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PO BOX 186
Corrimal NSW 2518

18 February 2026

Bruce Wilson
C/o Joshua O'Donnell
UXD Group
Joshuah@uxdgroup.co

Dear Bruce,

TAPS CODE ASSESSMENT – 289 WATERWORKS ROAD, ASHGROVE QLD

INTRODUCTION

STEP Advisory has been engaged to undertake a TAPS code assessment of the proposed residential development at 289 Waterworks Road

QUALIFICATIONS

The Assessment has been reviewed and approved by Mr Supun Perera, a Registered Professional Engineer Queensland (RPEQ), Registration No 18501.

DISCLAIMER

All material contained within this document is made available for the purposes of the **TAPS code Assessment for 289 Waterworks Road, Ashgrove Qld** (the purpose). STEP Advisory PTY LTD has relied on information provided to it by **UXD Design** or sourced from public sources and cannot be held responsible for the quality or accuracy of this information. Any analysis provided within this report cannot be relied upon in any form and forms general advice to **UXD Design**.

In preparing this document for this purpose, the best efforts of STEP Advisory were applied to obtain the latest information and make assessments and recommendations within industry practices for *Traffic Engineering Consulting Services*. All analysis, forecasts and assessments are considered as having been provided on a good-faith basis and no warranties are provided that circumstances will remain unchanged.

No responsibility is accepted for any errors, omissions or data that results in analysis, recommendations or conclusions that are incorrect where information was either not supplied in good faith or was publicly available.

PARTICULARS

The particular requirements for the Transport, Access, Parking and Servicing Code identified by Brisbane City Council in a RFI dated 05 July 2025 are shown below.

Traffic, access, parking and servicing

5) The Traffic, access, parking and servicing (TAPS) code is an applicable code for the proposed development. Assessment against this benchmark (Transport, access, parking and servicing code (TAPS)) has not been provided as part of the application. A Traffic report certified by a RPEQ is required to be provided that demonstrates that the proposed development meets the TAPS code.

- a) Provide a minimum of 4 resident carparking spaces as required to meet AO13 of the TAPS code.
- b) Demonstrate the proposed site access and provide swept path analysis as required to demonstrate safe and efficient site access in accordance with PO3, PO9 and PO15 of the TAPS code.
- c) Provide a Concept plan that includes proposed access, carparking space arrangements and clearances, ensure that are all clearly dimensioned.
- d) Assessment of the proposed development against the TAPS Code.

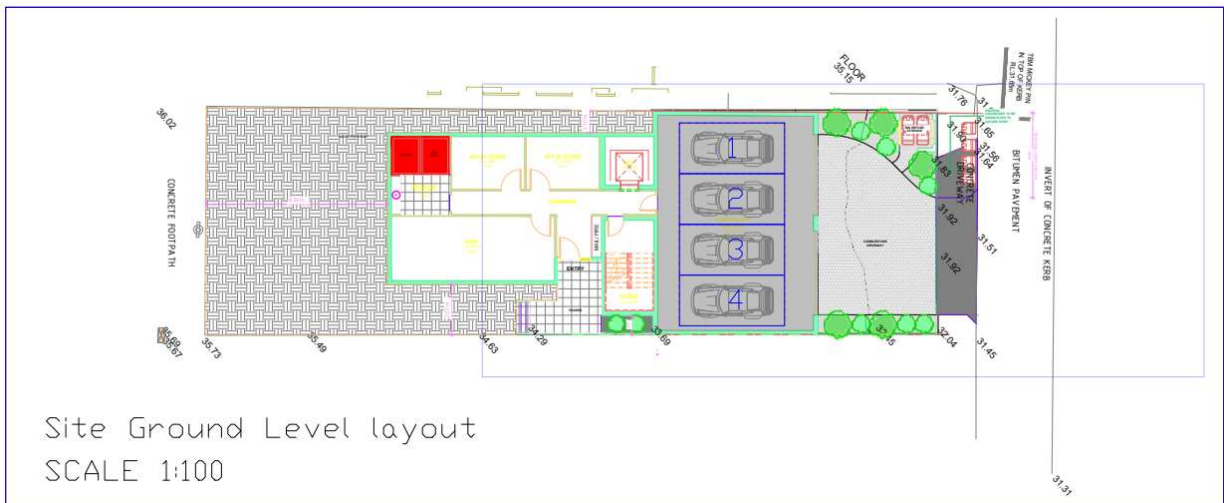
Source Brisbane City Council.

Each of these items are addressed in the following sections and as per attached plans.

a) Provide a minimum of 4 resident car parking spaces.

Plans as provided by UXD and reviewed by STEP Advisory, as shown below and as per Attachment A, show that four (4) resident car parking spaces are provided.

Figure 1 Site Layout showing four (4) spaces



b) Safe and efficient site access in accordance with PO3, PO9 and PO15 of the TAPS code.

The relevant sections of the TAPS code are outlined and responded to as follows

P03 - Development provides vehicle access that is located and designed...

AO3.1 Development provides site access that is located and designed in compliance...

- The Site complies with the relevant sections of the TAPSP as outlined in the response to item (d) below.

AO3.2 Development provides an easement for a vehicular access benefiting ...

- The vehicular access provides access to two dwellings with a common driveway as shown in Figure 2.

P.09 Development provides access driveways in the road area that are located, designed...

AO9.1 No acceptable outcome for access is prescribed, for a major development ...

- The site is not a major development under the TAPSP.

AO9.2 Development which is not a major development ...

- The site provides a single driveway to the lowest order road to which it has a frontage – Wessex Lane.

AO9.3 Development ensures that sight distances to and from all proposed access driveways...

- Wessex Lane is a straight alignment with the boundary at the driveway set 2.0 metres from the kerb invert. Further, the rear boundary, as shown below has no fencing or other obstructions to affect sight distance.

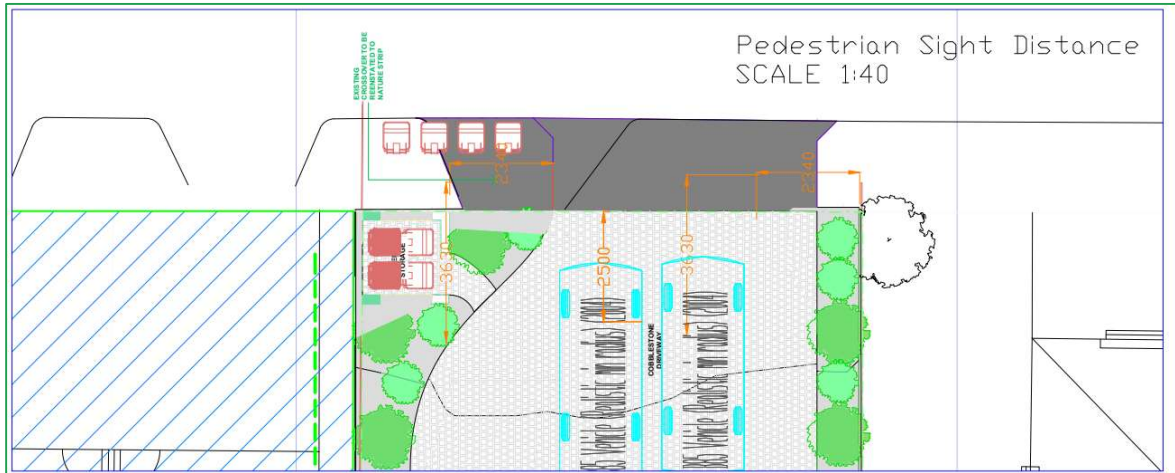
Figure 2 Rear Boundary 3d montage.



Source: UXD Group.

- Further, the sight distances have been measured and are sufficient as shown in the following figure, based on the worst movement (reversing from car space 4) with
 - Pedestrian visibility at 2.5 metres behind the property boundary and 2.0 metres inside the property boundary as shown below.

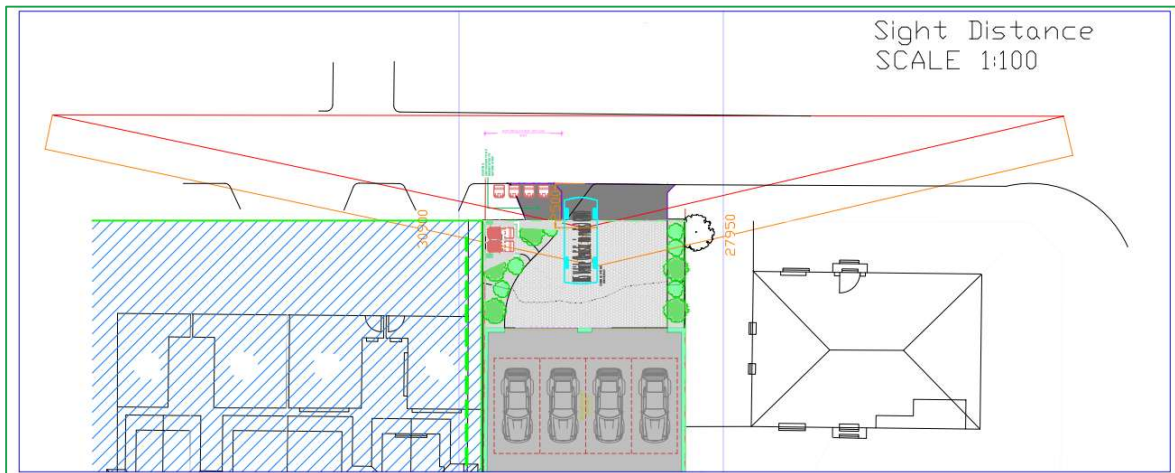
Figure 3 Pedestrian Sight Distances



Source: UXD Group modified by STEP Advisory.

- Driveway visibility extends to 30 metres to the west and to the intersection of Kadanga St to the east, meeting the requirements for a low-speed, narrow environment (assumed to be 40 km/h).

Figure 4 Driveway Sight Distances

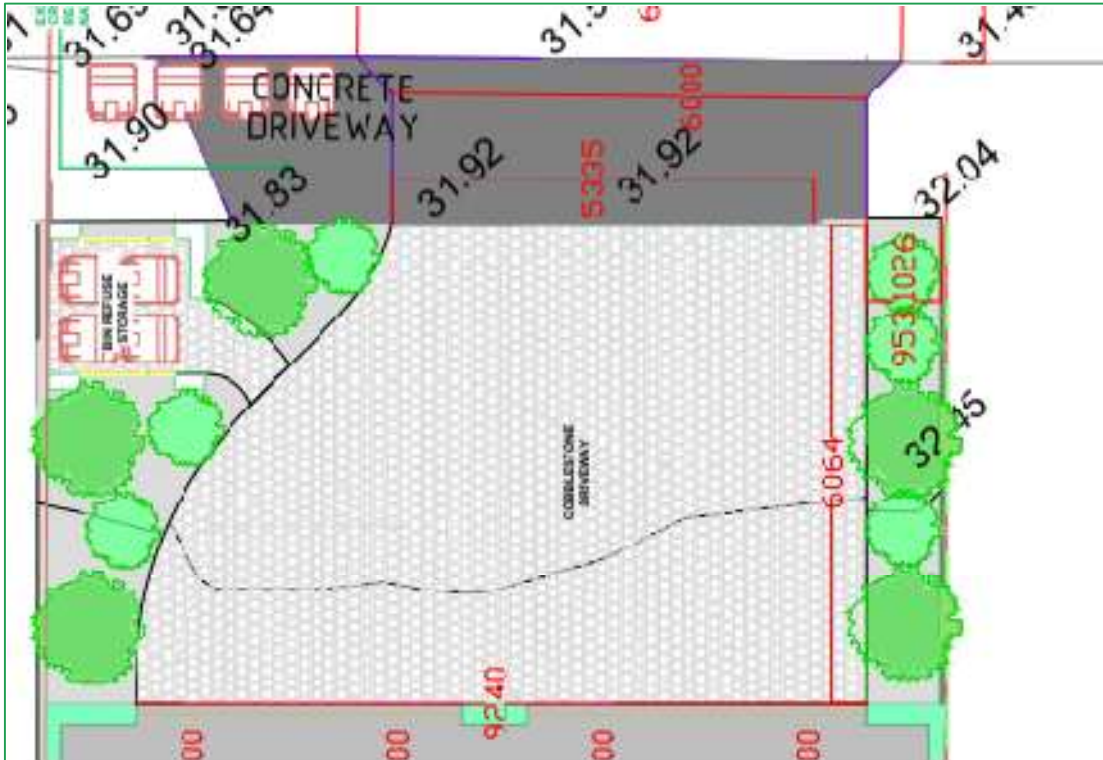


Source: UXD Group modified by STEP Advisory.

AO9.4 Development provides access driveways in the road area which...

- The driveway for the site is in accordance with the provisions of the TAPSP with dimensions as shown below and as attached.

Figure 5 Driveway Dimensions



Source: UXD Group modified by STEP Advisory.

AO9.5 Development makes provision for shared access arrangements particularly where it is ...

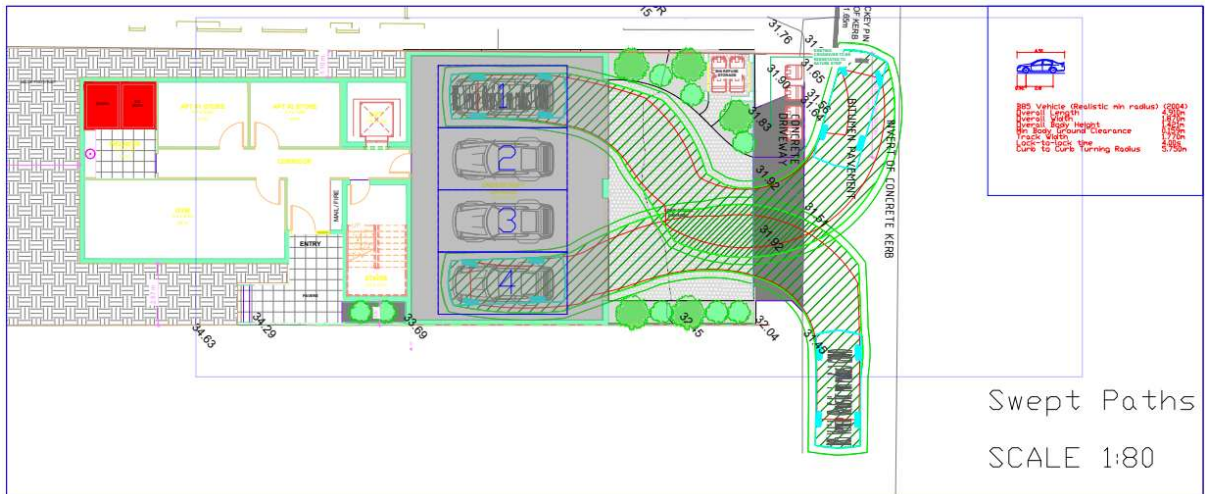
- The vehicular access provides access to two dwellings with a common driveway as shown in Figure 2.

PO15 Development provides a car park layout which allows for on-site vehicle parking..

AO15 Development provides parking bays, queue areas and manoeuvring...

- Swept paths for a B85 entering the site in a forward direction along Wessex Lane from the east and arriving at space 4 (tightest entry) and exiting the site in a forward direction to Wessex Lane towards the west and leaving from space 1 (tightest exit) are provided below and in the attachment.

Figure 6 B85 Swept Path



Source: UXD Group modified by STEP Advisory.

- The site has been designed to accommodate an SRV vehicle via forward-in reverse-out manoeuvring as shown in the following figure and in the attachment.

Figure 7 SRV Swept Path



Source: UXD Group modified by STEP Advisory.

c) Provide a Concept plan that includes proposed access, car parking space arrangements and clearances, ensure that all are clearly dimensioned.

Plans as provided by UXD and reviewed by STEP Advisory, as shown below and as per Attachment A, show that the parking spaces and arrangements are in compliance with the TAPSP scheme policy. In particular, the following aspects of the TAPSP policy are met.

7.8.2 (1) – All angled spaces are to be not less than 5.4 metres long.

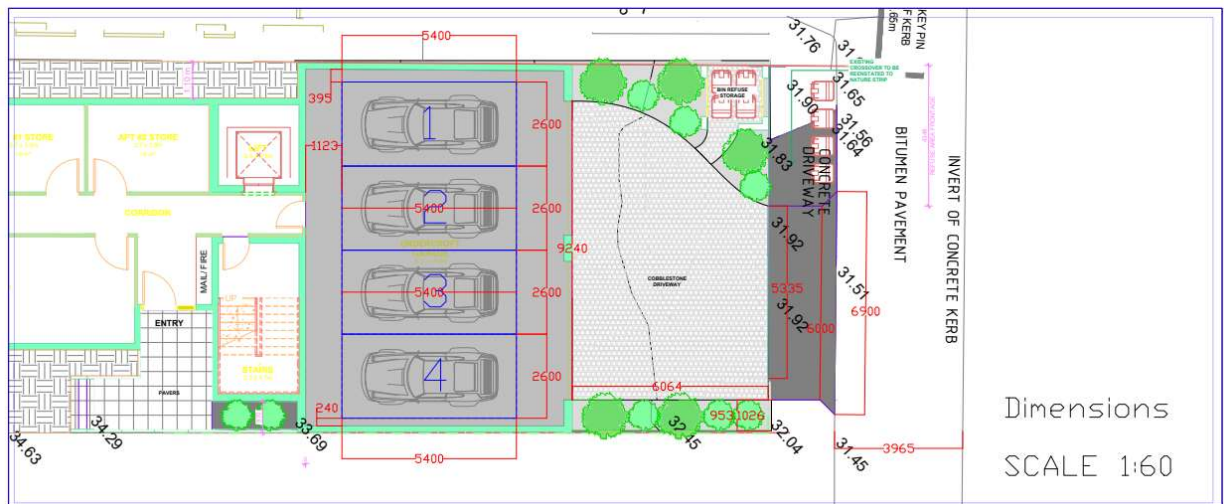
- All spaces are 5.4 metres long.

Table 18 – Class 3 – Reserved spaces where passengers and goods are loaded or unloaded, such as tenant car parking area in a residential complex – minimum width of space is to be 2.6 metres.

- All spaces are 2.4 metres wide.

A concept plan showing all dimensions is shown below and attached.

Figure 8 Dimensions



Source: UXD Group modified by STEP Advisory.

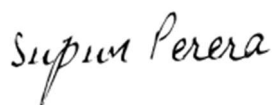
d) Assessment of the proposed development against the TAPS Code

In considering the requirements of the TAPS Code and the associated TAPSP scheme policy, the following relevant information was considered.

- The proposed development is a two-storey residential development comprising two (2) dwellings.
- Each dwelling provides two (2) parking spaces in accordance with the requirements of Brisbane City Council.
- Access is provided from the lowest order road (Wessex Lane) to the rear of the property.
- Car parking has been provided in accordance with the relevant sections of the TAPSP as outlined in the previous sections of this letter.
- Service vehicle access for the design vehicle for a minor road serving less than 10 dwelling has been checked using an AS2890.2 SRV.
- Car parking access for a design B85 vehicle for the tightest turning paths into and out of the driveway (B85 to/from space 4 in a forward/reverse direction and from/to space 1 in a forward/reverse direction).
- Consideration of CPTED and pedestrian sight distances through the provision of clear sight lines has been made and complies with the requirements as demonstrated above.
- Requirements for impacts on public transport, bicycles, taxis and other service vehicles are not required as Wessex Lane does not form part of any of these routes and there are no loading or taxi zones.

CONCLUSION

Based on the analysis in this letter, the proposed development complies with the requirements identified by the Brisbane City Council in its RFI letter, dated 05 June 2025.

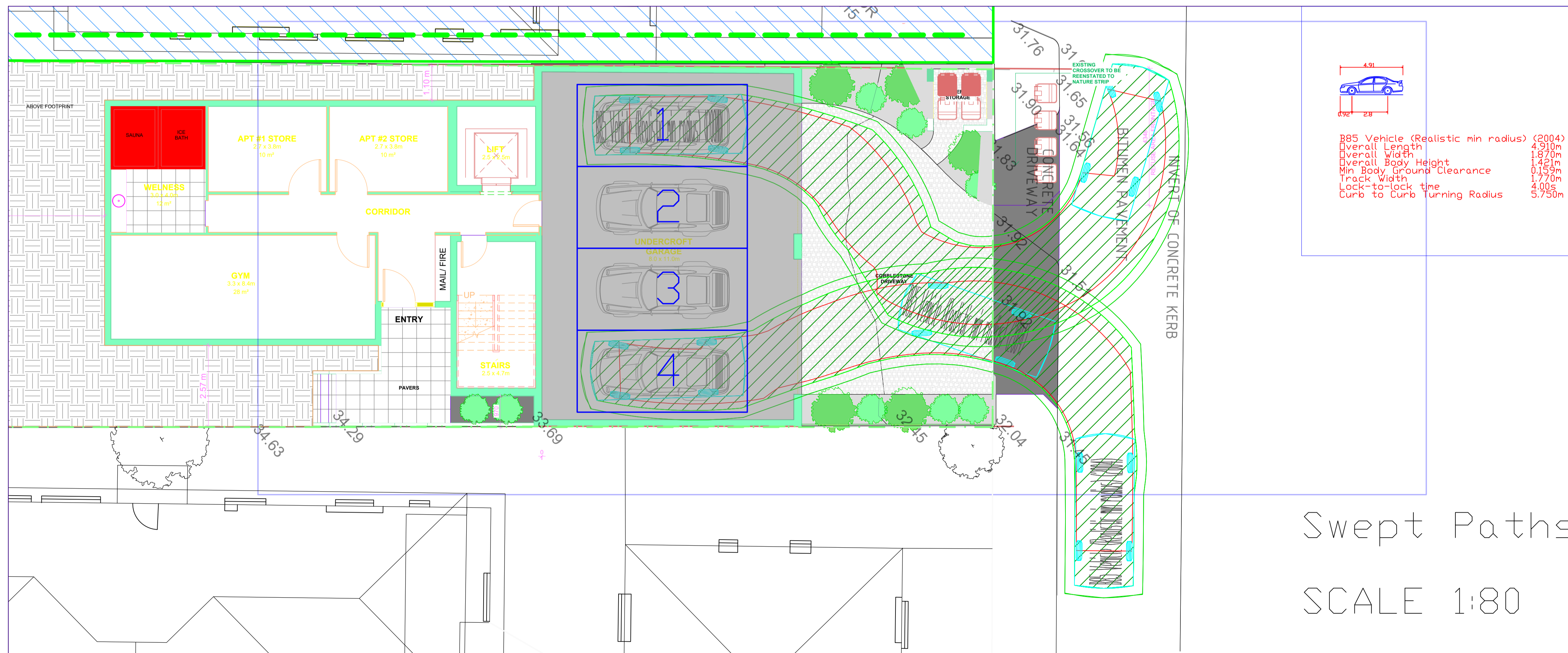
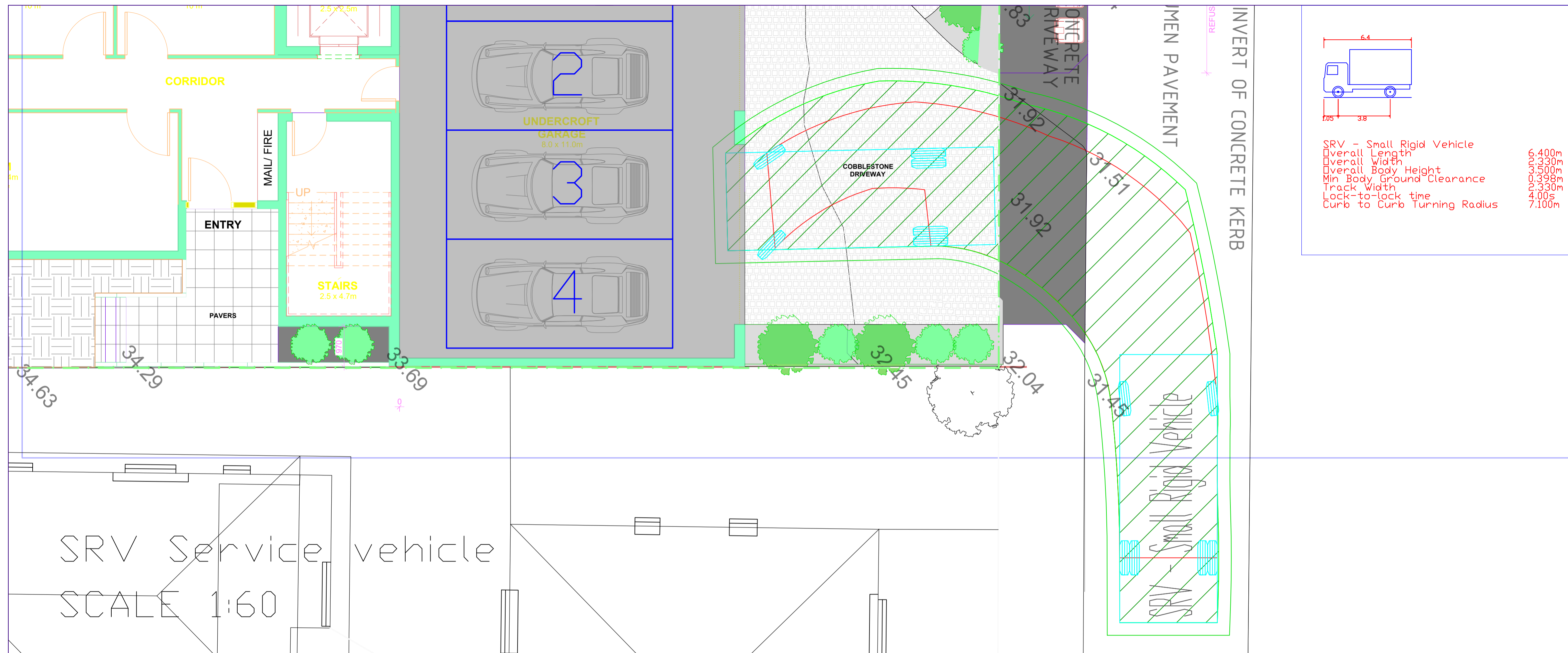


Supun Perera

BE (Hons), MS, PhD, NER (4787402), RPEQ (18501), MIEAust, M.AITPM
On behalf of STEP Advisory PTY LTD
18 February 2026.

ATTACHMENT

PLANS



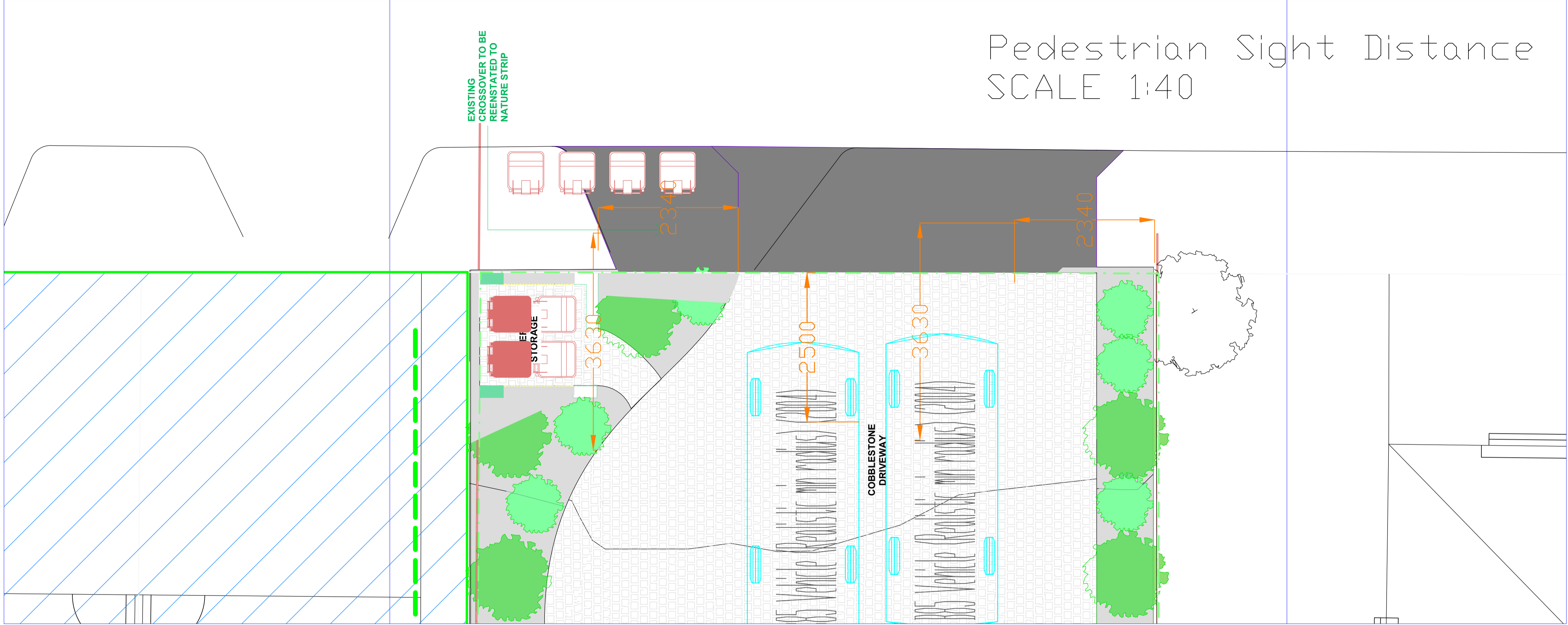
No.	Revision/Issue	Date

Firm Name and Address
STEP ADVISORY PTY LTD
 PO BOX 186
 Corralim NSW 2518

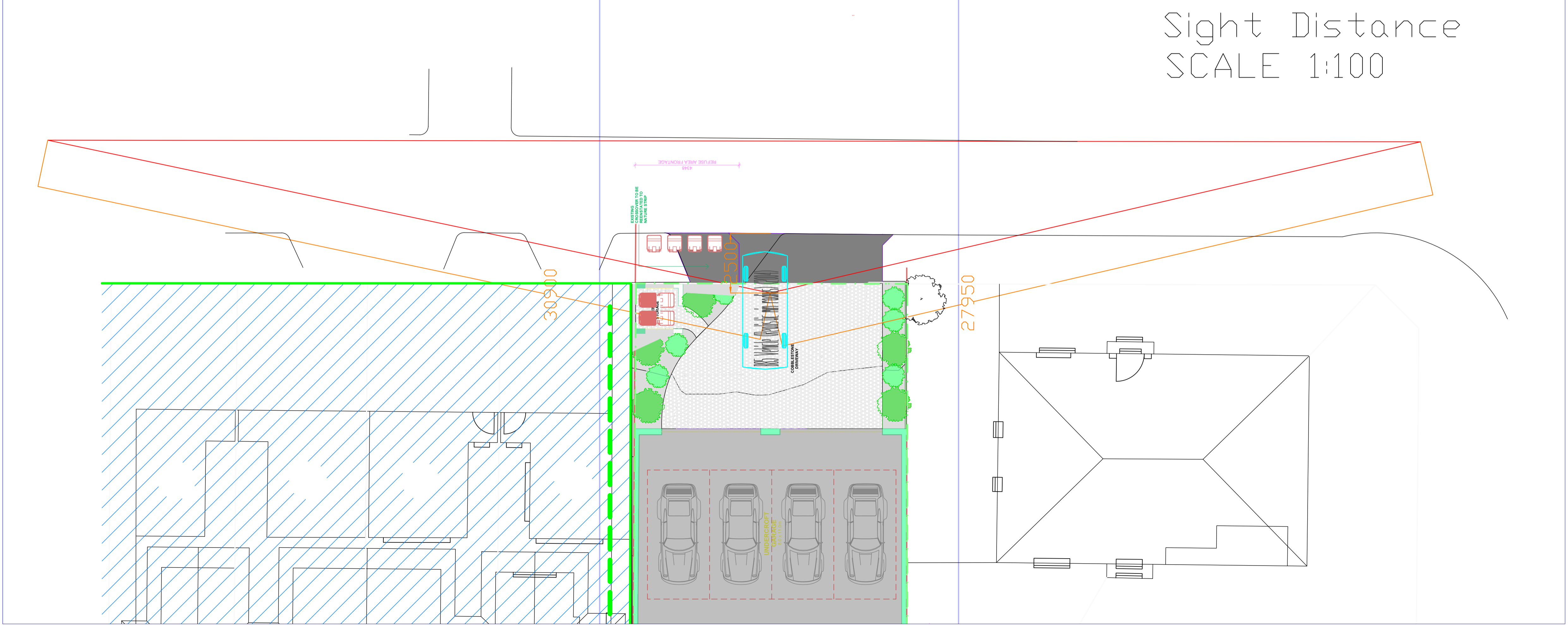
Project Name and Address
 Apartment Building
 289 Waterworks Road
 Ashgrove
 QLD 4060

Sheet	Swept Paths	Sheet	
Date	17.02.2026		2
Scale	Varies		

Pedestrian Sight Distance
SCALE 1:40



Sight Distance
SCALE 1:100



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