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# TRAFFIC ASSESSMENT REPORT

**Proposed Industrial Development  
437 Stafford Road, Stafford QLD**

**Lot 1 on RP126855**

For SARRIS INTERNATIONAL PTY LTD

25 May 2026

File No: LC26013-0003-TAR



## DOCUMENT CONTROL SHEET

<b>Title:</b>	Traffic Assessment Report
<b>Document No:</b>	LC26013-0003-TAR
<b>Original Date of Issue:</b>	30 April 2026
<b>Author:</b>	Jason Webster
<b>Project:</b>	437 Stafford Road, Stafford QLD
<b>Synopsis:</b>	<p>The primary objective of the Traffic Assessment Report (TAR) is to demonstrate compliance with all relevant standards, guidelines and codes.</p> <p>The report provides an audit of the existing transport conditions in the vicinity of the site including a description of the local road network and its operation. It also determines the anticipated level of trip generation, the distribution of these trips and the impact of this development traffic on the local road network. In addition, the report addresses the key safety issues associated with the proposed development.</p>

Reviewed by RPEQ	Reg. No.	Signed	Date
Jason Webster	31580		25 May 2026

Revision/Checking History			
Revision No	Date	Checked By	Issued By
Original	25 May 2026	Jason Webster	Jason Webster

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# 1. INTRODUCTION

## 1.1 Background

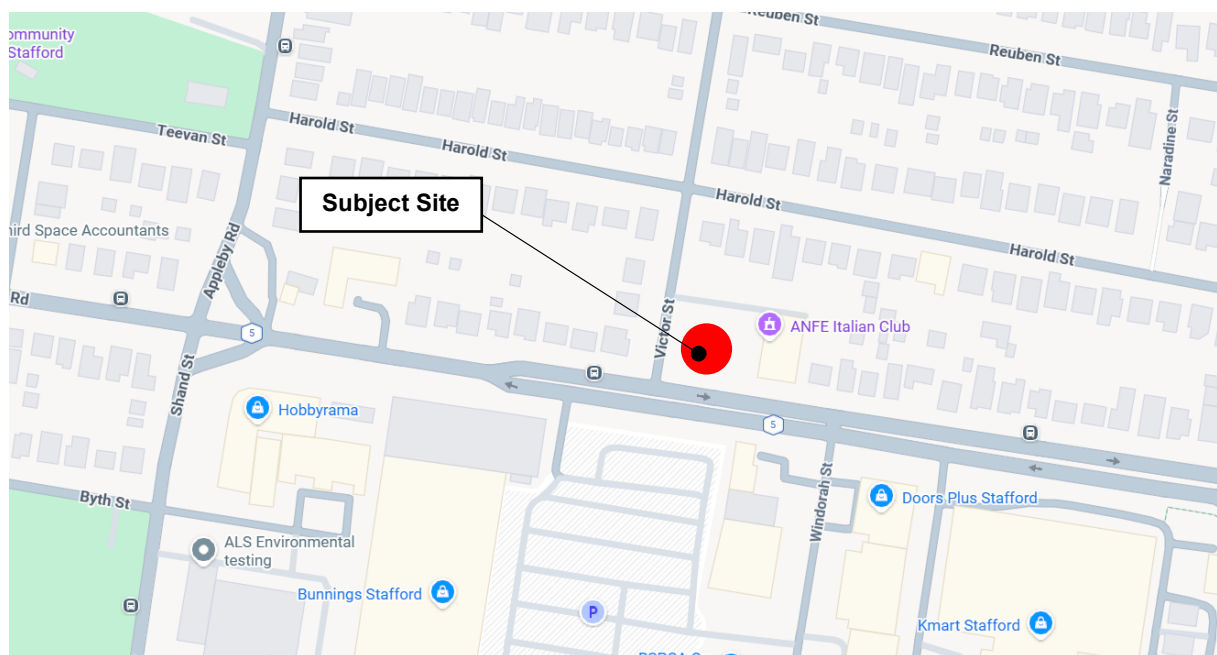
Legend Consultants has been commissioned to prepare a Traffic Assessment Report (TAR) report to support a Development Application (DA) to the Brisbane City Council (BCC) for the proposed Low Impact Industry and Shop Development situated at 437 Stafford Road, Stafford QLD.

The property number 437 Stafford Road, Stafford currently is unoccupied with 3 legally approved access point, two from Stafford Road and one from Victor Street. The proposal seeks the establishment of tyre centre on the subject site with associated site access and an internal driveway as shown in the architects' plans in Appendix A.

The primary objective of the Traffic Assessment Report (TAR) is to demonstrate compliance with all relevant standards, guidelines and codes. The development is located within the Brisbane City Council (BCC) Local Authority.

## 1.2 Site Location

The subject site is described as Lot 1 on RP126855. *Figure 1* shows the location of the subject's sites relative to the wider local area.



**Figure 1: Site Location within Wider Area (Source: Google Maps)**

## 1.3 Scope of This Report

The report provides an audit of the existing transport conditions in the vicinity of the site including a description of the local road network and its operation. It also determines the anticipated level of trip generation, the distribution of these trips and the impact of this development traffic on the local road network. In addition, the report addresses the key safety issues associated with the proposed development.



The structure of this report is summarised in the following:

- Section 2: Describes the site location and the existing road network in the vicinity of the site.
- Section 3 Outlines the relevant characteristics of the proposed development including access and parking arrangements; Swept path analysis including servicing, loading and waste collection.
- Section 4: Considers the trip generation likely to be associated with the proposed development; Assess the impact on the surrounding road network of the additional trips generated by the proposed development.
- Section 5: Presents a summary of the report and identifies the main conclusions that can be drawn from the Traffic Assessment Report.

## 2. EXISTING CONDITIONS

### 2.1 Existing Site

The subject site is located at 437 Stafford Road, Stafford QLD as shown in Figure 2.



**Figure 2: Locality Plan (Source: BCC City Plan 2014)**

The site is bounded by Stafford Road to the south, Victor Street to the west and existing properties to the north and east. Identified as Lot 1 on RP126855, the site comprises an area of 1,776 m<sup>2</sup>.

The subject site is currently vacant and has remained so for several years, having previously operated as a service station. Vehicular access was historically provided via three driveways: one full-movement access on Victor Street, and two access points on Stafford Road. All three driveways remain in place, as shown in Figure 2.

Stafford is a well-established suburban area within the Brisbane City Council, located approximately 7 kilometres north of the Brisbane CBD. Positioned within the northern suburbs of Brisbane, Stafford is bordered by key arterial roads including Gympie Road, providing direct connectivity to the CBD and northern regions.

The suburb is also traversed by Stafford Road, a key east-west road that links surrounding residential areas to major arterials such as Gympie Road and Webster Road.

## 2.2 Land Use

The site is zoned as Low Density Residential zone as shown in *Figure 3*.



**Figure 3: Subject Site Land Zoning (Source: BCC Planning Scheme)**

## 2.3 Surrounding Road Network

The surrounding road network in the vicinity of the subject site includes Stafford Road and Victor Street as shown in *Figure 4*.



**Figure 4: Road hierarchy (BCC owned) (Source: BCC Planning Scheme Map)**

Stafford Road is a state-controlled arterial road with a posted speed limit of 60 km/h. It comprises a four-lane divided carriageway. The eastbound kerbside lane adjacent to the site frontage operates as a Clearway between 6:00–9:00 am and 4:00–6:00 pm, Monday to Friday.



Victor Street is classified as a Neighbourhood Road managed by Brisbane City Council. It comprises a two-way, two-lane undivided carriageway with an approximate pavement width of 10.5 m along the site frontage.

Characteristics of existing roads in the vicinity of the subject site are outlined in *Table 1*.

**Table 1: Existing Road Network**

Road Name	Stafford Road	Victor Street
Agency	State Government Department of Transport and Main Roads	Local Authority Brisbane City Council
Class Type	Arterial Road	Neighbourhood Road
Posted Speed	60km/h	50km/h
Lane Formation	4-lane / divided / two-way	2-lane / undivided / two-way
Footpath	Yes On both sides	Yes On eastern side
Carriageway Width	16.0m	10.5m
Road Reserve Width	30.0m	20.0m

Stafford Road forms a priority intersection with Victor Street which operates as a left-in, left-out only and is controlled by a Stop sign. *Figure 5* shows the Stafford Rd / Victor Street priority intersection.



**Figure 5: Winston St / Stafford Rd Priority Intersection**

Figure 6 shows Stafford Rd cross section at the western approach to Victor St intersection.



**Figure 6: Stafford Rd Cross Section at the Approach to Victor St Intersection**

## 2.4 Existing Traffic Volumes

Traffic data for Stafford Road recorded at Site 135976 indicates an Annual Average Daily Traffic (AADT) volume of 33,288 two-way vehicles in 2024. Over the past five years, traffic volumes have increased at an average annual rate of approximately 2.88%. The count location is situated on the eastern approach to the Tannery Lane/Stafford Road signalised intersection, approximately 360 m east of the subject site.

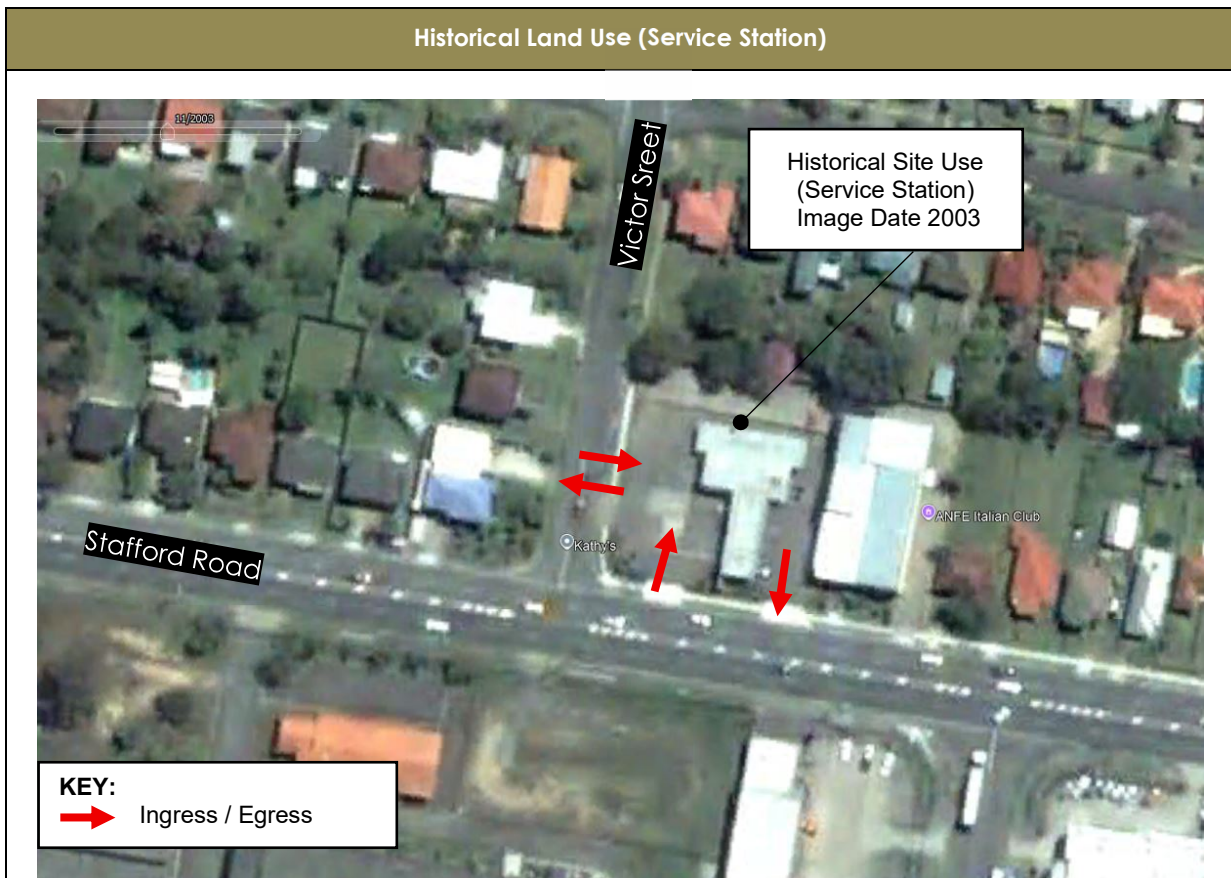


### 3. PROPOSED DEVELOPMENT

#### 3.1 Historical Land Use

The site was historically developed and operated as a service station from the 1970s until 2004, a use typically associated with frequent vehicle movements and high traffic turnover. The service station structures have since been demolished, and the land is currently unoccupied. However, the previously approved and legally established access driveways remain in place, including ingress only and egress only access to the state-controlled road network (Stafford Road), and an all-movements driveway on Victor Street. The above access driveways continue to provide formal points of vehicular access to the site.

**Table 2: Historical Site Use**



#### 3.2 Proposed Development

The proposed development includes a Bob Jane T-Mart Shop and Car Servicing facility (Low Impact Industry), associated site access, and car parking facilities as shown in Figure 7.

The proposal includes two separate structures. One building will accommodate customer and administrative functions with a total GFA of 108 m<sup>2</sup>. The second building is a 1,181 m<sup>2</sup> and includes 666 m<sup>2</sup> of workshop area and 515 m<sup>2</sup> mezzanine area designed to provide six vehicle service bays. Total GFA for the proposed Low Impact Industry is 1,290m<sup>2</sup>.

The development also provides 15 parking spaces, including 3 spaces for staff and one PWD space.

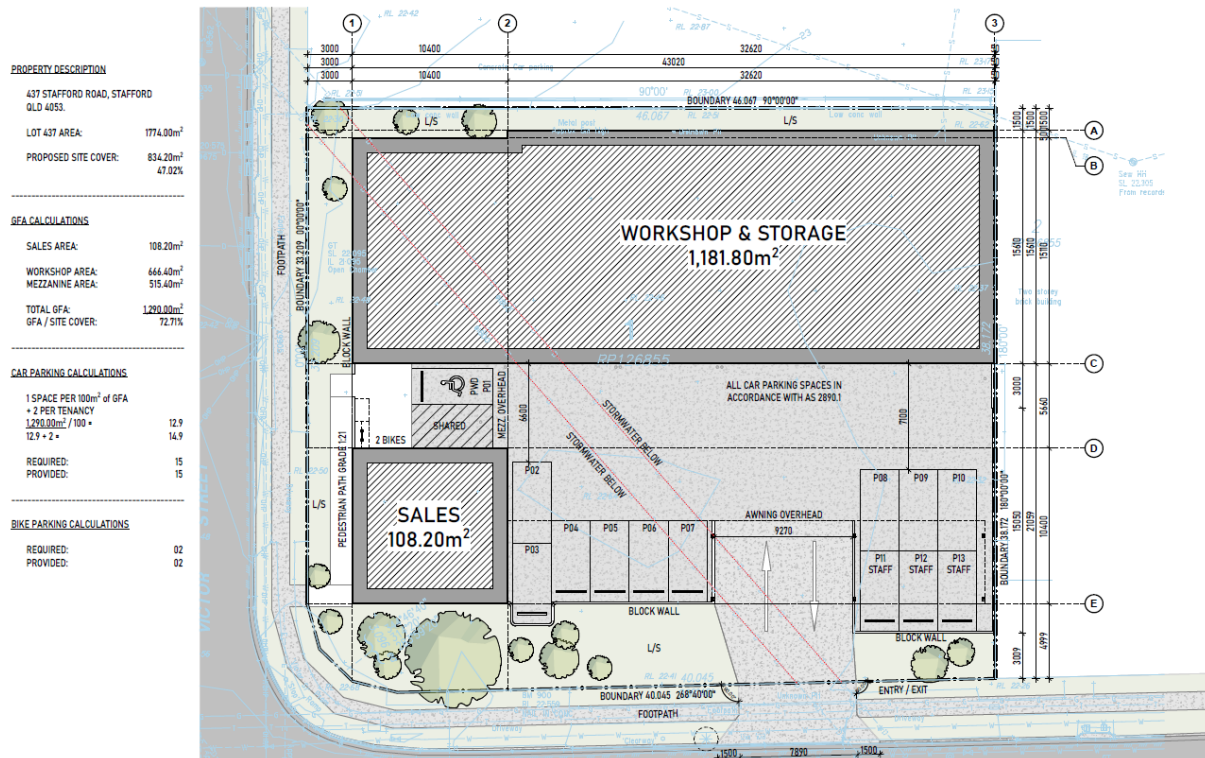


Table 3 and Table 4 shows the overview of the proposed development.

**Table 3: Development Summary**

Characteristics	Size (GFA)	Parking
Low Impact Industry	1,290m <sup>2</sup>	12 Visitors and 3 Staff

**Table 4: Development Transport Strategy**

Characteristics	Details
Vehicular Access	Existing three access points along Victor St and Stafford Road are proposed to be consolidated to one access point from Stafford Rd. Victor Street driveway to be removed. Stafford Road driveway close to the Victor Street intersection to be removed. The proposed driveway is designed to be 7.9 meters wide, with 1.8 m x 1.5m tapers on each side to facilitate smoother vehicle transitions. The crossovers are aligned with the requirements outlined in IPWEA drawing 51. The access driveway design has been adjusted to accommodate refuse vehicle movements.
Pedestrian Provisions	Appropriate visibility splays have been provided at the site access driveway to ensure pedestrian safety.
Servicing	Medium Rigid Vehicle (MRV) servicing the site within the car parking area
Waste Collection	Refuse Vehicle servicing within the car parking area

Traffic, access, parking and servicing matters are assessed further in subsequent sections, with consideration of the Brisbane City Council Transport, Access, Parking and Servicing (TAPS) Planning Scheme Policy and relevant Australian Standards.

### 3.3 Operation of Facility

The proposed facility will operate in a manner consistent with other existing Bob Jane T-Marts, functioning as a scheduled, quick-turnaround tyre and servicing centre. Customer visits are primarily managed through pre-booked appointments with a smaller proportion of walk-in demand, with servicing staggered throughout the day to maintain a steady workflow. Vehicles are typically dropped off, processed by staff, and collected the same day, with customers generally waiting within the on-site lounge during service. This operational model limits long-term parking demand, with work bays effectively supporting both servicing and short-term vehicle staging, consistent with standard Bob Jane T-Mart operating practices.

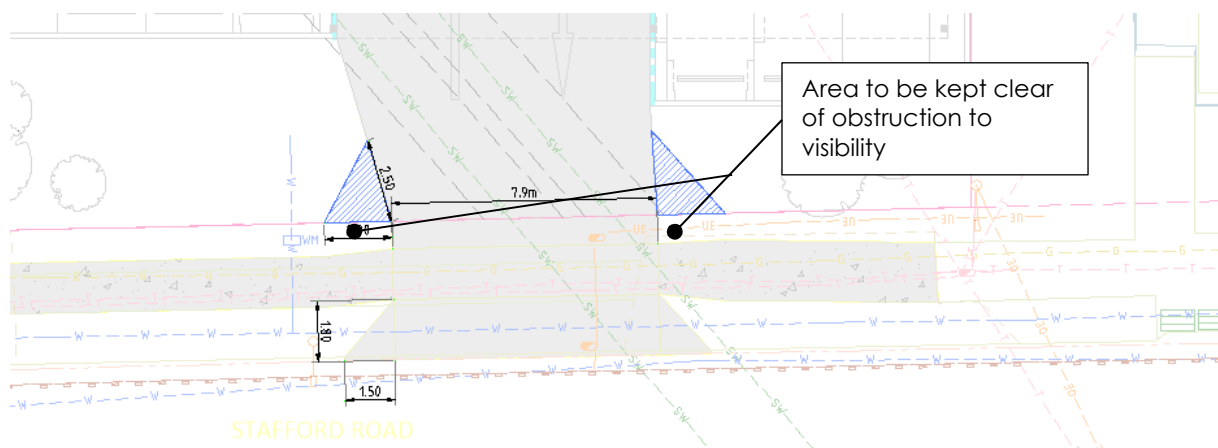
### 3.4 Vehicular Access

The existing three driveways will be consolidated into a single access point on Stafford Road, reducing the number of conflict points and providing a suitable separation from the Victor Street priority intersection and existing roadside infrastructure, including a lighting pole. The current lawful access on Stafford Road will be shifted slightly west and upgraded to improve safety and operational performance.

The proposed driveway is designed to be 7.9 meters wide, with 1.8 m x 1.5m tapers on each side to facilitate smoother vehicle transitions. The crossovers are aligned with the requirements outlined in IPWEA drawing 51, but design has been adjusted to accommodate refuse vehicle movements.

### 3.4 Pedestrian Safety

The safe operation of traffic systems relies heavily on adequate visibility, known as sight distances. To ensure clear visibility between vehicles on a driveway and pedestrians on the footpath, sight splays are established at the property boundary. In accordance with AS2890.1 standards, the minimum pedestrian sight splays at proposed vehicular site access points are set at a 2.0m x 2.5m area that must remain free of obstructions. It is worth noting that the distance of 2.5m is measured along the driveway and the distance of 2.0m along the site boundary.



**Figure 8: Pedestrian Visibility Splays**



## 3.5 Car Parking Arrangements

### 3.5.1 Statutory Requirements

The car parking requirements for low-impact industry land use are extracted from the Brisbane City Council Planning Scheme. These requirements are summarized in Table 5.

**Table 5: BCC Car Parking Requirements for Low impact industry**

Land Use	Minimum Number of Car Parking Spaces	Required Car Parking
Low impact industry GFA = 1,290.00m <sup>2</sup>	2 spaces per tenancy or lot plus 1 space per 100m <sup>2</sup> gross floor area	2 + 13 = total required 15 spaces

### 3.5.2 Proposed Car Parking Provisions

The proposed parking layout provides a total of 15 spaces, comprising a combination of standard and tandem arrangements located on both sides of the site access driveway. To the east, three tandem pairs are provided. Staff vehicles are intended to occupy the inner (kerbside) positions at the start of the day, allowing the outer spaces to be used by visitors if required. This arrangement is appropriate, as any temporary blocking of staff vehicles by visitors does not affect operations, given staff vehicles typically remain on site for the full day.

Two additional tandem spaces are available for visitor use when conventional bays are occupied. This is suitable for the proposed tyre servicing use, as staff routinely manage vehicle movements between parking areas and service bays, allowing flexible repositioning during the course of operations.

The operation of the site further supports this arrangement. Customers typically arrive for pre-booked appointments, park in designated visitor spaces, and present to reception where vehicle keys are handed to staff. Vehicles are then relocated by staff to the service bays for maintenance /tyre exchange / servicing . Upon completion of servicing, vehicles are returned by staff to visitor parking areas for customer collection. As such, parking demand is short-term and actively managed, with minimal reliance on long-stay or informal drop-off arrangements.

To the west of the access driveway, five standard visitor parking spaces are provided, including one accessible (PWD) bay located adjacent to the building entrance.

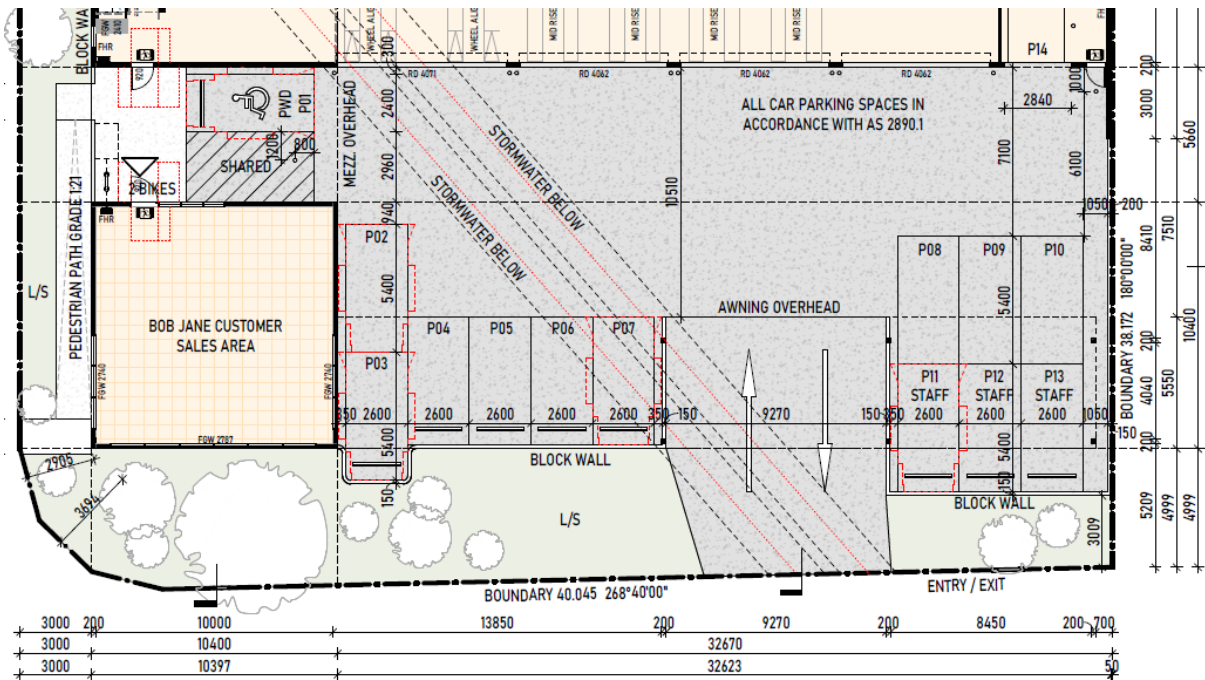
Overall, the parking layout is considered appropriate for the expected operational characteristics of the development, achieving a balance between staff and visitor demand while maintaining safe and efficient circulation.

One Sheffield stand bicycle parking has been provided.

### 3.5.3 Car Parking Design Overview

Figure 9 shows the proposed car parking area. In summary, all parking spaces are designed in accordance with AS 2890.2 requirements, with typical bay dimensions of 2.6 m in width and 5.4 m in length. The minimum aisle width provided is 6.6m.

The layout also incorporates blind aisles with a 1 m extension beyond the final parking space, consistent with AS 2890.2 standards.



**Figure 9: Car Parking Design**

### 3.6 Loading and Waste Collection Arrangements

#### 3.6.1 Servicing

BCC standard requirements for Low Impact Industry typically nominate an Articulated Vehicle (AV) as the minimum design service vehicle. However, based on the operational characteristics of comparable Bob Jane T-Mart facilities elsewhere in Australia, the largest vehicles expected to service the site are anticipated to be a Medium Rigid Vehicle (MRV) and a Refuse Collection Vehicle (RCV).

The proposal does not feature an on-site loading bay. Occasional loading activities are expected to happen infrequently. These activities can be accommodated within the car parking area. Consequently, it is not necessary to provide a dedicated loading bay for this development.

#### 3.6.2 Waste Collection

Waste collection will occur within the site. Please refer to Appendix B for swept path analysis.

It should be noted that the proposed Stafford Road driveway has been designed to accommodate Medium Rigid Vehicles (MRVs) and Refuse Collection Vehicles (RCVs), enabling forward ingress to and egress from the site.



## 4. TRAFFIC DEMANDS

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Other Bob Jane T-Marts facilities, such as the Strathpine store, typically operate over an approximate 9-hour trading period (e.g. 7:45 am to 5:00 pm). As outlined previously, individual service times generally range from 30 to 90 minutes. For the purpose of a robust assessment, a conservative average service time of 45 minutes has been adopted. On this basis, a single service bay is capable of processing approximately 10 vehicles per day.

For the proposed development, the six (6) service bays would therefore accommodate approximately 60 vehicles per day. This equates to approximately 60 customer arrivals and 60 customer departures over the 9-hour operating period, in addition to a minor number of staff-related movements arriving in the morning and departing in the evening. This results in an average of approximately 7 customer arrivals and 7 customer departures per hour (i.e. around 14 two-way vehicle trips per hour), with traffic expected to be evenly distributed throughout the day due to the appointment-based and staggered servicing model.

Historically, the site operated as a service station and was serviced by three separate access points, including one from Victor Street and two from Stafford Road. Under the proposed development, these are consolidated into a single upgraded access point from Stafford Road. As a consequence, new access arrangements reduce the number of conflict points, improves safety, and provides a more efficient and controlled access arrangement.

Access to the site will be restricted to left-in, left-out movements at the proposed Stafford Road access, thereby minimising impacts on through traffic. The upstream signalised intersection at Stafford Road and Appleby Road provides regular gaps in traffic flow, supporting safe and efficient egress from the site.

Overall, the predicted traffic generation associated with the proposed development is relatively low and, due to the appointment-based servicing model, is expected to be evenly distributed across the day. This represents a substantial reduction in peak intensity when compared to the historical service station use, which generated significantly higher and more concentrated traffic volumes, particularly during peak periods due to its high-turnover fuel retail function.



## 5. SUMMARY AND CONCLUSIONS

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This Traffic Assessment Report (TAR) has been prepared by Legend Consultants to support a Development Application to the Brisbane City Council for a Material Change of Use for a Low Impact Industry (Bob Jane T-Mart Shop and Car Servicing facility) at 437 Stafford Road, Stafford.

The site (Lot 1 on RP126855, 1,776 m<sup>2</sup>) is currently vacant but was historically used as a service station (1970s–2004). Existing lawful access arrangements remain in place, comprising three former driveway locations (two on Stafford Road and one on Victor Street). The surrounding road network includes Stafford Road (state-controlled arterial) and Victor Street (Council neighbourhood road), providing access within Brisbane's northern suburbs approximately 7 km from the Brisbane CBD.

The proposed development comprises a Bob Jane T-Mart facility with two buildings providing a total GFA of 1,290 m<sup>2</sup>, including workshop and customer/administration areas with six service bays. A total of 15 car parking spaces are provided, including staff, visitor, tandem, and accessible parking in accordance with AS 2890.2 requirements. Vehicular access has been consolidated to a single upgraded access point from Stafford Road, replacing the former three access points and improving safety through a reduction in conflict points and improved separation from the Victor Street intersection.

The facility will operate as a scheduled, appointment-based tyre servicing centre consistent with other Bob Jane T-Mart operations, resulting in steady distribution of vehicle movements throughout the day rather than peak period surges.

The proposed development is forecast to generate around 60 customer arrivals and 60 departures per day. This equates to approximately 14 two-way vehicle trips per hour, distributed across a 9-hour operating period. This represents a significantly lower and more evenly distributed traffic profile compared to the historical service station use, which generated substantially higher and more peak-oriented traffic volumes associated with fuel retail activity and high turnover operations.

Access to the site will operate on a left-in, left-out basis from Stafford Road, with upstream signalised intersections providing adequate gaps for safe egress. The consolidation of access points, combined with reduced and more evenly distributed traffic generation, results in an improved traffic outcome with no material impact anticipated on the surrounding road network.

Overall, the proposed development results in a net reduction in peak traffic intensity, improved access safety, and a more controlled and predictable operational traffic profile compared to the historical use.



APPENDIX

**A**

SARRIS CORPORATE  
COMMERCIAL INTERIOR DESIGN - *Plan of  
Development*



**PROPERTY DESCRIPTION**

437 STAFFORD ROAD, STAFFORD  
QLD 4053.

LOT 437 AREA: 1774.00m<sup>2</sup>  
PROPOSED SITE COVER: 834.20m<sup>2</sup>  
47.02%

**GFA CALCULATIONS**

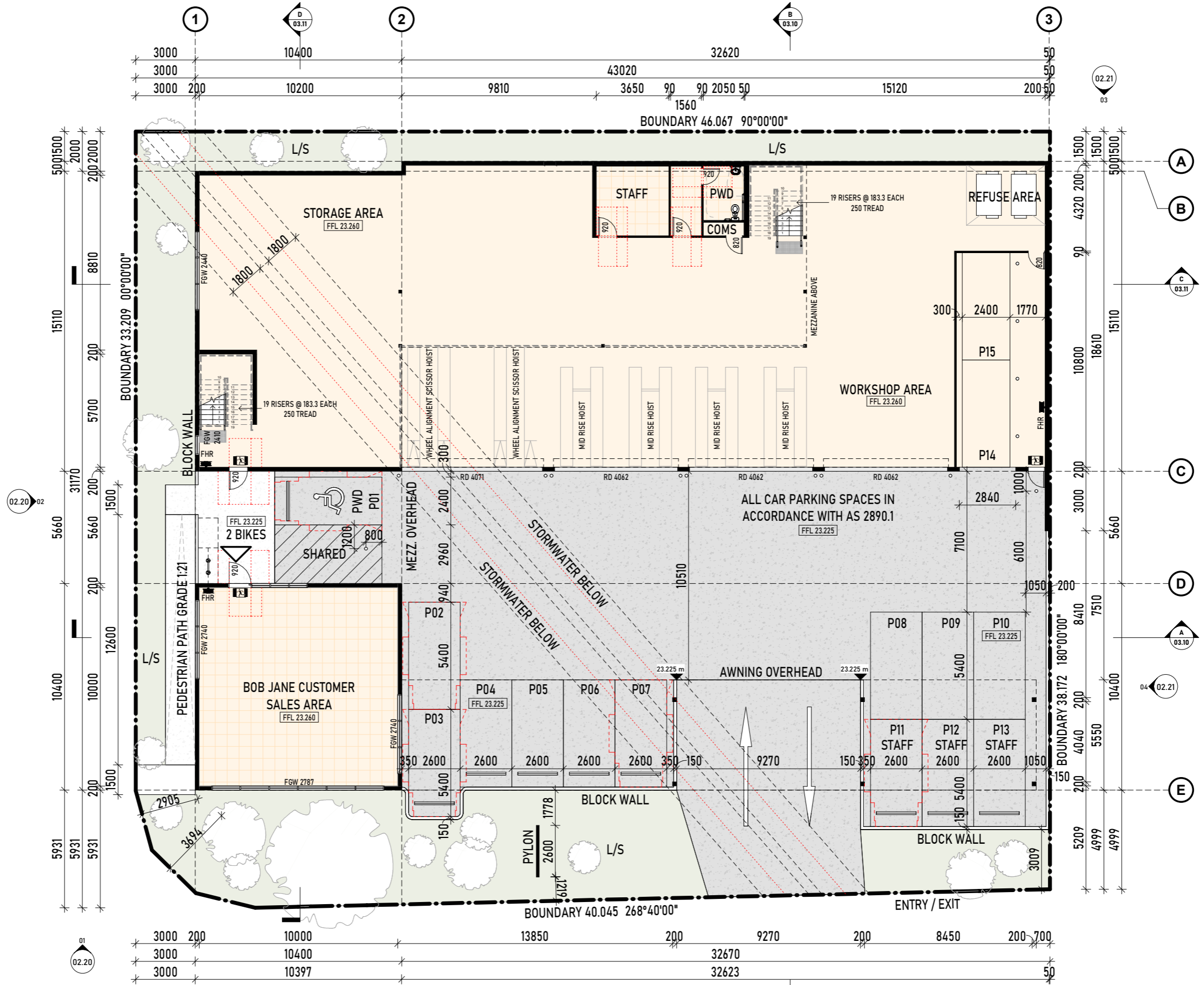
SALES AREA: 108.20m<sup>2</sup>  
WORKSHOP AREA: 666.40m<sup>2</sup>  
MEZZANINE AREA: 515.40m<sup>2</sup>  
TOTAL GFA: 1,290.00m<sup>2</sup>  
GFA / SITE COVER: 72.71%

**CAR PARKING CALCULATIONS**

1 SPACE PER 100m<sup>2</sup> of GFA  
+ 2 PER TENANCY  
1,290.00m<sup>2</sup> / 100 = 12.9  
12.9 + 2 = 14.9  
REQUIRED: 15  
PROVIDED: 15

**BIKE PARKING CALCULATIONS**

REQUIRED: 02  
PROVIDED: 02



**GENERAL NOTES**  
Architectural documents to be read in conjunction with relevant Structural, Fire Service, Mechanical, Hydraulic, Electrical, Civil and Landscaping documents. Technical drawings to be read in conjunction with appropriate sections of technical specification.  
Contractor to verify all dimensions / condition on site prior to commencement of works. Contractor to seek clarification of all inconsistencies and resolve all discrepancies on plans and site conditions prior to commencement of any works on site. Commencement of works on site by the contractor is deemed to be acceptance of all conditions and plans and any variations will be the responsibility of the contractor expense.  
Figured dimensions shall take precedence to scaled dimensions.  
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No.	AMENDMENT	DATE
C	REVISED ISSUE	23.03.2026
D	CAR PARKING AMENDMENTS	23.04.2026
E	REVISED ISSUE	21.05.2026
F	PYLON REVISION	28.05.2026
G	PODIUM HEIGHT REVISION	18.06.2026

# SARRIS

DP AD 2298

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<b>BOB JANE T MART</b>	project :
437 STAFFORD ROAD, STAFFORD, QLD	address :
	description :
	Ground Floor drawing title :

# SARRIS

CORPORATE COMMERCIAL INTERIOR DESIGN

ISSUE PRELIMINARY			
Project No.	AS88	Drawing No.	
Total Area		Option	
First Drawn		Revision	
Date Issued	April 2025	Paper Size	A3



APPENDIX

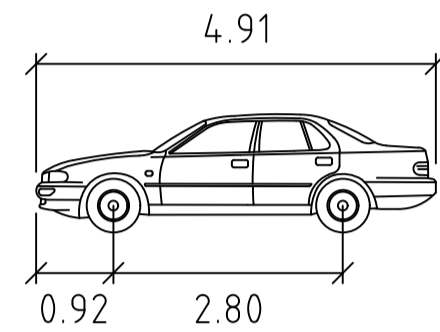
**B**

Legend Consultants Swept Path Plans



**LEGEND**

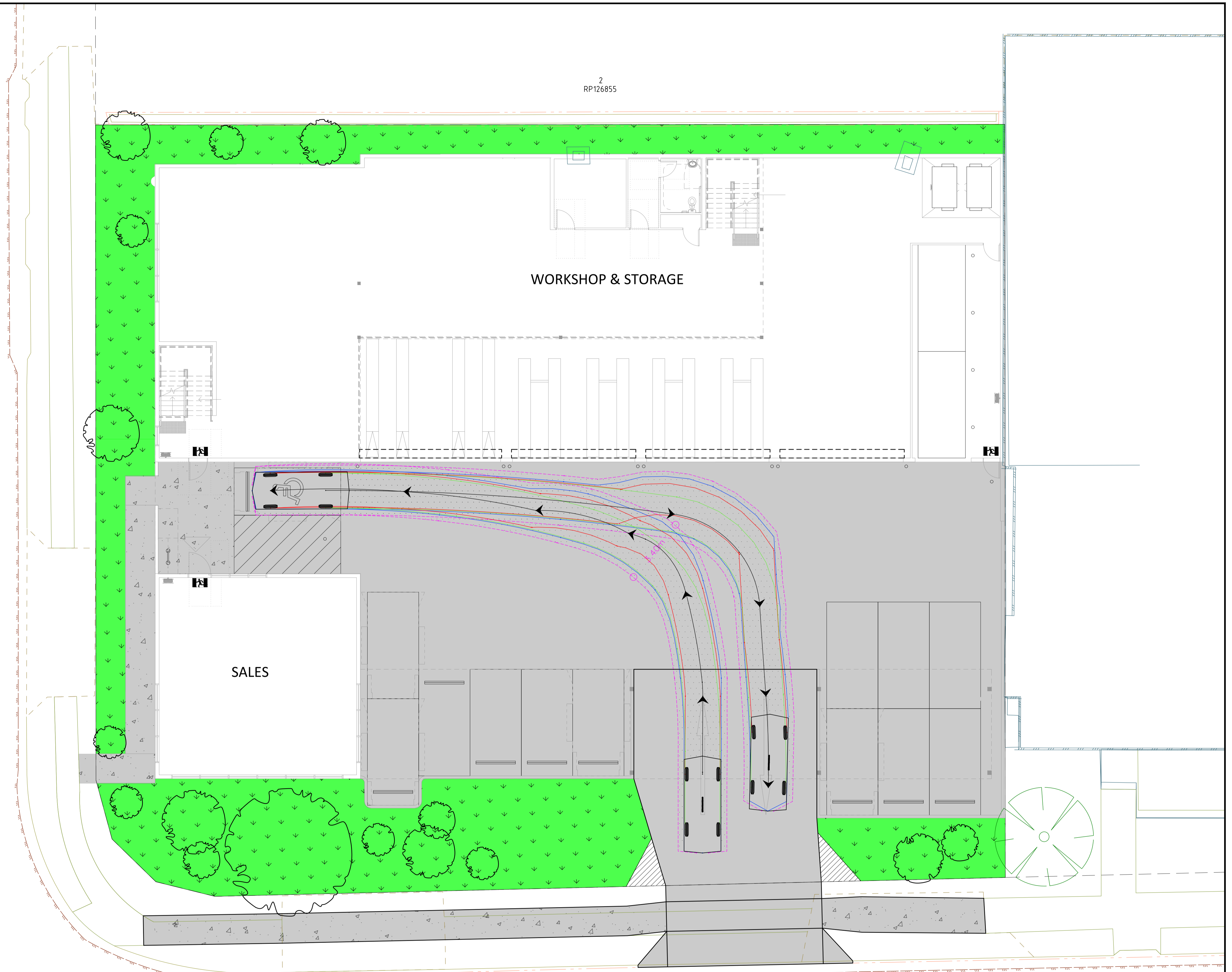
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- BODY
- - - 0.3m BODY CLEARANCE



B85

- Width : 1.87 meters
- Track : 1.77
- Lock to Lock Time : 6.0
- Steering Angle : 34.1

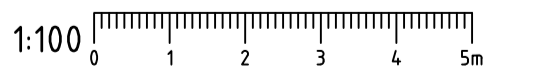
VICTOR STREET



**FOR APPROVAL**  
 NOT FOR CONSTRUCTION  
 UNLESS STAMPED

**SWEPT PATHS LAYOUT PLAN - B85 STAFFORD ROAD**

SCALE: 1:100



75 BARDEN RIDGE ROAD, REEDY CREEK, QLD 4227

REV	DATE	REVISION DETAILS	APPROVED
B	06.05.26	SWEPT PATH AMENDED	JW
A	01.04.26	ORIGINAL ISSUED	JW

RPEQ NO.

PROJECT

437 STAFFORD ROAD,  
 STAFFORD, QUEENSLAND  
 DETAIL DESIGN

DRAWN	VL
DESIGNED	VL
CHECKED	JW
APPROVED	JW
DATE	MAY 26
GRID REF.	AHD

CLIENT

SARRIS INTERNATIONAL  
 PTY LTD

TITLE

SWEPT PATHS LAYOUT PLAN - B85  
 SHEET 1 OF 4

DRAWING NO.

LC26013.C900

REV.

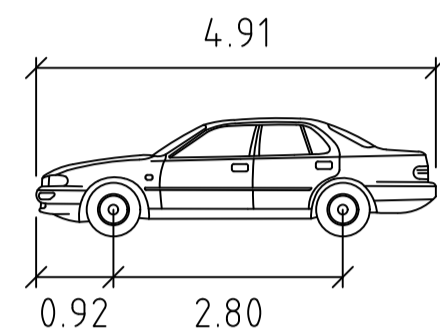
B

A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE



**LEGEND**

- WHEELS
- BODY
- - - 0.3m BODY CLEARANCE



B85

- Width : 1.87 meters
- Track : 1.77
- Lock to Lock Time : 6.0
- Steering Angle : 34.1

VICTOR STREET



**FOR APPROVAL**  
NOT FOR CONSTRUCTION  
UNLESS STAMPED

**SWEPT PATHS LAYOUT PLAN - B95**  
SCALE: 1:100

STAFFORD ROAD

1:100



75 BARDEN RIDGE ROAD, REEDY CREEK, QLD 4227

REV	DATE	REVISION DETAILS	APPROVED
B	06.05.26	SWEPT PATH AMENDED	JW
A	01.04.26	ORIGINAL ISSUED	JW

RPEQ NO.

PROJECT

437 STAFFORD ROAD,  
STAFFORD, QUEENSLAND  
DETAIL DESIGN

DRAWN	VL
DESIGNED	VL
CHECKED	JW
APPROVED	JW
DATE	MAY 26
GRID REF.	AHD

CLIENT

SARRIS INTERNATIONAL  
PTY LTD

TITLE

SWEPT PATHS LAYOUT PLAN - B85  
SHEET 2 OF 4

DRAWING NO.

LC26013.C901

REV.

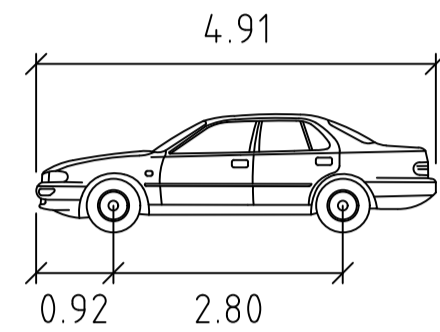
B

A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE



**LEGEND**

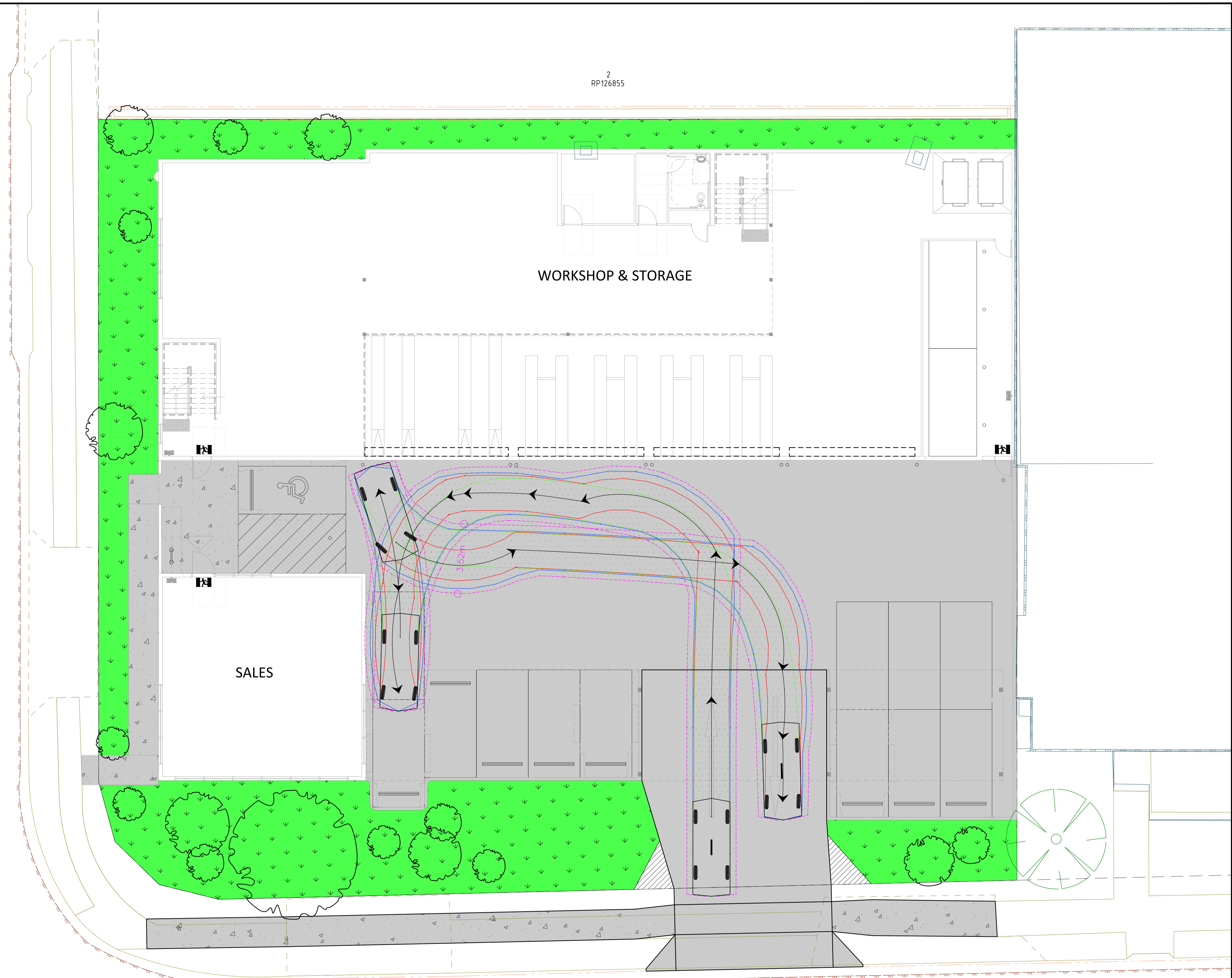
- WHEELS
- BODY
- - - 0.3m BODY CLEARANCE



B85

- Width : 1.87 meters
- Track : 1.77
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- Steering Angle : 34.1

VICTOR STREET

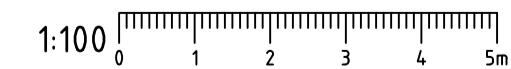


**FOR APPROVAL**  
NOT FOR CONSTRUCTION  
UNLESS STAMPED

**SWEPT PATHS LAYOUT PLAN - B85**

SCALE: 1:100

STAFFORD ROAD



**Legend Consultants**  
Efficiency • Innovation • Quality  
75 BARDEN RIDGE ROAD, REEDY CREEK, QLD 4227

REV	DATE	REVISION DETAILS	APPROVED
B	06.05.26	SWEPT PATH AMENDED	JW
A	01.04.26	ORIGINAL ISSUED	JW

RPEQ NO.

PROJECT  
**437 STAFFORD ROAD,  
STAFFORD, QUEENSLAND  
DETAIL DESIGN**

DRAWN	VL
DESIGNED	VL
CHECKED	JW
APPROVED	JW
DATE	MAY 26
GRID REF.	AHD

CLIENT  
**SARRIS INTERNATIONAL  
PTY LTD**

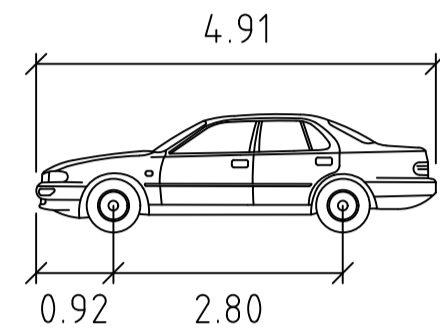
TITLE <b>SWEPT PATHS LAYOUT PLAN - B85 SHEET 3 OF 4</b>	
DRAWING NO. <b>LC26013.C902</b>	REV. <b>B</b>

A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE



**LEGEND**

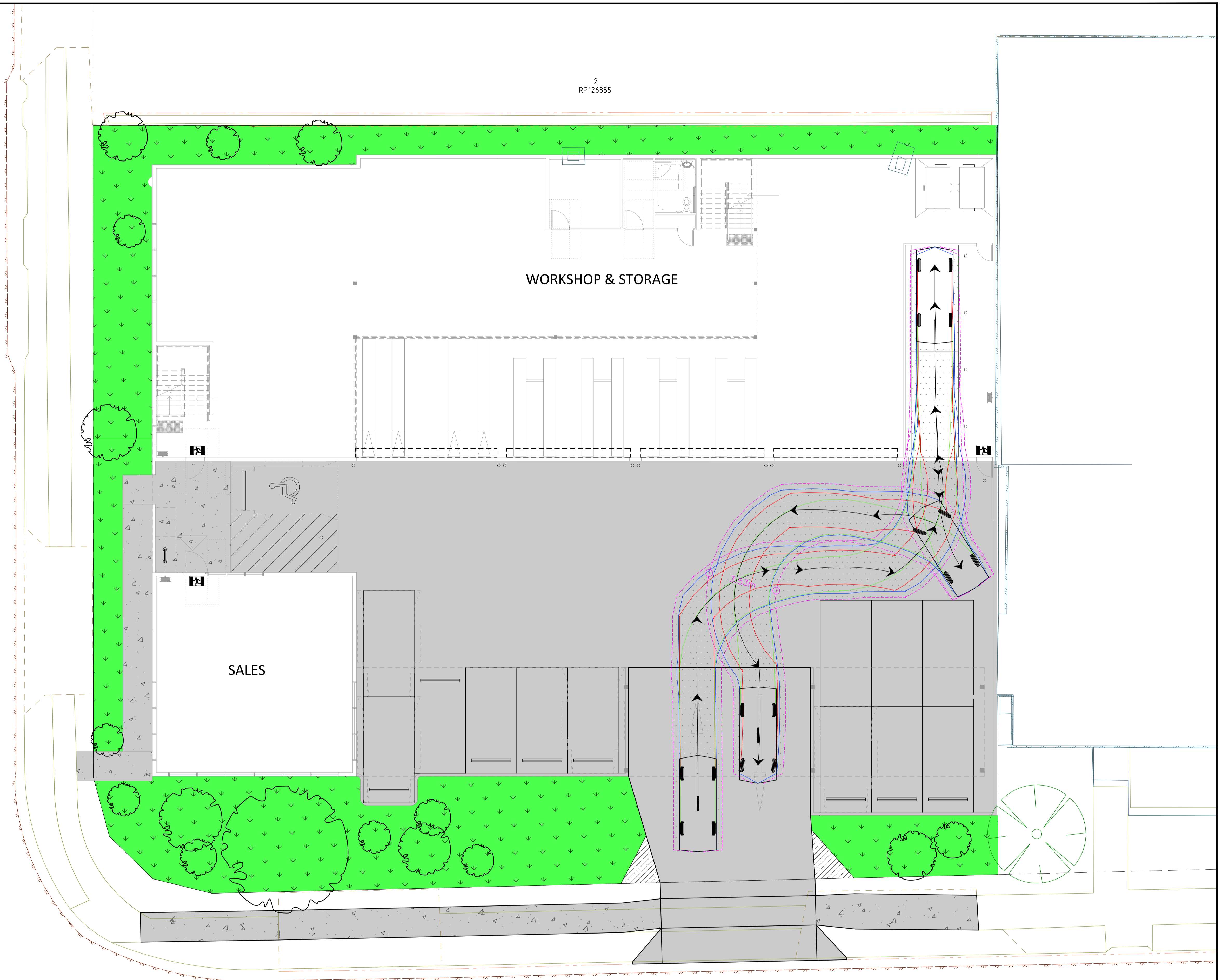
- WHEELS
- BODY
- - - 0.3m BODY CLEARANCE



B85

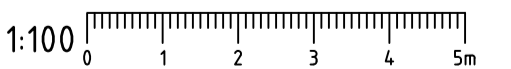
- Width : 1.87 meters
- Track : 1.77
- Lock to Lock Time : 6.0
- Steering Angle : 34.1

VICTOR STREET



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NOT FOR CONSTRUCTION  
UNLESS STAMPED

**SWEPT PATHS LAYOUT PLAN - B85 STAFFORD ROAD**  
SCALE: 1:100



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REV	DATE	REVISION DETAILS	APPROVED
B	06.05.26	SWEPT PATH AMENDED	JW
A	01.04.26	ORIGINAL ISSUED	JW

RPEQ NO. \_\_\_\_\_

PROJECT  
**437 STAFFORD ROAD,  
STAFFORD, QUEENSLAND  
DETAIL DESIGN**

DRAWN	VL
DESIGNED	VL
CHECKED	JW
APPROVED	JW
DATE	MAY 26
GRID REF.	AHD

CLIENT  
**SARRIS INTERNATIONAL  
PTY LTD**

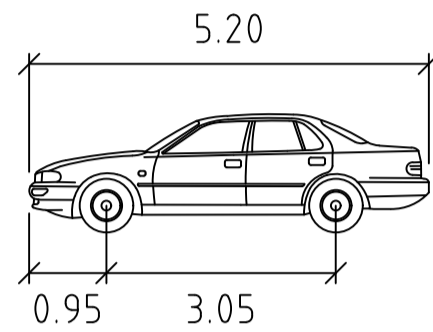
TITLE <b>SWEPT PATHS LAYOUT PLAN - B85 SHEET 4 OF 4</b>	REV. <b>B</b>
DRAWING NO. <b>LC26013.C903</b>	

A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE



**LEGEND**

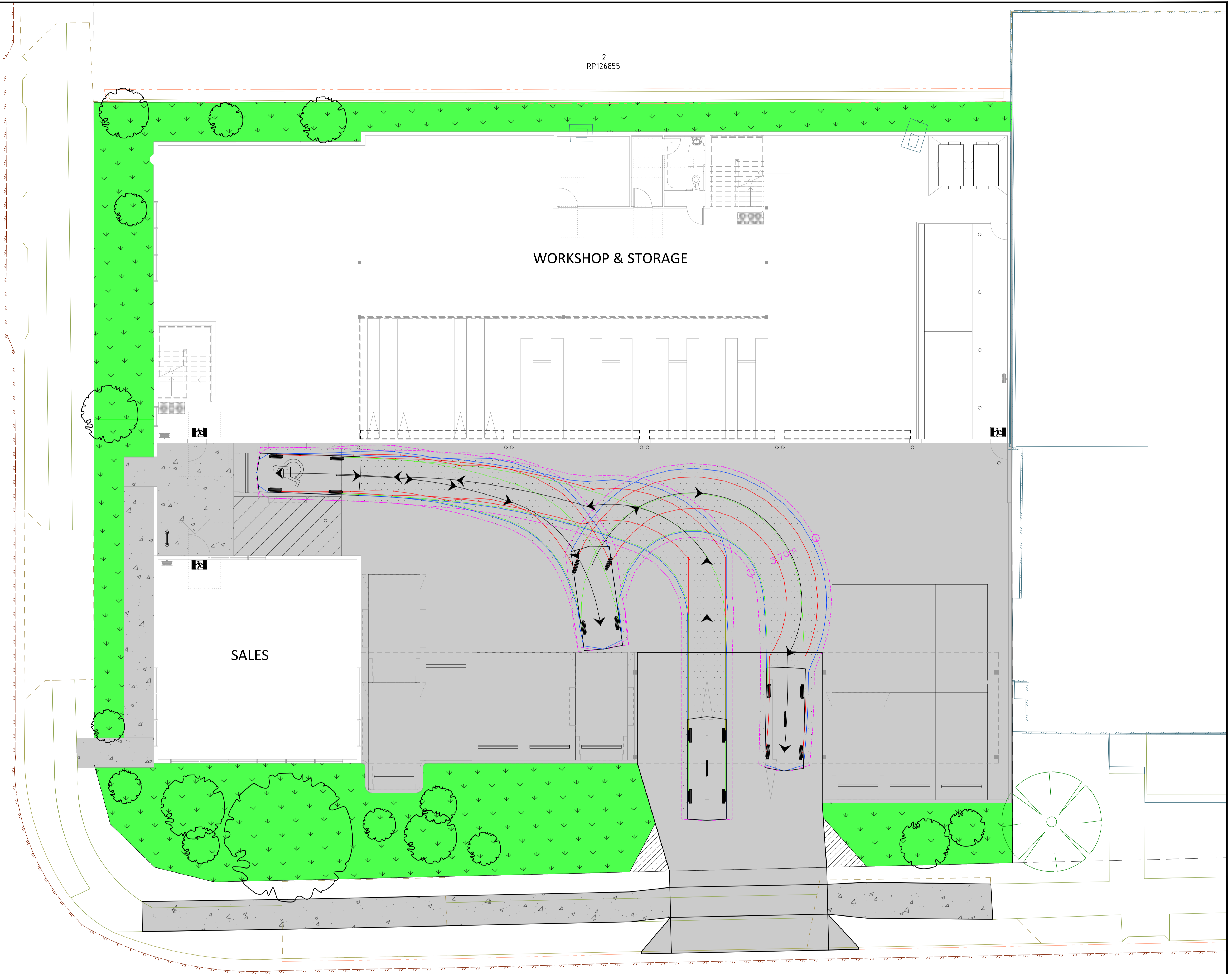
- WHEELS
- BODY
- - - 0.3m BODY CLEARANCE



B99

- Width : 1.94 meters
- Track : 1.84
- Lock to Lock Time : 6.0
- Steering Angle : 33.9

VICTOR STREET



2  
RP126855

WORKSHOP & STORAGE

SALES

STAFFORD ROAD

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**SWEPT PATHS LAYOUT PLAN - B99**

SCALE: 1:100

1:100



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REV	DATE	REVISION DETAILS	APPROVED
B	06.05.26	SWEPT PATH AMENDED	JW
A	01.04.26	ORIGINAL ISSUED	JW

RPEQ NO.

PROJECT

437 STAFFORD ROAD,  
STAFFORD, QUEENSLAND  
DETAIL DESIGN

DRAWN	VL
DESIGNED	VL
CHECKED	JW
APPROVED	JW
DATE	MAY 26
GRID REF.	AHD

CLIENT

SARRIS INTERNATIONAL  
PTY LTD

TITLE

SWEPT PATHS LAYOUT PLAN - B89  
SHEET 1 OF 4

DRAWING NO.

LC26013.C904

REV.

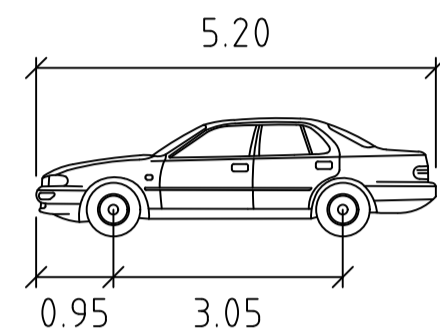
B

A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE



**LEGEND**

- WHEELS
- BODY
- - - 0.3m BODY CLEARANCE



B99

- Width : 1.94 meters
- Track : 1.84
- Lock to Lock Time : 6.0
- Steering Angle : 33.9

VICTOR STREET



**FOR APPROVAL**  
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UNLESS STAMPED

**SWEPT PATHS LAYOUT PLAN - B99**  
SCALE: 1:100

STAFFORD ROAD

1:100 0 1 2 3 4 5m



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REV	DATE	REVISION DETAILS	APPROVED
B	06.05.26	SWEPT PATH AMENDED	JW
A	01.04.26	ORIGINAL ISSUED	JW

RPEQ NO.

PROJECT

437 STAFFORD ROAD,  
STAFFORD, QUEENSLAND  
DETAIL DESIGN

DRAWN	VL
DESIGNED	VL
CHECKED	JW
APPROVED	JW
DATE	MAY 26
GRID REF.	AHD

CLIENT

SARRIS INTERNATIONAL  
PTY LTD

TITLE

SWEPT PATHS LAYOUT PLAN - B89  
SHEET 2 OF 4

DRAWING NO.

LC26013.C905

REV.

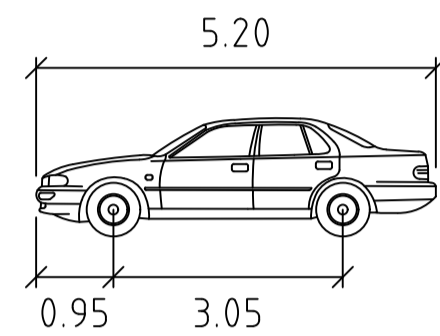
B

A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE



**LEGEND**

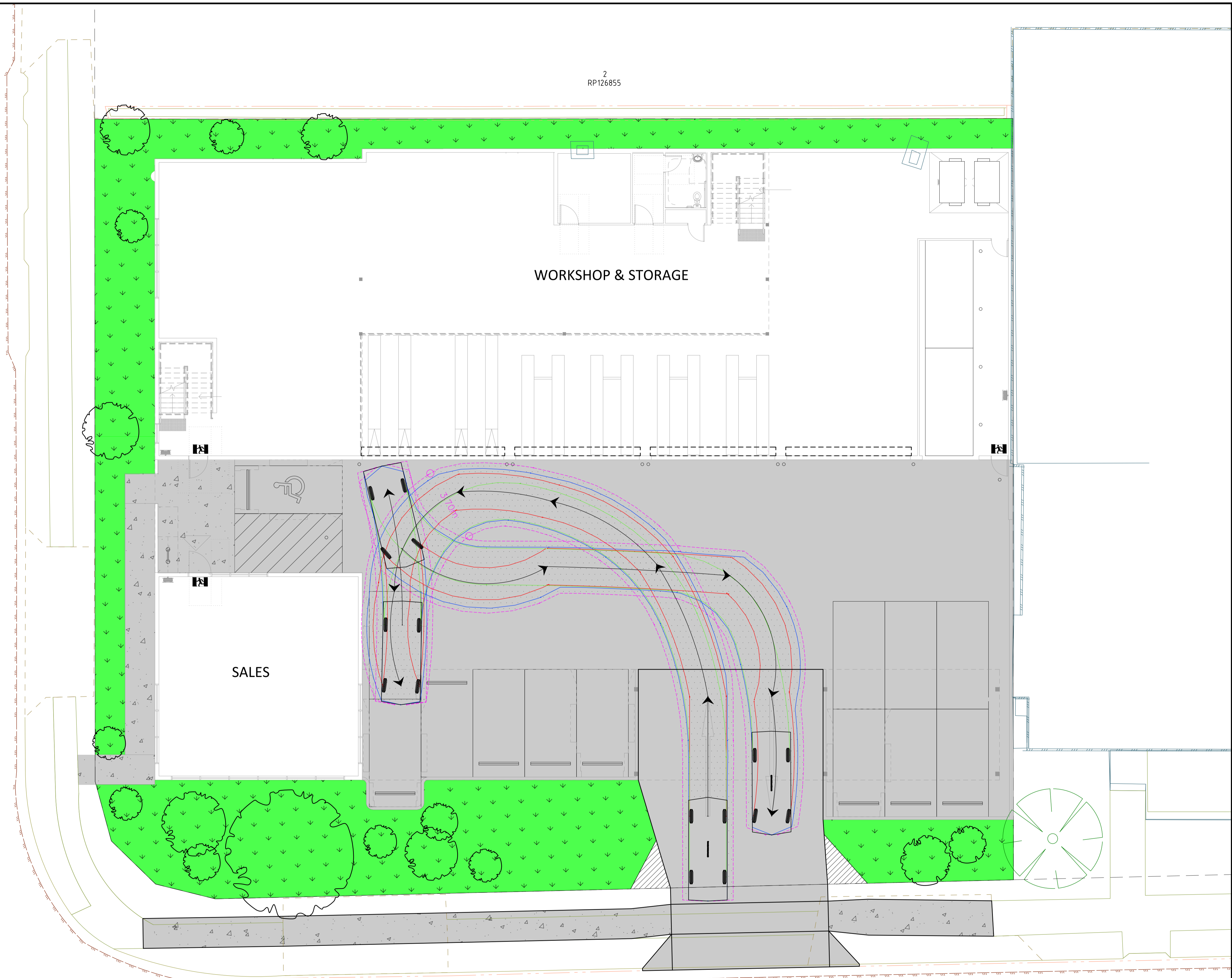
- WHEELS
- BODY
- - - 0.3m BODY CLEARANCE



B99

- Width : 1.94 meters
- Track : 1.84
- Lock to Lock Time : 6.0
- Steering Angle : 33.9

VICTOR STREET



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**SWEPT PATHS LAYOUT PLAN - B99**      **STAFFORD ROAD**  
SCALE: 1:100

1:100 0 1 2 3 4 5m

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REV	DATE	REVISION DETAILS	APPROVED
B	06.05.26	SWEPT PATH AMENDED	JW
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RPEQ NO.

PROJECT  
**437 STAFFORD ROAD,  
STAFFORD, QUEENSLAND  
DETAIL DESIGN**

DRAWN	VL
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CHECKED	JW
APPROVED	JW
DATE	MAY 26
GRID REF.	AHD

CLIENT  
**SARRIS INTERNATIONAL  
PTY LTD**

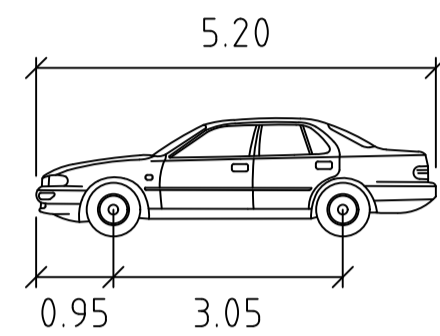
TITLE <b>SWEPT PATHS LAYOUT PLAN - B89 SHEET 3 OF 4</b>	REV. <b>B</b>
DRAWING NO. <b>LC26013.C906</b>	

A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE



**LEGEND**

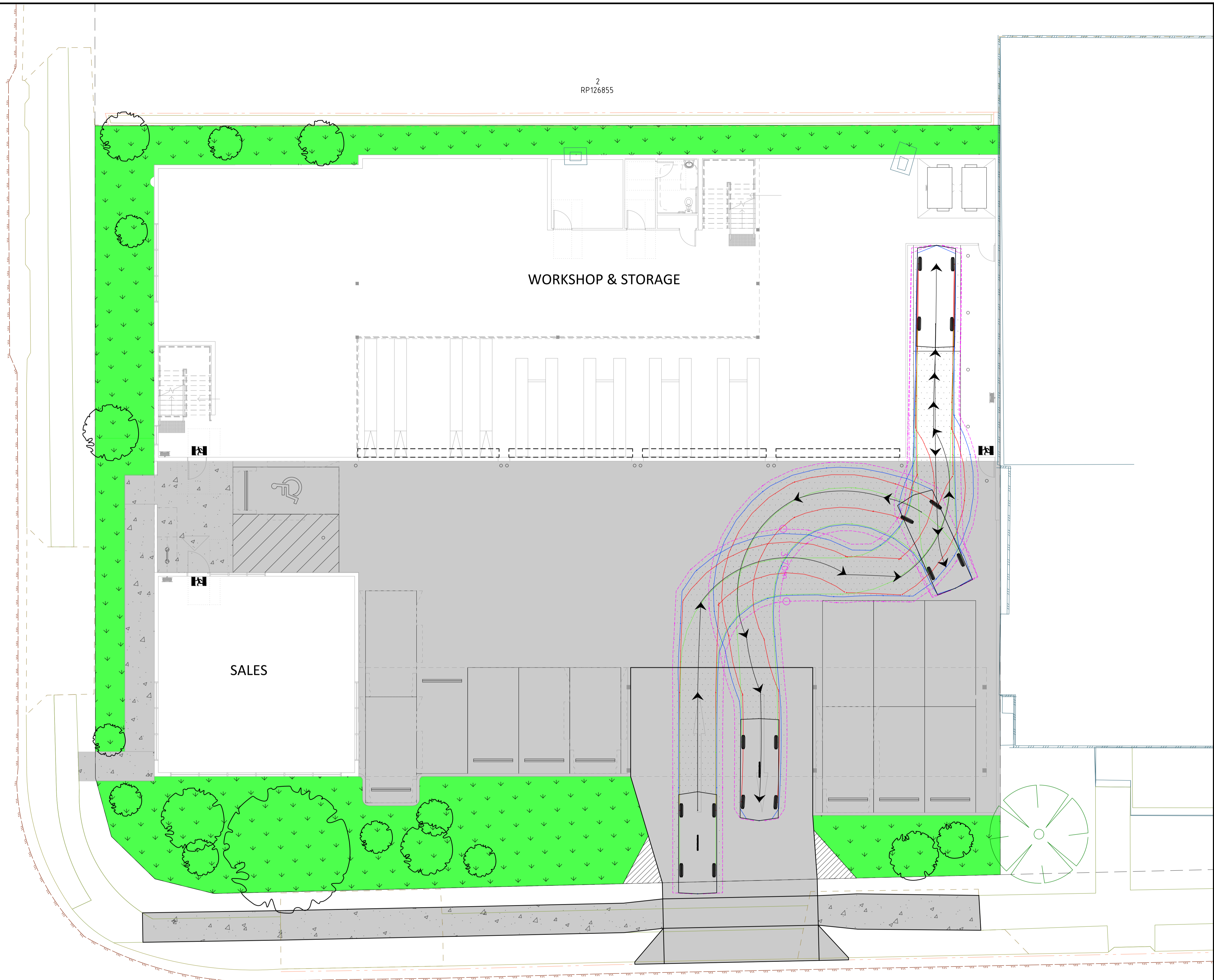
- WHEELS
- BODY
- - - 0.3m BODY CLEARANCE



B99

- Width : 1.94 meters
- Track : 1.84
- Lock to Lock Time : 6.0
- Steering Angle : 33.9

VICTOR STREET

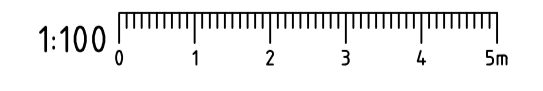


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**SWEPT PATHS LAYOUT PLAN - B99**

**STAFFORD ROAD**

SCALE: 1:100



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REV	DATE	REVISION DETAILS	APPROVED
B	06.05.26	SWEPT PATH AMENDED	JW
A	01.04.26	ORIGINAL ISSUED	JW

RPEQ NO.

PROJECT  
**437 STAFFORD ROAD,  
STAFFORD, QUEENSLAND  
DETAIL DESIGN**

DRAWN	VL
DESIGNED	VL
CHECKED	JW
APPROVED	JW
DATE	MAY 26
GRID REF.	AHD

CLIENT  
**SARRIS INTERNATIONAL  
PTY LTD**

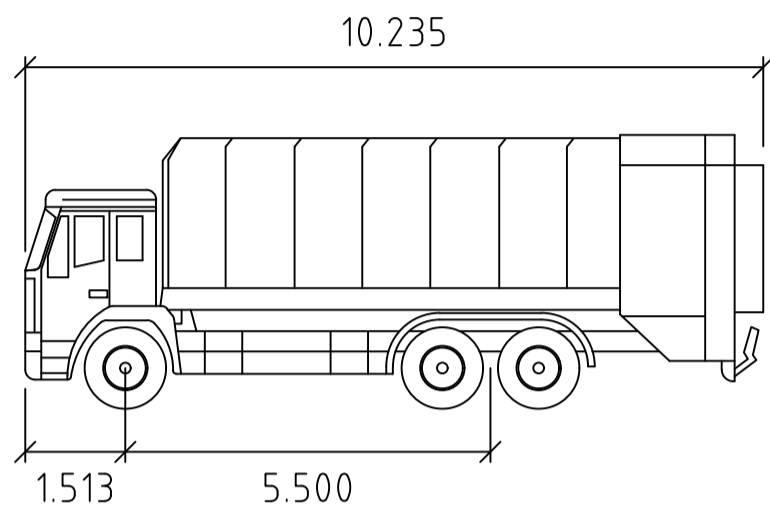
TITLE <b>SWEPT PATHS LAYOUT PLAN - B89 SHEET 4 OF 4</b>	REV. <b>B</b>
DRAWING NO. <b>LC26013.C907</b>	

A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE



**LEGEND**

- WHEELS
- BODY
- - - 0.3m BODY CLEARANCE



ACCO 2350 REAR LOADING PUP  
REFUSE TRUCK (BSD-3008-2)

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 4.0
Steering Angle	: 40.3

VICTOR STREET



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**SWEPT PATHS LAYOUT PLAN - REFUSE**  
SCALE: 1:100

1:100

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REV	DATE	REVISION DETAILS	APPROVED
B	06.05.26	SWEPT PATH AMENDED	JW
A	01.04.26	ORIGINAL ISSUED	JW

RPEQ NO.

PROJECT  
**437 STAFFORD ROAD,  
STAFFORD, QUEENSLAND  
DETAIL DESIGN**

DRAWN	VL
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CHECKED	JW
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DATE	MAY 26
GRID REF.	AHD

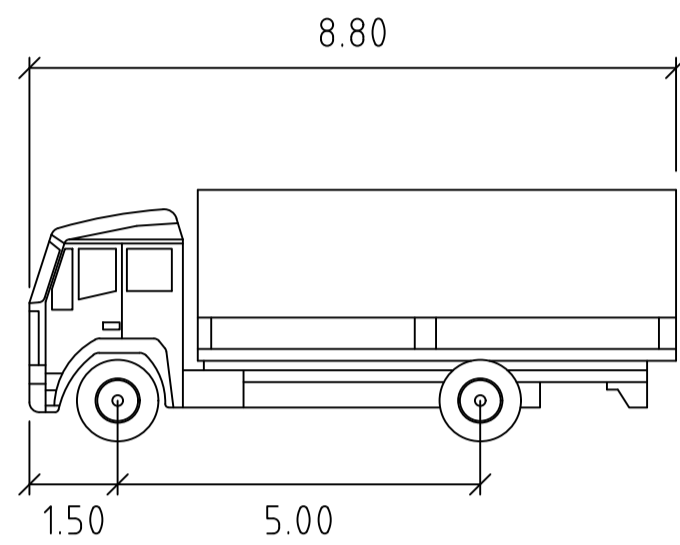
CLIENT  
**SARRIS INTERNATIONAL  
PTY LTD**

TITLE <b>SWEPT PATHS LAYOUT PLAN - REFUSE</b>	REV. <b>B</b>
DRAWING NO. <b>LC26013.C908</b>	



**LEGEND**

- WHEELS
- BODY
- - - 0.3m BODY CLEARANCE



MRV

meters

Width : 2.50  
 Track : 2.50  
 Lock to Lock Time : 6.0  
 Steering Angle : 34.0

VICTOR STREET

2  
RP126855

WORKSHOP & STORAGE

SALES

STAFFORD ROAD

SWEPT PATHS LAYOUT PLAN - REFUSE

SCALE: 1:100

1:100

**FOR APPROVAL**  
NOT FOR CONSTRUCTION  
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75 BARDEN RIDGE ROAD, REEDY CREEK, QLD 4227

REV	DATE	REVISION DETAILS	APPROVED
A	06.05.26	ORIGINAL ISSUED	JW

RPEQ NO.

PROJECT

437 STAFFORD ROAD,  
STAFFORD, QUEENSLAND  
DETAIL DESIGN

DRAWN	VL
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APPROVED	JW
DATE	MAY 26
GRID REF.	AHD

CLIENT

SARRIS INTERNATIONAL  
PTY LTD

TITLE

SWEPT PATHS LAYOUT PLAN - MRV

DRAWING NO.

LC26013.C909

REV.

A

A1 THE SCALE SHOWN IS ORIGINAL DRAWING SCALE