BCC DS
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25/11/2026
APPLICATION REF
A007157122

ITE CONSULTING
TRAFFIC AND TRANSPORT ENGINEERS

Date	23/11/2026
To	Julian Zullo
From	Herman Joubert
Copy to	Bellevue Queensland
Subject	59 Thistle Street, Lutwyche – Minor Change Application

1 INTRODUCTION

1.1 Purpose of Technical Note

This technical note was prepared in order to provide traffic engineering and waste advice and support for a proposed minor change application for 59 and 61 Thistle Street, Lutwyche (Lots 4 and 5 on RP19359). Brisbane City Council (BCC) approved a Development Permit for a Material Change of Use for a Multiple dwelling (16 units) on 28 November 2024 (Council reference A006443188). The minor change seeks to increase the development yield to 17 units and incorporate a number of minor design refinements to the car park and bicycle parking.

The purpose of this technical note is to assess the compliance of the proposed design amendments from a traffic engineering point of view in terms of Brisbane City Plan 2014, including the Transport, Access, Parking and Servicing (TAPS) code and planning scheme policy (PSP) and the Refuse PSP, as well as AS2890.1:2004, AS2890.3:2015 and AS2890.6:2009, and performance outcomes where such compliance is not achieved. In preparing this technical note, reference has been made to the following documents:

- ITE Consulting, 59 and 61 Thistle Street Traffic Impact Statement, December 2023 (approved TIS);
- ITE Consulting, 59 Thistle Street Traffic Response Letter, 30 April 2024 (Information Request response);
- ITE Consulting, 59 Thistle Street Minor Change Design Assessment, 15 June 2026;
- BCC Decision Notice and approved plans, A006443188, 28 November 2024;
- Esat Design, Savia – 59 & 61 Thistle Street drawing set, BCC Minor Change revision dated 29 October 2026 (Appendix A); and
- ITE Consulting vehicle swept path analysis, Drawings 01 to 05, 12 October 2026 (Appendix B).

1.2 Development Overview

The proposed development parameters will mostly be unchanged from the original Development Application (DA) approval, however, will include the development details indicated in Table 1.1.

Table 1.1 Proposed Development Details

Parameter	As per DA Approval (A006443188)	Proposed Minor Change
Multiple Dwelling:	3 Bed x 16 units (Ground 2, Levels 1 to 4 – 3 each, Level 5 – 2)	3 Bed x **17 units** (Ground 2, Levels 1 to 5 – 3 each)
Carparks:	Ground: 2 x visitor bays (incl. 1 PWD) Basement 1: 2 x visitor bays (Bays 3 and 4) 14 x resident bays Basement 2: 18 x resident bays Total = 36 bays (32 resident + 4 visitor)	Ground: 2 x visitor bays (incl. 1 PWD) Basement 1: 2 x visitor bays (Bays 4 and 5) 14 x resident bays (incl. Bay 3 enclosed garage) Basement 2: 18 x resident bays Total = 36 bays (32 resident + 4 visitor)
Bike Parking:	20 bike spaces (16 resident + 4 visitor)	22 bike spaces (17 resident + 5 visitor on Ground floor)
Bins:	8 x 1100L bulk bins (4 x general waste and 4 x recycling) in the Ground floor bin store, collected on-site by RCV.	No change – 8 x 1100L bulk bins (4 x general waste and 4 x recycling).
Access and Traffic Management:	Single 6m hybrid crossover to Thistle Street. Signal controlled one-way ramp with Ground level hold point.	No change. Ground level hold bay detailed (5.4m x 2.4m). Security roller door added within Basement 1.

1.3 Proposed Design Amendments

As part of the minor change application, the following amendments are proposed (refer Appendix A):

- An increase in yield from 16 to 17 x 3-bedroom units, by providing an additional apartment on Level 5 (Level 5 now accommodates 3 apartments);
- Visitor bicycle parking increased from 4 to 5 spaces on the Ground floor (B1 VS to B5 VS), with 17 resident bicycle spaces (B6 to B20) located within the Ground floor bicycle store and the Basement 1 and Basement 2 storage areas;
- Parking Bay 3 (Basement 1) converted into an enclosed single vehicle private garage with roller door, including a relocated column. The two Basement 1 visitor bays are re-allocated from Bays 3 and 4 to Bays 4 and 5;
- A security roller door (4.65m opening) across the Upper Basement 01 aisle, separating the visitor bays from the resident parking area. Residents will operate the door by remote control and visitors by a guest intercom;
- Increased clearance (0.65m) between Bay 5 and the adjacent wall and door structure; and

- Minor refinements at Ground level, including the visitor bay arrangement (Bay 1 visitor marked "reverse in only" and Bay 2 PWD with adjacent shared area) and line marking of the 5.4m x 2.4m hold bay at the signal hold point.
- A slight decrease in ramp width to 5.6m which still meets TAPS and AS2890.1:2004 requirements.

The vehicle access location, crossover, one-way signal control system, RCV standing area and bin store remain as approved.

2 TRAFFIC ASSESSMENT

2.1 Car Park Supply

The approved development provides 36 car parking bays (32 resident and 4 visitor) for 16 x 3-bedroom dwellings, based on the TAPS PSP rates in place at the time of approval (2 spaces per 3-bedroom dwelling and 0.25 visitor spaces per dwelling). No change to the total number of bays (36) is proposed as part of the minor change.

Since the approval, Council has adopted the More Homes, Sooner – Car parking for multiple dwellings amendment to the TAPS PSP (City Plan v36.00/2026, effective 12 June 2026), which introduced minimum car parking rates for multiple dwellings in a key location (Table 13 of the TAPS PSP). A key location includes land within 400m walking distance of a public transport stop serviced with a maximum headway of 20 minutes on weekdays and 30 minutes on weekends (between 7am and 7pm). The site is located approximately 140m walking distance from the nearest bus stops on Bradshaw Street and Lutwyche Road (refer approved TIS), which are serviced at headways meeting these criteria. The site is therefore considered to be located within a key location.

In accordance with Section 6(d) of the TAPS PSP, resident parking for a multiple dwelling is rounded down to the next whole number, while visitor parking is calculated and rounded up separately. The proposed development mix and associated car parking requirements are indicated in Table 1.2.

Table 1.2 Car Parking Supply Requirements

Parking Type	Quantity	Requirements (TAPS PSP Table 13)	Required Provision	Proposed to be provided
Multiple Dwelling Residents	17 Units	1.6 spaces per 3-bedroom dwelling	17 x 1.6 = 27.2 (27 bays)	32 bays are provided, which exceeds the minimum requirement.
Multiple Dwelling Visitors	17 Units	0.25 spaces per dwelling	17 x 0.25 = 4.25 (4 bays)	4 bays as approved.
Total			31bays	36 bays

The total supply of 36 bays exceeds the minimum requirement of 31 bays, and the resident supply exceeds the minimum resident requirement by 5 bays.

2.2 Traffic Generation

Traffic generation was estimated using the rates adopted in the approved TIS (RTA Guide to Traffic Generating Developments, 2002), being 0.65 peak hour and 6.5 daily vehicle trips per medium density dwelling with 3 or more bedrooms, with an 80% / 20% directional split. Table 1.3 compares the approved and proposed traffic generation.

Table 1.3 Peak Hour Traffic Generation

Scenario	Units	Peak Hour (veh/hr)	AM Peak In / Out (veh/hr)	PM Peak In / Out (veh/hr)	Daily (veh/day)
Approved	16	10.40	2.08 / 8.32	8.32 / 2.08	104.0
Proposed Minor Change	17	11.05	2.21 / 8.84	8.84 / 2.21	110.5
Change	+1	+0.65	+0.13 / +0.52	+0.52 / +0.13	+6.5

The minor change results in an increase of less than one vehicle trip during each peak hour and approximately 7 daily trips. This increase is negligible and would have no noticeable impact on the operation of Thistle Street or the surrounding road network.

2.3 Vehicle Queueing

A queueing assessment was undertaken for the site access and signal controlled one-way ramp using an M/M/1 queueing model in accordance with the Austroads Guide to Traffic Management Part 2: Traffic Theory, consistent with the approach accepted by Council at the Information Request stage. The analysis conservatively adopts the total two-way peak hour trip generation of the 17 units (11.05 veh/hr) as the arrival rate, a service rate of 120 veh/hr through the signal-controlled ramp and a queue length of 6m per vehicle as per the approval. The results are summarised in Table 1.4.

Table 1.4 Queueing Assessment Results (AM and PM Peak Hour)

Parameter	Result
Arrival rate	11.05 veh/hr
Service rate	120 veh/hr
Number of servers (one-way signal controlled ramp)	1
Queue distance per vehicle	6m
Average utilisation	9.2%
Mean queue	0.10 vehicles
Average waiting time in queue	3.0 seconds
Mean delay (including service)	33.0 seconds
85th percentile back of queue	0 vehicles (0m)
95th percentile back of queue	0.26 vehicles, rounded up to 1 vehicle (6m)
99th percentile back of queue	0.93 vehicles, rounded up to 1 vehicle (6m)
Probability of more than 5 vehicles queueing	= 0%

The 95th percentile back of queue is 0.26 vehicles, which rounds up to 1 vehicle (6m). This queue can be accommodated within the on-site queue storage provided between the property boundary and the Ground level signal hold point (approximately 11m, including the 5.4m x 2.4m hold bay), clear of the Thistle Street carriageway and footpath. The 99th percentile queue is also 1 vehicle. The proposed queue storage is therefore sufficient, and the additional dwelling does not materially change the queueing outcome assessed and accepted at the DA stage.

2.4 Traffic Management

There is no change proposed to the design and implementation of the traffic management system and associated one-way ramp signals or the hold bay located at ground level. This will remain as per the existing DA approved conditions. The Ground level hold point is now detailed on the architectural plans as a 5.4m x 2.4m hold bay with 100mm line marking in accordance with MUTCD Part 2.

The security roller door within Basement 1 is located downstream of the visitor bays (Bays 4 and 5) and therefore does not restrict visitor access to these bays. Residents will open the door via remote control and visitors to the secure area via the guest intercom. As the door is located within Basement 1, any waiting for the door to open occurs within the basement aisle and does not affect Thistle Street. It is recommended that the roller door opening time is accounted for in the signal clearance times at detailed design stage.

2.5 Bicycle Parking

The TAPS code requires 1 lockable, covered bicycle parking space per unit for residents (within either a garage or a separate on-site facility) and 1 visitor bicycle parking space per 4 units or part thereof. The bicycle parking requirements for the 17 units are indicated in Table 1.5.

Table 1.5 Bicycle Parking Requirements

Type	Requirement	Required (17 units)	Approved (16 units)	Proposed
Resident	1 lockable, covered space per unit	17	16	16 within secure storage (B6 to B20) plus 1 within the Bay 3 enclosed garage (17)
Visitor	1 space per 4 units or part thereof	5	4	5 on the Ground floor (B1 VS to B5 VS)
Total		22	20	22

Five (5) visitor bicycle spaces are provided on the Ground floor adjacent to the entry forecourt, which satisfies the visitor requirement and is an increase of one space compared to the approved plans. The visitor spaces are horizontal and are readily visible and accessible from the street frontage.

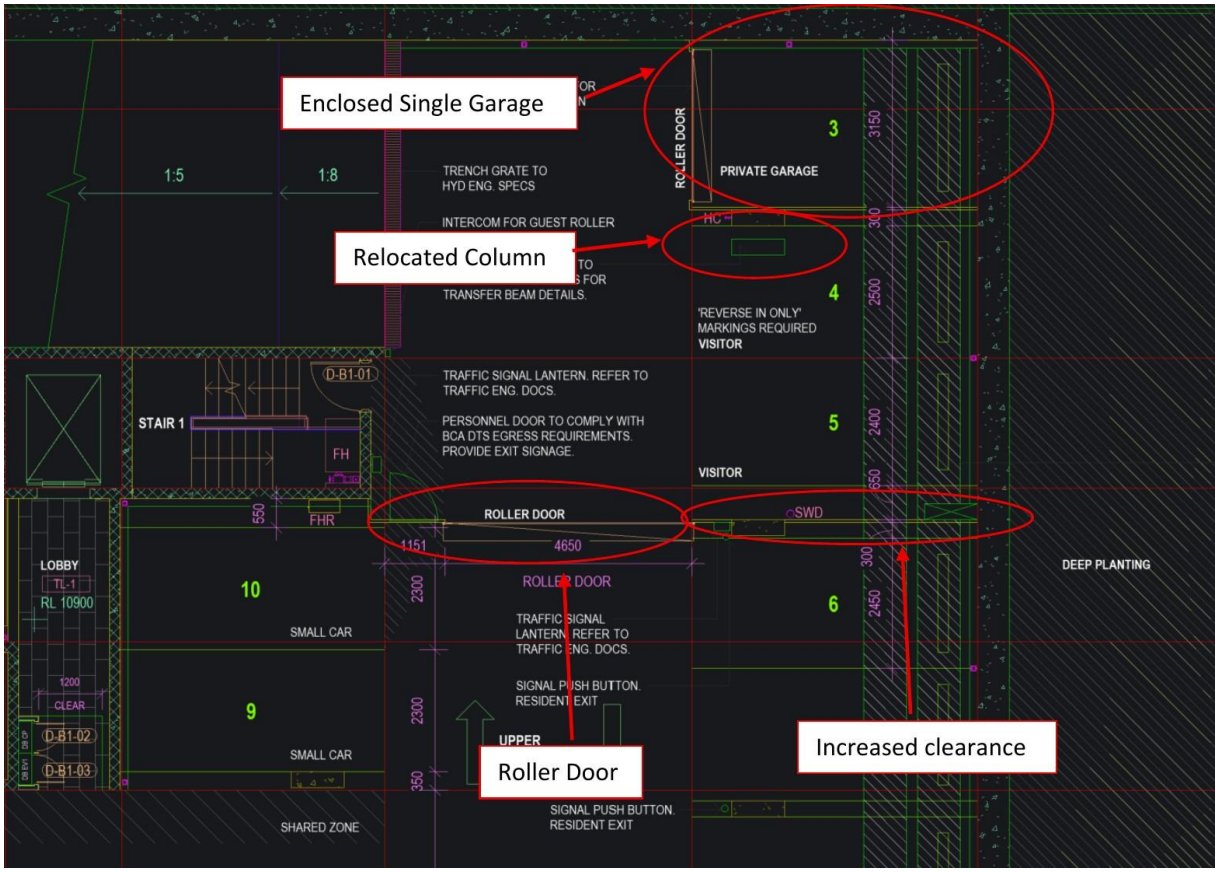
Sixteen (16) resident spaces are provided within the Ground floor bicycle store and the Basement 1 and Basement 2 storage areas. In addition, the Bay 3 enclosed garage (3.1m internal width) provides lockable,

covered storage for one resident bicycle alongside the vehicle. All bicycle parking will be provided in accordance with AS2890.3:2015.

2.6 Car Park Layout

The majority of the car parking layout will remain unchanged from existing approved conditions. The Basement 1 amendments were assessed in the ITE Minor Change Design Assessment (15 June 2026) and, as they are not indicated on the approved plans, the findings are reproduced below. The amendments are illustrated in Figure 1.1.

Figure 1.1 Basement 1 Design Updates



Source: ITE Consulting Minor Change Design Assessment (15 June 2026)

Parking Bay 3 Enclosed Single Garage

Bay 3 is allocated as a resident bay (User Class 1A) allowing for 3-point entry and exit turn movements. The assessment of the enclosed garage against AS2890.1:2004 is provided in Table 1.6.

Table 1.6 Parking Bay 3 Enclosed Garage Assessment

#	Element	Clause / Reference	Required (AS2890.1:2004)	Proposed	Compliance
1	Individual parking bay width	Cl. 2.4.1, Table 2.2	≥ 2.4m (Class 1A, 90°)	2.4m	Complies
2	Parking bay length	Cl. 2.4.1, Table 2.2	≥ 5.4m	5.4m	Complies
3	Internal garage width	Cl. 5.2, Fig. 5.2	3.0m	3.1m	Complies
4	Internal garage length (enclosed)	Cl. 5.2, Fig. 5.2	≥ 5.4m	5.4m	Complies
5	Aisle / apron width (90°, two-way)	Cl. 2.4.2, Table 2.2	≥ 5.9m (interpolated for 2.4m bay)	6.0m	Complies
6	Garage door clear opening width	Cl. 5.4, Fig. 5.3	2.7m single door (interpolated)	2.8m	Complies

- Where there are reduced aisle widths, the standard parking spaces opposite are wider than the minimum 2.4m (as per User Class 1A in AS2890.1:2004), allowing a reduction as per Council's TAPS PSP Clause 7.4.4(1), and therefore sufficient space is available for manoeuvring to and from all spaces;
- The garage door will need to be open when vehicles enter or exit the enclosed garage; and
- Swept paths in Appendix B illustrate that acceptable parking swept paths can be achieved for a B85 vehicle.

The proposed provision of an enclosed vehicle garage for this location is supported.

Security Roller Door and Parking Bay 5

The proposed security roller door will not restrict visitor access. The design and set out of the roller door allows for sufficient envelope clearances and parking orientation and geometry. As a result of the security

door, Bay 5 has been amended to allow for additional clearance to walls and fixed structures. Bay 5 comprises the geometric elements indicated in Table 1.7.

Table 1.7 Parking Bay 5 Geometric Assessment

Design Element	TAPS Policy	Australian Standard	Proposed Provision	Comment
Visitor parking	2.6m width x 5.4m minimum length	2.4m width x 5.4m minimum length (User Class 1A)	2.4m width x 5.4m minimum length	Complies with Australian Standards.
Parking aisle	6.2m	5.8m width (90-degree parking) which includes required clearances	5.8m	As per approved conditions. No change proposed.
Parking envelope clearance – space adjacent to wall	Space 0.3m clear of wall	Space 0.3m clear of wall	Space 0.65m clear of wall	Complies with Council and Australian Standards.

The proposal fully complies with Australian Standard requirements, which allow for three-point turn entry for User Class 1A. The parking bays allow for the required clearance envelope of a vehicle as extracted from Figure 5.2 of AS2890.1:2004, with the design envelope allowing for vehicle safety clearances (300mm) to encroach into adjacent parking bays in order to make the required turn movements. In accordance with AS2890.1:2004 Clause B4.4, constant swept paths based on a vehicle's minimum turn radius are not suitable for determining the aisle width needed for manoeuvring in and out of car spaces, as drivers can manoeuvre within smaller spaces than swept paths suggest. The layout is considered sufficient and fully compliant with AS2890.1:2004.

2.7 Swept Path Analysis

Vehicle swept path analysis has been undertaken for the amended layout and is provided in Appendix B, as follows:

- Drawing 01 – Ground level, AS2890.1:2004 B99 vehicle movements at the site access, hold bay and ramp;
- Drawing 02 – Basement 1, B99 vehicle circulation, including through the security roller door opening;
- Drawing 03 – Basement 2, B99 vehicle circulation; and
- Drawings 04 and 05 – Basement 1, B85 vehicle entry and exit movements for the amended bays adjacent to the security roller door (Bay 3 enclosed garage and Bay 5).

The swept paths demonstrate that vehicles can circulate through the car park and enter and exit the parking bays within the minimum number of turns required. ITE consider that a functional layout is provided for in the design.

2.8 Servicing

No change is proposed to the approved servicing arrangements. Refuse collection will continue to be undertaken on-site by a rear loading RCV standing within the approved service area on the exit side of the driveway, with occasional servicing provided for as per the approved TIS.

2.1 Waste Management

The following waste generation is anticipated based on the proposed increase in the number of dwellings (16 dwellings to 17 dwellings), adopting the multiple dwelling generation rates applied at the DA stage in accordance with the BCC Refuse PSP (240L general waste and 240L recycling per dwelling per week). Table 1.8 illustrates.

Table 1.8 Waste Generation Profile

Description	Units	Waste Generation (L/unit/week)	Recycling Generation (L/unit/week)
3 Bedroom	17	240	240
Description	Units	Waste Generation (L/week)	Recycling Generation (L/week)
3 Bedroom	17	4,080	4,080
Total	17	4,080	4,080
Collections per week	1	4,080	4,080
Bins Required (1100L)		3.71 (4 bins)	3.71 (4 bins)

The waste generation requires 4 x 1100L general waste bins and 4 x 1100L recycling bins based on a once-weekly collection, which is consistent with the 8 x 1100L bulk bins accommodated within the approved Ground floor bin store (18.5m²). The bin quantities are therefore sufficient for the 17 units. No change to the waste storage room size, transfer, handling or collection arrangements are proposed. ITE Consulting considers this change to be acceptable with no significant impacts or changes to design matters required.

3 CONCLUSION

The following conclusions are made:

- The proposed minor change increases the yield from 16 to 17 x 3-bedroom units through an additional apartment on Level 5;
- A slight decrease in ramp width to 5.6m which still meets TAPS and AS2890.1:2004 requirements;
- The total car parking supply of 36 bays exceeds the minimum requirement of 31 bays under Table 13 of the current TAPS PSP (key location).
- The additional unit generates less than one additional vehicle trip in each peak hour (11 veh/hr in total), which is negligible;

- The 95th percentile queue at the site access is 1 vehicle (6m), which is contained within the on-site queue storage and hold bay. The queue storage is therefore sufficient;
- There is no change proposed to the design and implementation of the traffic management system and associated one-way ramp signals or the hold bay located at ground level. This will remain as per the existing DA approved conditions;
- Five (5) visitor bicycle spaces are provided on the Ground floor, satisfying the visitor requirement. Sixteen (16) resident spaces plus one within the Bay 3 garage are provided.
- The Bay 3 enclosed garage, security roller door and Bay 5 amendments comply with AS2890.1:2004 and the TAPS PSP, and the swept paths in Appendix B demonstrate acceptable vehicle movements; and
- The waste generation of 4,080L/week general waste and 4,080L/week recycling requires 4 x 1100L general waste and 4 x 1100L recycling bins, consistent with the 8 x 1100L bins within the approved bin store. The bin quantities are sufficient and no change to the waste storage, transfer, handling or collection arrangements are proposed.

Given the analysis within this technical note, ITE consider the proposed minor change be approved from a traffic engineering and waste perspective, subject to the recommendations made within this technical note.

Approved by:



05/11/2026

Signed **Date**

Herman Joubert
RPEQ No.: 25899

APPENDIX

A

Layout Plans



SAVIA

59 & 61 THISTLE STREET, LUTWYCHE
LOTS 4 & 5 ON RP19359

MULTI-RESIDENTIAL DEVELOPMENT
MINOR CHANGE APPLICATION

DRAWING REGISTER:

DA-000	COVER SHEET	F
DA-020	PROPOSED SITE PLAN	C
DA-208	BASEMENT 02 FLOOR PLAN	C
DA-209	BASEMENT 01 FLOOR PLAN	C
DA-210	GROUND FLOOR PLAN	D
DA-211	LEVEL 01 FLOOR PLAN	E
DA-212	LEVEL 02 FLOOR PLAN	E
DA-213	LEVEL 03 FLOOR PLAN	E
DA-214	LEVEL 04 FLOOR PLAN	E
DA-215	LEVEL 05 FLOOR PLAN	C
DA-216	ROOF PLAN	C
DA-301	ELEVATIONS	D
DA-302	ELEVATIONS	E
DA-401	SECTION A	D
DA-402	SECTION B	D

TOTAL: 15

YIELD SUMMARY

GROUND:	2 APARTMENTS
LEVEL 01:	3 APARTMENTS
LEVEL 02:	3 APARTMENTS
LEVEL 03:	3 APARTMENTS
LEVEL 04:	3 APARTMENTS
LEVEL 05:	3 APARTMENTS
TOTALS:	**17 APARTMENTS**

PARKING SUMMARY

TYPE	PROVIDED
RESIDENT CARS	32
VISITOR CARS	4 (INC 1 PWD)
TOTAL:	**36**

BICYCLE PARKING SUMMARY

TYPE	REQUIRED	PROVIDED
RESIDENT BICYCLES	1 PER APT = 17	17
VISITOR BICYCLES	0.25 PER APT = 5	5 (HOR ON GF)
TOTAL:	**22**	**22**

SITE COVER

SITE AREA:	810m²
FOOTPRINT:	531m²
SITE COVER:	**65.5%**

SITE COVER CALCULATION PROVIDED AS DEFINED BY THE BCC CITY PLAN 2014 V29:

Site cover, of development, means the portion of the site, expressed as a percentage, that will be covered by a building or structure, measured to its outermost projection, after the development is carried out, other than a building or structure, or part of a building or structure, that is—
a. in a landscaped or open space area, including, for example, a gazebo or shade structure; or
b. a basement that is completely below ground level and used for car parking; or
c. the eaves of a building; or
d. a sun shade.

DEEP PLANTING

SITE AREA:	810m²
DEEP PLANTING	89m²
DEEP PLANTING:	**11%**

GROSS FLOOR AREA

GROUND:	258m²
LEVEL 01:	408m²
LEVEL 02:	408m²
LEVEL 03:	408m²
LEVEL 04:	408m²
LEVEL 05:	408m²
TOTAL:	**2298m²**

GROSS FLOOR AREA CALCULATION PROVIDED AS DEFINED BY THE BCC CITY PLAN 2014 V29:

Gross floor area, for a building, means the total floor area of all storeys of the building, measured from the outside of the external walls and the centre of any common walls of the building, other than areas used for—

A. building services, plant or equipment; or
B. access between levels; or
C. a ground floor public lobby; or
D. a mall; or
E. parking, loading or manoeuvring vehicles; or
F. unenclosed private balconies, whether roofed or not.

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DRAWING NOTES:

LEGEND:

ORIENTATION:

AMMENDMENTS:

No.	DESCRIPTION	DATE
1	FOR DA DRAFT	13/09/2023
A	REVISED SCHEME	04/12/2023
B	RESPONSE TO RFI	30/06/2024
C	BCC Minor Change	17/11/2026

CLIENT:
BELLEVUE QUEENSLAND
COMMENCED JAN 2023

PROJECT:
SAVIA
59 & 61 THISTLE STREET, LUTWYCHE

MINOR CHANGE APPLICATION

SHEET NO: DA-020
REVISION: C

DRAWING:
PROPOSED SITE PLAN

SCALE @ A1: 1 : 100

YIELD SUMMARY

GROUND:	2 APARTMENTS
LEVEL 01:	3 APARTMENTS
LEVEL 02:	3 APARTMENTS
LEVEL 03:	3 APARTMENTS
LEVEL 04:	3 APARTMENTS
LEVEL 05:	3 APARTMENTS
TOTALS:	**17 APARTMENTS**

PARKING SUMMARY

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BICYCLE PARKING SUMMARY

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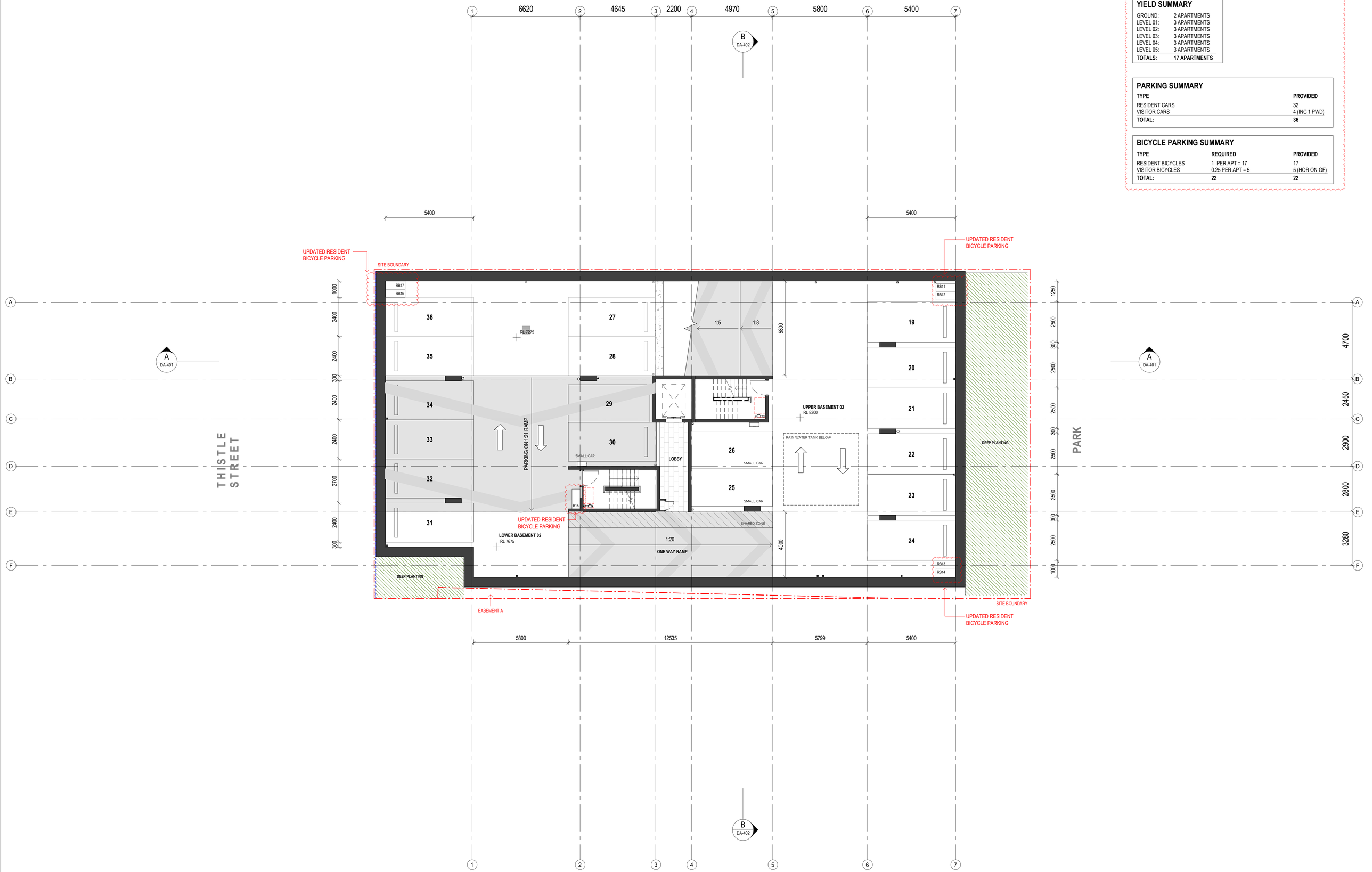

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DRAWING NOTES:

LEGEND:

ORIENTATION:

AMMENDMENTS:

No.	DESCRIPTION	DATE
1	FOR DA DRAFT	13/09/2023
2	MINOR AMMENDMENT	20/11/2023
A	REVISED SCHEME	04/12/2023
3	DRAFT RESPONSE TO RFI	10/04/2024
B	RESPONSE TO RFI	30/06/2024
C	BCC Minor Change	17/11/2026

CLIENT:
BELLEVUE QUEENSLAND
COMMENCED JAN 2023

PROJECT:
SAVIA
59 & 61 THISTLE STREET, LUTWYCHE

MINOR CHANGE APPLICATION

SHEET NO: DA-208

REVISION: C

DRAWING:
BASEMENT 02 FLOOR PLAN

SCALE @ A1: 1 : 100

YIELD SUMMARY

GROUND:	2 APARTMENTS
LEVEL 01:	3 APARTMENTS
LEVEL 02:	3 APARTMENTS
LEVEL 03:	3 APARTMENTS
LEVEL 04:	3 APARTMENTS
LEVEL 05:	3 APARTMENTS
TOTALS:	**17 APARTMENTS**

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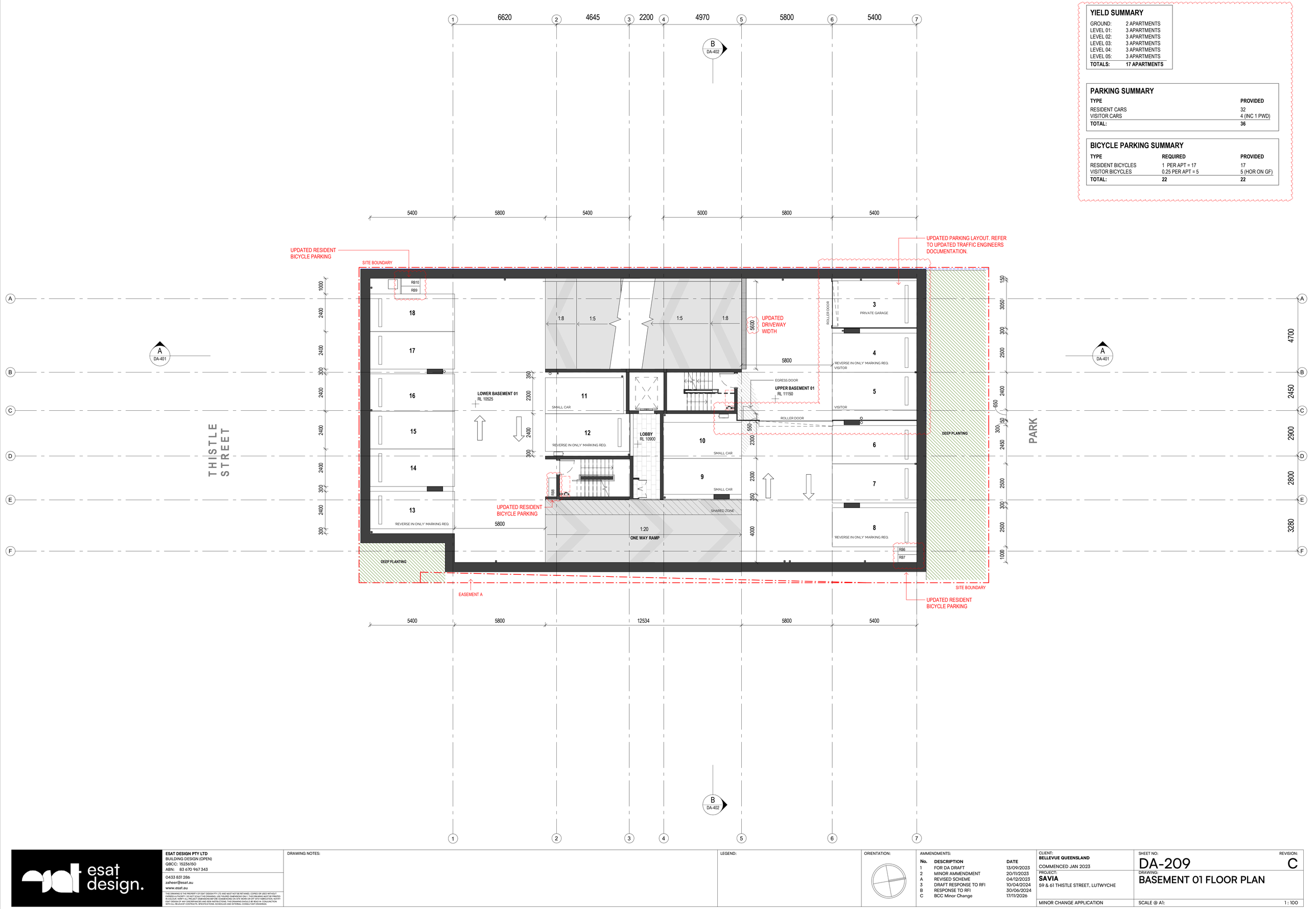

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DRAWING NOTES:

LEGEND:

ORIENTATION:

AMMENDMENTS:

No.	DESCRIPTION	DATE
1	FOR DA DRAFT	13/09/2023
2	MINOR AMMENDMENT	20/11/2023
A	REVISED SCHEME	04/12/2023
3	DRAFT RESPONSE TO RFI	10/04/2024
B	RESPONSE TO RFI	30/06/2024
C	BCC Minor Change	17/11/2026

CLIENT:
BELLEVUE QUEENSLAND
COMMENCED JAN 2023

PROJECT:
SAVIA
59 & 61 THISTLE STREET, LUTWYCHE

MINOR CHANGE APPLICATION

SHEET NO: DA-209

REVISION: C

DRAWING:
BASEMENT 01 FLOOR PLAN

SCALE @ A1: 1 : 100



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DRAWING NOTES:

LEGEND:

ORIENTATION:

AMMENDMENTS:

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D	BCC Minor Change	17/11/2026

CLIENT:
BELLEVUE QUEENSLAND
COMMENCED JAN 2023

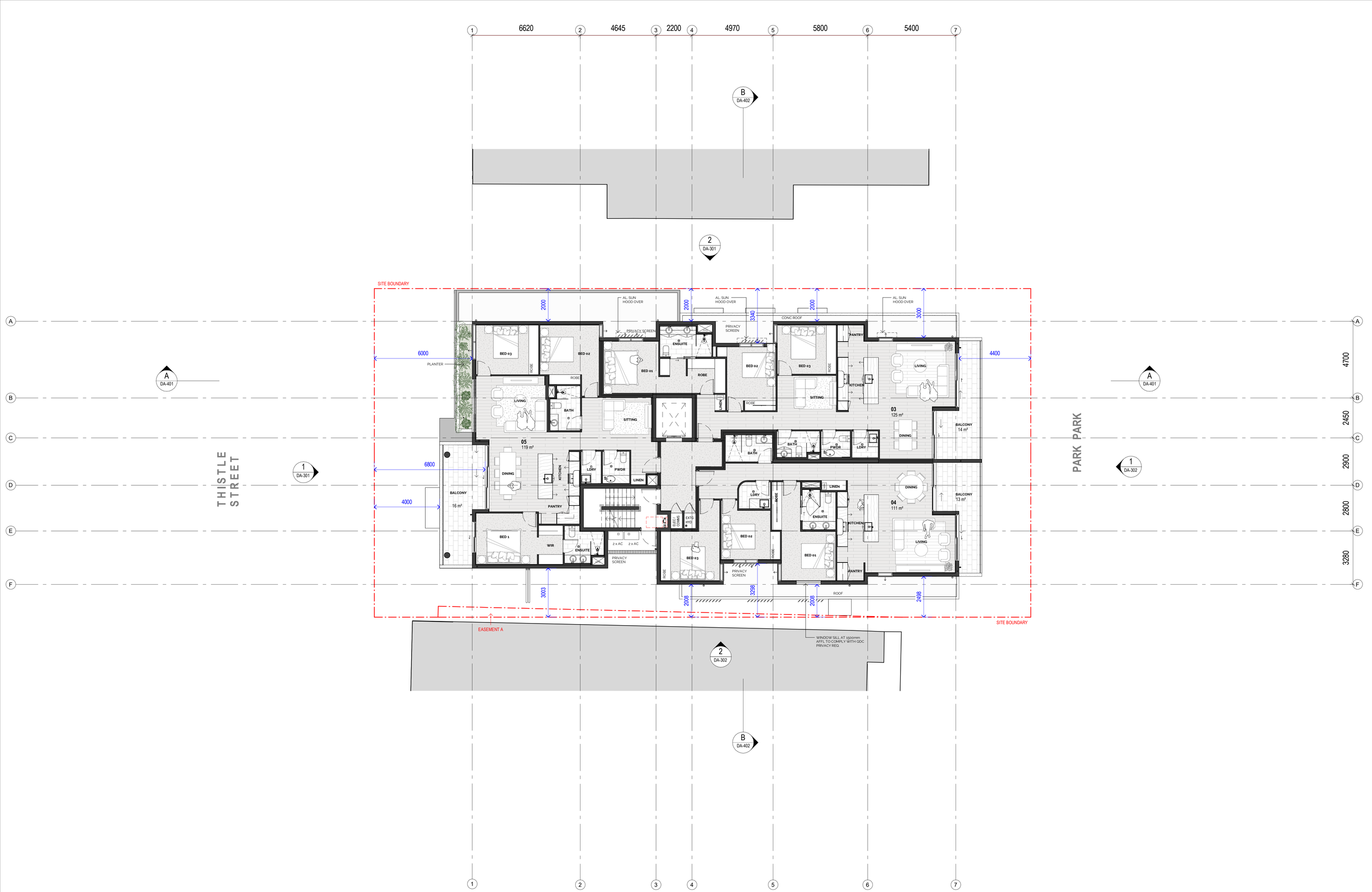
PROJECT:
SAVIA
59 & 61 THISTLE STREET, LUTWYCHE

MINOR CHANGE APPLICATION

SHEET NO: DA-210
REVISION: D

DRAWING:
GROUND FLOOR PLAN

SCALE @ A1: 1 : 100



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D	APARTMENT LAYOUT UPDATES	08/11/2024
E	BCC Minor Change	17/11/2026

CLIENT: **BELLEVUE QUEENSLAND**
COMMENCED JAN 2023

PROJECT: **SAVIA**
59 & 61 THISTLE STREET, LUTWYCHE

MINOR CHANGE APPLICATION

SHEET NO: DA-211
REVISION: E
DRAWING: LEVEL 01 FLOOR PLAN
SCALE @ A1: 1 : 100



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LEGEND:

ORIENTATION:

AMMENDMENTS:

No.	DESCRIPTION	DATE
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CLIENT:
BELLEVUE QUEENSLAND
COMMENCED JAN 2023

PROJECT:
SAVIA
59 & 61 THISTLE STREET, LUTWYCHE

MINOR CHANGE APPLICATION

SHEET NO: DA-212
REVISION: E
DRAWING: LEVEL 02 FLOOR PLAN
SCALE @ A1: 1 : 100



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ORIENTATION:

AMMENDMENTS:

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CLIENT:
BELLEVUE QUEENSLAND

COMMENCED JAN 2023

PROJECT:
SAVIA
59 & 61 THISTLE STREET, LUTWYCHE

MINOR CHANGE APPLICATION

SHEET NO:
DA-213

REVISION: E

DRAWING:
LEVEL 03 FLOOR PLAN

SCALE @ A1: 1 : 100



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LEGEND:

ORIENTATION:

AMMENDMENTS:

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CLIENT:
BELLEVUE QUEENSLAND
COMMENCED JAN 2023

PROJECT:
SAVIA
59 & 61 THISTLE STREET, LUTWYCHE

MINOR CHANGE APPLICATION

SHEET NO:
DA-214

REVISION:
E

DRAWING:
LEVEL 04 FLOOR PLAN

SCALE @ A1: 1 : 100



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CLIENT:
BELLEVUE QUEENSLAND
COMMENCED JAN 2023

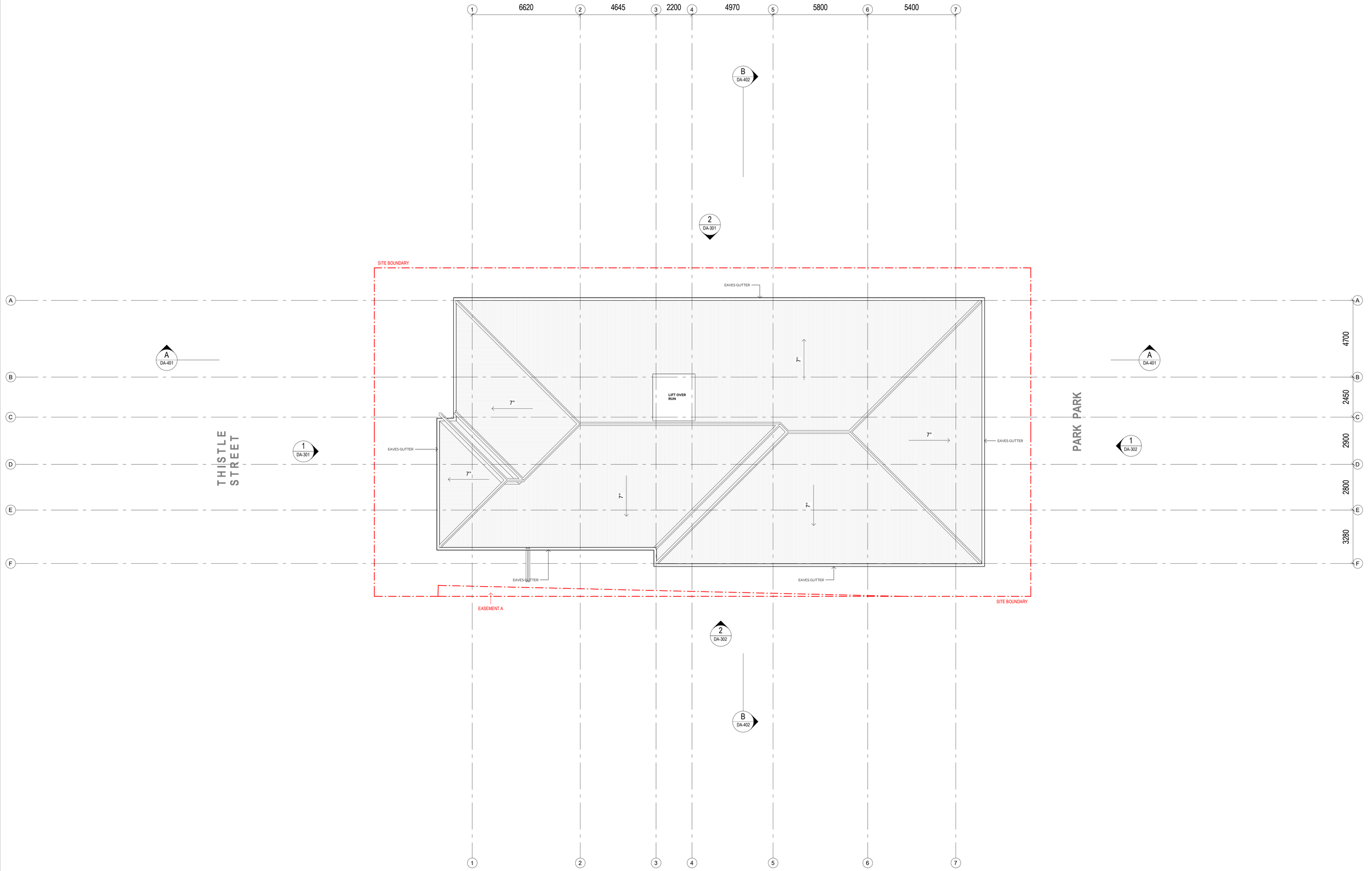
PROJECT:
SAVIA
59 & 61 THISTLE STREET, LUTWYCHE

MINOR CHANGE APPLICATION

SHEET NO: DA-215
REVISION: C

DRAWING:
LEVEL 05 FLOOR PLAN

SCALE @ A1: 1 : 100



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CLIENT:
BELLEVUE QUEENSLAND
COMMENCED JAN 2023

PROJECT:
SAVIA
59 & 61 THISTLE STREET, LUTWYCHE

MINOR CHANGE APPLICATION

SHEET NO: DA-216

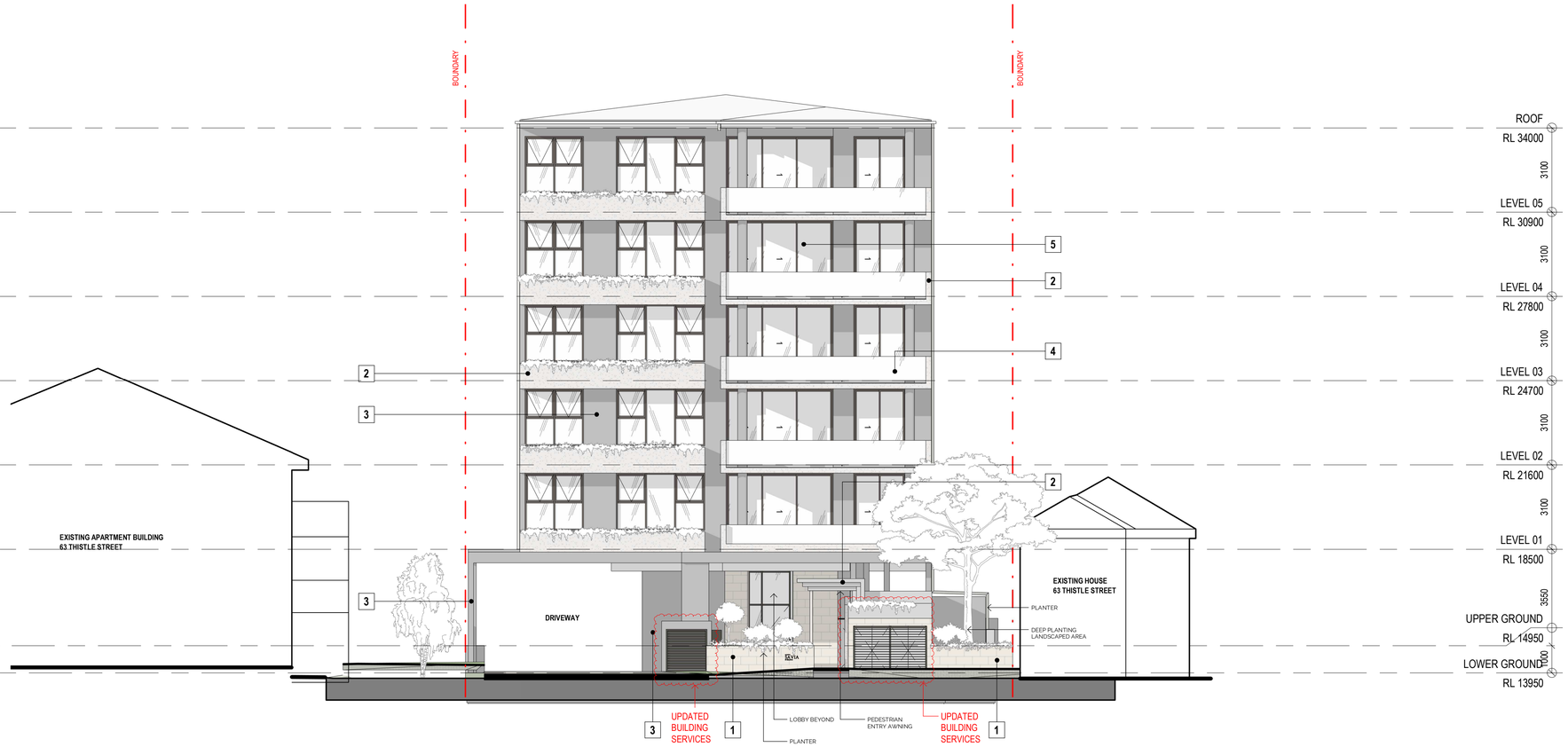
REVISION: C

DRAWING:
ROOF PLAN

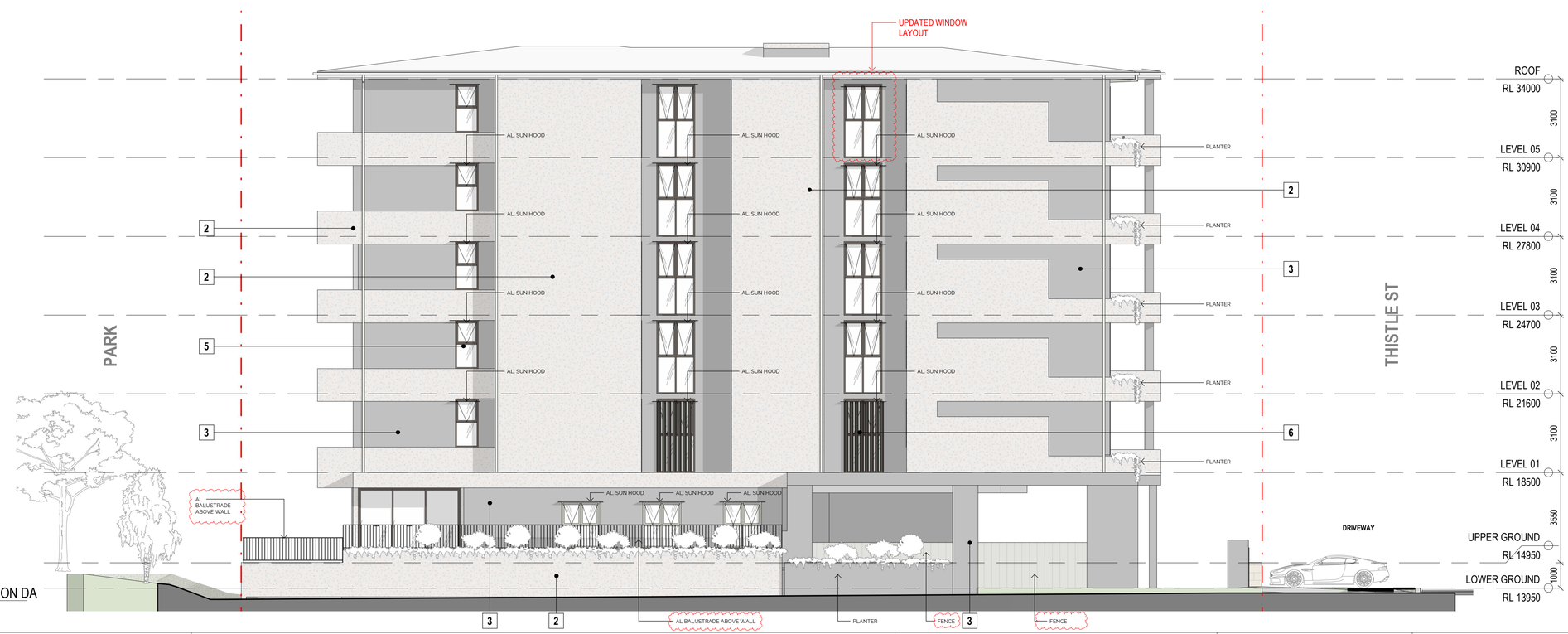
SCALE @ A1: 1 : 100

MATERIAL LEGEND

1	TRAVERTINE TILE
2	SMOOTH RENDER - WHITE
3	SMOOTH RENDER - DARK GREY
4	GLASS BALUSTRADE
5	AL. FRAMED GLAZING - BRONZE
6	ALUMINIUM PRIVACY BLADE SCREEN - BRONZE



1 SOUTH ELEVATION DA
1 : 100



2 WEST ELEVATION DA
1 : 100

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BUILDING DESIGN (OPEN)
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ABN: 83 670 967 343

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CLIENT:
BELLEVUE QUEENSLAND
COMMENCED JAN 2023

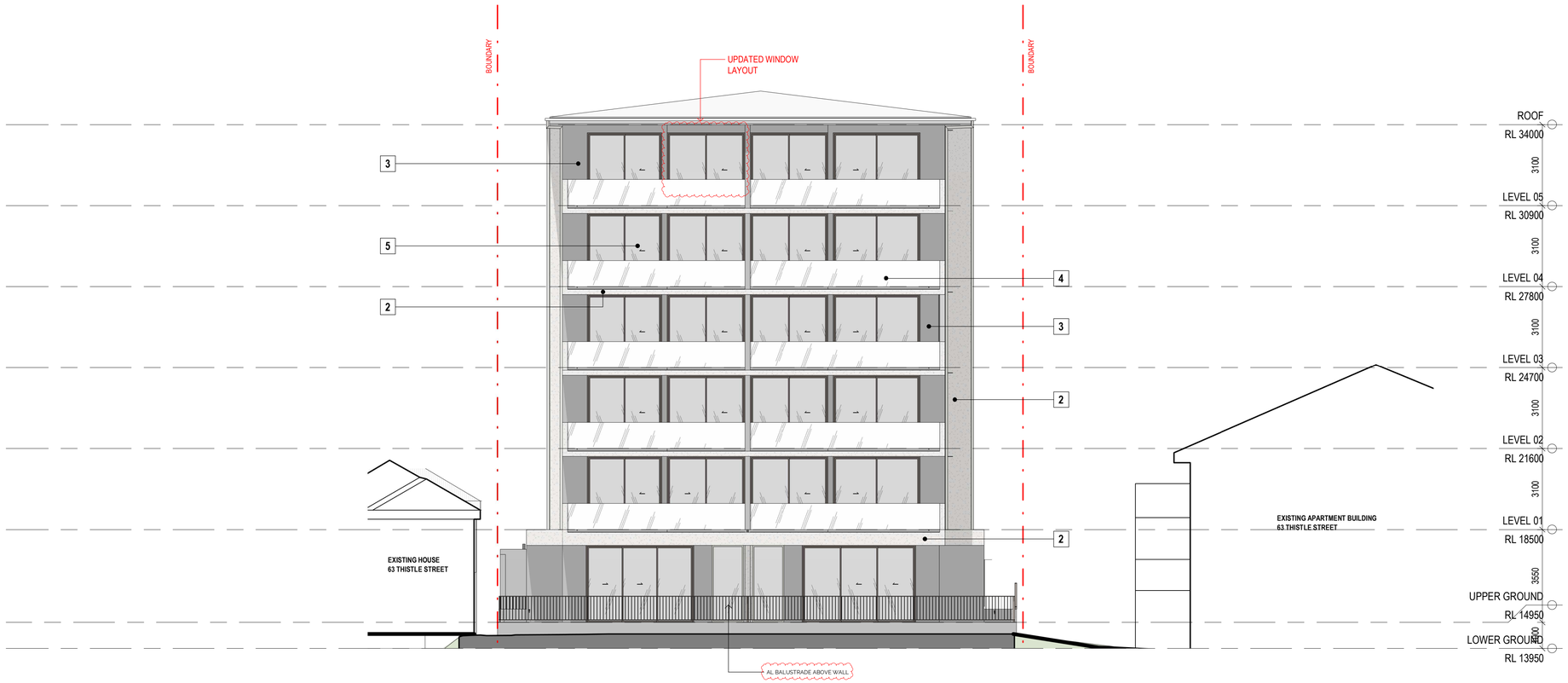
PROJECT:
SAVIA
59 & 61 THISTLE STREET, LUTWYCHE

MINOR CHANGE APPLICATION

SHEET NO: DA-301
REVISION: D
DRAWING: ELEVATIONS
SCALE @ A1: 1 : 100

MATERIAL LEGEND

1	TRAVERTINE TILE
2	SMOOTH RENDER - WHITE
3	SMOOTH RENDER - DARK GREY
4	GLASS BALUSTRADE
5	AL. FRAMED GLAZING - BRONZE
6	ALUMINIUM PRIVACY BLADE SCREEN - BRONZE



1 NORTH ELEVATION DA
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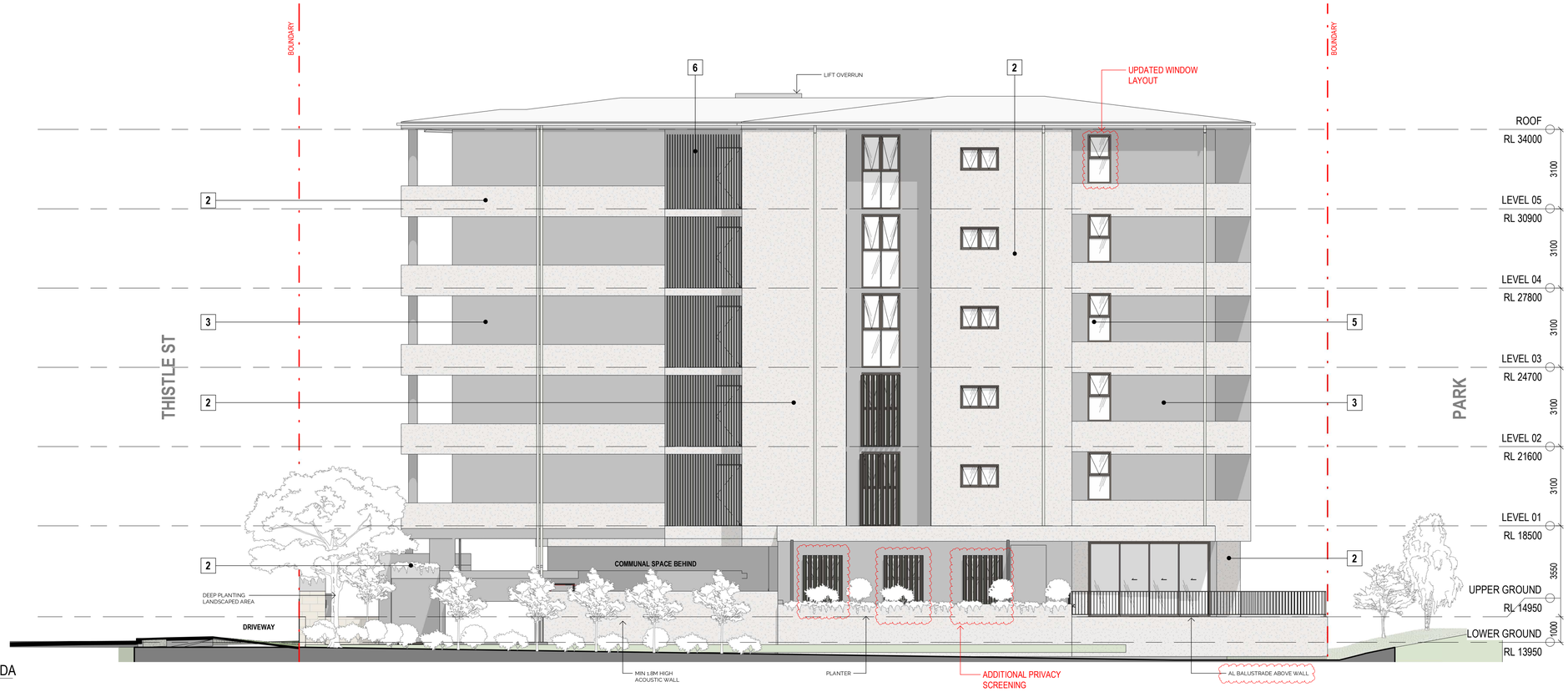

2 EAST ELEVATION DA
1 : 100

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E	BCC Minor Change	17/11/2026

CLIENT:
BELLEVUE QUEENSLAND
COMMENCED JAN 2023

PROJECT:
SAVIA
59 & 61 THISTLE STREET, LUTWYCHE

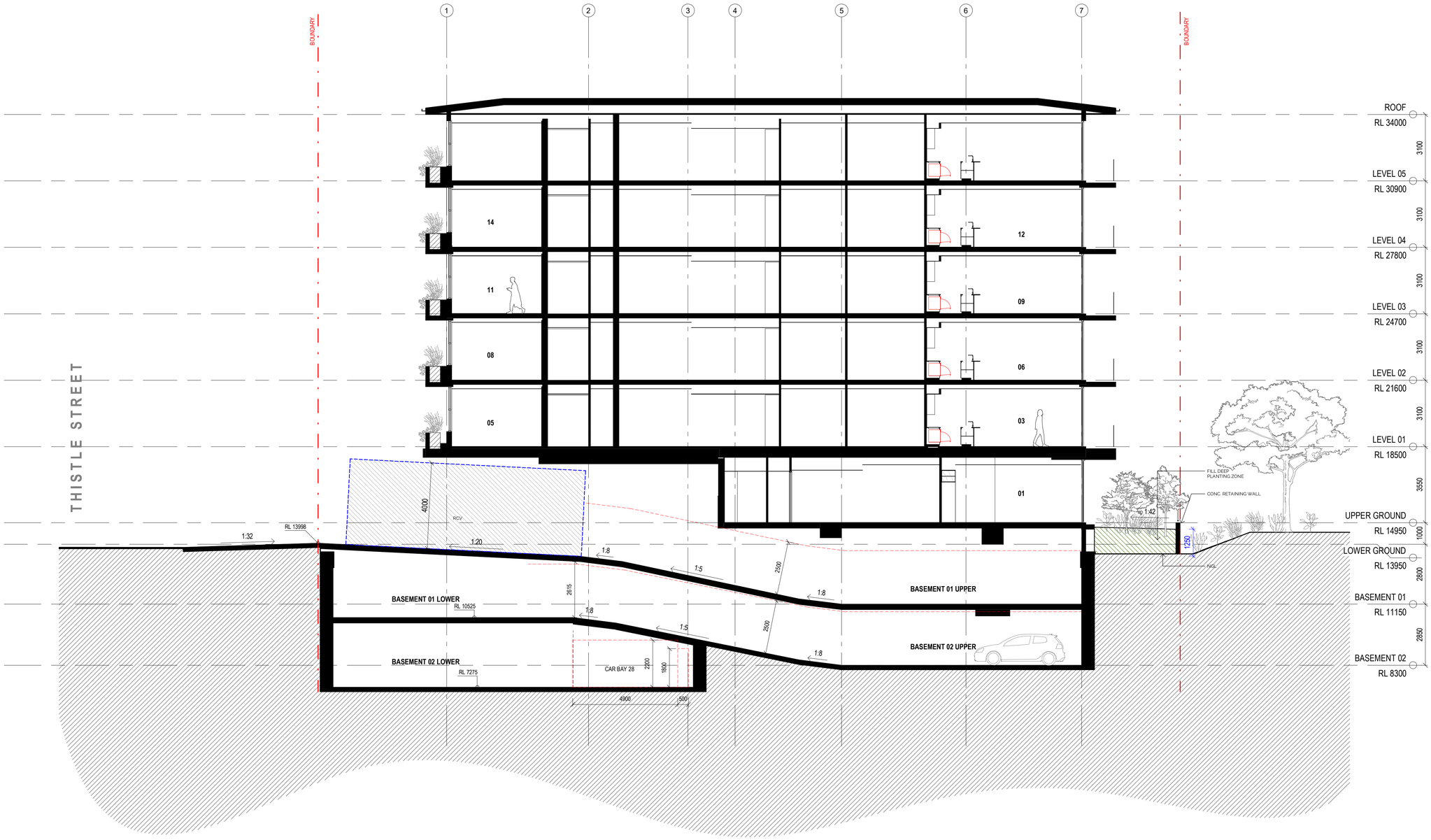
MINOR CHANGE APPLICATION

SHEET NO:
DA-302

REVISION:
E

DRAWING:
ELEVATIONS

SCALE @ A1: 1 : 100



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CLIENT:
BELLEVUE QUEENSLAND
COMMENCED JAN 2023

PROJECT:
SAVIA
59 & 61 THISTLE STREET, LUTWYCHE

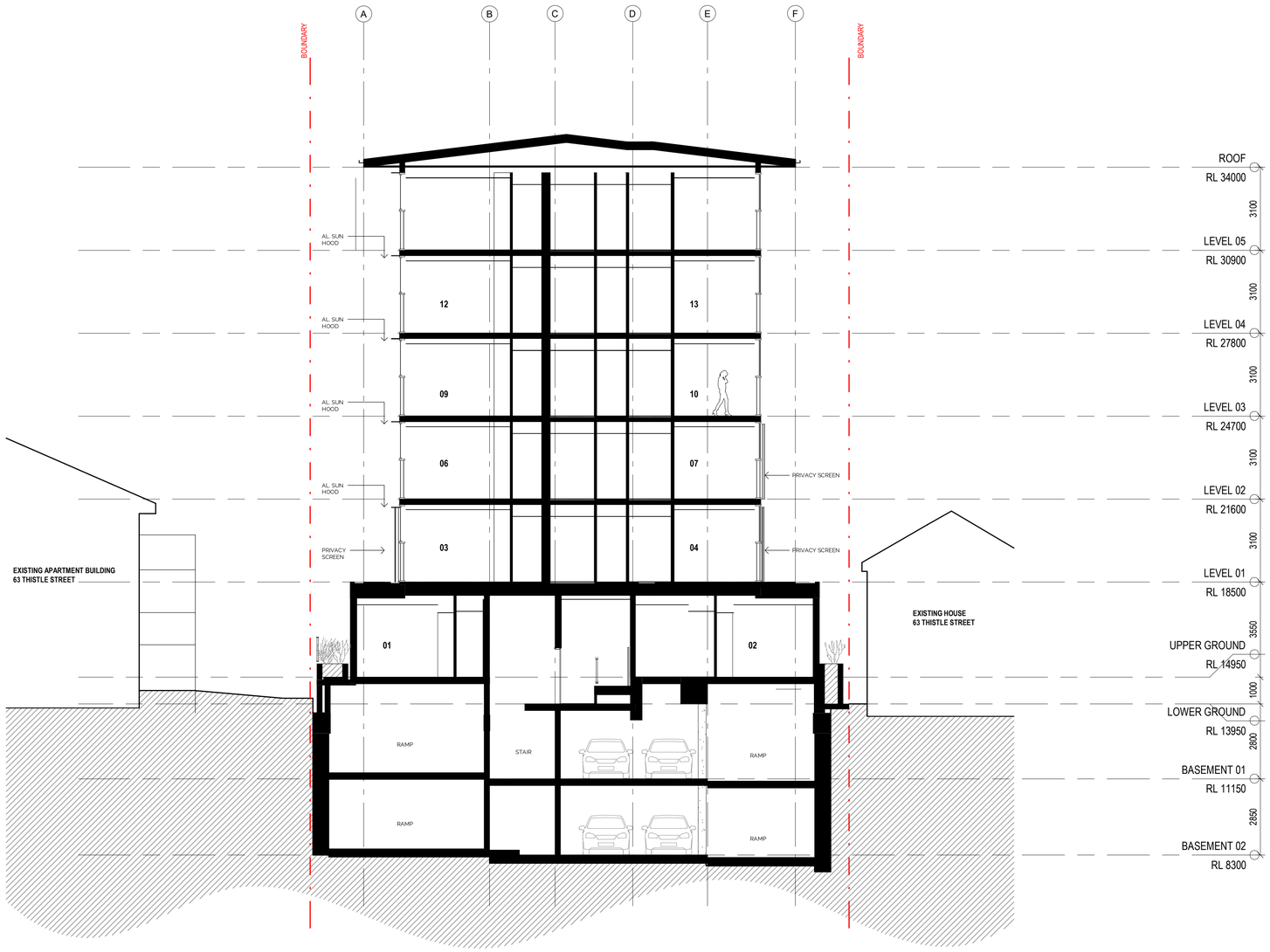
MINOR CHANGE APPLICATION

SHEET NO:
DA-401

REVISION:
D

DRAWING:
SECTION A

SCALE @ A1: 1 : 100



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CLIENT:
BELLEVUE QUEENSLAND
COMMENCED JAN 2023

PROJECT:
SAVIA
59 & 61 THISTLE STREET, LUTWYCHE

MINOR CHANGE APPLICATION

SHEET NO:
DA-402

REVISION:
D

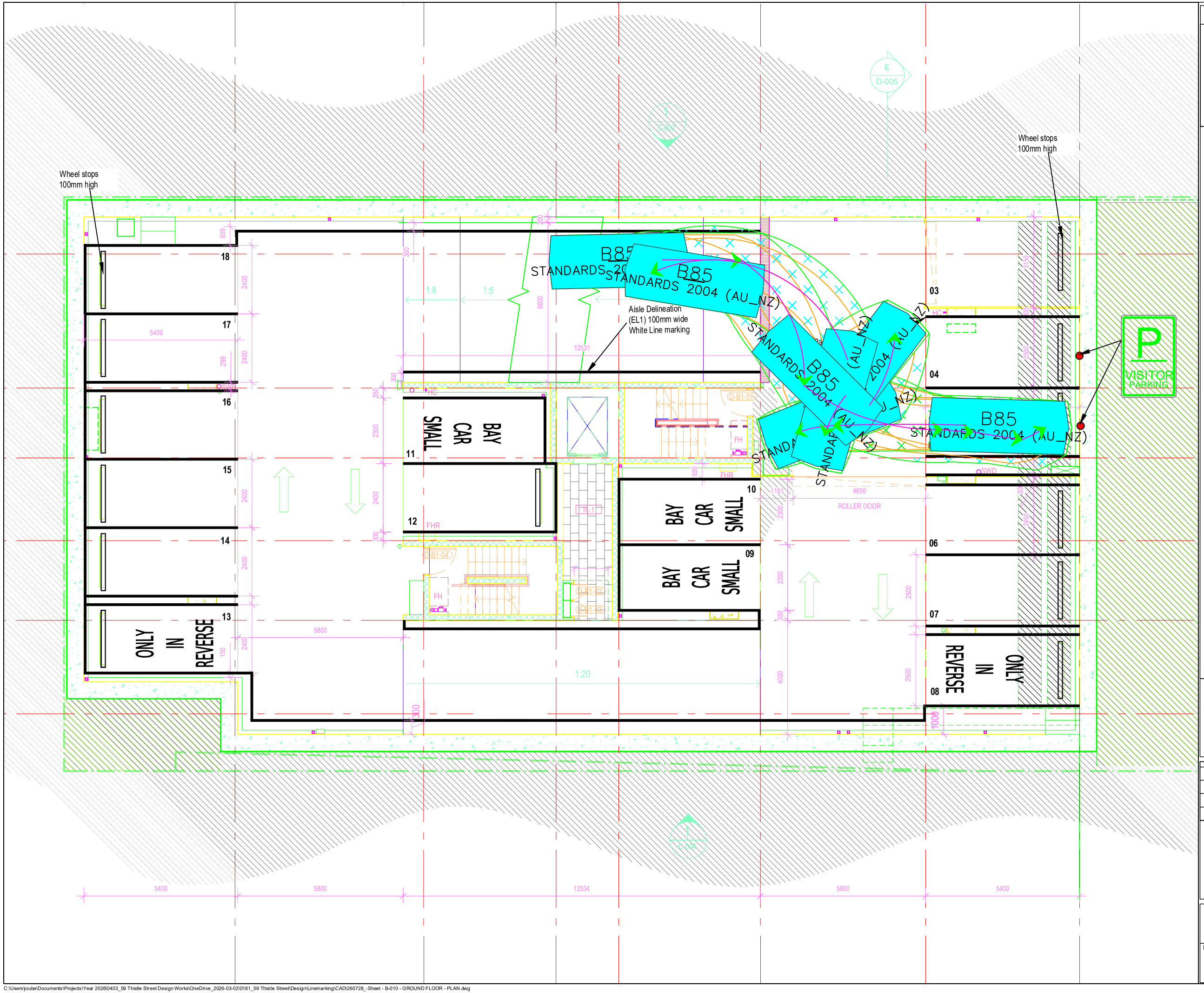
DRAWING:
SECTION B

SCALE @ A1: 1 : 100

APPENDIX

B

Swept Path Analysis



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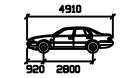

B85

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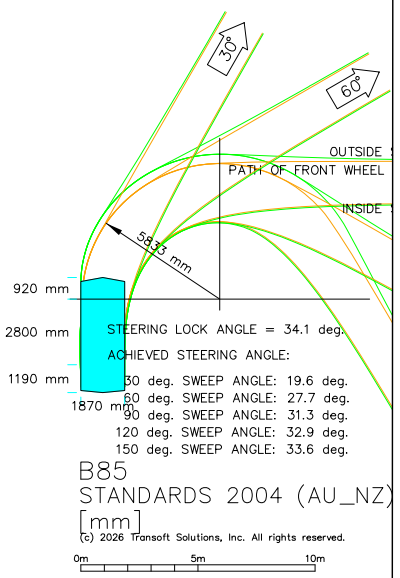
Track	: 1770
Lock to Lock Time	6.0
Steering Angle	: 34.1



STEERING LOCK ANGLE = 34.1 deg.

ACHIEVED STEERING ANGLE:

30 deg. SWEEP ANGLE: 19.6 deg.
60 deg. SWEEP ANGLE: 27.7 deg.
90 deg. SWEEP ANGLE: 31.3 deg.
120 deg. SWEEP ANGLE: 32.9 deg.
150 deg. SWEEP ANGLE: 33.6 deg.

B85
STANDARDS 2004 (AU_NZ)
[mm]

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0m 5m 10m

34 Flamingo Crescent
Thornlands
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ITE CONSULTING
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Tel: 0424 110 122

herman@iteconsulting.com.au
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	NAME:	RPEQ:	DATE:
DESIGNED:	-		
DRAWN:	Herman Joubert	25899	2026/10/12
CHECKED:	Herman Joubert	25899	2026/10/12

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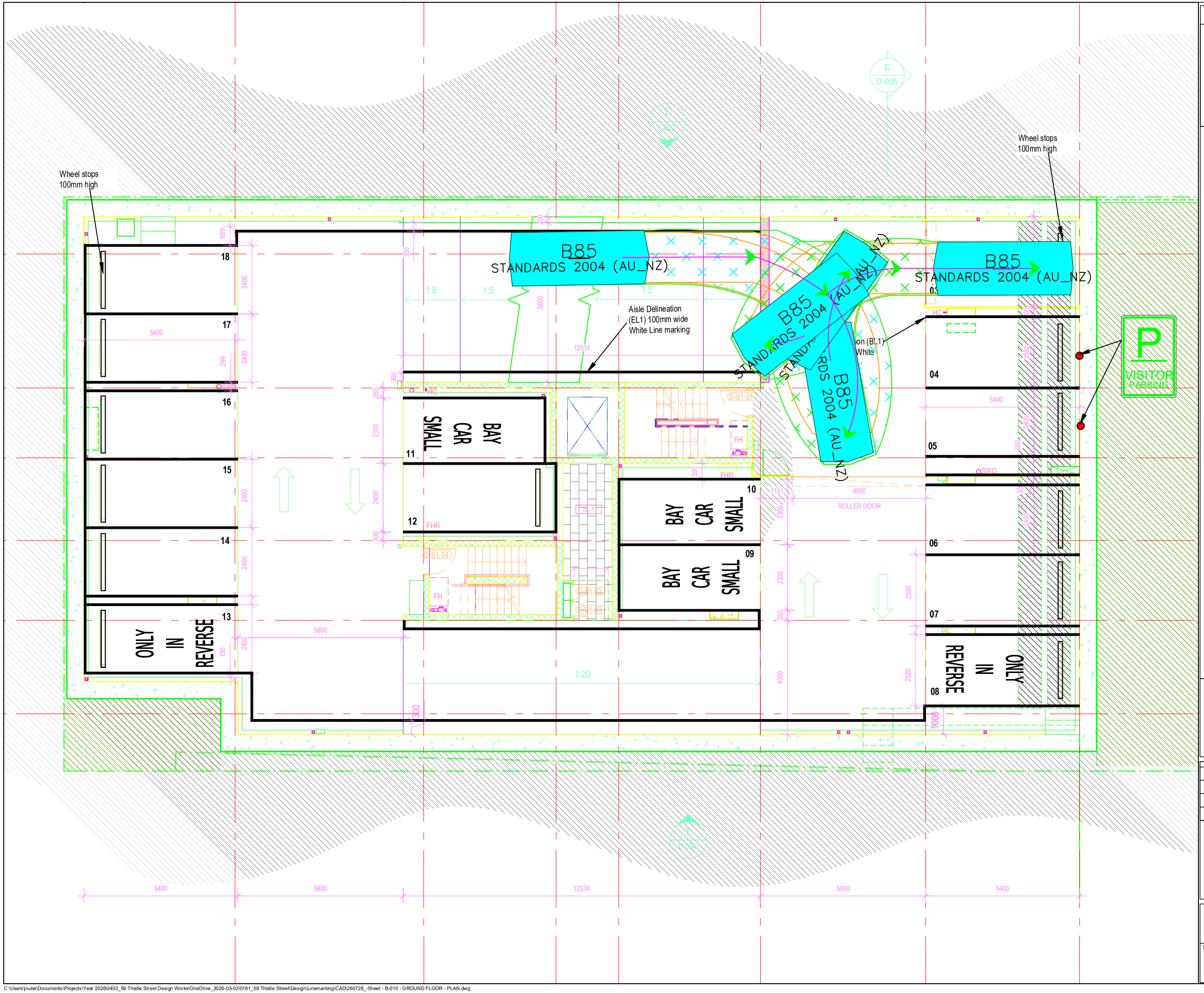
DRAWING TITLE:

B1 AS2890.1:2004 B85 Swept Path

SCALE:	REV:
0.008	-
	DATE: 2026/10/12

DRAWING NUMBER:

04



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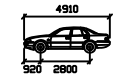
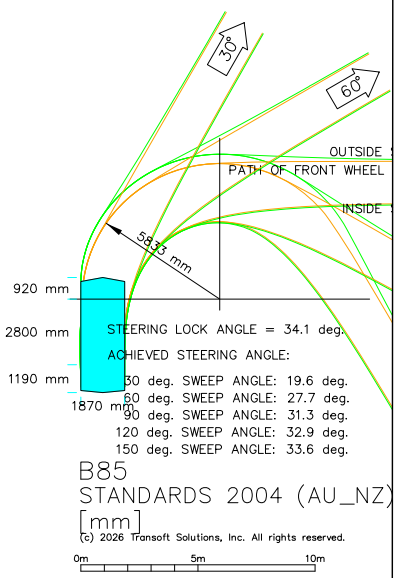


B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	6.0
Steering Angle	: 34.1



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120 deg. SWEEP ANGLE: 32.9 deg.
150 deg. SWEEP ANGLE: 33.6 deg.

B85
STANDARDS 2004 (AU_NZ)
[mm]

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Queensland
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ITE CONSULTING
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herman@iteconsulting.com.au
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	NAME:	RPEQ:	DATE:
DESIGNED:	-		
DRAWN:	Herman Joubert	25899	2026/10/12
CHECKED:	Herman Joubert	25899	2026/10/12

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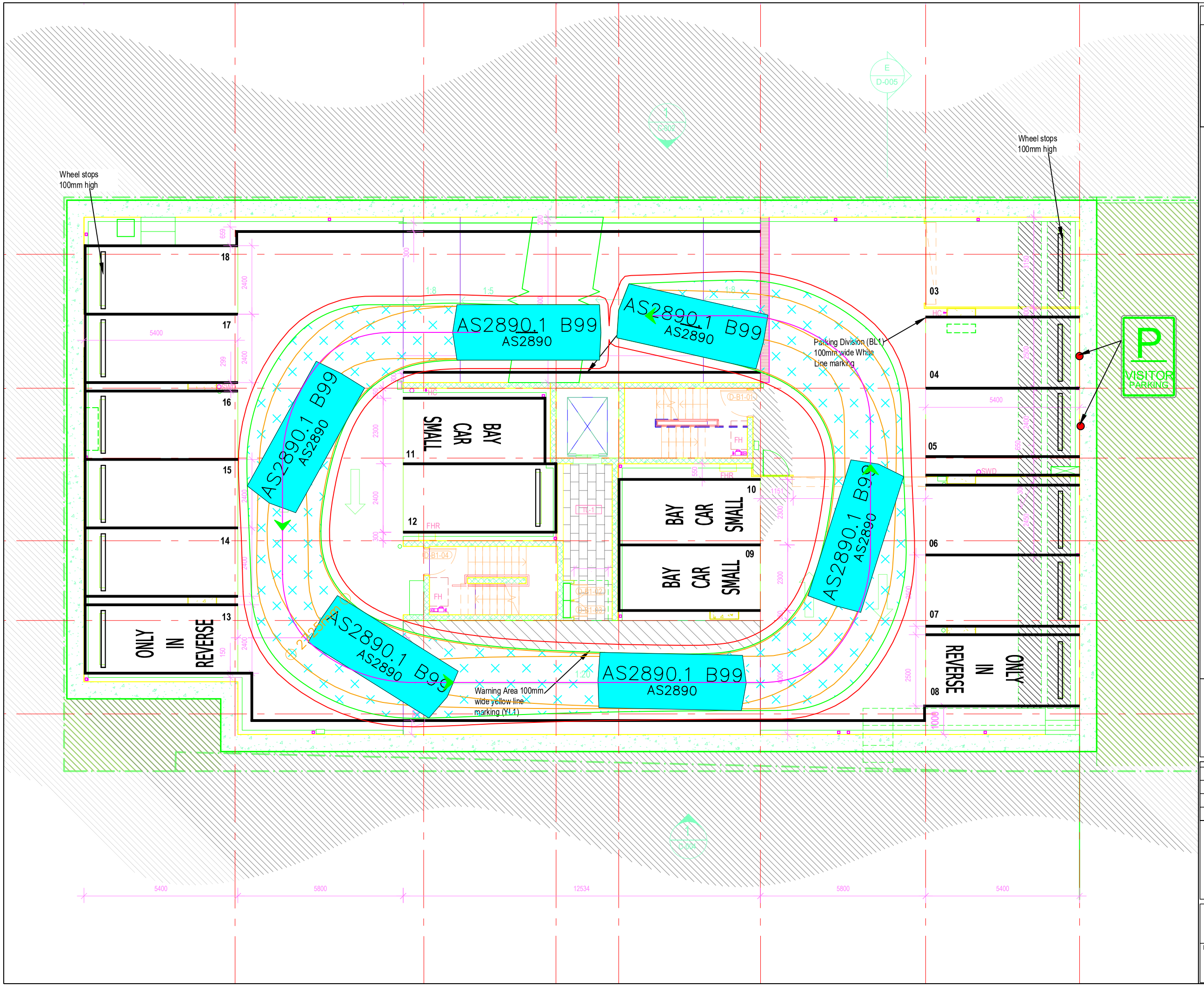
DRAWING TITLE:

B1 AS2890.1:2004 B85 Swept Path

SCALE:	REV:
0.008	-
	DATE: 2026/10/12

DRAWING NUMBER:

05



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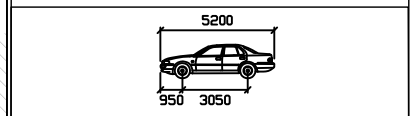
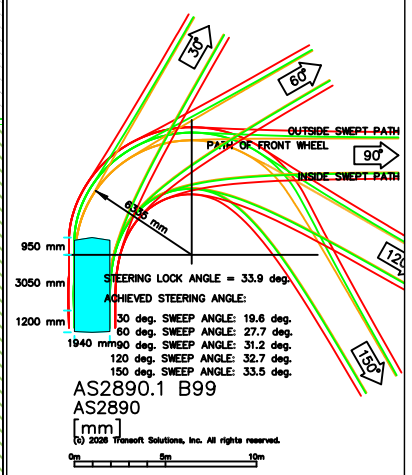


AS2890.1 B99

mm
Width : 1940
Track : 1840
Lock to Lock Time: 4.0
Steering Angle : 33.9



AS2890.1 B99
AS2890
[mm]

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	NAME:	RPEQ:	DATE:
DESIGNED:	-		
DRAWN:	Herman Joubert	25899	2026/10/12
CHECKED:	Herman Joubert	25899	2026/10/12

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DRAWING TITLE:

B1 AS2890.1:2004 B99
Swept Path

SCALE:	REV:
0.008	-
	DATE: 2026/10/12

DRAWING NUMBER:

02

C:\Users\joube\Documents\Projects\Year 2026\0403_59 Thistle Street Design Works\OneDrive_2026-03-02\0181_59 Thistle Street\Design\Linemarking\CAD\260728_-Sheet - B-010 - GROUND FLOOR - PLAN.dwg

Wheel stops
100mm high

Wheel stops
100mm high

AS2890.1 B99
AS2890

Aisle Delineation
(EL1) 100mm wide
White Line marking

AS2890.1 B99
AS2890

AS2890.1 B99
AS2890

AS2890.1 B99
AS2890

AS2890.1 B99
AS2890

BAY CAR SMALL

BAY CAR SMALL

BAY CAR SMALL

ONLY IN REVERSE

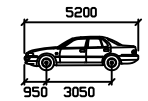
ONLY IN REVERSE

36 35 34 33 32 31 27 28 29 30 26 25 19 20 21 22 23 24

5400 5800 5400 5800 5400

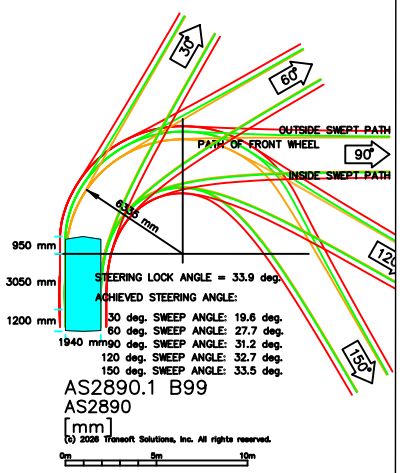
5800 12535 5799 5400

Legend:



AS2890.1 B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	4.0
Steering Angle	: 33.9



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	NAME:	RPEQ:	DATE:
DESIGNED:	-		
DRAWN:	Herman Joubert	25899	2026/10/12
CHECKED:	Herman Joubert	25899	2026/10/12

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B2 AS2890.1:2004 B99 Swept Path

SCALE:	REV:
0.008	-
	DATE: 2026/10/12

DRAWING NUMBER:

03

AS2890.1 B99
AS2890

AS2890.1 B99
AS2890

AS2890.1 B99
AS2890

STOP HERE ON RED SIGNAL

Aisle Delineation (EL1) 100mm wide White Line marking

Aisle Delineation (EL1) 100mm wide White Line marking

Speed Hump

Bollard

Wheel stops 100mm high

P
VISITOR PARKING

01 REVERSE IN ONLY 02

12200

1:32

1:8

(1884 mm)

5500 RAMPING

1528

2182

279

1200

300

600

5400

1000

2835

4610

FN-1

HC

BT

DP

SC-1

TL-1

L1

IW3

IW4

P6

D-01-03

D-02-06

D-02-07

D-LG-01

D-LG-02

D-LG-03

D-LG-04

D-LG-05

D-LG-06

LG-01 TYPE 1

UG-01 TYPE 2

UG-02 TYPE 1

COMMUNAL

1
C-001

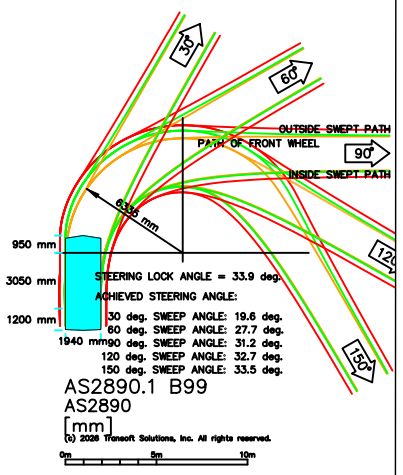
1
C-002

Legend:

5200
950 3050

AS2890.1 B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	4.0
Steering Angle	: 33.9



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DESIGNED:	-		
DRAWN:	Herman Joubert	25899	2026/10/12
CHECKED:	Herman Joubert	25899	2026/10/12

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DRAWING TITLE:

Ground AS2890.1:2004 B99 Swept Path

SCALE:	REV:
0.0053	-
	DATE: 2026/10/12

DRAWING NUMBER: 01

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