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07/07/2026

**APPLICATION REF**

A007022105



# WAYMAKER

TRAFFIC ENGINEERING

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# TRAFFIC ENGINEERING REPORT

514 Algester Road, Parkinson



## About Waymaker Traffic Engineering

Waymaker Traffic Engineering is a newly formed consultancy which is backed by almost a decade of traffic engineering experience. This experience spans from larger and smaller consultancies which culminate in a specifically tailored service to your needs. At Waymaker, our first priority is a suitable outcome for the client requirements while also considering the end user. This results in a practical solution where all parties are satisfied. Waymaker Traffic Engineering has worked on various projects from single dwelling developments to master planning. If you would like to hear more about Waymaker Traffic Engineering, please reach out using the following details:

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## Document Details

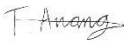
**Prepared For**

**Agape Physiotherapy**

**Project Title**

**514 Algester Road, Parkinson**

## Revision History

Description	Revision No.	Author	Approver	Signature	Date
Draft for client review	1	T.A	T.A		02/7/2026
Final	2	T.A	T.A (RPEQ 28656)		7/07/2026

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# 1 Introduction

## 1.1 Purpose of Report

Waymaker Traffic Engineering has been commissioned by Agape Physiotherapy to provide advice relating to the traffic engineering components of the proposed health care service development located at 514 Algester Road, Parkinson.

The following report aims to provide a holistic review of all development details and assess their suitability with the external road network. A copy of the development plans are provided in Appendix A.

## 1.2 Referenced Guidelines

In order to assess the proposed arrangements, the proposed development plans have been assessed against the following guidelines:

- 📍 Australian Standard 2890.1 – Off Street Car Parking, 2004
- 📍 Australian Standard 2890.6 - Off-street parking for people with disabilities, 2022
- 📍 Brisbane City Council Planning Scheme, 2014
- 📍 Transport for New South Wales Guide to Transport Impact Assessments, 2024

## 2 Existing Conditions

### 2.1 Site Location & Land Use

The development site is located at 514 Algester Road, Parkinson and is classed as a low density residential zone in the Brisbane City Council (BCC) Planning Scheme. The site is currently accommodating a residential use.

The site has Algester Road to the west, and residential uses in all other directions. Access to the site is currently provided via Algester Road. The site location and surrounds are illustrated in Figure 2-1.

Figure 2-1 Site Location



Source: Nearmap

### 2.2 Existing Road Network

The external road network surrounding the proposed development site is outlined in Table 2-1.

Table 2-1 Key Road Characteristics

Road	Authority	Hierarchy	Speed Limit	Typical Cross Section
Algester Road	Council	Suburban Road	60km/hr	Two - Four lanes, undivided
Nottingham Road	Council	Suburban Road	60km/hr	Two lanes, undivided

## **2.3 Existing Active Transport**

A review of active transport facilities within close proximity to the proposed development identified that pedestrian paths are provided on both sides of all surrounding streets. The provided pedestrian paths vary in width but are predominately 1.2m wide.

Additionally, no on-road cycling facilities are provided on the surrounding road network.

## **2.4 Existing Public Transport**

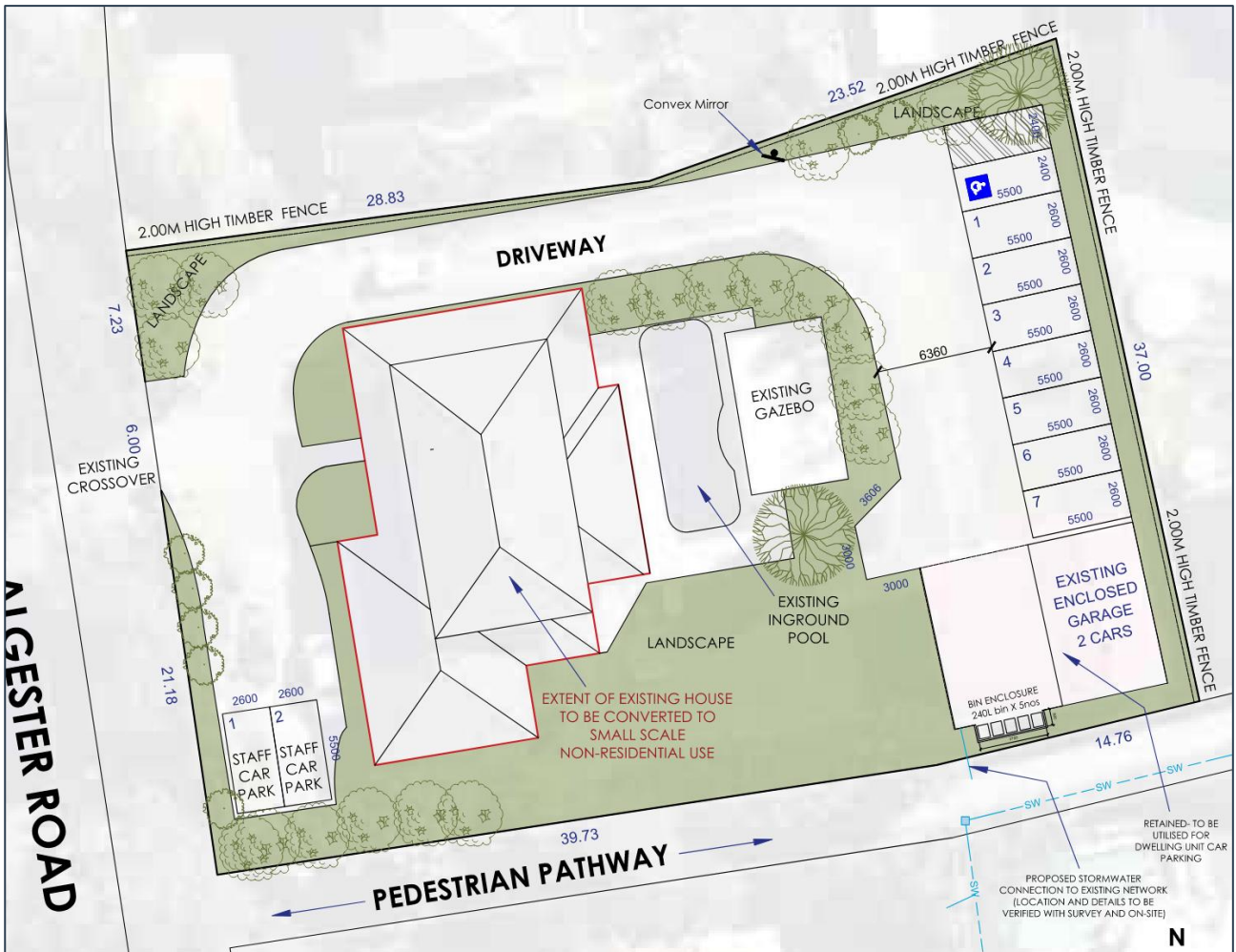
The proposed development is provided with seven (7) bus stops within 400m (5 minute walk). The bus stops provide access to multiple bus routes, allowing future staff and patients to access surrounding destinations including Brisbane City.

# 3 Development Proposal

## 3.1 Development Details

The proposed development intends to provide a material change of use for the existing dwelling to include a health care service. The proposed health care service will provide a gross floor area (GFA) of 180m<sup>2</sup>. The proposed development plan is outlined in Figure 3-1.

Figure 3-1 Proposed Development



## 3.2 Access Arrangements

The proposed development will gain access to the external road network via the existing crossover on Algester Road. The existing access is an all movement access and provides access to 12 car parking spaces.

## 4 Car Parking

### 4.1 Car Parking Provision

The proposed development car parking requirement has been determined in line with the BCC Transport, Access, Parking and Servicing Planning Scheme Policy (TAPS). The car parking requirements are outlined in Table 4-1.

Table 4-1 Car Parking Provision

Land Use	Yield	Car Parking Rate	Car Parking Requirement	Car Parking Provision
Dwelling Unit	One (1) dwelling	1.5 spaces per 2 bedroom dwelling	2 spaces	2 spaces
Health Care Service	180m <sup>2</sup>	6 spaces per 100m <sup>2</sup> GFA	11 spaces	10 spaces
<b>Total</b>			<b>13 spaces</b>	<b>12 spaces</b>

As outlined in Table 4-1, the proposed development is required to provide a minimum of 13 car parking spaces. The proposed development provides 12 car parking spaces. This is a shortfall of one (1) space on the car parking requirement. Notwithstanding this, the proposed provision is considered supportable having regard to the specific nature of the use, the relocation of an existing appointment-based physiotherapy clinic and the ability for the operator to manage parking demand through appointment scheduling.

#### 4.1.1 Car Parking Demand

The proposed health care service will operate as a physiotherapy use rather than a high-turnover general medical centre. Physiotherapy appointments are typically booked in advance and can be managed to avoid overlapping peaks in patient demand. This provides a greater ability to control parking demand compared with uses that accommodate walk-in or unscheduled patient activity.

The proposed car parking provision is considered acceptable for the following reasons:

- The health care service is the relocation of an existing Agape Physiotherapy practice and is not expected to operate as a high-turnover walk-in clinic,
- Physiotherapy appointments are typically scheduled in advance, allowing the operator to control patient arrival and departure patterns,
- Appointment spacing can be managed to reduce overlap between departing and arriving patients,
- Staff parking has been allocated to car parking spaces at the front, ensuring the rear car parking spaces are for patients and visitors,
- The health care service is limited to 180m<sup>2</sup> GFA and is small in scale;
- The proposed development only provides a one (1) car parking space shortfall on the BCC requirement,
- Patient parking demand will generally be short-stay and turnover throughout the day,
- The existing dwelling unit parking provision is separately accommodated within the retained enclosed garage and will not rely on the health care service parking supply,

- ⦿ A parking management plan can be implemented to ensure appointment bookings are coordinated with available parking supply.

It is recommended that Agape Physiotherapy manage bookings so that concurrent practitioners and patient appointments are scheduled to meet the car parking provision. Staff should also be required to park within the nominated staff spaces at the front of the site to maximise the availability of rear parking spaces for patients.

Therefore, the proposed car parking provision is considered suitable for the proposed development.

## 4.2 Car Parking Design

A review of the car parking design has been undertaken according to the requirements in BCC TAPS. The compliance of the proposed development is outlined in Table 4-2.

Table 4-2 Car Parking Design

Design Element	TAPS Requirement	Proposed Design	Compliance
Parking space length	5.4m	5.5m	✓
Parking space width	2.6m	2.6m	✓
Parking aisle width	6.2m	Min. 6.36m	✓
PWD space length	5.4m	5.5m	✓
PWD space width	2.4m +2.4m shared space	2.4m +2.4m shared space	✓
Circulation width	6.0m	Min. 4.5m	✗
Blind Aisle	Turnaround required	Turnaround provided	✓

Table 4-2 outlines that the proposed development meets the requirements of BCC TAPS with the exception of the circulation width.

### 4.2.2 Circulation Width

The one-way internal circulation aisle is shown with a minimum width of approximately 4.5m. This is considered supportable given the low expected traffic generation, the appointment-based operation and the limited number of vehicles expected to circulate through the site at any one time.

It is recommended that convex mirrors be provided as shown on proposed plans to maximise intervisibility between circulating vehicles. Convex mirrors will assist drivers in identifying approaching vehicles within the driveway and will support the safe operation of the one-way circulation arrangement. It is also recommended that landscaping adjacent to internal circulation areas is maintained to ensure sight lines

It is noted that the existing garage for the dwelling unit is being retained and so has not been assessed. Therefore, the proposed development has been designed appropriately for the proposed use.

## 5 Design Considerations

A detailed review of the proposed development design has been undertaken to ensure compliance with relevant guidelines.

### 5.1 Access Design

The development gains access via an existing all movements crossover on Algester Road. The retention of the existing crossover is considered appropriate as it avoids introducing a new access conflict point and maintains the established access arrangement for the site. The proposed development will also provide low traffic generation (refer to section 7) which is not expected to significantly impact the operation of the existing driveway.

It is noted that the width of the existing driveway will be confirmed at the detailed design phase and confirm that the largest service vehicle can access the site.

### 5.2 Sight Distance

Sight distance requirements are based on the frontage road speed in line with BCC TAPS. Algester Road has a posted speed limit of 60km/hr and thus the minimum sight distance is 85m. The proposed development access location provides 65m to the north which is below the BCC TAPS requirement.

The existing sight distance is primarily restricted due to the existing road geometry and the proximity of the access to the Algester Road / Nottingham Road roundabout. The Algester Road / Nottingham Road roundabout is expected to slow vehicles approaching the site access, reducing the sight distance requirements. The resulting vehicle speeds are expected to require a sight distance less than the provided sight distance at the existing access. Additionally, the provided sight distance is in line with the AS2890.1 requirement of 65m.

On this basis, while the existing access does not strictly meet the BCC TAPS sight distance requirement, the arrangement is considered acceptable from a traffic engineering perspective having regard to AS2890.1, the existing access location and speed-reducing influence of the Algester Road / Nottingham Road roundabout.

### 5.3 Pedestrian Sight Splay

According to AS2890.1, a 2.0m by 2.5m pedestrian sight splay is required at the proposed access to allow for safe interactions between vehicles and pedestrians.

The proposed development provides a 2.0m by 2.5m pedestrian sight splay which is in line with AS2890.1. However, it is recommended that any landscaping within the pedestrian sight splay be restricted to 0.6m high.

## **6 Servicing Arrangements**

### **6.1 Overview**

The largest service vehicle required is anticipated to be a refuse collection vehicle (RCV) for waste collection and a van for servicing. Servicing and refuse collection are proposed to occur on-site.

The RCV will access the site via the proposed crossover, access the informal loading bay and leave the site in a forward gear. The van is expected to utilise the proposed car parking provision for servicing.

### **6.2 Swept Path Assessment**

To ensure that the proposed development is able to cater for a RCV and van, a swept path assessment of an RCV was undertaken as illustrated in Appendix B. The swept path assessment outlines that a RCV is able to safely and efficiently access the site and maintain required clearances.

## 7 Traffic Impact

The Transport for New South Wales (TfNSW) Guide to Transport Impact Assessments (GTIA) has been referenced for the proposed medical centre. The estimated traffic generation of the proposed development is outlined in Table 7-1.

Table 7-1 Proposed Traffic Generation

Land Use	Yield	Average Traffic Generation Rate	Traffic Generation
Medical Centre	180m <sup>2</sup>	32vph	32vph
Dwelling Unit	One dwelling	0.84vh	0.84vph
<b>Total</b>			<b>33vph</b>

As outlined in Table 7-1, the proposed development will generate a maximum of 33vph in the peak periods. The proposed medical centre traffic generation is expected to be low and will be distributed across the local road network. Given the site's location on Algester Road, traffic movements are expected to disperse to the surrounding road network

Furthermore, the proposed five (5) treatment rooms indicate that the actual traffic generation is likely to be lower than the TfNSW guidance. Assuming each treatment room generates one (1) staff trip and one (1) patient trip, this is a maximum of 10vph which is considered to be low.

Therefore, the proposed development is able to be accommodated by the external road network.

## 8 Summary

Waymaker Traffic Engineering prepared this report for Agape Physiotherapy to address Brisbane City Council's information request regarding the proposed development of a health care service at 514 Algester Road, Parkinson. The key findings of the assessment are outlined as follows:

- 💡 **Site & Surroundings:** The site is located in a low density residential zone, with Algester Road to the west. Algester Road is a divided road, with a posted speed limit of 60 km/h.
- 💡 **Transport Context:** Pedestrian paths exist on surrounding streets with no dedicated cycling lanes provided. Seven (7) bus stops are located within 400m of the proposed development.
- 💡 **Proposed Development:**
  - The proposed development provides a material change of use for the existing dwelling to include a health care service. The proposed health care service will provide a gross floor area (GFA) of 180m<sup>2</sup>.
  - A total of 12 car parking spaces is provided which is a shortfall of one (1) space on the BCC TAPS minimum requirement of 13 car parking spaces. This is considered sufficient due to the appointment based nature of the physiotherapy clinic. Appointments can be scheduled to ensure car parking supply is maintained for the proposed development.
- 💡 **Design Compliance:**
  - The proposed car parking dimensions meet the BCC TAPS requirements except for circulation width. The low traffic generation, appointment based nature and proposed convex mirrors ensure the proposed 4.5m circulation width maintains a safe level of operation.
  - Sight distance on Algester Road falls below the BCC TAPS requirement. However, the existing Algester Road // Nottingham Road roundabout ensures that vehicle speeds are lower when approaching the proposed site access. The proposed sight distance also meets the AS2890.1 requirement and is considered sufficient.
- 💡 **Servicing:** Waste collection and servicing are proposed to be on-site. A swept path assessment of an RCV was undertaken which outlined that an RCV can safely and efficiently access the site.
- 💡 **Traffic Impact:** The proposed development is expected to generate 32vph based on TfNSW guidance and 10vph based on first principles. This level of traffic generation is low and is not expected to significantly affect the external road network.

The proposed development complies with relevant guidelines and is considered suitable in terms of access, parking, servicing, and traffic impact.

**APPENDIX A:**

**PROPOSED**

**DEVELOPMENT PLANS**





**514 ALGESTER ROAD  
PARKINSON  
Lot 1 on RP857065**

**PROPOSED FLOOR PLAN**  
SMALL-SCALE  
NON RESIDENTIAL USE

**DEVELOPMENT STATISTICS**

**SITE AREA** - 1,843m<sup>2</sup>

**GROSS FLOOR AREA (PROPOSED)**

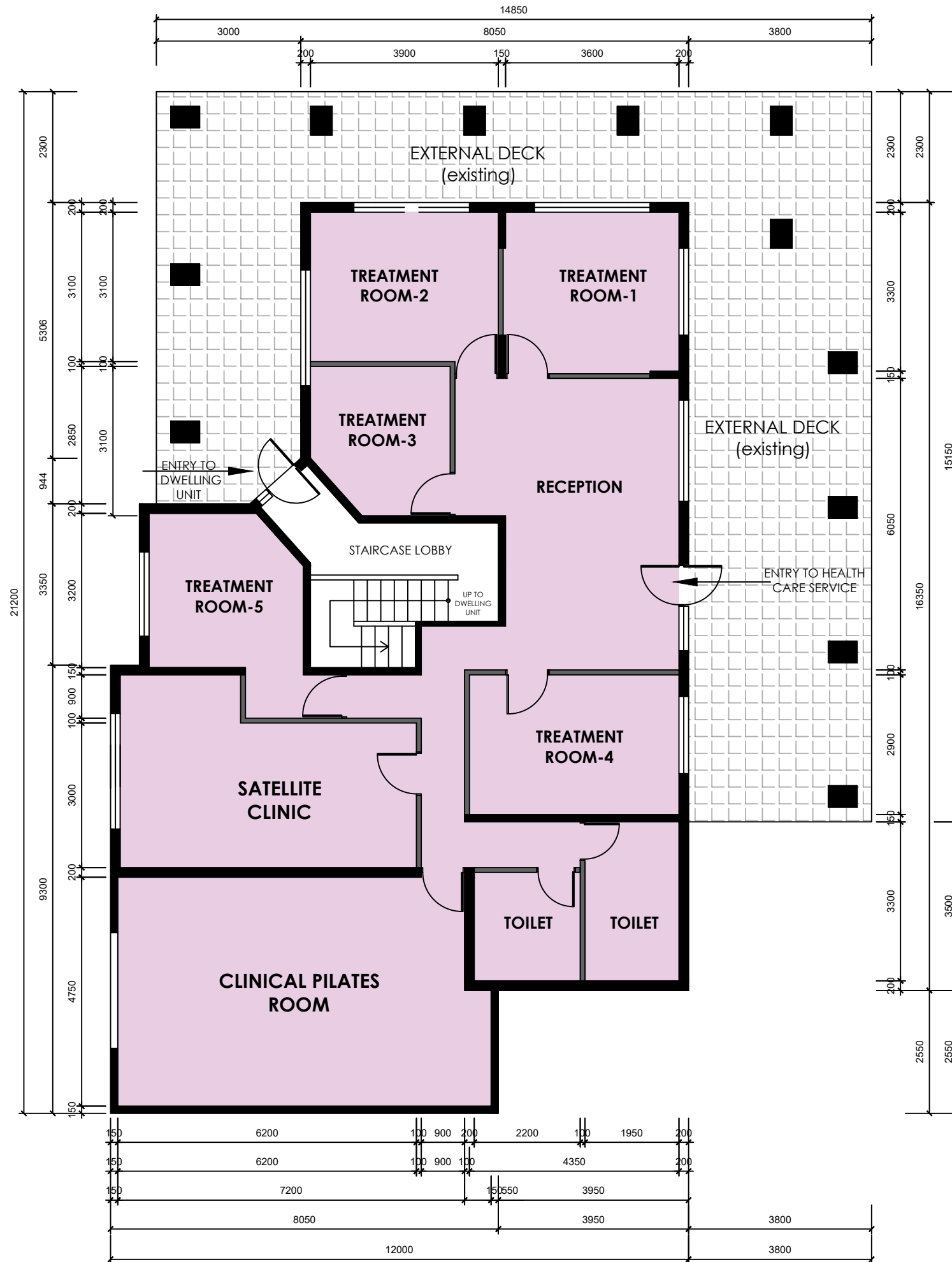
DWELLING UNIT - 130.00m<sup>2</sup>  
(incl. entry lobby & staircase)

HEALTH CARE SERVICE - 180.00m<sup>2</sup>  
(excl. external deck area)

**TOTAL GFA** - 310.00m<sup>2</sup>

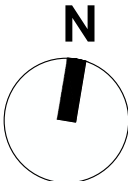
**CAR PARKING (PROPOSED)**

DWELLING UNIT - 2  
HEALTH CARE SERVICE - 10  
**TOTAL NUMBER OF CAR PARKS** - 12



**GROUND LEVEL PLAN**

HEALTH CARE SERVICE



**GENERAL NOTES:**

- All dimensions are indicative only and are to be verified by title and detailed survey.



LOCALITY: PARKINSON	
LOCAL GOVERNMENT: BRISBANE CITY COUNCIL	
SHEET 02 OF 03	SCALE: 1:100 @ A3
DATE - 30/03/26	
DRAWING NUMBER	
<b>AGAP-001-PL-02 (V2)</b>	

**514 ALGESTER ROAD  
PARKINSON  
Lot 1 on RP857065**

**PROPOSED FLOOR PLAN**  
SMALL-SCALE  
NON RESIDENTIAL USE

**DEVELOPMENT STATISTICS**

**SITE AREA** - 1,843m<sup>2</sup>

**GROSS FLOOR AREA (PROPOSED)**

DWELLING UNIT - 130.00m<sup>2</sup>  
(incl. entry lobby & staircase)

HEALTH CARE SERVICE - 180.00m<sup>2</sup>  
(excl. external deck area)

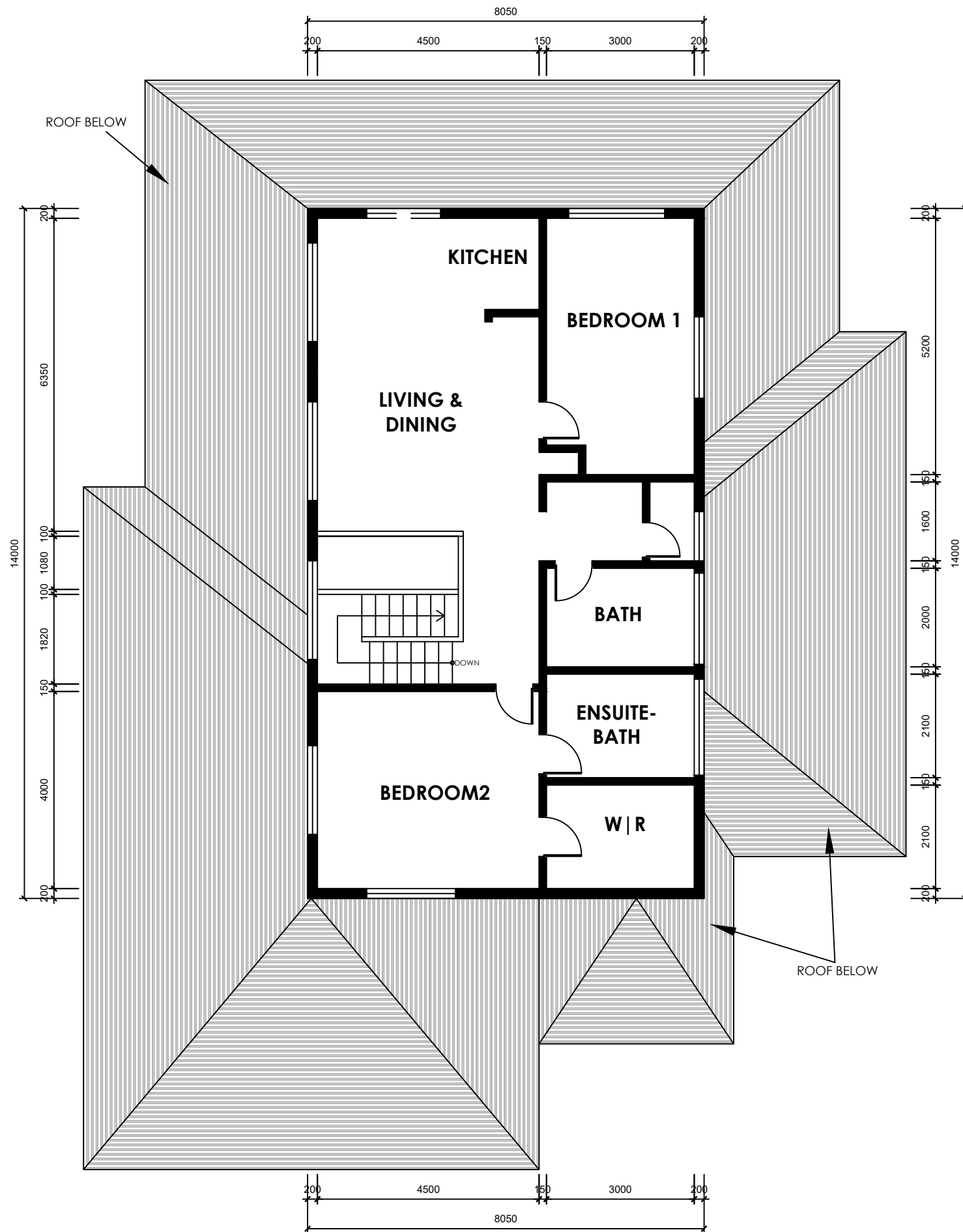
**TOTAL GFA** - 310.00m<sup>2</sup>

**CAR PARKING (PROPOSED)**

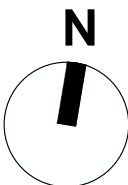
DWELLING UNIT - 2

HEALTH CARE SERVICE - 10

**TOTAL NUMBER OF CAR PARKS** - 12



**FIRST LEVEL PLAN**  
DWELLING UNIT



**GENERAL NOTES:**

- All dimensions are indicative only and are to be verified by title and detailed survey.



LOCALITY: PARKINSON

LOCAL GOVERNMENT: BRISBANE CITY COUNCIL

SHEET 02 OF 03 SCALE: 1:100 @ A3

DATE - 07/05/26

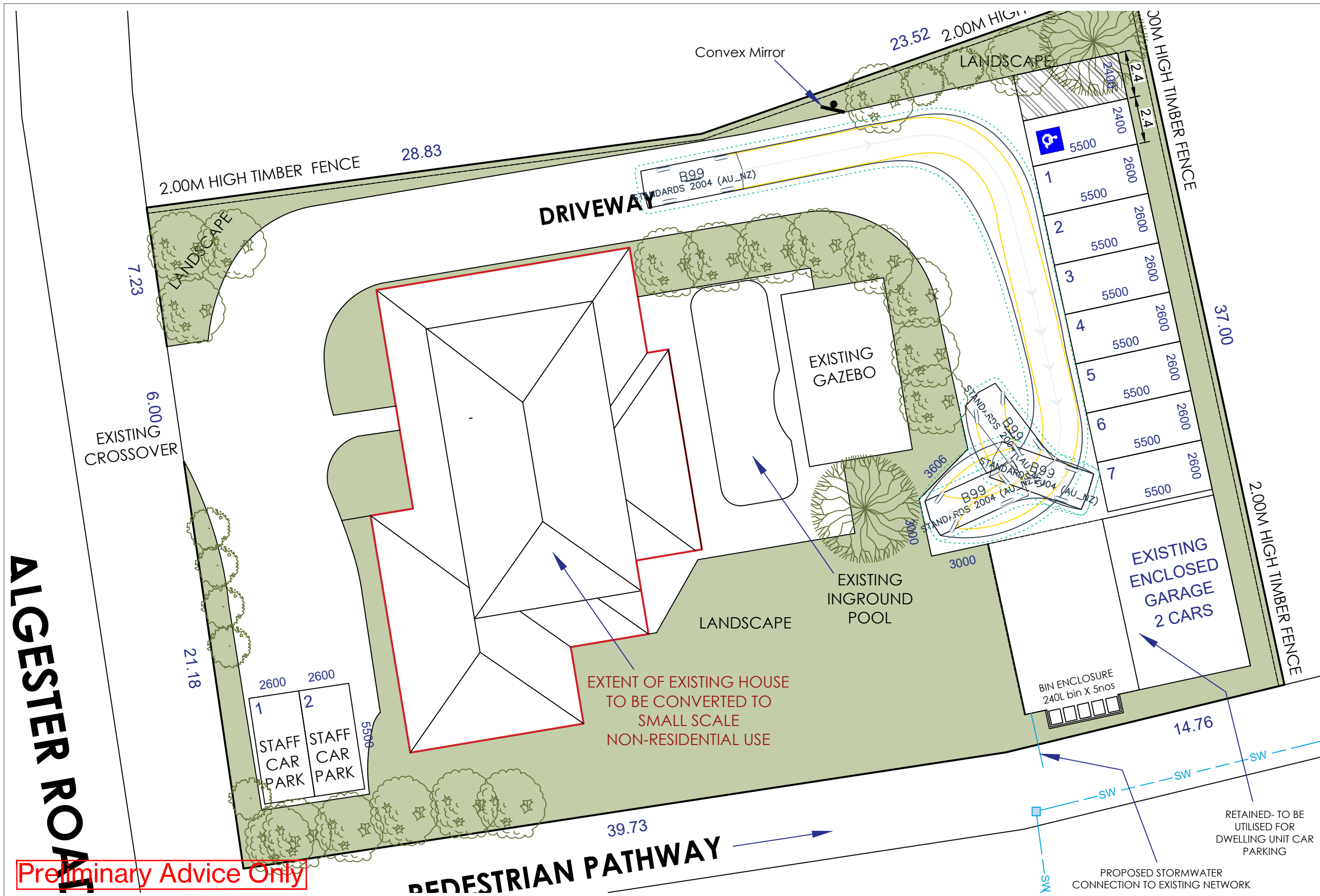
DRAWING NUMBER

**AGAP-001-PL-03 (V2)**

# APPENDIX B:

## SWEPT PATH ASSESSMENT





**PROPOSED SITE PLAN**

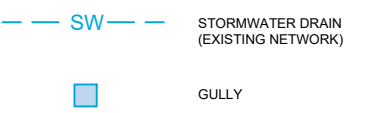
**DEVELOPMENT STATISTICS**

SITE AREA - 1,843m<sup>2</sup>

**GROSS FLOOR AREA (EXISTING)**  
 GROUND LEVEL - 195.00m<sup>2</sup>  
 FIRST LEVEL - 115.00m<sup>2</sup>  
**TOTAL GFA - 310.00m<sup>2</sup>**  
 (excl. external deck area-120m<sup>2</sup>)

**CAR PARKING (PROPOSED)**  
 DWELLING UNIT - 2  
 HEALTH CARE SERVICE - 10  
**TOTAL NUMBER OF CAR PARKS - 12**

**UTILITIES- STORMWATER**



**GENERAL NOTES:**  
 • All dimensions are indicative only and are to be verified by title and detailed survey.



**ALGESTER ROAD**

Preliminary Advice Only

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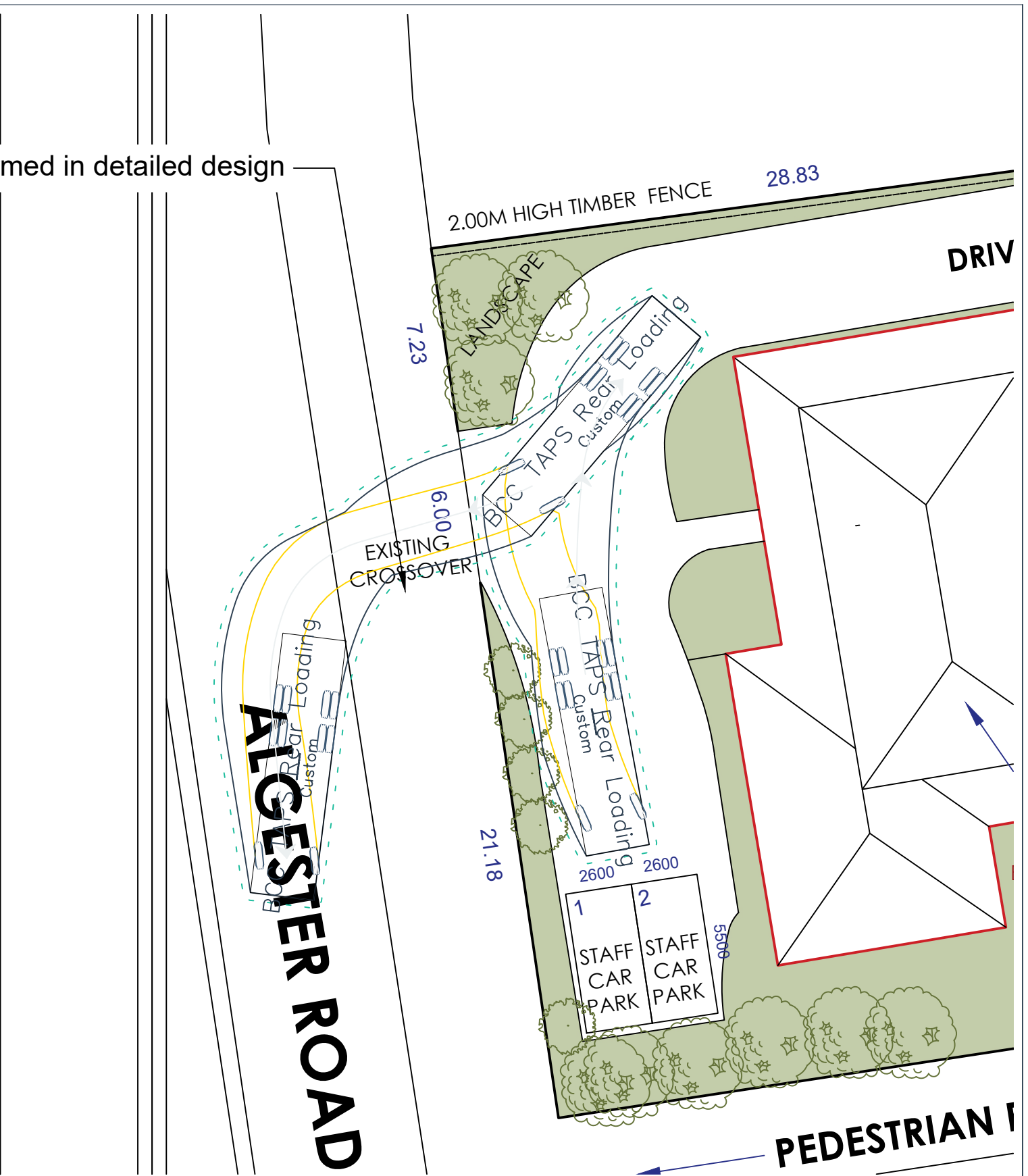
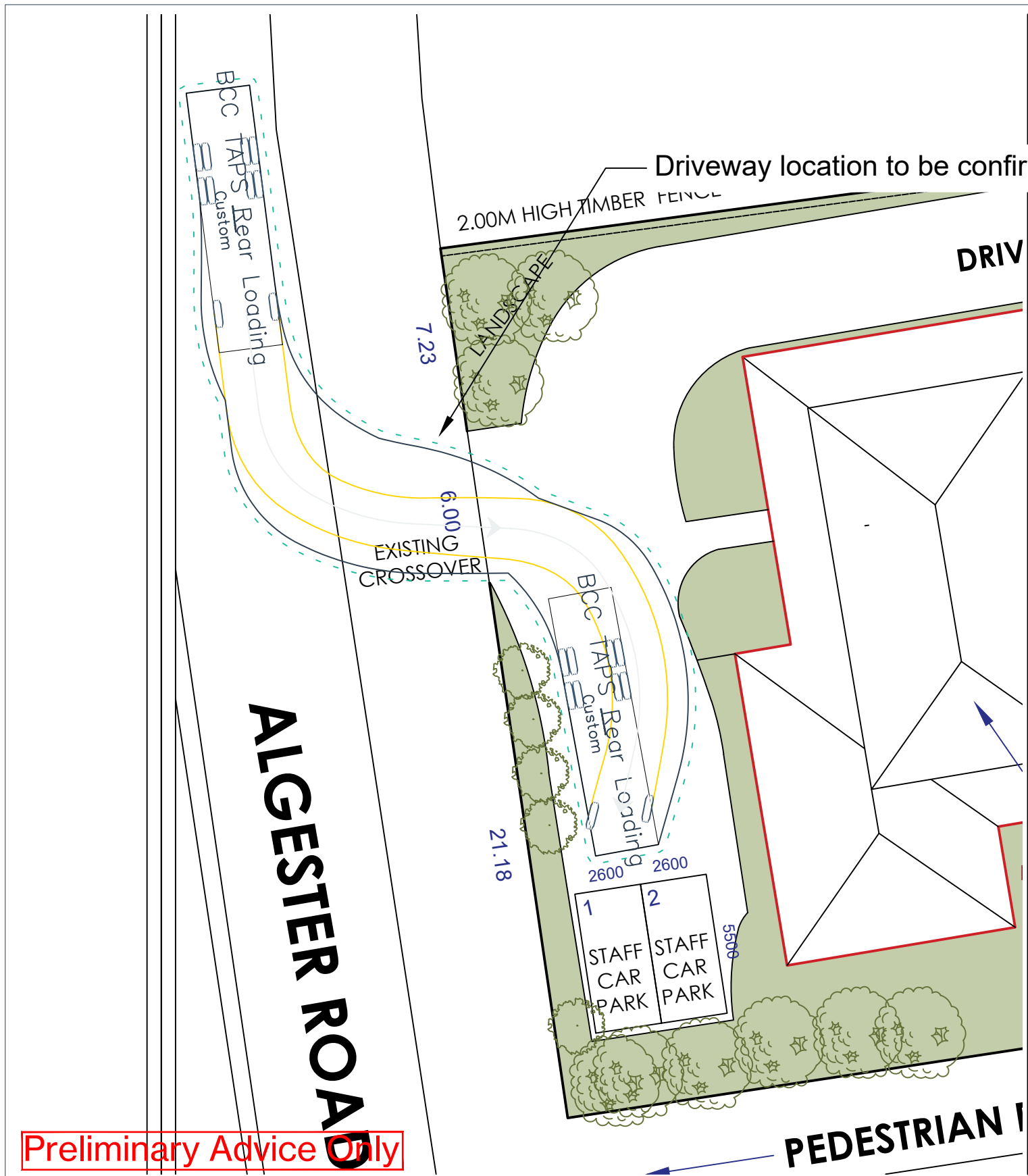
SCALE 1:200

300mm Clearance  
 Vehicle Body  
 Front Tyres  
 Vehicle Path

**B99**  
 Width : 1.94  
 Track : 1.84  
 Lock to Lock Time : 6.0  
 Steering Angle : 33.5

Client: Agape Physiotherapy  
 Project: 514 Algester Road, Parkinson  
 Drawing Title: B99 Swept Path Assessment

Drawing Number SK02  
 Date 02/07/2026  
 Revision B



Preliminary Advice Only

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Tetteh Anang  
RPEQ: 28656

*T. Anang*

SCALE 1:200

- 300mm Clearance
- Vehicle Body
- Front Tyres
- Vehicle Path

TAPS Code Rear Lift

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 40.3
Travel Height	: 3.6
Operating Height	: 3.6
Kerb to Kerb Radius	: 9.757

Client: Agape Physiotherapy

Project: 514 Algester Road, Parkinson

Drawing Title: RCV Swept Path Assessment

Drawing Number	SK03
Date	02/07/2026
Revision	A