BCC DS
RECEIVED
14-10-2026
APPLICATION REF
A007130266

1 October 2026
Our Ref: 26BRT0379_LT_001(1)

Bowhill Enterprises Pty Ltd
C/-Zedz Consultants
44 Station Road
Sunnybank, QLD, 4109

Attention: Abdar Nooru-Mohamed

Dear Abdar,

RE: 217 Sherbrooke Road, Willawong – Mixed-Use Development, Change Application
Transport Engineering Services

1 Introduction

Colliers International Engineering & Design (Formerly TTMC) Pty Ltd has been engaged by Bowhill Enterprises Pty Ltd to undertake a transport engineering report in support of a proposed Change Application for a mixed-used development located at 217 Sherbrooke Road, Willawong.

The site currently contains an existing service station and is subject to Development Approval A006326449, which permits a staged commercial development comprising 3 (three) Food & Drink Outlet tenancies, associated parking and servicing facilities and 2 (two) drive-through facilities.

The proposed application seeks to amend the approved development through the introduction of Shop uses and a revised tenancy configuration whilst retaining the existing service station operation and approved access arrangements.

This assessment has been prepared to support the proposed Change Application and determine whether the revised development can continue to operate safely and efficiently from a traffic and transport perspective.

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1.1 Background

The subject site is located at 217 Sherbrooke Road, Willawong and is legally described as Lot 2 on SP296082. The site has an area of 3,235m² and forms part of an integrated mixed-use commercial development associated with the adjoining 7-Eleven service station located at 21 King Avenue, Willawong.

The site is located on the north-west corner of Sherbrooke Road / King Avenue within an established industrial and commercial area. The site has frontage to both Sherbrooke Road and King Avenue and benefits from existing vehicular access arrangements via:

- An existing left-in/left-out access to Sherbrooke Road
- An existing left-in/left-out access to King Avenue.

The surrounding road environment primarily services industrial, commercial and service-based land uses and accommodates a combination of commuter traffic, commercial vehicles and heavy vehicle movements associated with the surrounding industrial precinct.

The site currently contains:

- An existing 7-Eleven service station and fuel forecourt
- Associated convenience retail activities
- Shared access and circulation infrastructure
- Approved commercial development areas associated with Food & Drink Outlet uses.

The location of the site within the surrounding road network and the existing site arrangement are shown in Figure 1-1 and Figure 1-2.



Figure 1-1: Subject Site location relative to the surrounding road network

Source: Nearmap, 2026

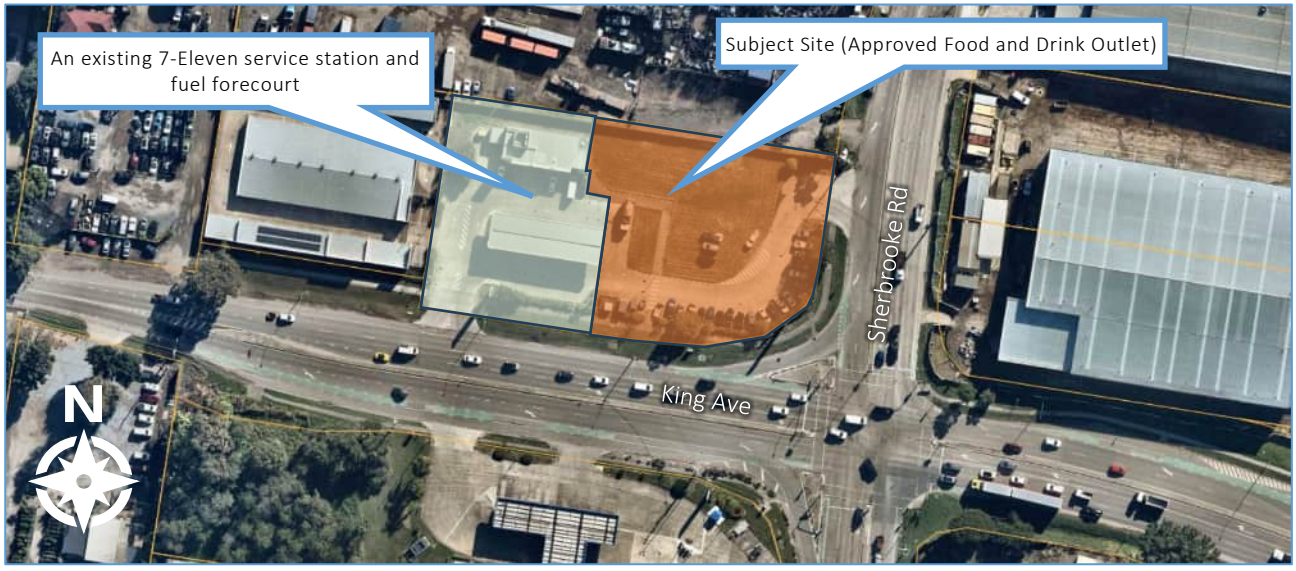


Figure 1-2: Subject Site Aerial Imagery

Source: Nearmap, 2026

1.2 Approved Development Staging

The current approval (A006326449), issued by Brisbane City Council on 1 February 2024, includes a staged commercial development comprising three Food & Drink Outlet tenancies associated with the existing service station. The approval retained the existing access arrangements, established shared parking and servicing facilities across the site and provided for two drive-through facilities.

The proposal assessed within this report seeks to amend the approved tenancy configuration while maintaining the established integrated operation of the site. The approved development was permitted to occur in two stages.

Stage 1 comprised the development of the stand-alone T3 Food & Drink Outlet building located adjacent to Sherbrooke Road. Stage 2 comprised the approved development through provision of T1 and T2 Food & Drink Outlet tenancies integrated with the existing service station.

Summaries of the approved Stage 1 and Stage 2 development are below.

Stage 1 Approval:

- T3 Food & Drink Outlet
- 31 existing parking spaces (constructed with the service station) and 7 additional parking spaces, resulting in a total parking supply of 38 spaces
- A drive-through facility accommodating approximately 9 vehicles plus 1 waiting bay
- Dedicated loading and refuse collection facilities
- Improved pedestrian access and internal circulation.

Stage 2 Approval:

- T1 Food & Drink Outlet
- T2 Food & Drink Outlet
- An additional 12 parking spaces
- A second drive-through facility accommodating approximately 12 vehicles plus 2 waiting bays
- Additional servicing and refuse collection facilities.

Accordingly, the completed development provided a total of 50 parking spaces together with two drive-through facilities accommodating a combined 21 queued vehicles, servicing three Food & Drink Outlet tenancies and the existing service station.

The approved staging plan arrangement is illustrated below in Figure 1-3.

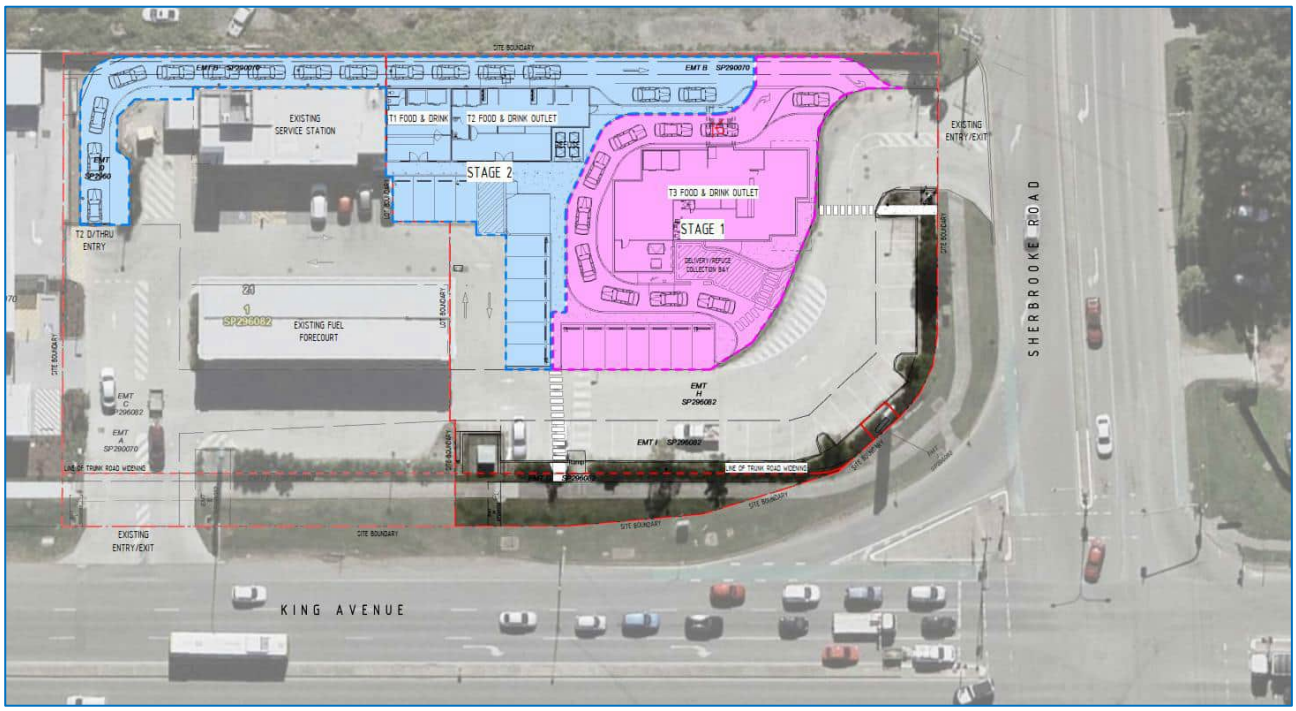


Figure 1-3: Approved Development Staging Plan

Source: Approval A006326449

The current proposal seeks to modify the approved tenancy configuration whilst retaining the integrated operation of the site with the existing service station.

2 Development Profile

A summary of the key traffic and transport changes associated with the proposed development is provided in Table 2-1. A copy of the revised development plans is included in Attachment A.

The proposed Change Application seeks approval for a revised tenancy configuration comprising three Food & Drink Outlet tenancies and one Shop tenancy. The proposal increases the approved gross floor area (GFA) from 480m² to 523m² whilst retaining the approved access arrangements and generally maintaining the approved servicing provisions.

The proposed development comprises:

- T1 Food & Drink Outlet - 70m²
- T2 Food & Drink Outlet - 240m²
- T3 Food & Drink Outlet - 70m²
- T4 Shop - 143m².

The proposal also includes alfresco dining areas associated with the Food & Drink Outlet tenancies, a shared loading area, shared refuse facilities and a drive-through facility associated with the principal Food & Drink Outlet tenancy.

The key traffic and transport differences between the approved and proposed development schemes are summarised in Table 2-1 below.

Table 2-1: Comparison of Approved and Revised Development Scheme Characteristics

Relevant Approved Conditions	Approved Scheme (A006326449)	Revised Proposal	Difference
Land Use / GFA			
Food & Drink Outlet	T1 Food & Drink Outlet = 70m² T2 Food & Drink Outlet = 147m² T3 Food & Drink Outlet = 263m² Sub-Total GFA = 480m²	T1 Food & Drink Outlet = 70m² T2 Food & Drink Outlet = 240m² T3 Food & Drink Outlet = 70m² Sub-Total GFA = 380m²	Food & Drink Outlet = -100m² GFA
Shop	-	T4 Shop = 143m²	Shop = + 143m²
Parking Supply			
Parking	50 car parking spaces	50 car parking spaces 2 motorbike bays	No changes to car parking supply +2 motorbike bays
Queuing – Drive-Though			
Queue Length	21 drive-through queue spaces for 2 takeaway facilities	13 drive-through queue spaces for 1 take-away facility	-8 queue spaces but one less take-away facility
Access Arrangement			
Access	Maintain existing 13.0m wide crossover to King Avenue and existing 12.25m wide crossover to Sherbrooke Road in accordance with the approved drawings.	As per approved condition	No Change
Servicing Provisions			
Servicing Arrangements	Manoeuvring on site for a Medium Rigid Vehicle (MRV) and Refuse Collection Vehicle (RCV) together with dedicated loading/refuse collection facilities.	As per approved condition	No Change
Loading Arrangements	Dedicated loading/refuse facilities associated with Stage 1 and Stage 2 development	Shared loading and refuse facilities plus 1 Van bay	No change to loading/refuse requirements.

Overall, the revised development scheme is generally consistent with the approved scheme, with some minor adjustments as discussed throughout this report.

Accordingly, the proposed development continues to operate as an integrated commercial development associated with the existing service station and does not fundamentally alter the approved access, circulation or servicing framework for the site.

Further assessment on the car parking supply and traffic generating potential of the development are included in the following sections.

3 Parking Arrangements

3.1 Parking Supply

To assess the proposed parking supply, Colliers reviewed the car parking supply associated with the approved development.

The approved and existing service station has a GFA of 196m². Applying Brisbane City Council's TAPS PSP parking rate of 6 spaces per 100m² results in a parking demand of approximately 12 spaces. This leaves approximately 38 spaces available for the approved Food & Drink Outlet component.

Based on the approved Food & Drink Outlet GFA of 480m², the approved development equates to a parking rate of approximately 7.9 spaces per 100m² for the Food & Drink Outlet uses.

For this assessment, the equivalent approved Food & Drink Outlet parking rate of 7.9 spaces per 100m² has been applied to the proposed Food & Drink Outlet tenancies.

For the Shop tenancies, a parking rate of 5 spaces per 100m² has been applied as outlined in Brisbane City Council TAPS PSP.

The equivalent parking demand for the revised development scheme is summarised in Table 3-1.

Table 3-1: Equivalent Parking Demand Assessment

Land Use	BCC Requirement / Past Approval A006326449	Extent (m²)	Requirement (min)	Provision
Service Station	6 spaces / 100m²	196	11.8	50 Spaces plus 2 MB Bays*
Food & Drink Outlet (T1, T2 and T3)	7.9 spaces / 100m²	380	30.0	
Shop (T4)	5 spaces / 100m²	143	7.2	
Total			49 spaces	

* Refer to clause 6 (f) – Car parking space standards of BCC TAPS PSP.

The assessment indicates an equivalent parking demand of 49 spaces.

The proposal provides 50 parking spaces plus 2 motorcycle bays. This car parking supply is consistent with the rates adopted for the approved Food & Drink Outlets, and the rates for Shop as outlined in Council's TAPS PSP.

The proposed development will continue to operate as an integrated commercial development with the existing 7-Eleven service station. The site benefits from shared parking opportunities between the service station, Food & Drink Outlet tenancies and Shop tenancy. The proposal also retains a drive-through facility, which accommodates a proportion of customer demand without requiring a parking space.

Accordingly, Colliers considers the proposed parking supply appropriate for the revised tenancy mix and sufficient to accommodate the anticipated parking demand generated by the development.

3.2 Drive Thru Facilities – Queue Requirement

Brisbane City Council's TAPS PSP, *Table 10 - Minimum standard queuing provisions*, specifies a minimum queue storage requirement of 10 vehicles for a 'takeaway facility / fast food use'.

It is proposed to provide one takeaway facility / fast food use on the site, accommodating 13 queued vehicles. Accordingly, the proposal exceeds Council's minimum requirement by approximately three vehicles and remains compliant with the TAPS PSP.

3.3 Parking Layout

An assessment of the proposed car parking layout and dimensions has been completed against the relevant design criteria contained within *Brisbane City Council's Transport, Access, Parking and Servicing Planning Scheme Policy (TAPS PSP).*

Table 3-2: Parking Dimension / Layout Assessment

Design Element		Requirements	Proposed Layout	Compliance
Parking Spaces	Dimensions	5.4m length x 2.6m width	5.4m length x 2.6m width	Compliant
	Dimensions (small car)	5.0m length x 2.3m width	4.8m length x 2.4m width	Compliant with overhang allowance of 0.2m
	Aisle Width	6.2m	6.6m	Compliant
Parking Envelope Clearance	Envelope	Figure m – Clearances around carparking space	Figure m – Clearances around carparking space	Compliant
Motor Cycle	Dimension	2.5m length x 1.35m width	2.5m length x 1.35m width	Compliant

Based on the dimensional and layout assessment summarised above, the proposed parking layout complies with the requirements of Council's TAPS PSP and is considered satisfactory for the scale and nature of the proposed development.

Accordingly, the proposed parking layout is considered appropriate for the revised development scheme.

4 Access Arrangements

4.1 Vehicular Access

The proposed development retains the approved vehicular access arrangements to the site. Access continues to be provided via the existing left-in / left-out crossover to Sherbrooke Road and the existing left-in / left-out crossover to King Avenue. These access arrangements were previously assessed and approved as part of the existing development approvals.

4.2 Pedestrian Access

Pedestrian access to the site is provided from both Sherbrooke Road and King Avenue via the proposed frontage footpath network. The development incorporates a continuous pedestrian path of travel along the building frontage, providing direct access to all proposed commercial tenancies.

Dedicated pedestrian connections are provided between the frontage footpaths, on-site parking areas and the tenancy entrances. A centrally located pedestrian crossing is also provided within the site to facilitate safe movement between the southern parking area and the building entrances. The proposed pedestrian network further maintains connectivity with the adjoining existing service station, allowing convenient movement between the existing and proposed development components.

The proposed shared loading bay is located on the eastern side of the building. During loading/unloading activities, service or waste vehicles larger than a 6.4m SRV in size will temporarily block the pedestrian connection between the building and Sherbrooke Road. It is therefore recommended that, during loading activities, temporary signage be implemented to redirect pedestrians to the King Avenue pedestrian entry.

The proposed layout also includes a dedicated Van bay adjacent to the building frontage. The provision of a Van bay at this location ensures the primary pedestrian connection between the parking area and tenancy entrances remains clear and unobstructed during routine servicing activities. A larger servicing bay at this location would increase the likelihood of service vehicles impacting pedestrian movements. Accordingly, the proposed arrangement supports continuous pedestrian access through the site and minimises potential conflict between pedestrians and servicing vehicles. A revised Van loading bay design is shown on Colliers drawings set included in Attachment B.

The proposed pedestrian access arrangements provide a clear and legible path of travel throughout the site and integrate with the surrounding pedestrian network. Overall, the pedestrian facilities are considered appropriate for the scale and nature of the development and provide satisfactory connectivity between the surrounding footpath network, on-site parking facilities, existing service station and proposed tenancy entrances.

5 Servicing Arrangements

Requirements:

Brisbane City Council's TAPS PSP, '*Table 3—Service bays required for shop, food and drink outlet or service industry*', outlines the servicing requirement for the proposed changes.

Based on a total GFA of 523m² (Food and drink outlet plus shop), the development is required to provide:

- 1 Van bay (3.0m width x 5.4m length)
- 1 Medium Rigid Vehicle (MRV) bay (3.5m width x 9.0m length)

Proposal:

The proposed servicing facilities comprise:

- 1 shared loading bay measuring 5.0m wide × 9.5m long, capable of accommodating an 8.8m MRV and a 10.52m front-lift Refuse Collection Vehicle (RCV).
- 1 VAN bay measuring 3.5m wide x 5.4m long, capable of accommodating a 5.4m VAN (refer to Attachment B).

Refuse collection for the development will be undertaken using a 10.52m front-lift RCV. Details regarding waste generation, storage and collection arrangements are provided in the separate Refuse Management Plan report.

Swept path assessments were undertaken using the following design vehicles:

- 5.4m VAN
- 8.8m Medium Rigid Vehicle (MRV)
- 10.52m Front-Lift Refuse Collection Vehicle (RCV)

The swept path assessments demonstrate that a 5.4m VAN can enter the site via the existing access from King Avenue, access the designated VAN bay and exit the site via the existing access to Sherbrooke Road in a forward direction.

The swept path assessments further demonstrate that an 8.8m Medium Rigid Vehicle (MRV) and a 10.52m Front-Lift Refuse Collection Vehicle (RCV) can enter the site via King Avenue, access the shared loading and refuse collection bay, and exit the site via Sherbrooke Road in a forward direction.

Additional swept path assessments demonstrate that a B99 design vehicle can safely pass through the northern circulation aisle while a vehicle is occupying the designated drive-through waiting bay.

Accordingly, the proposed servicing arrangement satisfies Council's servicing requirements. All servicing and waste collection activities can be accommodated wholly within the site, and the arrangement is considered appropriate for the scale and nature of the proposed development.

6 Summary

Based on this assessment, the proposed development is generally consistent with the current approval within respect to traffic and transport items.

The proposed provision of a dedicated Van bay adjacent to the building frontage supports a continuous pedestrian path of travel between the parking area and tenancy entrances and minimises potential interaction between servicing vehicles and pedestrians. It is also recommended that temporary pedestrian signage be implemented to manage pedestrian access to/from the site when the shared loading bay on the eastern end of the building is being serviced by vehicles larger than an SRV in size.

Where changes are proposed, the proposed development demonstrates compliance against Council's Transport, Access, Parking and Servicing Planning Scheme Code. Therefore, no transport engineering constraints have been identified that would preclude approval of the proposed Change Application.

Should you have any queries regarding this assessment, please do not hesitate to contact the undersigned.

Yours sincerely,



Vrushali Barot
Transport Consultant
Colliers International Engineering & Design (TTMC) Pty Ltd

Reviewed by



Will Somerville
Director | RPEQ #14833
Colliers International Engineering & Design (TTMC) Pty Ltd

Enc.

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Attachment A – Architectural Plans

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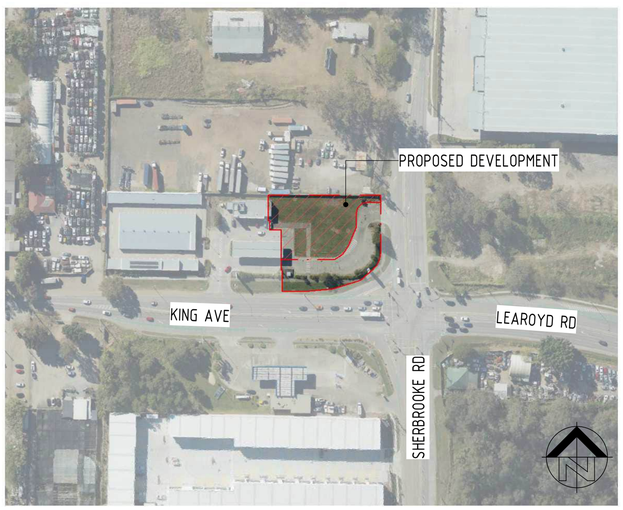
ARCHITECTURAL DRAWINGS

PROPOSED MIXED USE DEVELOPMENT

217 SHERBROOKE ROAD, WILLAWONG



3D PERSPECTIVE FOR ILLUSTRATION ONLY



DA ARCHITECTURAL DRAWINGS	
DRG No.	DRAWING TITLE
DA00	COVER PAGE
DA01	PROPOSED SITE PLAN
DA02	PROPOSED FLOOR PLAN
DA03	BUILDING ELEVATIONS & PERSPECTIVES
DA04	BUILDING ELEVATIONS & PERSPECTIVES

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CONSULTING ENGINEER

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imagine □ create □ deliver

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□ mixed-use □ quick service restaurants
□ self storage □ child care centres
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Revision and approvals

Rev	Date	Drn	Description	Appr
A	24.09.2026	CH	ISSUE FOR D.A	GN

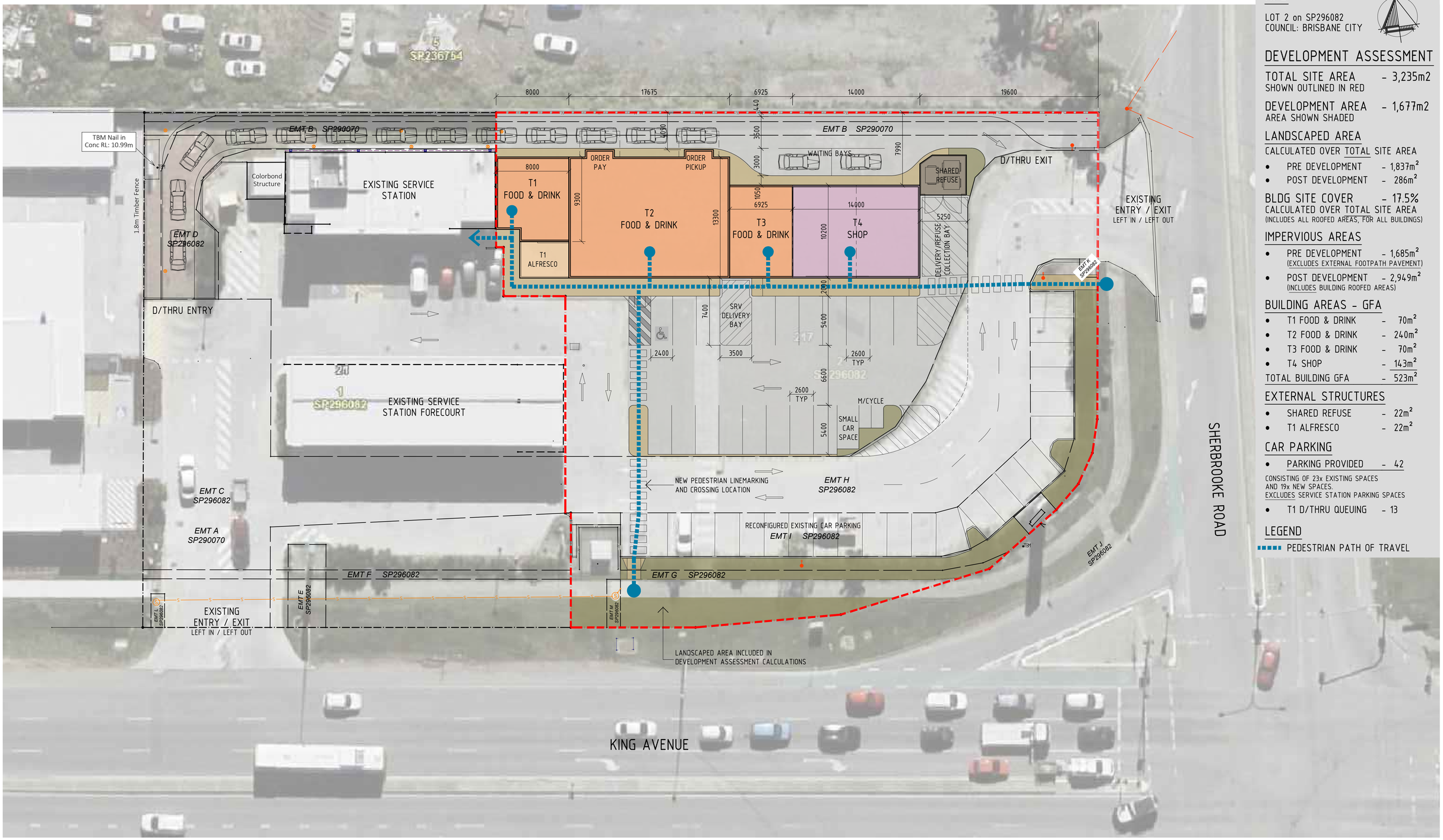
Project Description: PROPOSED MIXED USE DEVELOPMENT
217 SHERBROOKE ROAD, WILLAWONG

Drawing Title: COVER PAGE

Scale @A1: 1 : 1800
Date: SEP 2026
Drawn: CH
Approved By: GN

Job Number - Drawing Number: 26155 DA00
Revision: A

D.A ISSUE



RPD

LOT 2 on SP296082
COUNCIL: BRISBANE CITY

DEVELOPMENT ASSESSMENT

TOTAL SITE AREA - 3,235m2
SHOWN OUTLINED IN RED

DEVELOPMENT AREA - 1,677m2
AREA SHOWN SHADED

LANDSCAPED AREA

CALCULATED OVER TOTAL SITE AREA

- PRE DEVELOPMENT - 1,837m^2
- POST DEVELOPMENT - 286m^2

BLDG SITE COVER - 17.5%
CALCULATED OVER TOTAL SITE AREA
(INCLUDES ALL ROOFED AREAS, FOR ALL BUILDINGS)

IMPERVIOUS AREAS

- PRE DEVELOPMENT - 1,685m^2
  (EXCLUDES EXTERNAL FOOTPATH PAVEMENT)
- POST DEVELOPMENT - 2,949m^2
  (INCLUDES BUILDING ROOFED AREAS)

BUILDING AREAS - GFA

- T1 FOOD & DRINK - 70m^2
- T2 FOOD & DRINK - 240m^2
- T3 FOOD & DRINK - 70m^2
- T4 SHOP - 143m^2

TOTAL BUILDING GFA - 523m^2

EXTERNAL STRUCTURES

- SHARED REFUSE - 22m^2
- T1 ALFRESCO - 22m^2

CAR PARKING

- PARKING PROVIDED - 42

CONSISTING OF 23x EXISTING SPACES
AND 19x NEW SPACES.
EXCLUDES SERVICE STATION PARKING SPACES

- T1 D/THRU QUEUING - 13

LEGEND

PEDESTRIAN PATH OF TRAVEL

Consulting Engineer

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Revision and approvals

Code	Date	Drn	Description	Dwn
A	24.09.2026	GN	D.A ISSUE	

Project Description
PROPOSED MIXED USE DEVELOPMENT
217 SHERBROOKE ROAD, WILLAWONG

Drawing Title
PROPOSED SITE PLAN

Scale 1:200@A1 / 1:400@A3
Approved
Drawn
Issued

Drawing Number 26155-DA01
Revision A

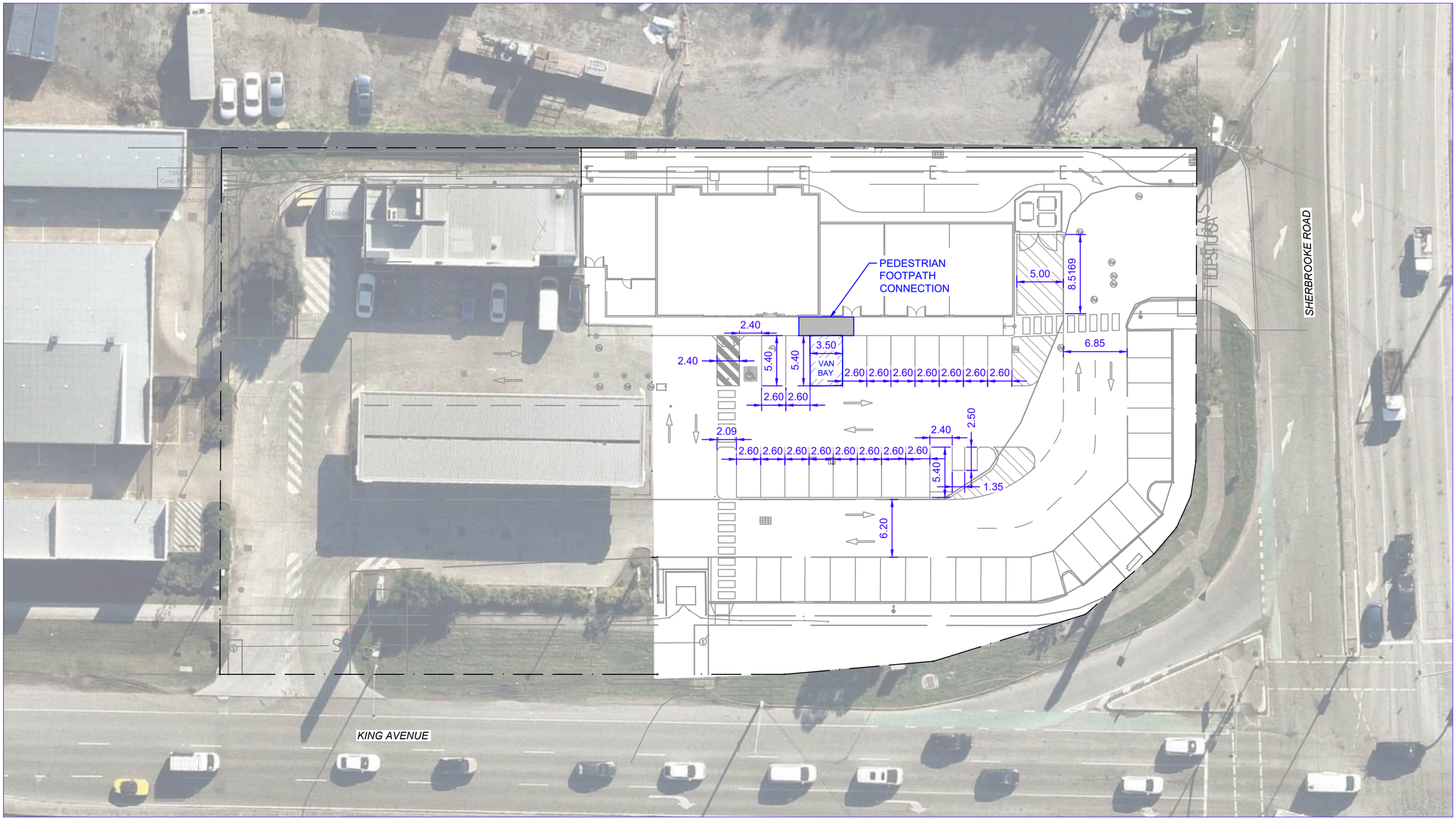
Attachment B – Colliers Figures

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30 September 2026

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
C	30-09-26	LAYOUT UPDATED	CM	VB	WKS
B	26-08-26	LAYOUT UPDATED	CM	VB	WKS
A	05-08-26	ORIGINAL ISSUE	CM	VB	WKS

SCALE 0 4 8 12 16 20m
SCALE 1:400 AT ORIGINAL SIZE

NORTH

CLIENT
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PROJECT
217 SHERBROOKE ROAD, WILLAWONG QLD 4110

DRAWING TITLE
LAYOUT REVIEW
AERIAL OVERLAY (OVERALL)

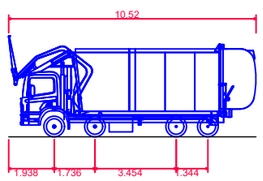
PROJECT NUMBER	ORIGINAL SIZE
26BRT0379	A3
DRAWING NUMBER	REVISION
26BRT0379-01	C
DATE	SHEET
30 Sep 2026	1 OF 1

26BRT0379-F03 V00 LAYOUT REVIEW - COPY.DWG

PEDESTRIAN FOOTPATH CONNECTION

SHERBROOKE ROAD

KING AVENUE



IVECO ACCO 8x4 (BCC - Front Lift)

Overall Length	10.520m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.209m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	10.715m
Body Clearance	0.500m

PRELIMINARY ADVICE ONLY

30 September 2026

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
C	30-09-26	LAYOUT UPDATED	CM	VB	WKS
B	30-09-26	LAYOUT UPDATED	CM	VB	WKS
A	05-08-26	ORIGINAL ISSUE	CM	VB	WKS

SCALE 0 4 8 12 16 20m

SCALE 1:400 AT ORIGINAL SIZE

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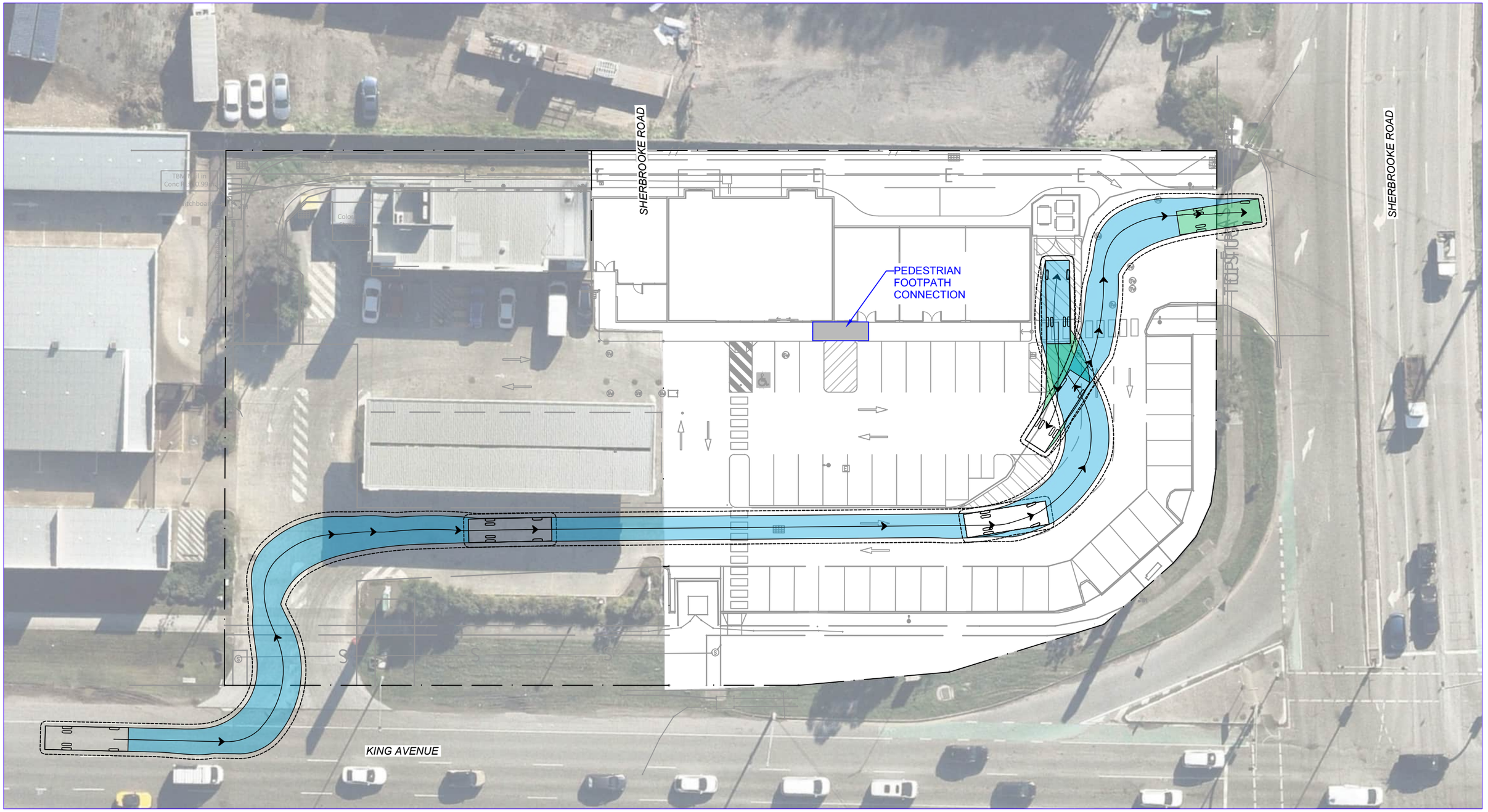
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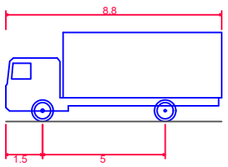
PROJECT: **217 SHERBROOKE ROAD, WILLAWONG QLD 4110**

DRAWING TITLE: **SWEPT PATH ANALYSIS**
10.52m RCV FRONT LIFT INGRESS / EGRESS

PROJECT NUMBER	26BRT0379
ORIGINAL SIZE	A3
DRAWING NUMBER	26BRT0379-02
REVISION	C
DATE	30 Sep 2026
SHEET	1 OF 1

26BRT0379-F03 V00 LAYOUT REVIEW - COPY.DWG





MRV - Medium Rigid Vehicle

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.000m
Design Speed Forward	5.0km/h
Clearance Envelope	0.500m

PRELIMINARY
ADVICE ONLY
30 September 2026

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
C	30-09-26	LAYOUT UPDATED	CM	VB	WKS
B	30-09-26	LAYOUT UPDATED	CM	VB	WKS
A	05-08-26	ORIGINAL ISSUE	CM	VB	WKS

SCALE 0 2.5 5 7.5 10 12.5m
SCALE 1:250 AT ORIGINAL SIZE

NORTH

CLIENT
BOWHILL ENTERPRISES PTY LTD

Colliers International Engineering & Design (TTMC) Pty Ltd
ABN 65 010 868 621
LEVEL 8, 369 Ann Street, BRISBANE QLD 4000
P.O. BOX 12015, BRISBANE QLD 4003
T: (07) 3327 9500 F: (07) 3327 9501
E: ttmbris@ttmgroup.com.au W: www.ttmgroup.com.au

PROJECT
217 SHERBROOKE ROAD, WILLAWONG QLD 4110

DRAWING TITLE
SWEPT PATH ANALYSIS
8.8m MEDIUM RIGID VEHICLE INGRESS / EGRESS

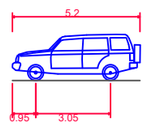
PROJECT NUMBER	ORIGINAL SIZE
26BRT0379	A3
DRAWING NUMBER	REVISION
26BRT0379-03	C
DATE	SHEET
30 Sep 2026	1 OF 1

26BRT0379-F03 V00 LAYOUT REVIEW - COPY.DWG

PEDESTRIAN FOOTPATH CONNECTION

SHERBROOKE ROAD

KING AVENUE



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m
Design Speed Forward	5.0km/h
Clearance Envelope	0.300m

SCALE 0 5 10 15 20 25m

SCALE 1:500 AT ORIGINAL SIZE

PRELIMINARY ADVICE ONLY

30 September 2026

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
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B	30-09-26	LAYOUT UPDATED	CM	VB	WKS
A	05-08-26	ORIGINAL ISSUE	CM	VB	WKS

NORTH

CLIENT: BOWHILL ENTERPRISES PTY LTD

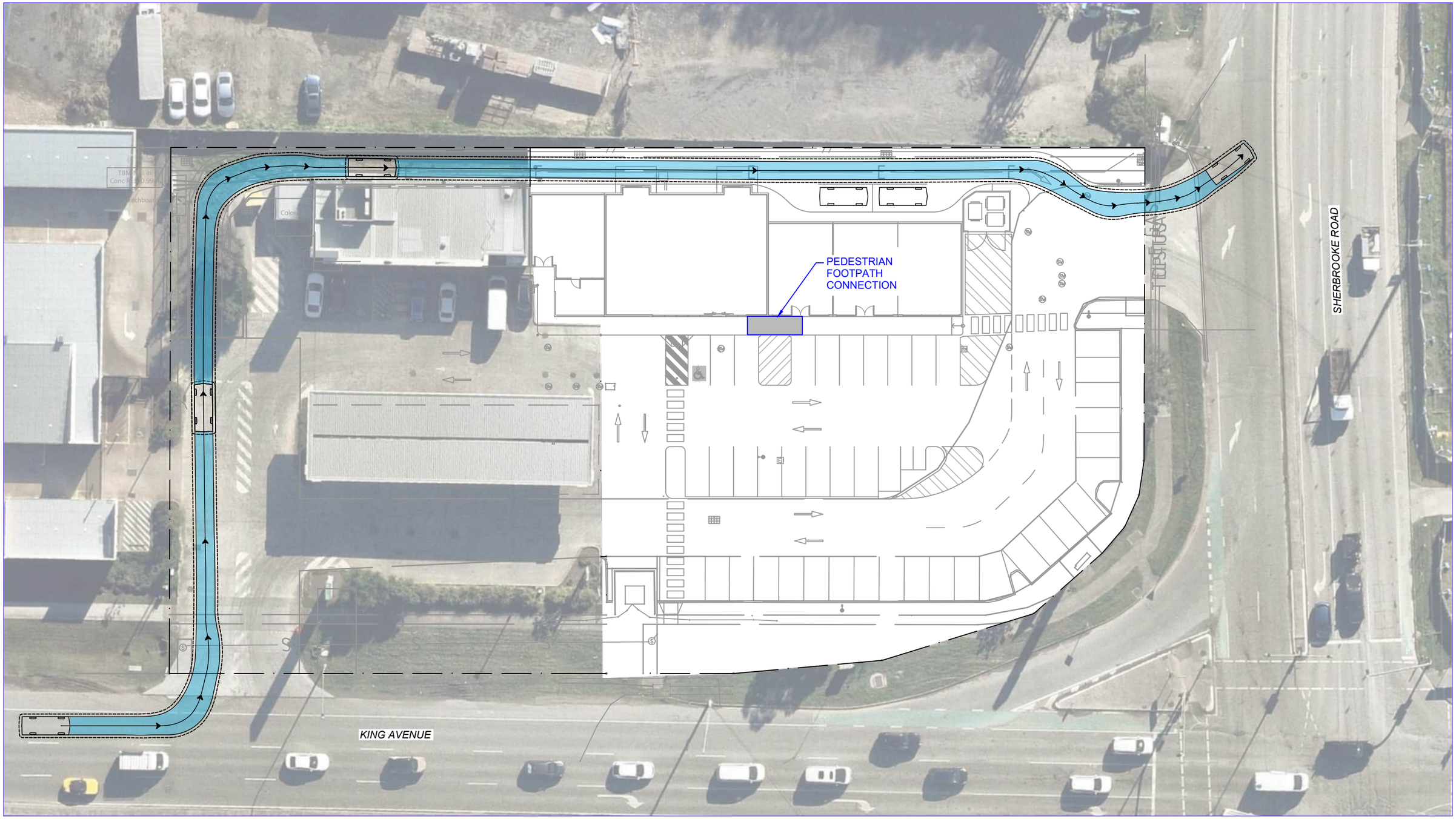
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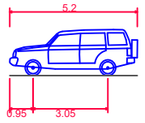
PROJECT: **217 SHERBROOKE ROAD, WILLAWONG QLD 4110**

DRAWING TITLE: **SWEPT PATH ANALYSIS**
5.2m (B99) LARGE CAR CIRCULATING THE SITE

PROJECT NUMBER	ORIGINAL SIZE
26BRT0379	A3
DRAWING NUMBER	REVISION
26BRT0379-05	C
DATE	SHEET
30 Sep 2026	1 OF 1

26BRT0379-F03 V00 LAYOUT REVIEW - COPY.DWG





B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m
Design Speed Forward	5.0km/h
Clearance Envelope	0.300m

PRELIMINARY
ADVICE ONLY
30 September 2026

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
C	30-09-26	LAYOUT UPDATED	CM	VB	WKS
B	30-09-26	LAYOUT UPDATED	CM	VB	WKS
A	05-08-26	ORIGINAL ISSUE	CM	VB	WKS

SCALE 0 5 10 15 20 25m
SCALE 1:500 AT ORIGINAL SIZE

NORTH

CLIENT
BOWHILL ENTERPRISES PTY LTD

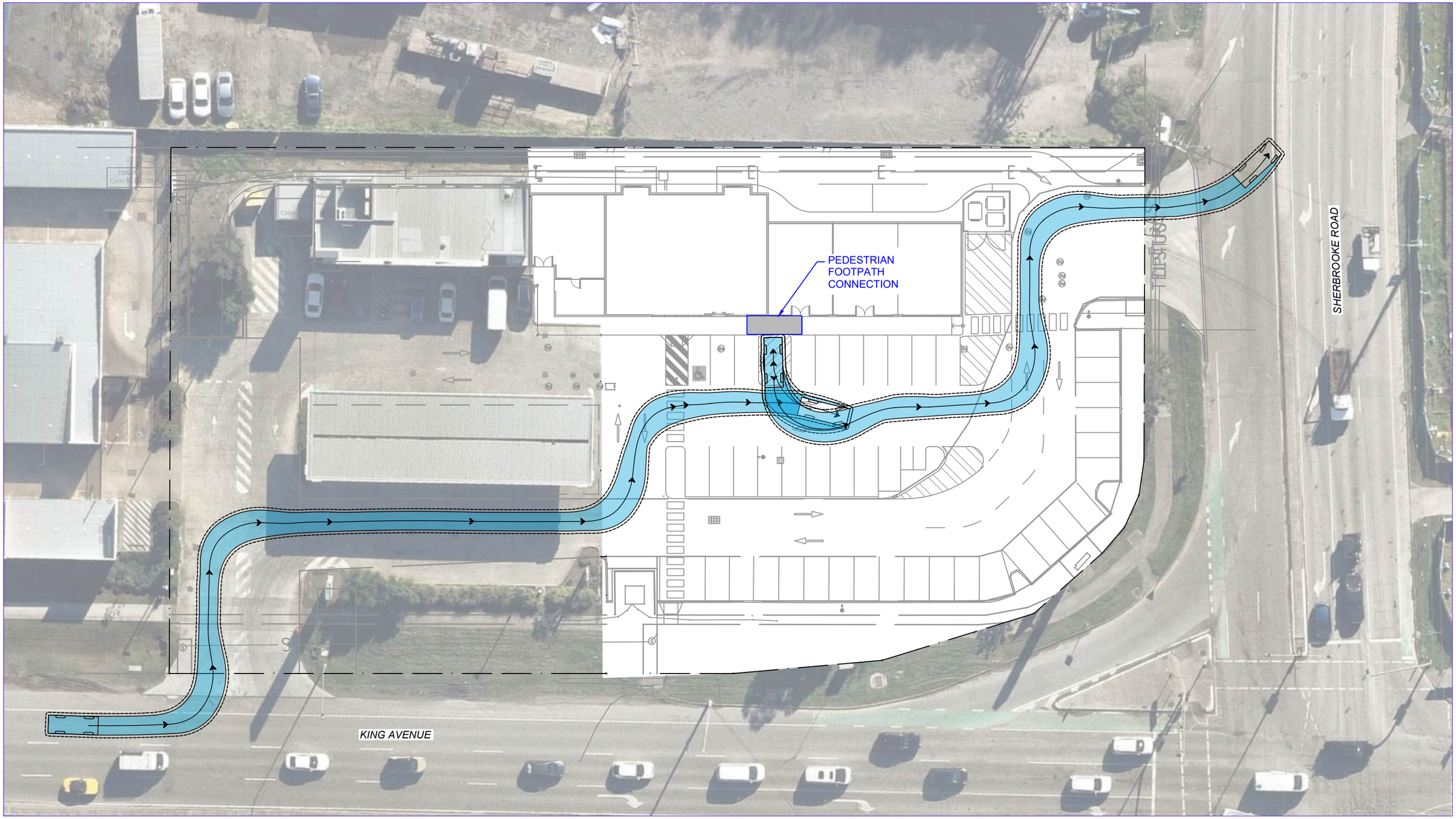
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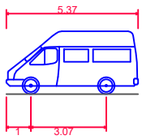
PROJECT
217 SHERBROOKE ROAD, WILLAWONG QLD 4110

DRAWING TITLE
SWEPT PATH ANALYSIS
5.2m (B99) LARGE CAR CIRCULATING THE SITE

PROJECT NUMBER	26BRT0379
ORIGINAL SIZE	A3
DRAWING NUMBER	26BRT0379-06
REVISION	C
DATE	30 Sep 2026
SHEET	1 OF 1

26BRT0379-F03 V00 LAYOUT REVIEW - COPY.DWG





VAN BCC

Overall Length	5.370m
Overall Width	1.960m
Overall Body Height	2.560m
Min Body Ground Clearance	0.333m
Track Width	1.960m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7.000m
Design Speed Forward	5.0km/h
Clearance Envelope	0.300m

PRELIMINARY
ADVICE ONLY
30 September 2026

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	30-09-26	LAYOUT UPDATED	CM	VB	WKS

SCALE 0 5 10 15 20 25m
SCALE 1:500 AT ORIGINAL SIZE

NORTH

CLIENT
BOWHILL ENTERPRISES PTY LTD

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PROJECT
217 SHERBROOKE ROAD, WILLAWONG QLD 4110

DRAWING TITLE
SWEPT PATH ANALYSIS
5.37m BCC VAN CIRCULATING THE SITE

PROJECT NUMBER	ORIGINAL SIZE
26BRT0379	A3
DRAWING NUMBER	REVISION
26BRT0379-07	A
DATE	SHEET
30 Sep 2026	1 OF 1

26BRT0379-F03 V00 LAYOUT REVIEW - COPY.DWG