



GPO Box 1747
Brisbane QLD 4001
t 07 3166 9216
m 0417 607 242
www.qtraffic.com.au

Our Ref: 2264_TPA29

Brisbane City Council
GPO Box 1434
Brisbane QLD 4001

10 June 2026

For the Attention of the Development Assessment Manager

Approval Ref: A006310690

Description: DA – PA – Building Work Development Permit – Child Care Centre, DA – PA – Material Change of Use Development Permit - Child Care Centre

Property Location: 675 Seventeen Mile Rocks Road, Sinnamon Park

Subject: Traffic Statement – Minor Change to Approval

Dear Sir/Madam,

We refer to the above approval for a child care centre on the site at 675 Seventeen Mile Rocks Road, Sinnamon Park, which was granted on 31 July 2024 (Council Reference A006310690).

Plans of the approved development are included for reference as **Attachment 1**, and show that the approved development was a child care centre catering for 70 children.

This letter has been prepared to accompany an application for a minor change to the existing approval to increase the capacity of the development from 70 children to 80 children, with associated modifications to the design of the development.

Q Traffic was engaged to review the amended development scheme (as shown in the plans included as **Attachment 2**) against the approved plans, as well as the relevant design standards and guidelines.

The following sections document the findings of our investigations addressing the following key traffic design elements and issues of the amended development scheme:

- Vehicle access arrangements;
- On-site car parking provision;
- Design of parking and vehicle circulation areas;
- Servicing and refuse collection arrangements;
- Pedestrian connectivity; and
- The expected traffic impact of the proposed development, compared with that of the previously approved development.

As shown in the plans of the approved development, it was a two-storey building with basement car parking for a total of 14 vehicles, with one (1) accessible parking space proposed. The existing church on the subject site was to be retained and relocated on the site to form part of the new child care centre (i.e. the staff room, office, and administration area at the front of the building).

Vehicular access under the approved scheme was to be provided via a driveway onto Seventeen Mile Rocks Road adjacent to the western property boundary. This access was limited to left-in, left-out movements only given the centre median on Seventeen Mile Rocks Road extending just past the proposed access driveway location (which was required to be extended by 4.5m as a condition of the approval).

Refuse collection was to occur on the site within the driveway, with refuse collection vehicles to reverse onto the site from Seventeen Mile Rocks Road before exiting in a forward direction.

The approved development had a capacity of 70 children.

The key traffic-related conditions of the approval are summarised following.

<p>22) Provide Pedestrian Prioritised Pathway</p> <p>Provide a pedestrian prioritised pathway from the street frontage to the front and side doors of the facility as shown on the APPROVED DRAWINGS. The pathway must be differentiated in colour and texture from the driveway surface.</p>	<p>Prior to issue of Certificate of Occupancy/Final Inspection Certificate or prior to commencement of use, whichever comes first, and then to be maintained</p>
<p>42) Access, Grades, Manoeuvring, Carparks, Signs and Line Marking</p> <p>Construct and maintain access, parking and manoeuvring for vehicles on site in accordance with the relevant Brisbane Planning Scheme Codes, as indicated on the approved DRAWINGS AND DOCUMENTS, including the following:</p> <ul style="list-style-type: none"> i. A pavement of minimum Local road standard or equivalent surface material (including associated drainage) to the area on which motor vehicles will be driven and/or parked. ii. Manoeuvring on site for a RCV and for the loading and unloading of vehicle(s); iii. Parking on the site for 8 staff cars, 6 visitor cars (including 1 parking space for people with disabilities) and for the loading and unloading of vehicle(s) within the site. There must a minimum number of 14 carparking spaces provided on site. iv. A minimum of 2.3 metres height clearance to all undercover parking areas, including the entry and access to these areas, and a minimum of 2.5 metres above parking spaces for people with disabilities. The minimum clear height must be measured to the lowest protrusion from the ceiling (e.g. fire sprinklers, services, lighting fixtures, signs, etc). v. A height clearance sign located at the entrance(s) to undercover car parking areas and a directional visitor parking sign clearly visible from the vehicle entrance to the site. vi. An appropriate area for the storage and collection of refuse, including recyclables, in a position which is accessible to service vehicles on the site. vii. Prepare and implement signs and line markings drawings that show the internal paved areas signed and delineated in accordance with the approved drawings and documents. The drawings must be prepared and certified by a Registered Professional Engineer Queensland in accordance with the relevant Brisbane Planning Scheme Codes and the Manual of Uniform Traffic Control Devices. 	<p>Prior to issue of Certificate of Occupancy/Final Inspection Certificate or prior to commencement of use, whichever comes first</p>

Amended Proposal

The scheme which is the subject of this change application is shown in the plans included as **Attachment 2**, and the extracts from these plans provided as **Figure 2a** and **Figure 2b** below.

As shown in these plans, the capacity of the development has been increased from 70 children (as previously approved) to 80 children.

A land dedication of 2.4m depth is proposed along the frontage of the site for the future widening of Seventeen Mile Rocks Road, consistent with the approved development scheme and approval condition 46.

The traffic elements of the amended development scheme are discussed in further detail in the following sections of this report, taking into consideration the relevant requirements of Council's Planning Scheme, and the relevant Australian Standards.

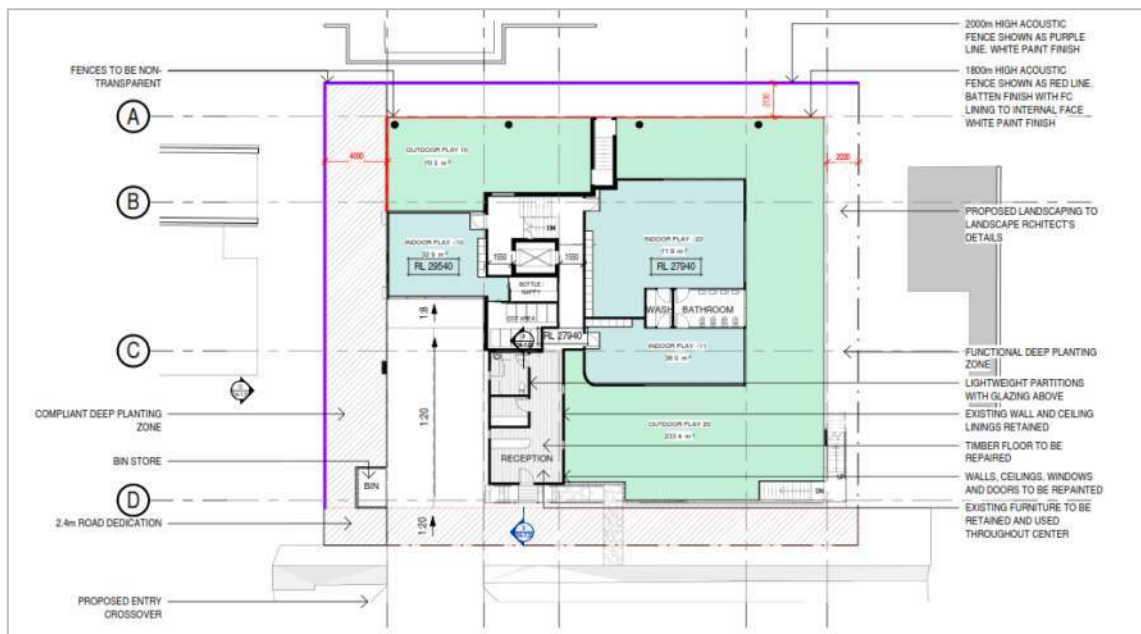


Figure 2a: Extract from Proposed Plans (Ground Floor)

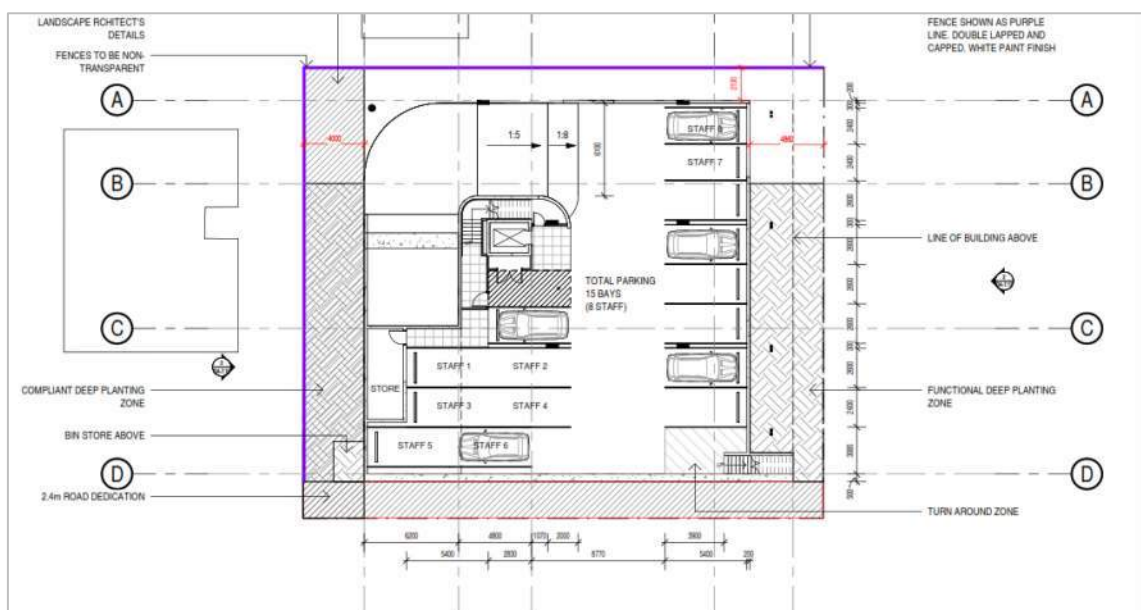


Figure 2b: Extract from Proposed Plans (Basement)

The following sections also address the traffic-related items raised in the pre-lodgement meeting held in respect of the application, as documented in the meeting minutes, an extract from which is provided below.

2. Car parking

The shortfall of one parking space is considered minor and consistent with the performance outcome already sought in the original approval. However, the changes to carparking layout appears to have disregarded the required turnaround area, has not provided any swept paths for the proposed spaces 1 and 2, and has not demonstrated if there are any conflicts if the refuse collection vehicle is standing in place for collection and visibility for relocated spaces 1 and 2.

An updated RPEQ certified Traffic report is required to demonstrate the proposed changes comply with TAPS PSP in the future change application. Any performance solutions proposed for consideration need to be detailed as part of an RPEQ signed Traffic report.

Extract from Pre-lodgement Meeting Minutes

Vehicular Access Arrangements

Consistent with the approved development scheme, vehicular access under the amended scheme is proposed via a driveway onto Seventeen Mile Rocks Road adjacent to the western property boundary. This access will be limited to left-in, left-out movements only given the centre median on Seventeen Mile Rocks Road extending just past the proposed access driveway location, which it is assumed will be required to be extended by 4.5m as a condition of the approval, consistent with the existing approval.

The proposed access driveway is 6.2m wide in accordance with condition 56 of the existing approval. This width is adequate to allow a passenger vehicle to pass a refuse collection vehicle standing within the driveway, as discussed in the following sections.

It is recommended that 1500mm x 1800mm (Type B1) splays be provided in accordance with Council's Standard Drawing BSD-2021, and this detail could reasonably be incorporated at detailed design stage, in response to a condition of the approval.

Provision has been made for a 2.0m (wide) x 2.5m (deep) pedestrian sight triangle (as required under AS2890.1) under the interim scenario i.e. prior to the potential future widening of Seventeen Mile Rocks Road, within the land dedication area.

Under the ultimate scenario following the resumption of the 2.4m deep strip of land along the sight frontage, the corner of the reception area (i.e. the repositioned church) protrudes slightly (i.e. approximately 600mm x 500mm) into the pedestrian sight triangle, as shown in **Figure 3** below. This is however considered to be acceptable provided the future pedestrian footpath along Seventeen Mile Rocks Road is set back from the property boundary by at least 1.3m – 1.4m, consistent with common practice. This would allow the 2.0m (wide) x 2.5m (deep) pedestrian sight triangle to be achieved to the pedestrian footpath.



Figure 3: Pedestrian Sight Triangle

In summary, the proposed vehicular site access arrangements are supportable from a traffic engineering perspective, and importantly, are generally consistent with those previously approved under A006310690 (subject to refinement of the driveway splays).

Car Parking Provision

Table 14 in Council’s Transport, Access, Parking and Servicing (TAPS) Planning Scheme Policy stipulates the following car parking requirement for child care centres:

- 1 space per 5 children
- 60% of these spaces are for staff and can be provided in tandem

The application of this car parking rate to the proposed development suggests that 16 parking spaces are required (i.e. 10 spaces for staff and 6 spaces for drop-off and pick-up of children).

As shown in the plans of the amended proposal included as **Attachment 2**, a total of 15 car parking spaces are proposed, including eight (8) designated staff spaces, six (6) standard parking spaces, and one (1) accessible parking space. This level of car parking provision is expected to be adequate given the operational and staffing requirements of the operator.

Importantly, Council’s feedback in the pre-lodgement meeting was that “the shortfall of one parking space is considered minor and consistent with the performance outcome already sought in the original approval.”

Specifically, the following points were made in the Traffic Report which accompanied the original development application in relation to the minor shortfall in staff car parking provisions, and the intention to manage staff car parking demand at the development:

- ▶ Staff parking spaces will be allocated to specific staff members prior to operational commencement, where staff members that require a parking space will be designated one accordingly,
- ▶ It is anticipated that staff trips to and from the site can be accommodated by alternative transport modes including:
 - Staff member carpooling with another staff member in a single vehicle,
 - Public transport given the numerous bus stops within a comfortable 400m (5-minute) walking distance,
 - Active transport given the substantial residential precincts surrounding the development,
 - Dropped off / picked up via a separate vehicle outside of peak operational periods when visitor parking will be vacant.

Extract from Traffic Engineering Report prepared by Modus, dated 28 June 2023

On the basis of the above, the proposed level of on-site car parking is considered to be acceptable, and in accordance with feedback provided by Council in relation to the proposal.

Internal Ramping and Car Parking Design

The design of the car parking area is in accordance with TAPS Planning Scheme Policy recommendations and/or the relevant Australian Standards, as outlined following:

- As previously noted, the proposed access driveway is 6.2m wide in accordance with condition 56 of the existing approval. This width is adequate to allow a passenger vehicle to pass a refuse collection vehicle standing within the driveway, as demonstrated in the following section.
- The gradient of the access driveway is 1:20 for a distance of approximately 11.5m inside the future property boundary, in accordance with the requirements in Council’s Refuse Planning Scheme Policy (as discussed in the following section).

- The ramp has a maximum gradient of 1:5 with 1:8 transitions, in accordance with AS2890.1 requirements.
- The ramp is minimum 6.1m wide (wall to wall) in accordance with AS2890.1 requirements for two-way flow (i.e. 5.5m plus 300mm clearance on walls each side).
- As shown in the vehicle tracking diagram included as **Attachment 3**, two larger passenger vehicles (B85 design vehicles) would be able to pass on the ramp around the 90 degree bend, with a minimum of approximately 300mm clearance on the inside and outside of the vehicles.
- Staff car parking bays are 2.4m wide x 5.4m long in accordance with the requirement in Table 18 of Council's TAPS Planning Scheme Policy for Class 1 car parking (i.e. low turnover).
- Visitor car parking bays are 2.6m wide x 5.4m long in accordance with the requirement in Table 18 of Council's TAPS Planning Scheme Policy for Class 3 car parking.
- The accessible parking space is 2.4m wide x 5.4m long with a 2.4m wide x 5.4m long adjacent shared area, in accordance with Council's TAPS Planning Scheme Policy and AS2890.6 requirements.
- The parking aisle is 6.2m wide in accordance with Section 7.4.4 of Council's TAPS Planning Scheme Policy.
- A turnaround zone is proposed at the end of the car park to enable a car to turnaround to exit the basement car park in a forward direction in the unlikely event that all parking spaces within the car park are occupied.
- Whilst a terminated aisle extension is not proposed, the effective parking aisle behind the end parking space (staff bay 6) is over 12m wide, which substantially exceeds the requirement in Section 7.4.5 of Council's TAPS Planning Scheme Policy.
- The clearance around parking spaces adjacent to vertical obstructions (e.g. walls or columns) achieves the requirements in Figure m of Council's TAPS Planning Scheme Policy.
- 2.3m minimum height clearance is provided in on the ramp and within the car parking area, in accordance with Section 7.7.1 of Council's TAPS Planning Scheme Policy.

Vehicle tracking analyses demonstrating satisfactory manoeuvring to/from critical parking spaces are included as **Attachment 4**.

Further to the above, the following design requirements would necessarily be confirmed at detailed design stage (in response to a condition of the approval):

- 2.5m minimum height clearance over the accessible parking space and adjacent shared area;
- Provision of wheel stops or barrier kerb along the edge of the ramp and around the perimeter of the car park where the drop to the adjacent area is between 150mm and 600mm;
- Provision of structurally designed barriers (to meet the loading requirements of AS/NZS 1170.1) along the edge of the ramp and around the perimeter of the car park where the drop to the adjacent area exceeds 600mm;
- It is recommended that the two (2) parking spaces at the bottom of the ramp (which are designated staff bays) be signed as reverse entry only bays for ease of manoeuvring and better visibility towards vehicles descending the ramp; and
- It is recommended that a convex mirror be installed on the outside of the ramp bend, and opposite the base of the ramp, to improve visibility between opposing and/or manoeuvring vehicles in these areas.

Subject to the above, the design of the car parking area is supportable from a traffic engineering perspective, and generally in accordance with AS2890.1 requirements, Council's TAPS Planning Scheme Policy recommendations, and/or the previously approved arrangements.

Servicing and Refuse Collection Arrangements

Under the approved development scheme, it was proposed that refuse collection occur within the driveway area, with the vehicles reversing onto the site from Seventeen Mile Rocks Road. This meets the requirements in for the occasional access vehicles stipulated in Table 1 of Council's TAPS Planning Scheme Policy for a child care centre.

As shown in the vehicle tracking diagram included as **Attachment 5**, a 10.24m long rear-load refuse collection vehicle could reverse onto the site from Seventeen Mile Rocks Road and stand within the driveway area (which has a maximum gradient of 1:20 in accordance with Council’s Refuse Planning Scheme Policy requirements) for collection of refuse.

As shown in the vehicle tracking diagram included as **Attachment 6**, there would be adequate driveway width for a car to enter / exit the basement when a refuse collection vehicle is servicing the site. This is expected to be unlikely however given that a private waste contractor will be engaged to service the development, and it is recommended that refuse collection be scheduled to occur outside the peak arrival / departure periods for the child care centre (i.e. between the hours of 10am and 2pm).

It should be noted that the vehicle tracking analyses shown in **Attachment 5** are conservative given that it was confirmed as part of the previous approval that the private waste contractor (Cleanaway) could use a much smaller vehicle to service the site, i.e. an 8m long rigid vehicle.

For other service vehicles (i.e. vans) it is anticipated that these vehicles will service the site outside the peak arrival / departure periods of the centre, and could therefore use any of the available visitor parking spaces. The design of the development allows for forward entry and exit of vans (which is defined as a B99 large car), therefore satisfying the regular access requirements for a service vehicle of this size in Council’s TAPS Planning Scheme Policy.

Overall, the servicing arrangements are supportable from a traffic engineering perspective, and importantly, are consistent with those under the approved development scheme.

Pedestrian Connectivity

It was a requirement of the existing approval that a pedestrian prioritised pathway from the street frontage to the entrances to the building be provided.

As shown in **Figure 4** below, the design includes a direct connection from the pathway along the Seventeen Mile Rocks Road frontage to the main entrance of the building, satisfying this requirement.

Pedestrian access to/from the basement would be via the centrally positioned lift, which would provide direct access into the centre of the building.

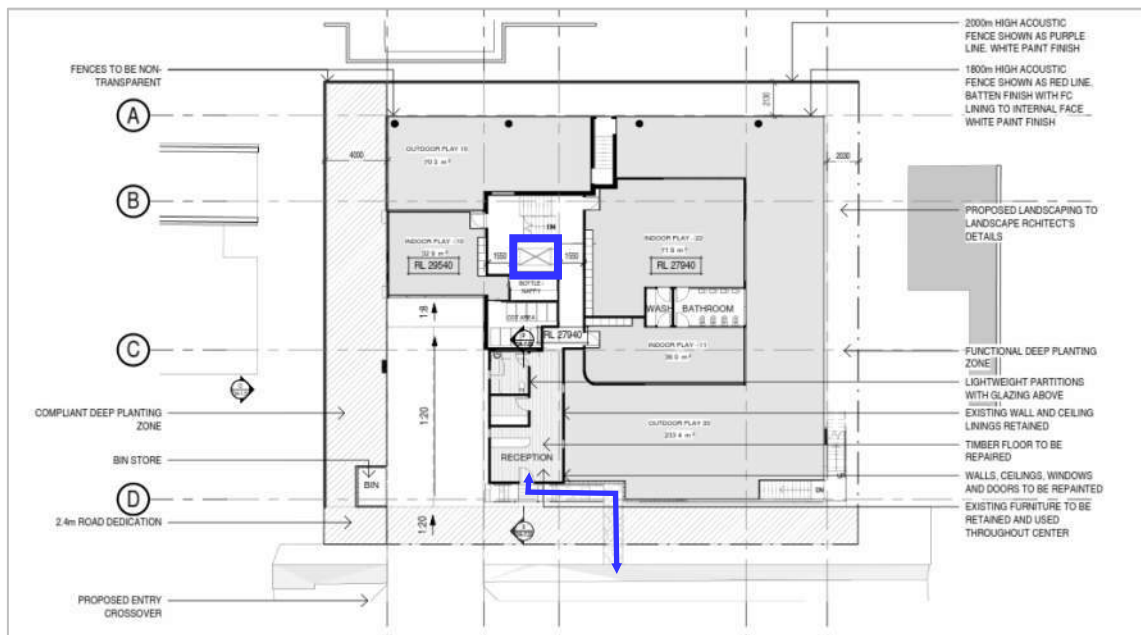


Figure 4: Pedestrian Pathway

Vehicle Impact / Child Safety Interface

Preliminary consideration has been given to the child safety / vehicle impact interface around the centre i.e. the future assessment and management of potential risks associated with vehicles surrounding and adjoining the centre.

Whilst not specifically a design requirement at development application stage, it is understood that this is an issue which typically needs to be addressed for State licensing through the Queensland Early Childhood Regulatory Authority.

It is understood that a risk assessment is required to assess the probability and consequence of a vehicle leaving the road carriageway and breaching the perimeter of the centre. Where appropriate, that risk needs to be mitigated by a physical barrier such as bollards, retaining walls or another certified barrier treatment.

In the case of the development proposed under this application, this will likely involve appropriately designed and certified bollards along the front of the outdoor play area. The interface with Seventeen Mile Rocks Road will need civil / structural engineering input, particularly once the final levels, retaining heights and verge arrangements are known.

In summary, whilst not specifically a design requirement at development application stage, it is recommended that the architectural / civil design allow for a continuous physical barrier strategy along the interface between the ground floor outdoor play area and the Seventeen Mile Rocks Road frontage. This detail would necessarily be developed and refined at State licensing stage.

Traffic Impact of Development

The Department of Transport and Main Roads (TMR) has collected and published trip generation data at nine (9) existing childcare centres, a summary of which is provided in **Table 1** below. This data reveals the following average surveyed trip generation rates:

- AM Peak Hour: 0.66 trips per child
- PM Peak Hour: 0.48 trips per child

Table 1: Summary of Trip Generation for Childcare Centres (TMR Traffic Generation Data—2006–2018)

Year	Land use	SITE	Suburb	Variable Units	Variable Value	Start Date	End Date	Average Weekday Volume	Weekday Peak Hour Start	Weekday Peak Hour End	Weekday Peak Hour Volume	Weekday Peak Hour Trip Generation Rate (trips / child)
2006	Child Care	2006CC1	ROBERTSON	Childcare Spaces	75	9/05/2006	23/05/2006		8:00:00	9:00:00	50	0.67
2006	Child Care	2006CC2	ROTHWELL	Childcare Spaces	74	9/05/2006	23/05/2006		8:15:00	9:15:00	56	0.76
2006	Child Care	2006CC3	OXLEY	Childcare Spaces	75	9/05/2006	23/05/2006		8:00:00	9:00:00	49	0.65
2006	Child Care	2006CC4	NORTH LAKES	Childcare Spaces	75	9/05/2006	23/05/2006		7:00:00	8:00:00	48	0.64
2009	Child Care	2009CC1	ROBERTSON	Childcare Spaces	75	5/05/2009	11/05/2009	186	7:45:00	8:45:00	32	0.43
2009	Child Care	2009CC2	ROTHWELL	Childcare Spaces	74	5/05/2009	11/05/2009	228	8:00:00	9:00:00	42	0.57
2009	Child Care	2009CC3	OXLEY	Childcare Spaces	75	5/05/2009	11/05/2009	138	8:15:00	9:15:00	30	0.40
2009	Child Care	2009CC4	HENDRA	Childcare Spaces	75	17/05/2009	23/05/2009	162	17:00:00	18:00:00	30	0.40
2010	Child Care	2010CC1	KENMORE	Childcare Spaces	72	4/10/2010	10/10/2010	220	8:00:00	9:00:00	50	0.69
2010	Child Care	2010CC2	ANERLEY	Childcare Spaces	72	4/10/2010	10/10/2010	262	8:00:00	9:00:00	53	0.74
2010	Child Care	2010CC3	EIGHT MILE PLAINS	Childcare Spaces	72	4/10/2010	10/10/2010	271	7:45:00	8:45:00	52	0.72
2010	Child Care	2010CC4	BOONDALL	Childcare Spaces	72	4/10/2010	10/10/2010	265	16:00:00	17:00:00	53	0.74
2010	Child Care	2010CC5	NEW FARM	Childcare Spaces	48	4/10/2010	10/10/2010	80	17:00:00	18:00:00	15	0.31
2010	Child Care	2010CC6	THE RANGE	Childcare Spaces	72	22/11/2010	28/11/2010	253	8:00:00	9:00:00	58	0.81
2010	Child Care	2010CC7	BARGARA	Childcare Spaces	72	22/11/2010	28/11/2010	222	8:00:00	9:00:00	46	0.64
2010	Child Care	2010CC8	THABEBAN	Childcare Spaces	72	22/11/2010	28/11/2010	204	8:00:00	9:00:00	47	0.65
2010	Child Care	2010CC9	FRENCHVILLE	Childcare Spaces	72	22/11/2010	28/11/2010	297	8:00:00	9:00:00	65	0.90
											AVG (AM)	0.66
											AVG (PM)	0.48

These traffic generation rates reflect a number of important factors, as outlined following:

- The fact that at childcare centres, the morning drop-off period and evening pick-up period in particular are generally distributed over more than one hour i.e. typically 7am – 9am in the morning, and 3pm – 6:30pm in the afternoon / evening. This effect has become more pronounced in recent years, as flexible working arrangements for parents have become more common.
- The fact that not all enrolled children will be in attendance at the centre every day, as a proportion will generally be absent due to sickness, holidays, etc.

- The effect of economies of scale i.e. the larger the childcare centre, the higher the likelihood than siblings may attend the centre (i.e. one parent drop-off / pick-up for two children), which will reduce the overall trip generation rate per child.
- The fact that staff typically arrive at and depart the childcare centre outside the peak pick-up and drop-off periods.

Applying these trip generation rates to the proposed development (80 children), suggests the following peak hour trip generation volumes:

- AM Peak Hour: 53 vehicle trips (entry and exit); and
- PM Peak Hour: 38 vehicle trips (entry and exit).

The above level of traffic generation (i.e. approximately one (1) vehicle trips per 1 – 2 minutes, on average, during the peak hours) is low, and is not expected to have a notable impact upon the performance of the adjacent road network from a capacity perspective, particularly bearing in mind that a reasonable proportion of the trips generated by the proposed development will be drop-in trips, which would have been on the local road network even in the absence of the proposed development.

Furthermore, it is important to note that:

- access to/from the development will be limited to left-in and left-out movements only, limiting impact upon through traffic on Seventeen Mile Rocks Road; and
- it is understood that Council has plans for the future upgrade of Seventeen Mile Rocks Road which will increase the capacity of the adjacent road network.

In light of the above, no further external roadworks are considered to be required to support the proposed development from a capacity perspective.

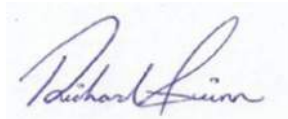
Conclusion

In my capacity as a Registered Professional Engineer of Queensland, I am satisfied that the proposed vehicular access, parking, servicing and refuse collection arrangements under the amended development scheme are generally in accordance with the approved development scheme and/or the relevant standards and guidelines, and/or represent suitable performance-based solutions which are acceptable from a traffic engineering perspective, considering the specific site conditions and the nature of the use.

On this basis, it is recommended that the minor change to the existing approval be approved from a traffic engineering perspective.

Should you have any queries regarding the above, please do not hesitate to contact the undersigned.

Regards



Richard Quinn
BECivil, MIEAust, RPEQ (08565)
Director – Q Traffic

ATTACHMENT 1

Plans of Approved Development

LEGEND
 --- DEMOLITION
 LINE TYPE DENOTES DEMOLITION

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE
 SARA ref: 2307-35899 SRA
 Date: 25 July 2024

Amended in red by SARA on 25 July 2024

EXISTING SIDE FENCE TO BOUNDARY TO REMAIN

DEMOLISH PORTION OF EXISTING CHURCH TO BE CARRIED OUT IN ACCORDANCE WITH CONDITION 14

EXISTING HARMONIUM TO BE REUSED

EXISTING CUPBOARD TO REMAIN.

EXISTING PULPIT TO REMAIN ON SITE.

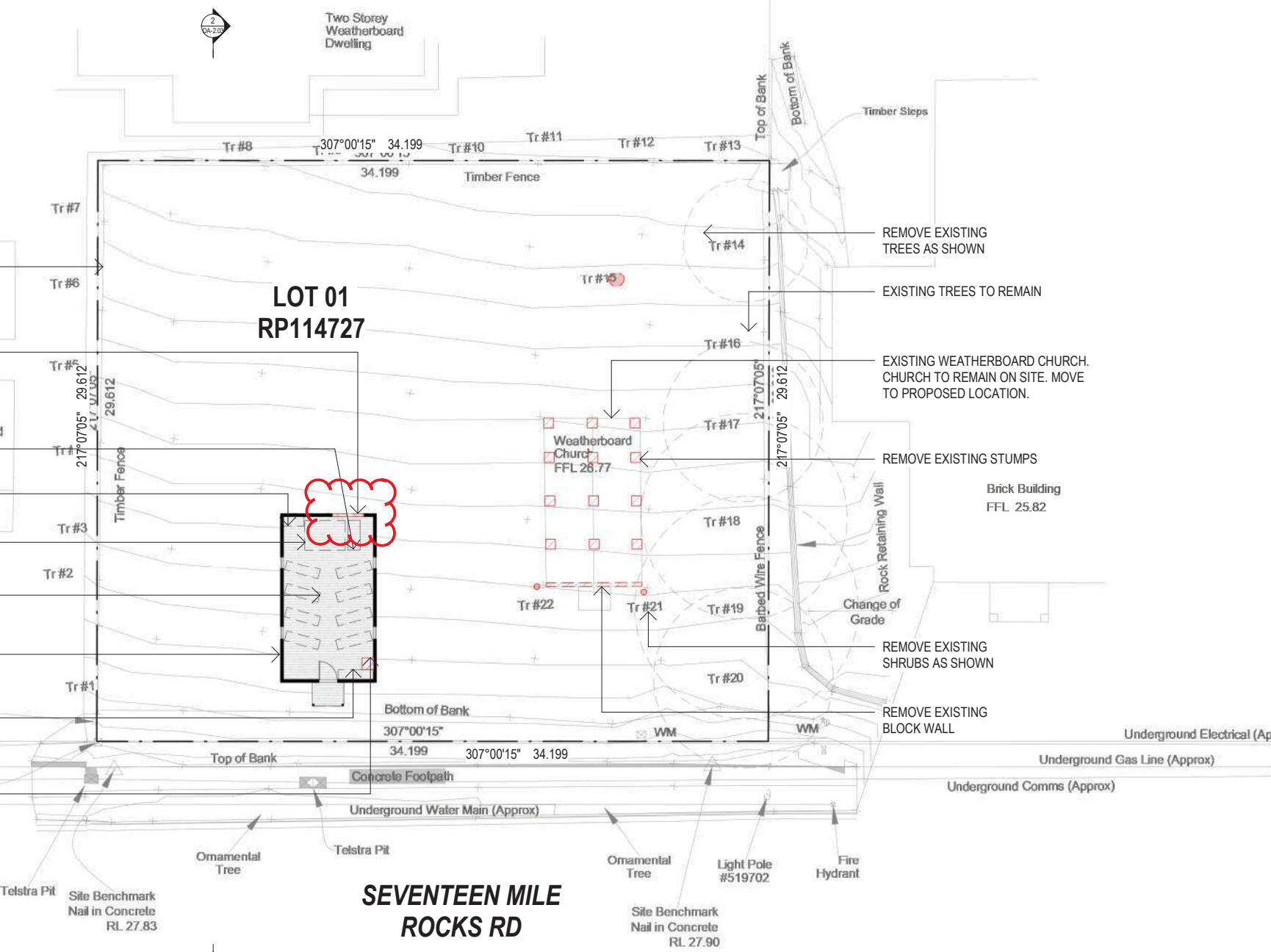
EXISTING CHURCH PEWS TO BE REUSED.

PROPOSED CHURCH LOCATION.

EXISTING BENCH TO REMAIN.

EXISTING CABINET TO BE REMOVED.

Light Pole #839971



SEVENTEEN MILE ROCKS RD

1 DEMO - EXISTING FLOOR PLAN
 1 : 200

DEVELOPMENT SUMMARY

BASEMENT PARKING:

14 PARKINGS
(8 x STAFF, 6 x DROP-OFF)

GROUND FLOOR:

37 PLACEMENTS
OUTDOOR PLAY: 259m²

LEVEL 01:

33 PLACEMENTS
OUTDOOR PLAY: 231m²

TOTAL PLACEMENTS: 70

COMPLIANT DEEP PLANTING: 110m²

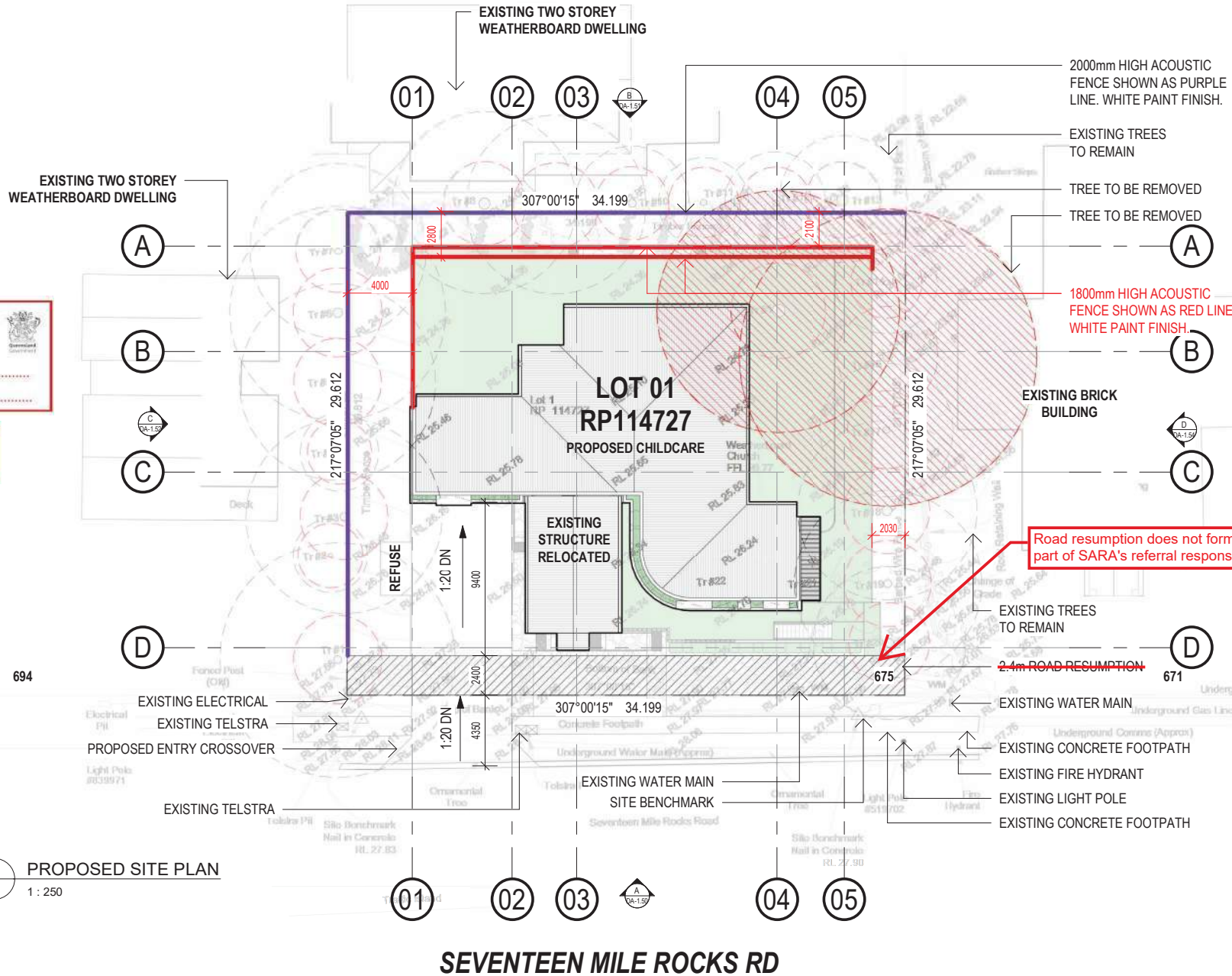
FUNCTIONAL DEEP PLANTING: 120m²

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE

SARA ref: 2307-35899 SRA

Date: 25 July 2024

Amended in red by SARA on 25 July 2024



1 PROPOSED SITE PLAN
1 : 250

SEVENTEEN MILE ROCKS RD

BCC DS RECEIVED 26/07/2024 APPLICATION REF A006310690



SCALE (A3)
1 : 250

DRAWING NUMBER
DA-1.00

STATUS
DA RF1

DATE
01.07.24

DRAWING
PROPOSED SITE PLAN



CLIENT
GSEJ DEVELOPMENT

PROJECT
675 SEVENTEEN MILE ROCKS RD, SINNAMON PARK, QLD, 4073

DEVELOPMENT SUMMARY

BASEMENT PARKING:
 14 PARKINGS
 (8 x STAFF, 6 x DROP-OFF)
GROUND FLOOR:
 37 PLACEMENTS
 OUTDOOR PLAY: 259m²
LEVEL 01:
 33 PLACEMENTS
 OUTDOOR PLAY: 231m²

TOTAL PLACEMENTS: 70

COMPLIANT DEEP PLANTING: 110m²

FUNCTIONAL DEEP PLANTING: 120m²

PROPOSED LANDSCAPING TO LANDSCAPE ARCHITECT'S DETAILS

2000mm HIGH ACOUSTIC FENCE SHOWN AS PURPLE LINE. WHITE PAINT FINISH.

SRZ
TPZ

LINE OF LEVEL ABOVE

EXISTING TREES TO REMAIN

FUNCTIONAL DEEP PLANTING 120m²

OUTDOOR AREA TO CANTILEVER OVER SRZ

EXISTING TREES TO REMAIN

LINE OF LEVEL ABOVE

Road resumption does not form part of SARA's referral response

A

B

C

D

A

B

C

D

01

02

03

04

05

01

02

03

04

05

1 GA BASEMENT PLAN
1 : 200

Amended in red by SARA on 25 July 2024

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE
 SARA ref: 2307-35889 SRA
 Date: 25 July 2024

BCC DS RECEIVED 26/07/2024 APPLICATION REF A006310690

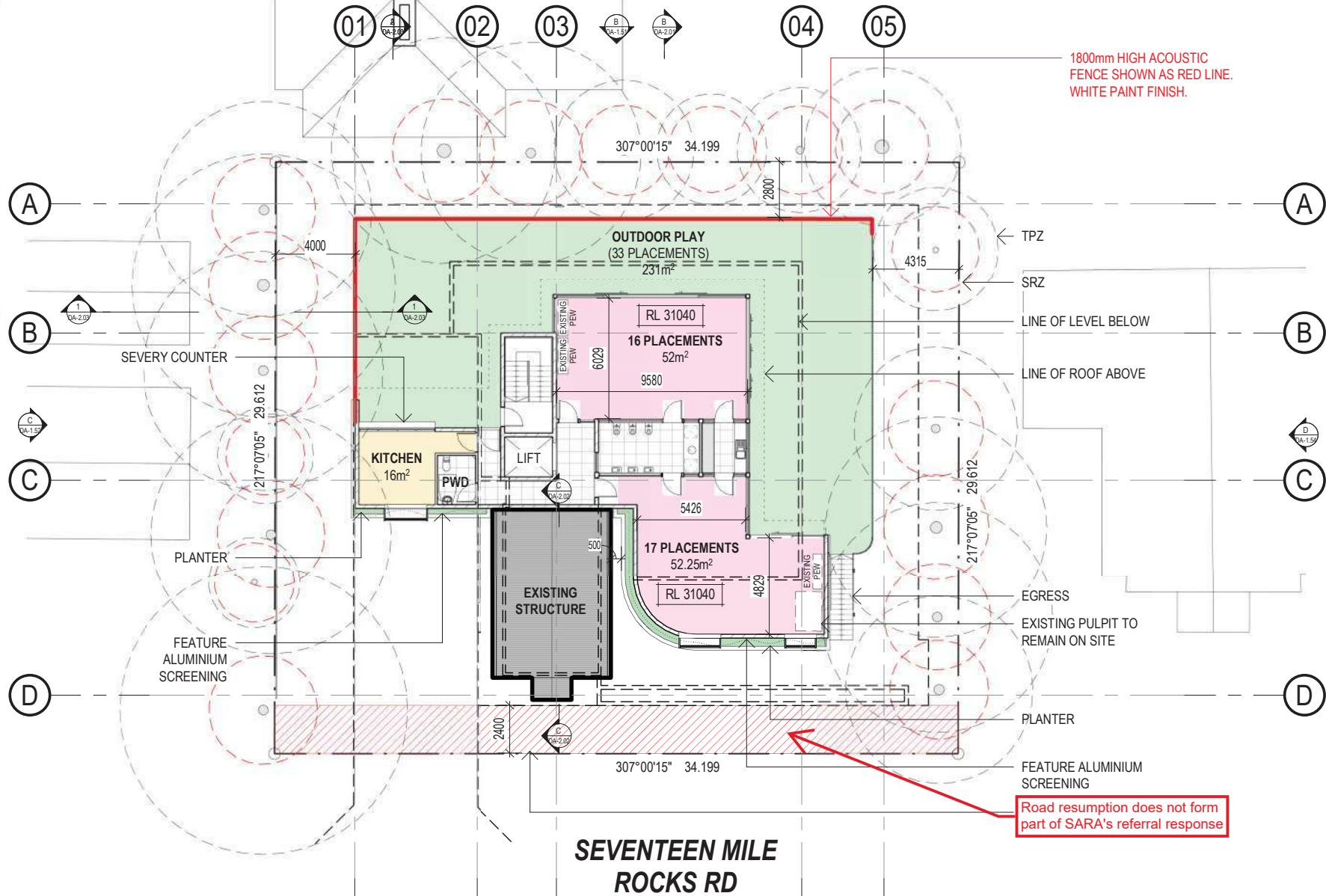
DEVELOPMENT SUMMARY

BASEMENT PARKING:
 14 PARKINGS
 (8 x STAFF, 6 x DROP-OFF)
GROUND FLOOR:
 37 PLACEMENTS
 OUTDOOR PLAY: 259m²
LEVEL 01:
 33 PLACEMENTS
 OUTDOOR PLAY: 231m²

TOTAL PLACEMENTS: 70

COMPLIANT DEEP PLANTING: 110m²

FUNCTIONAL DEEP PLANTING: 120m²



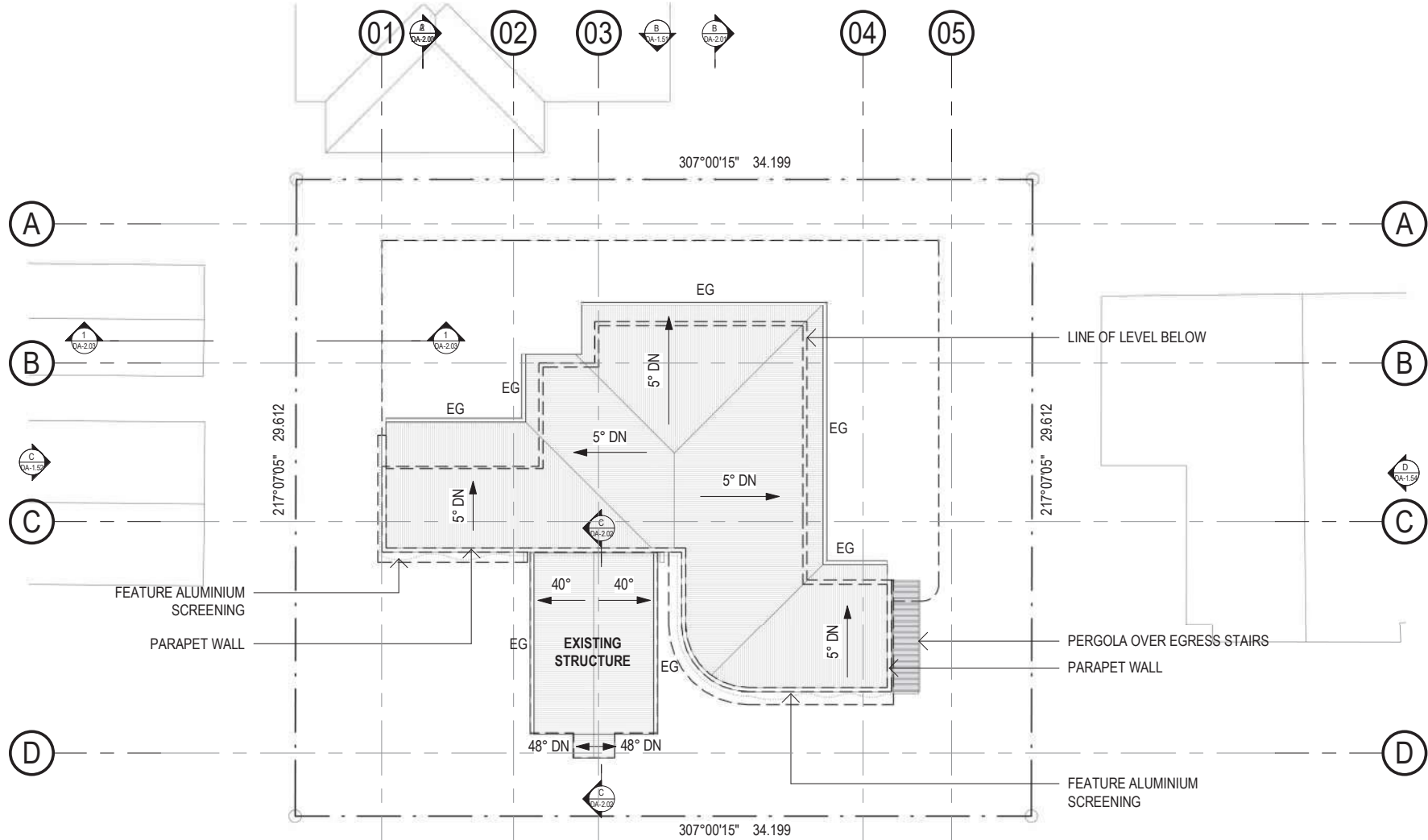
1800mm HIGH ACOUSTIC FENCE SHOWN AS RED LINE. WHITE PAINT FINISH.

Road resumption does not form part of SARA's referral response

1 GA LEVEL 01 PLAN
 1 : 200

Amended in red by SARA on
 25 July 2024

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE
 SARA ref: 2307-35899 SRA
 Date: 25 July 2024



1 GA LEVEL 01 PLAN
1 : 200

**SEVENTEEN MILE
ROCKS RD**

PLANS AND DOCUMENTS
referred to in the REFERRAL
AGENCY RESPONSE

SARA ref: 2307_35898 SRA.....
Date: 25 July 2024.....

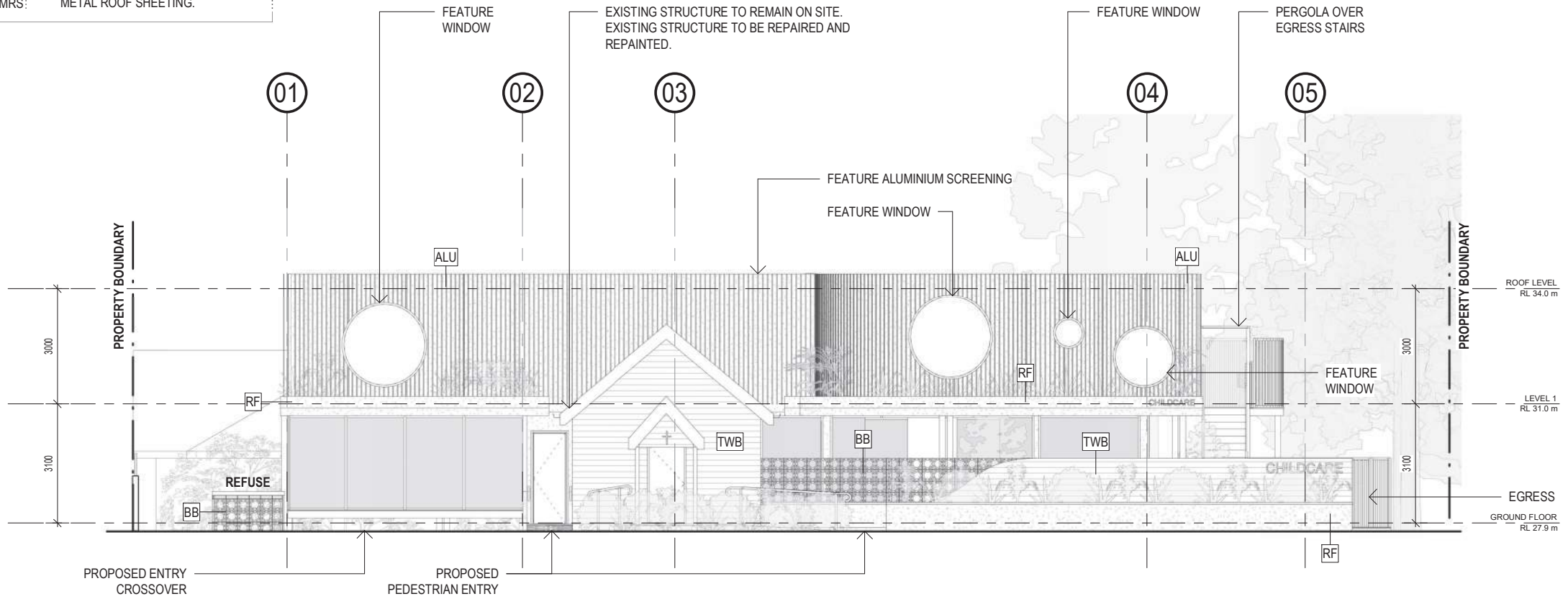
MATERIAL LEGEND - ELEVATIONS

- ALU:** POWDERCOATED ALUMINIUM BATTEN SCREENING. WHITE FINISH.
- CONC:** CONCRETE FINISH.
- RF:** WHITE RENDER FINISH.
- TWB:** TIMBER WEATHERBOARD. WHITE FINISH.
- BB:** AUSTRAL BREEZE BLOCK. PORCELAIN.
- MRS:** METAL ROOF SHEETING.

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE

SARA ref: 2307-35899-SRA

Date: 25 July 2024



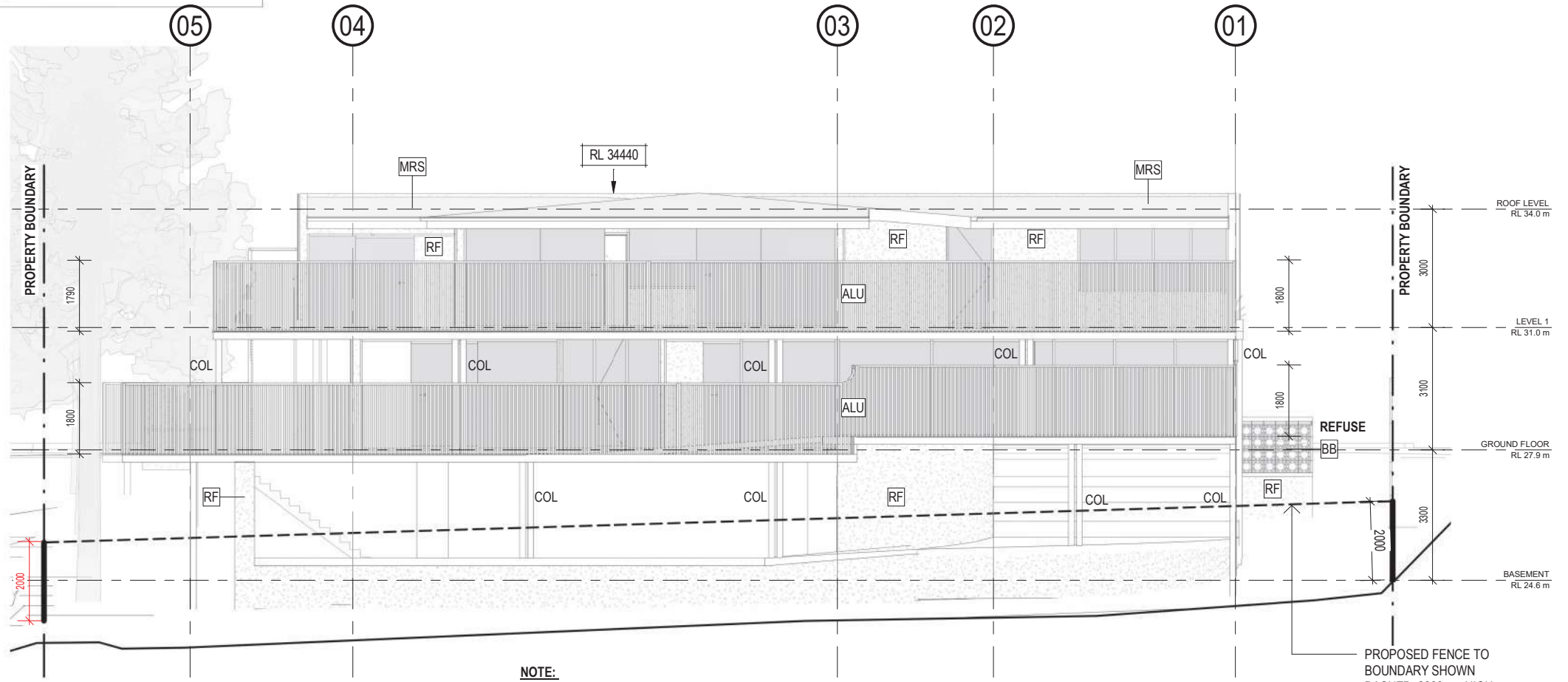
A ELEVATION A
DA-1.00 1 : 100

SEVENTEEN MILE ROCKS RD

MATERIAL LEGEND - ELEVATIONS

- ALU:** POWDERCOATED ALUMINIUM BATTEN SCREENING. WHITE FINISH.
- CONC:** CONCRETE FINISH.
- RF:** WHITE RENDER FINISH.
- TWB:** TIMBER WEATHERBOARD. WHITE FINISH.
- BB:** AUSTRAL BREEZE BLOCK. PORCELAIN.
- MRS:** METAL ROOF SHEETING.

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE
SARA ref: 2307.35899.SRA.....
Date: 25 July 2024.....



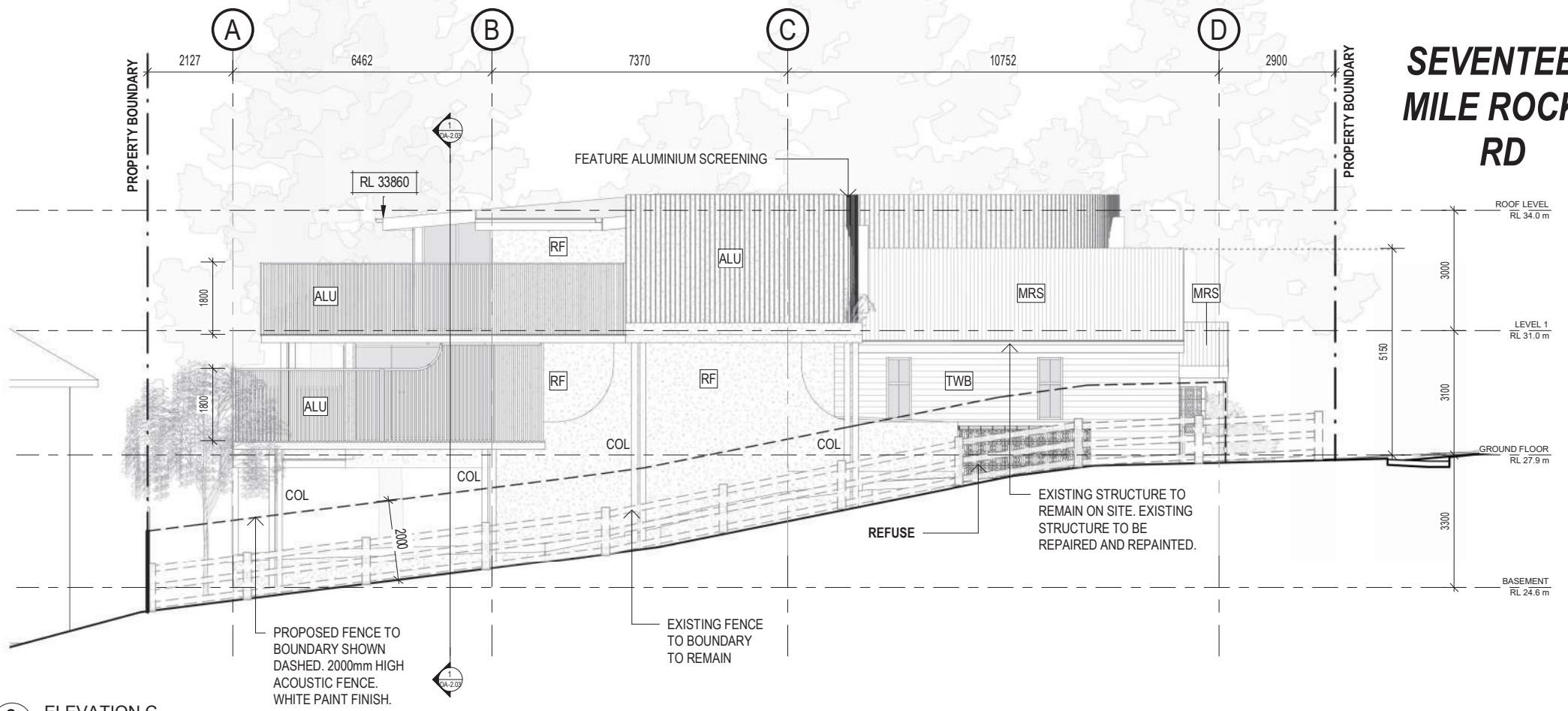
NOTE:
PROPOSED LANDSCAPING
HIDDEN FROM VIEW.

B ELEVATION B
 DA-1.00 1 : 100

MATERIAL LEGEND - ELEVATIONS

- ALU: POWDERCOATED ALUMINIUM BATTEN SCREENING. WHITE FINISH.
- CONC: CONCRETE FINISH.
- RF: WHITE RENDER FINISH.
- TWB: TIMBER WEATHERBOARD. WHITE FINISH.
- BB: AUSTRAL BREEZE BLOCK. PORCELAIN.
- MRS: METAL ROOF SHEETING.

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE
 SARA ref: 2307.35899.SRA.....
 Date: 25 July 2024.....



SEVENTEEN MILE ROCKS RD

C ELEVATION C
DA-1.00 1 : 100

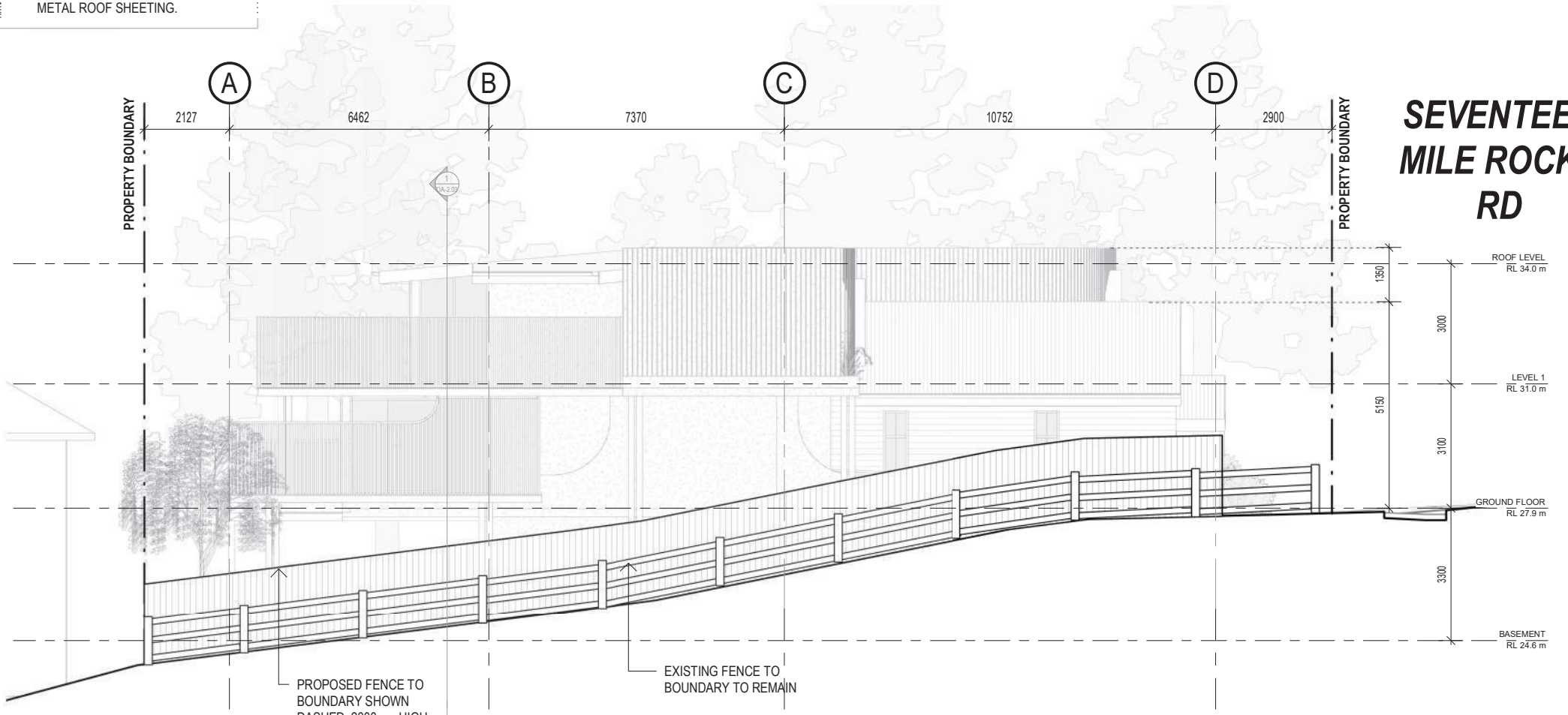
MATERIAL LEGEND - ELEVATIONS

- ALU: POWDERCOATED ALUMINIUM BATTEN SCREENING. WHITE FINISH.
- CONC: CONCRETE FINISH.
- RF: WHITE RENDER FINISH.
- TWB: TIMBER WEATHERBOARD. WHITE FINISH.
- BB: AUSTRAL BREEZE BLOCK. PORCELAIN.
- MRS: METAL ROOF SHEETING.

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE

SARA ref: 2307.35899.SRA

Date: 25 July 2024



SEVENTEEN MILE ROCKS RD

C ELEVATION C - FENCE SHOWN
1 : 100

PROPOSED FENCE TO BOUNDARY SHOWN DASHED. 2000mm HIGH ACOUSTIC FENCE. WHITE PAINT FINISH.

EXISTING FENCE TO BOUNDARY TO REMAIN



ZARCHITECTS

CLIENT
GSEJ DEVELOPMENT

PROJECT
675 SEVENTEEN MILE ROCKS RD, SINNAMON PARK, QLD, 4073

BCC DS RECEIVED 26/07/2024 APPLICATION REF A006310690

TRUE NORTH

PROJECT NORTH

SCALE (A3)
As indicated

DRAWING NUMBER
DA-1.53

STATUS
DA RF1

DATE
01.07.24

DRAWING
ELEVATION C - FENCE SHOWN

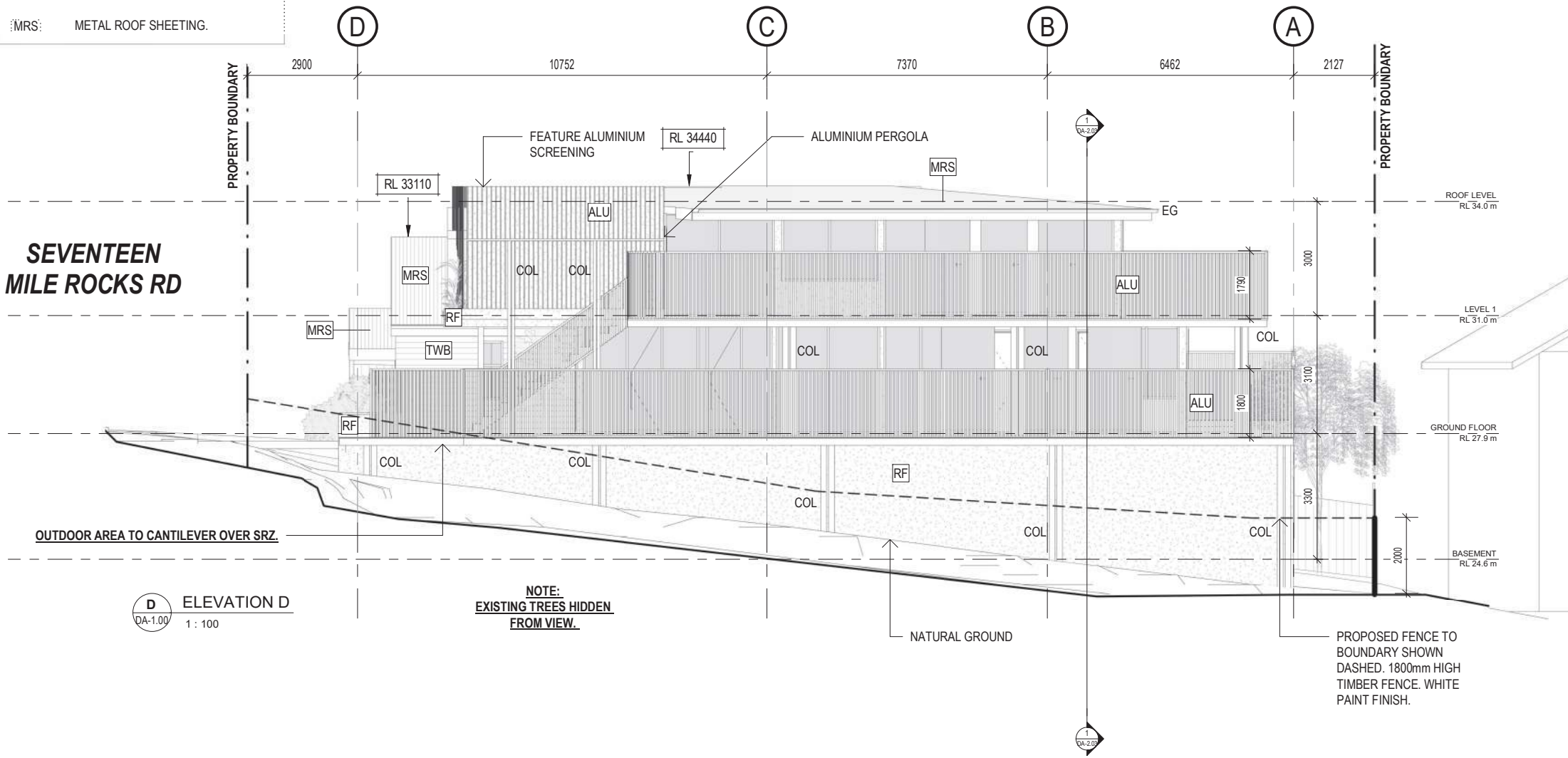
MATERIAL LEGEND - ELEVATIONS

- ALU: POWDERCOATED ALUMINIUM BATTEN SCREENING. WHITE FINISH.
- CONC: CONCRETE FINISH.
- RF: WHITE RENDER FINISH.
- TWB: TIMBER WEATHERBOARD. WHITE FINISH.
- BB: AUSTRAL BREEZE BLOCK. PORCELAIN.
- MRS: METAL ROOF SHEETING.

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE

SARA ref: 2307.35899.SRA.....

Date: 25 July 2024.....



SEVENTEEN MILE ROCKS RD

OUTDOOR AREA TO CANTILEVER OVER SRZ.

D ELEVATION D
DA-1.00 1 : 100

NOTE:
EXISTING TREES HIDDEN FROM VIEW.

PROPOSED FENCE TO BOUNDARY SHOWN DASHED. 1800mm HIGH TIMBER FENCE. WHITE PAINT FINISH.



ZARCHITECTS™

CLIENT
GSEJ DEVELOPMENT

PROJECT
675 SEVENTEEN MILE ROCKS RD, SINNAMON PARK, QLD, 4073

BCC DS
RECEIVED
26/07/2024
APPLICATION REF
A006310690

TRUE NORTH

PROJECT NORTH

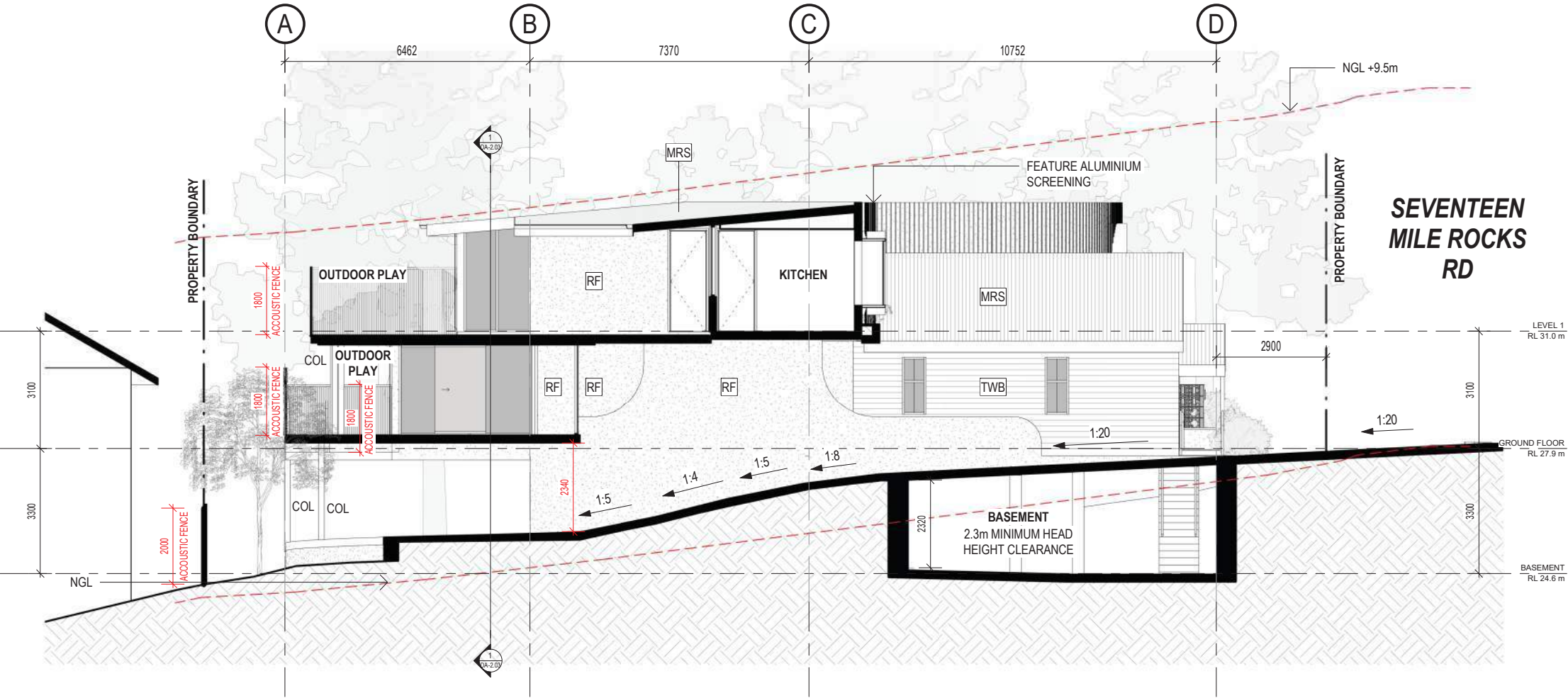
SCALE (A3)
As indicated

DRAWING NUMBER
DA-1.54

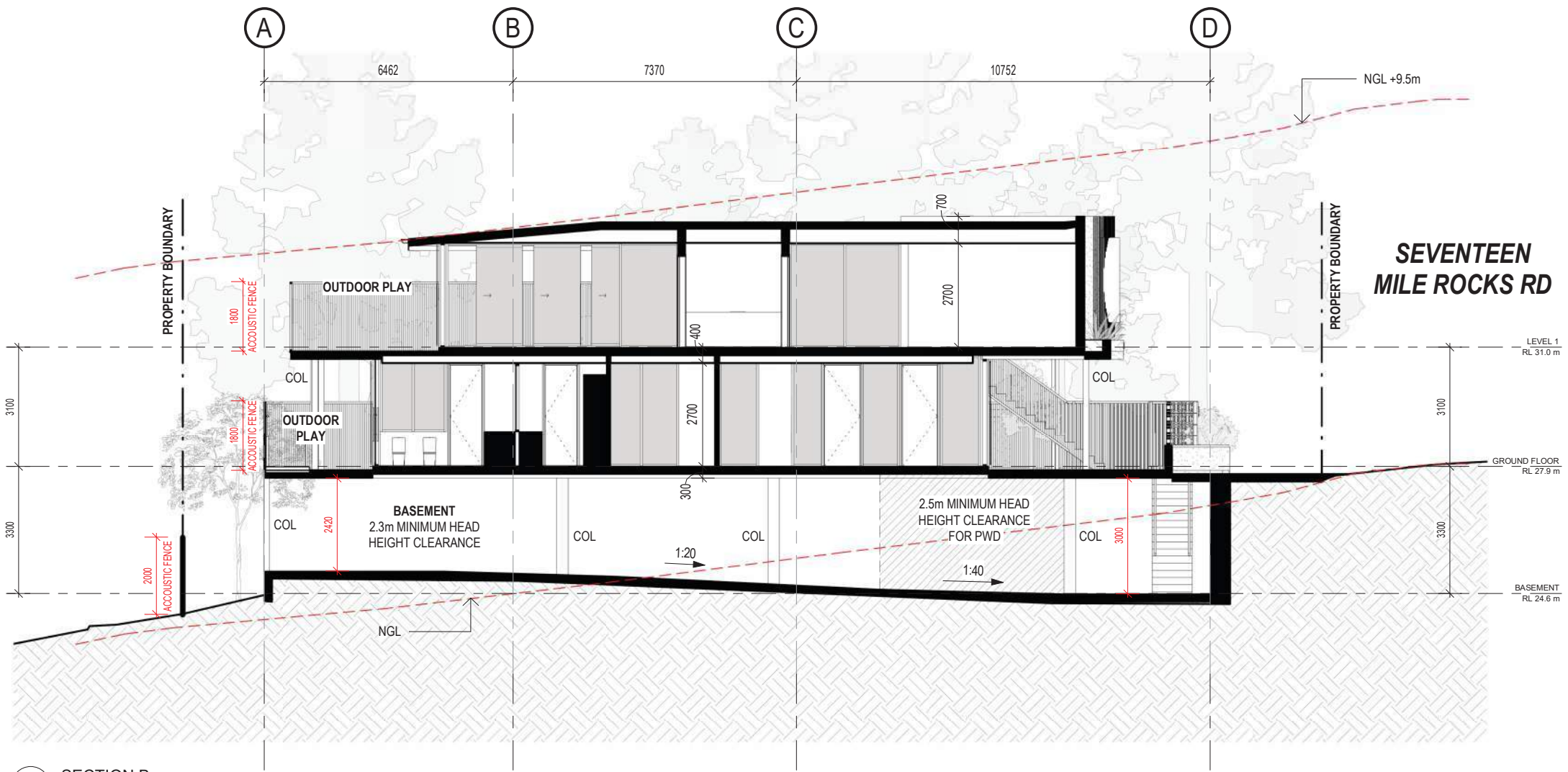
STATUS
DA RF1

DATE
01.07.24

DRAWING
ELEVATION D



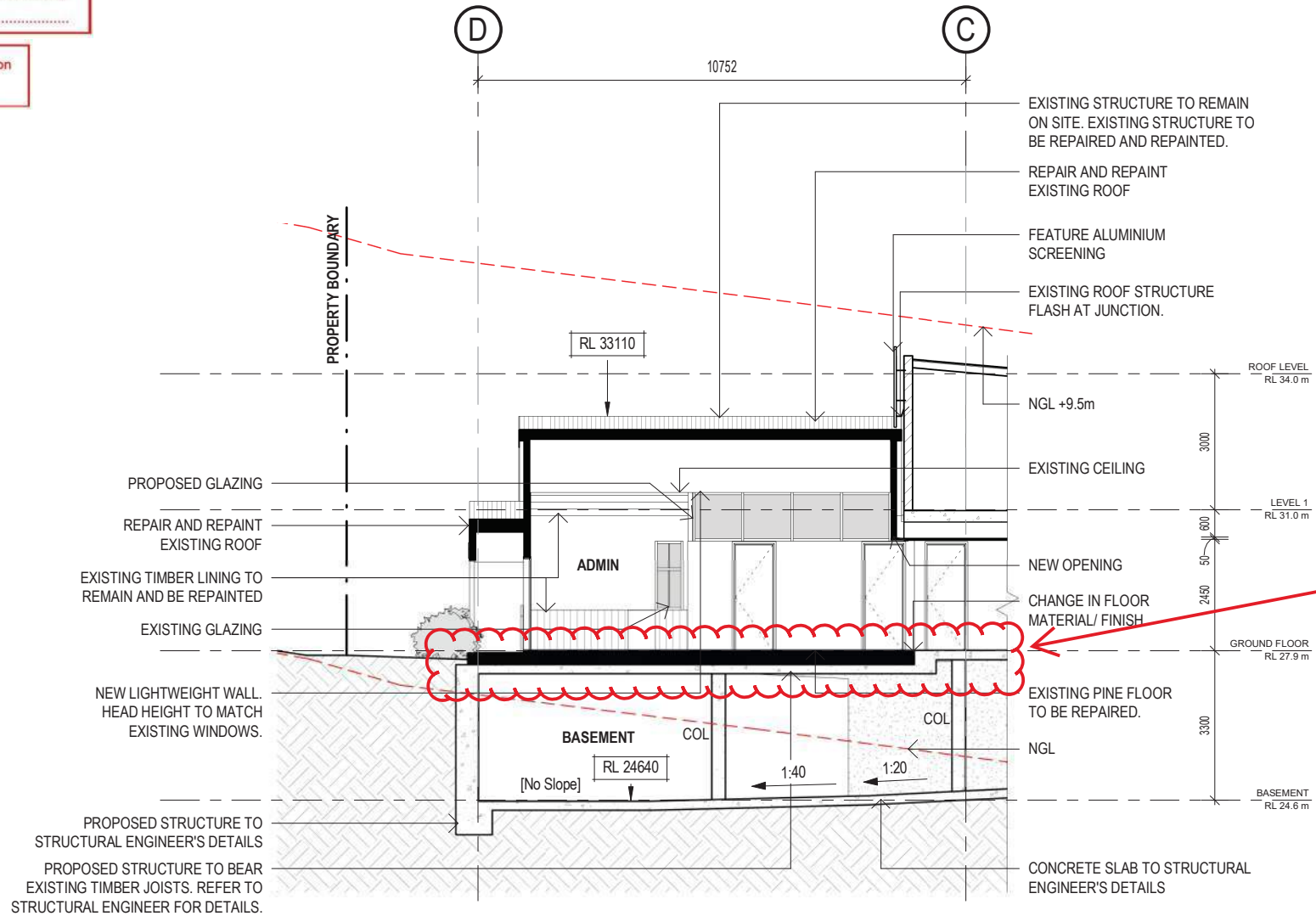
A SECTION A
DA-1.01 1 : 100



SEVENTEEN MILE ROCKS RD

B SECTION B
DA-1.01 1 : 100

BCC DS
RECEIVED
26/07/2024
APPLICATION REF
A006310690



C SECTION C
DA-1.03 1 : 100

ATTACHMENT 2

Plans of Amended Development Scheme

MINOR CHANGE: PROPOSED CHILDCARE



ADDRESS: 675 SEVENTEEN MILE ROCKS RD, SINNAMON PARK, QLD 4073
LOT: LOT 01 RP114727
AREA: 1,012m²
CLIENT: GSEJ DEVELOPMENT



DEVELOPMENT SUMMARY

ADDRESS: 675 SEVENTEEN MILE ROCKS RD,
SINNAMON PARK, QLD 4073
LOT: LOT 01 RP114727
AREA: 1012m²

DEEP PLANTING:

11.1% (112.7m²) COMPLIANT
DEEP PLANTING

11.8% (119.6m²) FUNCTIONAL
DEEP PLANTING

**TOTAL DEEP
PLANTING OUTCOME:
(FUNCTIONAL + COMPLIANT)** 22.9% (232.3m²)

CHILDCARE:
80 TOTAL PLACEMENTS

15 PARKINGS
54% = 8 STAFF PARKING (2.4m x 5.4m MINIMUM)
46% = 7 DROP-OFF PARKING (2.6m x 5.4m MINIMUM)

GROUND FLOOR:

ACTIVITY ROOM 01	32.9m ²	10 PLACEMENTS (10 x 3.25m ²)
ACTIVITY ROOM 02	71.9m ²	22 PLACEMENTS (22 x 3.25m ²)
ACTIVITY ROOM 03	36.0m ²	11 PLACEMENTS (11 x 3.25m ²)

OUTDOOR PLAY AREA REQ. 301² 43 PLACEMENTS (43 x 7m²)

LEVEL 01:

ACTIVITY ROOM 04	44.7m ²	13 PLACEMENTS (13 x 3.25m ²)
ACTIVITY ROOM 05	78.7m ²	24 PLACEMENTS (24 x 3.25m ²)

OUTDOOR PLAY AREA REQ. 259m² 37 PLACEMENTS (37 x 7m²)

GFA (GROSS FLOOR AREA INCLUDING FOYERS AND AMENITIES) AND IMPERVIOUS ROOFED STRUCTURES, HARDSTANDS AND OTHER IMPERVIOUS AREAS:

BASEMENT
GFA: -
IMPERVIOUS/ HARDSTAND/ OTHER: 628m²

GROUND FLOOR
GFA: 243m²
IMPERVIOUS/ HARDSTAND/ OTHER: 434m²

LEVEL 01
GFA: 188m²
IMPERVIOUS/ HARDSTAND/ OTHER: 280m²

GFA TOTAL: 431m²
IMPERVIOUS/ HARDSTAND/ OTHER TOTAL: 1,413m²

SITE COVER:

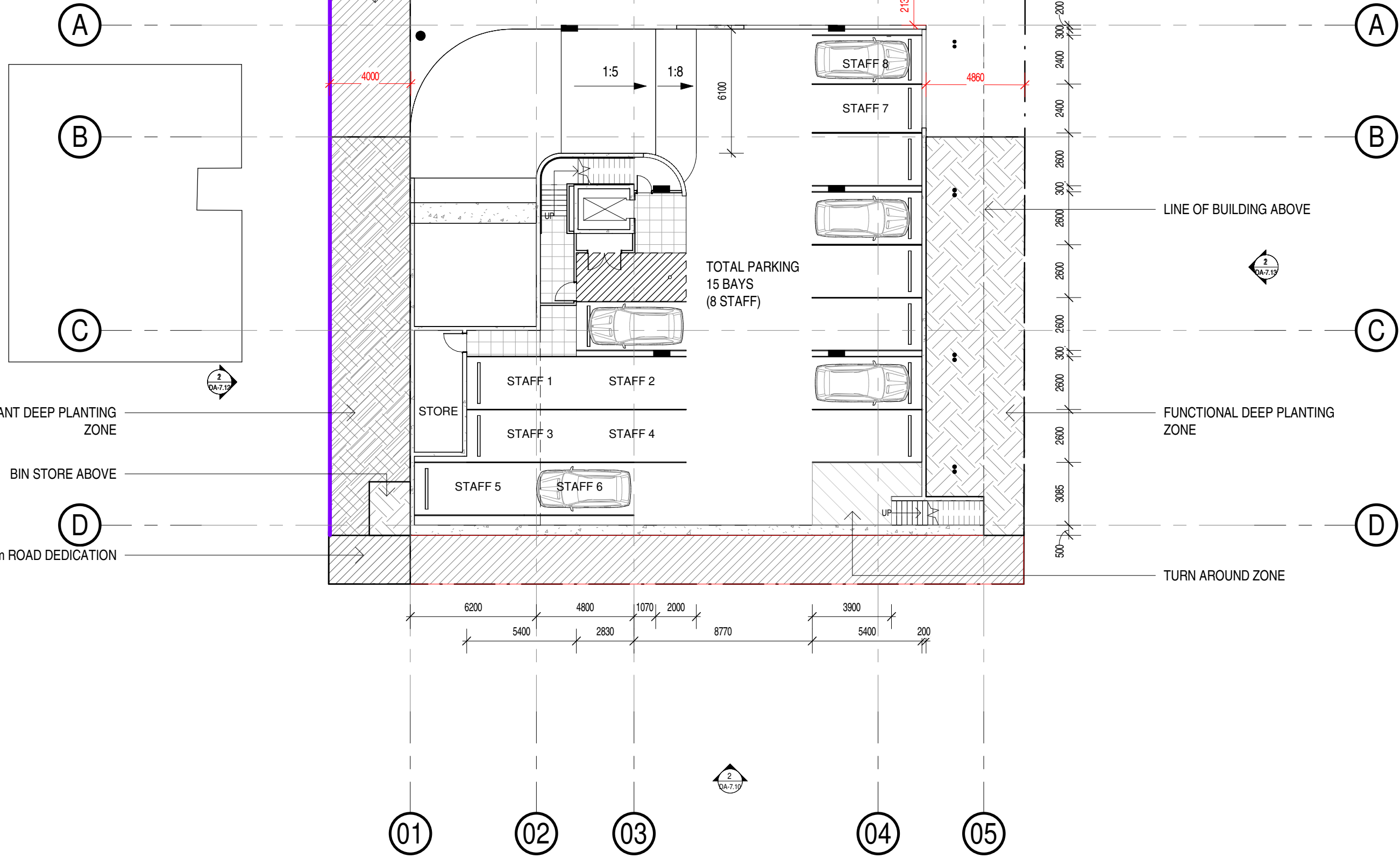
GROUND FLOOR: SITE COVER: 61% (612m²/1012m²)
LEVEL 01: SITE COVER: 50% (508m²/1012m²)

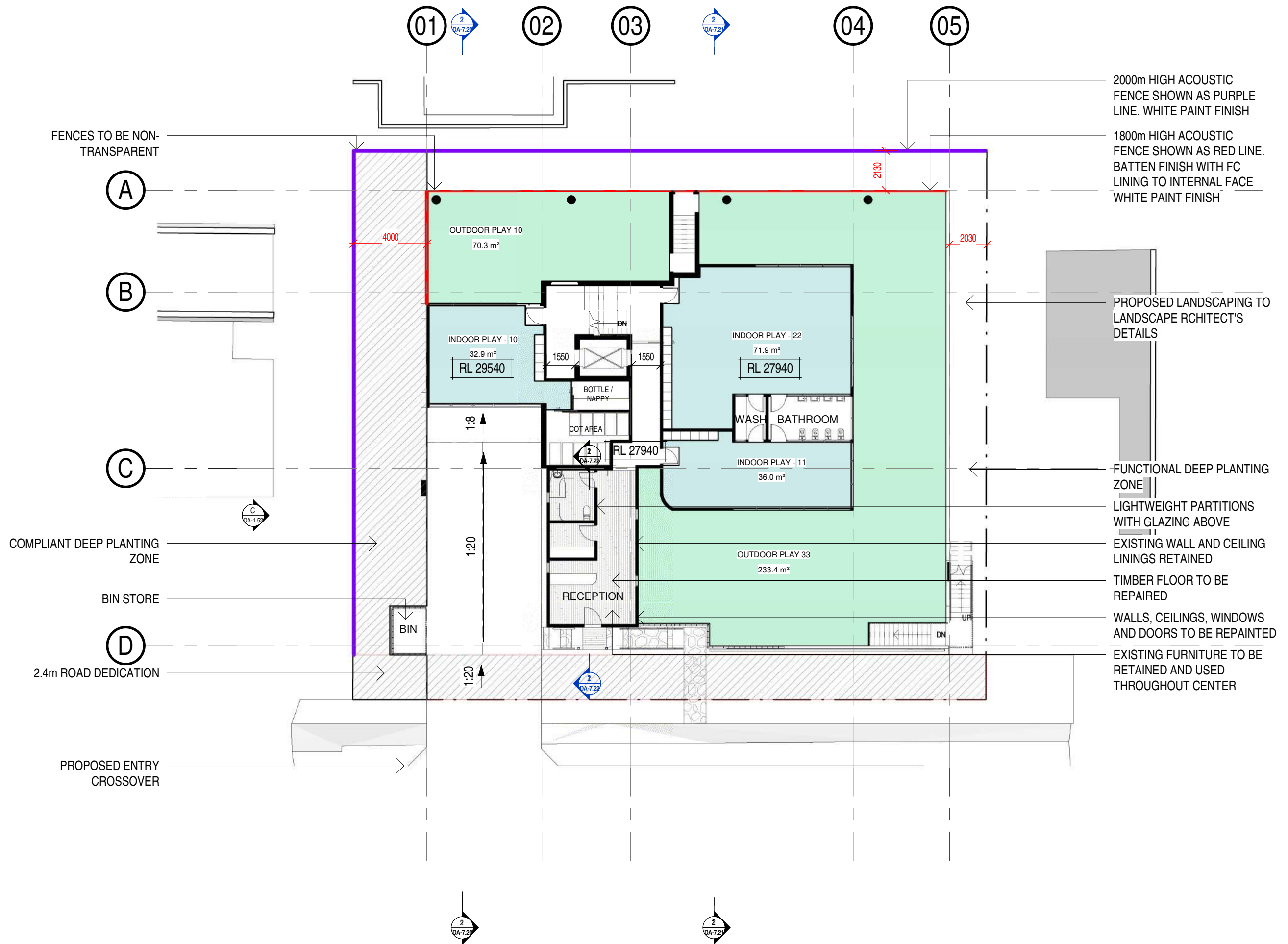


PROPOSED LANDSCAPING TO LANDSCAPE ARCHITECT'S DETAILS

FENCES TO BE NON-TRANSPARENT

2000m HIGH ACOUSTIC FENCE SHOWN AS PURPLE LINE. DOUBLE LAPPED AND CAPPED. WHITE PAINT FINISH





2000m HIGH ACOUSTIC FENCE SHOWN AS PURPLE LINE. WHITE PAINT FINISH

1800m HIGH ACOUSTIC FENCE SHOWN AS RED LINE. BATTEN FINISH WITH FC LINING TO INTERNAL FACE WHITE PAINT FINISH

PROPOSED LANDSCAPING TO LANDSCAPE ARCHITECT'S DETAILS

FUNCTIONAL DEEP PLANTING ZONE

LIGHTWEIGHT PARTITIONS WITH GLAZING ABOVE

EXISTING WALL AND CEILING LININGS RETAINED

TIMBER FLOOR TO BE REPAIRED

WALLS, CEILINGS, WINDOWS AND DOORS TO BE REPAIRED

EXISTING FURNITURE TO BE RETAINED AND USED THROUGHOUT CENTER

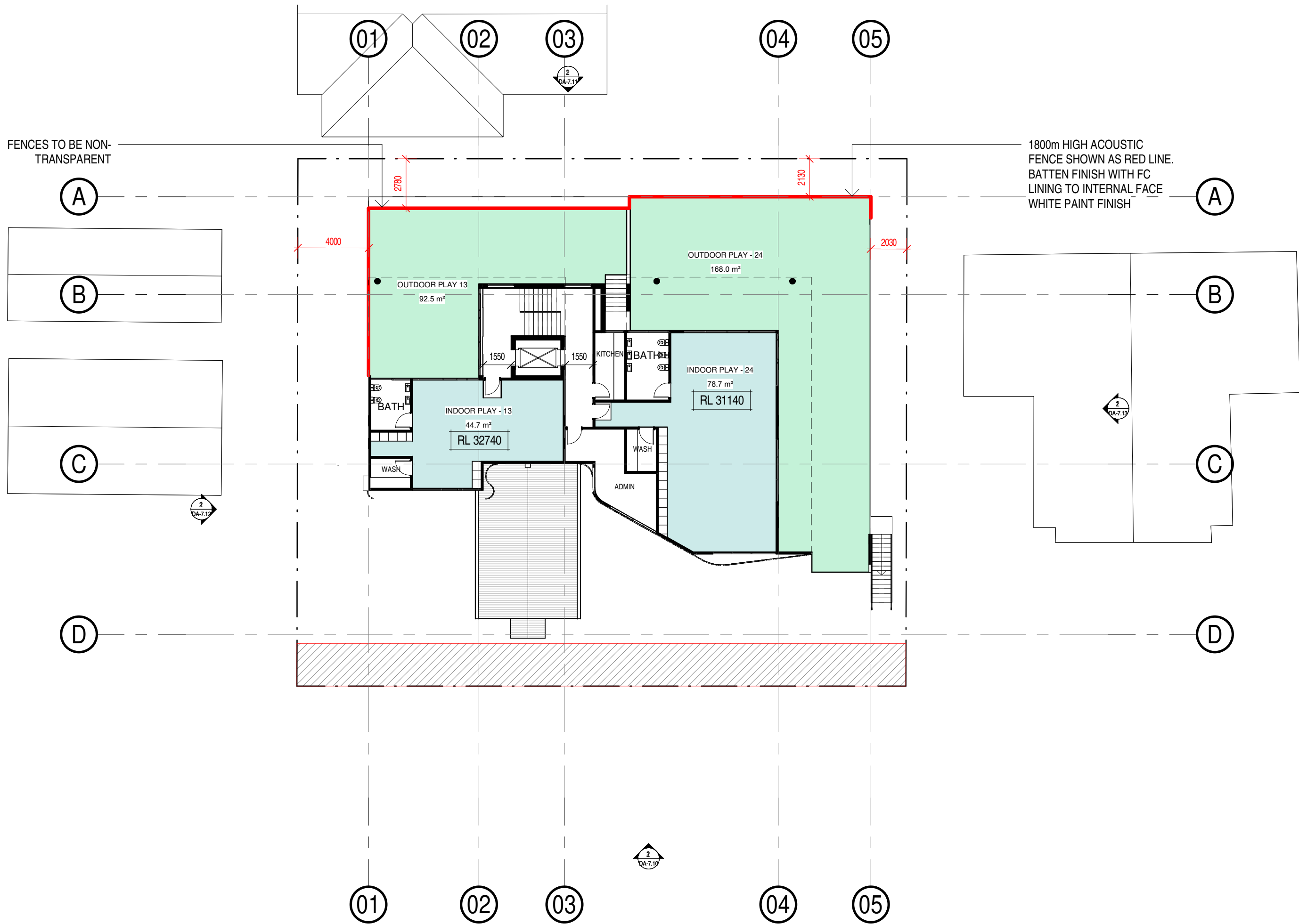
FENCES TO BE NON-TRANSPARENT

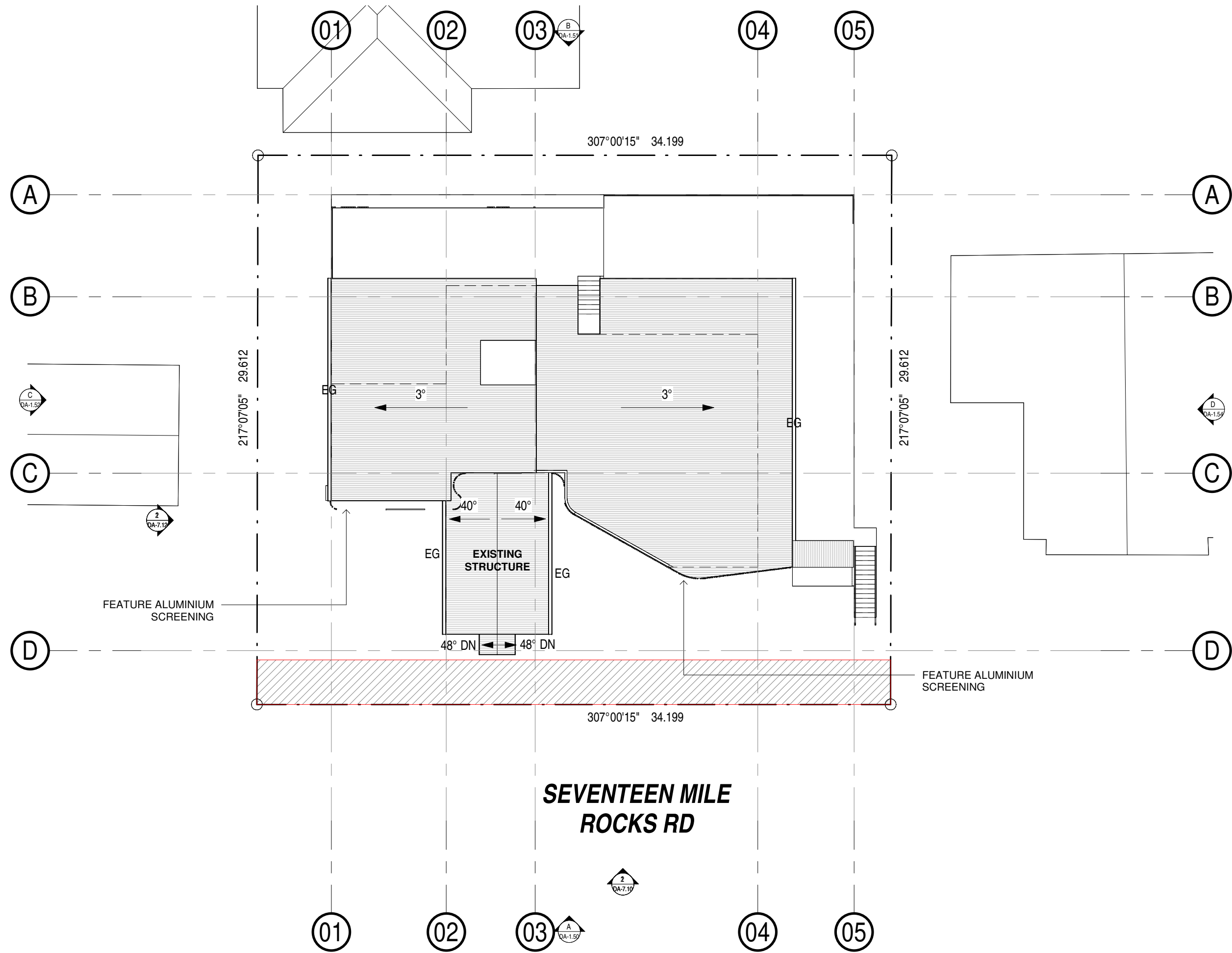
COMPLIANT DEEP PLANTING ZONE

BIN STORE

2.4m ROAD DEDICATION

PROPOSED ENTRY CROSSOVER





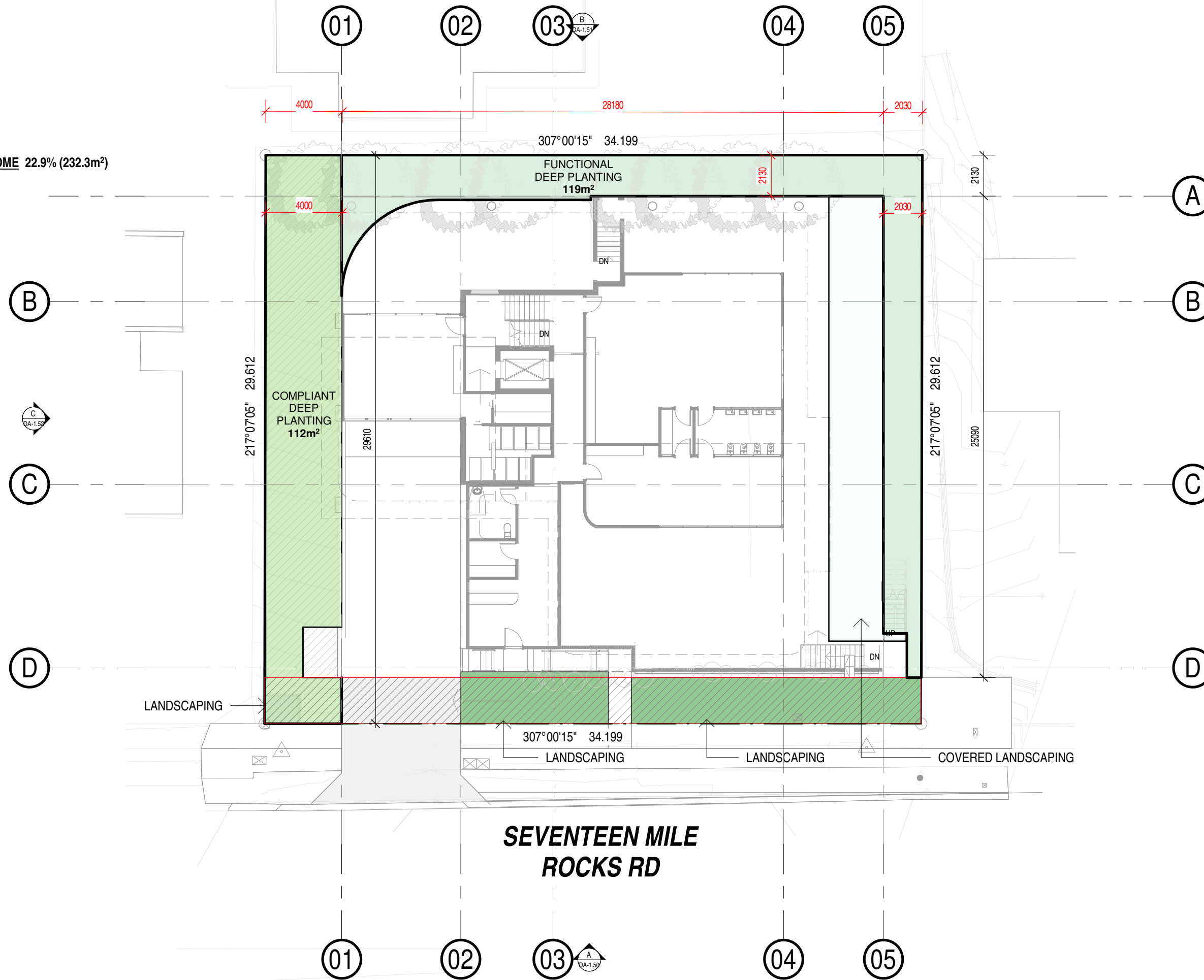
**SEVENTEEN MILE
ROCKS RD**

LEGEND

11.1% (112.7m²) COMPLIANT DEEP PLANTING

11.8% (119.6m²) FUNCTIONAL DEEP PLANTING

TOTAL DEEP PLANTING OUTCOME 22.9% (232.3m²)



ZARCHITECTS™

CLIENT
GSEJ DEVELOPMENT

PROJECT
675 SEVENTEEN MILE ROCKS RD, SINNAMON
PARK, QLD, 4073

TRUE NORTH



PROJECT NORTH



SCALE (A3)
1 : 200

DRAWING NUMBER
DA-1.25

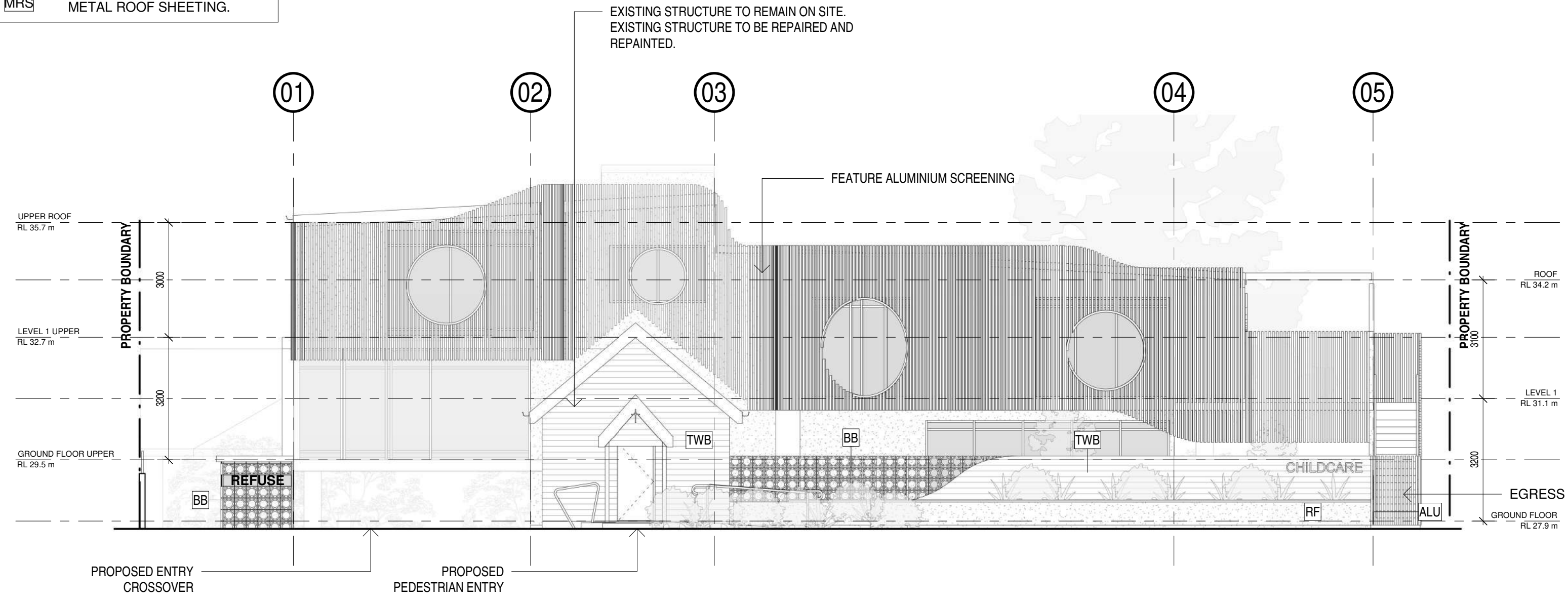
STATUS
DA RFI

DATE
19.05.2026

DRAWING
DEEP PLANTING PLAN

MATERIAL LEGEND - ELEVATIONS

- ALU** POWDERCOATED ALUMINIUM BATTEN SCREENING. WHITE FINISH.
- CONC** CONCRETE FINISH.
- RF** WHITE RENDER FINISH.
- TWB** TIMBER WEATHERBOARD. WHITE FINISH.
- BB** AUSTRAL BREEZE BLOCK. PORCELAIN.
- MRS** METAL ROOF SHEETING.

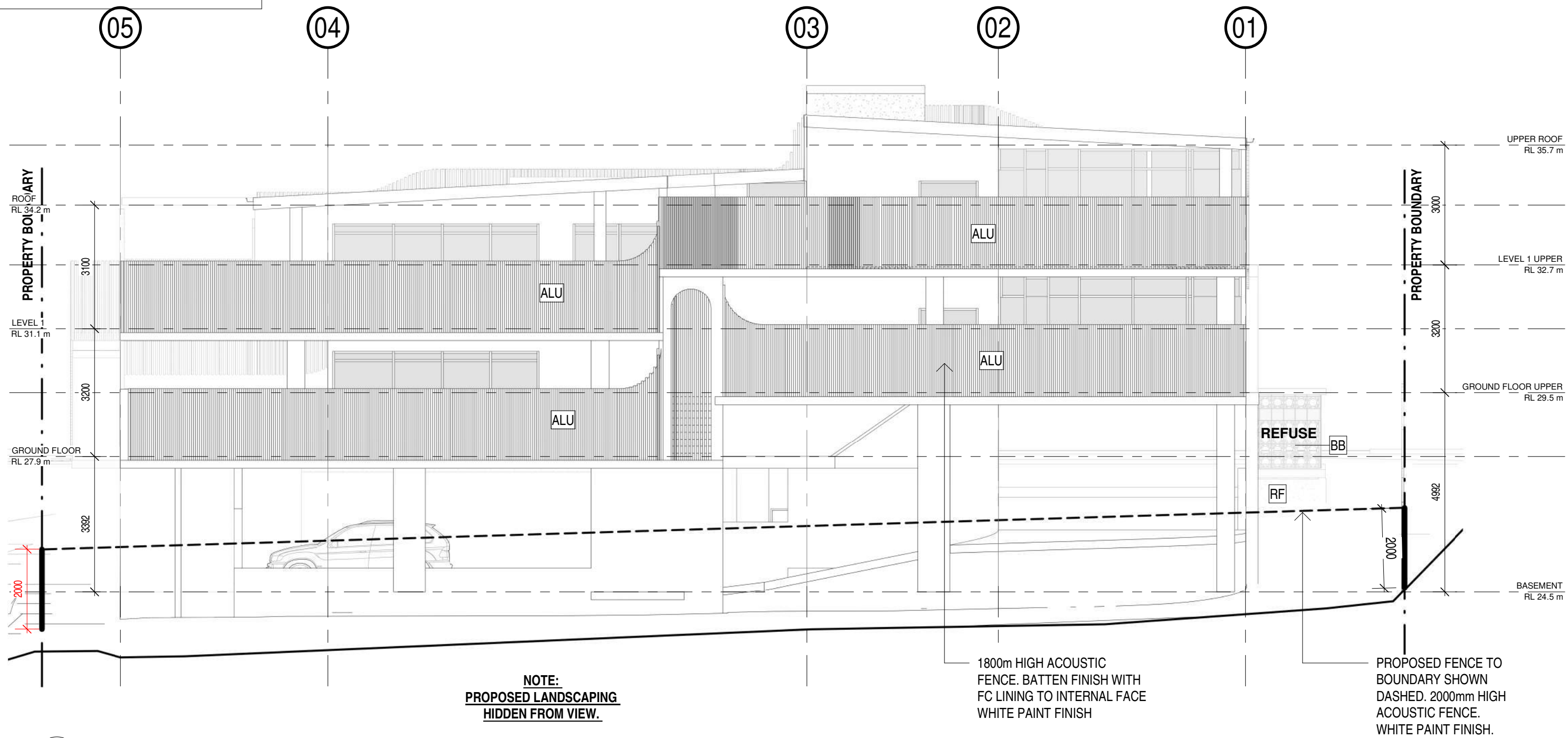


A ELEVATION A
DA-1.00 1 : 100

SEVENTEEN MILE ROCKS RD

MATERIAL LEGEND - ELEVATIONS

- ALU** POWDERCOATED ALUMINIUM BATTEN SCREENING. WHITE FINISH.
- CONC** CONCRETE FINISH.
- RF** WHITE RENDER FINISH.
- TWB** TIMBER WEATHERBOARD. WHITE FINISH.
- BB** AUSTRAL BREEZE BLOCK. PORCELAIN.
- MRS** METAL ROOF SHEETING.



ZARCHITECTS

CLIENT
GSEJ DEVELOPMENT

PROJECT
675 SEVENTEEN MILE ROCKS RD, SINNAMON
PARK, QLD, 4073

TRUE NORTH

PROJECT NORTH

SCALE (A3)
As indicated

DRAWING NUMBER
DA-1.51

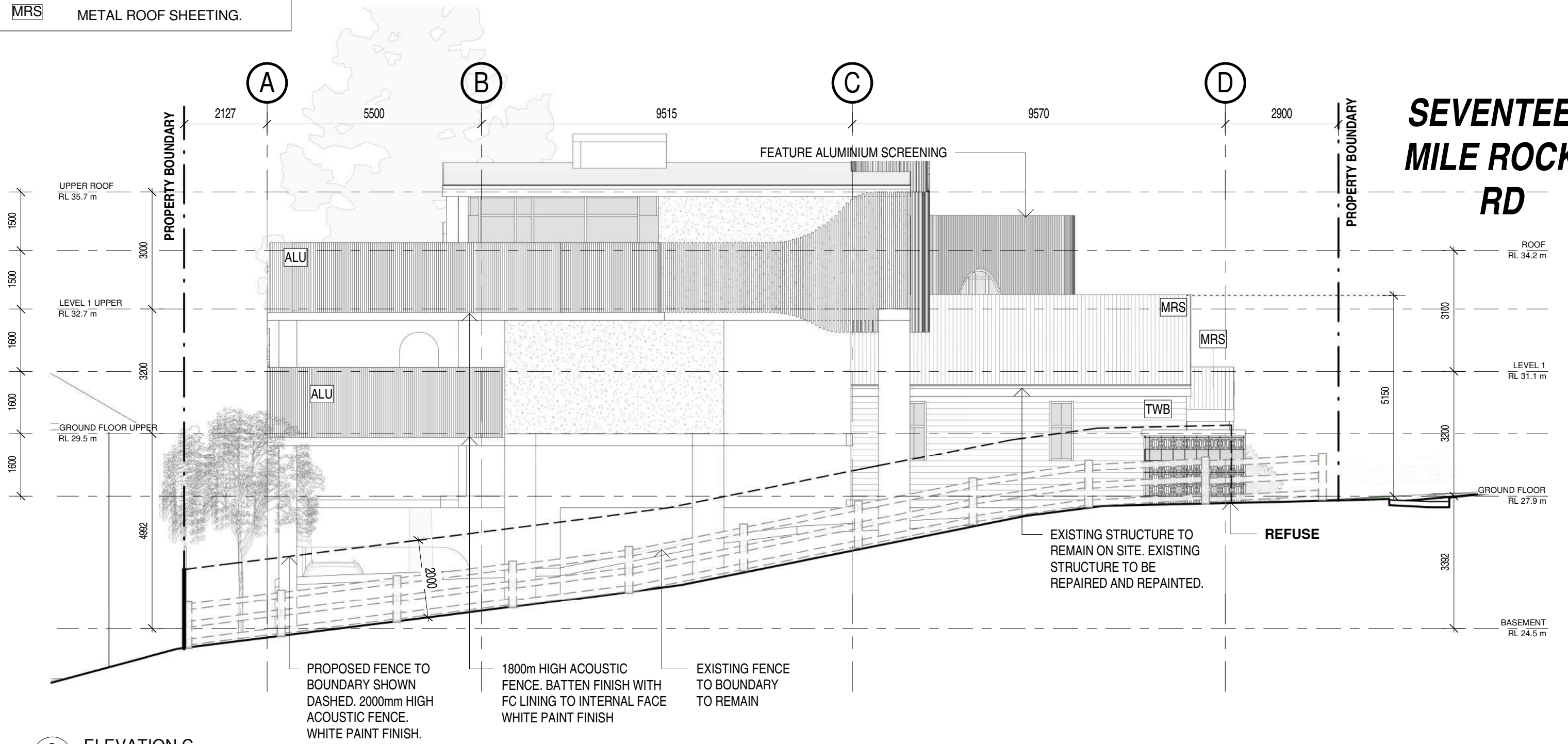
STATUS
DA RFI

DATE
19.05.2026

DRAWING
ELEVATION B

MATERIAL LEGEND - ELEVATIONS

- ALU** POWDERCOATED ALUMINIUM BATTEN SCREENING. WHITE FINISH.
- CONC** CONCRETE FINISH.
- RF** WHITE RENDER FINISH.
- TWB** TIMBER WEATHERBOARD. WHITE FINISH.
- BB** AUSTRAL BREEZE BLOCK. PORCELAIN.
- MRS** METAL ROOF SHEETING.

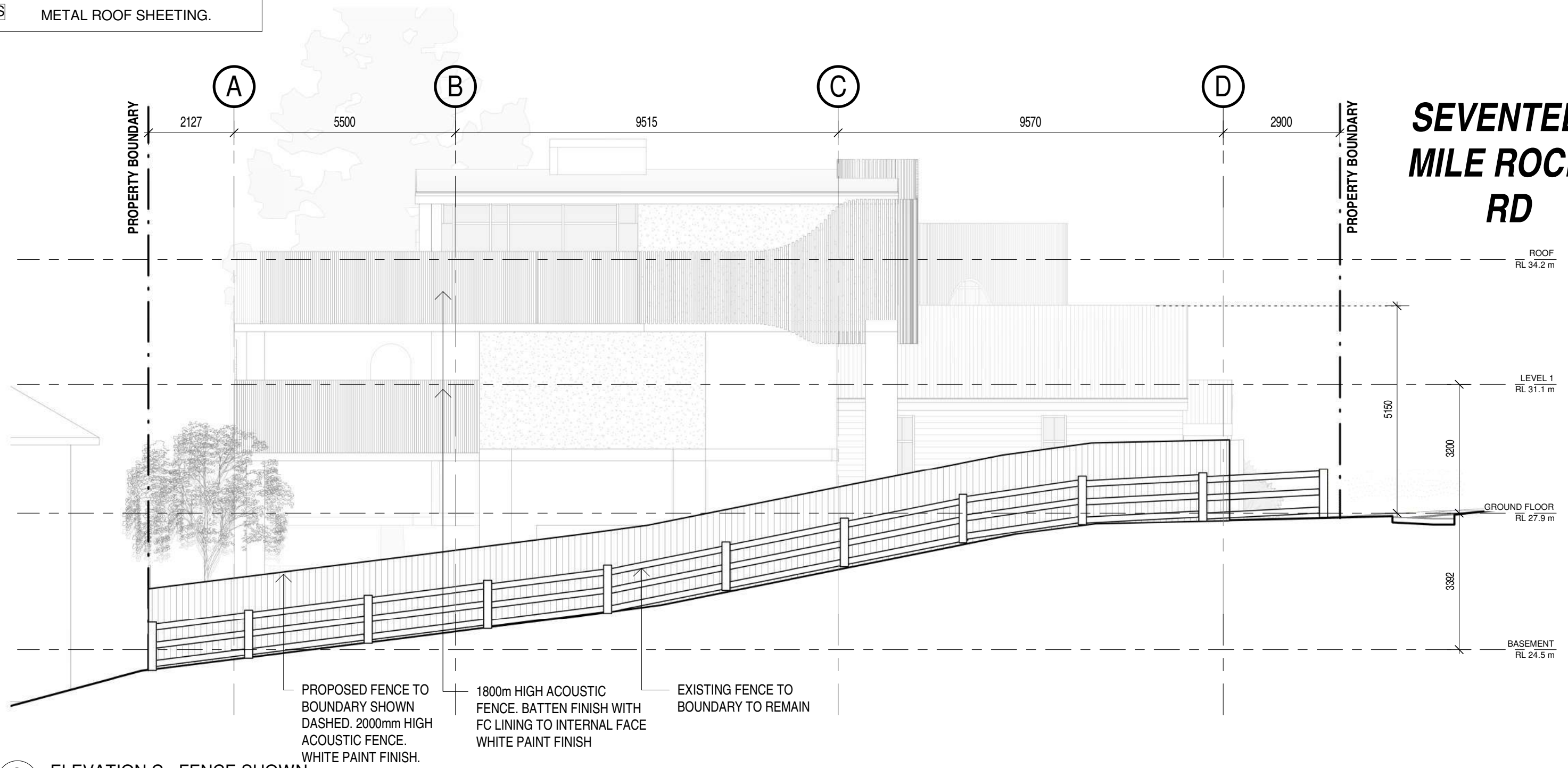


SEVENTEEN MILE ROCKS RD

C ELEVATION C
DA-1.00 1 : 100

MATERIAL LEGEND - ELEVATIONS

- ALU** POWDERCOATED ALUMINIUM BATTEN SCREENING. WHITE FINISH.
- CONC** CONCRETE FINISH.
- RF** WHITE RENDER FINISH.
- TWB** TIMBER WEATHERBOARD. WHITE FINISH.
- BB** AUSTRAL BREEZE BLOCK. PORCELAIN.
- MRS** METAL ROOF SHEETING.



SEVENTEEN MILE ROCKS RD

C ELEVATION C - FENCE SHOWN
1 : 100



ZARCHITECTS

CLIENT
GSEJ DEVELOPMENT

PROJECT
675 SEVENTEEN MILE ROCKS RD, SINNAMON PARK, QLD, 4073

TRUE NORTH

PROJECT NORTH

SCALE (A3)
As indicated

DRAWING NUMBER
DA-1.53

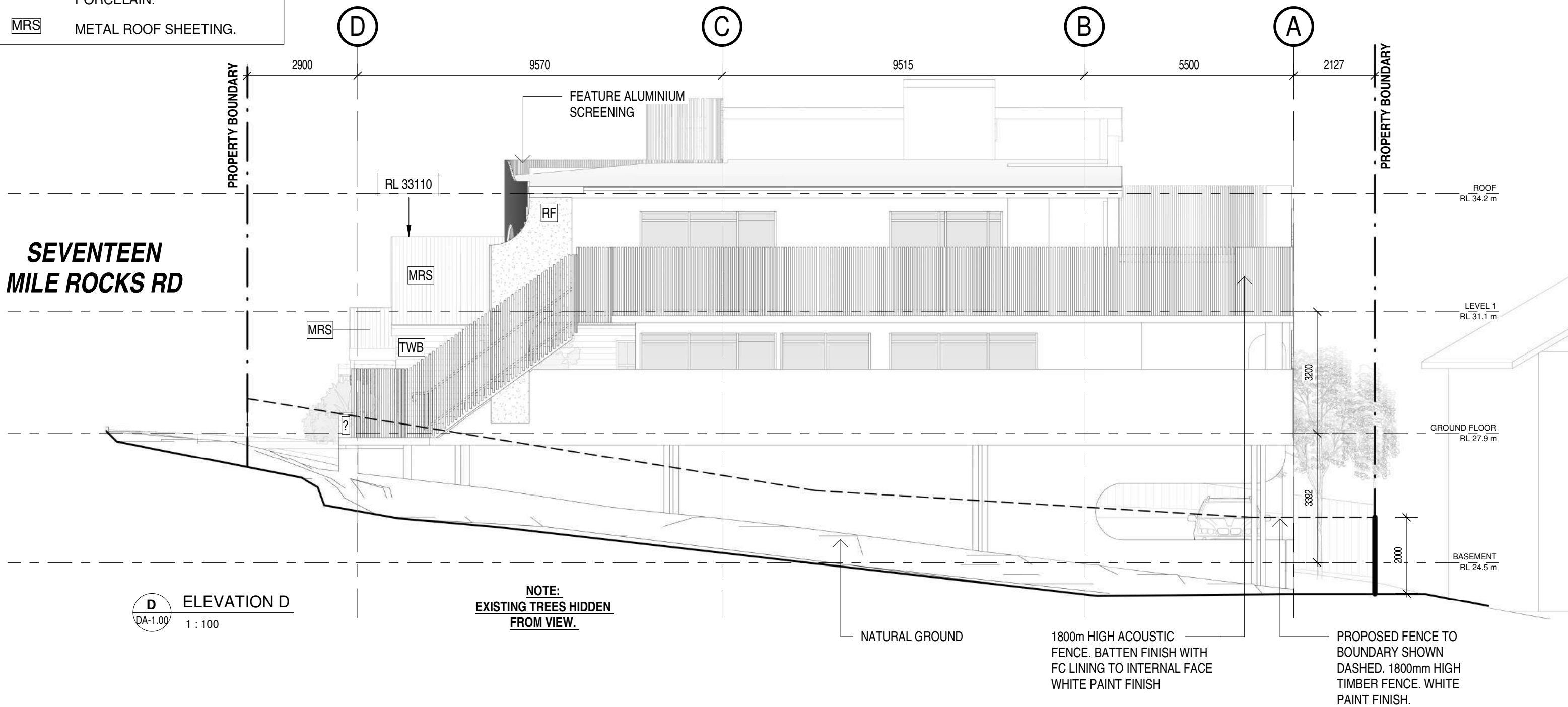
STATUS
DA RFI

DATE
19.05.2026

DRAWING
ELEVATION C - FENCE SHOWN

MATERIAL LEGEND - ELEVATIONS

- ALU** POWDERCOATED ALUMINIUM BATTEN SCREENING. WHITE FINISH.
- CONC** CONCRETE FINISH.
- RF** WHITE RENDER FINISH.
- TWB** TIMBER WEATHERBOARD. WHITE FINISH.
- BB** AUSTRAL BREEZE BLOCK. PORCELAIN.
- MRS** METAL ROOF SHEETING.



SEVENTEEN MILE ROCKS RD

D ELEVATION D
DA-1.00 1 : 100

NOTE:
EXISTING TREES HIDDEN FROM VIEW.

NATURAL GROUND

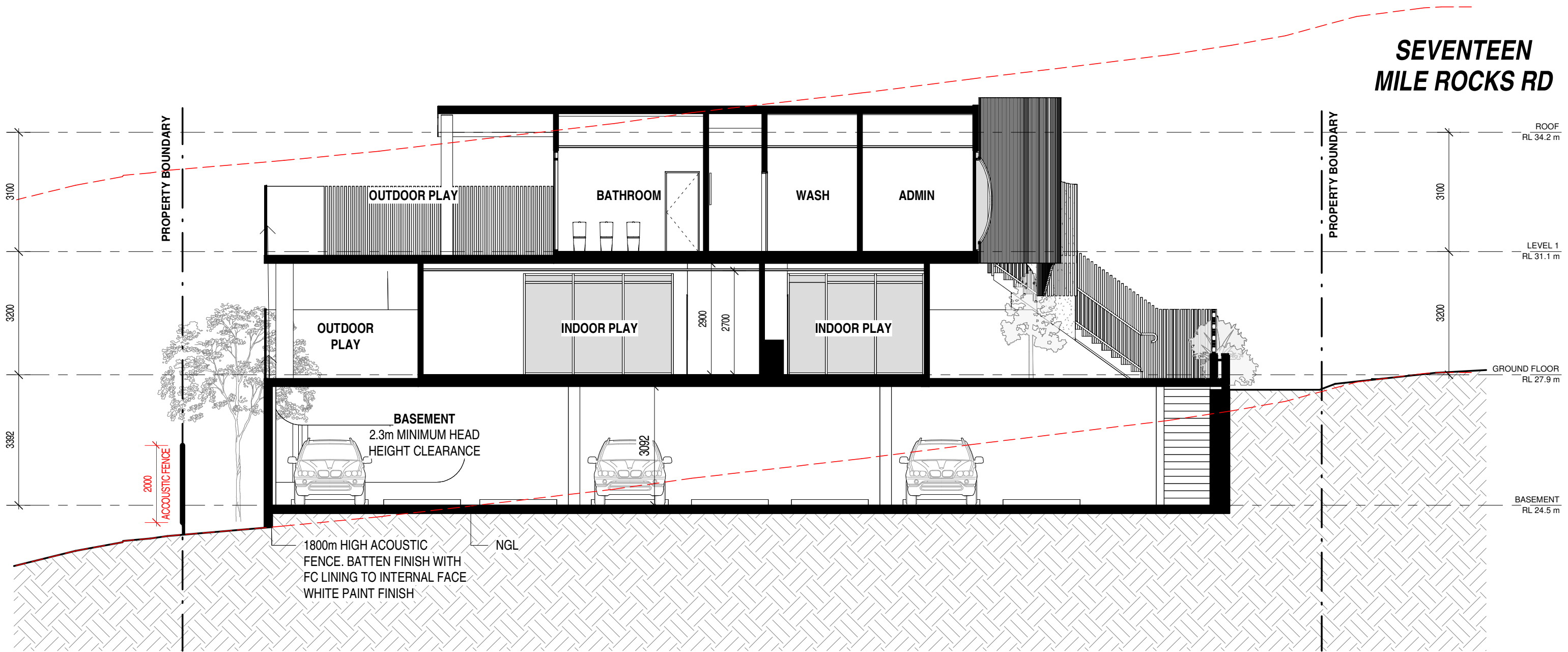
1800m HIGH ACOUSTIC FENCE. BATTEN FINISH WITH FC LINING TO INTERNAL FACE WHITE PAINT FINISH

PROPOSED FENCE TO BOUNDARY SHOWN DASHED. 1800mm HIGH TIMBER FENCE. WHITE PAINT FINISH.

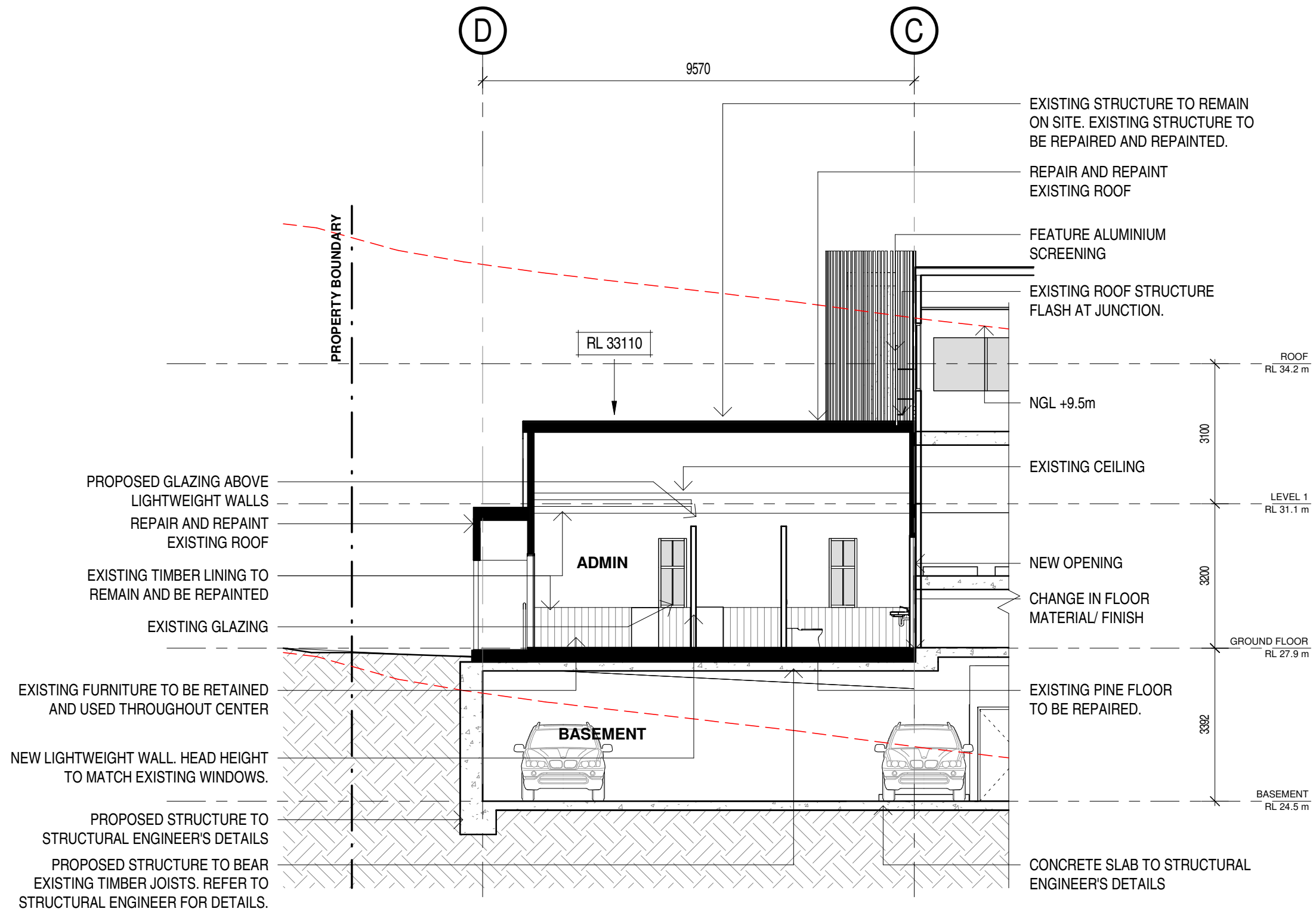


A SECTION A
1 : 100

SEVENTEEN MILE ROCKS RD

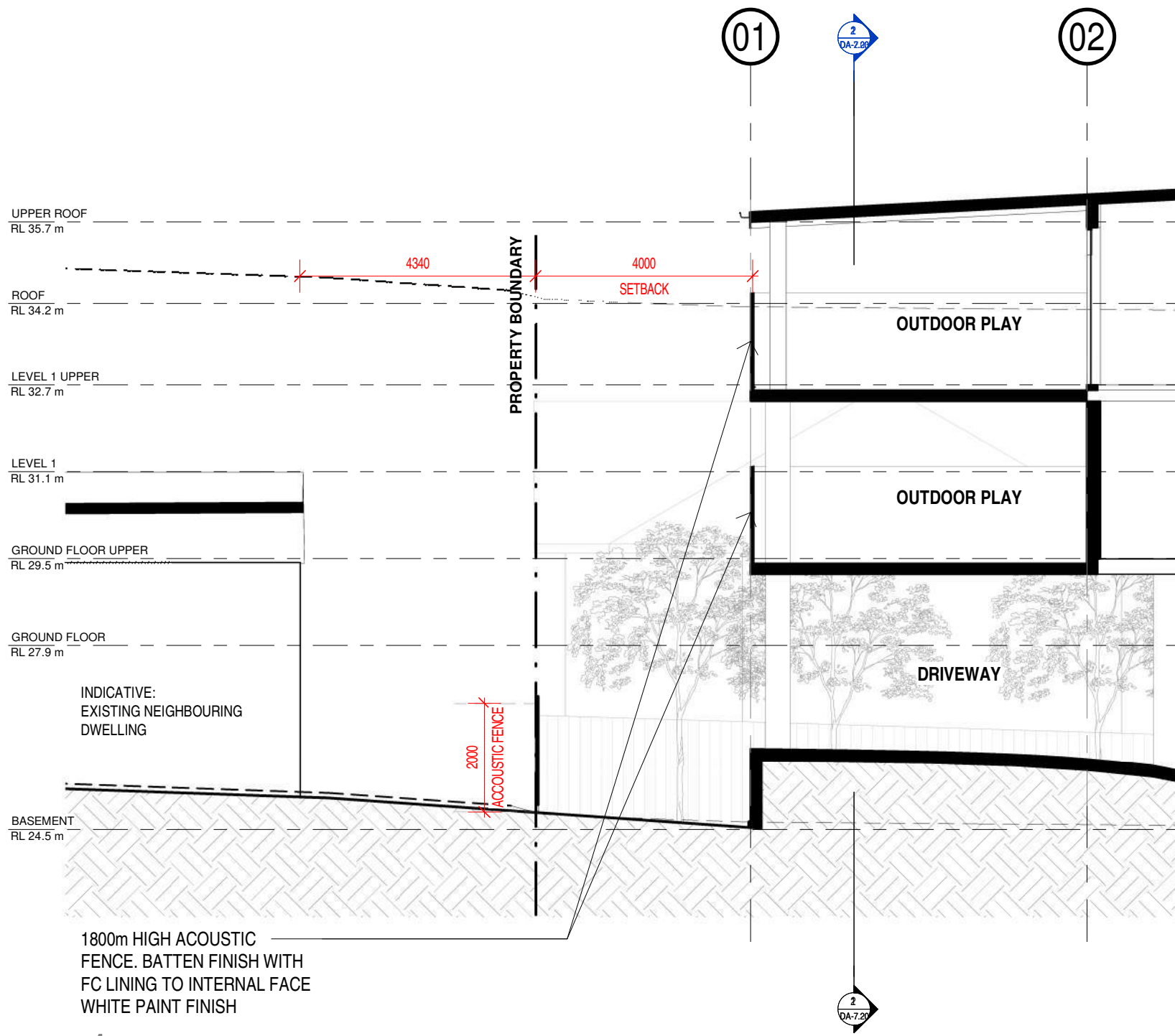


B SECTION B
1 : 100



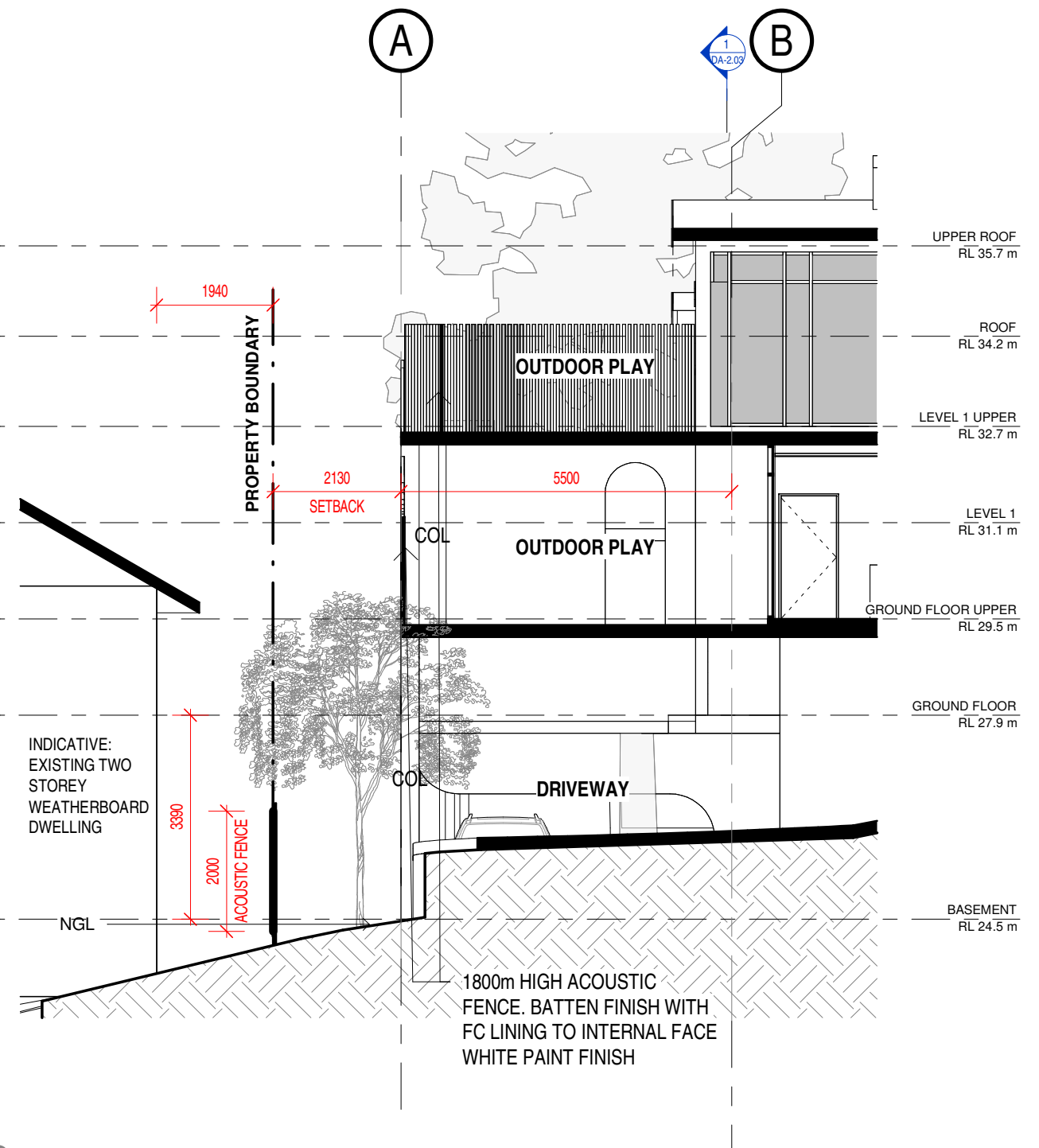
C SECTION C
1 : 100





1 SITE BOUNDARY SECTION 01

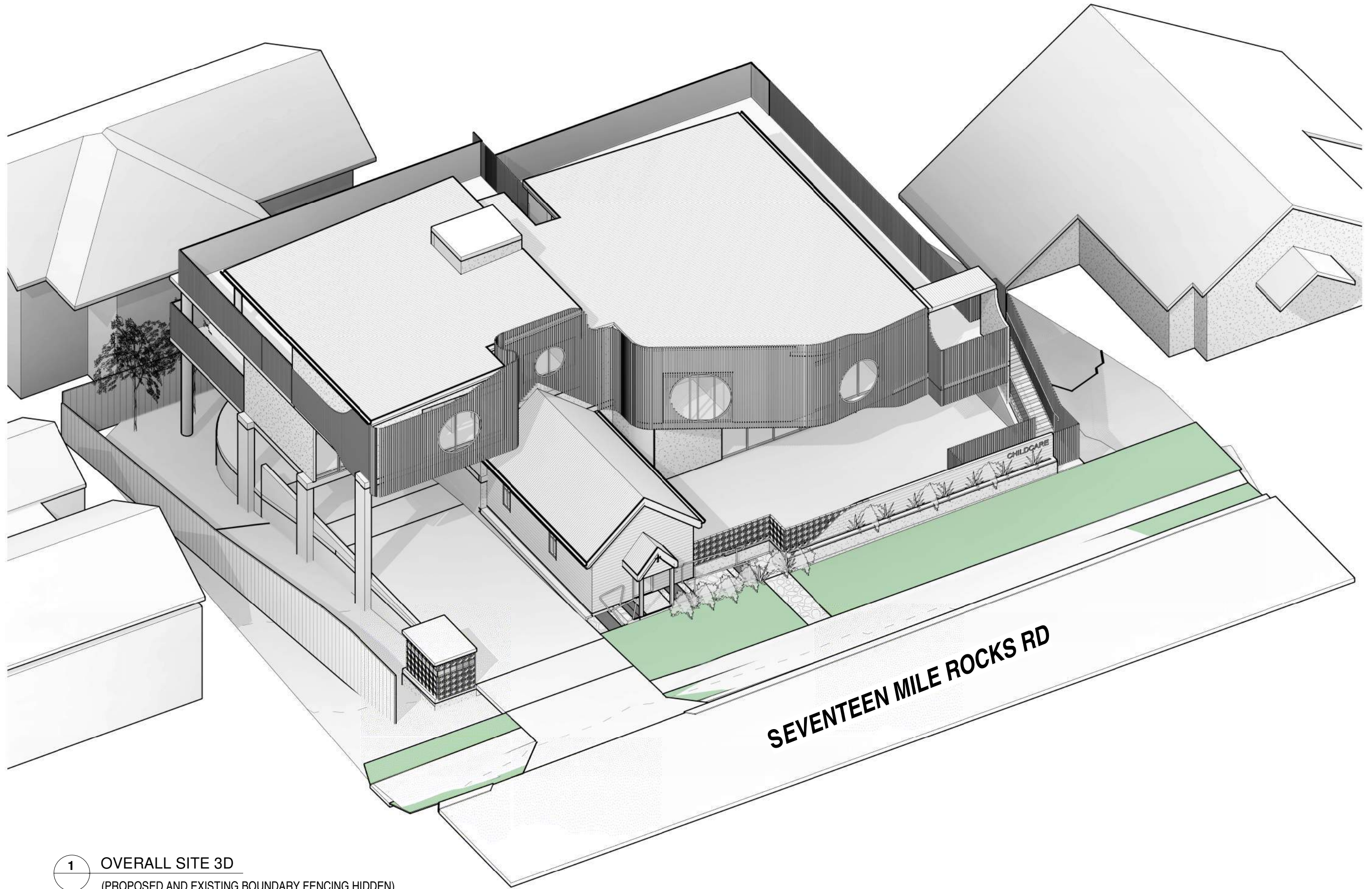
1 : 100



2 SITE BOUNDARY SECTION 02

1 : 100



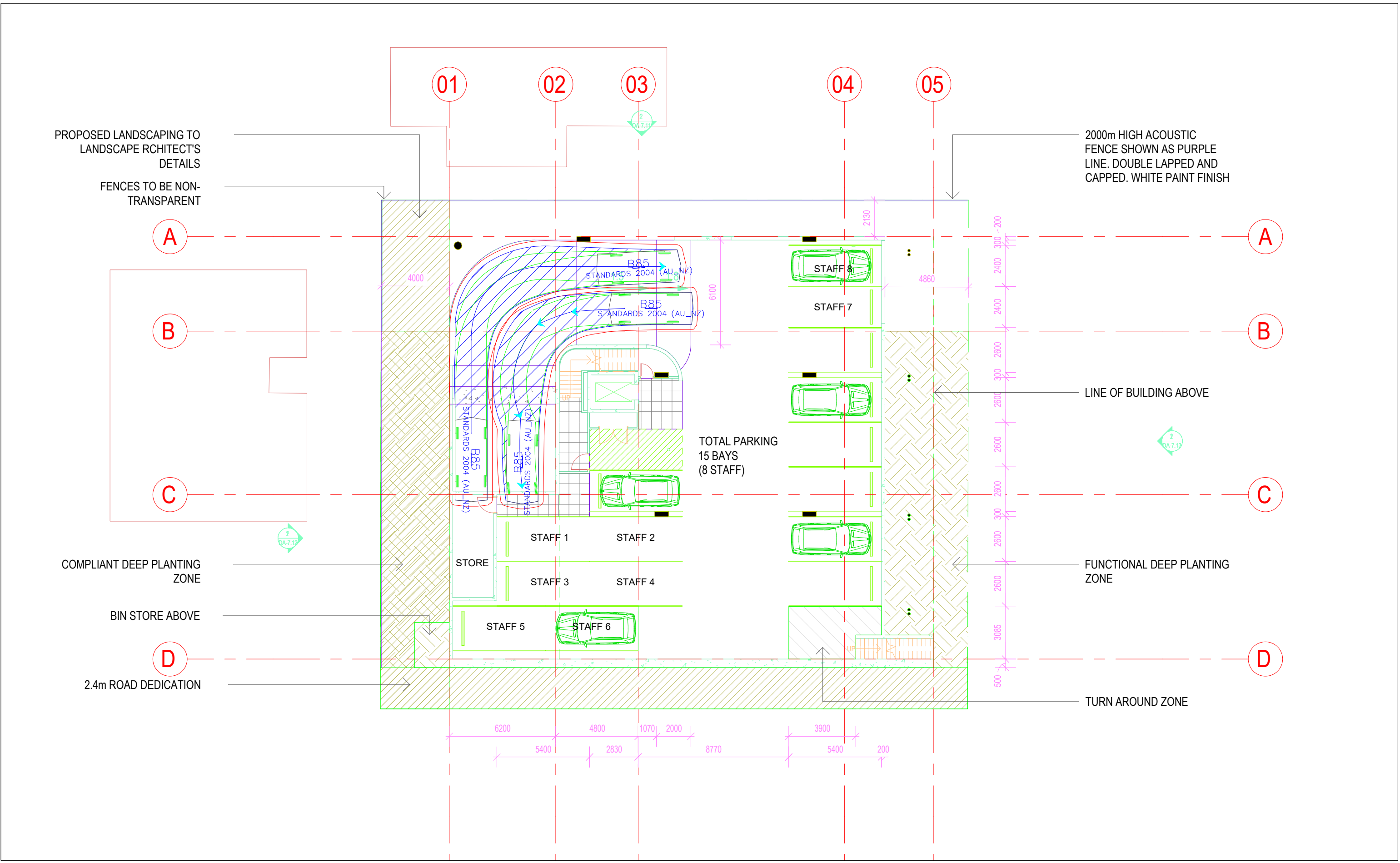


1 OVERALL SITE 3D
 (PROPOSED AND EXISTING BOUNDARY FENCING HIDDEN)



ATTACHMENT 3

Vehicle Tracking Diagram – Cars Passing on Ramp



I, Richard Quinn (RPEQ 08565), certify that the swept paths have been carried out in accordance with AS2890.1 and/or AS2890.2

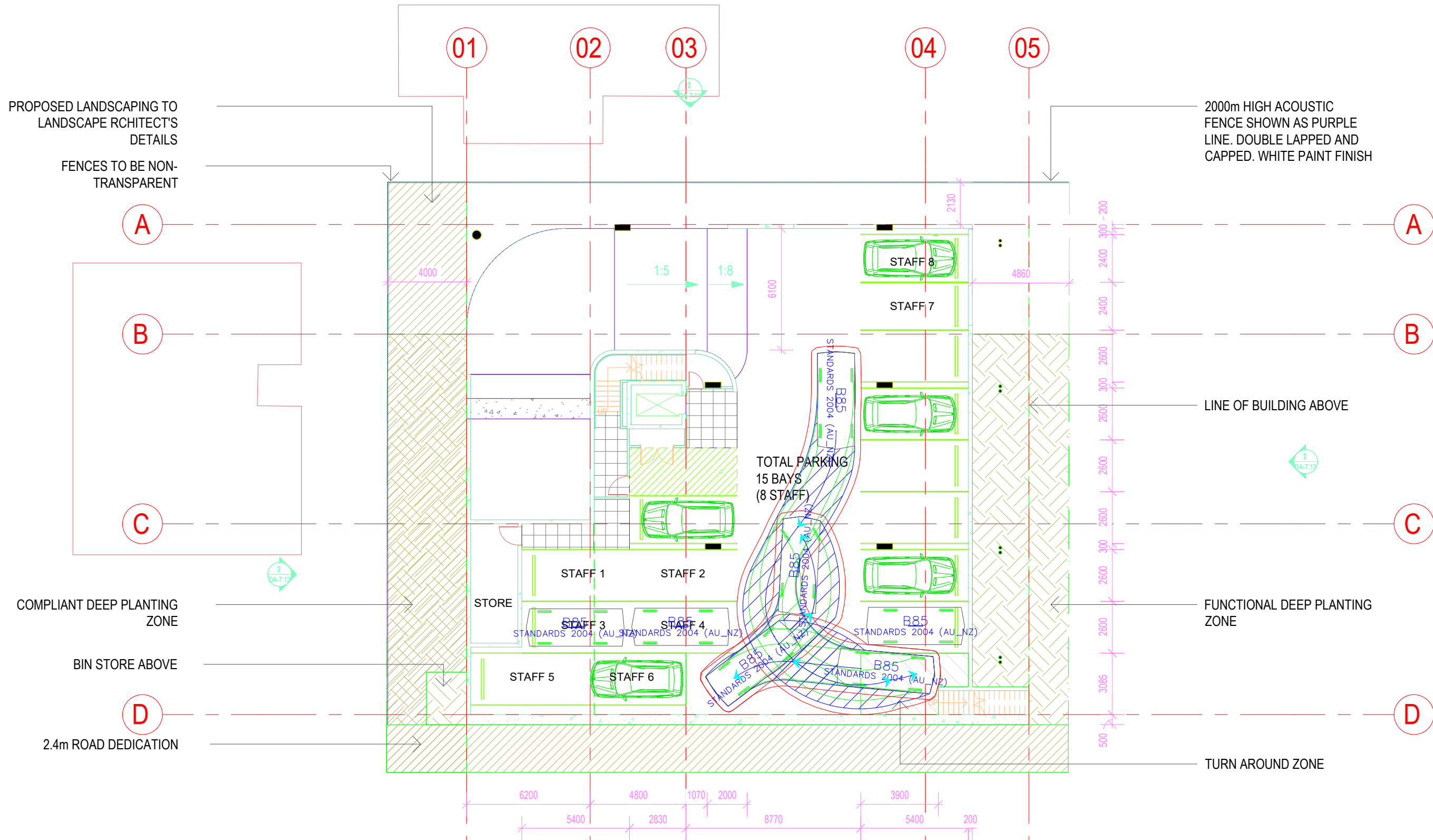
Richard Quinn

- LEGEND**
- Vehicle Wheelpath
 - Body of Vehicle
 - 300mm Clearance Envelope from Body of Vehicle

QTraffic <small>Quality Driven</small>	
675 Seventeen Mile Rocks Road, Sinnamoon Park Vehicle Tracking Analyses	
drawn: RQ	Scale: 1:200 @ A3 date: 10/06/2026
The base drawing is provided to Q Traffic by others. This drawing is draft for discussion purposes only.	
2264_TPA29 project no.	SK.01 drawing no.
A rev	

ATTACHMENT 4

Vehicle Tracking Diagrams – Critical Car Parking Spaces

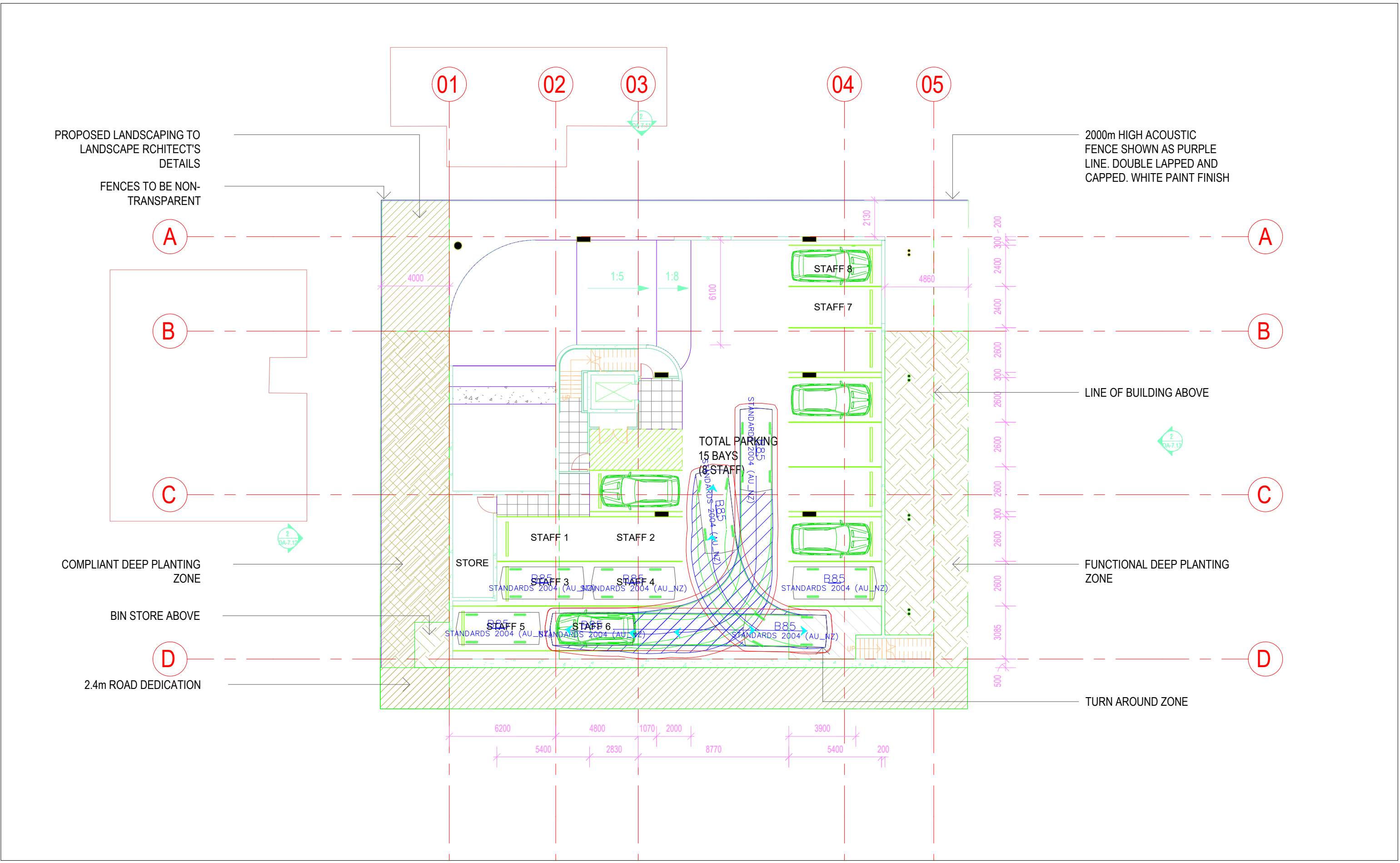


I, Richard Quinn (RPEQ 08565), certify that the swept paths have been carried out in accordance with AS2890.1 and/or AS2890.2

LEGEND

- Vehicle Wheelpath
- Body of Vehicle
- 300mm Clearance Envelope from Body of Vehicle

675 Seventeen Mile Rocks Road, Sinnamon Park Vehicle Tracking Analyses		
drawing title	drawn: RQ	Scale: 1:200 @ A3 date: 10/06/2026
The base drawing is provided to Q Traffic by others. This drawing is draft for discussion purposes only.		
2264_TPA29 project no.	SK.02 drawing no.	A rev

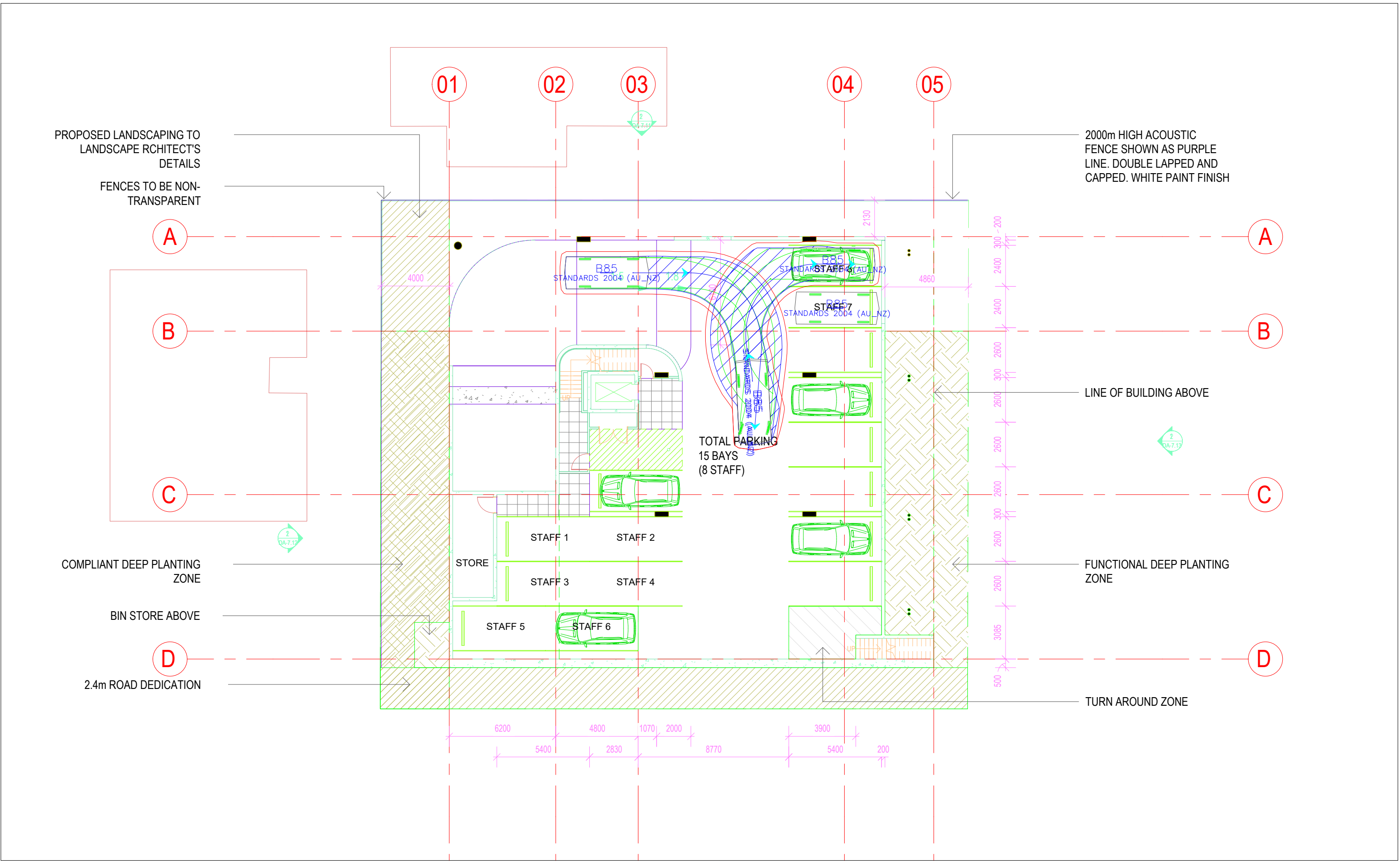


I, Richard Quinn (RPEQ 08565), certify that the swept paths have been carried out in accordance with AS2890.1 and/or AS2890.2

Richard Quinn

- LEGEND**
- Vehicle Wheelpath
 - Body of Vehicle
 - 300mm Clearance Envelope from Body of Vehicle

QTraffic <small>Quality Traffic</small>	
675 Seventeen Mile Rocks Road, Sinnamon Park Vehicle Tracking Analyses	
drawn: RQ	Scale: 1:200 @ A3 date: 10/06/2026
The base drawing is provided to Q Traffic by others. This drawing is draft for discussion purposes only.	
2264_TPA29 <small>project no.</small>	SK.03 <small>drawing no.</small>
A <small>rev</small>	



I, Richard Quinn (RPEQ 08565), certify that the swept paths have been carried out in accordance with AS2890.1 and/or AS2890.2

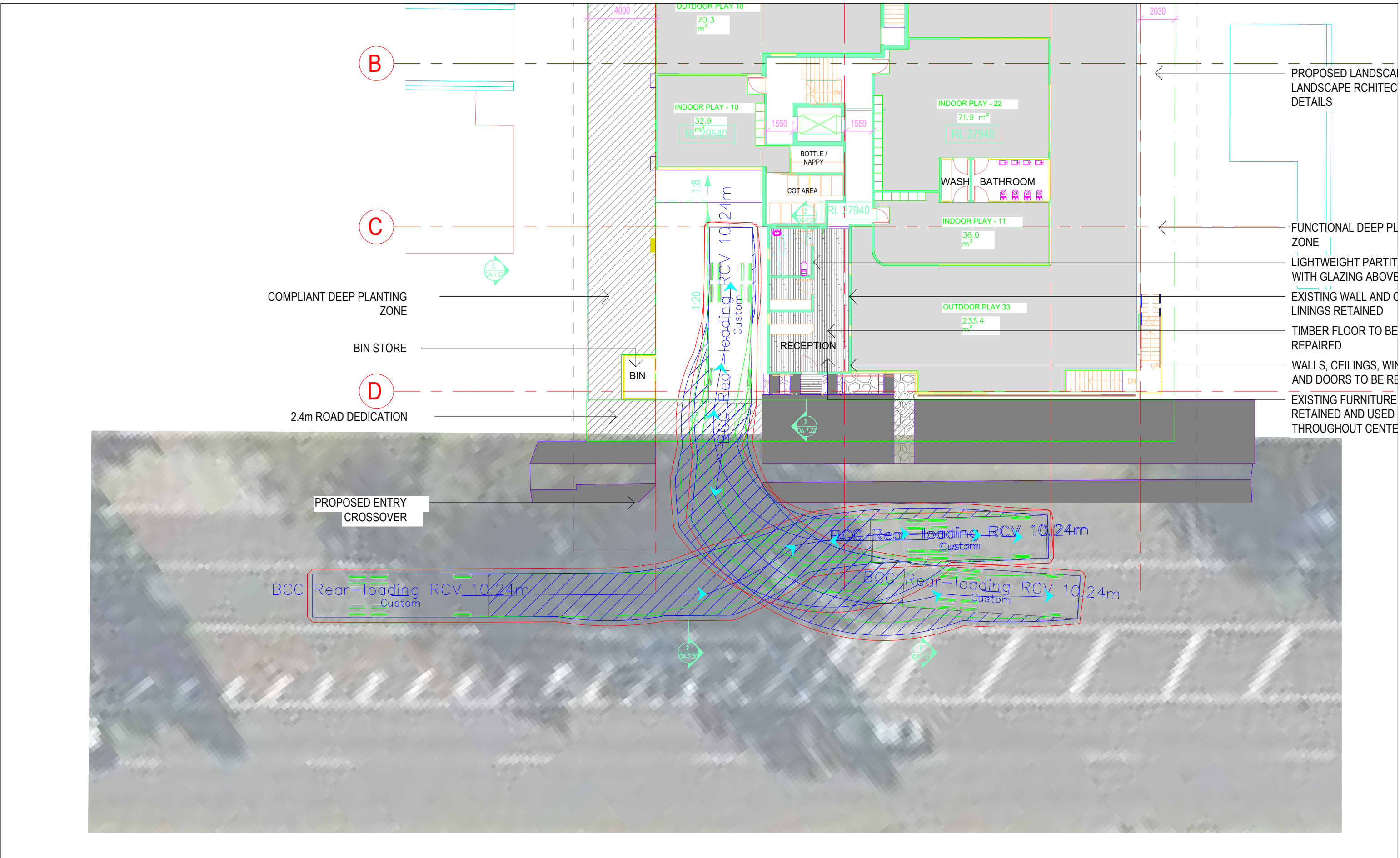
Richard Quinn

- LEGEND**
- Vehicle Wheelpath
 - Body of Vehicle
 - 300mm Clearance Envelope from Body of Vehicle

QTraffic <small>Quality & Creativity</small>	
675 Seventeen Mile Rocks Road, Sinnamon Park Vehicle Tracking Analyses	
drawn: RQ	Scale: 1:200 @ A3 date: 10/06/2026
<small>The base drawing is provided to Q Traffic by others. This drawing is draft for discussion purposes only.</small>	
2264_TPA29 project no.	SK.04 drawing no.
A rev	

ATTACHMENT 5

Vehicle Tracking Diagram – Refuse Collection Vehicle Access



I, Richard Quinn (RPEQ 08565), certify that the swept paths have been carried out in accordance with AS2890.1 and/or AS2890.2

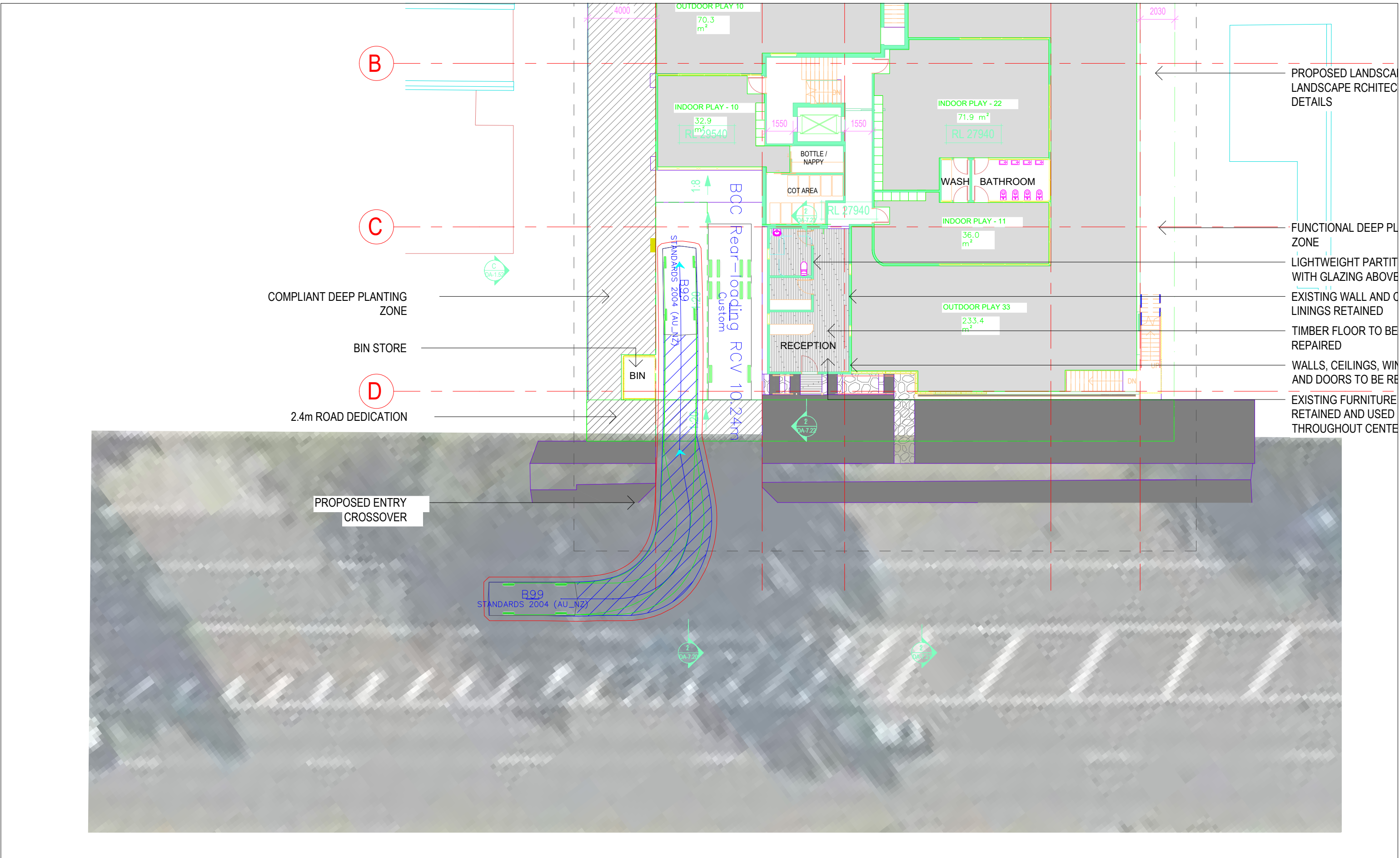
Richard Quinn

- LEGEND**
- Vehicle Wheelpath
 - Body of Vehicle
 - 300mm Clearance Envelope from Body of Vehicle

QTraffic <small>Quality Traffic</small>	
675 Seventeen Mile Rocks Road, Sinnamoon Park Vehicle Tracking Analyses	
drawn: RQ	Scale: 1:200 @ A3 date: 10/06/2026
The base drawing is provided to Q Traffic by others. This drawing is draft for discussion purposes only.	
2264_TPA29 <small>project no.</small>	SK.05 <small>drawing no.</small>
A <small>rev</small>	

ATTACHMENT 6

Vehicle Tracking Diagram – Car Passing Refuse Collection Vehicle



I, Richard Quinn (RPEQ 08565), certify that the swept paths have been carried out in accordance with AS2890.1 and/or AS2890.2

Richard Quinn

- LEGEND**
- Vehicle Wheelpath
 - Body of Vehicle
 - 300mm Clearance Envelope from Body of Vehicle

QTraffic <small>Quality. Creativity.</small>	
675 Seventeen Mile Rocks Road, Sinnamoon Park Vehicle Tracking Analyses	
drawing title	drawn: RQ Scale: 1:200 @ A3 date: 10/06/2026
The base drawing is provided to Q Traffic by others. This drawing is draft for discussion purposes only.	
2264_TPA29 project no.	SK.06 drawing no.
A rev	