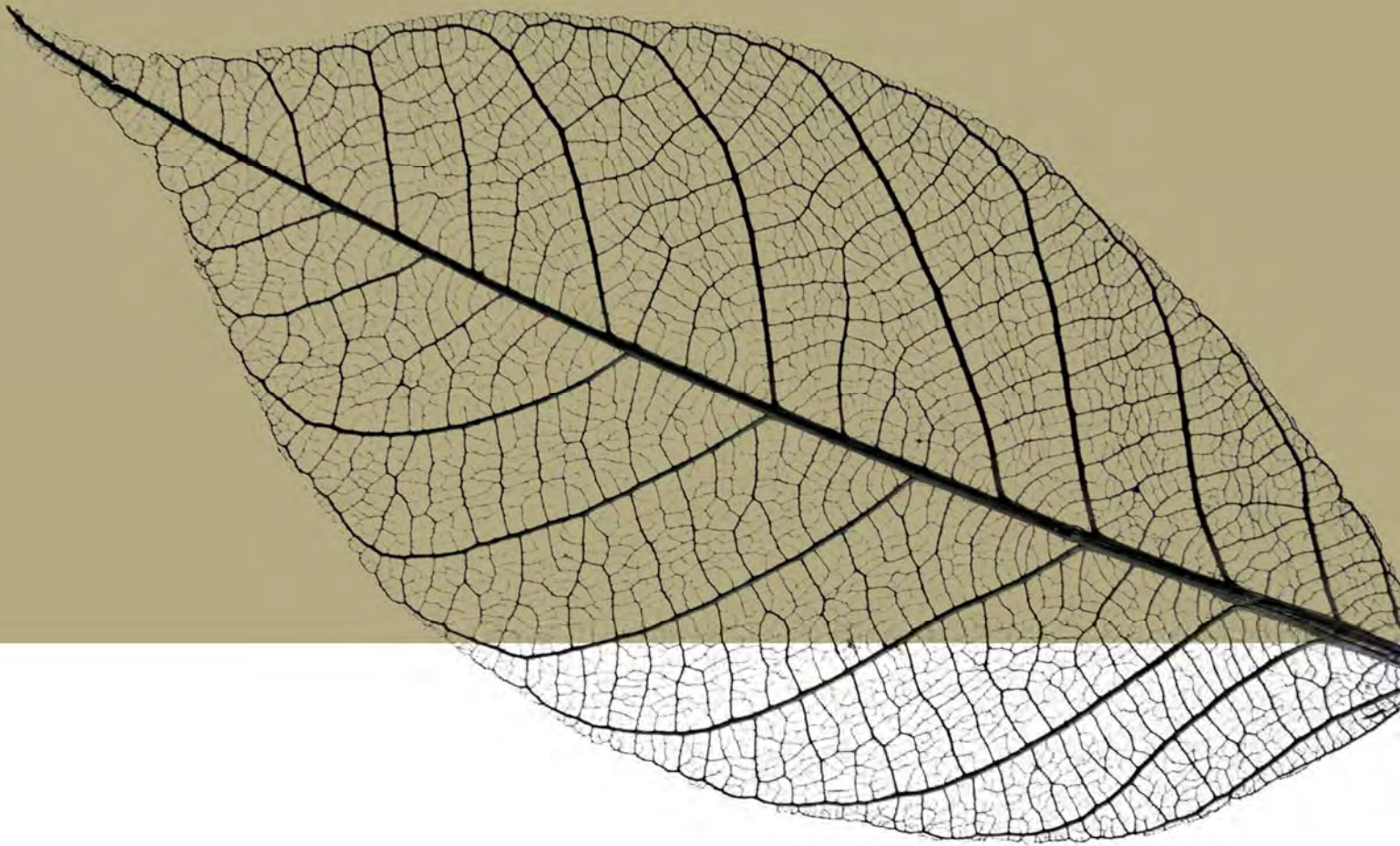




TRAFFIC ENGINEERING ASSESSMENT
AND WASTE SERVICES REPORT

RESPONSE TO INFORMATION REQUEST

PROPOSED RESIDENTIAL DEVELOPMENT

10 – 18 KELSO STREET,
CHERMSIDE

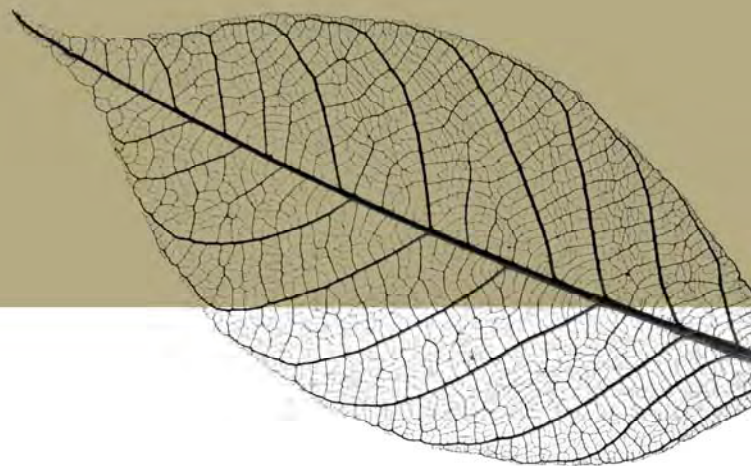
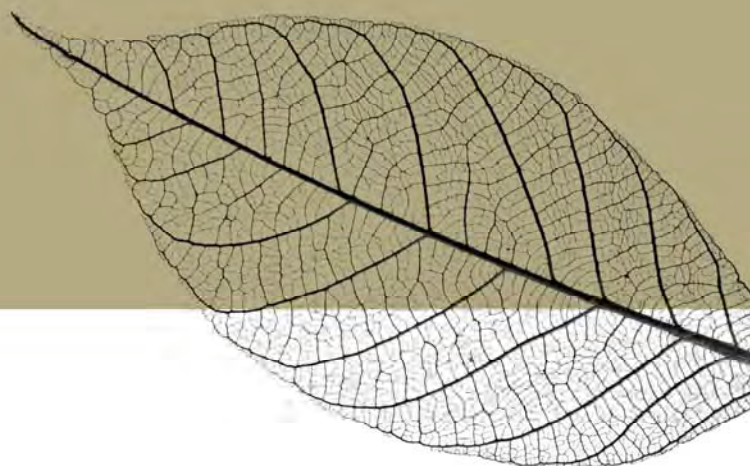


Table of Contents

1	Introduction.....	1
1.1	Purpose of this Report	1
1.2	Background and Site Context.....	1
1.3	Approved Development.....	3
2	Development Proposal	5
2.1	Schedule of Apartments.....	5
2.2	Parking.....	5
2.3	Access.....	5
3	Parking Assessment.....	6
3.1	Council Requirements	6
3.2	Draft More Homes, Sooner	6
3.3	Suitability of Parking Provision.....	7
4	Assessment of Site Layout	8
4.1	Car Parking	8
4.2	Gradients.....	9
4.3	Servicing	9
4.4	Vehicle Access	10
4.5	Pedestrian Access.....	11
5	Waste Management.....	12
5.1	Waste Generation	12
5.2	Storage Volume.....	12
5.3	Approved Refuse Storage Volume	12
5.4	Appropriateness of Refuse Storage Area.....	13
5.5	Refuse Collection.....	13
6	Traffic Impact Assessment.....	14
6.1	Development Traffic Generation	14
6.2	Context of Development Impacts	14
6.3	Proposed Road Network Upgrade Works	14



6.4	Assessment of Traffic Impacts	14
7	Response to Information Request.....	15
7.1	Preamble	15
7.2	Item 3: Traffic Report	15
7.3	Item 4: Parking Spaces for PWD.....	16
7.4	Item 5: Indented Parking Along Kelso Street	17
7.5	Item 6: Refuse	18
8	Conclusions.....	19

APPENDICES

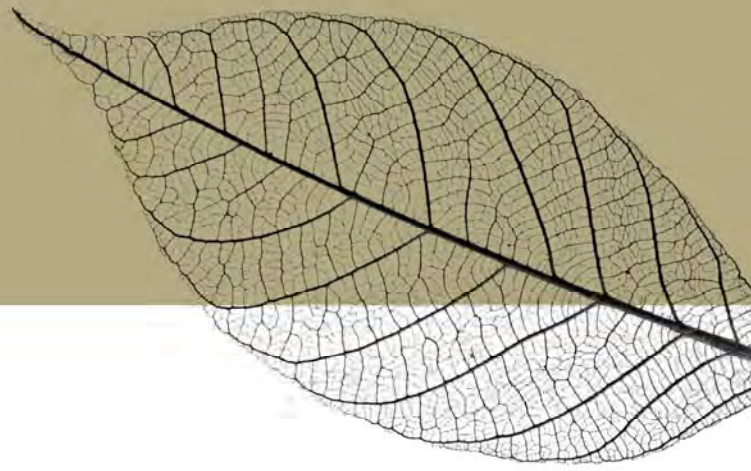
- A Proposed Development Plans
- B TAPS Code Response Table
- C Swept Path Assessments

DOCUMENT CONTROL

22 July 2026



Beth Meehan
Traffic Engineer, BE(Civil)(Hons), RPEQ #8373, FTPA



1 Introduction

1.1 Purpose of this Report

This report provides an assessment of the traffic engineering and waste services elements of a proposed *High Density Residential* development on land located at 10 – 18 Kelso Street, Chermside. The proposal includes a total of 193 dwellings, supported by 282 car and four (4) motorcycle parking spaces.

In preparing this report, reference has been made to:

- An inspection of the site and its surrounds, with further review utilising aerial and street view photography.
- Brisbane City Council's (BCC's) City Plan 2014, specifically the Transport, Access, Parking and Servicing Code (TAPS Code), Transport, Access, Parking and Servicing Policy (TAPS Policy) and Refuse Planning Scheme Policy.
- Prelodgement Advice from a meeting with BCC held on Monday 9 February 2026.
- The Approved Plans for the subject site, Application Reference A006394601, stamped as '*Referred to in the Approval dated 27/09/2024*'.
- The Information Request received from BCC and dated 17 June 2026.
- Updated plans of the proposed development prepared by NMDS Architecture, with a copy of relevant drawings provided at Appendix A.

This report has been updated to include a response to the Information Request received from BCC.

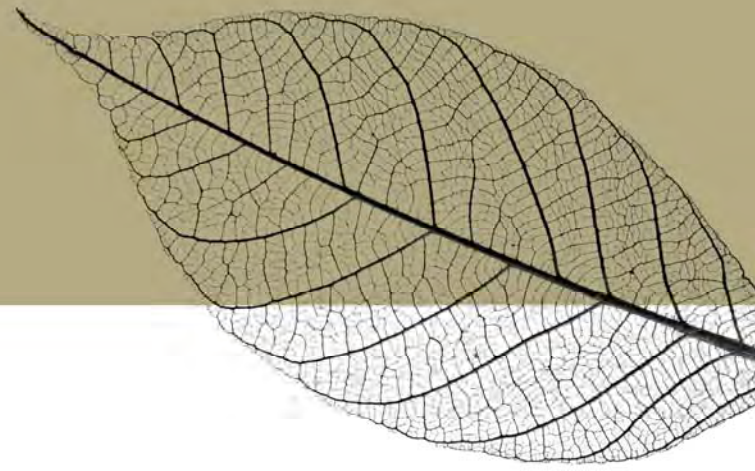
An assessment of the proposed development against the requirements of the TAPS Code is provided at Appendix B to this report.

1.2 Background and Site Context

Planning permission is sought for the development of 10 – 18 Kelso Street, Chermside, more formally described as Lots 57, 58, 59, 60 and 61 on RP46834. This land is currently occupied by a five (5) separate residential dwellings and is shown on Figure 1.1 and Figure 1.2.

Of relevance to this Application, the development is located within a High Density Residential Zone (up to 15 storeys), included in the Chermside Centre Neighbourhood Plan Area and on the opposite side of Kelso Street is a Mixed Use (Centre Frame) zoning. The site is also within a 500m walk of the entry to the Chermside Shopping Centre Principal Centre.

Bus stops on Hamilton Road within a 200m walk of the site service routes 325, 335, 340, 353 and 358. These routes combine to provide a high frequency of public transport service options for the site. This is in addition to the bus interchange at the Chermside Shopping Centre, some 450m walk from the site.

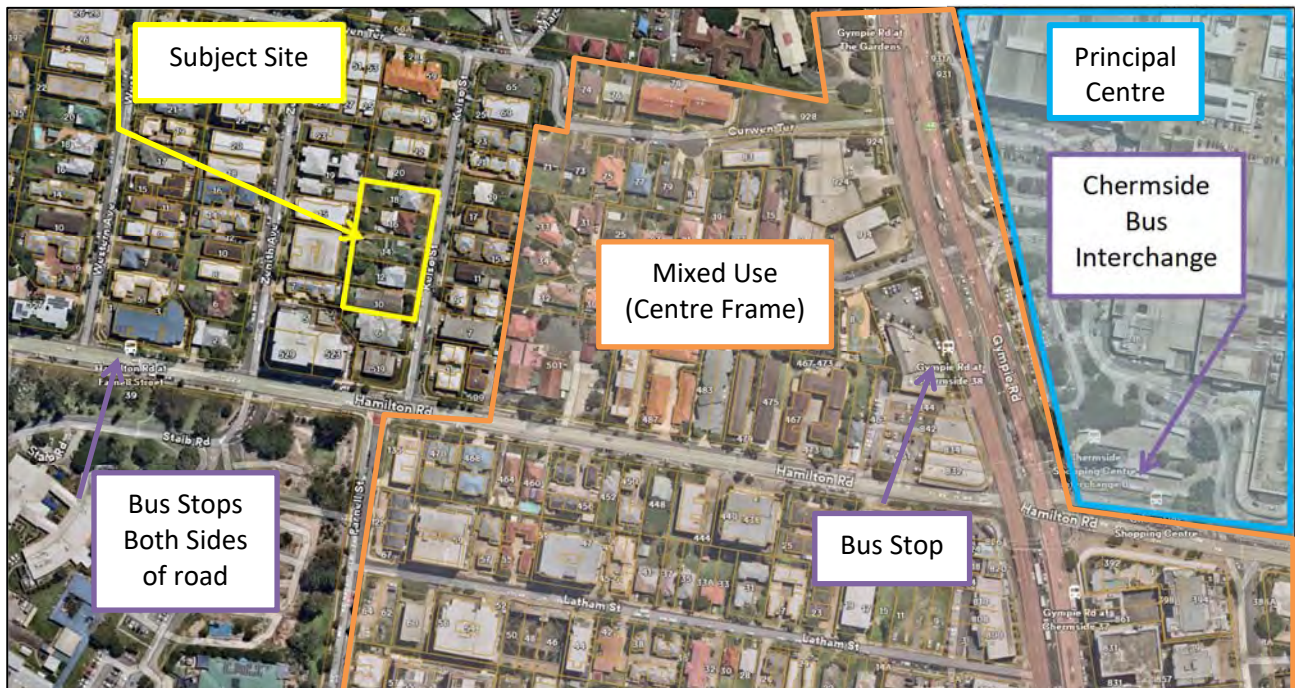


Kelso Street is a Neighbourhood Road (Minor Road) configured as a two-way undivided carriageway, with kerbside parking permitted on both sides of the carriageway. Parking on the western side of Kelso Street is subject to a 4 hour parking restriction from 8:00am – 5:30pm Monday to Friday.

There is currently no pedestrian path within the verge adjacent to the site frontage.

Figure 1.1: Subject Site and Surroundings

Source: NearMap (Image Date Thursday 12 March 2026)



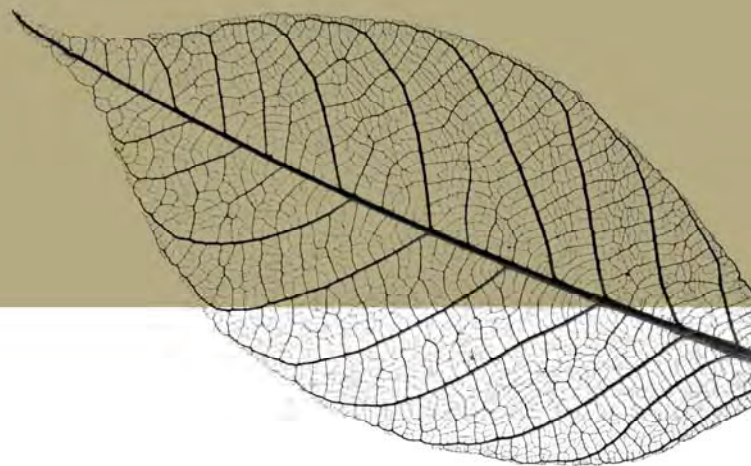
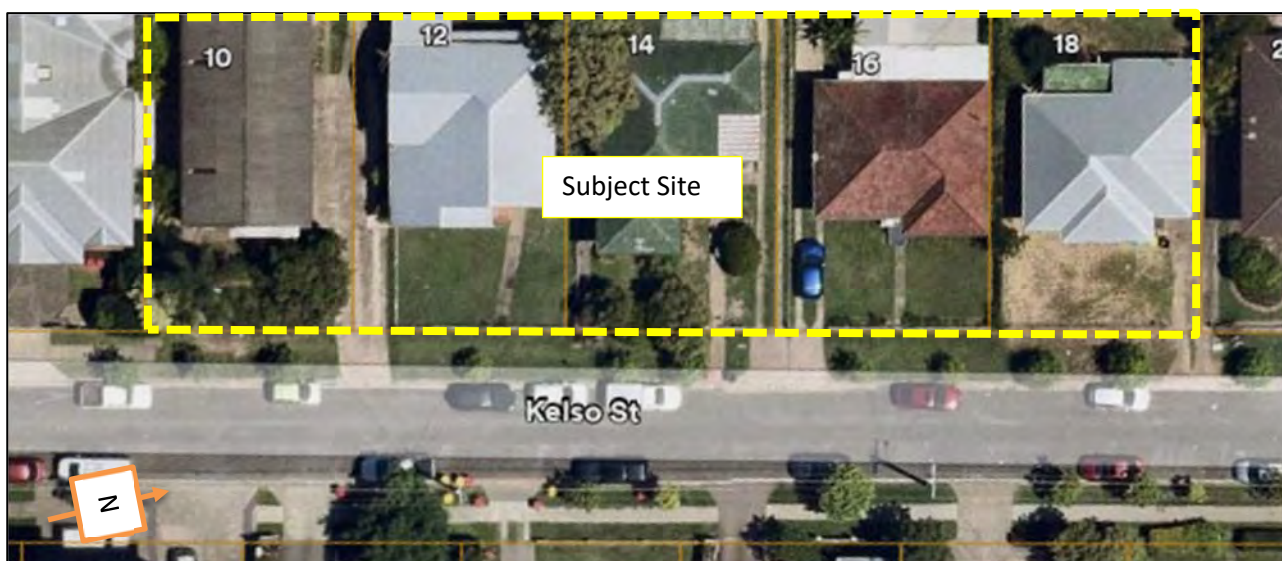


Figure 1.2: Subject Site Frontage

Source: NearMap (Image Date Thursday 12 March 2026)



1.3 Approved Development

Schedule of Uses

The Approved development over the site, which includes 216 dwellings (one, two and three bedroom), is specifically for Build-to-Rent.

This Approval remains current.

Parking

Unique to the Approved development is that the car parking is to remain within a pool and is not to be linked with, or allocated to, specific units. In this way, the 192 resident car plus eight (8) motorcycle parking spaces are always to be maintained within an unallocated pool, utilised on a first come, first served basis.

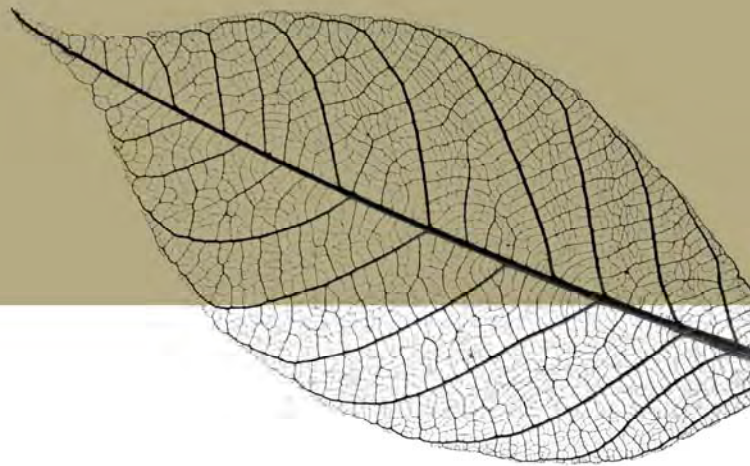
A total of 40 visitor car parking spaces are included in the Approved Development (0.185 spaces / unit).

Access

The development Approval includes a single 9.7m wide crossover, with a Type B2 splay on the northern side of the crossover and a non-standard radius on the southern side.

Refuse

The Approved refuse storage provision for the development includes:

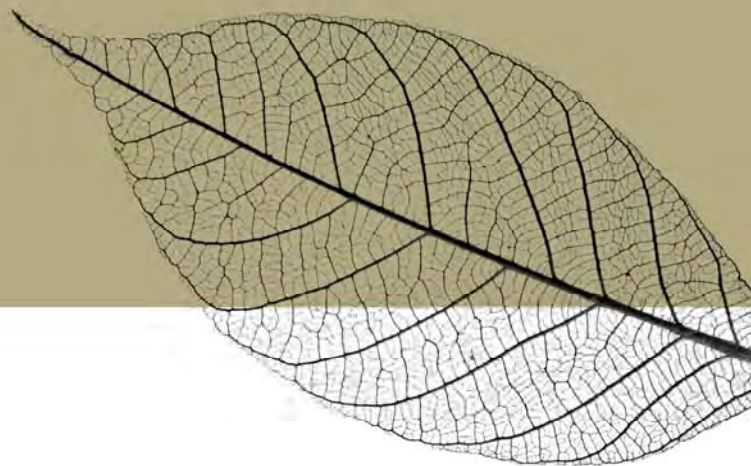


- 6 x 1,100L refuse (plus 1 x 1,100L under chute); plus
- 16 x 1,100L recycling (plus 2 x 1,100L under chute).

Frontage Works

As part of the Approved development a 1.5m road widening along the site frontage is included.

Frontage works for the development include construction of a pedestrian path and creation of 2.3m wide indented parking bays.



2 Development Proposal

2.1 Schedule of Apartments

The proposal includes the development of 193 residential dwellings, with the unit breakdown as set out in Table 2.1.

Table 2.1: Schedule of Apartments

Size of Dwelling	Number of Dwellings
One bedroom	41 units
Two bedroom	124 units
Three bedroom	28 units
Total	193 units

2.2 Parking

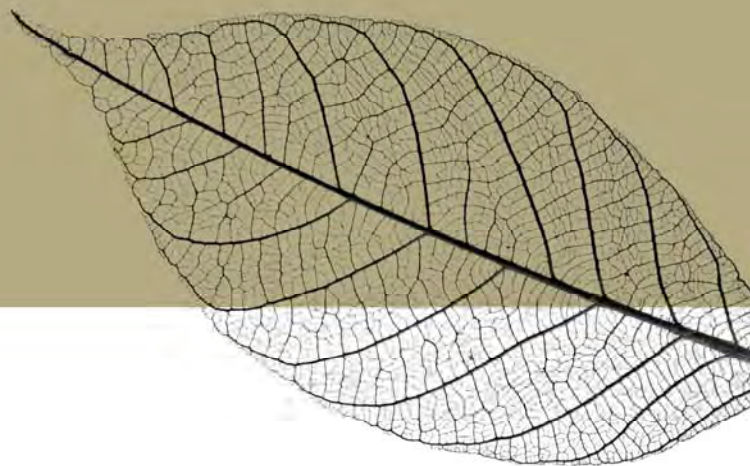
The proposed parking for the development is summarised in Table 2.2.

Table 2.2: Parking Schedule

Type of Parking	Resident	Visitor
Car Parking	234 cars	48 cars
Motorcycle Parking	3 motorcycles	1 motorcycle
Total Vehicle Parking	237 spaces	49 spaces
Bicycle Parking	193 bicycles	50 bicycles

2.3 Access

The driveway access includes a 12.15m wide crossover, with a Type B2 splay on the northern side and Type B1 splay on the southern side of the crossover.



3 Parking Assessment

3.1 Council Requirements

Vehicles

Brisbane City Council's TAPS Policy requires car parking for Multiple Dwellings as set out in Table 3.1. Application of the car parking requirement rates to the development is also set out in the following table.

Table 3.1: TAPS Policy Parking Requirement (Standard)

Component	Size	No. Of	Requirement Rate	Cars Required
Resident	1 bedroom	41	1 space / dwelling	41 spaces
	2 Bedroom	124	2 spaces / dwelling	248 spaces
	3 Bedroom	28	2 spaces / dwelling	56 spaces
	Total			345 spaces
Visitor		193	0.25 spaces / dwelling	49 spaces (48.25)

On the basis of current TAPS Policy parking requirement rates, the development is required to provide 345 resident and 49 visitor car parking spaces.

Bicycles

Under the TAPS Policy, the development is required to provide the following bicycle parking:

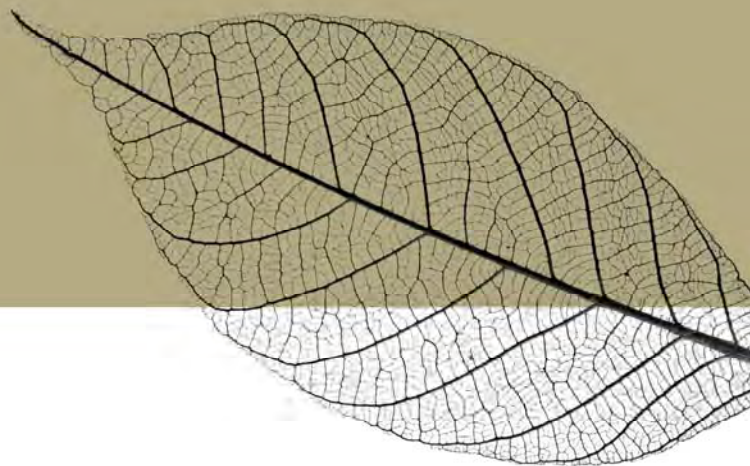
- Resident: 1.0 space per dwelling.
- Visitor: 0.25 spaces per dwelling.

This results in a requirement for 193 resident and 49 visitor bicycle parking spaces.

3.2 Draft More Homes, Sooner

At the time of initial lodgement of the Application, Brisbane City Council had released a draft of the *More Homes, Sooner* document. This document, which has now been adopted, outlined proposed changes to car parking requirement rates in what are termed as 'Key Locations'.

The subject site is within a Key Location, both because it is within 400m walk of a *Mixed Use* zone (opposite side of Kelso Street) and recognising the frequency of services at the bus stops in Hamilton Road within 200m walking distance.



Within a *Key Location*, the proposed resident car parking requirement is as follows:

- 1.0 space per one bedroom dwelling.
- 1.2 spaces per two bedroom dwelling.
- 1.6 spaces per three bedroom dwelling.

Application of the above rates to the proposed development is set out in Table 3.2.

Table 3.2: *More Homes, Sooner* Parking Requirement (Draft)

Component	Size	No. Of	Draft Requirement Rate	Spaces Required
Resident	1 Bedroom	41	1.0 spaces / dwelling	41.0 spaces
	2 Bedroom	124	1.2 spaces / dwelling	148.8 spaces
	3 Bedroom	28	1.6 spaces / dwelling	44.8 spaces
	Total			235 spaces (234.6)

Adopting the rates within the draft *More Homes, Sooner* document, the development would be required to provide 235 resident and 49 visitor parking spaces.

3.3 Suitability of Parking Provision

Vehicle (Cars and Motorcycles)

Considering the draft *More Homes, Sooner* document, the site's parking provision is appropriate with:

- 237 resident parking spaces (234 car plus 3 motorcycle); and
- 49 visitor parking spaces (48 car plus 1 motorcycle).

As the parking provision is over 50 spaces, up to 2% of the supply can be motorcycle parking as per *Clause 6f* of the TAPS Policy.

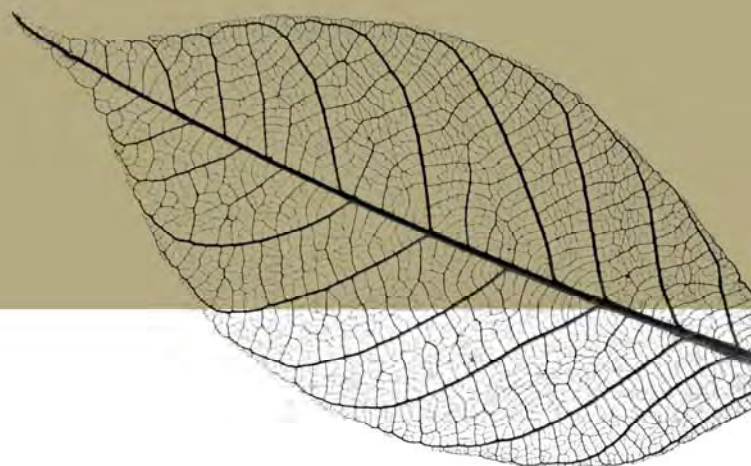
Bicycles

The development plans show the following provision for bicycle parking:

- 193 resident bicycle spaces;
- 50 visitor bicycle spaces.

Each bicycle parking space is provided 0.5m (W) x 1.2m (H) x 1.8m (L).

Care has been given to ensure that bicycle parking includes parking with two wheels on the ground. All visitor and 20 resident spaces are provided as horizontal parking.



4 Assessment of Site Layout

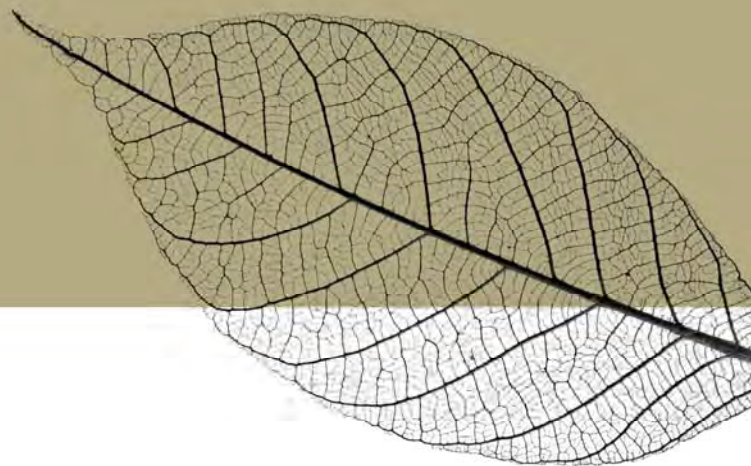
4.1 Car Parking

A review of the proposed parking layout against the requirements of BCC's TAPS Policy and the Australian Standard for Off Street Car Parking (AS/NZS2890.1-2004) is summarised in Table 4.1.

As the Australian Standard is a Nationally recognised document for the design of off-street car parking areas, its adoption achieves Performance Outcome PO15 of the TAPS Code, achieving a '*clearly defined, safe and easily accessible*' car parking area.

Table 4.1: Car Parking Layout Review Summary

Design Element	Design Requirement		Complies	Comment
	TAPS Policy	Australian Standard		
Car bay width and length (Residential)	2.6m (W) x 5.4m (L)	2.4m (W) x 5.4m (L)	✓ AS	
Car bay width and length (Small Car)	2.3m (W) x 5.0m (L)	2.3m (W) x 5.0m (L)	✓ TAPS ✓ AS	
Car bay width and length (PWD)	2.4m (W) x 5.4m (L)	2.4m (W) x 5.4m (L)	✓ TAPS ✓ AS	
Motorcycle bay	1.35m (W) x 2.5m (L)	1.2m (W) x 2.5m (L)	✓ AS	
Bicycle Parking	0.5m (W) x 1.2m (H) x 1.8m (L) w/ 1.5m aisle	0.5m (W) x 1.2m (H) x 1.8m (L) w/ 1.5m aisle	✓ TAPS ✓ AS	
Aisle width	6.2m	5.8m	✓ AS	
Door opening clearance zone	0.8m – 1.8m from aisle 0.0m – 0.6m from nose	0.75m – 1.75m from aisle 0.0m – 1.75m from nose	✓ AS	
Gradient across bays	1:20	1:16	✓ TAPS ✓ AS	
Blind aisle	2m aisle extension <u>or</u> 8m reversing aisle	1m bay width increase	✓ AS	
Pedestrian Sight Line Triangle (exit side)	2.0m x 5.0m	2.0m x 2.5m	✓ AS	
Height clearance (car)	2.3m typical / 2.5m PWD	2.2m typical / 2.5m PWD	✓ TAPS ✓ AS	3.2m floor to floor shown.



4.2 Gradients

Table 4.2 summarises the on-site vehicle gradients required by the TAPS Policy and Australian Standard, with a review of the gradients also provided.

Table 4.2: Gradient Review Summary

Design Element	Design Requirement		Comment
	TAPS Policy (TAPS)	Australian Standard (AS)	
First 6m into site	1:20	1:20	✓ TAPS / ✓ AS
Across standard car parking bays	1:20	1:16	✓ TAPS / ✓ AS
Across PWD car parking bay and its shared zone	1:40	1:40	✓ TAPS / ✓ AS
Loading Zone	1:20	1:25	✓ TAPS / ✓ AS
Ramp gradient	1:6	1:5	✓ AS
Transition gradient - cars (2m)	1:12.5	1:8	✓ AS

4.3 Servicing

Council Requirements

For the proposed *Multiple Dwelling*, the TAPS Policy requires the following provision for servicing:

- Occasional access for a Large Rigid Vehicle (LRV).
- Regular access for a Refuse Collection Vehicle (RCV).

Site Provisions

The proposal includes a 3.5m (W) x 12.5m (L) Loading Bay, which meets the LRV and RCV requirement.

A 4.5m height clearance is provided within the Loading Bay, as required by the TAPS Policy. See Figure 4.1 (overleaf). A height clearance sign will be installed as a standard Condition of Approval.

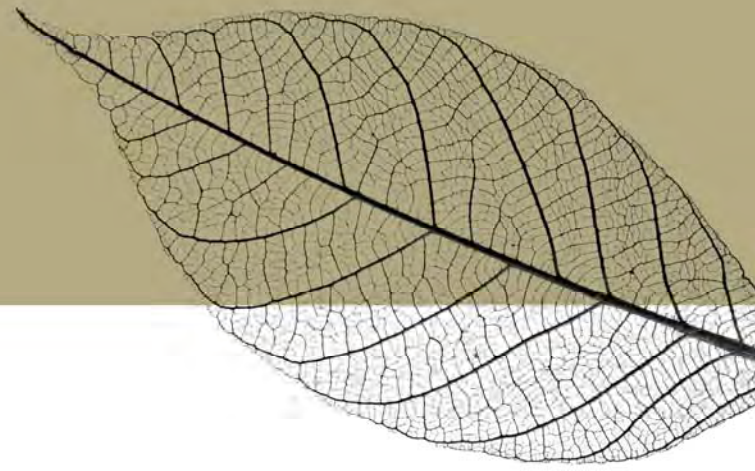
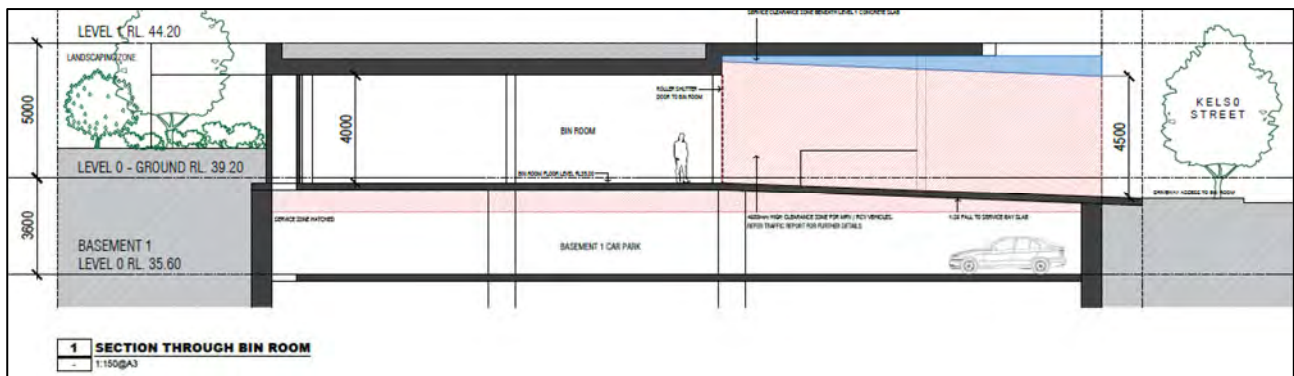


Figure 4.1: Loading Bay Height Clearance



Accessibility

Accessibility of the site by service vehicles has been tested utilising the computer program AutoTRACK. The results of the swept path assessments are provided at Appendix C and show:

- A 12.5m HRV reversing onto the site, loading and exiting the site in a forward gear.
- A 10.235m long RCV reversing onto the site, loading and exiting in a forward gear.

Reversing onto the site by service vehicles is acceptable under the TAPS Policy and Refuse PSP, noting the Minor Road designation of Kelso Street.

A dedicated loading bay is proposed, such that passenger vehicle access is not restricted whilst the service vehicles are loading.

Council raised a concern in the pre-lodgement meeting in relation to the position of the column adjacent to the loading area. It is noted that the swept paths indicate that ample clearance is provided for service vehicle accessibility around this column. It is further noted that a sleeve has been provided around the column to increase its visibility.

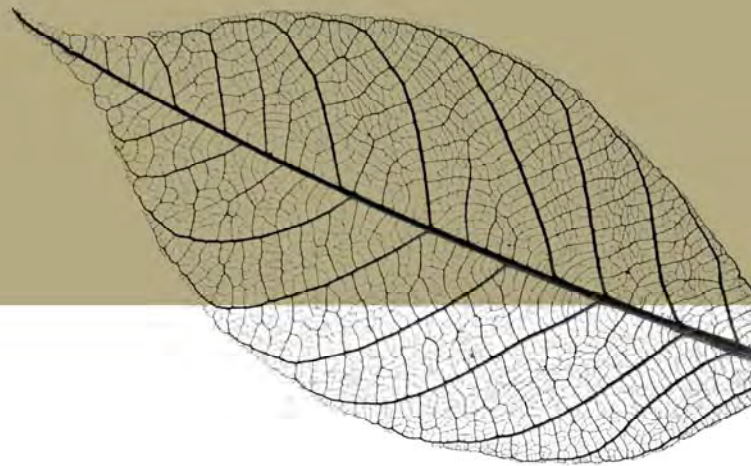
4.4 Vehicle Access

The site access includes a 12.15m wide driveway, with a Type B2 splay on the northern side and Type B1 splay on the southern side of the crossover. The crossover location is located generally per the existing Approval and can be constructed fully within the projection of the property frontage.

On-street car parking is proposed for seven (7) cars adjacent to the site frontage as indented parking.

Kelso Street is generally straight and flat on approach to the site access, providing for appropriate sight lines. Existing street trees will be replaced as part of the verge works and new trees are to be planted such that they do not obstruct the sight lines for exiting vehicles.

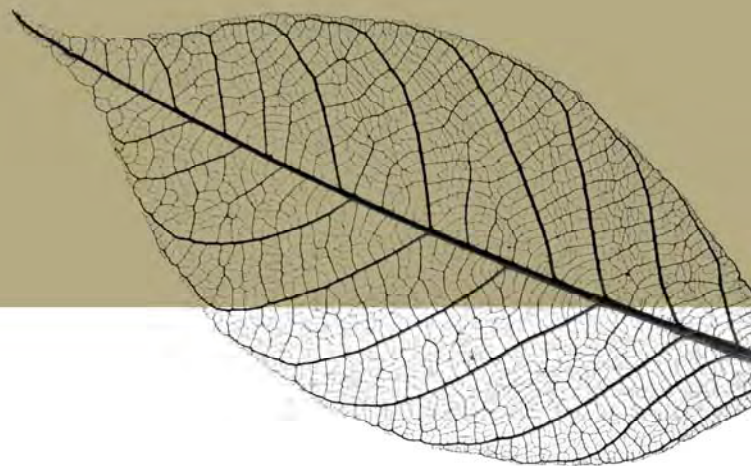
Swept paths demonstrating accessibility of the crossover by service vehicles is discussed in Section 4.3.



4.5 Pedestrian Access

A 1.8m wide pedestrian path is to be constructed within the verge adjacent to the site as part of this development.

Two dedicated pedestrian entries to Kelso Street are proposed, one with access to the lobby, with a second connection to the visitor bicycle store.



5 Waste Management

5.1 Waste Generation

Adopting the refuse generation rates from BCC's *Refuse PSP* document, Table 5.1 has been prepared to summarise the calculated weekly waste and recycling generation of the proposed 193 unit development.

Table 5.1: Weekly Waste and Recycling Generation

Use	Size	Storage Volume Requirement Rate		Storage Volume	
		Waste	Recycle	Waste	Recycle
Residential	193 units	240L / unit	120L / unit [1]	46,320L	23,160L
Compaction				Yes (3:1)	No
Compacted Volume				15,440L	23,160L

[1] Collected weekly, 240L provided for standard residential dwellings when collected fortnightly.

5.2 Storage Volume

To accommodate the waste and recycling generation calculated in Table 5.1, Table 5.2 summarises the storage volume and collection frequency requirement.

Table 5.2: Required On-Site Storage Volume [1]

Refuse Stream	Number of Bins (1,100L) [1]	Collections per Week	Weekly Capacity
Waste	5 bins (5,500L) <u>plus</u> 1 under chute	3	16,500L
Recycling	14 bins (15,400L) <u>plus</u> 1 under chute	2	30,800L

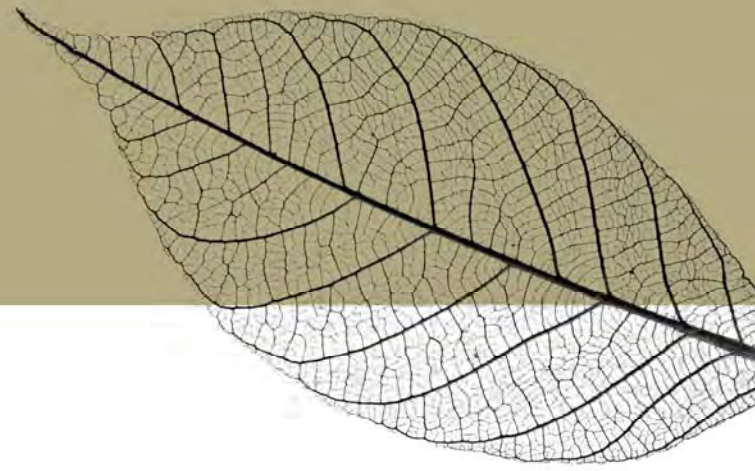
[1] The storage within the proposed bin store has been updated as per the Information Request.

5.3 Approved Refuse Storage Volume

Of relevance to this Application, with regards to the expectation of collection frequency and capacity of the refuse store, is the existing Approval. The Approval includes the following refuse / recycling elements:

- 216 dwellings (mix of one, two and three bedrooms).
- 6 x 1,100L refuse bins (plus 1 under chute), with in-built compaction at 3:1 ratio.
- 16 x 1,100L recycling bins plus 2 under chute.

The above storage volumes, with 23 additional dwellings, is similar to the current proposal.



5.4 Appropriateness of Refuse Storage Area

The proposed refuse and recycling storage volume is, per unit, higher than the current Approval.

Whilst it is acknowledged that the Approved *build-to-rent* scheme and unbundled car parking would have reduced the expectation for car parking, the refuse and recycling generation of renters and owners are expected to be the same.

Referring to the current Approval, the current storage provision is appropriate. The following collection frequencies are anticipated based on 240L refuse / unit / week and 120L recycling / unit / week:

- 3 refuse collections per week.
- 2 recycling collection per week.

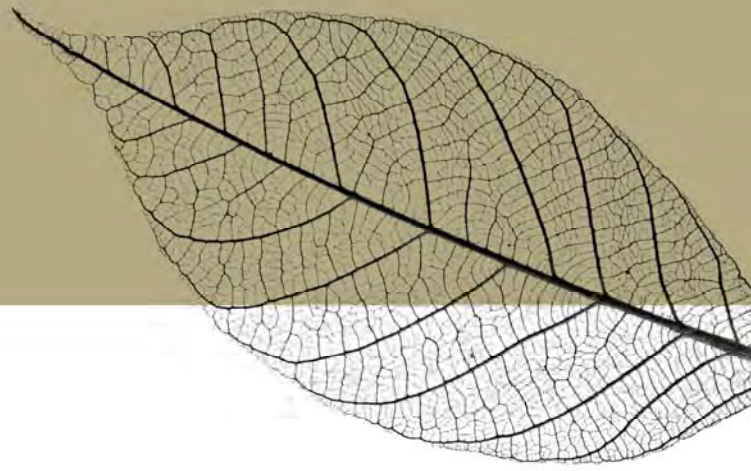
It is however noted that for the mix and type of dwellings proposed, it is unlikely that the weekly refuse and recycling generation will be as high as that of a stand-alone residential dwelling, which is the rate included in the Refuse PSP. As such, subject to review of the site operations, it is likely that the collection frequency will be able to be reduced.

5.5 Refuse Collection

Swept path assessments have been prepared demonstrating accessibility of the site by a 10.235m long rear-load Refuse Collection Vehicle (RCV), as per BCC's Standard Drawing BSD-3008. The results of the swept path assessment are shown at Appendix C.

The refuse collection zone has 1:25 gradient, for ease of handling and movement of bins.

There is a 1.0m distance provided at the rear of the truck for the operation of bin collection, as demonstrated on the swept path assessment.



6 Traffic Impact Assessment

6.1 Development Traffic Generation

To estimate the traffic generation of the proposed development, the following trip generation rates from the 2013 published *Guide to Traffic Generating Developments Updated Traffic Surveys* RTANSW document has been referenced. The following trip generation rates are for high-density residential uses:

- AM Peak Hour: 0.19 trips / unit / hour (average); 0.32 trips / unit / hour (upper).
- PM Peak Hour: 0.15 trips / unit / hour (average); 0.41 trips / unit / hour (upper).
- Daily: 1.52 trips / unit / day (average); 3.14 trips / unit / day (upper).

On this basis, the 193 unit development is expected to generate:

- AM Peak Hour: 37 - 62 trips / hour.
- PM Peak Hour: 29 - 79 trips / hour.
- Daily: 293 - 606 trips / day.

6.2 Context of Development Impacts

It is relevant to this Application that the subject land and its surrounds are zoned *High Density Residential*. As such, there is a clear expectation from Council that there will be increased density and, therefore, traffic volumes.

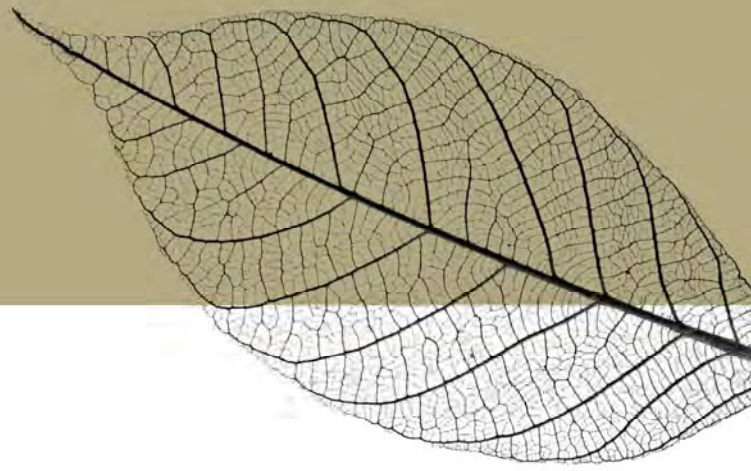
The Chermide Centre Neighbourhood Plan, at Figure C, identifies planned road upgrade works in the vicinity of the site. These works include intersection works at the Kelso Street / Hamilton Road intersection and road widening in Hamilton Road between Kelso Street and Gympie Road.

6.3 Proposed Road Network Upgrade Works

As part of the proposed development there is a land dedication along the site frontage to achieve indented on-street car parking. This provides the ability for two-way simultaneous traffic flow in Kelso Street adjacent to the site, with the presence of parking on both sides of the roadway.

6.4 Assessment of Traffic Impacts

With the above context in mind, *Infrastructure Contributions* attributed to this development, coupled with the site frontage works, are expected to successfully offset the development's traffic impacts.



7 Response to Information Request

7.1 Preamble

Following their review of the Application, Brisbane City Council issued an Information Request on 17 June 2026. In response to this Information Request, the plans have been updated, and the review contained in the body of this report has been modified to reflect the updated plans.

The following sections have been prepared to reproduce and directly respond to the traffic engineering and waste services elements of the Information Request.

7.2 Item 3: Traffic Report

The supplied RPEQ report is generally acceptable for most elements of the current proposal. However, the report must be revised to address the following:

- a. *The submitted report references a previous approval for Build-to-rent over the site which directed car parking to be included within a pool and not allocated to individual units. Clarify that car parking under the current proposal for a Multiple dwelling is to provide carparking allocated to individual units. The units are not proposed under a Build-to-rent model.*

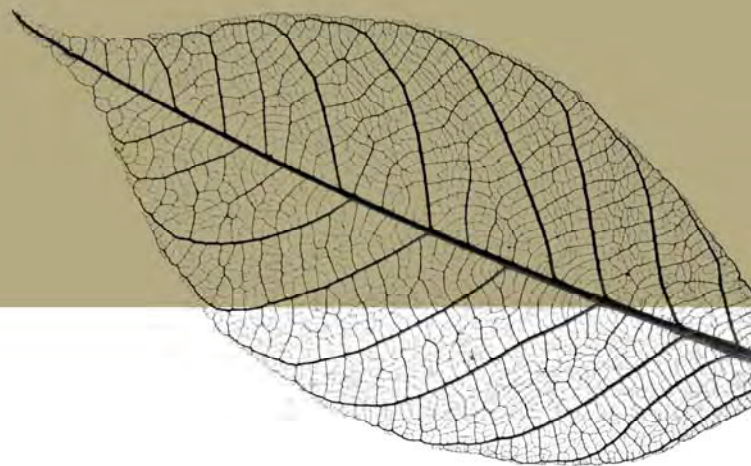
This development is a standard residential building, where resident car parking will be allocated to each unit. There is no longer a build-to-rent model.

- b. *It is acknowledged that the submitted report references the draft More Homes Sooner proposal – as this application was lodged under version 35.00/2025 of City Plan 2014, the More Homes Sooner package was not an assessment consideration and therefore, further justification is required to endorse the proposed reduction in parking provision.*
 - i. *This could include elements such as site location and access to services, measures to support and encourage travel modes other than private car, local evidence relating to car ownership levels, etc.*
 - ii. *Provide revised reporting from an RPEQ to support the proposed 30% reduction in resident parking.*

The site is well serviced by public transport, with Figure 1.1 identifying the proximity of bus stops to the development. This includes:

- Bus stops on Hamilton Road within a 200m walk of the site. These stops service routes 325, 335, 340, 353 and 358, which combine to provide high frequency public transport options for the site.
- The bus interchange at the Chermside Shopping Centre, some 450m walk from the site.

Further to the above, the Chermside Shopping Centre provides retail, medical, recreation and commercial land uses within walking distance of the site. This proximity of services supports a lower car ownership for residential uses.



Further to the above, car ownership data from the Year 2021 Census Data indicates the number of dwellings in the suburb of Chermside which report owning either no car or one car is much higher than the Queensland and Australian averages. The available car ownership data, adjusted to remove those who did not respond to the question, is provided in Table 7.1. This data is for all dwelling types.

Table 7.1: ABS Car Ownership Data, Chermside, Year 2021 Census Data

Number of Motor Vehicles	Number of Dwellings					
	Chermside		Queensland		Australia	
None	884	16.7%	106,309	5.8%	673,969	7.4%
One Vehicle	2,857	53.8%	658,705	35.8%	3,353,737	36.7%
Two Vehicles	1,266	23.9%	701,752	38.1%	3,366,738	36.8%
Three or more Vehicles	301	5.7%	373,952	20.3%	1,745,924	19.1%

In summary within the suburb of Chermside:

- 16.7% of dwellings record no car ownership (5.8% is the Queensland Average).
- 53.8% of dwellings recorded owning one car (35.8% is the Queensland Average).

The combination of the above factors supports the proposed resident parking provision for the development.

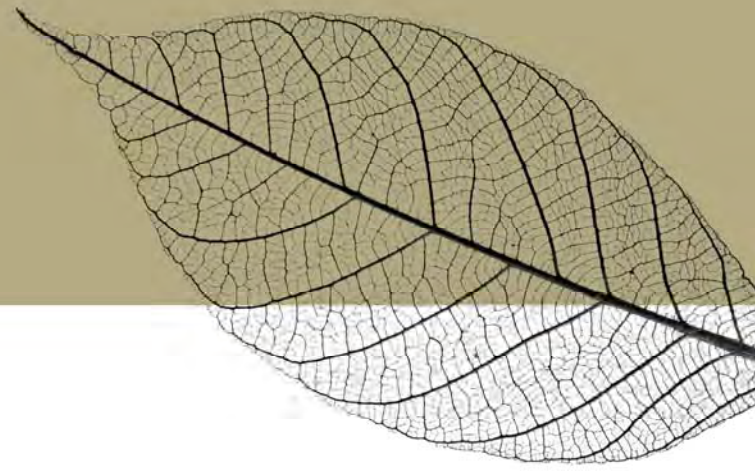
7.3 Item 4: Parking Spaces for PWD

Section 6 (g) of TAPS PSP requires that 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 number of parking as proposed is 282 (including 1- PWD).

a. Provide the minimum number of PWD carparking spaces as prescribed in the TAPS PSP.

Under the Building Code of Australia, this class of residential building is not required to provide PWD parking. Notwithstanding, the PWD parking provision has been increased to two (2) spaces.

Further to the above, the proposed development does not include specific DDA Compliant units. As such, when considering the suitability of the development, prospective tenants would consider both the accessibility of the unit itself and the car parking, prior to deciding whether the development is suitable for their needs.



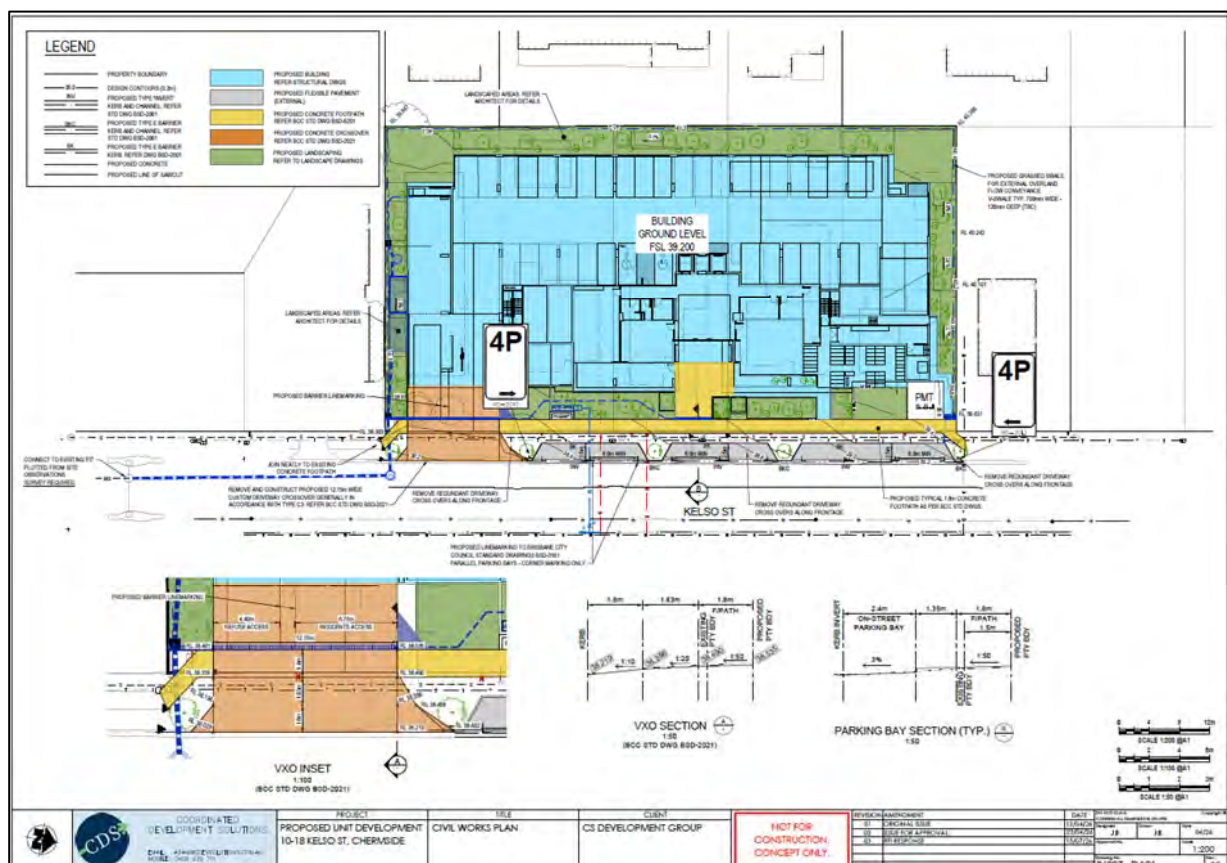
7.4 Item 5: Indented Parking Along Kelso Street

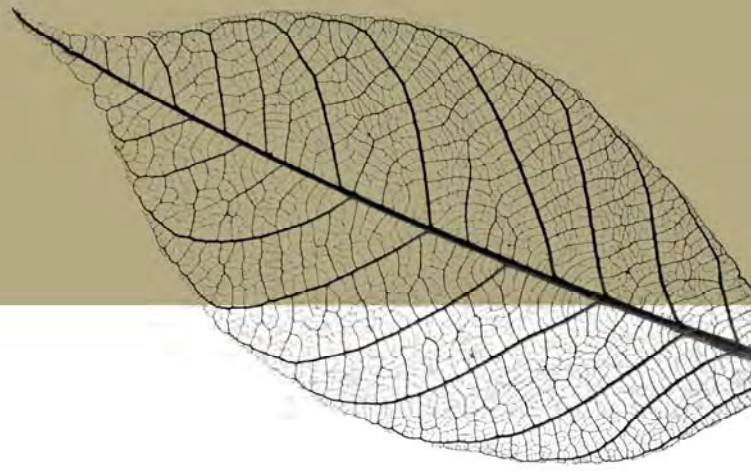
To consider the implementation of the proposed indented parking on Kelso Street at the frontage of the development, the following must be provided with schematic plans:

- The indented bays are to be marked with corner markings as per standard drawing BSD-3161.
- Provide an additional pair of the existing 4P signs at each end of each bank of parking spaces for clarity, and the small sections between bays will need to be yellow lined.
- A detailed schematic design for signs and lines related to the proposed indented parking on Kelso Street, revised by a Registered Professional Engineer of Queensland (RPEQ), must be submitted to Council for consideration.

The requested plan has been prepared by Coordinated Development Solutions, approved by Adam Heather (RPEQ #29676). Reproduced in Figure 7.1, the plan shows appropriate 4P signage and provision of seven (7) kerbside parking bays.

Figure 7.1: Frontage Works Plan (Prepared by Coordinated Development Solutions)

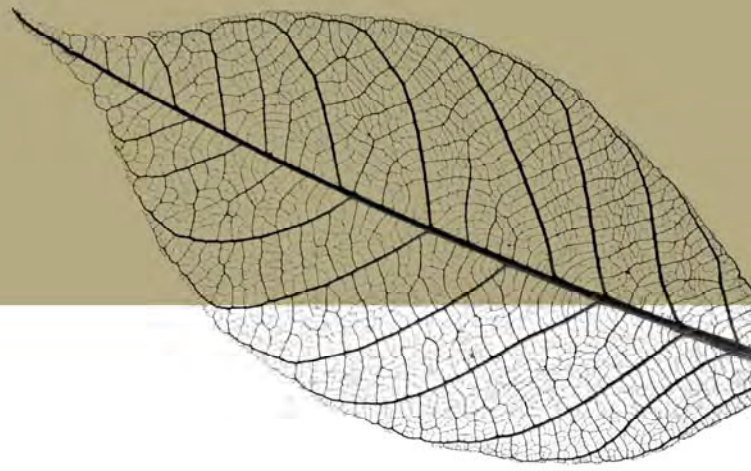




8 Conclusions

Following the assessment and analyses presented in this report, it is concluded that:

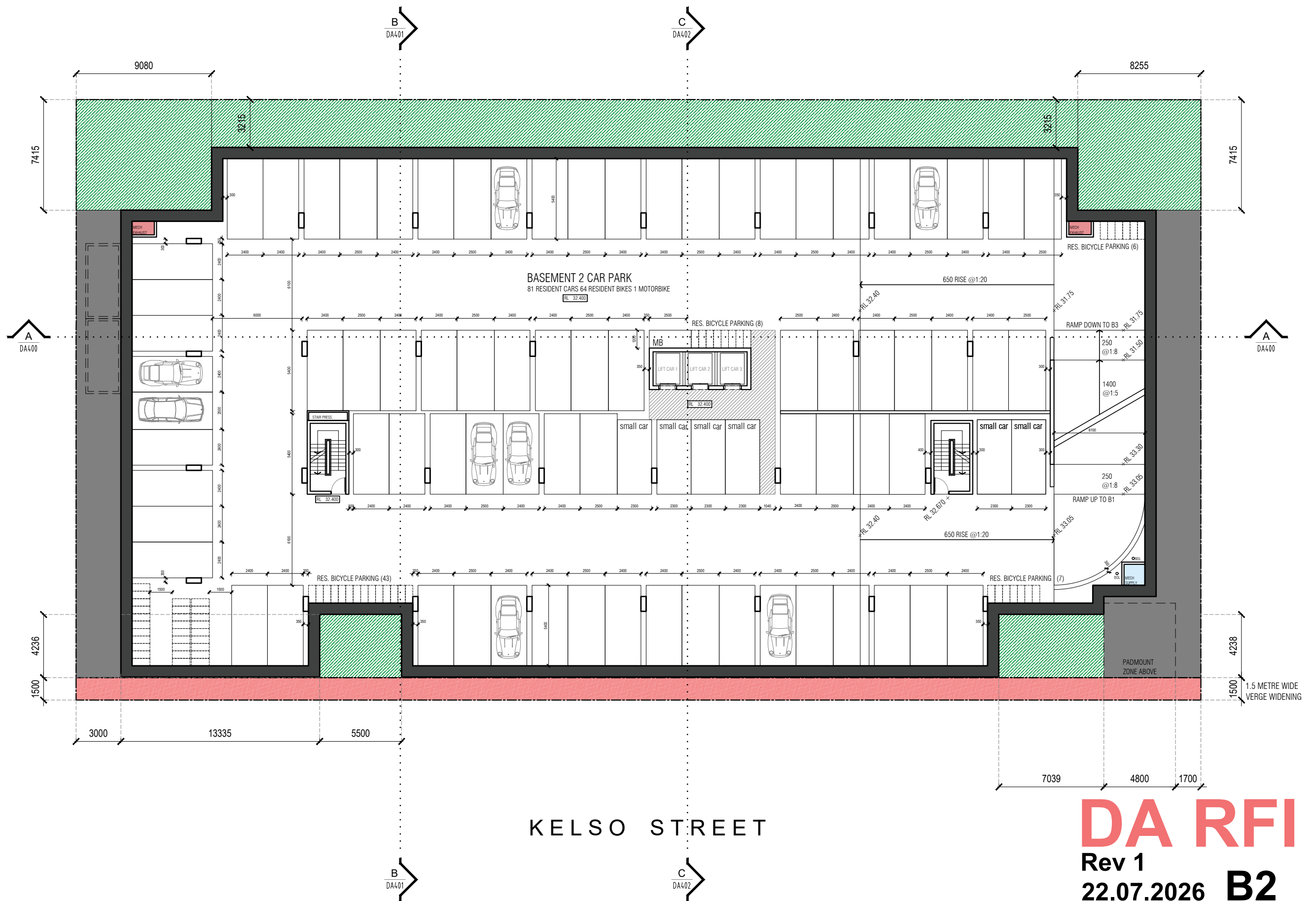
- Adopting the current TAPS Policy requirements, the site's parking requirement is 345 resident plus 49 visitor parking spaces.
- When consideration is given to the *More Homes, Sooner* draft document, the resident parking requirement is 235 parking spaces.
- Further justification on the suitability of parking provision for residents, including consideration of ABS Car Ownership data and accessibility of public transport and service opportunities within the walking catchment, is provided in the body of this report.
- The proposed parking provision of 237 resident and 49 visitor vehicle parking spaces, including motorcycle parking (up to 2% provision), is appropriate in the context of the above.
- The bicycle parking requirement is 193 resident and 49 visitor spaces and this requirement is met.
- A detailed review of the parking layout is provided in the body of this report. On the basis of this review, appropriate operation is anticipated.
- The crossover provides appropriate accessibility for the development.
- Appropriate refuse storage is shown when reference is made to the existing Approval, which includes 23 additional units and a similar refuse and recycling provision.
- On-site loading is demonstrated for vehicles up to and including a 12.5m Heavy Rigid Vehicle.
- A pedestrian path is to be constructed along the site frontage to Kelso Street.
- Land dedication of 1.5m is proposed for the development, in addition to the construction of indented parking along the site frontage to Kelso Street. This is consistent with the existing Approval.
- Commentary regarding the site's traffic impact is provided in the body of this report, noting that the frontage works and Infrastructure Contributions are expected to offset the development's traffic impact.



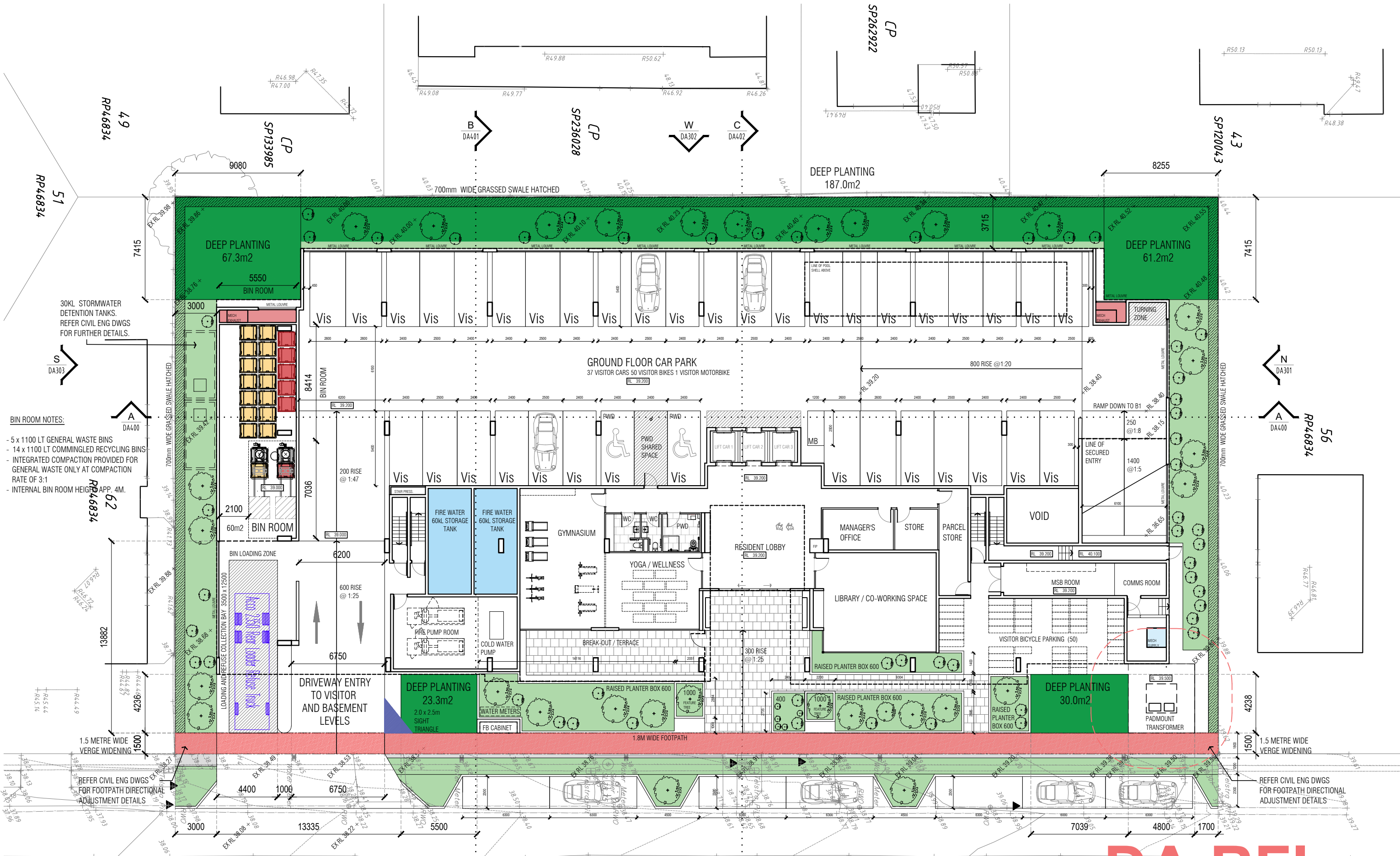
Appendix A

Development Plans





DA RFI
Rev 1
22.07.2026 **B2**

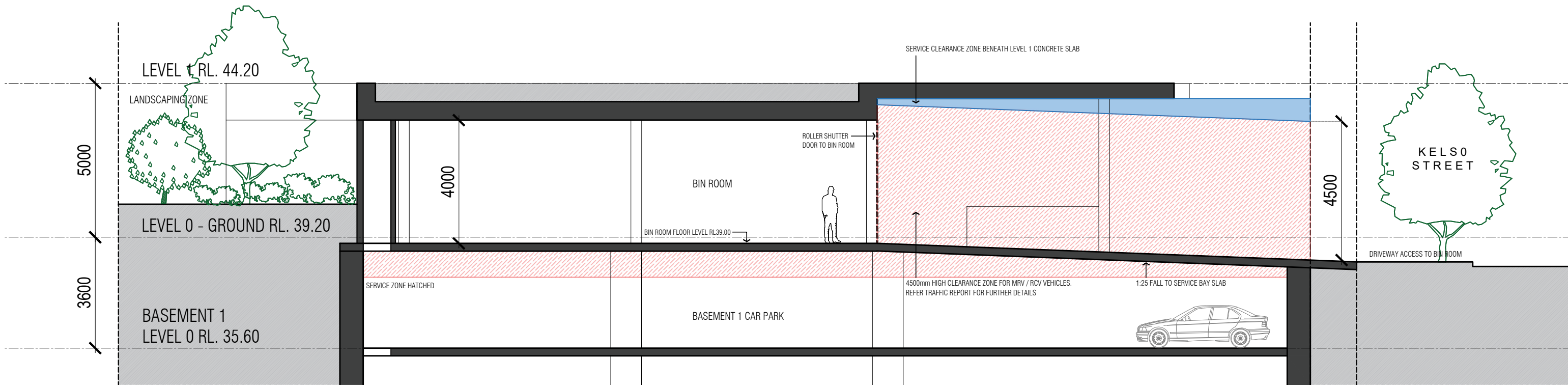


DA RFI
Rev 1
22.07.2026 **GR (L0)**

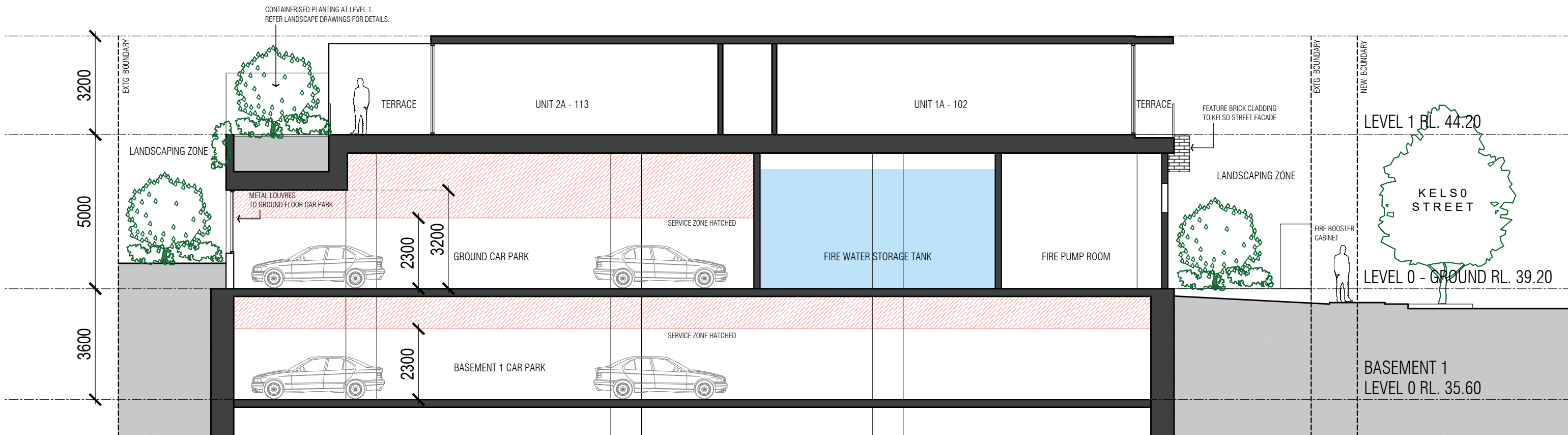
NMDSARCHITECTURE

NICK MUSLIN 0409130471
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PROJECT ADDRESS	DRAWING TITLE	SCALE	JOB NUMBER	DRAWING	REV
PROPOSED UNIT DEVELOPMENT. 10-18 KELSO STREET, CHERMSIDE.	GROUND (L0)	1:250 A3	2539	DA-200 1	1
			30.04.2026	DA APPLICATION	
			22.07.2026	DA RFI	

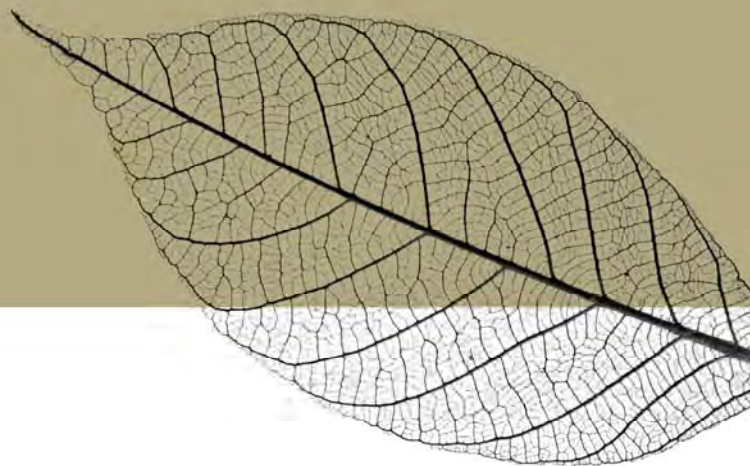


1 SECTION THROUGH BIN ROOM
- 1:150@A3



B SECTION B DETAILED SECTION
401 1:150@A3

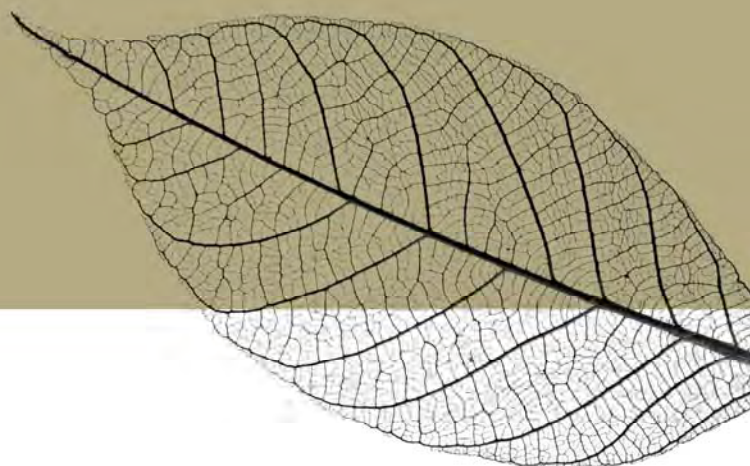
Rev 1
22.07.2026



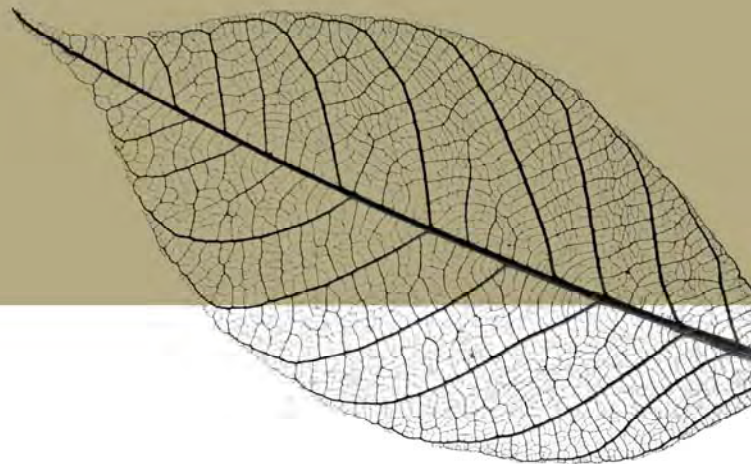
Appendix B

TAPS Code Response Table

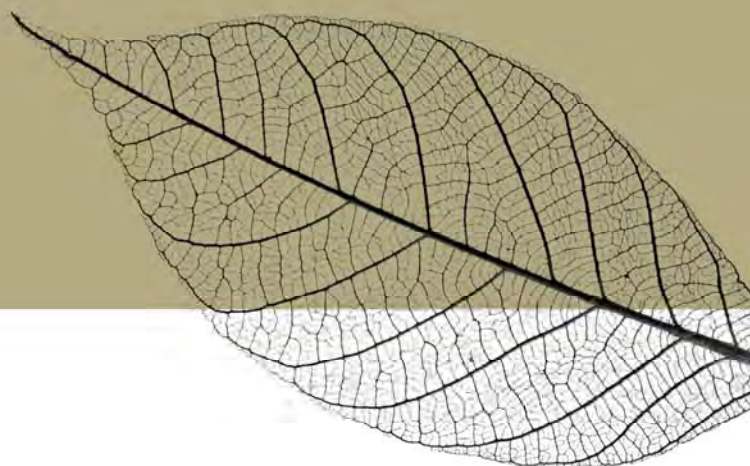
Performance outcomes	Acceptable outcomes	Response
PO1 Development is designed: (a) to include a technically competent and accurate response to the transport and traffic elements of the development; (b) in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; (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 against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; - is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; - 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.	COMPLIES WITH PERFORMANCE OUTCOME: This advice has been prepared by an RPEQ (traffic), who holds 25 years' professional traffic engineering experience. Performance outcomes to the TAPS Policy are provided in this report, and below. All swept path assessments have been undertaken utilising AutoTRACK software.
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 State Government and Council.	AO2 No acceptable outcome is prescribed.	COMPLIES WITH PERFORMANCE OUTCOME: This development includes construction of a pedestrian path along the site frontage.



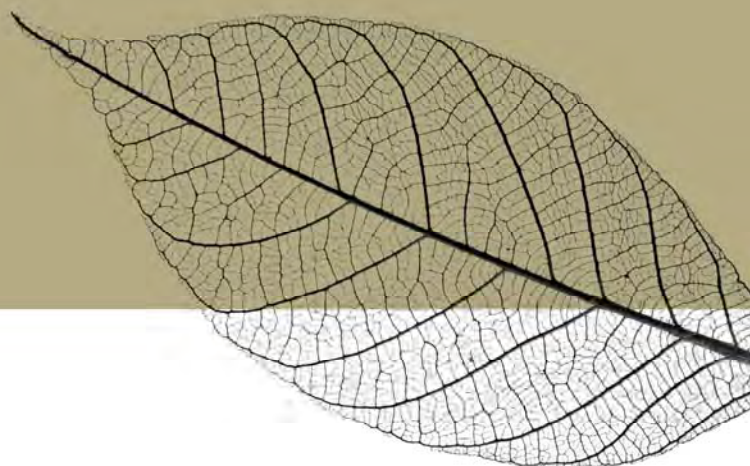
PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	AO3.1 Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy .	<u>COMPLIES WITH PERFORMANCE OUTCOME:</u> The development proposes site access in accordance with the TAPS Policy.
	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.	N/A
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.	<u>COMPLIES WITH ACCEPTABLE OUTCOME:</u> A pedestrian path is to be constructed in Kelso Street adjacent to the site as part of the development.
	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.	<u>COMPLIES WITH ACCEPTABLE OUTCOME:</u> A pedestrian path is to be constructed in Kelso Street adjacent to the site as part of the development.
	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.	<u>COMPLIES WITH ACCEPTABLE OUTCOME:</u> The pedestrian and cyclist connections for the site have good passive surveillance from Kelso Street (subject to appropriate planting within the planter box).



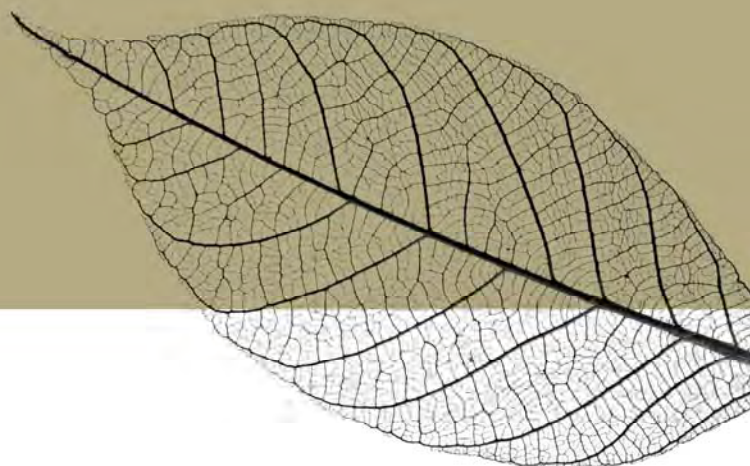
PO5 Development provides secure and convenient bicycle parking which: (a) for visitors is obvious and located close to the building's main entrance; (b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main 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.	AO5.1 Development provides on-site bicycle parking spaces in compliance with the standards 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.	<u>COMPLIES WITH ACCEPTABLE OUTCOME:</u> Bicycle parking meets the requirements of the TAPS Policy. <u>N/A:</u> End-of-Trip facilities other than bicycle parking are not required. <u>COMPLIES WITH ACCEPTABLE OUTCOME:</u> Bicycle parking meets the requirements of the TAPS Policy. <u>COMPLIES WITH ACCEPTABLE OUTCOME:</u> Visitor bicycle parking does not obstruct pedestrian movement. <u>COMPLIES WITH ACCEPTABLE OUTCOME:</u> Bicycle parking meets the requirements of the TAPS 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 from the standard rates in the Transport, access, parking and servicing planning scheme policy.	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.	<u>N/A:</u> End-of-Trip facilities other than bicycle parking are not required.
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.	<u>COMPLIES WITH ACCEPTABLE OUTCOME:</u> A pedestrian path is to be constructed within the verge adjacent to the site in Kelso Street.



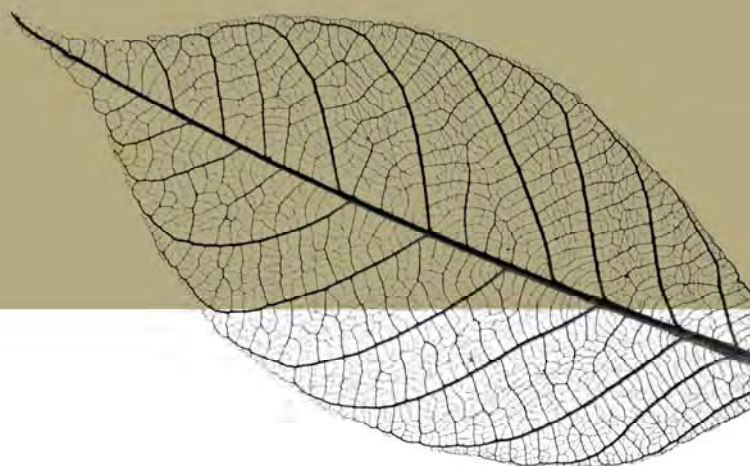
PO8 Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.	AO8 No acceptable outcome is prescribed.	<u>COMPLIES WITH PERFORMANCE OUTCOME:</u> The proposal includes construction of a pedestrian path within the verge adjacent to the site in Kelso Street.
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).	<u>COMPLIES WITH PERFORMANCE OUTCOME:</u> The development proposes a single site access driveway to the only frontage road.
	AO9.2 Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.	<u>COMPLIES WITH PERFORMANCE OUTCOME:</u> The development proposes a single site access driveway to the only frontage road.
	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.	<u>COMPLIES WITH PERFORMANCE OUTCOME:</u> Sight lines at the proposed crossover can meet the requirements of the TAPS Policy and Australian Standard with appropriate planting of street trees within the verge. A pedestrian sight line triangle is incorporated within the design.
	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.	<u>COMPLIES WITH PERFORMANCE OUTCOME:</u> The site access is not through a bus stop, taxi rank or pedestrian crossing.



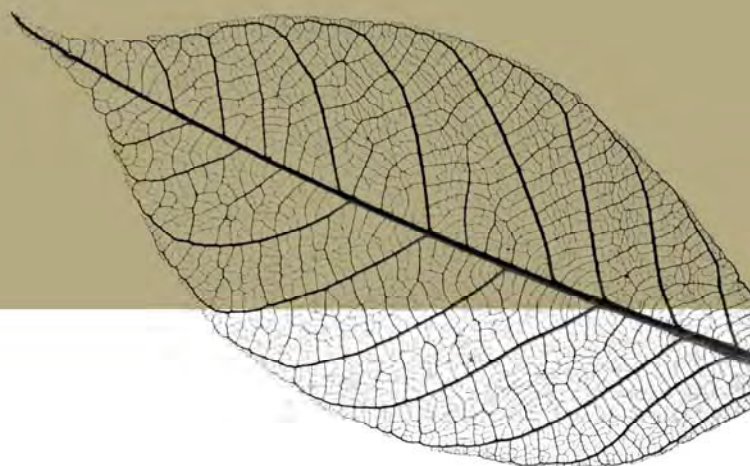
	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	N/A
PO10 Redevelopment provides for: (a) the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy ; (b) the reinstatement of adjacent footpaths.	AO10 No acceptable outcome is prescribed.	COMPLIES WITH PERFORMANCE OUTCOME: The development proposes to reconstruct the verge adjacent to the site, including kerb side parking, which will include closure of redundant crossovers and reinstatement of kerb and channel.
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 .	COMPLIES WITH ACCEPTABLE OUTCOME: Sight lines at the proposed crossover meet the requirements of the TAPS Policy and Australian Standard with appropriate planting of street trees within the verge. A pedestrian sight line triangle is incorporated within the design.
	AO11.2 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 .	COMPLIES WITH ACCEPTABLE OUTCOME: The development does not seek to rely on convex mirrors.
PO12 Development in the City core and City frame as identified in Figure 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 self-assessable development 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 .	N/A: The site is not within the City Frame.



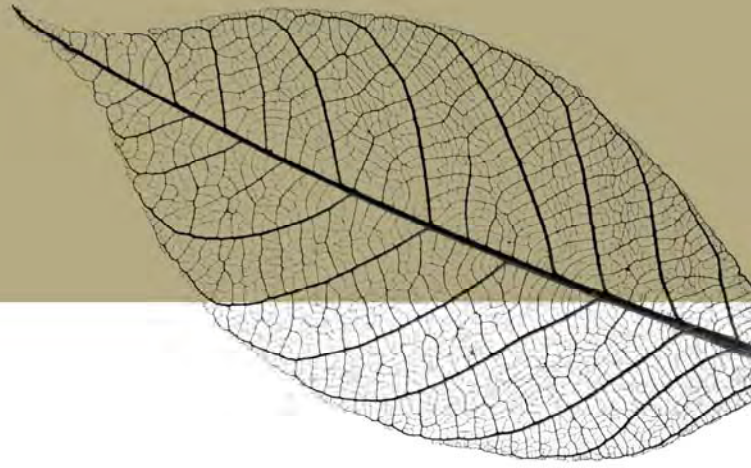
PO13 Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.	AO13 Development outside of the City core and City frame 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 self-assessable development does not result in on-street car parking if no parking standard is identified in the Transport. Note—For self-assessable development 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	COMPLIES WITH PERFORMANCE OUTCOME: The proposed parking provision meets the requirements of the DRAFT <i>More Homes, Sooner</i> document.
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 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.	COMPLIES WITH PERFORMANCE OUTCOME: The proposed parking provision meets the requirements of the DRAFT <i>More Homes, Sooner</i> document.
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.	COMPLIES WITH PERFORMANCE OUTCOME: A detailed review of the car parking layout is provided in this report.



PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	AO16 Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by...	<u>NOT ASSESSED.</u>
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...	<u>NOT ASSESSED.</u>
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 .	<u>COMPLIES WITH ACCEPTABLE OUTCOME:</u> On-site servicing is demonstrated for an RCV and LRV, which meets the requirements of the TAPS Policy.
PO19 Development layout provides for services which: (a) are wholly within the site; (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.	<u>COMPLIES WITH ACCEPTABLE OUTCOME:</u> On-site servicing is demonstrated for an RCV and LRV, which meets the requirements of the TAPS Policy.
	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 .	<u>COMPLIES WITH ACCEPTABLE OUTCOME:</u> On-site servicing is demonstrated for an RCV and LRV, which meets the requirements of the TAPS Policy.

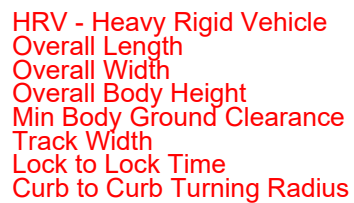


	AO19.3 Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy , Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	<u>COMPLIES WITH ACCEPTABLE OUTCOME:</u> On-site servicing is demonstrated for an RCV.
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 .	<u>COMPLIES WITH ACCEPTABLE OUTCOME:</u> This is achieved within the development.
If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensional vehicle or any on vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)_		
<u>NOT ASSESSED.</u>		



Appendix C

Swept Path Assessments



12.500m
2.500m
4.300m
0.417m
2.500m
6.00s
12.500m



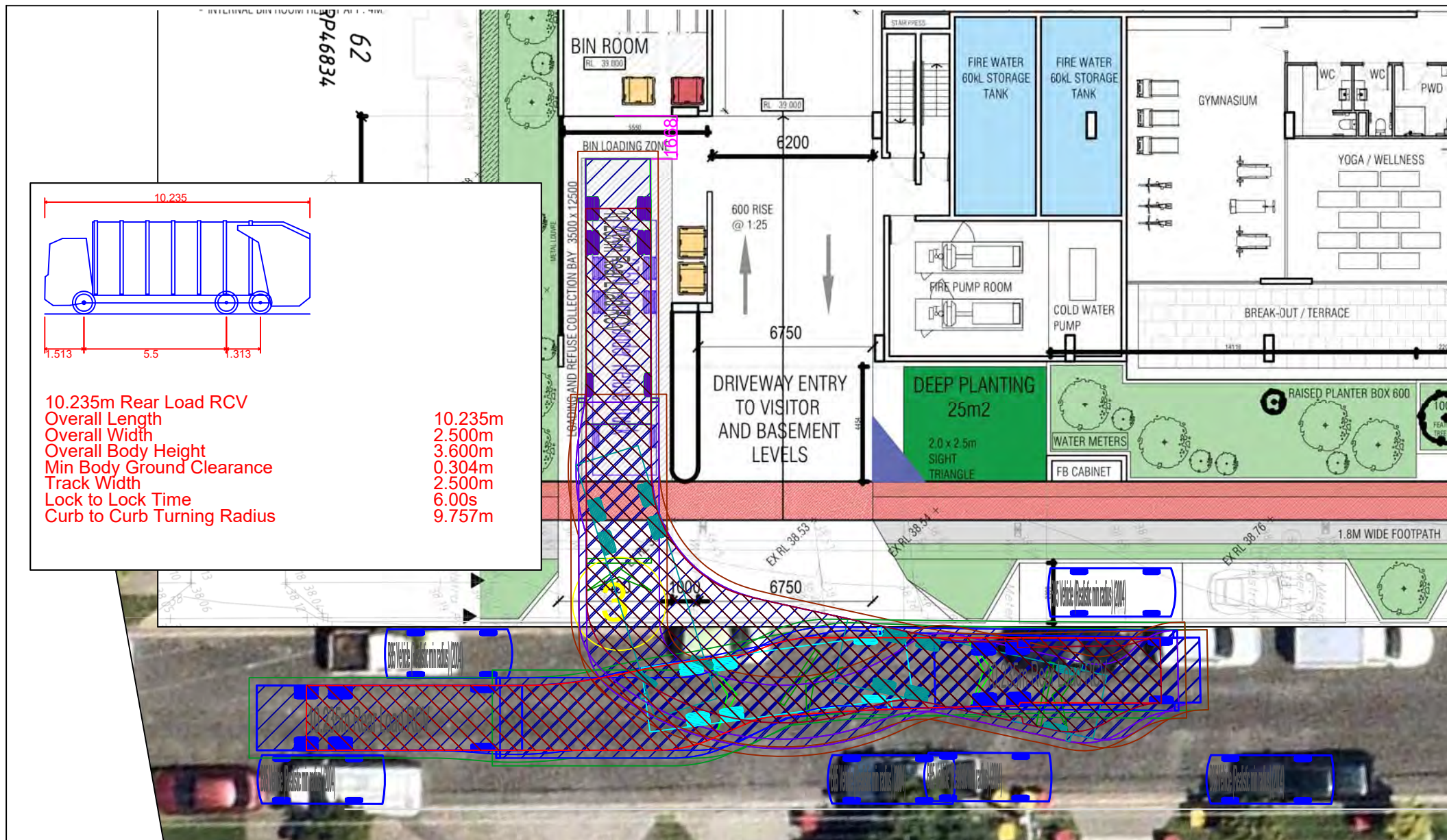
12.5m Heavy Rigid Vehicle: Exit Australian Standard AS/NZS2890.2:2002

10-18 Kelso St, Chermside

Drawing No: BMC26057-ATR02 Version: 1

Prepared By: Beth Meehan RPEQ #8373 Date: 29/04/2026

Scale 1:200 at A4



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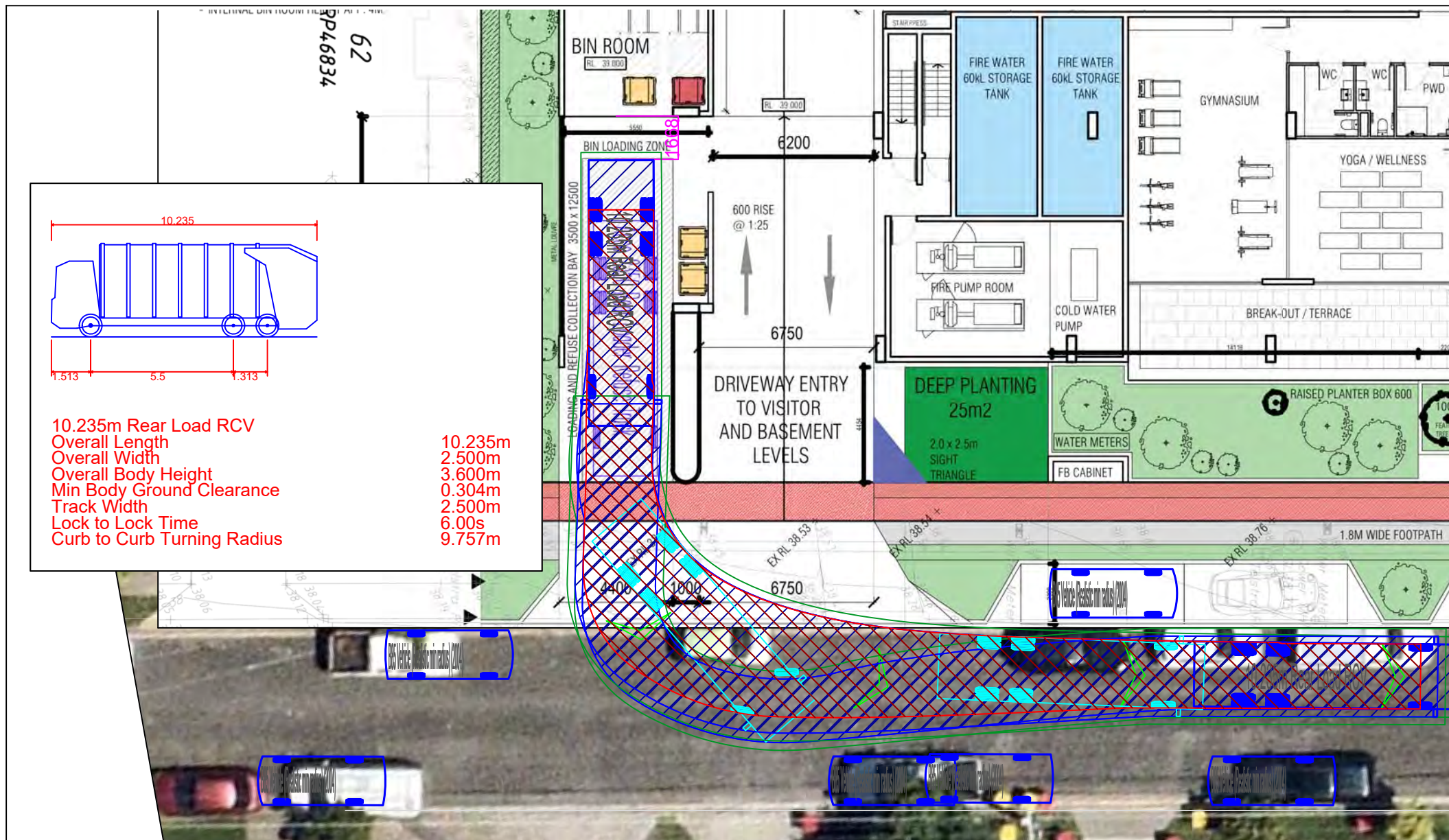
10.235m Rear Load Refuse Vehicle: Entry
 BCC Std Dwg BSD-3008

10-18 Kelso St, Chermside

Drawing No: BMC26057-ATR03 Version: 1

Scale 1:200 at A4

Prepared By: Beth Meehan RPEQ #8373 Date: 29/04/2026



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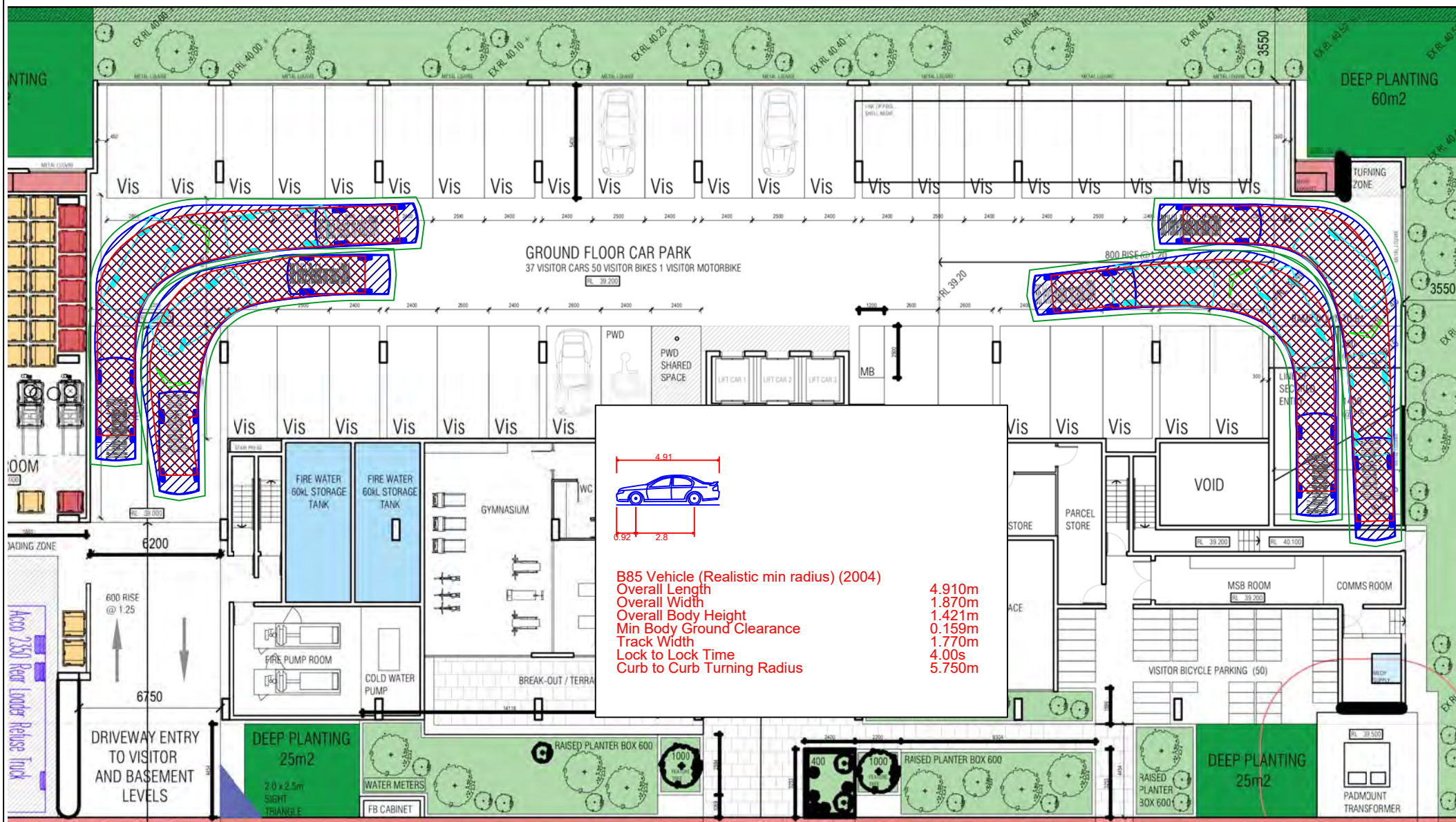
10.235m Rear Load Refuse Vehicle: Exit
BCC Std Dwg BSD-3008

10-18 Kelso St, Chermside

Drawing No: BMC26057-ATR04 Version: 1

Scale 1:200 at A4

Prepared By: Beth Meehan RPEQ #8373 Date: 29/04/2026



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B85 Passenger Vehicle Access

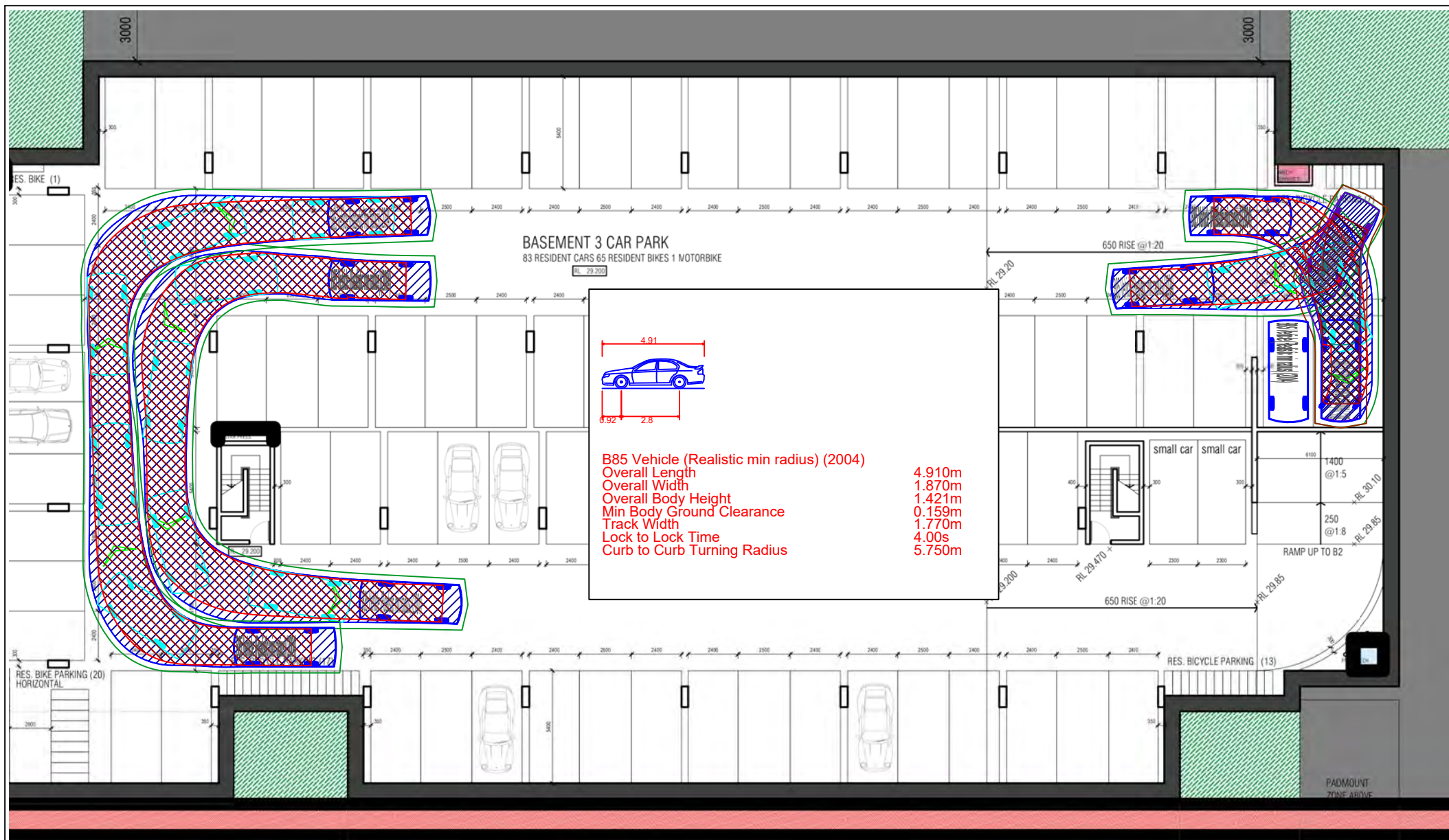
Australian Standard AS/NZS28890.1:2004

10-18 Kelso St, Chermside

Drawing No: BMC26057-ATR05 Version: 1

Scale 1:250 at A4

Prepared By: Beth Meehan RPEQ #8373 Date: 29/04/2026



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B85 Passenger Vehicle Access

Australian Standard AS/NZS28890.1:2004

Scale 1:250 at A4

10-18 Kelso St, Chermside

Drawing No: BMC26057-ATR07 Version: 1

Prepared By: Beth Meehan RPEQ #8373 Date: 29/04/2026