2025-10-29	DRAFT ISSUE FOR DA	JS	EW
5	2025-11-18	DRAFT ISSUE FOR DA	JS	EW
6	2025-11-20	ISSUE FOR DA	JS	EW
7	2026-02-27	DRAFT ISSUE FOR DA	JS	EW

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Client  
**KEYLIN & MACKWELL**

Project  
2 Latrobe Terrace  
Paddington QLD

Country: Turrbal Country  
Drawing Name  
FLOOR PLAN - BASEMENT 2

Date  
2026-02-27

Scale  
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Sheet Size  
A1

Drawn  
JS

Chk.  
EW

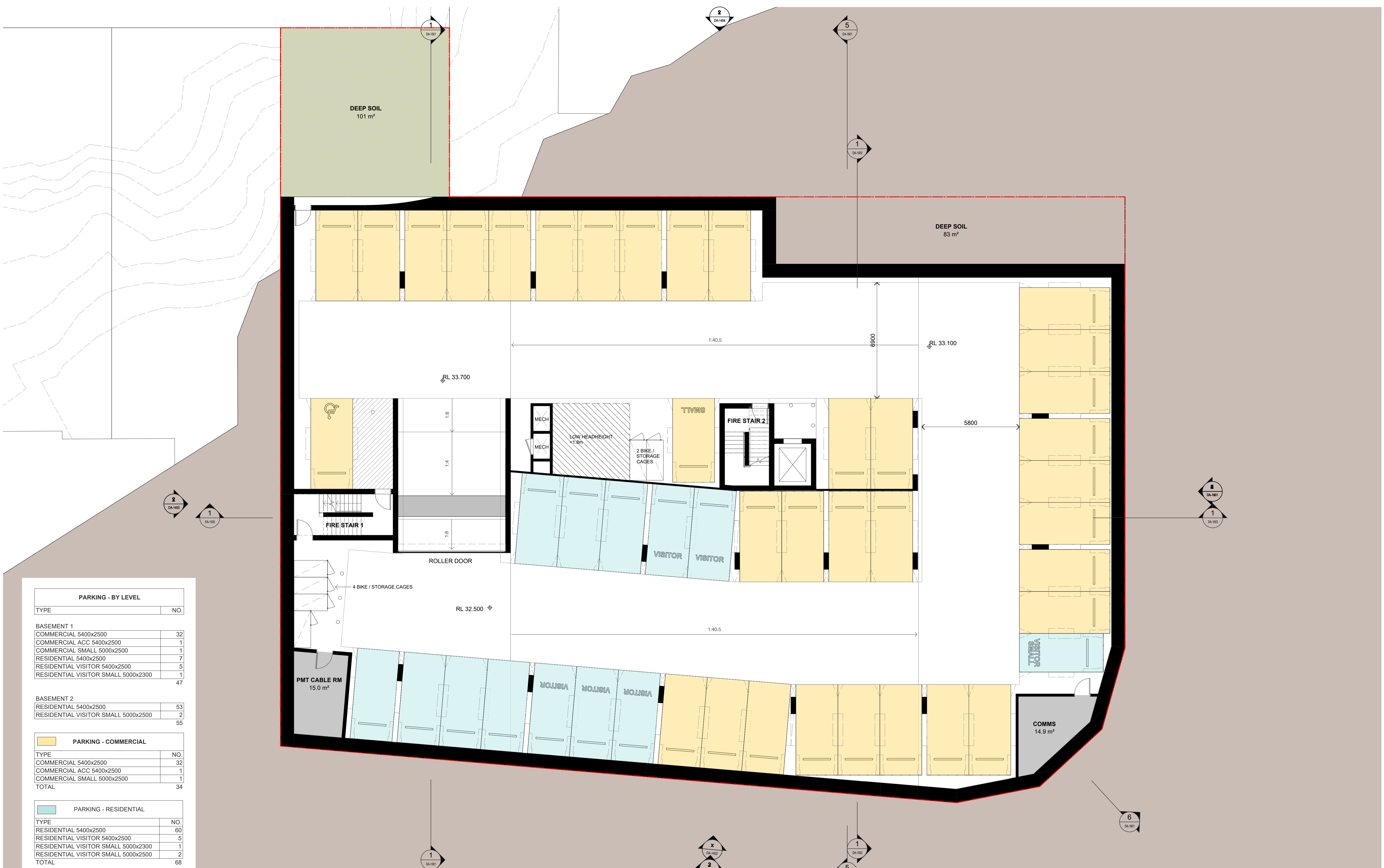
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PARKING - BY LEVEL	
TYPE	NO.
<b>BASEMENT 1</b>	
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COMMERCIAL ACC 5400x2500	1
COMMERCIAL SMALL 5000x2500	1
RESIDENTIAL 5400x2500	7
RESIDENTIAL VISITOR 5400x2500	5
RESIDENTIAL VISITOR SMALL 5000x2300	1
<b>TOTAL</b>	<b>47</b>
<b>BASEMENT 2</b>	
RESIDENTIAL 5400x2500	53
RESIDENTIAL VISITOR SMALL 5000x2500	2
<b>TOTAL</b>	<b>55</b>
<b>PARKING - COMMERCIAL</b>	
TYPE	NO.
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COMMERCIAL ACC 5400x2500	1
COMMERCIAL SMALL 5000x2500	1
<b>TOTAL</b>	<b>34</b>
<b>PARKING - RESIDENTIAL</b>	
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RESIDENTIAL VISITOR 5400x2500	5
RESIDENTIAL VISITOR SMALL 5000x2300	1
RESIDENTIAL VISITOR SMALL 5000x2500	2
<b>TOTAL</b>	<b>68</b>

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3	2025-10-17	ISSUE FOR COORDINATION	JS	EW
4	2025-10-29	DRAFT ISSUE FOR DA	JS	EW
5	2025-11-18	DRAFT ISSUE FOR DA	JS	EW
6	2025-11-20	ISSUE FOR DA	JS	EW
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Client  
**KEYLIN & MACKWELL**

Project  
2 Latrobe Terrace  
Paddington QLD

Country: Turrbal Country  
Drawing Name  
FLOOR PLAN - BASEMENT 1

Date  
2026-02-27

Scale  
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Sheet Size  
A1

Drawn  
JS

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EW

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6	2025-11-20	ISSUE FOR DA	JS	EW
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Client  
**KEYLIN & MACKWELL**

Project  
2 Latrobe Terrace  
Paddington QLD

Country: Turrbal Country  
Drawing Name  
FLOOR PLAN - GROUND

Date  
2026-02-27

Scale  
1 : 100

Sheet Size  
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Drawn  
JS


Chk.  
EW

Job No.  
7147

Drawing No.  
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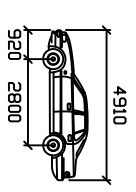
# APPENDIX

# B

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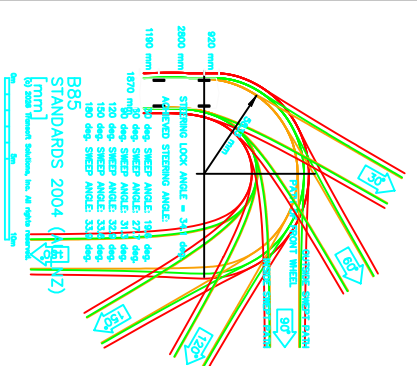
## Vehicle Swept Paths

Vehicle



**B85**  
 Width : 1870 mm  
 Track : 1770 mm  
 Lock to Look Time : 5.0  
 Steering Angle : 34.1

Turn Path



34 Finnington Crescent  
 Thornlands  
 Queensland  
 4164  
 Tel: 0424 110 122  
 herman@iteconsulting.com.au  
 www.iteconsulting.com.au

NAME	RESP	DATE
DESIGNED	-	-
DRAWN	Herman Joubert	2026/03/13
CHECKED	Herman Joubert	2026/03/13

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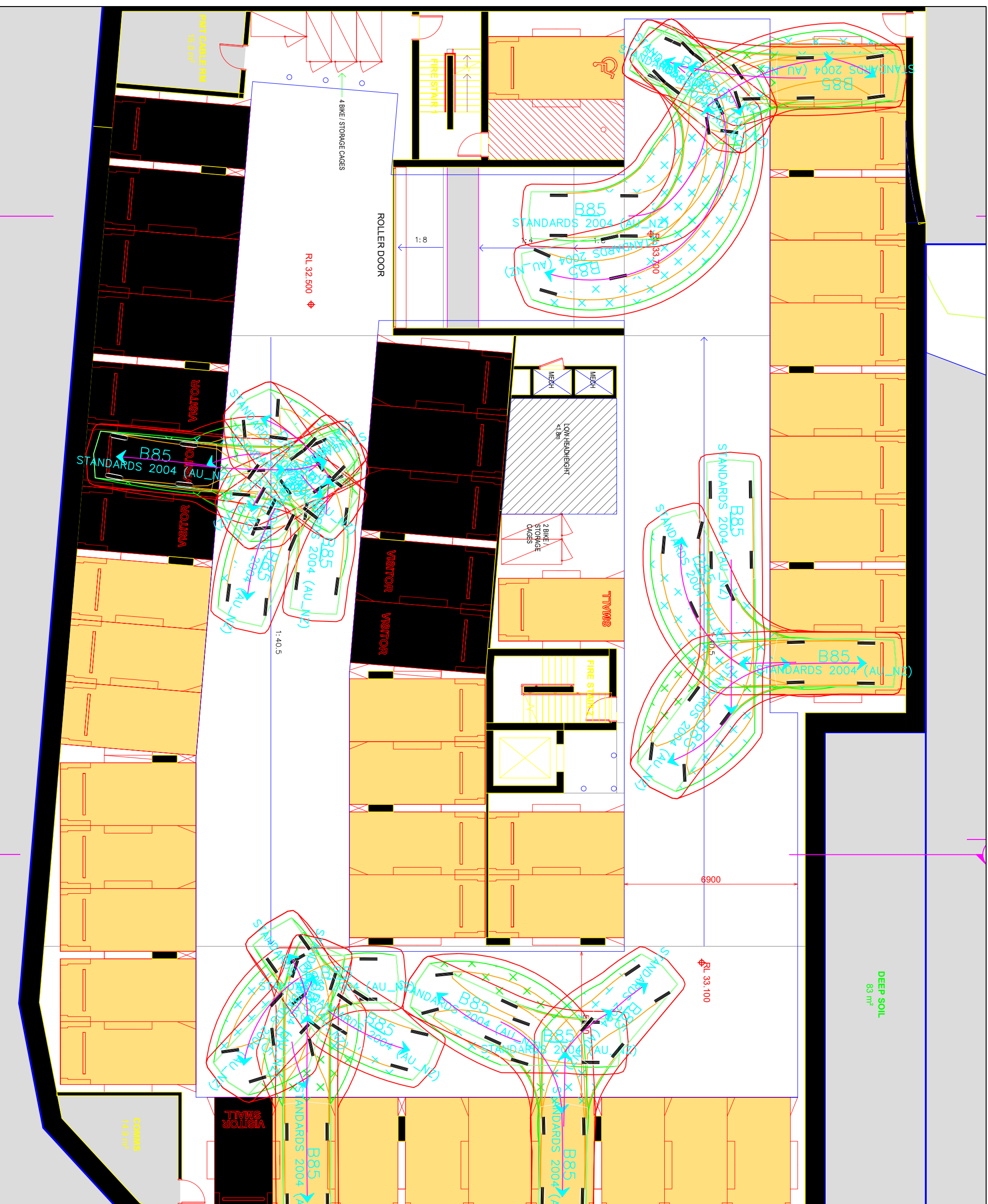
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**2 Latrobe Terrace**

DRAWING TITLE:  
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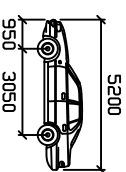
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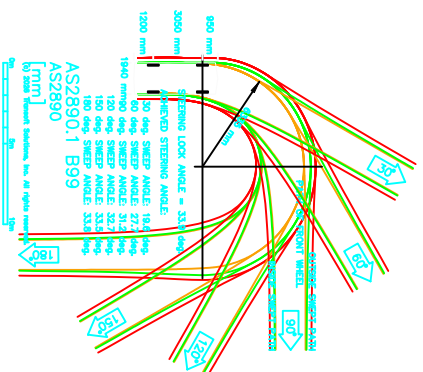


Vehicle



AS2890.1 B99  
 Width : 1940 mm  
 Track : 1840 mm  
 Lock to Lock Time : 4.0  
 Steering Angle : 33.9

Turn Path



ITE CONSULTING  
 TRAFFIC AND TRANSPORT ENGINEERS

34 Farnham Crescent  
 Thornlands  
 Queensland  
 4164  
 Tel: 0424 110 122  
 herman@iteconsulting.com.au  
 www.iteconsulting.com.au

NAME	RESP.	DATE
DESIGNED -		
DRAWN	Herman Joubert	2026/03/13
CHECKED	Herman Joubert	2026/03/13

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**2 Latrobe Terrace**

DRAWING TITLE:  
**AS2890.1:2004 B99**  
**Swept Path**

SCALE	REV.
0.00507	-
DATE	DRAWING NUMBER
2026/03/13	02



AS2 ENERGY COMPLIANT GATEWAY  
 AS2890.1 B99  
 NEW DRIVEWAY AND SERVICES OVER TO  
 CIVIL AND TRAFFIC CONSULTANT DETAILS

TRANSFORMER ENCLOSURE WALLS AND  
 FLOORS TO BE FIRE RATED TO 2 HRS.

AMENITIES TO BE PART OF  
 FUTURE FIT OUT WORKS

AMENITIES TO BE PART OF  
 FUTURE FIT OUT WORKS

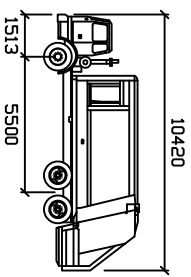
AMENITIES TO BE PART OF  
 FUTURE FIT OUT WORKS

NEW GARDEN BEDS

DEEP SOIL  
 101 m<sup>2</sup>



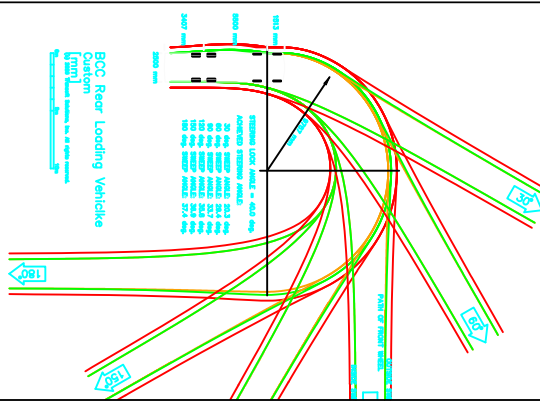
Vehicle



**BCC Rear Loading Vehicle**

Width : 2500 mm  
 Trock to Lock Time : 2500  
 Steering Angle : 400

Turn Path



34 Ferngrove Crescent  
 Thornlands  
 Queensland  
 4164

ITE CONSULTING  
 TRAFFIC AND TRANSPORT ENGINEERS

Tel: 0424 110 122 herman@iteconsulting.com.au  
 www.iteconsulting.com.au

NAME	RESP.	DATE
DESIGNED -		
DRAWN	Herman Joubert	2026/03/13
CHECKED	Herman Joubert	2026/03/13

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**2 Latrobe Terrace**

**Rear Loading RCV**

DRAWING TITLE:

SCALE: 0.00507

REV: -

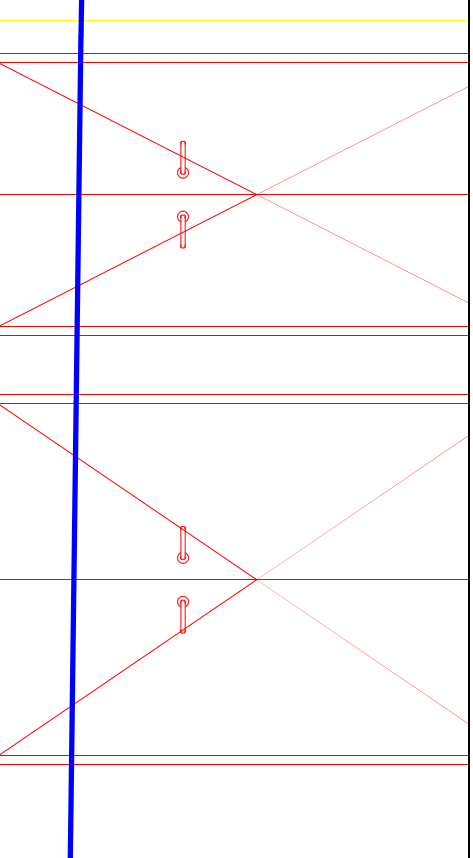
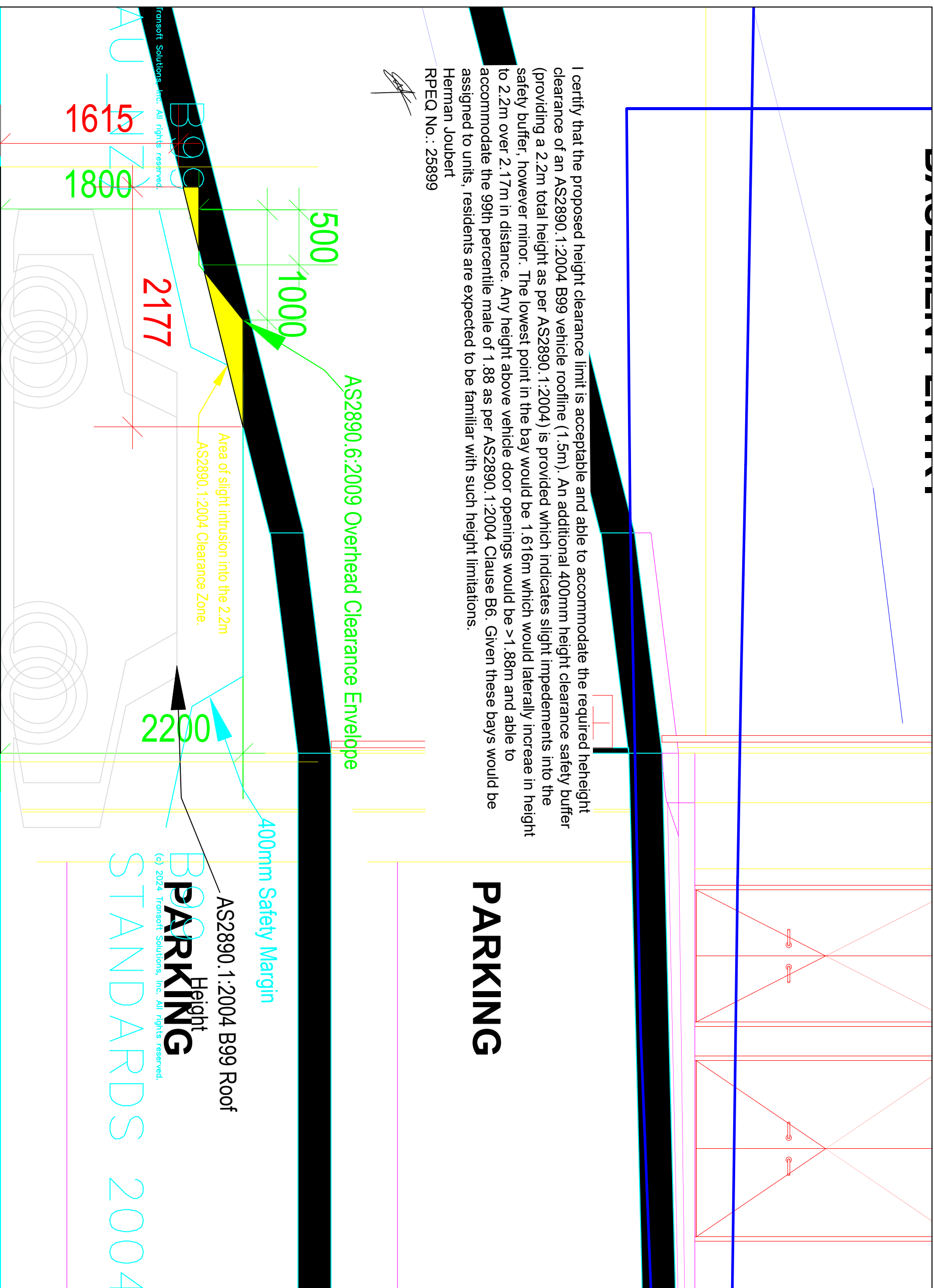
DATE: 2026/03/13

DRAWING NUMBER: 01



I certify that the proposed height clearance limit is acceptable and able to accommodate the required height clearance of an AS2890.1:2004 B99 vehicle roofline (1.5m). An additional 400mm height clearance safety buffer (providing a 2.2m total height as per AS2890.1:2004) is provided which indicates slight impedements into the safety buffer, however minor. The lowest point in the bay would be 1.616m which would laterally increase in height to 2.2m over 2.17m in distance. Any height above vehicle door openings would be >1.88m and able to accommodate the 99th percentile male of 1.88 as per AS2890.1:2004 Clause B6. Given these bays would be assigned to units, residents are expected to be familiar with such height limitations.

Herman Joubert  
RPEQ No.: 25899

# PARKING

AS2890.1:2004 B99 Roof

400mm Safety Margin

Area of slight intrusion into the 2.2m AS2890.1:2004 Clearance Zone.

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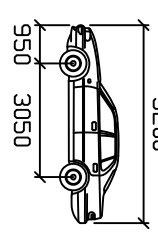
**B99**

Height

**PARKING**

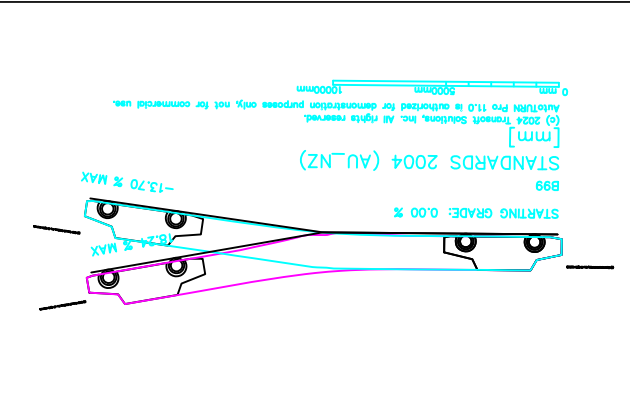
STANDARDS 2004

Vehicle:



B99

Width	1940
Track	1840
Lock to Lock Time	60
Steering Angle	33.9



ITE CONSULTING

4 Corn Street  
Thornlands  
Queensland  
4164

Tel: 0424 110 1122

herman@iteconsulting.com.au  
www.iteconsulting.com.au

NAME	PREP	DATE
DESIGNED: -		
DRAWN: Herman Joubert	25899	2025/12/08
CHECKED: Herman Joubert	25899	2025/12/08

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PROJECT:

**2 Latrobe Terrace**

DRAWING TITLE:

**AS2890.1:2004 B99  
Vertical Clearance  
Certification**

SCALE:	REV:
1:34	-
DATE:	DRAWING NUMBER:
2025/12/08	01

# APPENDIX

# C

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## TAPS Code Assessment

## Transport, Access, Parking and Servicing Code Performance Criteria and Acceptable Solutions

Performance outcomes	Acceptable outcomes	Response
<p><b>PO1</b></p> <p>Development is designed:</p> <p>(a) to include a technically competent and accurate response to the transport and traffic elements of the development;</p> <p>(b) in accordance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>;</p> <p>(c) to ensure the efficient operation and safety of the development and its surrounds.</p> <p>Note—The acceptable outcome and performance outcome can be demonstrated through a development application that:</p> <ul style="list-style-type: none"> <li>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 <a href="#">Transport, access, parking and servicing planning scheme policy</a>;</li> <li>is certified by a <a href="#">Registered Professional Engineer Queensland</a> that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the <a href="#">Transport, access, parking and servicing planning scheme policy</a>;</li> </ul> <p>ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.</p>	<p><b>AO1</b></p> <p>Development complies with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p>COMPLIES WITH PERFORMANCE OUTCOME: This advice has been prepared by an RPEQ and swept path assessments have been undertaken utilising AutoTurn software.</p>
<p><b>PO2</b></p> <p>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.</p>	<p><b>AO2</b></p> <p>No acceptable outcome is prescribed.</p>	<p>COMPLIES WITH PERFORMANCE OUTCOME: The proposal incorporates appropriate pedestrian and cyclist facility linkages.</p>
<p><b>PO3</b></p> <p>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.</p>	<p><b>AO3.1</b></p> <p>Development provides site access that is located and designed in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p>COMPLIES WITH PERFORMANCE OUTCOME: The site access is designed so as to have no significant impact on the safety, efficiency, function, convenience of use or</p>

		capacity of the road network. Refer to body of this report for detail.
	<p><b>A03.2</b></p> <p>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.</p>	N/A: Vehicle access will serve a single development and premises.
<p><b>PO4</b></p> <p>Development provides walking and cycle routes through the site which:</p> <p>(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;</p> <p>(b) encourage walking and cycling;</p> <p>(c) ensure pedestrian and cyclist safety;</p> <p>(d) provide a direct and legible network.</p> <p>Note—The <a href="#">Infrastructure design planning scheme policy</a> provides additional guidance on how to comply with this performance outcome.</p>	<p><b>A04.1</b></p> <p>Development provides walking and cycle routes which are constructed on the carriageway or through the site to:</p> <p>(a) create a walking or cycle route along the full frontage of the site;</p> <p>(b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.</p>	COMPLIES WITH ACCEPTABLE OUTCOME: The development provides pedestrian and cyclist linkages from the site connecting with external networks.
	<p><b>A04.2</b></p> <p>Development provides walking and cycle routes that are constructed in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a> and the <a href="#">Infrastructure design planning scheme policy</a>.</p>	COMPLIES WITH ACCEPTABLE OUTCOME: The development will provide a walkway along the property frontage which will be detailed during detail design.
	<p><b>A04.3</b></p> <p>Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.</p>	COMPLIES WITH ACCEPTABLE OUTCOME: The development provides walking and cycling facilities which would not include blind areas or entrapment areas.
<p><b>PO5</b></p> <p>Development provides secure and convenient bicycle parking which:</p> <p>(a) for visitors is obvious and located close to the building's main entrance;</p> <p>(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;</p> <p>(c) is easily and safely accessible from outside the site;</p> <p>(d) does not impact adversely on visual amenity;</p> <p>(e) does not impede the movement of pedestrians or other vehicles;</p> <p>(f) is designed to comply with a recognised standard for the construction of bicycle facilities.</p> <p>Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the</p>	<p><b>A05.1</b></p> <p>Development provides on-site bicycle parking spaces in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	Development provides sufficient bicycle parking. Please refer to body of report.
	<p><b>A05.2</b></p> <p>Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the <a href="#">Transport, access, parking and servicing planning scheme policy</a> and <a href="#">AS 2890.3-1993 Bicycle parking facilities</a>.</p>	N/A: The development is not required to provide dedicated shower or locker facilities.
	<p><b>A05.3</b></p> <p>Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.</p>	Development provides sufficient bicycle parking. Please refer to body of report.
	<p><b>A05.4</b></p>	Development provides sufficient bicycle parking. Please refer to body of report.

<p>standard rates in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p>Development provides visitor bicycle parking which does not impede pedestrian movement.</p>	
<p><b>PO6</b> 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 <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p><b>A05.5</b> Development provides bicycle parking which is constructed in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p>N/A.</p>
<p><b>PO7</b> 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.</p>	<p><b>A06</b> Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p>N/A: The development is not required to provide dedicated shower or locker facilities.</p>
<p><b>PO8</b> 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.</p>	<p><b>A07</b> 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 <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p>COMPLIES WITH ACCEPTABLE OUTCOME: The development will provide a walkway along the property frontage which will be detailed during detail design. Internal pedestrian and cyclist access facilities are provided for.</p>
<p><b>PO9</b> Development provides access driveways in the road area that are located, designed and controlled to: (a) minimise adverse impacts on the safety and 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.</p>	<p><b>A08</b> No acceptable outcome is prescribed.</p>	<p>COMPLIES WITH ACCEPTABLE OUTCOME: The development will provide a walkway along the property frontage which will be detailed during detail design. Internal pedestrian and cyclist access facilities are provided for.</p>
<p><b>A09.1</b> No acceptable outcome for access is prescribed, for a major development (as described in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>).</p>	<p><b>A09.2</b> Development which is not a major development (as described in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.</p>	<p>N/A: This is a minor development with low peak hour development generated trips.</p> <p>COMPLIES WITH ACCEPTABLE OUTCOME: Access to the site is proposed from Given Terrace. No significant impacts on the operational performance or safety of the road network is expected. Refer to body of report for details.</p>
<p><b>A09.3</b> Development ensures that sight distances to and from all proposed access driveways in</p>		<p>CAN COMPLY WITH ACCEPTABLE OUTCOME: Please refer to the body of</p>

	<p>the road area and intersections are in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p>this report in relation to the suitability of the available sight lines at the site access.</p>
	<p><b>AO9.4</b> Development provides access driveways in the road area which:</p> <p>(a) are located, designed and controlled in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>;</p> <p>(b) are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.</p>	<p>COMPLIES WITH ACCEPTABLE OUTCOME: Access is not through a bus stop.</p>
	<p><b>AO9.5</b> Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.</p>	<p>COMPLIES WITH ACCEPTABLE OUTCOME: Access to the site is proposed from Given Terrace. No significant impacts on the operational performance or safety of the road network is expected. Refer to body of report for details.</p>
<p><b>PO10</b> Redevelopment provides for:</p> <p>(a) the closure of all access driveways in the road area that no longer comply with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>;</p> <p>(b) the reinstatement of adjacent footpaths.</p>	<p><b>AO10</b> No acceptable outcome is prescribed.</p>	<p>N/A</p>
<p><b>PO11</b> 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.</p>	<p><b>AO11.1</b> 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 <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p>COMPLIES WITH ACCEPTABLE OUTCOME: Refer to body of report for sight distance evaluation and mitigation measures proposed.</p>
	<p><b>AO11.2</b> Development ensures that convex mirrors are only used in a site:</p> <p>(a) as a secondary support at access driveways;</p> <p>(b) in addition to acceptable sight splays that comply with the sight distances standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p>COMPLIES WITH ACCEPTABLE OUTCOME: Convex mirrors are not proposed. Refer to body of report for sight distance evaluation.</p>
<p><b>PO12</b> Development in the City core and City frame as identified in <a href="#">Figure a</a> provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.</p>	<p><b>AO12</b> Development in the City core and City frame as identified in <a href="#">Figure a</a> provides maximum car-parking rates in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p>N/A: Not located within the City Core.</p>

	<p>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 <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	
<p><b>PO13</b></p> <p>Development outside of the City core and City frame as identified in <a href="#">Figure a</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.</p>	<p><b>AO13</b></p> <p>Development outside of the City core and City frame as identified in <a href="#">Figure a</a>:</p> <p>(a) provides on-site car parking spaces in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>; or</p> <p>(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 <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p> <p>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 <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p>COMPLIES WITH ACCEPTABLE OUTCOME: Please refer to the body of this report in relation to the suitability of the site's car parking provision.</p>
<p><b>PO14</b></p> <p>Development ensures that the number of car parking spaces and design of the car parking area:</p> <p>(a) meet the combined design peak parking demand for residential, visitor and business parking;</p> <p>(b) allow for the temporal sharing of car-parking spaces for uses with different peak parking demands.</p> <p>Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the <a href="#">Transport, access, parking and servicing planning scheme policy</a> is to identify the appropriate number of car parking spaces to be provided.</p>	<p><b>AO14.1</b></p> <p>Development provides a number of car parking spaces on site equaling the sum of the maximum design peak parking demand for the individual uses at any point in time.</p> <p><b>AO14.2</b></p> <p>Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.</p>	<p>COMPLIES WITH ACCEPTABLE OUTCOME: Please refer to the body of this report in relation to the suitability of the site's car parking provision.</p> <p>N/A</p>
<p><b>PO15</b></p> <p>Development provides a car park layout which allows for on-site vehicle parking that:</p> <p>(a) is clearly defined, safe and easily accessible;</p> <p>(b) is designed to contain potential adverse impacts within the site;</p> <p>(c) does not detract from the aesthetics or amenity of an area;</p>	<p><b>AO15</b></p> <p>Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p>COMPLIES WITH PERFORMANCE OUTCOME: A detailed review of the suitability of the proposed car parking layout is provided in this report. The development is considered fully compliant with the required car parking rates as stated in this report.</p>

<p>(d) discourages on-street parking if parking has an adverse traffic management safety or amenity impact;</p> <p>(e) is consistent with safe and convenient pedestrian and cyclist movement.</p>		
<p><b>PO16</b></p> <p>Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.</p>	<p><b>AO16</b></p> <p>Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by:</p> <ul style="list-style-type: none"> <li>(a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas;</li> <li>(b) defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings;</li> <li>(c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages;</li> <li>(d) ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit;</li> <li>(e) including way-finding cues;</li> <li>(f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas.</li> </ul> <p>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the <a href="#">Crime prevention through environmental design planning scheme policy</a>.</p>	<p>NOT ASSESSED. Refer to Town Planning Report.</p>
<p><b>PO17</b></p> <p>Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.</p>	<p><b>AO17</b></p> <p>Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by:</p> <ul style="list-style-type: none"> <li>(a) denying access to potential canvases through access control techniques;</li> <li>(b) reducing potential canvases through canvas reduction techniques;</li> <li>(c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques.</li> </ul> <p>Note—For guidance on graffiti and vandalism prevention techniques, refer</p>	<p>NOT ASSESSED.</p>

	to the <a href="#">Graffiti prevention planning scheme policy</a> .	
<b>PO18</b> Development is serviced by an adequate number and size of service vehicles.	<b>AO18</b> Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a> .	COMPLIES WITH ACCEPTABLE OUTCOME: The design vehicle selected is in compliance with the TAPS policy as an MRV.
<b>PO19</b> 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 <a href="#">minor road</a> 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.	<b>AO19.1</b> 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 <a href="#">Transport, access, parking and servicing planning scheme policy</a> ; (b) is located away from street frontages and screened from <a href="#">adjoining premises</a> .	COMPLIES WITH ACCEPTABLE OUTCOME: The design vehicle selected is in compliance with the TAPS policy as an MRV.
	<b>AO19.2</b> 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 <a href="#">Transport, access, parking and servicing planning scheme policy</a> .	COMPLIES WITH ACCEPTABLE OUTCOME: The design vehicle selected is in compliance with the TAPS policy as an RCV / MRV. Refer to body of report for further details.
	<b>AO19.3</b> Development provides service areas for refuse collection in compliance with the standards in the <a href="#">Refuse planning scheme policy</a> , <a href="#">Transport, access, parking and servicing planning scheme policy</a> and the <a href="#">Infrastructure design planning scheme policy</a> .	COMPLIES WITH PERFORMANCE OUTCOME: Development provides a service bay on site for refuse collection.
<b>PO20</b> Development provides service vehicle access routes to and from the site which minimise the impact on: (a) <a href="#">amenity</a> and safety in residential areas; (b) streets not constructed to a standard that accommodate increased heavy vehicle movements.	<b>AO20</b> 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 <a href="#">Transport, access, parking and servicing planning scheme policy</a> .	COMPLIES WITH ACCEPTABLE OUTCOME: This is achieved within the development.
<b>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)</b>		NOT ASSESSED
<b>PO21</b> 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	<b>AO21.1</b> 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 <a href="#">Road hierarchy overlay</a> 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	N/A

<p>to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1–9.</p>	<p>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 <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	
	<p><b>AO21.2</b> Development which is freight-dependent development provides any necessary upgrade to a road used as an access route in compliance with the <a href="#">Infrastructure design planning scheme policy</a>.</p>	N/A

## APPENDIX

# D

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## Road Hierarchy Code Assessment

Performance outcomes	Acceptable outcomes	Comments
<b>Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use</b>		
<p>PO1 Development ensures that:</p> <ul style="list-style-type: none"> <li>a. vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of:               <ul style="list-style-type: none"> <li>i. the road hierarchy shown on the Road hierarchy overlay map;</li> <li>ii. public transport operations;</li> <li>iii. pedestrian and cyclist movement;</li> </ul> </li> <li>b. the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas;</li> <li>c. site access driveways in the road area accommodate all turns only when such arrangements are safe and can be demonstrated to not inhibit transport system operation.</li> </ul>	<p>AO1.1 Development ensures that an access driveway is provided from:</p> <ul style="list-style-type: none"> <li>a. a minor road;</li> <li>b. a district road or suburban road if the development has high traffic-generating potential.</li> </ul>	<p>Access to the site is proposed from Henry Street and Ronald Street. No significant impacts on the operational performance or safety of the road network is expected. Refer to body of report for details. The development is a minor development with very low generating traffic with no significant impact on safety, efficiency and capacity.</p>
	<p>AO1.2 Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map.</p>	<p>Access is not from a primary freight route.</p>
	<p>AO1.3 Development ensures that a use other than a use with high traffic-generating potential gains all vehicular access, other than for service vehicles, via the lowest order road in the road hierarchy to which the site has frontage.</p>	<p>Access is obtained from the lowest hierarchy to which the site has frontage.</p>
	<p>AO1.4 Development ensures that a turn to and from a major road is restricted to a left turn only.</p>	<p>Access is provided from a minor road.</p>
	<p>AO1.5 Development ensures that vehicle access is provided to an abutting site that only has frontage to an arterial road, to facilitate access to the abutting site via an alternative street.</p>	<p>N/A</p>
<b>Section B—If for assessable development for a material change of use</b>		
<p>PO2 Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network.</p>	<p>AO2.1 Development ensures that the traffic generated by the development is consistent with the road hierarchy classification, function and expected traffic flows for the area.</p>	<p>Traffic generated is minimal and consistent with the road hierarchy.</p>
	<p>AO2.2 Development mitigates an impact on the road hierarchy if the development:</p> <ul style="list-style-type: none"> <li>a. is for a major development; or</li> <li>b. involves an access driveway to a major road; or</li> <li>c. involves an access driveway within 100m of a signalised intersection.</li> </ul> <p>Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p>The development is considered a minor development. Refer to body of report for details.</p>
<b>Section C—If for assessable development for a material change of use or reconfiguring of a lot</b>		

<p>PO3 <b>Development makes provision for the extension, expansion and widening of the existing and future road network where required.</b></p>	<p>AO3 <b>No acceptable outcome is prescribed.</b></p>	<p>No future road widening works are anticipated along the frontage road of the site.</p>
<p><b>PO3A</b> Development provides for the payment of extra trunk infrastructure costs for the following:</p> <ul style="list-style-type: none"> <li>a. for development completely or partly outside the <a href="#">priority infrastructure area</a> in the <a href="#">Local government infrastructure plan</a>;</li> <li>b. for development completely inside the <a href="#">priority infrastructure area</a> in the <a href="#">Local government infrastructure plan</a> involving: <ul style="list-style-type: none"> <li>i. trunk infrastructure that is to be provided earlier than planned in the <a href="#">Local government infrastructure plan</a>;</li> <li>ii. long term infrastructure for the road network which is made necessary by development that is not assumed future urban development;</li> <li>iii. other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development.</li> </ul> </li> </ul> <p>Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the <a href="#">Local government infrastructure plan</a> is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the <i>Planning Act 2016</i>.</p>	<p><b>AO3A</b> No acceptable outcome is prescribed.</p>	<p>N/A</p>

<p>If on a site in or adjacent to the District road sub-category which has a width less than 20 metres, or to the Suburban road sub-category or to the Arterial road sub-category</p>		
<p><b>PO4</b> Development protects a corridor for the road network shown on the Road hierarchy overlay map to ensure the following are not compromised:</p> <ul style="list-style-type: none"> <li>a. the long term infrastructure for the road network in the Long term infrastructure plans;</li> <li>b. the existing and planned infrastructure for the road network in the <a href="#">Local government infrastructure plan</a>;</li> <li>c. the provision of long term, existing and planned infrastructure for the road network which: <ul style="list-style-type: none"> <li>i. is required to service the development or existing and future</li> </ul> </li> </ul>	<p><b>AO4</b> Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following:</p> <ul style="list-style-type: none"> <li>a. for the long term infrastructure for the road network, the Long term infrastructure plans;</li> <li>b. for existing and planned infrastructure for the road network, the <a href="#">Local government infrastructure plan</a>;</li> <li>c. the standards for the road network in the <a href="#">Infrastructure design planning scheme policy</a>.</li> </ul>	<p>The development complies with PO4. The development will not compromise the long-term infrastructure for the road network.</p>

<p>ii. urban development in the planning scheme area; or is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.</p> <p>Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.</p>		
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## APPENDIX

# E

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## Loading Bay Management Strategy Plan

### 1. System Objectives

- Prevent peak demand overlap through mandatory pre-booking system for all non-residential uses
- Allocate time slots based on operational patterns and priority hierarchy
- Separate residential furniture removals to weekends when commercial demand is minimal
- Maintain 30-minute buffer periods between bookings to accommodate delays

### 2. Daily Service Demand

- **Retail (637 m<sup>2</sup>)**  
2-3 van/SRV deliveries per day
- **Office (275.8 m<sup>2</sup>)**  
1-2 van/courier deliveries per day
- **Bath House**  
1-2 van/SRV deliveries per day
- **Residential**  
2x waste collections/week + occasional removals

### 3. Peak Period Strategy

#### Morning Peak (5-9 AM)

- 5-7 AM: Reserved for waste collection (2x weekly)
- 7-9 AM: Priority allocation to retail deliveries
- Maximum 2 slots per retail outlet per day

#### Business Hours (9 AM-3 PM)

- Distributed allocation for office and bath house
- Staggered 60-minute booking windows
- No more than 6 bookings during this period

#### Weekends

- Reserved exclusively for residential furniture removals
- Pre-booking required minimum 72 hours in advance

**Table 1 Typical Weekday Schedule**

Time Slot	Retail	Office	Bath House	Residential	Demand Level
5:00-6:00 AM	Available	-	-	Waste Collection	Low

6:00-7:00 AM	Available	-	-	Waste Collection	Low
7:00-8:00 AM	Peak Priority	-	-	-	Medium
8:00-9:00 AM	Peak Priority	-	-	-	Medium
9:00-10:00 AM	Available	Available	Available	-	High
10:00-11:00 AM	Available	Available	Available	-	High
11:00-12:00 PM	Available	Available	Available	-	Medium
12:00-1:00 PM	Available	Available	Available	-	Medium
1:00-2:00 PM	Available	Available	Available	-	Medium
2:00-3:00 PM	Available	Available	Available	-	Medium
3:00-4:00 PM	Available	-	-	-	Low

**Note:** All time slots require pre-booking. 30-minute actual service time + 30-minute buffer = 60-minute booking windows.

**Table 2 Priority Allocation Rules**

Priority	Use Type	Preferred Time	Frequency	Notes
1	Waste Collection	5:00-7:00 AM	2x per week	Non-negotiable time slot
2	Retail Deliveries	7:00-9:00 AM	2-3x per day	Peak morning slot priority
3	Office Deliveries	9:00 AM-3:00 PM	1-2x per day	Business hours distribution
3	Bath House Deliveries	9:00 AM-3:00 PM	1-2x per day	Business hours distribution
4	Furniture Removals	Weekends Only	Occasional	Residential use only on weekends

#### 4. Booking Constraints

##### Advance Booking Requirements

- Retail: 24 hours minimum
- Office: 24 hours minimum
- Bath House: 24 hours minimum
- Residential removals: 72 hours minimum

##### Maximum Bookings Per Day

- Each retail outlet: 2 slots maximum
- Each office tenant: 2 slots maximum
- Bath house: 2 slots maximum
- Total daily capacity: 8-10 bookings

##### Time Slot Duration

- Standard booking: 60 minutes
- Actual service time: 30 minutes
- Buffer time: 30 minutes
- MRV/large vehicles: 90 minutes

#### **Cancellation Policy**

- Free cancellation: 12 hours before slot
- Late cancellation: May forfeit next booking priority
- No-shows: Recorded and may result in restrictions

### **5. Implementation Plan**

#### **Phase 1: System Setup**

##### Digital Booking Platform

Implement online booking system with calendar interface, automated confirmations, and real-time availability

##### Building Management Integration

Coordinate with building management system and provide access to facility managers

##### Tenant Registration

Register all retail, office, and bath house operators with unique login credentials

#### **Phase 2: Communication & Training**

##### Lease Agreements

Include mandatory booking system clause in all commercial and residential tenancy agreements

##### Resident Information Pack

Provide clear guidelines on weekend-only furniture removals and waste collection schedules

##### Supplier Coordination

Notify regular delivery companies and waste contractors of booking requirements

#### **Phase 3: Monitoring & Enforcement**

##### Usage Tracking

Monitor booking compliance, no-shows, and peak period utilization through monthly reports

##### Violation Protocol

First offense: Warning notice. Repeat offenses: Temporary booking restrictions or fines as per lease terms

##### Quarterly Review

Assess system effectiveness and adjust time slot allocations based on actual demand patterns

## 6. Critical Success Factors

- Mandatory pre-booking enforcement through lease agreements and building access controls
- Clear communication of weekend-only policy for residential furniture removals
- Regular monitoring and immediate response to booking violations
- Flexibility to adjust allocations during quarterly reviews based on actual usage data
- Designated building management contact for booking system support and conflict resolution.