

TRANSPORT IMPACT STATEMENT (CHANGE APPLICATION)
PROPOSED RESIDENTIAL DEVELOPMENT
23-25 SAMMELLS DRIVE CHERMSIDE
(RESPONSE TO INFORMATION REQUEST DATED 15 JULY 2026)

BCC DS
RECEIVED
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APPLICATION REF
A007043813

30 JULY 2026
RTeref: 26185

1 BACKGROUND

Rytenskild Traffic Engineering has been engaged by Ausdev Land Pty Ltd to prepare a Transport Impact Statement for its proposed residential development at Chermside.

This traffic impact statement forms part of a Change Application to the Brisbane City Council and responds to traffic related items raised by the council in its Information Request dated 15 July 2026.

Item:

- 1. Traffic**
 - 1.1. Address any required on-street parking changes required for RCV access.**
 - 1.2. Review ramp gradients/widths.**
 - 1.3. Review parking and manoeuvring changes.**
 - 1.4. Provide RPEQ certified swept path analysis for a 10.24m RCV.**
 - 1.5. Summarise review in supporting RPEQ Traffic Statement.**

Response:

- 1.1 The on-street parking changes required to facilitate access by the 10.24m Rear Loading Refuse Collection Vehicle (RCV) are shown in Attachment H. As demonstrated, yellow no-stopping line marking is proposed immediately east of the site crossover and along the opposite side of Sammells Drive to maintain sufficient manoeuvring clearance for the RCV.
- 1.2 The proposed ramp gradients and widths have been reviewed and are considered compliant with the relevant requirements of AS2890.1:2004. The ramp provides a minimum width of 3.9m and a maximum grade of 1:5, with 1:10 transition grades provided at each end. Swept path analysis provided in Attachment D demonstrates satisfactory manoeuvring by a B99 design vehicle. The proposed ramp management arrangements are shown in Attachment F.
- 1.3 The amended parking layout and vehicle manoeuvring arrangements have been reviewed and are considered satisfactory. The proposed parking spaces, aisles and circulation areas comply with the relevant dimensional requirements of the TAPS Code and AS2890.1:2004. Swept path analysis provided in Attachments C, D and E confirms satisfactory manoeuvring by the nominated B85, B99 and B50 design vehicles.
- 1.4 RPEQ-certified swept path analysis has been prepared for a 10.24m Rear Loading RCV and is provided in Attachment H. The assessment demonstrates that the RCV can satisfactorily reverse into the site from Sammells Drive, carry out the required servicing manoeuvre and exit the site in a forward direction.
- 1.5 Refer to report below.

2 SUBJECT SITE

As shown in Figure 2.1, the subject site is located on the northern side of Sammells Drive, which forms a cul-de-sac extending east from Rainey Street. The site is formally identified as Lot 2 on RP123568 and Lot 2 on RP66560 and has a total site area of approximately 1,093m².

The site is located within the Medium Density Residential zone.



FIGURE 2.1 – LOCATION OF SUBJECT SITE

3 DEVELOPMENT PROPOSAL

The proposal is for a Multiple Dwelling development comprising 33 units, including 10 one-bedroom units and 23 two-bedroom units.

A total of 44 car parking spaces, including five (5) visitor car parking spaces, are proposed across the ground and basement levels.

Vehicular access to the site is proposed via a new crossover located at the Sammells Drive frontage.

The proposed ground floor and basement plans are shown in Attachment A.

4 CAR PARKING

4.1 Car Parking Supply

The proposed parking supply has been provided to satisfy the requirements prescribed in *Table 9.4.13-4* of the Brisbane City Council TAPS Code are as follows:

Multiple Dwelling

- (a) 1 per 1 bedroom unit or dwelling;
- (b) 1.25 per 2 bedroom unit or dwelling;
- (c) 1.5 per 3 bedroom unit or dwelling;
- (d) 2 per 4 bedroom unit or dwelling;

Plus:

- (a) where 3 to 4 dwellings, 1 for visitor parking; or
- (b) where 5 to 6 dwellings, 2 for visitor parking; or
- (c) where 7 to 9 dwellings, 3 for visitor parking; or
- (d) where 10 or more dwellings, 3 plus 1 per 10 dwellings for visitor parking thereafter

Note: At least 50% of visitor parking to be provided in a single location

Application of the above rates results in the following Acceptable Outcome for parking:

Table 4.1: Acceptable Outcome for Parking

Component	Acceptable Outcome
Multiple Dwelling: 10x one-bedroom units 23x two-bedroom units	10 spaces 28.75 spaces
Visitors: 33 units	5.3 spaces
TOTAL	44.05 (44) car parking spaces

Based on the above, the Acceptable Outcome for car parking based on the proposed development yield (10 one-bedroom units and 23 two-bedroom units) is 44 car parking spaces. The proposal provides 44 car parking spaces, including five (5) visitor car parking spaces, and therefore meets the Acceptable Outcome.

4.2 Car Parking Design

The geometric layout of the proposed parking facilities is consistent with the approved layout and complies with the relevant requirements specified in the TAPS Code and AS2890.1:2004 as shown in Table 4.2.

Table 4.2 – Car Parking Design Characteristics

Design Aspect	Minimum AS2890.1 Standard	Proposed Provision	Compliance
Parking space length: - Resident - Visitor - PWD Bay	5.4 metres 5.4 metres 5.4 metres	5.4 metres 5.4 metres 5.4 metres	Compliant Compliant Compliant
Parking space width: - Resident - Visitor - PWD Bay	2.4 metres 2.5 metres 2.4 metres	2.4 metres (min) 2.6 metres (min) 2.4 metres	Compliant Compliant Compliant
Aisle Width: - Parking aisle - Circulation aisle - (one-way) - Circulation aisle - (two-way) - Ramp - (one-way) - Ramp - (two-way)	5.8 metres 3.6 metres (wall to wall) 5.5 metres (wall to wall) 3.0 metres 5.5 metres	6.2 metres N/A 6.2 metres 3.9 metres (min) N/A	Compliant N/A Compliant Compliant N/A
Maximum Gradient: - Parking Bay - Parking Aisle - PWD Bay - Ramp	1:20 (5.0%) 1:16 (6.25%) 1:40 (2.5%) 1:5 (20%); L >20m inc. grade change 1:4 (25%); L <20m inc. grade change	<1:20 (5.0%) <1:20 (5.0%) <1:40 (2.5%) 1:5 (20%) N/A	Compliant Compliant Compliant Compliant N/A
Maximum Change in Grade	1:8 (12.5%) summit 1:6.67 (15.0%) sag	1:10 (10%) 1:10 (10%)	Compliant Compliant
Height Clearance: - General Min.	2.2 metres	> 2.2 metres	Compliant

The proposed car parking layout and dimensions are shown in Attachment B.

Swept paths for B85, B99 and B50 design vehicles are provided as Attachments C, D and E.

5 RAMP MANAGEMENT

The ramp provides a minimum width of 3.9m and a maximum grade of 1:5, with 1:10 transition grades provided at each end. Swept path analysis provided in Attachment D demonstrates satisfactory manoeuvring by a B99 vehicle. It is noted however that RTE recommends that kerbs not be provided along the edges of single lane curved ramps and the architect has been advised to remove them.

An advance warning system will be provided at both ends of the ramp allowing vehicles to enter and exit the basement level safely with adequate provision for passing at either end of the ramp.

The proposed ramp management arrangements, including indicative convex mirror and holding bay locations, are shown in Attachment F.

6 VEHICLE ACCESS ARRANGEMENTS

Vehicular access to the site is proposed via a Brisbane City Council Type B2 crossover located at the Sammells Drive frontage.

As shown in Attachment G, a pedestrian sight splay in accordance with AS2890.1:2004 has been provided on the driveway exit side of the crossover.

7 PROPOSED SERVICING ARRANGEMENTS

In accordance with the relevant Brisbane City Council servicing requirements, the proposal provides satisfactory access and manoeuvring for a 10.24m Rear Loading Refuse Collection Vehicle (RCV). As shown in Attachment H, the RCV can satisfactorily reverse into the site from Sammells Drive, carry out the required servicing manoeuvre and subsequently exit the site in a forward direction.

To facilitate safe and efficient servicing, yellow no-stopping line marking is proposed immediately east of the site crossover and along the opposite side of Sammells Drive, as shown in Attachment H.

It is concluded that the proposed changes to the transport elements (ramp gradients and parking layout) is generally in accordance with the approved plan and meets the requirements prescribed in the Brisbane City Council City TAPS Code and AS2890.1:2004.

Yours faithfully,

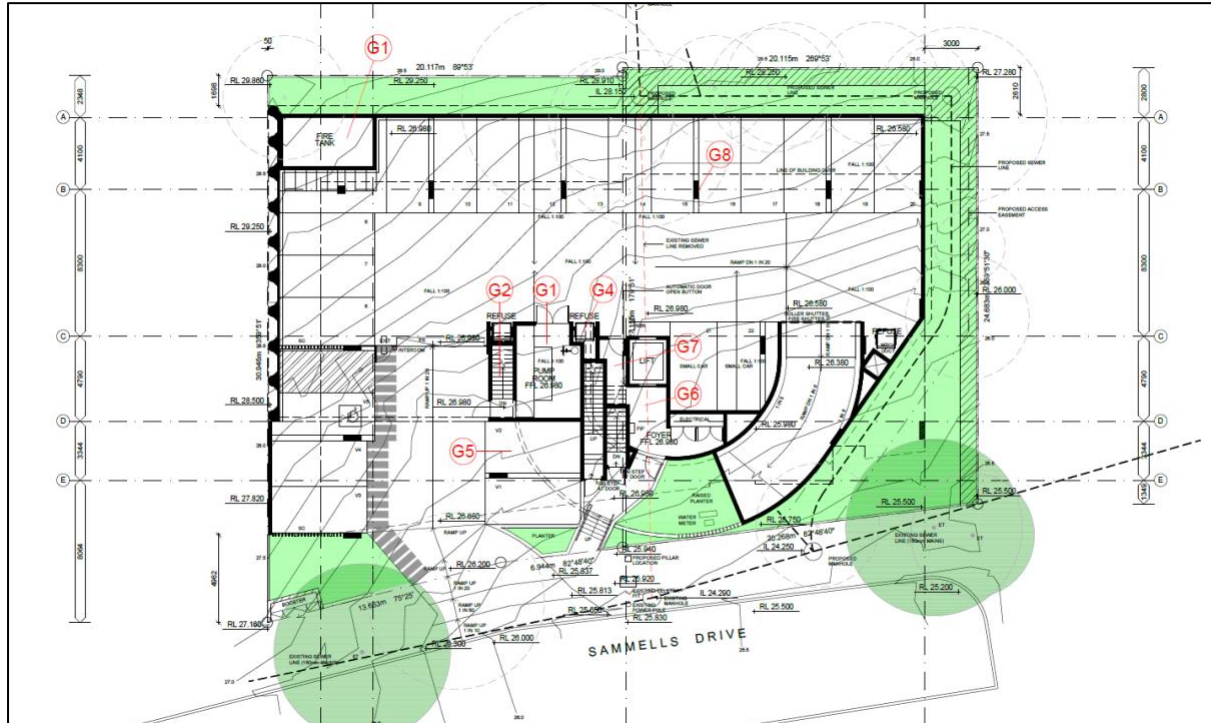


Luke Rytenskild, Director
B.ENG (Civil), RPEQ 6293

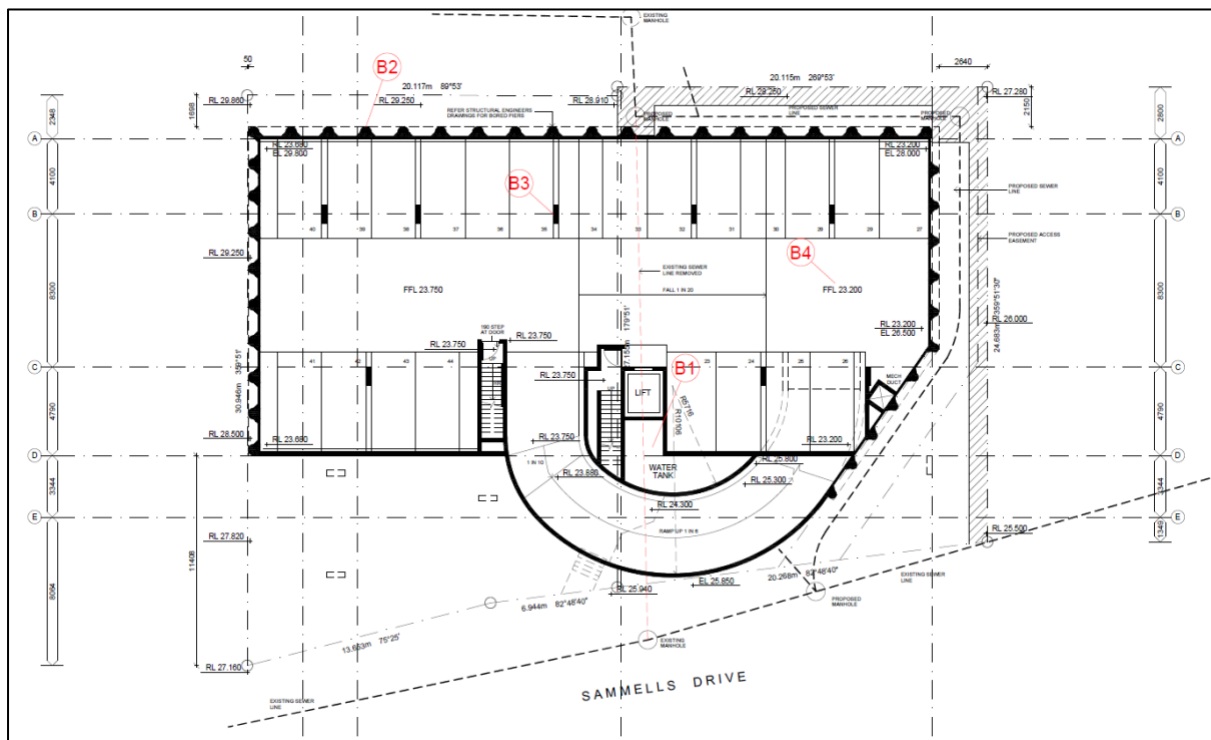
ATTACHMENT A – PROPOSED DEVELOPMENT PLANS
ATTACHMENT B – PROPOSED CAR PARKING DIMENSIONS
ATTACHMENT C – SWEPT PATHS OF A B85 DESIGN VEHICLE
ATTACHMENT D – SWEPT PATHS OF A B99 DESIGN VEHICLE
ATTACHMENT E – SWEPT PATHS OF A B50 DESIGN VEHICLE (SMALL CARS)
ATTACHMENT F – PROPOSED RAMP MANAGEMENT
ATTACHMENT G – PROPOSED ACCESS ARRANGEMENTS
ATTACHMENT H – SWEPT PATH OF A REAR LOADING REFUSE COLLECTION VEHICLE (RCV)

ATTACHMENT A – PROPOSED DEVELOPMENT PLANS

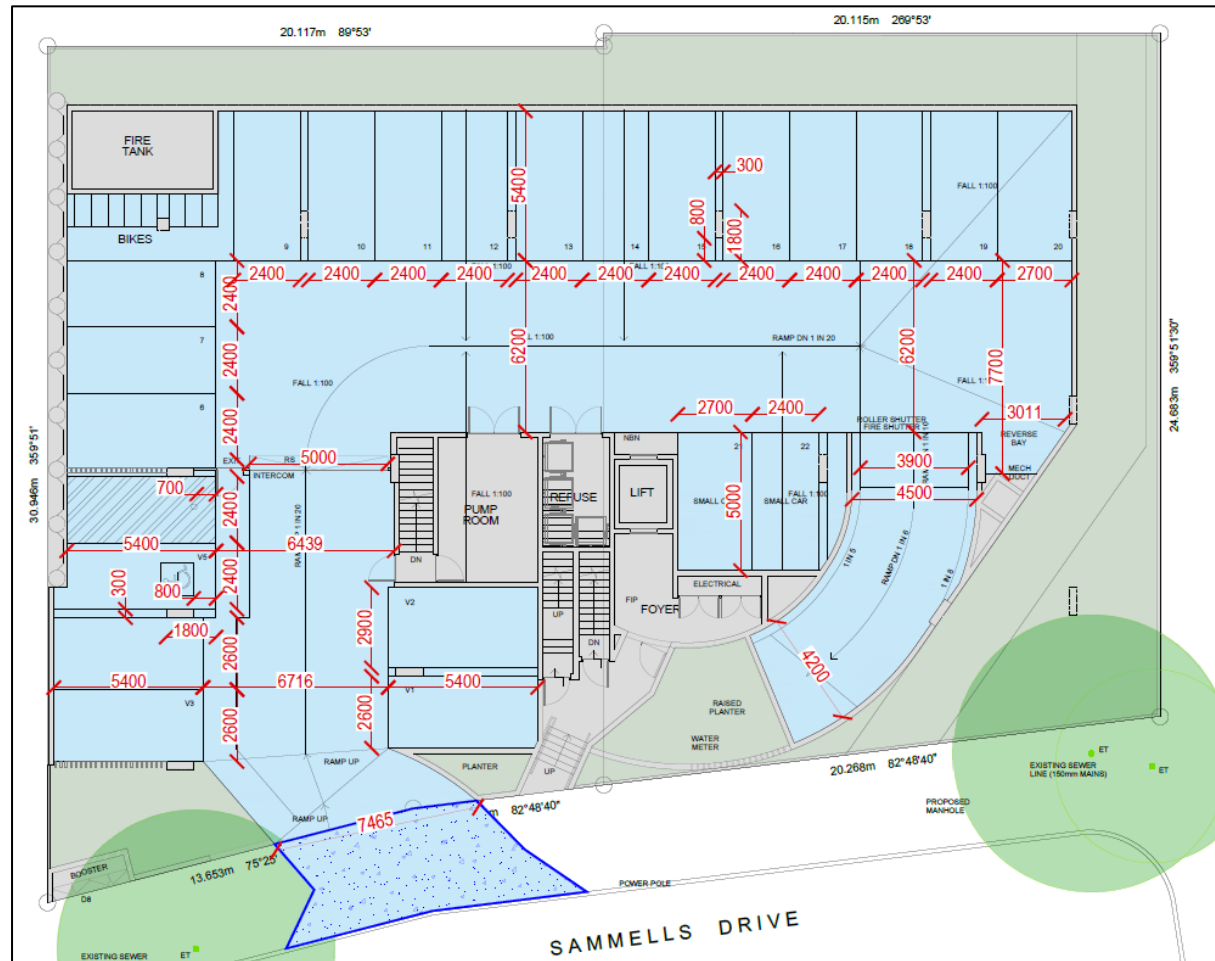
PROPOSED GROUND LEVEL PLAN



PROPOSED BASEMENT LEVEL PLAN

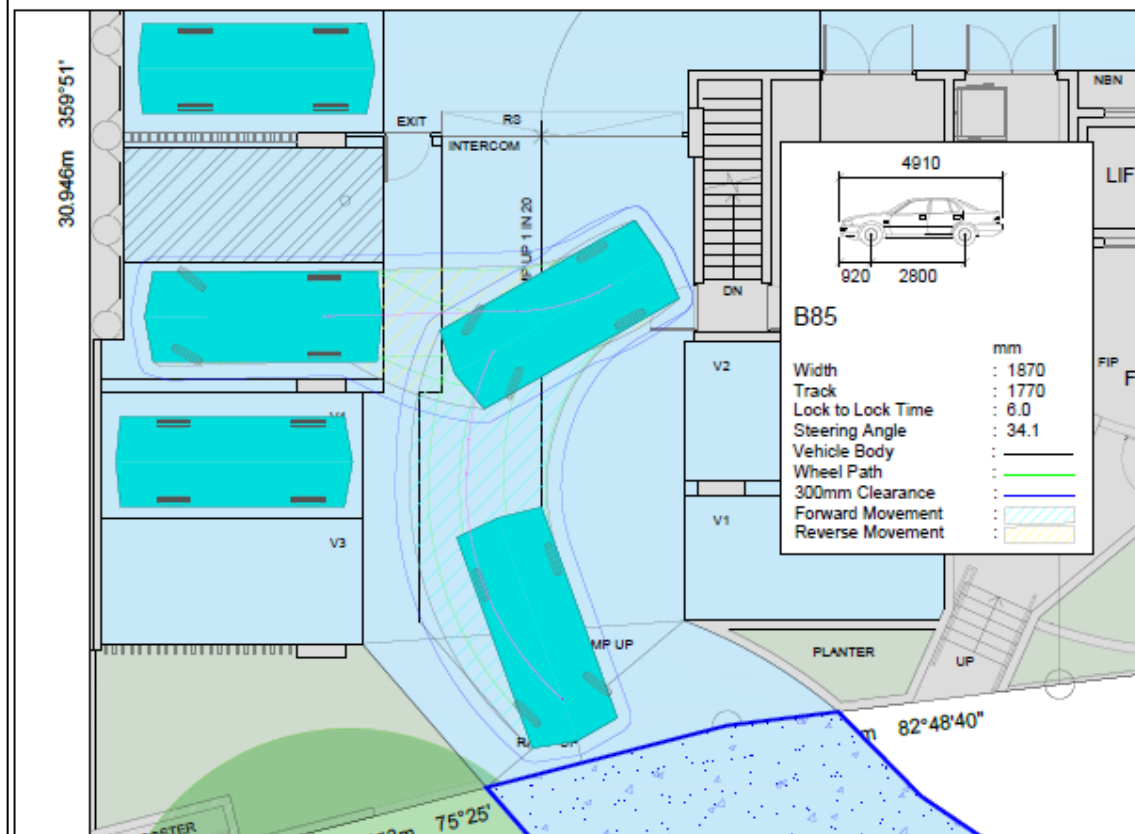
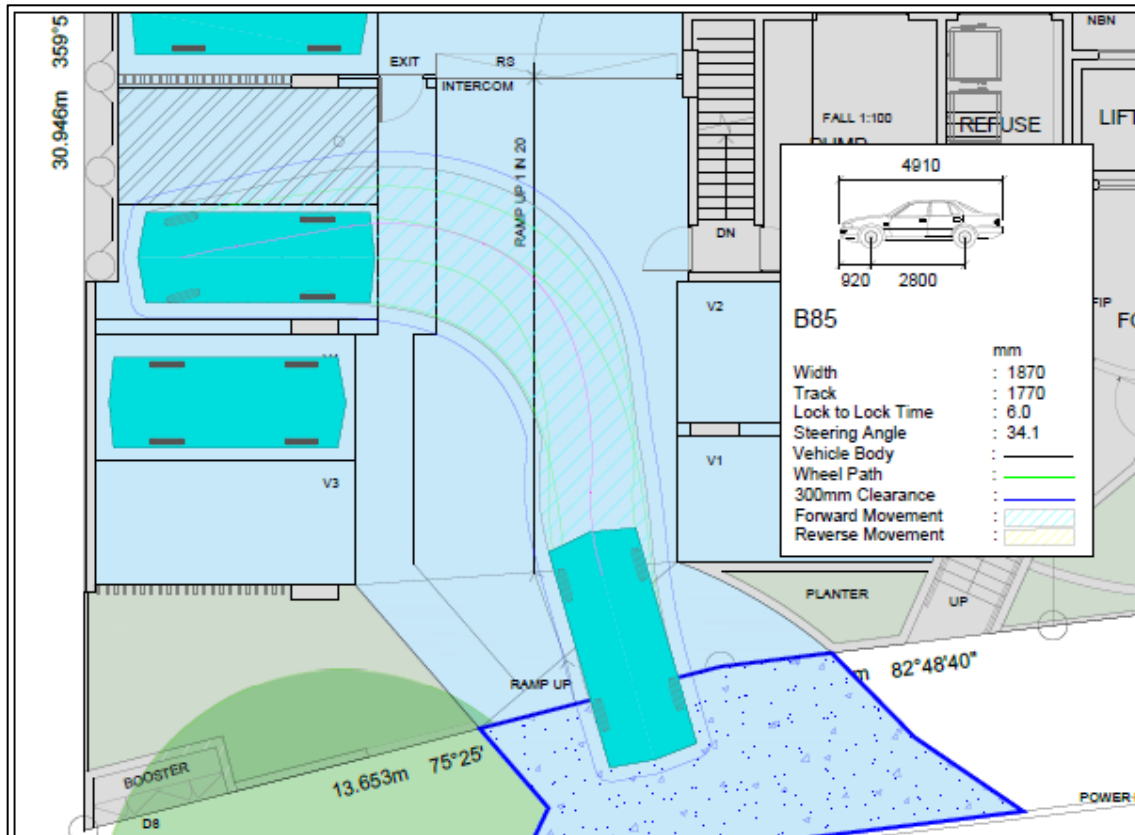


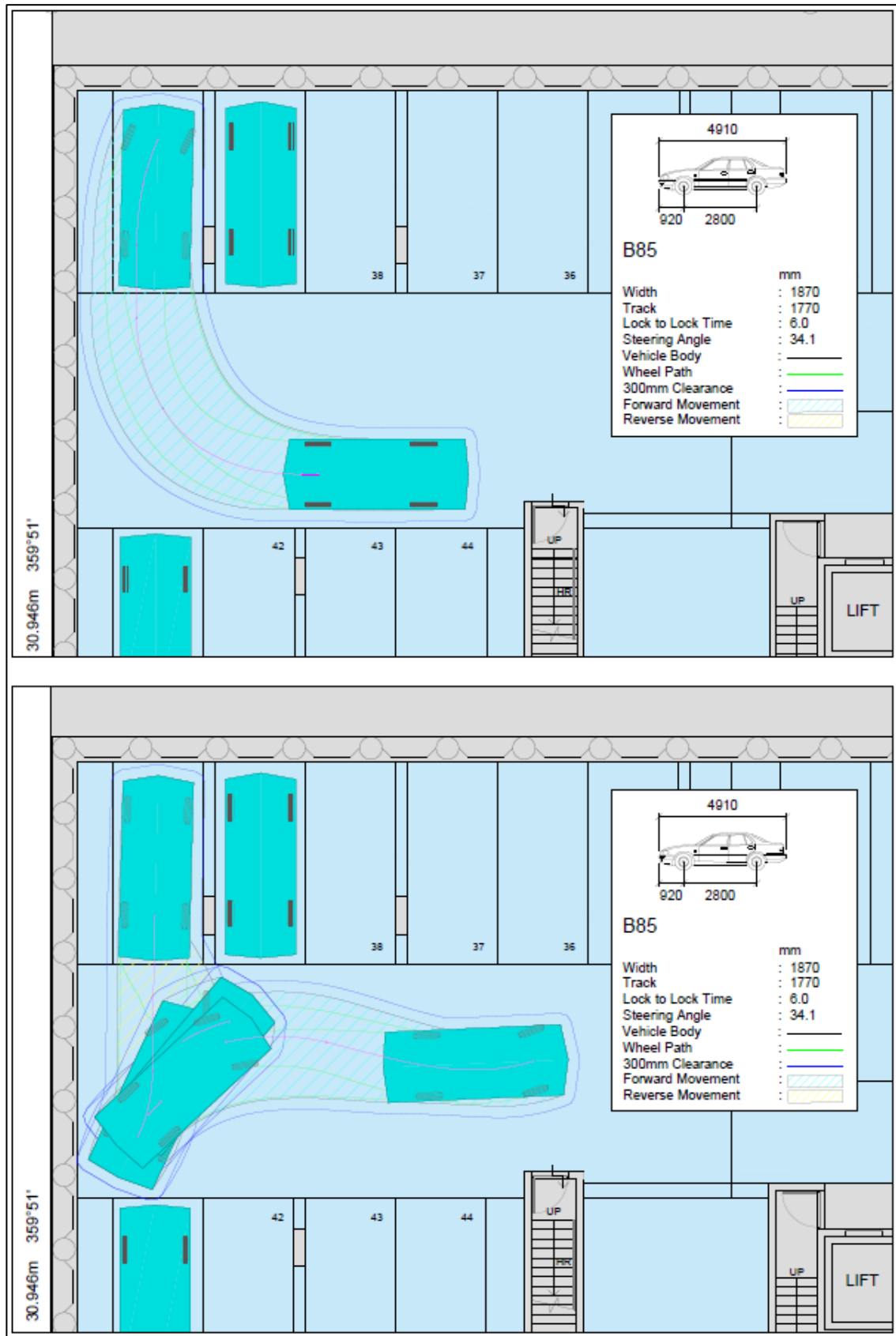
GROUND LEVEL DIMENSIONS

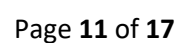


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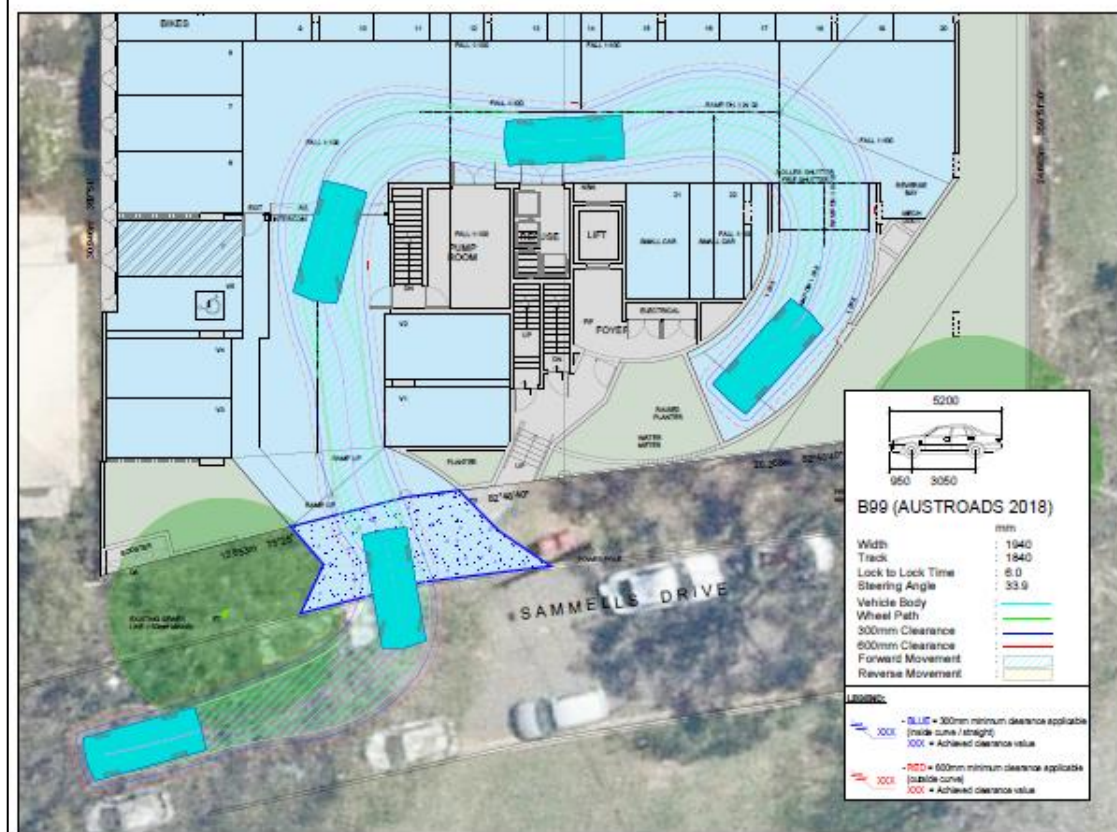
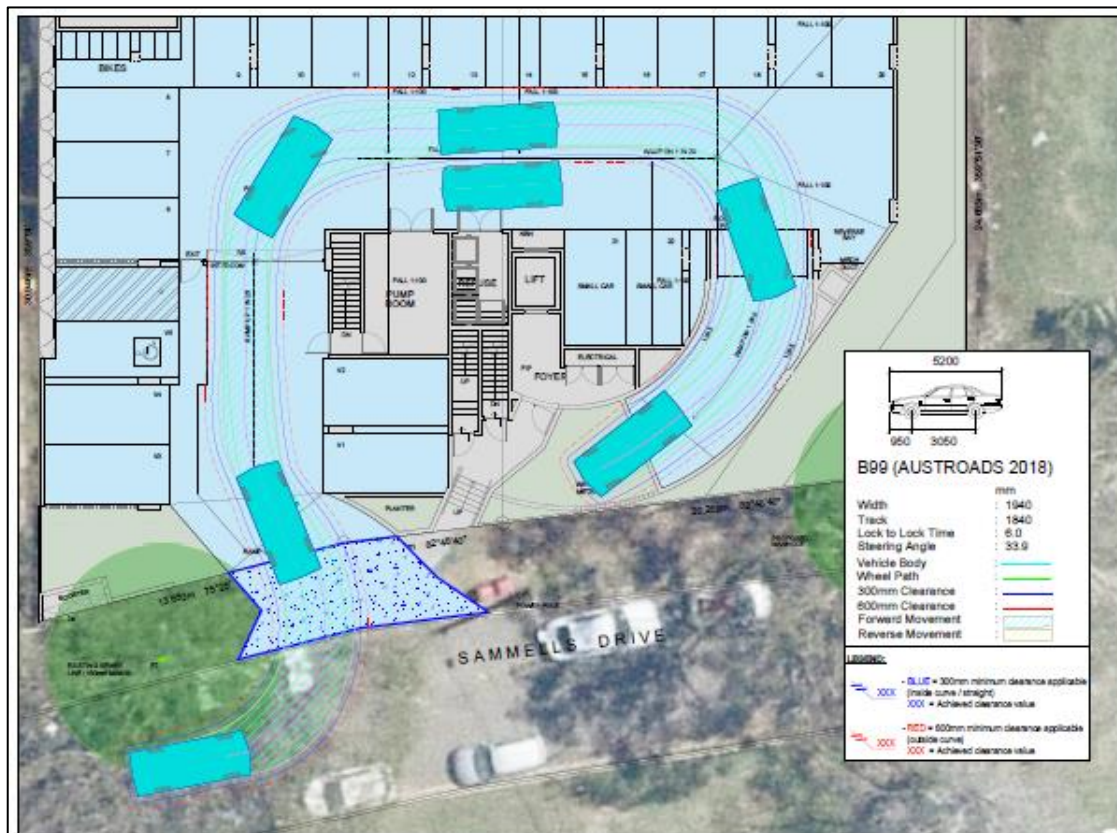
ATTACHMENT C – SWEEPED PATHS OF A B85 DESIGN VEHICLE







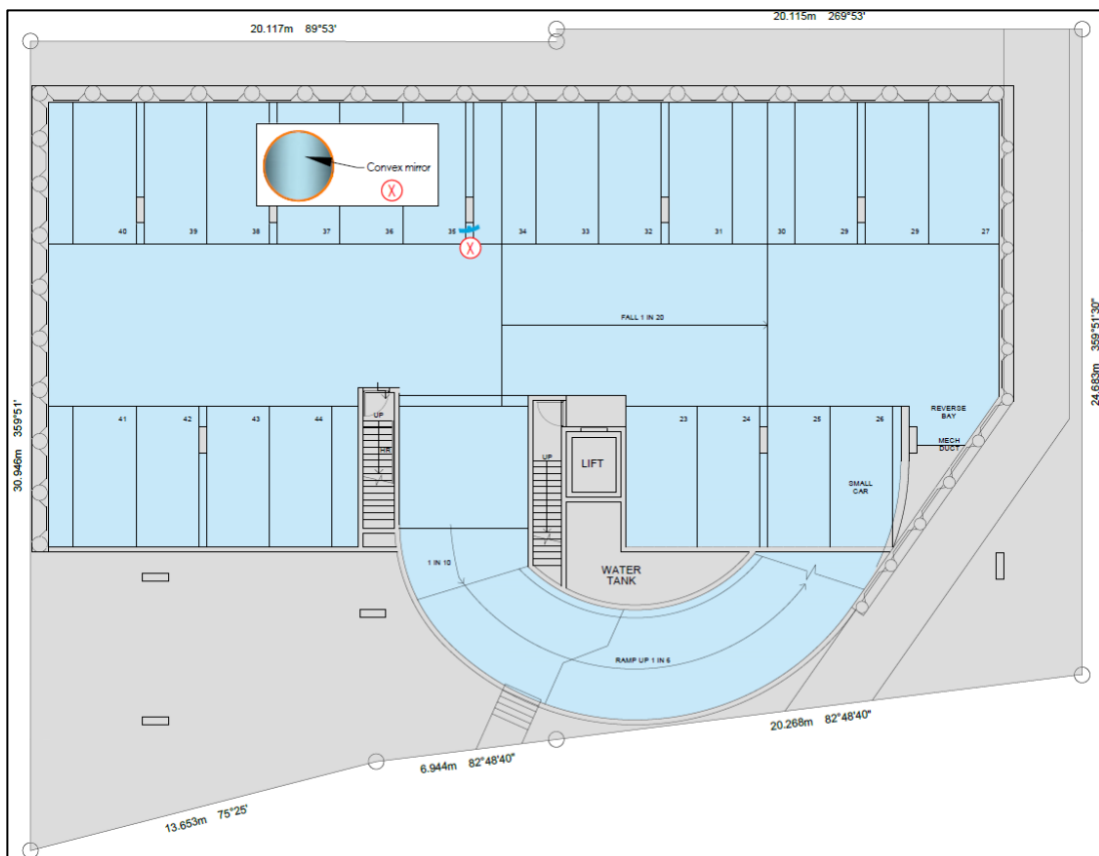
ATTACHMENT D – SWEEP PATHS OF A B99 DESIGN VEHICLE



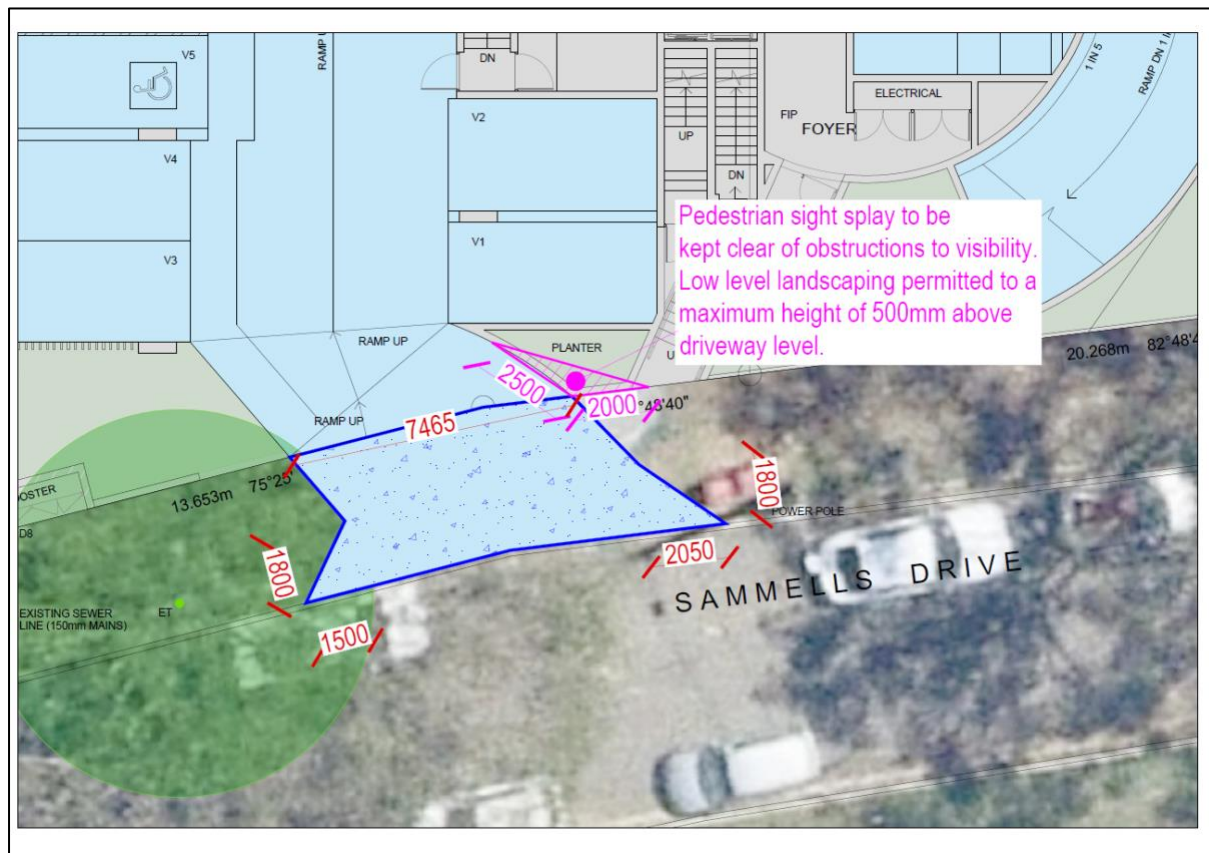
ATTACHMENT E – SWEEPED PATHS OF A B50 DESIGN VEHICLE (SMALL CARS)





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ATTACHMENT G – PROPOSED ACCESS ARRANGEMENTS



ATTACHMENT H – SWEEP PATHS OF A REAR LOADING REFUSE COLLECTION VEHICLE (RCV)

