Client	Date
SMT Architects	3 September 2026

Transport Impact Assessment Report

Proposed Service Station, Car Wash and Food and Drink Development.

1000 New Cleveland Road, Gumdale

BCC DS
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APPLICATION REF
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ratio:

Project
1000 New Cleveland Road, Gumdale

Prepared for
SMT Architects

Our reference
24509T

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Acknowledgement of Country

We acknowledge the Traditional Owners of the land we work, live and travel on, and appreciate the rich cultures of the Aboriginal and Torres Strait Islander Peoples and their enduring connection to country.

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1. Introduction

1.1. Overview

Ratio Consultants has been engaged by SMT Architects on behalf of the Applicant to complete a transport impact assessment for the proposed service station development located on land at 1000 New Cleveland Road in Gumdale.

1.2. Previous Approval

There is an existing approval on the subject site (Approval No. A006294943) for a service station development which consisted of a car wash, convenience store and fuel station. The proposal includes the addition of a takeaway shop, increased car parking provision and modifications to the Molle Road site access point.

A summary of changes between the proposed development and the approval has been outlined in Table 1-1 below.

Table 1-1: Summary of Changes to Existing Approval

Element	Existing Approval	Amended Proposal	Balance (+/-)
Use & No. of Tenancies	Convenience Store 220sqm	Convenience Store 223sqm	+3sqm
	Fuel Station 4 bowsers	Fuel Station 5 bowsers	+1 bowser
	Car Wash 30sqm	Car Wash 29sqm	-1sqm
	Vacuum Bays x4	Vacuum Bays x4	No change
	-	Takeaway Shop 125sqm	+125sqm
Car Parking	15 spaces	16 spaces	+1 spaces
Servicing	1 x 19m Articulated Vehicle (19m AV) 1 x 10.52m Front Loader 1 x 10.24m Rear Loader	1 x 19m AV 1 x 10.52m Front Loader 1 x 10.24m Rear Loader	No change
Access Arrangements	9m wide bi-directional access from Molle Road; 5m wide ingress only access from New Cleveland Road		Molle Road access shifted 12m to the west

1.3. Contents of this Report

This report has been prepared to address the following key issues pertaining to traffic and transport:

— Vehicle access and circulation throughout the site;

— The adequacy of the proposed on-site car parking provision;

— Internal parking layout and access design;

— Loading provisions and accessibility/manoeuvring for each service station;

— Pedestrian connectivity throughout the site;

— Bicycle parking requirements and provisions; and

— Anticipated traffic generation and impacts.

1.4. References

In preparing this document, reference has been made to the following:

— Plans for the proposed development prepared by SMT Architects provided within Appendix A of this report;

— Australian/New Zealand Standard, Parking Facilities Part 1: Off-Street Car Parking (AS/NZS2890.1:2004);

— Australian/New Zealand Standard, Parking Facilities Part 6: Off-Street parking for People with Disabilities (AS/NZS2890.6:2009);

— Australian/New Zealand Standard, Off-Street Commercial Vehicle Facilities (AS/NZS2890.2:2018);

— Brisbane City Plan 2014 (Version 36);

— A desktop inspection of the site and surrounds; and

— Other documents as nominated.

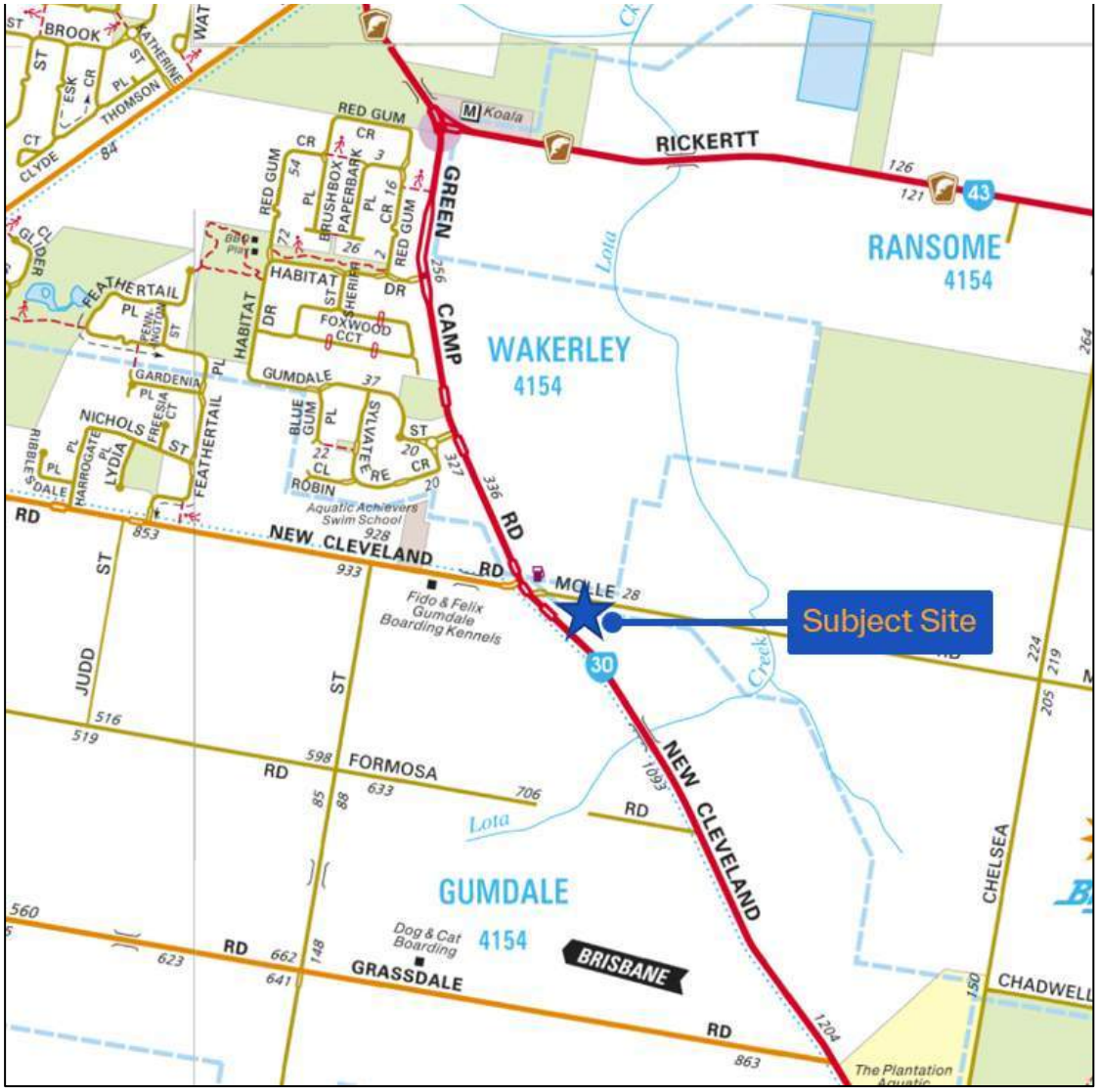
2. Existing Conditions

2.1. Site Location

The proposed development is located to the south of the intersection between Green Camp Road / New Cleveland Road / Molle Road, in Gumdale.

The site and surrounding road network are shown in Figure 2-1 below.

Figure 2-1: Subject Site and Surrounds



Source: Brisway

The subject site has a frontage to both New Cleveland Road to the west and Molle Road to the north, with a total site area of 17,606sqm. The site is located in an Environmental Management (EM) zone.

The site is generally unoccupied except for an existing commercial building to the west of the site. There are informal driveways connecting to both New Cleveland Road and Molle Road providing vehicular access to the site.

Figure 2-2 illustrates an aerial view of the subject site.

Figure 2-2: Aerial View of Subject Site



Source: Landchecker

2.2. Road Network

A summary of the nature and order of the roads in the vicinity of the site has been provided in Table 2-1.

Table 2-1: Road Network in the Vicinity of the Subject Site

Road	Lanes	Classification	Road Authority	Speed Limit
New Cleveland Road (south)	2 (undivided)	Arterial Road	Council	70-80 km/hr*
New Cleveland Road (west)	2 (undivided)	Suburban Road	Council	70 km/hr
Molle Road	2 (undivided)	District Road	Council	60 km/hr
Green Camp Road	2 (undivided)	Arterial Road	Council	60 km/hr

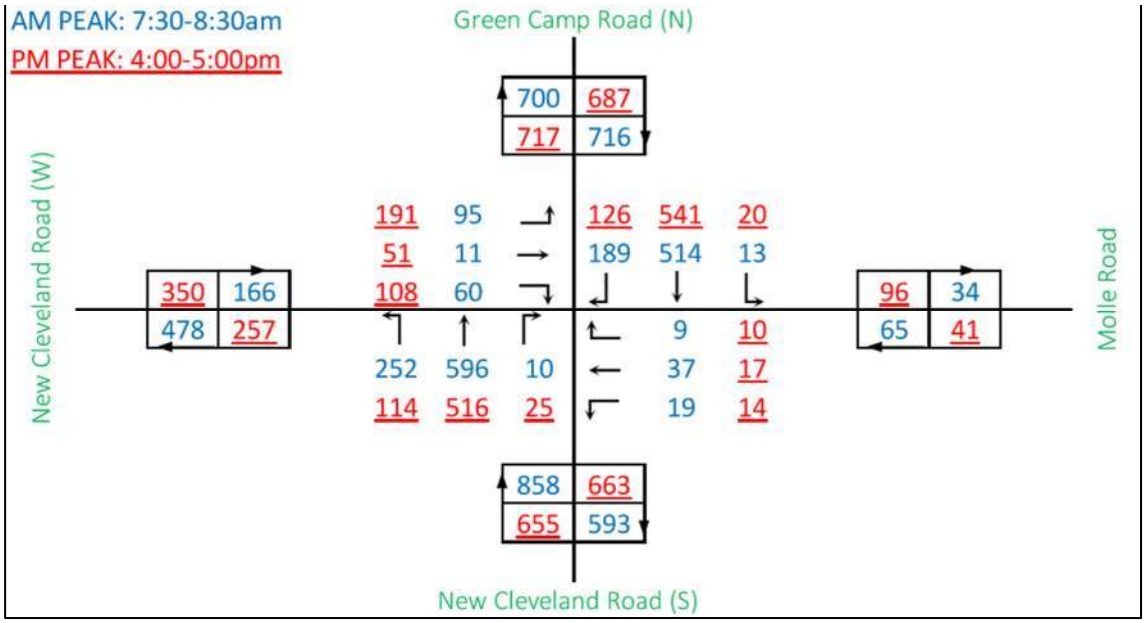
*New Cleveland Road transitions from 70 km/hr to 80 km/hr in the southern portion of the site frontage.

The intersection of Green Camp Road / New Cleveland Road / Molle Road is configured as an offset priority controlled four-way intersection, with all turning movements permitted.

2.3. Road Upgrades

In the TIA report prepared for the existing approval, TTM undertook traffic surveys at the Green Camp Road / New Cleveland Road / Molle Road intersection on Thursday 24 February 2022 between 7:00am to 9:00am and 4:00pm to 6:00pm. The figure illustrating a summary of the observed traffic volumes has been reproduced in Figure 2-3 below.

Figure 2-3: Summary of 2022 Traffic Volume Survey

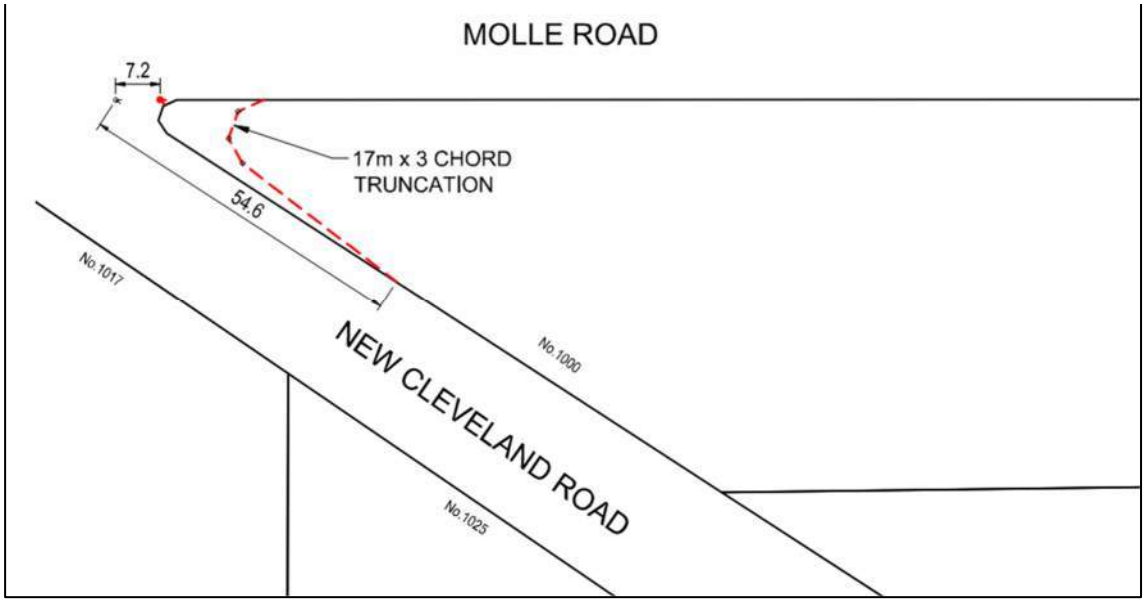


Source: TTM Traffic Impact Assessment from Existing Approval

2.4. Road Planning

A land dedication for the proposed signalisation of Green Camp Road / New Cleveland Road / Molle Road as outlined in Council's LGIP (ID: GUM-R1-001) includes a 17 metre 3x3 chord truncation at the corner of New Cleveland Road and Molly Road. This is consistent with permit condition 74 as per the existing approval. A preview of the road widening plan has been shown in Figure 2-4.

Figure 2-4: Approved Road Widening Plan



Source: Concept Design RC 16094, Issue 3, Approved 01/05/2025

3. Proposed Development

The amended development scheme is generally consistent with the existing approval with the changes discussed in Section 1.2. Overall, the proposed development scheme will comprise the following key elements, as summarised in Table 3-1.

Table 3-1: Development Summary

Proposed Use		Size/Number
Service Station Convenience Store Drive-thru Car Wash Vacuum Bays Takeaway Shop		5 fuel bowsers Convenience Store – 223sqm Drive-thru Car Wash – 29sqm Vacuum Bays x4 Takeaway Shop – 125sqm
Transport Infrastructure		
Pedestrian Access	Grade separated footpaths along the frontage of the convenience store and takeaway shop buildings, a dedicated walkway connecting from Molle Road.	
Vehicle Access	Deceleration lane and 5m wide ingress only access point from New Cleveland Road, and 9m wide bi-directional access point from Molle Road supporting all movements	
Parking	Car Parking Spaces	16 spaces [1]
Loading	Refuelling will be undertaken by vehicles up to a 19m AV in size, with waste collection undertaken by Council front (10.52m) and rear (10.24m) loaders, and servicing undertaken by a 12.5m HRV.	

[1] Comprising 14 standard car parking spaces, 1 accessible car parking space and an Air/Water space

4. Car Parking Supply

The minimum car parking requirements and design/layout have been reviewed in the following sections against the relevant requirements of the transport, access, parking and servicing planning scheme (TAPS PSP) pursuant to Section 6.31 of the Brisbane City Plan 2014, for the proposed service station use.

4.1. Car Parking Requirements

Section 6 from the TAPS PSP outlines the required minimum car parking provision rates. Given that the proposed use does not fall within a specific case as described in Table 13, the proposal is subject to the minimum car parking rates pursuant to Table 14.

Table 14 does not outline minimum car parking requirements for the car wash use and is considered ancillary to the service station use.

Table 4-1 summarises the minimum requirement of the proposed development, in accordance with Table 14 of the TAPS PSP.

Table 4-1: Table 14 Minimum Car Parking Requirement

Land Use	Size/No.	Car Parking Rate	Minimum Car Parking Requirement
Service Station	252sqm[1]	6 spaces per 100sqm of GFA	16 spaces
Takeaway shop (Food & Drink Outlet)	125sqm	12 spaces per 100sqm of GFA and outdoor dining area	16 spaces
Total Minimum Car Parking Requirement			32 spaces

[1] Includes 223sqm of service station and 29sqm of car wash GFA

The development proposes a total of on-site 16 car parking spaces, resulting in a shortfall of 16 spaces against the minimum parking requirements as per the TAPS PSP. Accordingly, a permit is sought for the reduction in car parking in this instance.

4.2. Car Parking Demand Assessment

TAKEAWAY SHOP

The following key factors have been considered in estimating the car parking demand for the proposed takeaway shop:

- It is anticipated that the majority of trade will be drawn from customers already on-site utilising the fuel and car wash facilities, and as such the takeaway shop is not expected to generate significant additional vehicle trips to the site;
- The takeaway shop does not include a dine-in component, meaning any additional customer parking demand will be short-term in nature and limited to customers collecting orders;
- The scale of the proposed shop (125sqm) is small relative to standalone fast food outlets and will not generate a comparable level of parking demand; and

— Based on the size and operational nature of the shop, it is conservatively assumed that up to three (3) staff will be on-site at any one time, constituting the only long-term parking demand generated by the use.

On this basis, any additional customer parking demand generated by the takeaway shop above and beyond that already attributed to the service station is considered negligible, given the predominantly captive nature of its trade. Staff parking is estimated at three (3) spaces, representing the primary additional parking demand attributable to the proposed use. Peak demand for the takeaway shop is anticipated between 6:00pm and 8:00pm on weekdays, consistent with activity patterns observed for comparable food and drink outlets in the vicinity, based on Google Analytics data.

SERVICE STATION

To identify an empirical car parking demand rate, reference is made to the Guide to Transport Impact Assessment (GTIA) prepared by Transport for New South Wales as an industry benchmark document for traffic generation and parking rates.

The GTIA specifies that for service stations with convenience stores, the recommended car parking provision rate is 5 spaces per 100sqm of GFA. Application of this rate to the proposal equates to a car parking demand estimate of up to 13 spaces during peak periods. This presents a conservative estimate for demand generated by the convenience store, noting that it is expected for a majority of service station parking demand to be generated by patrons utilising the fuel bowsers. However, the additional supply of up to ten (10) spaces in the fuel filling forecourt has not been formally acknowledged in this instance.

In review of the peak demand periods observed for the service station on the site at 352 Green Camp Road in Wakerley (directly opposite the subject site) from Google Analytics data, it is expected that the proposed service station will experience its evening peak demand between 4:00pm to 6:00pm on weekdays.

OVERALL

Noting that the service station and food and drink outlet use have peak periods that do not coincide with each other, the combination of the peak car parking demands outlined above during the same peak period represents another conservative measure in this assessment.

Accordingly, the proposed development is expected to generate up to three (3) spaces from the food and drink outlet use and 13 spaces from the service station use, for a total of up to 16 spaces during the critical peak weekday afternoon periods.

4.3. Adequacy of Car Parking Supply

The proposed supply of 16 on-site car parking spaces meets with peak period car parking expectations as outlined above and is therefore considered to be acceptable.

In addition to the above, reference is made to approved developments elsewhere in the Brisbane LGA consisting of a service station (including convenience store) and food and drink outlet uses.

A summary of the approved service station developments with their minimum parking requirement as per the TAPS PSP and parking shortfalls have been summarised in Table 4-2.

Table 4-2: Approved Service Station Developments

Development Address	Approval No.	Key Development Quantities	TAPS PSP Parking Requirement	Approved Car Parking Provision	Shortfall
1040 Boundary Road, Richlands	A004314797	Service Station – 244sqm Food and drink outlet – 243sqm	15 spaces + 29 spaces = **44 spaces**	30 spaces	14 spaces (32%)
1180, 1190, 1194 and 1198 Beaudesert Road, Acacia Ridge	A004118493	Service Station – 190sqm Food and drink outlet – 385sqm Shop – 85sqm	12 spaces + 46 spaces + 4 spaces = **62 spaces**	45 spaces	17 spaces (27%)
12 Grantson Street and 213 and 215 Lutwyche Rood, Windsor	A004170933	Service Station – 300sqm	**18 spaces**	12 spaces	6 spaces (33%)
1029 Ipswich Road, Moorola	A004195389	Service Station – 200sqm Food and drink outlet – 134sqm Shop – 70sqm	12 spaces + 16 spaces + 4 spaces = **32 spaces**	20 spaces	12 spaces (38%)
1466 Wynnum Road, Tingalpa	A004730402	Service station – 220sqm Food and drink outlet – 250sqm	14 spaces + 30 spaces = **44 spaces**	41 spaces	3 spaces (7%)

It is noted that the food and drink outlet for some of the listed development approvals have a greater intensity and size, suggesting that the proposal will reflect lower car parking demand in practice in comparison.

4.4. Persons with Disability Spaces

Section 6 of the TAPS PSP indicates the following in relation to the provision of car parking spaces for people with disabilities:

"Parking spaces for vehicle occupants with a disability are provided at a rate of 1 space per 50 ordinary parking spaces and a minimum provision of 1 space is required".

The proposal seeks to provide one (1) on-site car parking space for people with disabilities and therefore meets with this requirement and is considered acceptable.

5. Access & Car Parking Layout

5.1. Car Parking Layout

Car parking layout and design standards and loading requirements are set out in the TAPS PSP, with occasional references to AS/NZS2890.1:2004, Parking Facilities – Off Street Car Parking and AS/NZS2890.2:2018 - Off-Street Commercial Vehicle Facilities.

The relevant requirements have been assessed against the proposal in Table 5-1.

Table 5-1: Car Parking Layout Assessment

Design Aspect		Proposed Provision	Compliance
Parking Space Length	Standard Spaces	5.4 metres	Compliant
	Parallel Spaces	5.4 metres for open end spaces; 6.3m for closed end spaces.	Compliant
	Disabled Bay & Shared Zone	5.4 metres	Compliant
Parking Space Width	Standard Spaces	2.6 metres	Compliant
	Parallel Spaces	2.6 metres	Compliant
	Disabled Bay & Shared Zone	2.4 metres	Compliant
Aisle Width	All Parking Areas	In excess of 6.2m	Compliant
Height Clearance	General Minimum	Open-air	Compliant
	Over Disabled Bay	Open-air	Compliant
Parking Envelope Clearance		Appropriate clearance provided for all spaces	Compliant
Gradients		Max. 1:20 for ramps	AS2890.2 Compliant (subject to detailed design)

The gradients at the site access point have been designed to comply with the minimum requirements for ramping stipulated in the AS2890.2:2018 suitable for a 19m Articulated Vehicle (19m AV).

The Australian Standards allow for a more efficient ramping outcome to be achieved whilst minimising the impact to the other design elements in the car parking area for this situation. Australian Standard car parking design is implemented as a default design standard in many Council areas around Australia and is supported from a transport engineering perspective where required, such as in this instance.

The swept path assessment attached to Appendix B of this report demonstrates the following outcomes:

- Simultaneous vehicle movement is available at the Molle Road site access point between two B99 (99.8th percentile) vehicles. The design of the hardstand area supports circulation by B99 vehicles;
- Each of the fuel bowsers are accessible by B99 vehicles, with at least one (1) vehicle queued without obstructing access; and
- All critical car parking spaces are suitably accessible by B85 (85th percentile) vehicles.

5.2. Access Arrangements

The access arrangements within the proposed development scheme are as follows:

- It is proposed to maintain the access arrangements (i.e. auxiliary left turn lane and ingress only accessway) from New Cleveland Road as per the approval;
- Minor modifications are proposed to the site access point to Molle Road, including the widening of the western crossover splay to accommodate exit movements undertaken by vehicles up to a 19m AV in length. The access point has also been shifted 12m further to the west;
- A review of the critical 2035 AM post development with signalised intersection traffic analysis prepared by TTM in the approval TIA report for the critical movement (right turn movements from Molle Road on to New Cleveland Road), reported a maximum queue length of 4 vehicles from the intersection. This results in 50 metres of buffer space between the site access point and vehicles queued at the intersection under this analysis scenario, and therefore the proposed location of the Molle Road site access point is not anticipated to impede the performance of the immediate road network.

The following has been considered in assessing the adequacy of the site access points for the proposed development scheme:

- 19m AVs are expected for bowser refuelling and therefore has been nominated as the occasional service vehicle in this instance. Accordingly, a design check has been undertaken in this instance for an AV having regard to the requirements outlined in Table 1 of the TAPS PSP. The swept path assessment demonstrates the 19m AV accessing the site via the crossover connecting from Molle Road, circulating the site to access the fuel fill point, and exiting the site via the same crossover in a forwards direction;
- Regular servicing is expected to be undertaken by vehicles up to a 12.5m HRV in size. The swept path assessment confirms that these vehicles can access the site via the crossover connecting from Molle Road (entry and exit) in a forwards direction; and
- AVs will require use of the full crossover width and can adequately circulate the site, allowable under the provisions of the TAPS PSP.

Swept path diagrams are attached at Appendix B which demonstrate the above critical movements.

5.3. Queuing

Table 10 of the TAPS PSP outlines the queueing requirements based on the number of spaces contained in a car parking area. The car parking layout consists of 16 car parking spaces therefore; the maximum queue length requirement is 1 vehicle (i.e. 6 metres).

Noting that exit movements are only permitted from the site access point connecting from Molle Road, the extended accessway has a ramp segment with a grade of 1:20 purposed for vehicles to prop as required, without obstructing access to any car parking spaces. This provision is generally consistent with the existing approval and expected to be more than appropriate to allow for the level of traffic expected to be generated by the site during peak periods.

Accordingly, the proposal has provided adequate queuing distance at the site access point based on the size and nature of the land use and is considered satisfactory.

6. Servicing & Waste Collection Arrangements

6.1. Servicing Arrangements

Section 3.2.3 of the TAPS PSP outlines the requirements for access for service vehicles. The minimum service vehicle requirements for each proposed land use have been summarised in Table 6-1 below.

Table 6-1: Table 1 and 2 Service Vehicle Requirements

Land Use	Regular Service Vehicle	Occasional Service Vehicle
Service Station	AV	AV
Car Wash	SRV	AV
Takeaway Store (Food & Drink Outlet)[1]	SRV	RCV

[1] Assessment based on a GFA of 125sqm.

Based on the foregoing assessment, the proposed development is required to cater for up to a 19m AV for regular and occasional servicing, including provisions for an RCV.

The proposal includes the following servicing arrangement, generally consistent with that of the existing approval:

- As discussed in Section 5.2, the site access point from Molle Road can support movements (entry and exit) for vehicles up to a 19m AV in size. The hardstand area has also been designed to support circulation for vehicles up to a 19m AV in size, importantly for trucks to prop at the fuel filling point and undertake service station refilling as required. A swept path assessment confirms that a 19m AV is able to circulate the hardstand and access the fuel filling point; and
- A dedicated service bay has been provided to the west of the convenience store building measuring 12.80m in length and 4.25m width. The swept path assessment confirms that vehicles up to a 12.5m HRV can circulate the hardstand area and access the loading bay in either a forwards-in or reverse-in direction as required.

Swept path assessments for the service vehicles have been demonstrated in the swept path assessment outputs in Appendix B. These servicing arrangements are considered appropriate for the nature and intensity of the proposed use.

6.2. Waste Collection Arrangements

Waste is proposed to be collected by a 10.24m rear loader and 10.52m front loader operated by Council. The RCV will enter the site via the crossover connecting from Molle Road, circulate the hardstand to undertake a forwards in or reverse in manoeuvre to face the refuse storage, collect waste as required, manoeuvre back out into the hardstand and exit the site via the Molle Road access point. A swept path assessment of these movements is shown in Appendix B.

This outcome is considered satisfactory from a transport perspective and remains generally consistent with the existing approval.

7. Active Transport Considerations

7.1. Pedestrians

The relevant items from Sections 7 and 10 of The TAPS PSP of the City Plan, in relation to pedestrian design and safety, have been met as summarised below:

- Grade separated footpaths along the frontage of the convenience store and takeaway shop buildings; and
- Dedicated walkway connecting from the takeaway shop to the site frontage along Molle Road.
- Appropriate sight distances have been provided at potential pedestrian vehicle conflict points at the site entrance, and throughout the site itself.

In consideration of the above, the proposed pedestrian facilities are considered to be satisfactory and compliant.

7.2. Cyclists

Section 11 of the TAPS PSP outlines the requirements for the provision of on-site cyclist facilities. The proposed uses and their yields do not trigger a requirement to provide any on-site bicycle parking. This outcome is consistent with the existing approval.

8. Traffic Assessment

8.1. Traffic Generation

SERVICE STATION & CAR WASH USES

Traffic generation estimates for the service station, and car wash uses have been considered based on the information provided in Section 6.2 of the TIA report prepared by TTM, for a consistent approach to the existing approval. Accordingly, the following traffic generation rates have been adopted for this assessment:

- For the service station use, a peak hour traffic generation rate of 66 vph/100sqm of GFA of the convenience store;
- For the automatic car wash bays, a peak hour generation rate of 10 vph/bay on weekdays and 12.5 vph/bay on weekends; and
- For the vacuum bays, a peak hour generation rate of 2.5 vph/bay on weekdays and 3 vph/bay on weekends.

TAKEAWAY SHOP

The following characteristics are considered to influence the traffic generation for the takeaway shop:

- Most if not all of customer trade will be the result of patrons already on site for the service station and car wash and as such, it is considered that the takeaway shop will not generate any unique customer trips; and
- Staff trips will be limited to the maximum number of staff required to operate the store.

Accordingly, it is conservatively assumed that the takeaway shop generates three (3) staff trips aligning with shift commencement and conclusion times during the PM peak period.

On this basis, the estimated traffic generated by the site in critical weekday and weekend PM peak hours, with differences marked compared to the existing approval, is summarised in Table 8-1.

Table 8-1: Proposal Traffic Generation Estimates

Land Use	Weekday PM Peak Hour	Weekend PM Peak Hour
Service Station	147 vph (+2 vph)	147 vph (+2 vph)
Auto Car Wash	10 vph (0 vph)	13 vph (0 vph)
Vacuum Bays	10 vph (0 vph)	12 vph (0 vph)
Takeaway Shop	6 vph (+6 vph)	6 vph (+6 vph)
Total	173 vph (+8 vph)	178 vph (+8 vph)

Accordingly, the proposal generates an additional 8 vehicle movements in both the weekday and weekend PM peak periods.

8.2. Traffic Impact

With the proposal expected to generate an additional eight (8) vehicle movements (i.e. an additional movement every 7 to 8 minutes on average) during the weekday and weekend PM peak hours, this presents a marginal increase (4-5%) in post development traffic volumes. Accordingly, this additional level of traffic volume will not have material impacts to the traffic analysis completed for the post development scenarios as presented in the existing approval TIA.

9. Conclusion

An application is to be submitted for an Other Change to the approved service station development on the site at 1000 New Cleveland Road in Gumdale. Based on the foregoing assessment, the following conclusions have been reached:

— It is proposed to provide 16 on-site car parking spaces for the development. A car parking demand assessment was undertaken to determine the peak levels and periods of car parking demand for the proposed uses, with the following key conclusions:

- The service station and takeaway shop are estimated to generate a combined peak car parking demand of up to 16 spaces, which can be readily accommodated by the on-site supply;
- A review of approved service station developments within the Brisbane LGA confirms that parking shortfalls against the TAPS PSP minimum requirement have been consistently accepted by Council, supporting the adequacy of the proposed supply.

— The car parking layout, circulation and loading arrangements generally accord with the design principles and dimensions pursuant to Section 7 of the TAPS PSP and remain generally consistent with the existing approval.

— A swept path assessment has been undertaken and demonstrates the following key movements:

- The site is suitably accessible, and hardstand can be circulated by vehicles up to a 19m AV;
- The on-site loading and refuse collection bay can accommodate vehicle up to a 12.5m HRV, including designated refuse collection vehicles;
- Each of the fuel bowsers are suitably accessible and vehicles can circulate the fuel filling forecourt in a suitable manner;
- All critical car parking spaces are suitably accessible by B85 vehicles;

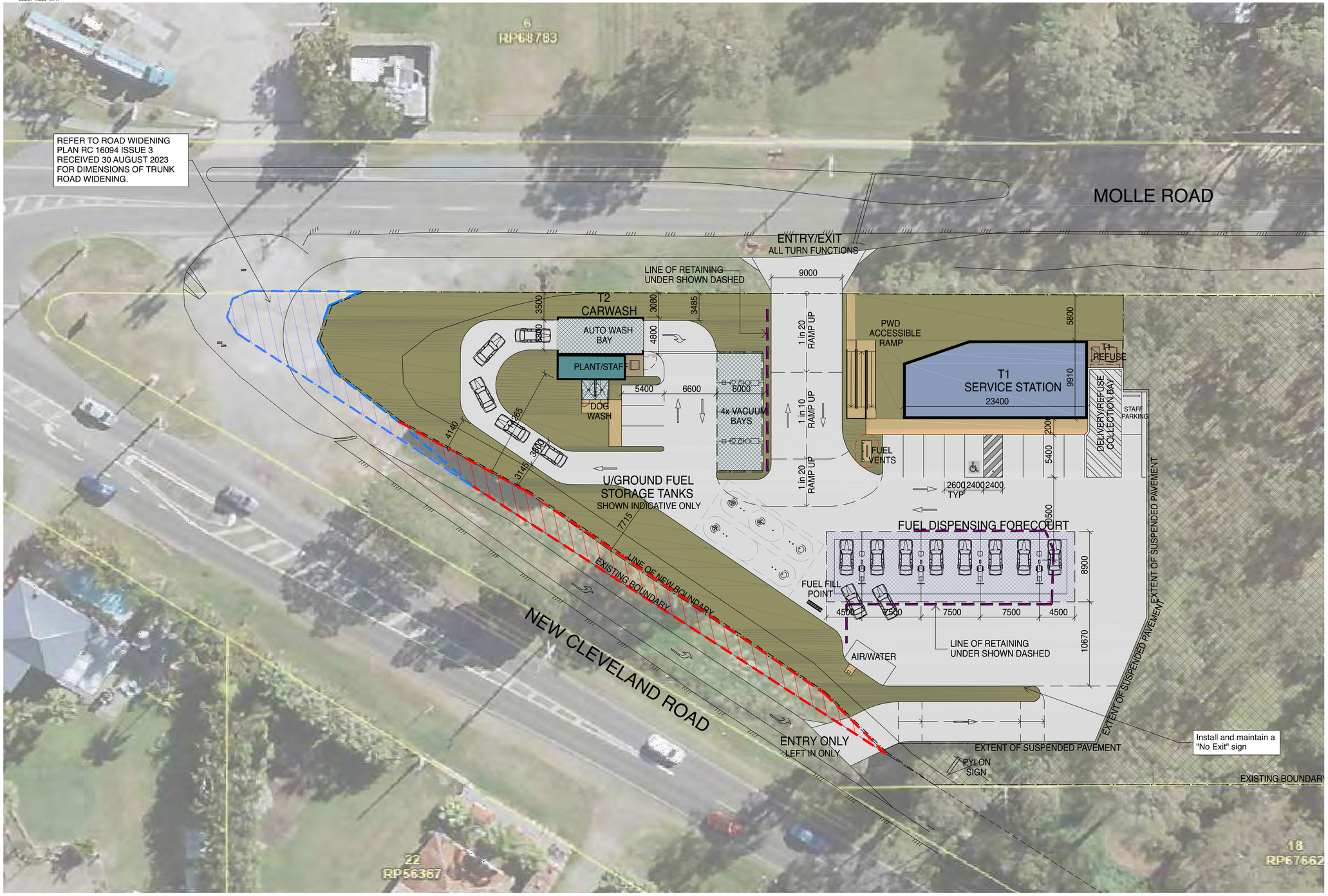
— Suitable pedestrian connections have been provided throughout the site by way of grade separated footpaths along the building frontages, and a dedicated footpath connecting to Molle Road; and

— The traffic generated by the amended proposal is expected to be an additional eight (8) vehicle movements in the critical weekday and weekend PM peak hours (i.e. approximately one additional vehicle movement every 7 to 8 minutes on average in the peak periods). It is expected that this relatively modest level of traffic generated by the proposed development will not have any material impacts to the conclusions reached in the traffic analysis prepared as a part of the existing approval.

In summary, the amended proposal is not expected to cause any adverse effects to the operation of the surrounding road network and is considered satisfactory from a traffic and transport perspective.

Appendix A - Development Plans

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scale: 1:250 @A1



PROPERTY DESCRIPTION
LOT 19 on RP67662
WARD: CHANDLER

COUNCIL: BRISBANE CITY COUNCIL

DEVELOPMENT ASSESSMENT

EXISTING SITE AREA	- 17,578m²
ROAD DEDICATION	- 308m²
REVISED SITE AREA	- 17,270m²
DEVELOPMENT AREA	- 4,128m²
LANDSCAPED AREA (CALCULATED OVER REVISED SITE AREA)	- 14,421m²
BLDG SITE COVER (CALCULATED OVER REVISED SITE AREA) (INCLUDES ALL ROOFED AREAS, & EXISTING RETAINED BLDGS)	- 4.0%

IMPERVIOUS AREAS
(CALCULATED OVER REVISED SITE AREA)

- POST SITE DEVELOPMENT - 2,857m² (INCLUDES BUILDING ROOFED AREAS)

BUILDING AREAS - GFA

- T1 - SERVICE STATION - 220m²
- T2 - CARWASH - 30m² PLANT/STAFF ENCLOSED BUILDING

TOTAL BUILDING GFA - 250m²

EXTERNAL STRUCTURES

- CAR FUEL FORECOURT - 280m² UNENCLOSED BUILDING FOOTPRINT
- CAR WASH TUNNEL - 53m² UNENCLOSED BUILDING FOOTPRINT
- DOGWASH/VACUUM - 97m² UNENCLOSED BUILDING FOOTPRINT
- T1 - REFUSE - 15m²
- T2 - REFUSE - 5m²

TOTAL EXTERNAL STRUCT. - 450m²

CAR PARKING

- PARKING REQUIRED - 13 SERVICE STATION - 6/100m2 = 13
- PARKING PROVIDED - 15 EXCLUDES 4X VACUUM BAYS

LEGEND
- ROAD DEDICATION - NON TRUNK (167m2)
- ROAD DEDICATION - TRUNK (140m2)

1 Approved DA Site Plan
1:250

For Information

BCC DS
RECEIVED
05/11/2024
APPLICATION REF
A006294943

AMENDED IN RED
18/3/25

PLANS AND DOCUMENTS
referred to in the
APPROVAL
Dated: 01/05/2025

This drawing incorporates and amends original design content by VERVE Building Design. SMT Architects has made changes solely for the purpose of a modification, subdivision applications and Construction Documentation as instructed by the client, who holds the relevant licence.

All dimensions to be verified on site and any discrepancies referred to architect for determination. figured dimensions to take precedence over scaled dimensions.

Rev	Issue	Date
01	DA For Coordination	07/07/26
02	DA For Coordination	27/07/26
03	Development Application	13/08/26

Project No;
26008

Drawing No; DA01

Revision#; 03

Approved DA Site Plan

Scale; 1:250 as noted @ AI

Drawn; KA
Checked; AT
Plot date; 13/8/2026

KWIK TRIP PTY LTD

Proposed Service Station
1000 New Cleveland Road,
Gumdale, QLD

SMT Architects
DESIGNING FOR A BETTER TOMORROW

SMT Architects Pty Ltd
Stanhope Gardens, NSW 2768, Australia
Tel +61 421 013 034
www.smtarchitects.com.au

SMT Architects Pty Ltd. ABN 26 663 212 066
Nominated Architect : A.M. Tarshan 11894
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0 2000 4000 6000 8000 10 000 20 000
scale: 1:250 @A1



PROPERTY DESCRIPTION
LOT 19 on RP67662
WARD: CHANDLER

COUNCIL: BRISBANE CITY COUNCIL

DEVELOPMENT ASSESSMENT

EXISTING SITE AREA	- 17,578m²
ROAD DEDICATION	- 308m²
REVISED SITE AREA	- 17,270m²
DEVELOPMENT AREA	- 3,122m²
LANDSCAPED AREA (CALCULATED OVER REVISED SITE AREA)	- 14,245m²
BLDG SITE COVER (CALCULATED OVER REVISED SITE AREA) (INCLUDES ALL ROOFED AREAS, & EXISTING RETAINED BLDGS)	- 6%

IMPERVIOUS AREAS
(CALCULATED OVER REVISED SITE AREA)
- POST SITE DEVELOPMENT - 3,025m² (INCLUDES BUILDING ROOFED AREAS)

BUILDING AREAS - GFA
- T1 - SERVICE STATION - 223m²
- T2 - CARWASH - 29m² PLANT/STAFF ENCLOSED BUILDING
- T3 - TAKEAWAY SHOP - 125m²

TOTAL BUILDING GFA - 377m²

EXTERNAL STRUCTURES
- CAR FUEL FORECOURT - 421m² UNENCLOSED BUILDING FOOTPRINT
- CAR WASH TUNNEL - 52m² UNENCLOSED BUILDING FOOTPRINT
- DOGWASH/VACUUM - 98m² UNENCLOSED BUILDING FOOTPRINT
- T1 - REFUSE - 15m²
- T2 - REFUSE - 6m²

TOTAL EXTERNAL STRUCT. - 592m²

CAR PARKING
- PARKING REQUIRED - 13 SERVICE STATION - 6/100m2 = 13
- PARKING PROVIDED - 16 EXCLUDES 4X VACUUM BAYS

LEGEND
ROAD DEDICATION - NON TRUNK (167m2)
ROAD DEDICATION - TRUNK (140m2)

1 Proposed Site Plan
1:250

Legend (external work / site plan)
note: drawing may not contain all items listed below

existing trees to be retained
existing trees to be removed
proposed new trees
64 ex.contours & banking line
ex.RL00.00 existing levels
RL00.00 proposed levels
+ 39.000 proposed spot levels (ffl)

ac	air conditioner condenser	dp	downpipe	kr	kerb ramp	tow	top of wall
acc	accessible	drp	doorpost	lb	letter box	wfc	wood float concrete
adhc	ageing, disability & home care	ex.	existing	ofc	off form concrete	ws	wheel stop
ap	access panel	fb(1)	facebrick work (type)	pmp	permeable paving		
bal(1)	balustrade (type)	ft(1)	fence (type)	pp	power pole		
bfc	broom finished concrete	gb	garbage bin	rw(1)	retaining wall (type)		
boe	brick on edge	gt	gate	rwo	rainwater outlet		
bol	bollard	gtd	grated drain	rwt	rainwater tank		
cc(1)	coloured concrete (type)	hr(1)	handrail (type)	sfc	steel float concrete		
cft(1)	ceramic floor tile (type)	ht	hose tap	swp	storm water pit		
cl	clothes line	hwu	hot water unit	tfc	trowel finished concrete		
col	column	hyd	hydrant	tgsi	tactile ground surface indicator		

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All dimensions to be verified on site and any discrepancies referred to architect for determination. figured dimensions to take precedence over scaled dimensions.

Rev	Issue	Date
01	DA For Coordination	07/07/26
02	DA For Coordination	27/07/26
03	Development Application	13/08/26

Project No; 26008

Drawing No; DA02

Revision#; 03

Scale; 1:250 as noted @ AI

Proposed Site Plan

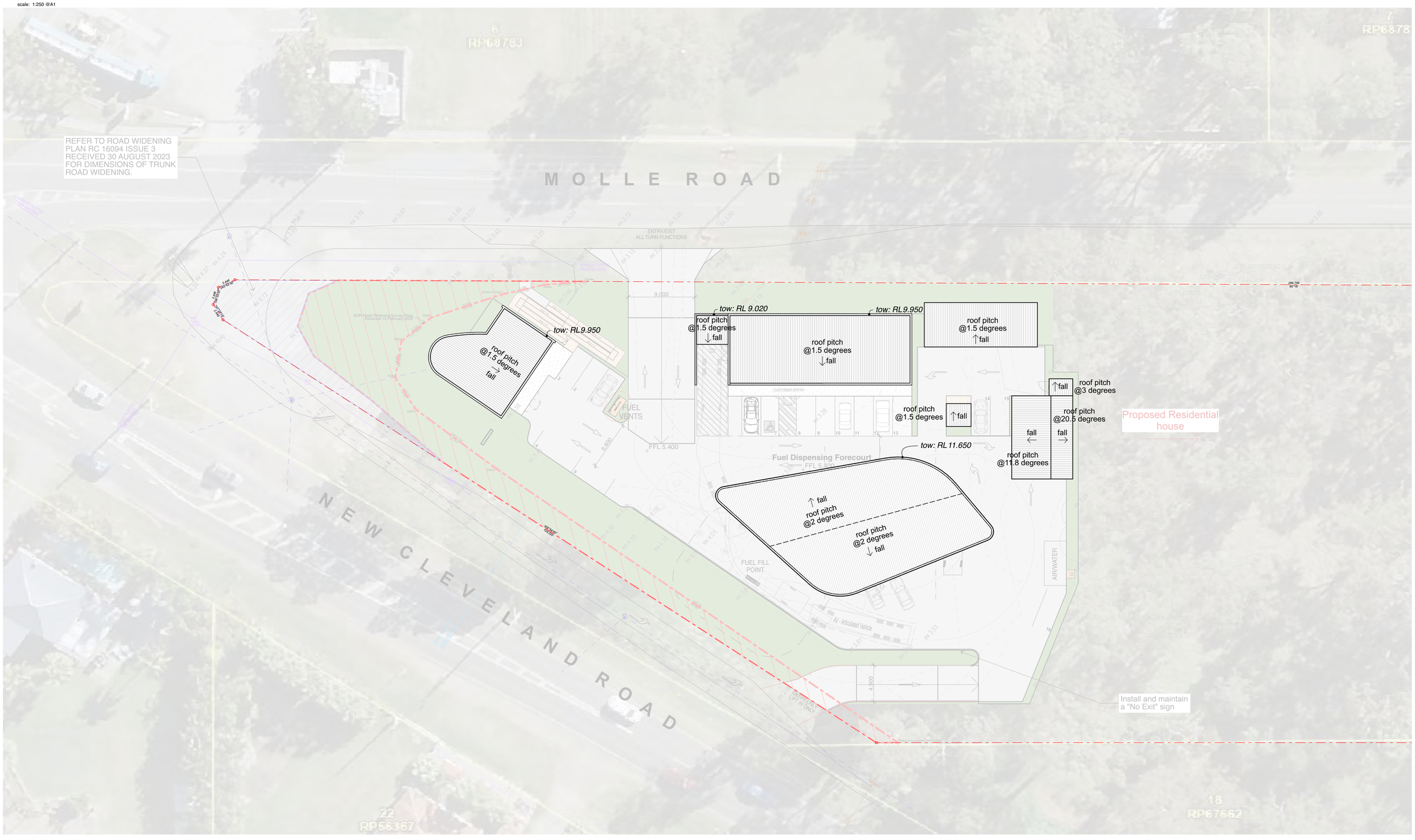
Drawn; KA
Checked; AT
Plot date; 13/8/2026

KWIK TRIP PTY LTD

Proposed Service Station
1000 New Cleveland Road,
Gumdale, QLD

SMT Architects
DESIGNING FOR A BETTER TOMORROW
SMT Architects Pty Ltd
Stanhope Gardens, NSW 2768, Australia
Tel +61 421 013 034
www.smtarchitects.com.au
SMT Architects Pty Ltd. ABN 26 663 212 066
Nominated Architect : A.M. Tarshan 11894
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0 2000 4000 6000 8000 10 000 20 000
scale: 1:250 @A1



1 Proposed Site Plan - Roof
1:250

Legend (external work / site plan)
note: drawing may not contain all items listed below

- existing trees to be retained
- existing trees to be removed
- proposed new trees
- ex.contours & banking line
- existing levels
- proposed levels
- proposed spot levels (ffl)

ac	air conditioner condenser	dp	downpipe	kr	kerb ramp	tow	top of wall
acc	accessible	drp	doorpost	lb	letter box	wfc	wood float concrete
adhc	ageing, disability & home care	ex.	existing	ofc	off form concrete	ws	wheel stop
ap	access panel	fb(1)	facebrick work (type)	pmp	permeable paving		
bal(1)	balustrade (type)	ft(1)	fence (type)	pp	power pole		
bfc	broom finished concrete	gb	garbage bin	rw(1)	retaining wall (type)		
boe	brick on edge	gt	gate	rwo	rainwater outlet		
bol	bollard	gtd	grated drain	rwt	rainwater tank		
cc(1)	coloured concrete (type)	hr(1)	handrail (type)	sfc	steel float concrete		
cft(1)	ceramic floor tile (type)	ht	hose tap	swp	storm water pit		
cl	clothes line	hwu	hot water unit	tfc	trowel finished concrete		
col	column	hyd	hydrant	tgsi	tactile ground surface indicator		

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All dimensions to be verified on site and any discrepancies referred to architect for determination. figured dimensions to take precedence over scaled dimensions.

Rev	Issue	Date
01	DA For Coordination	07/07/26
02	DA For Coordination	27/07/26
03	Development Application	13/08/26

Project No;
26008

Drawing No; DA03

Revision#; 03

Scale; 1:250 as noted @ AI

Proposed Site Plan - Roof

Drawn; KA
Checked; AT
Plot date; 13/8/2026

KWIK TRIP PTY LTD

Proposed Service Station

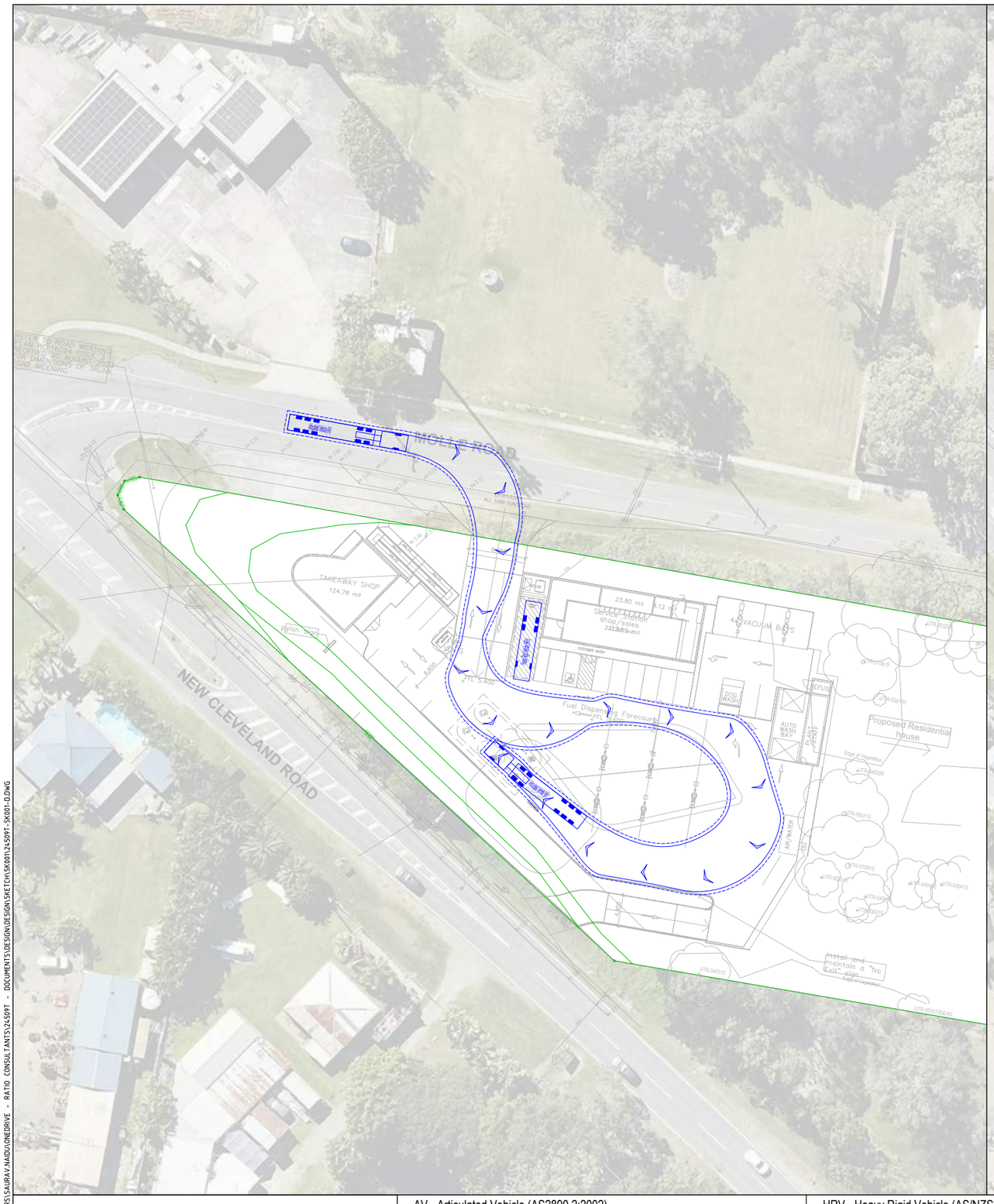
1000 New Cleveland Road, Gumdale, QLD

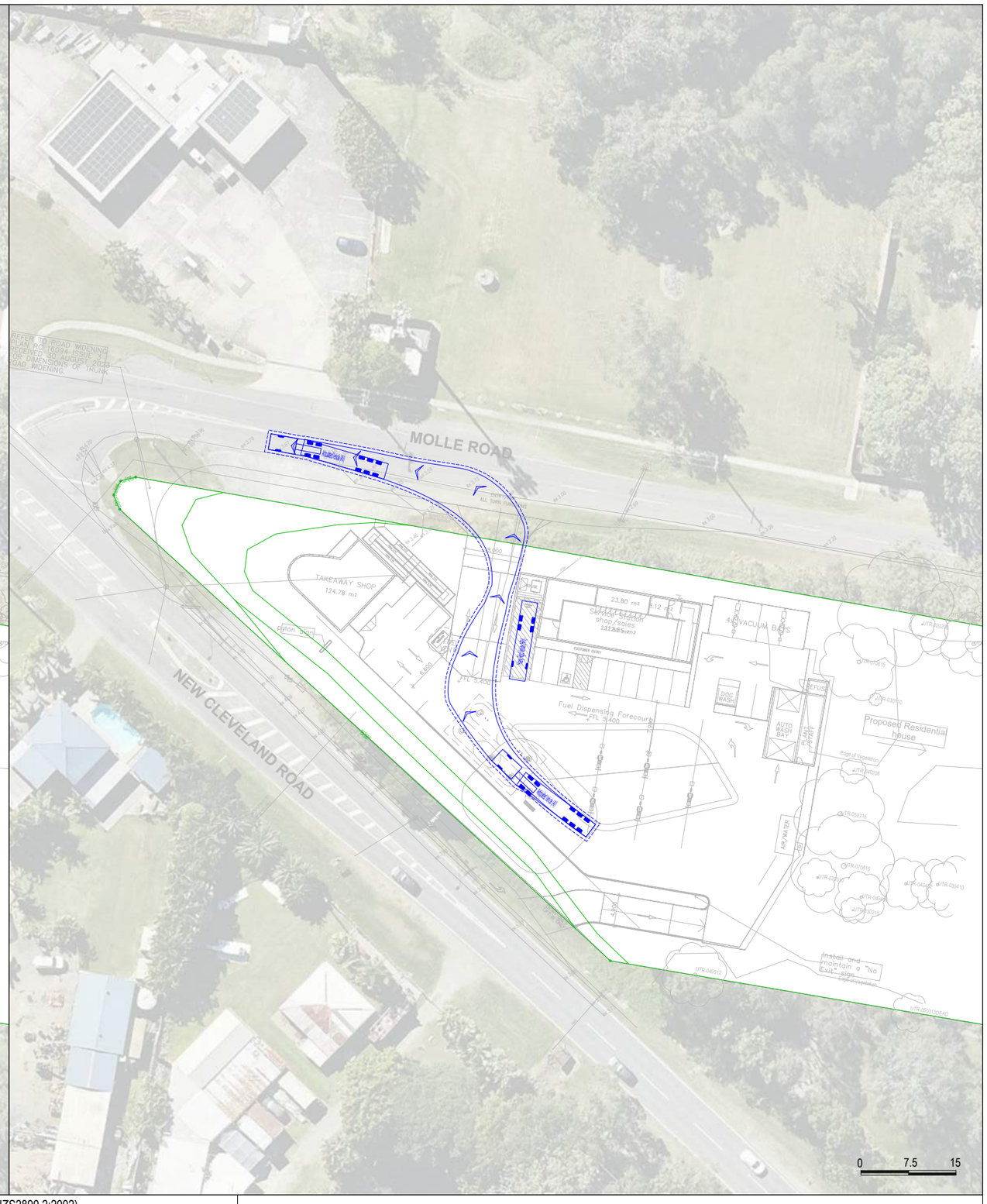
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SMT Architects Pty Ltd. ABN 26 663 212 066
Nominated Architect : A.M. Tarshan 11894
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Appendix B - Swept Path Assessment

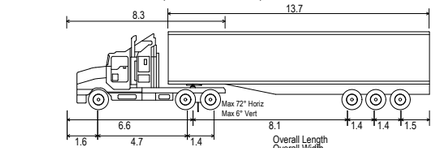




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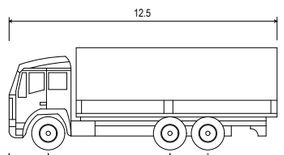
RATIO CONSULTANTS PTY LTD
ABN 005 422 104
LEVEL 1, 144 WICKHAM STREET
FORTITUDE VALLEY, QUEENSLAND 4006
TELEPHONE (07)3724 9277
FACSIMILE (07)3724 9277

AV - Articulated Vehicle (AS2890.2:2002)



Overall Length	19.000m
Overall Width	2.500m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Curb to Curb Turning Radius	12.500m

HRV - Heavy Rigid Vehicle (AS/NZS2890.2:2002)



VEHICLE ENVELOPE (FORWARD)
500mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
500mm CLEARANCE (REVERSE)

Overall Length	12.500m
Overall Width	2.500m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Curb to Curb Turning Radius	12.500m

Proposed Service Station & Restaurant Development
1000 New Cleveland Road, Gumdale
Swept Path Assessment

NOTE:
1) Base Plan Supplied By SMT Architects on 2026.08.13
2) Maximum Design Speed 10km/h

RATIO REFERENCE	SHEET No.	APPROVED BY	SCALE	DATE
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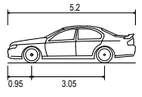
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ratio:

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ABN 005 422 104
LEVEL 1, 144 WICKHAM STREET
FORTITUDE VALLEY, QUEENSLAND 4006
TELEPHONE (07)3724 9277
FACSIMILE (07)3724 9277

B99 Vehicle (AS/NZS2890.1:2004)



VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

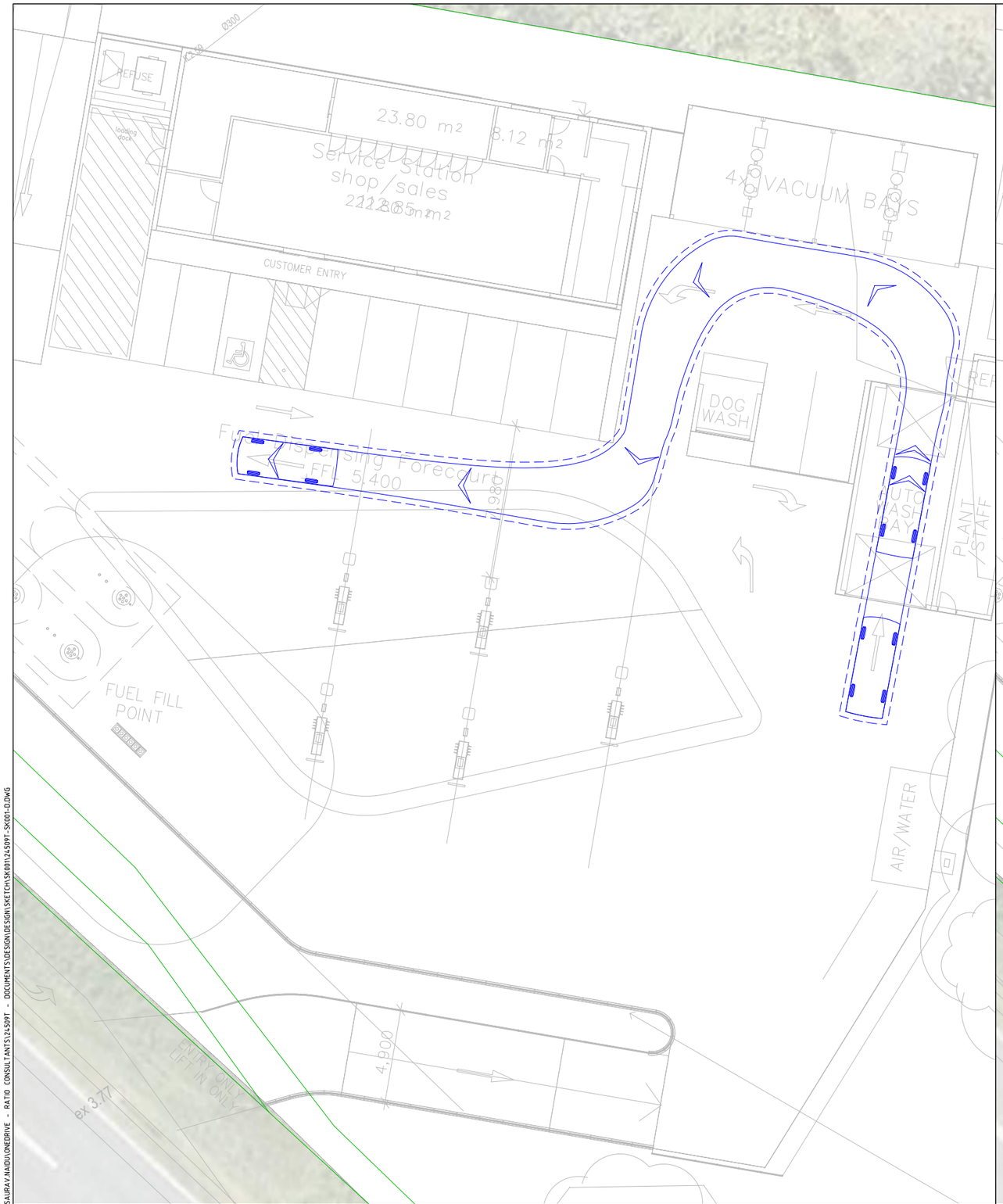
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.30m

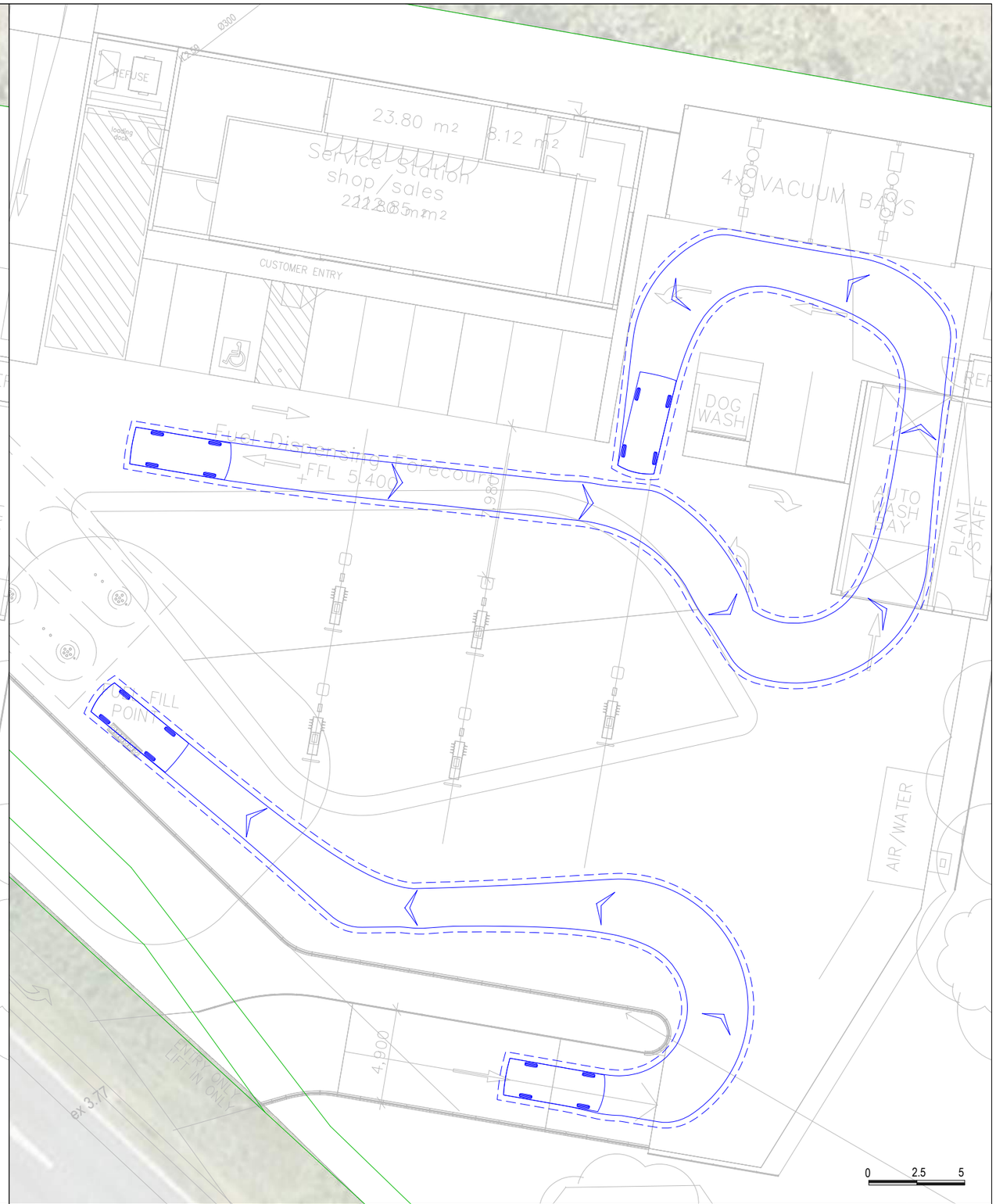
Proposed Service Station & Restaurant Development
1000 New Cleveland Road, Gumdale
Swept Path Assessment

NOTE:
1) Base Plan Supplied By SMT Architects on 2026.08.13
2) Maximum Design Speed 10km/h

RATIO REFERENCE	SHEET No.	APPROVED BY	SCALE	DATE
24509T-SK001-D	2 of 7	C.G. (RPEQ: 28299)	1:400 @A3	02/09/2026

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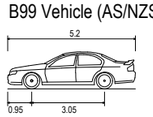




ratio:

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LEVEL 1, 144 WICKHAM STREET
FORTITUDE VALLEY, QUEENSLAND 4006
TELEPHONE (07)3724 9277
FACSIMILE (07)3724 9277

B99 Vehicle (AS/NZS2890.1:2004)



VEHICLE ENVELOPE (FORWARD)	
300mm CLEARANCE (FORWARD)	
VEHICLE ENVELOPE (REVERSE)	
300mm CLEARANCE (REVERSE)	
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.30m

Proposed Service Station & Restaurant Development
1000 New Cleveland Road, Gumdale
Swept Path Assessment

NOTE:
1) Base Plan Supplied By SMT Architects on 2026.08.13
2) Maximum Design Speed 10km/h

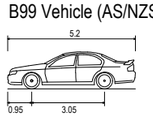
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RATIO CONSULTANTS PTY LTD
ABN 005 422 104
LEVEL 1, 144 WICKHAM STREET
FORTITUDE VALLEY, QUEENSLAND 4006
TELEPHONE (07)3724 9277
FACSIMILE (07)3724 9277

B99 Vehicle (AS/NZS2890.1:2004)



VEHICLE ENVELOPE (FORWARD)
500mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
500mm CLEARANCE (REVERSE)

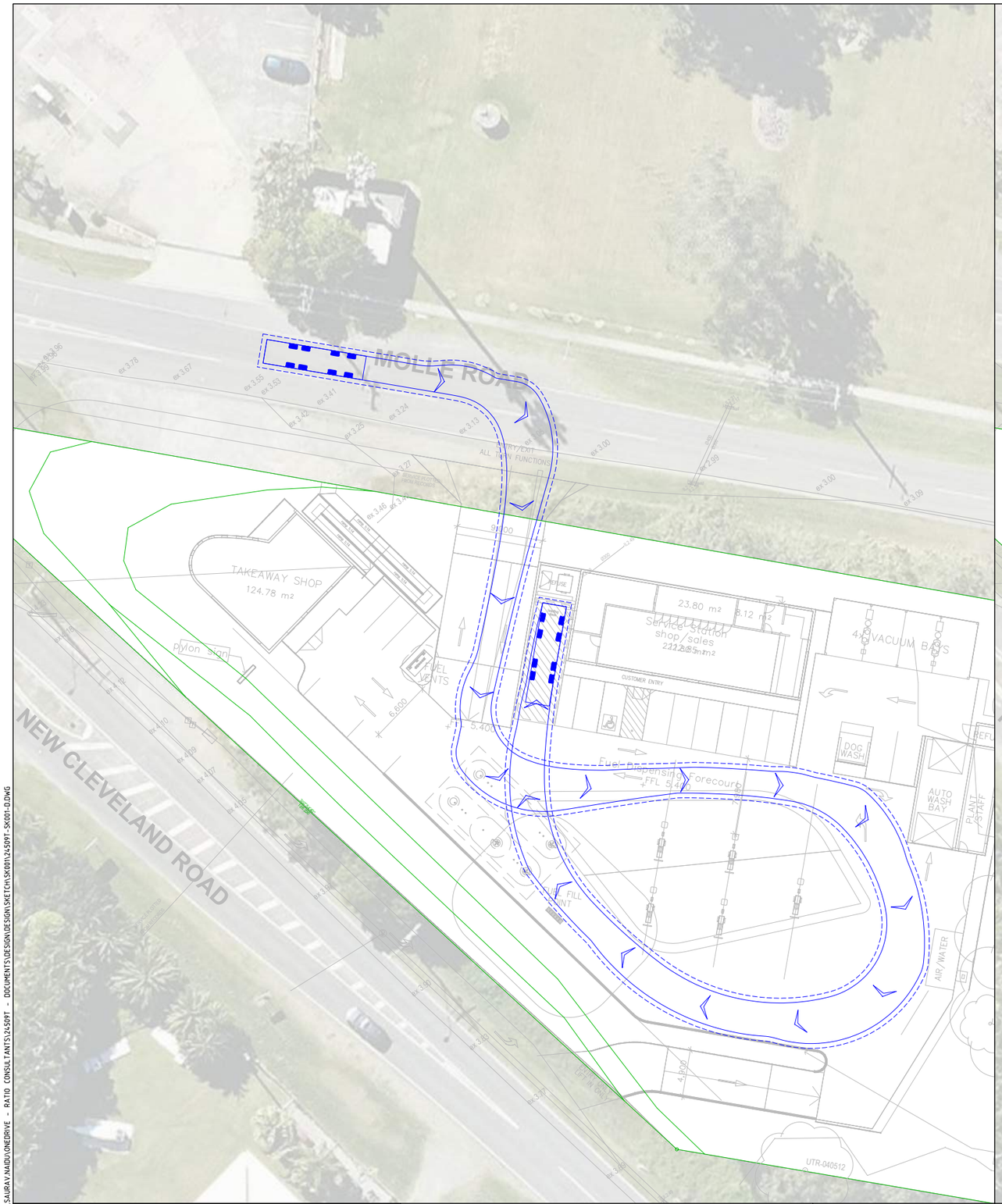
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.30m

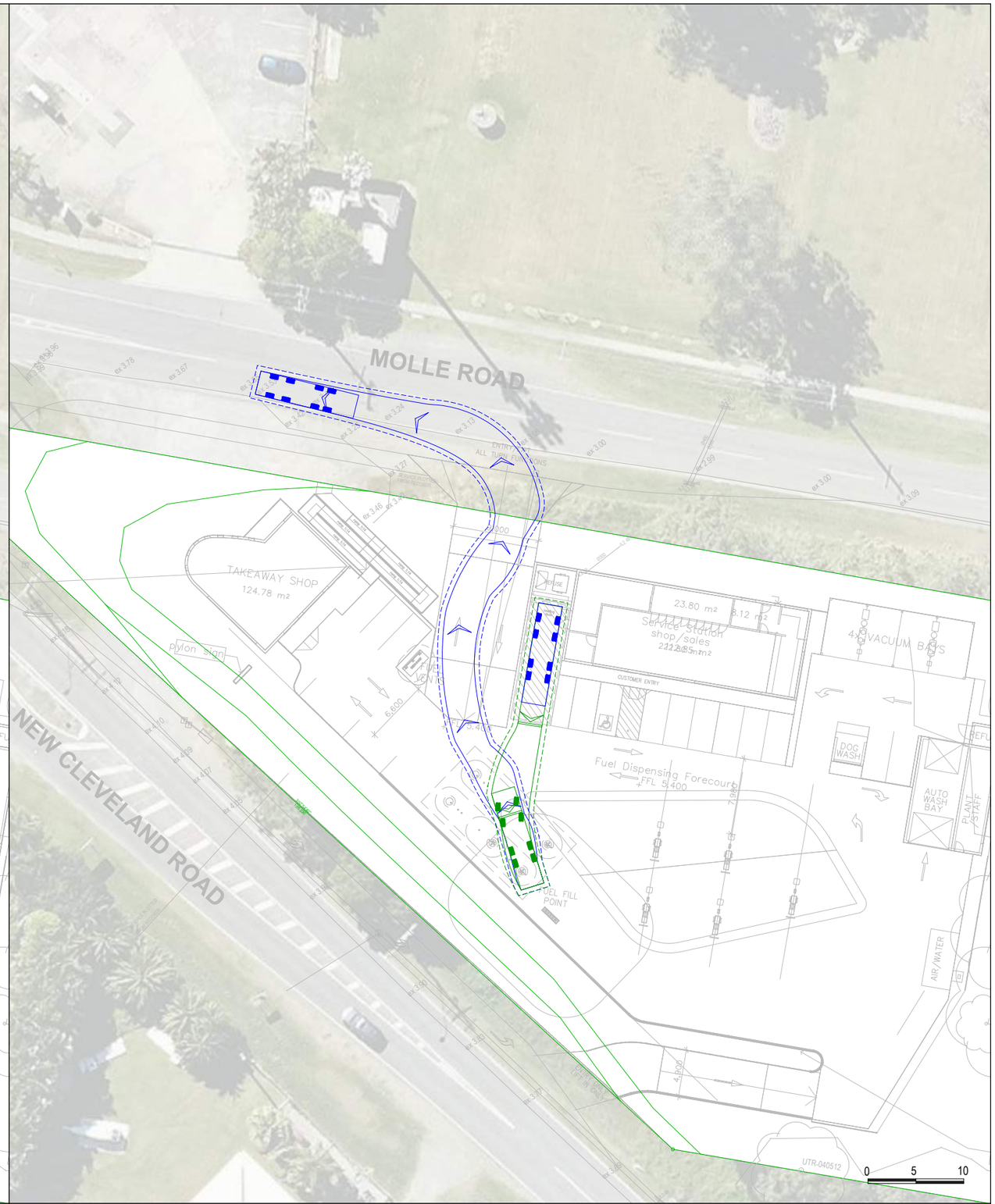
Proposed Service Station & Restaurant Development
1000 New Cleveland Road, Gumdale
Swept Path Assessment

NOTE:
1) Base Plan Supplied By SMT Architects on 2026.08.13
2) Maximum Design Speed 10km/h

RATIO REFERENCE	SHEET No.	APPROVED BY	SCALE	DATE
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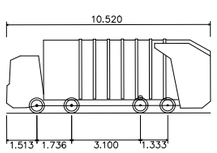
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ratio:
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ABN 005 422 104
LEVEL 1, 144 WICKHAM STREET
FORTITUDE VALLEY, QUEENSLAND 4006
TELEPHONE (07)3724 9277
FACSIMILE (07)3724 9277

ACCO 2350 Front Loading Refuse Truck (BSD-3009)



VEHICLE ENVELOPE (FORWARD)
500mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
500mm CLEARANCE (REVERSE)

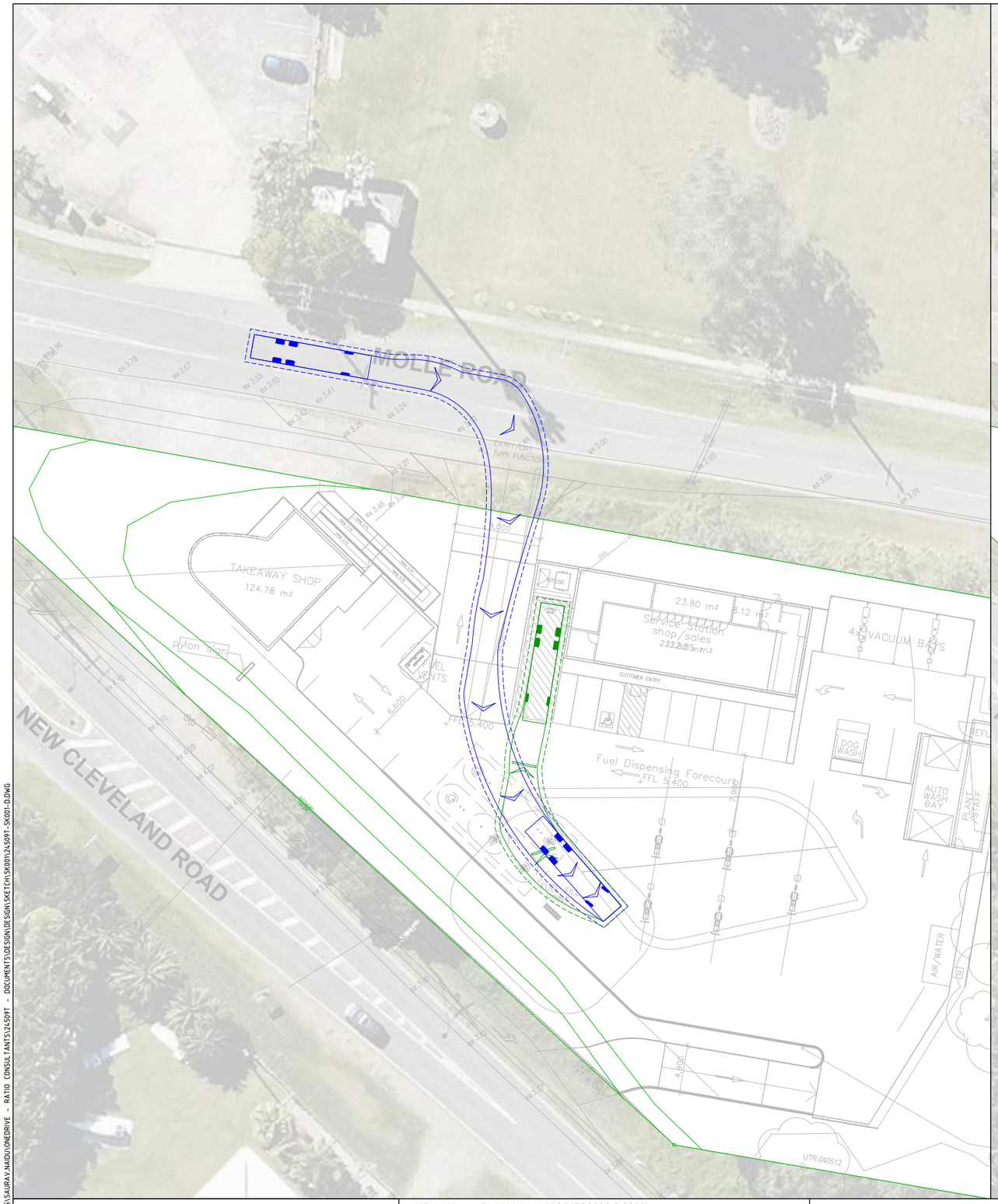
Overall Length	10.520m
Overall Width	2.500m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Steering Angle	40.00°
Curb to Curb Turning Radius	9.757m

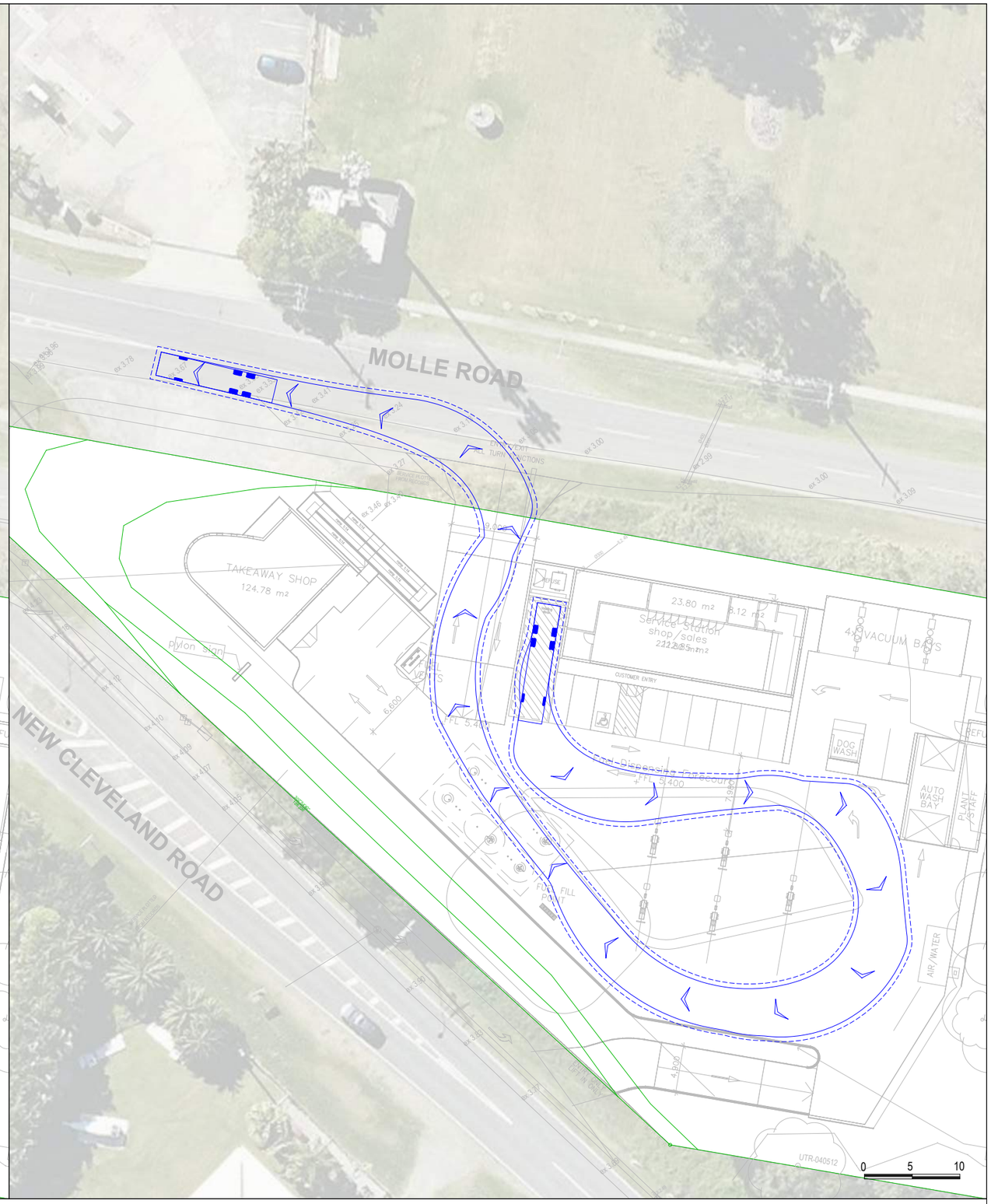
Proposed Service Station & Restaurant Development
1000 New Cleveland Road, Gumdale
Swept Path Assessment

NOTE:
1) Base Plan Supplied By SMT Architects on 2026.08.13
2) Maximum Design Speed 10km/h

RATIO REFERENCE	SHEET No.	APPROVED BY	SCALE	DATE
24509T-SK001-D	5 of 7	C.G. (RPEQ: 28299)	1:500 @A3	02/09/2026

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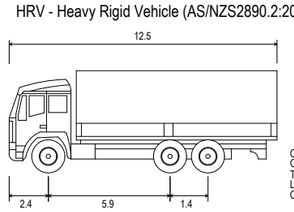




ratio:

RATIO CONSULTANTS PTY LTD
ABN 005 422 104
LEVEL 1, 144 WICKHAM STREET
FORTITUDE VALLEY, QUEENSLAND 4006
TELEPHONE (07)3724 9277
FACSIMILE (07)3724 9277

HRV - Heavy Rigid Vehicle (AS/NZS2890.2:2002)



VEHICLE ENVELOPE (FORWARD)
500mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
500mm CLEARANCE (REVERSE)

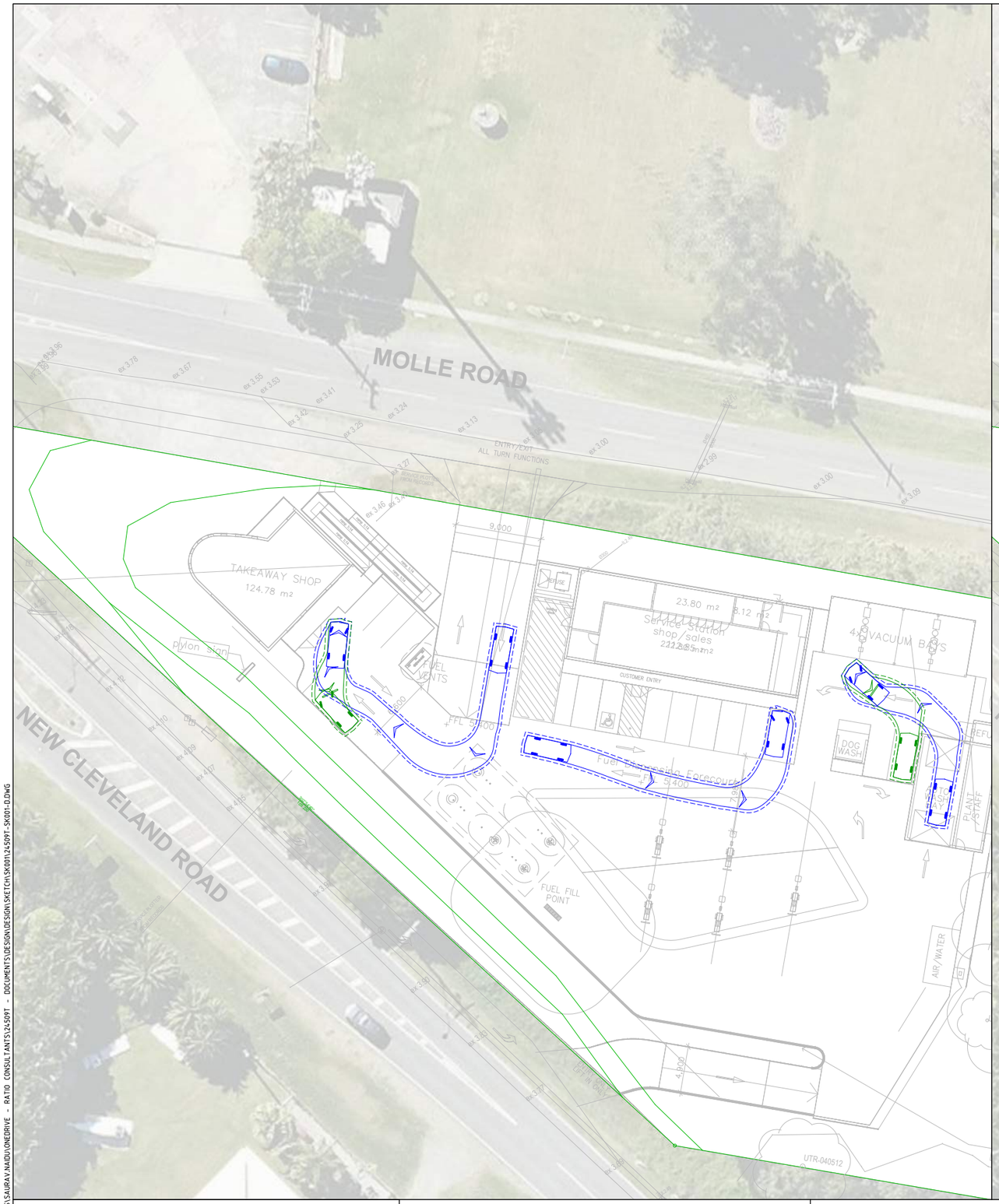
Overall Length	12.500m
Overall Width	2.500m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Curb to Curb Turning Radius	12.500m

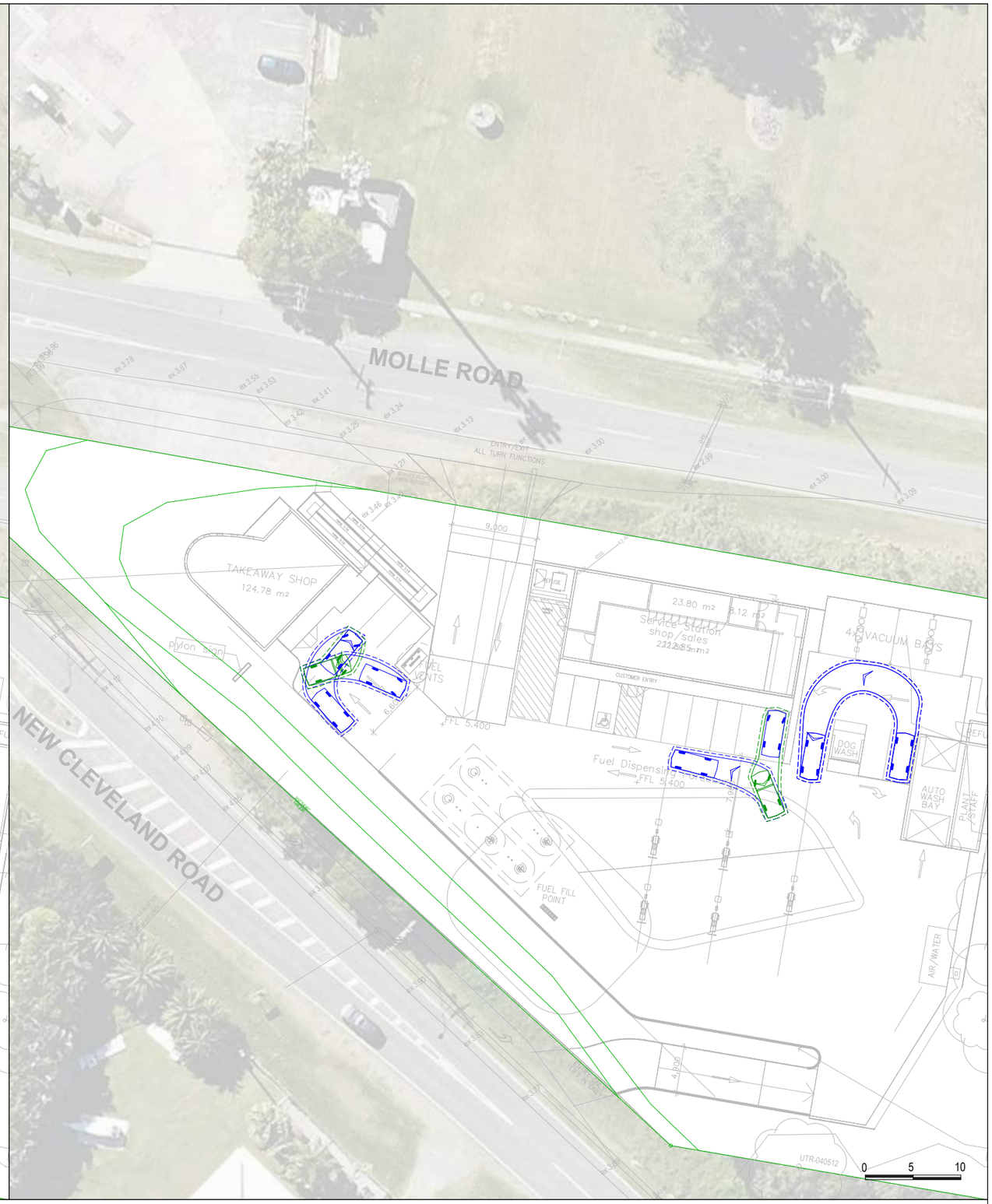
Proposed Service Station & Restaurant Development
1000 New Cleveland Road, Gumdale
Swept Path Assessment

NOTE:
1) Base Plan Supplied By SMT Architects on 2026.08.13
2) Maximum Design Speed 10km/h

RATIO REFERENCE	SHEET No.	APPROVED BY	SCALE	DATE
24509T-SK001-D	6 of 7	C.G. (RPEQ: 28299)	1:500 @A3	02/09/2026

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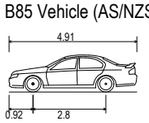




ratio:

RATIO CONSULTANTS PTY LTD
ABN 005 422 104
LEVEL 1, 144 WICKHAM STREET
FORTITUDE VALLEY, QUEENSLAND 4006
TELEPHONE (07)3724 9277
FACSIMILE (07)3724 9277

B85 Vehicle (AS/NZS2890.1:2004)



VEHICLE ENVELOPE (FORWARD)	
300mm CLEARANCE (FORWARD)	
VEHICLE ENVELOPE (REVERSE)	
300mm CLEARANCE (REVERSE)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	5.80m

Proposed Service Station & Restaurant Development
1000 New Cleveland Road, Gumdale
Swept Path Assessment

NOTE:
1) Base Plan Supplied By SMT Architects on 2026.08.13
2) Maximum Design Speed 10km/h

RATIO REFERENCE	SHEET No.	APPROVED BY	SCALE	DATE
24509T-SK001-D	7 of 7	C.G. (RPEQ: 28299)	1:500 @A3	02/09/2026

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02/09/2026 3:14:24 PM

Appendix C – BCC TAPS Code Response

Performance Outcome	Acceptable Outcome	Comment
PO1 Development is designed: (a) to include a technically competent and accurate response to the transport and traffic elements of the development; (b) in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; (c) to ensure the efficient operation and safety of the development and its surrounds. *Note—The acceptable outcome and performance outcome can be demonstrated through a development application that: is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed; is certified by a Registered Professional Engineer Queensland; ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.*	**AO1** Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	Performance Solution – The car parking provision does not strictly meet the minimum requirements as per the TAPS PSP. A performance solution has been proposed to demonstrate the adequacy of the on-site car parking supply of 16 spaces. This has been detailed in Section 4.
PO2 Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the Queensland Government and Council.	**AO2** No acceptable outcome is prescribed.	Not Applicable – Development is not a major size.
PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	**AO3.1** Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Satisfied – Proposed crossover principally accords with principles for access design as outlined in TAPS PSP, and is consistent with the existing approval. This is further discussed in Section 5.

	AO3.2 Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.	
PO4 Development provides walking and cycle routes through the site which: (a) link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; (b) encourage walking and cycling; (c) ensure pedestrian and cyclist safety; (d) provide a direct and legible network. *Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.*	**AO4.1** Development provides walking and cycle routes which are constructed on the carriageway or through the site to: (a) create a walking or cycle route along the full frontage of the site; (b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site. **AO4.2** Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy. **AO4.3** Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.	Satisfied – Development provides direct pedestrian entrance with the Molle Road frontage and along the building frontages.
PO5 Development provides secure and convenient bicycle parking which: (a) for visitors is obvious and located close to the building's main entrance;	**AO5.1** Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Not Applicable – The proposed development does not trigger a requirement to provide any bicycle parking as per the TAPS PSP.

(b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; (c) is easily and safely accessible from outside the site; (d) does not impact adversely on visual amenity; (e) does not impede the movement of pedestrians or other vehicles; (f) is designed to comply with a recognised standard for the construction of bicycle facilities. *Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.*	**AO5.2** Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities. **AO5.3** Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street. **AO5.4** Development provides visitor bicycle parking which does not impede pedestrian movement. **AO5.5** Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	
PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users. *Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ*	**AO6** Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Not Applicable – The proposed development does not trigger a requirement to provide any end of trip facilities as per the TAPS PSP.

from the standard rates in the Transport, access, parking and servicing planning scheme policy.		
PO7 Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.	**AO7** Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy.	Satisfied – Given the car dependent nature of the proposed development, there are no on-site bicycle facilities. Grade separated pedestrian facilities have been proposed, with adequate sight distances at intersection points, to minimise conflict.
PO8 Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.	**AO8** No acceptable outcome is prescribed.	Satisfied – Pedestrian access connects to Molle Road, forming a complete connection with the external road network once the adjacent intersection is upgraded.
PO9 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.	**AO9.1** No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy). **AO9.2** Development which is not a major development provides a single site access driveway in the road area to the lowest order road to which the site has frontage. **AO9.3** Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Satisfied – Two site access points have been proposed and this has been designed to principally accord with the relevant standard drawings, and relevant design requirements for pedestrian and cyclist safety from the TAPS PSP. These access arrangements are generally consistent with the existing approval, noting the Molle Road site access point has been slightly modified. This is further discussed in Section 5.

	AO9.4 Development provides access driveways in the road area which: (a) are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; (b) are not provided through a bus stop, taxi rank or pedestrian crossing or refuge. **AO9.5** Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	
PO10 Redevelopment provides for: (a) the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy; (b) the reinstatement of adjacent footpaths.	**AO10** No acceptable outcome is prescribed.	Not Applicable – There are only informal crossovers providing vehicular access to the site. These will be constructed over with the development.
PO11 Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.	**AO11.1** Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. **AO11.2**	Satisfied – Appropriate sight distances have been provided at potential conflict points and for vehicles approaching the site access point, as per the relevant design requirements pursuant to the TAPS PSP. This is generally consistent with the existing approval. This is further discussed in Section 5.

	Development ensures that convex mirrors are only used in a site: (a) as a secondary support at access driveways; (b) in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy.	
PO12 Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	**AO12** Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. *Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.*	Not Applicable – Subject site is located outside the City core and City frame.
PO13 Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.	**AO13** Development outside of the City core and City frame as identified in Figure a: (a) provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or (b) for accepted development subject to compliance with identified requirements, does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy.	Performance Solution – The car parking provision does not strictly meet the minimum requirements as per the TAPS PSP. A performance solution has been proposed to demonstrate the adequacy of the on-site car parking supply of 16 spaces. This has been detailed in Section 4.

	Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	
PO14 Development ensures that the number of car parking spaces and design of the car parking area: (a) meet the combined design peak parking demand for residential, visitor and business parking; (b) allow for the temporal sharing of car-parking spaces for uses with different peak parking demands. *Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided.*	**AO14.1** Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time. **AO14.2** Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.	Performance Solution – A performance solution has been proposed to demonstrate the adequacy of the on-site car parking supply of 16 spaces, considering the peak demands generated by each use. This has been detailed in Section 4.
PO15 Development provides a car park layout which allows for on-site vehicle parking that: (a) is clearly defined, safe and easily accessible; (b) is designed to contain potential adverse impacts within the site; (c) does not detract from the aesthetics or amenity of an area; (d) discourages on-street parking if parking has an adverse traffic management safety or amenity impact; (e) is consistent with safe and convenient pedestrian and cyclist movement.	**AO15** Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.	Satisfied – Car parking layout has been designed to principally accord with the design requirements outlined in the TAPS PSP, with reference to the Australian Standards as required. This is discussed further in Section 5.
PO16	**AO16**	Not Applicable – Outside of Transport Engineering expertise.

Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by: (a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; (b) defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; (c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; (d) ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; (e) including way-finding cues; (f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas. *Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.*	
PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	**AO17** Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by: (a) denying access to potential canvases through access control techniques;	Not Applicable – Outside of Transport Engineering expertise.

	(b) reducing potential canvases through canvas reduction techniques; (c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. *Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.*	
PO18 Development is serviced by an adequate number and size of service vehicles.	**AO18** Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Satisfied – The proposed development is to be serviced by a 19m AV. The dedicated on-site loading bay can be accessed by vehicles up to a 12.5m HRV. This servicing outcome based on the operational needs of the development has been further discussed in Section 6.
PO19 Development layout provides for services which: (a) are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor road where use of the footpath is not adversely affected; (b) are clearly defined, safe and easily accessible; (c) are designed to contain potential adverse impacts of servicing within the site; (d) do not detract from the aesthetics or amenity of the surrounding area.	**AO19.1** Development ensures that a service bay provided on site: (a) is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy; (b) is located away from street frontages and screened from adjoining premises. **AO19.2** Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy.	Satisfied – The proposed development has been designed to be serviced by a 10.24m rear loader and 10.52m front loader Council RCVs, complying with the relevant waste collection requirements pursuant to the TAPS PSP.

	AO19.3 Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	
PO20 Development provides service vehicle access routes to and from the site which minimise the impact on: (a) amenity and safety in residential areas; (b) streets not constructed to a standard that accommodate increased heavy vehicle movements.	**AO20** Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	Satisfied – The site is readily accessible via New Cleveland Road and Molle Road, connecting to the arterial roads in the vicinity of the site.
PO21 (Freight-dependent development only) Development which is freight-dependent development ensures that the traffic generated by the development does not impact on: (a) the operation of the transport network; (b) the safety and amenity of a residential area; (c) a road not constructed to accommodate a non-standard vehicle such as a road only constructed to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1-9.	**AO21.1** Development which is freight-dependent development is located on a site which: (a) has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or (b) can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy. **AO21.2** Development which is freight-dependent development provides any necessary upgrade to a road used as an access route in compliance with the Infrastructure design planning scheme policy.	Not Applicable – The proposed development is not a freight dependent development.