



Proposed Gymnasium 58 Spine Street, Sumner, QLD

Traffic & Parking Assessment



Transport and Traffic Planning Associates

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1.0 Introduction

This report has been prepared to accompany a Development Application to the Brisbane City Council for the change of use from the existing two-storey retail building to a new gymnasium. The site is located at 58 Spine Street, Sumner, QLD.

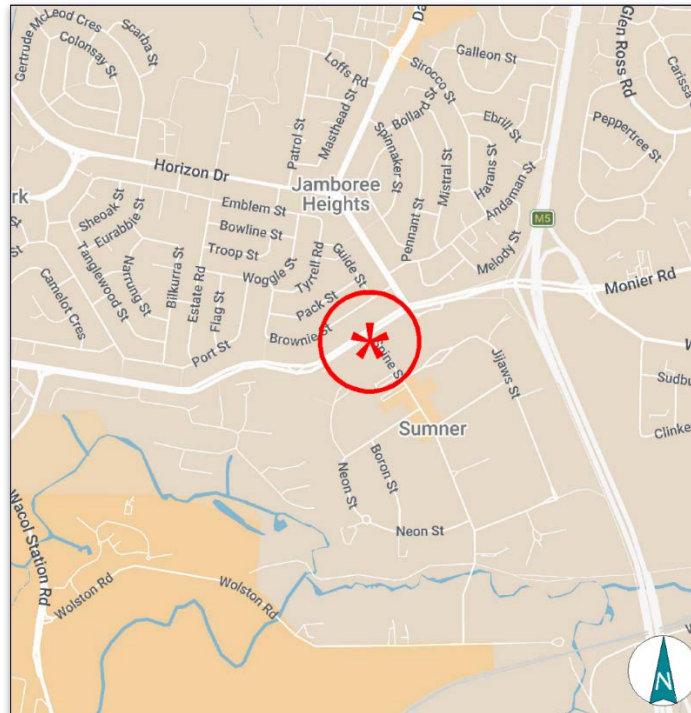


Figure 1 - Site Location

The proposed development scheme involves alterations and additions to the existing unique party shop building for the development of a new gymnasium.

The purpose of this report is to:

- Describe the site, its context and the proposed development scheme.
- Describe the road network serving the site and the prevailing traffic conditions.
- Assess the adequacy of the proposed parking provision.
- Assess the proposed vehicle access arrangements and the potential traffic implications.
- Assess the suitability of the proposed servicing arrangements.

2.0 Proposed Development

2.1 Site, Context & Existing Circumstances

The site (Figure 2) is a consolidation of Lot 84 in RP149559, which occupies a rectangular-shaped area of some 2118m² with frontages of some 40m to the western side of Spine Street and some 42m to the southern side of Summers Road.



Figure 2 - Site Boundary

The surrounding area is subject to:

- Mt Ommaney Centre, some 1.37km to the north of the site.
- Darra Railway station some 1.9km to the east of the site.
- Spine Street Park is located some 800m to the south of the site.

2.2 Proposed Development Scheme

It is proposed to alter the existing building and provide additions to the site for the development of a new recreational space. The existing separate retail uses on-site are to be removed, with the site to be amalgamated under the new gymnasium.

It is proposed to retain the existing 14 parking spaces associated with the previous retail use and the vehicle access arrangements.

Details of the proposed development plans are provided by Archi Spectrum and are reproduced in part in Appendix A.

3.0 Road Network and Traffic Conditions

3.1 Road Network

The road network serving the site (Figure 3) comprises:

- *Centenary Motorway (M5)* – A major Arterial Route and State Road forming part of Brisbane’s western motorway network
- *Sumners Road/Monier Road* – a sub-arterial route and main local roads providing access between the Centenary Motorway and surrounding industrial and residential areas
- *Wacol Station Road* – a local collector route providing access to Wacol station and linking to the surrounding arterial network
- *Dandenong Road/Horizon Drive* - a local collector route connecting Sumners Road to adjacent industrial and commercial areas
- *Westcombe Drive* – a local collector road providing access within local residential areas and connecting to Sumners Road

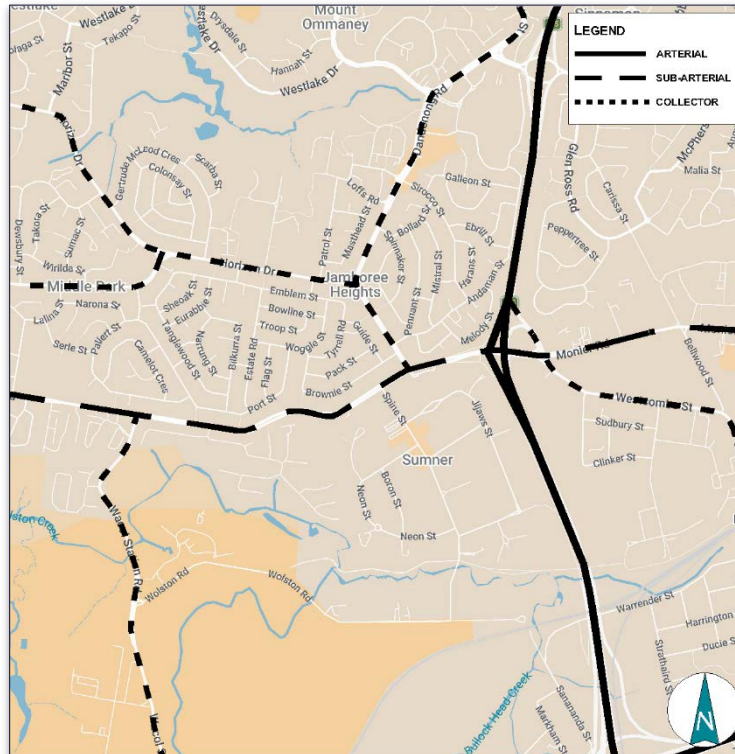


Figure 3 - Road Network

3.2 Traffic Controls

The existing traffic controls on the road system serving the site (Figure 4) comprise:

- The one-way restriction controls along Jijaws Street
- The numerous GIVE -WAY controls onto Spine Street from Neon Street, Jijaws Street, and Bronze Street
- The GIVE-WAY control onto Bullockhead Street from Jijaws Street
- The no right turn onto Dandenong Road from Andaman Street
- The numerous traffic control signals along Sumner Road intersecting at Dandenong Road, Spine Street

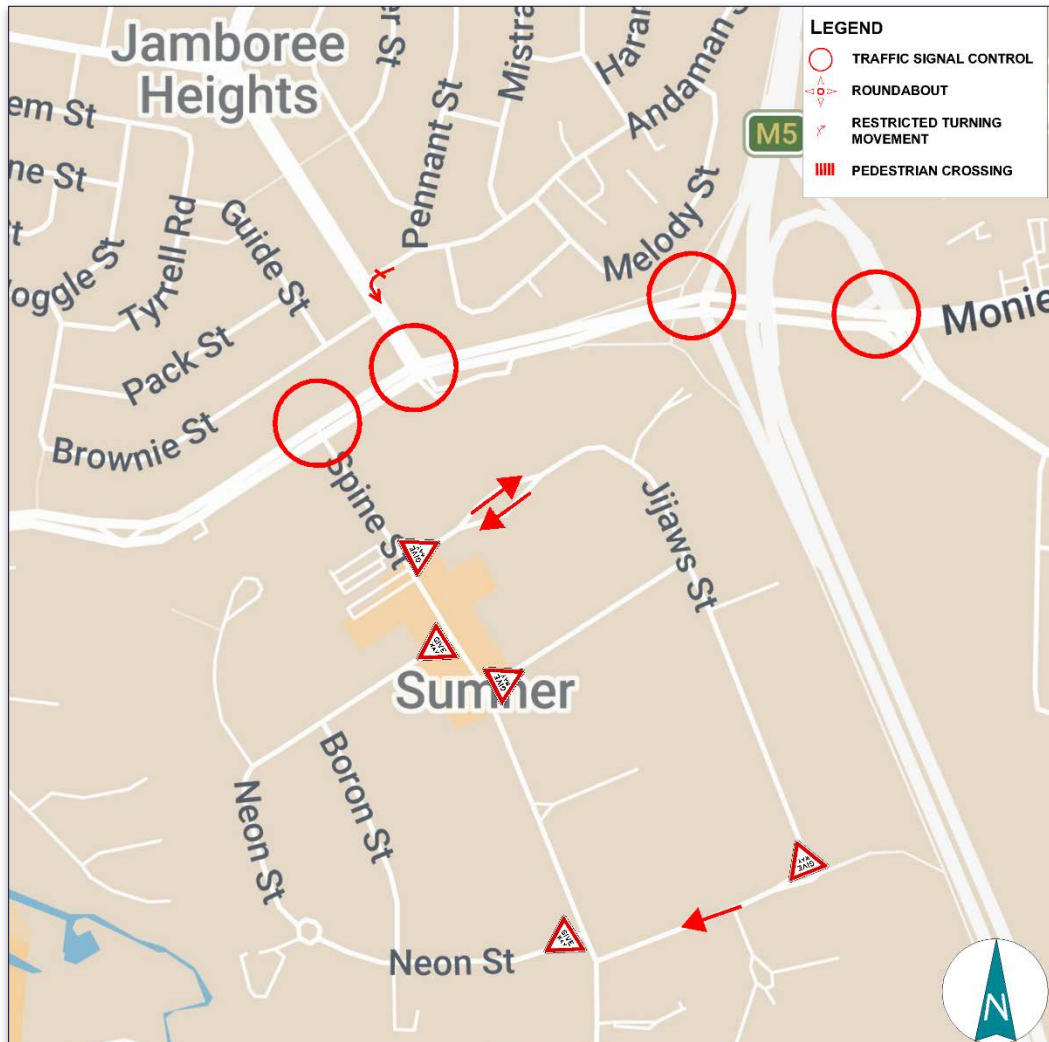


Figure 4 - Traffic Controls

3.3 Traffic Conditions

The observations of the traffic movements along Spine Street and Sumners Road are free-flowing and not subject to any undue delays.

3.4 Transport Services

3.4.1 Bus

Access to the Transport Network for the site is provided by bus services, which run along Sumners Road (some 25m, 1-minute walk) west to the site. The available bus route serviced from this station is Route 452 – Darra Station.

3.4.2 Train

Access to the Transport Network for the site is provided by the bus route 452 from the site. Railway services from Darra Station, some 1.9km east of the site services the following routes:

- Nambour station
- Ipswich Line
- Springfield Line
- Redcliffe Peninsula Line
- Caboolture Train

Further details of these transport services are provided in Appendix B.

4.0 Traffic and Parking

The current Guide to Traffic Impact Assessment (2018) from the Queensland Government does not provide specific traffic generation rates for a generalised area or land use. Rather, they recommend sources to be utilised in their place in accordance with the following:

8.2.1 Determining peak and daily traffic generation rates

The level of detail and quality of data sources available for traffic generation estimation varies significantly depending on land use type and location.

The preferred hierarchy of data sources for traffic generation rates is:

- 1. traffic generation survey of an existing development similar to the proposed development in terms of its land use, scale, location and so on*
- 2. traffic generation data – 2006–2017 (Queensland) Open Data*
- 3. Guide to Traffic Generating Developments Updated traffic surveys, RMS (2013)*
- 4. Guide to Traffic Generating Developments, RTA (2002)*
- 5. NZ Trips Database Bureau, 2010 – contains survey data and characteristics of each site providing detailed trip information and characteristics for over 700 sites from 1983 to 2011*
- 6. first principles assessment preferably based on forecast usage data*
- 7. Trip Generation Manual, 9th edition, ITE 2012 – US database and may need to be modified to suit Australian conditions.*

(Sourced from Queensland Guide to Traffic Impact Assessment, Part B 8.2.1, (2018))

Taking note of Sources 3 & 4, these are outdated NSW-specific sources. The RTA was dissolved in 2011 and was replaced by the RMS. The RMS has since been dissolved as of 2019 and absorbed into TfNSW. The case studies provided by the GTIA as a guide to construct Traffic Impact Assessments all utilise traffic generation rates sourced from the RMS. This means the specific traffic generation rates provided by TfNSW are applicable, as this is the most updated resource. In regard to sources 1 & 2, there is no appropriate data available that can be used for the site's location.

4.1 Existing Traffic Generation

To understand the increase/decrease in traffic that the proposed development will have on the site, the existing uses will need to be assessed. The TfNSW Guide to Transport Impact Assessment specify a traffic generation rate for retail shopping centres as follows:

Weekday Peak	Weekend Peak
4.98 per 100m ² GFA	6.12 per 100m ² GFA

Application of this criteria to the existing site area of some 1,413m² GFA would indicate that the existing retail site generates the following traffic:

Weekday Peak	Weekend Peak
70 vtph	86 vtph

4.2 Proposed Traffic Generation

The TfNSW Guide to Transport Impact Assessment specify a generation for the proposed fitness centre uses as follows:

Weekday Peak	Weekend Peak
3.6 per 100m ² GFA	2.9 per 100m ² GFA

Application of this criteria to the proposed development scheme area of some 769m² GFA indicates a traffic generation of:

	Weekday Peak	Weekend Peak
New Gymnasium	28vtph	23vtph
Reduced Retail (644m ²)	32vtph	40vtph
Total	60vtph	63vtph

Evidently, the proposed fitness centre is expected to result in a significantly lower traffic generation during both the weekday and weekend peak periods in comparison to the existing retail space. Overall, the development is anticipated to generate less traffic during the highest impact periods, indicating a net improvement in traffic conditions compared to the existing retail use.

5.0 Parking

5.1.1 Existing On-Site Parking

The Brisbane City Council City Plan 2014 specifies in the *Planning scheme policies* a car parking rate for the existing retail premises as follows:

Use	Minimum Rate
Retail Premises	5 spaces per 100m ² of gross floor area.

Application of this criteria to the existing development of 1,413m² of retail premises indicates a minimum car parking requirement of 71 spaces. The current site has 14 car parking spaces, demonstrating a significant shortfall of existing parking supply.

5.1.2 Existing On-Street Parking Circumstances

Parking surveys were conducted on a weekend and a weekday to understand the on-street parking availability in the overflow circumstances, considering the significant shortage of parking provided on-site. The parking surveys are summarised in the following figures, with the details provided in Appendix C.

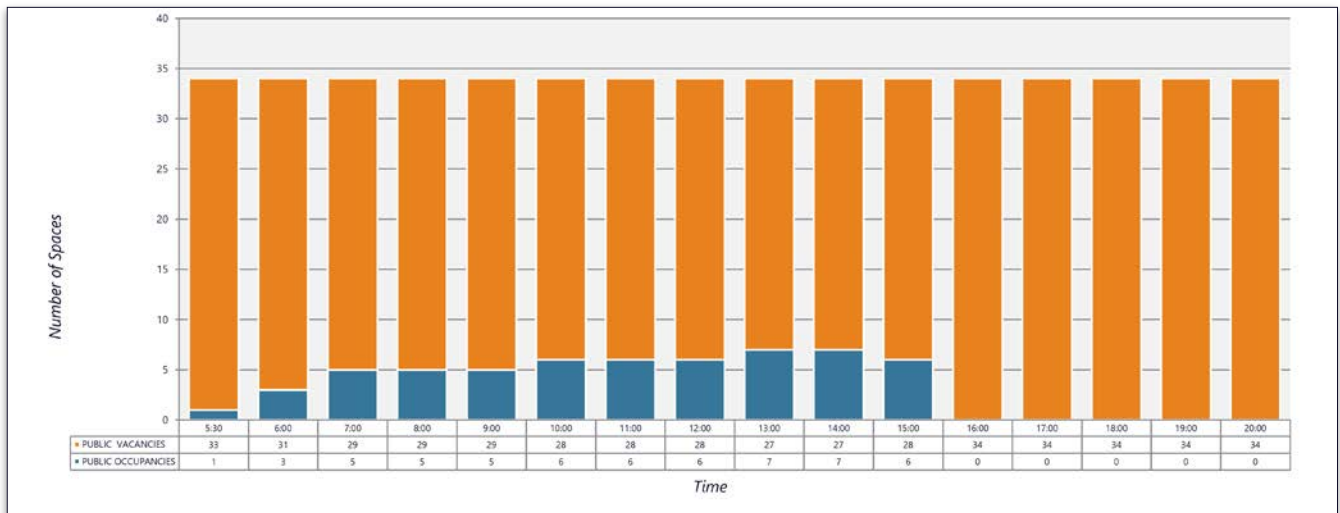


Figure 5 - On-Street Weekday Parking Survey

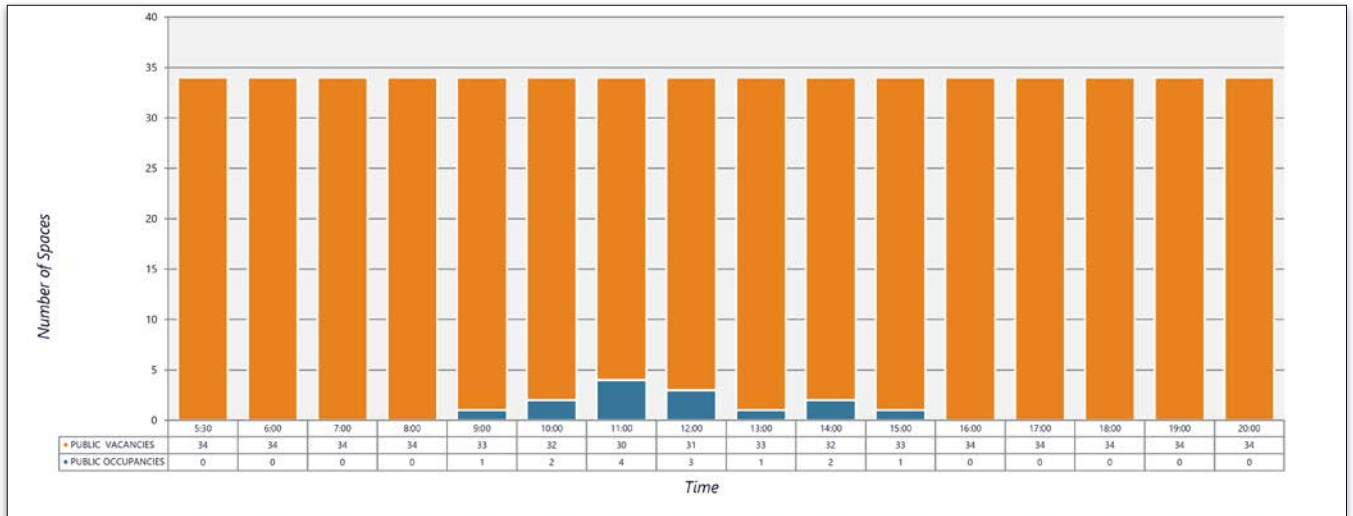


Figure 6 - On-Street Weekend Parking Survey

Evidently, the existing on-street parking is underutilised with a maximum occupancy of 21%, which provides a minimum of 27 car spaces.

Evidently, the existing on-site parking demand is not under strain, with negligible reliance on the development site or surrounding uses in the area.

5.1.3 Proposed Development Brisbane Council Parking Demand

The Brisbane City Council City Plan 2014 specifies in Planning scheme policies a car parking rate for the proposed indoor sport and recreation, if a gymnasium:

Use	Minimum Rate
Indoor sport and Recreation, if a gymnasium	10 spaces per 100m ² of gross floor area.

Application of this criteria to the proposed development of 769m² of gymnasium floor area indicates a minimum car parking requirement of 77 spaces.

5.1.4 Proposed Development Parking Provision

The Brisbane City Council City Plan 2014 parking rates are considered to be significantly conservative with parking demand for both the existing and proposed land uses. The parking surveys demonstrate this with the existing retail development, which operates effectively with 14 on-site spaces despite a theoretical requirement of 71 spaces, without any observable parking stress.

Parking survey data indicate that on-street parking within the vicinity is substantially underutilised, with a peak occupancy of 21%, equating to a minimum of 27 available spaces. This demonstrates that the existing shortfall is comfortably accommodated within the surrounding road network, with negligible competition from adjacent uses.

In this context, the application of TfNSW parking rates is considered appropriate, as they are derived from observed parking demand across a broad range of land uses and are widely accepted as being more reflective of real-world conditions. TfNSW recommends a rate of 3 spaces per 100m² GFA for gymnasiums, resulting in a demand of 23 spaces for the proposed development, which aligns with the operational characteristics of such uses, including staggered patronage and short-duration visits.

For retail uses, TfNSW provides a range of 0.35 to 3.17 spaces per 100m² GFA to account for the variability in retail formats, tenancy sizes, and customer dwell times. This range appropriately captures lower-demand uses (e.g. service-based or appointment-driven retail) through to higher-turnover convenience retail. Application of this range results in a demand of between 5 and 45 spaces for the existing retail component and 3 to 20 spaces under the proposed development scenario.

When applying the upper bound of these TfNSW rates to represent a conservative assessment, the combined peak parking demand is estimated at 43 spaces. This does not exceed the realistic upper bound of 45 spaces associated with the existing retail use, indicating that the proposed development does not increase peak parking demand beyond existing conditions.

Accordingly, having regard to observed parking utilisation, available on-street capacity, and the adoption of Queensland accepted TfNSW rates, the proposed parking provision is considered sufficient and will not result in adverse parking impacts.

Access, Internal Circulation & Servicing

5.2 Access

The proposed vehicle access arrangements will include the retention of the existing two driveways along the Spine Street frontage that have a width of 5m and 6m for the northern and southern driveways, respectively. The design of the existing driveway will remain in compliance with AS2890.1, and appropriate sight distances will remain available.

5.3 Internal Circulation

The arrangements and the existing design of the aisles and parking bays will remain in accordance with AS2890.1 and will be more than adequate for the operational requirements of the proposed development.

5.4 Servicing

A small contract collection vehicle will remove the refuse from the Spine Street frontage, as is the existing retail operation, and is normal for similar gymnasium uses. Service vehicles (utes and vans) requiring access to the site will use the readily available visitor parking spaces outside of peak operating hours.

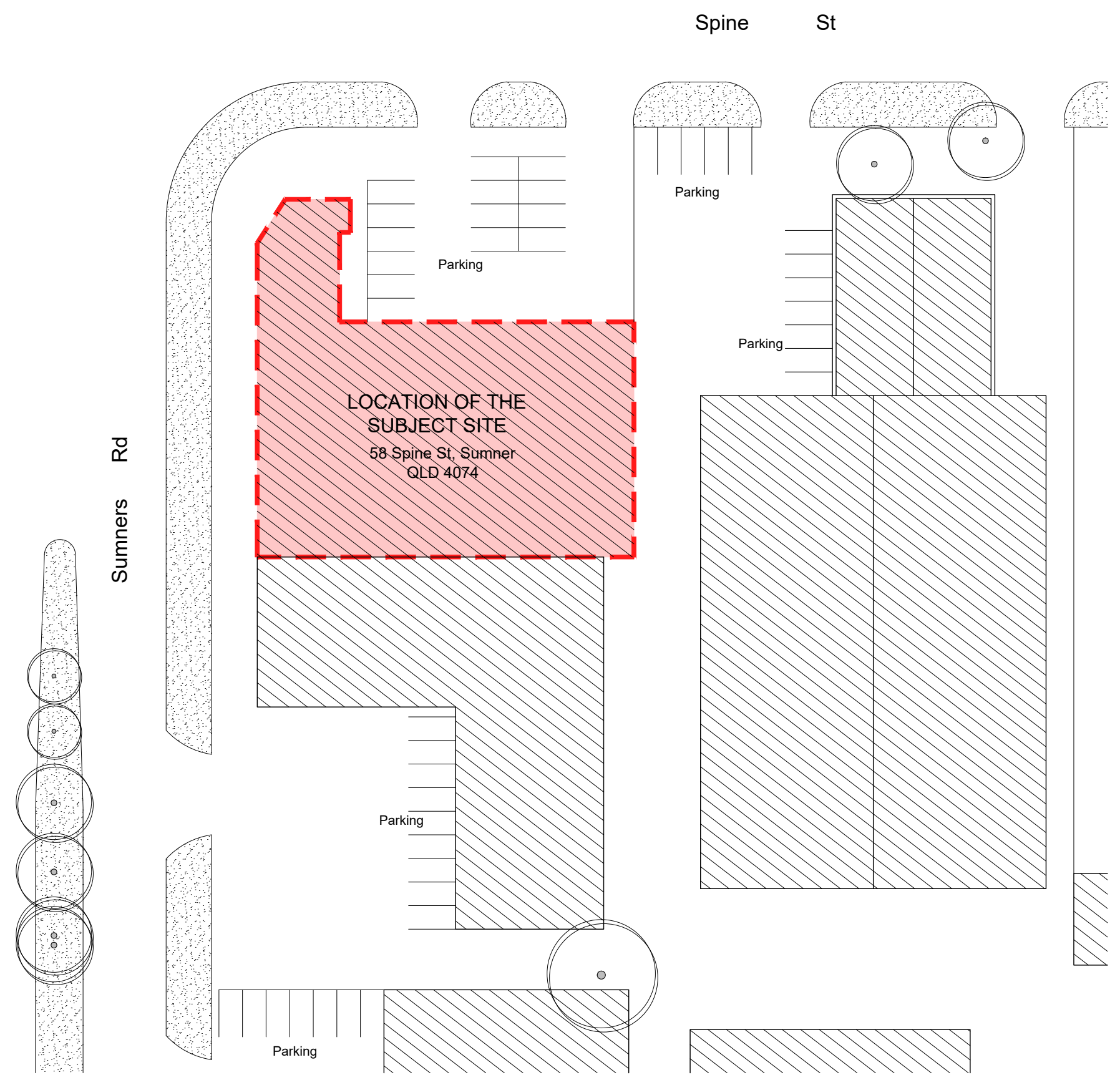
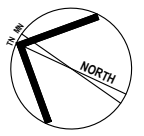
6.0 Conclusion

The proposed fitness centre development located at 58 Spine Street, Sumner, QLD has convenient access to train and bus services, and assessment of the plans for the development scheme has confirmed that:

- There will be no adverse traffic implications
- The on-site and on-street parking provision will be quite adequate to accommodate the gymnasium parking demand
- The proposed servicing arrangements are suitable and appropriate

Appendix A

Development Plans



SITE PLAN
SCALE: 1:500

ISSUE	DATE	DESCRIPTION
A	05.06.2026	DA Issue to council

ARCHISPECTRUM:

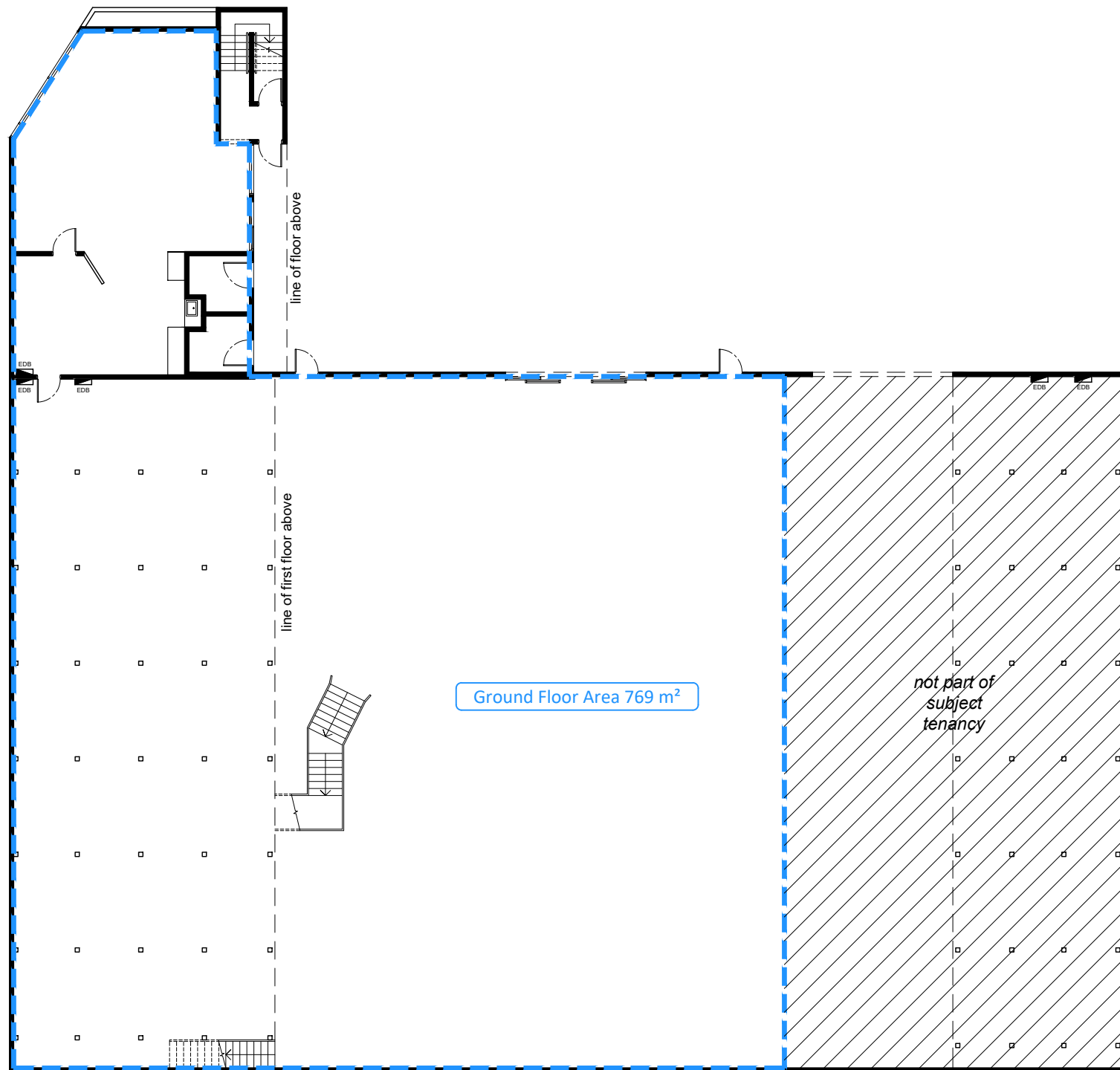
Nominated Architect: Martin Bednarczyk | NSW ARB #8912
Suite C5, 8 Allen St, Waterloo NSW 2017 | A.B.N. 68 662 638 413
m: 0419 670 108 | ph: (02) 8399 2807 | e: office@archispectrum.com.au

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PROJECT:
Proposed Gym
58 Spine St, Sumner QLD 4074

CLIENT:
Fitness Group

SHEET TITLE:
Site Plan

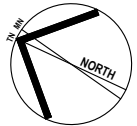


EXISTING GROUND FLOOR PLAN
 SCALE: 1:200

LEGEND:

existing wall to remain

Tenancy area



ISSUE	DATE	DESCRIPTION
A	05.06.2026	DA Issue to council



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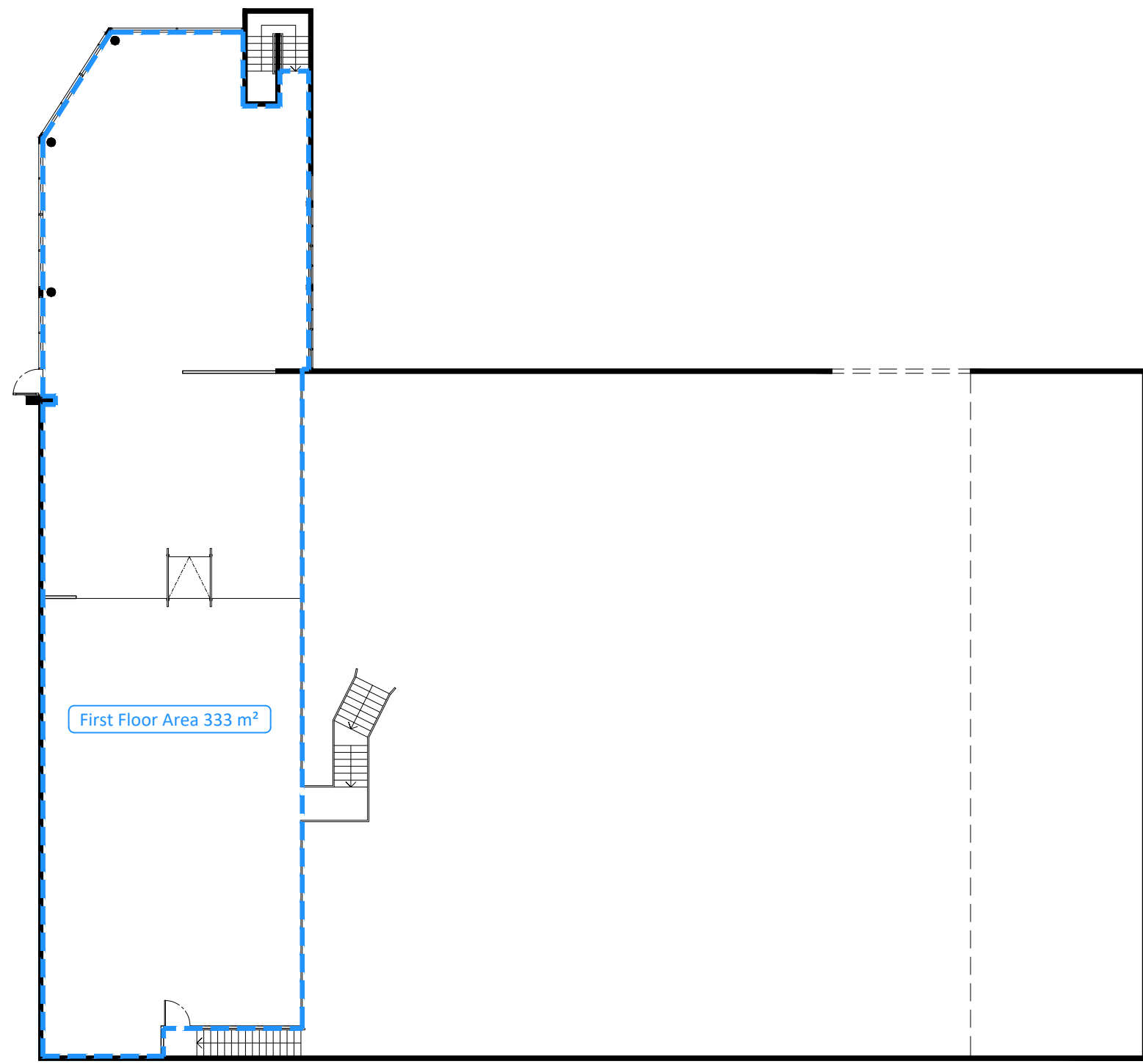
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PROJECT:
Proposed Gym
 58 Spine St, Sumner QLD 4074

CLIENT:
Fitness Group

SHEET TITLE:
Existing Ground Floor Plan

BCC DS
RECEIVED
15/06/2026
APPLICATION REF
A007047651



EXISTING FIRST FLOOR PLAN
SCALE: 1:200

LEGEND:
— existing wall to remain

ISSUE	DATE	DESCRIPTION
A	05.06.2026	DA Issue to council

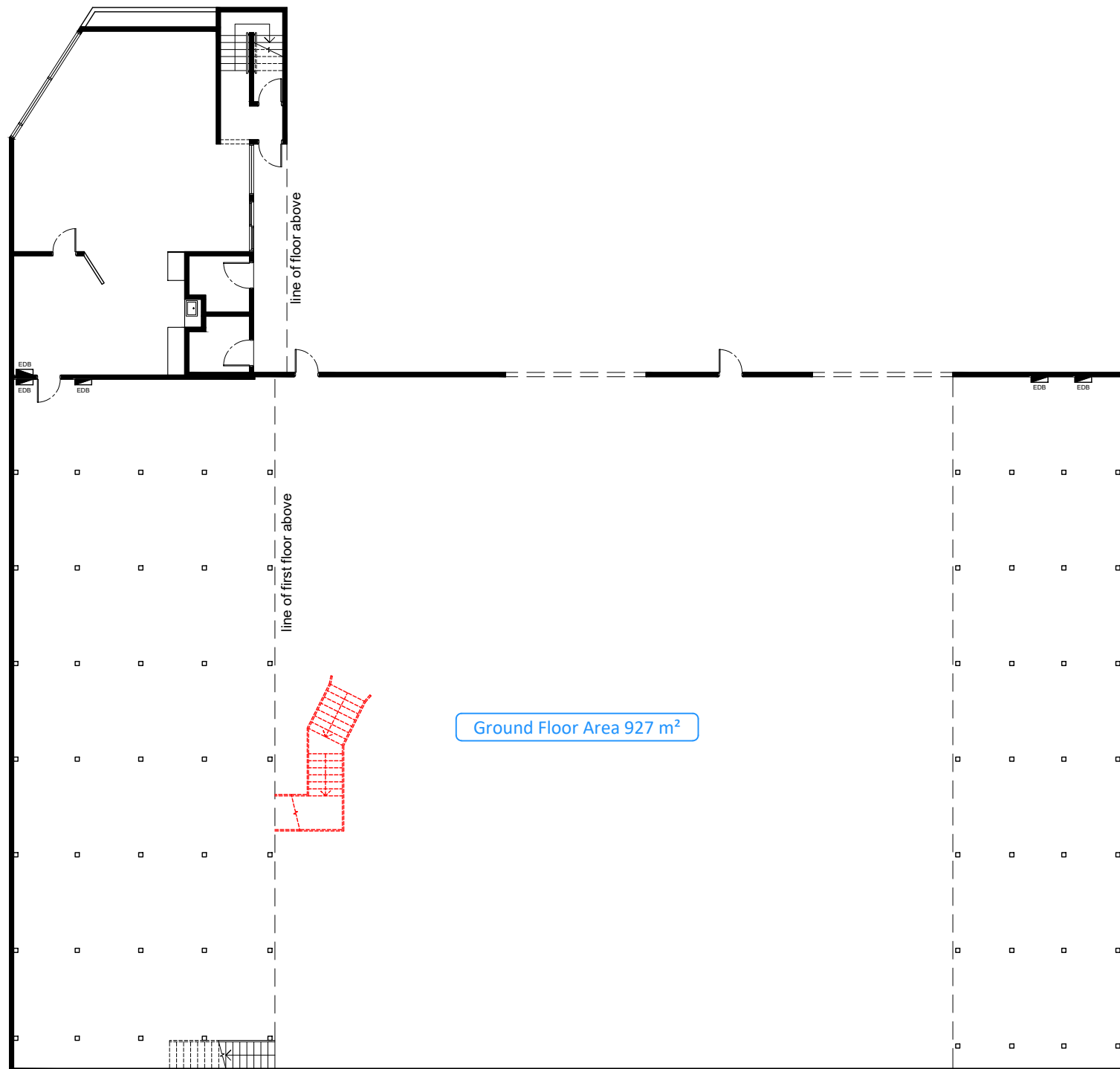
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PROJECT:
Proposed Gym
58 Spine St, Sumner QLD 4074

CLIENT:
Fitness Group

SHEET TITLE:
Existing First Floor Plan

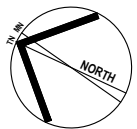


LEGEND:

-  Existing wall to remain
-  Existing wall to be demolished
-  EDB
Electrical distribution board
-  FHR
Fire hose reel

NOTES

All demolition works to be carried out in accordance with Safework Demolition Code of Practice. Structural engineer to inspect and provide adequacy certificate prior to any structural demolition work.



ISSUE	DATE	DESCRIPTION
A	05.06.2026	DA Issue to council



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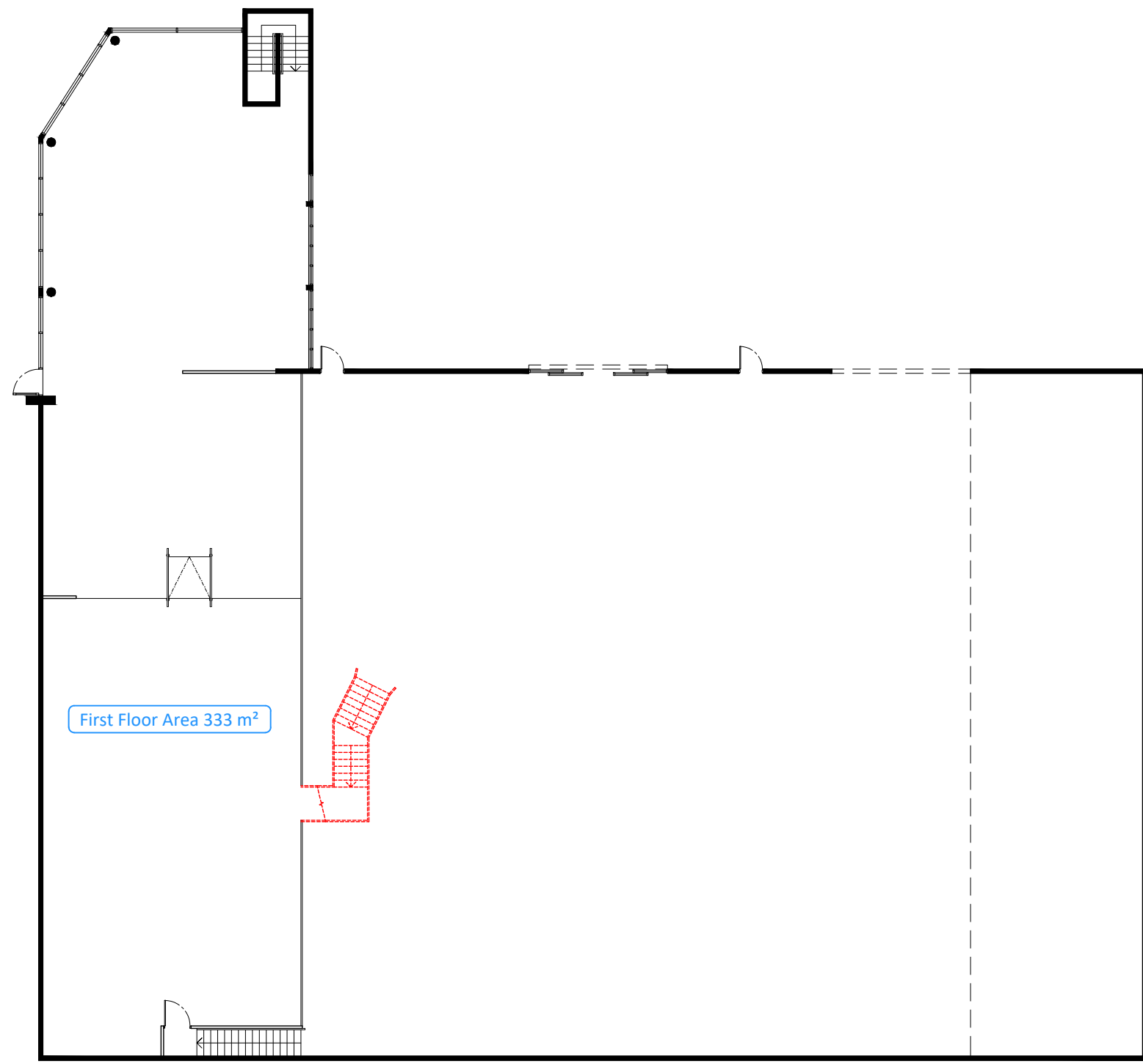
SHEET TITLE:
Demolition Plan - Ground Floor





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DRAWN: Aren G.

A3 DA01.01 a

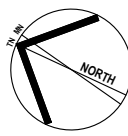
DEMOLITION PLAN - GROUND FLOOR
SCALE: 1:200

BCC DS
 RECEIVED
 15/06/2026
 APPLICATION REF
 A007047651



- LEGEND:**
-  Existing wall to remain
 -  Existing wall to be demolished
 -  EDB
Electrical distribution board
 -  FHR
Fire hose reel

NOTES
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First Floor Area 333 m²

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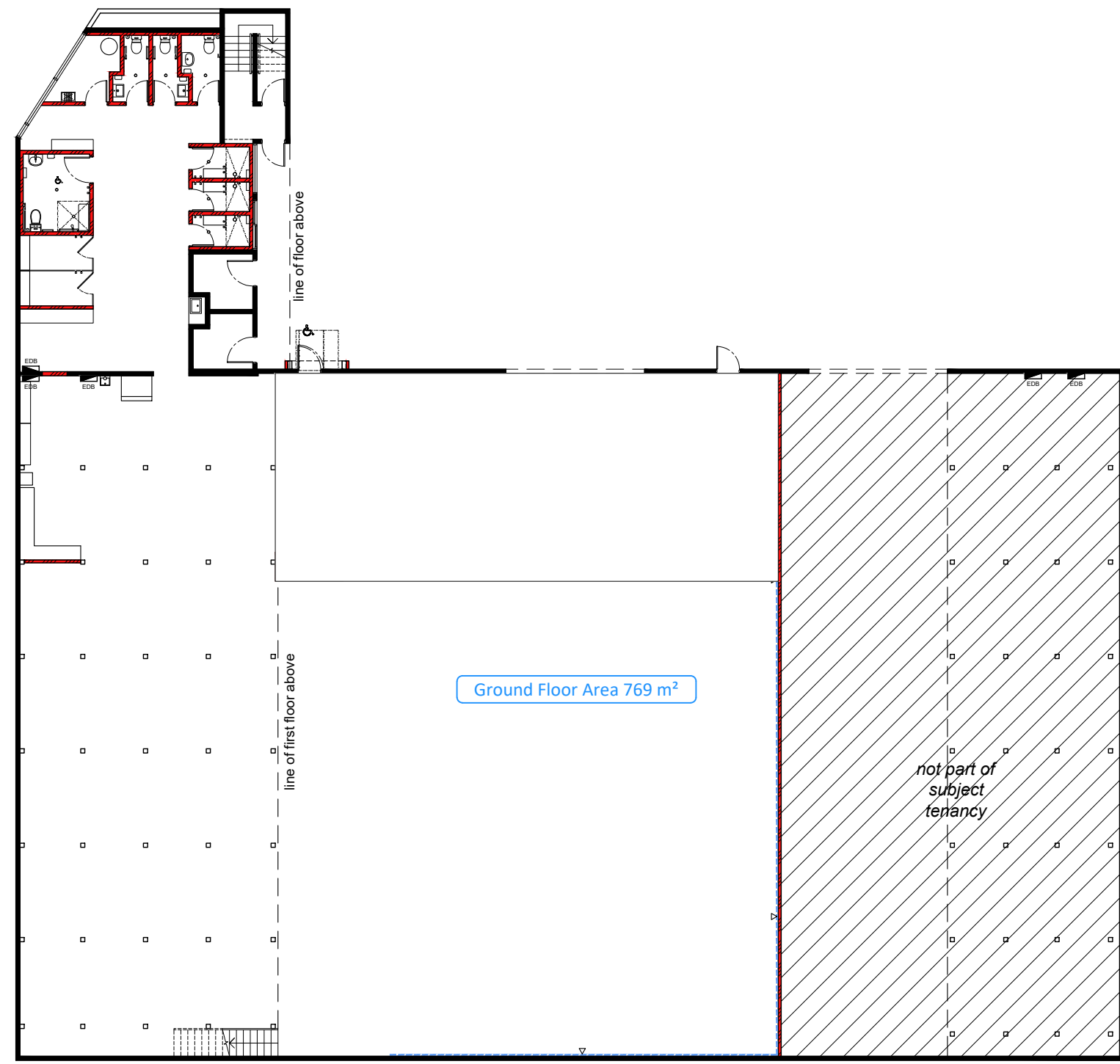
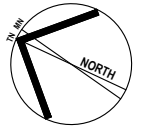
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PROJECT:
Proposed Gym
 58 Spine St, Sumner QLD 4074

CLIENT:
Fitness Group

SHEET TITLE:
Demolition Plan - First Floor

DEMOLITION PLAN - FIRST FLOOR
 SCALE: 1:200



PROPOSED GROUND FLOOR PLAN
 SCALE: 1:200

ISSUE	DATE	DESCRIPTION
A	05.06.2026	DA Issue to council

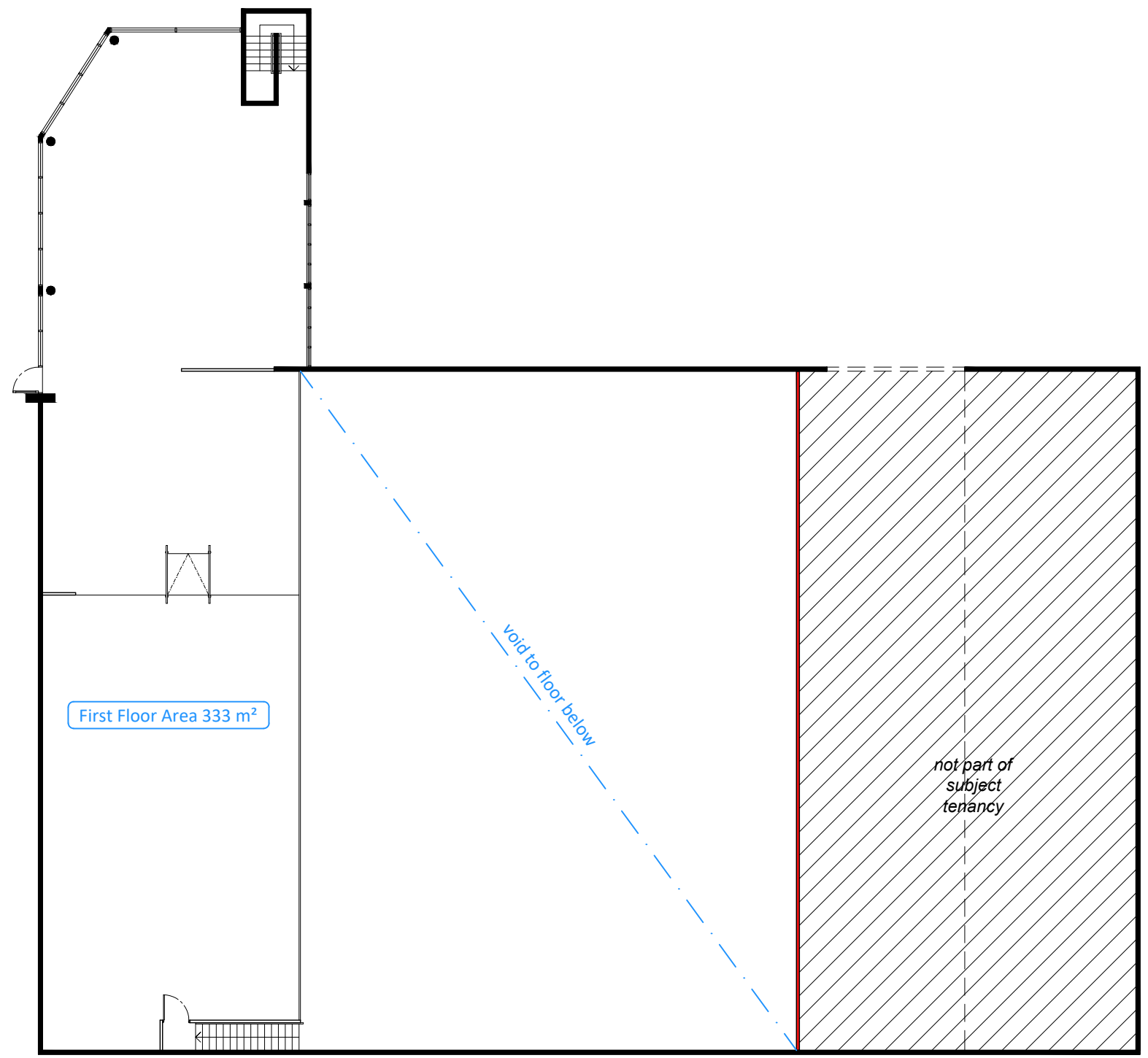
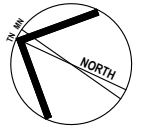
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PROJECT:
Proposed Gym
 58 Spine St, Sumner QLD 4074

CLIENT:
Fitness Group

SHEET TITLE:
Proposed Ground Floor Plan



PROPOSED FIRST FLOOR PLAN
 SCALE: 1:200

ISSUE	DATE	DESCRIPTION
A	05.06.2026	DA Issue to council



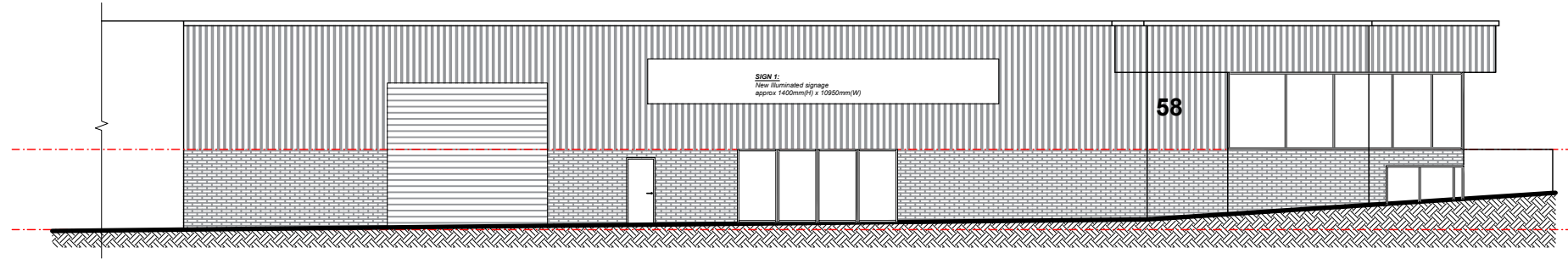
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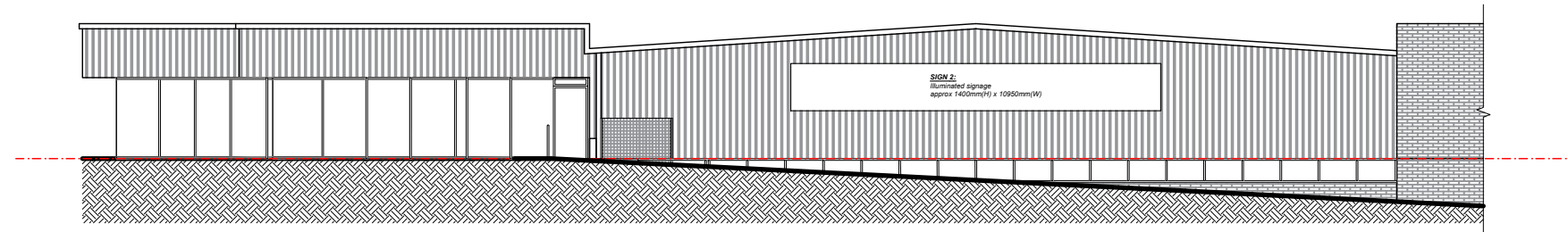
PROJECT:
Proposed Gym
 58 Spine St, Sumner QLD 4074

CLIENT:
Fitness Group

SHEET TITLE:
Proposed First Floor Plan



EXTERNAL ELEVATION - NORTH EAST
 SCALE: 1:200



EXTERNAL ELEVATION - NORTH WEST
 SCALE: 1:200

ISSUE	DATE	DESCRIPTION
A	05.06.2026	DA Issue to council



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PROJECT:
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CLIENT:
Fitness Group

SHEET TITLE:
Proposed External Elevations

Appendix B

Public Transport Services

Appendix C

Parking Survey Results

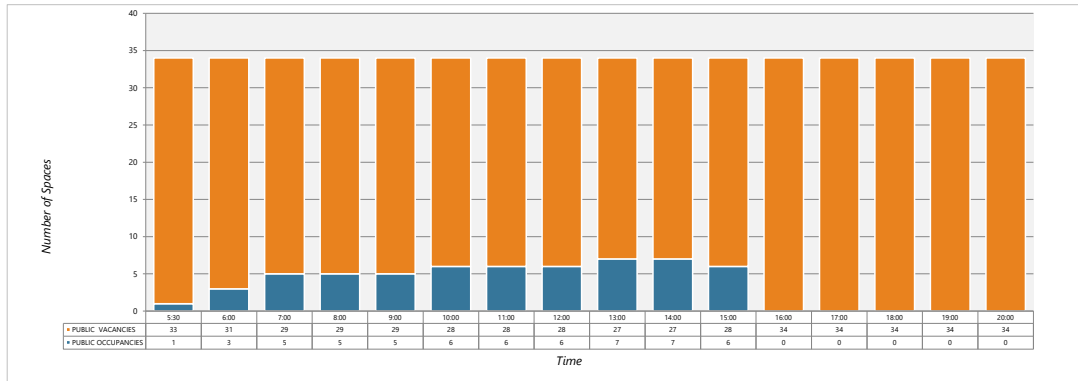


Parking Occupancy Survey

Date:	Thursday, 14 May 2026
Location:	58 Spine St, Sumner
GPS:	-27.561398, 152.934667
Weather:	Fine
Customer:	TTPA

Public Parking (1/0)	Map Ref	Street	Section	Side	Restriction	Clear Way	Capacity	Parking Occupancy															
								6:30	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
0		Spine St	Sumners Rdto Jijaws St		No Stopping		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1					Unrestricted		15	1	2	3	3	3	3	4	4	4	3	3	0	0	0	0	
0					No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1			Jijaws Stto Sumners Rd		Unrestricted	No Stopping 3:30pm-6pm Mon-Fri	19	0	1	2	2	2	3	2	2	3	4	3	0	0	0	0	
0					No Stopping		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PUBLIC CAPACITY								34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34
PUBLIC OCCUPANCIES								1	3	5	5	5	6	6	6	7	7	6	0	0	0	0	0
PUBLIC VACANCIES								33	31	29	29	29	28	28	28	27	27	28	34	34	34	34	34
PUBLIC % OCCUPANCIES								3%	9%	15%	15%	15%	18%	18%	18%	21%	21%	18%	0%	0%	0%	0%	0%

 not available for public parking



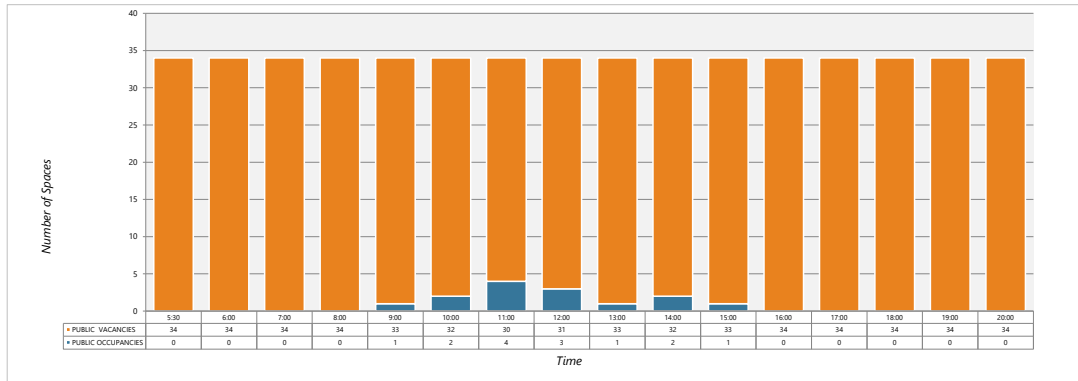


Parking Occupancy Survey

Date:	Saturday, 16 May 2026
Location:	58 Spine St, Sumner
GPS:	-27.561398, 152.934667
Weather:	Fine
Customer:	TTPA

Public Parking (1/0)	Map Ref	Street	Section	Side	Restriction	Clear Way	Capacity	Parking Occupancy																
								6:30	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	
0		Spine St	Sumners Rdto Jijaws St		No Stopping		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1					Unrestricted		15	0	0	0	0	1	2	4	3	0	1	1	0	0	0	0		
0					No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1			Jijaws Stto Sumners Rd		Unrestricted	No Stopping 3:30pm-6pm Mon-Fri	19	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0		
0					No Stopping		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PUBLIC CAPACITY								34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	
PUBLIC OCCUPANCIES								0	0	0	0	1	2	4	3	1	2	1	0	0	0	0	0	0
PUBLIC VACANCIES								34	34	34	34	33	32	30	31	33	32	33	34	34	34	34	34	34
PUBLIC % OCCUPANCIES								0%	0%	0%	0%	3%	6%	12%	9%	3%	6%	3%	0%	0%	0%	0%	0%	0%

 not available for public parking



TRANS TRAFFIC SURVEY

Map and Surveyed Area

trafficsurvey.com.au

