BENZIE
TRAFFIC ENGINEERING

BCC DS
RECEIVED
20-11-2026
APPLICATION REF
A007156336

Traffic Impact Assessment

Clearview Precinct H

SITE LOCATION	PREPARED FOR	DATE	REFERENCE
Seven Hills, QLD	Heran Building Group	November 2026	26BT_11

Document Control

Project Title	Clearview Precinct H
Site Location	Griffith Place, Seven Hills
Client	Heran Building Group
Reference	26BT_11

Revision History

REVISION	DATE	DESCRIPTION	PREPARED	REVIEWED
1	27 /10 /2026	Draft DA Report	J Benzie	J Benzie
2	04 / 11/ 2026	For Submission	J Benzie	J Benzie RPEQ 24616
3				

Table of Contents

1 Introduction 4

1.1 Context 4

1.2 Scope of Assessment 4

1.3 Reference Documents 4

2 The Site 5

2.1 Site Location 5

2.2 Existing Approvals 6

3 Proposal 7

3.1 Overview 7

3.2 Key Proposal Details 7

4 Transport Network 8

4.1 Road Network 8

Existing Road Network 8

4.2 Public Transport Network 8

Bus Stops 8

Train Station 8

4.3 Active Transport 9

5 Parking Provisions 10

5.1 Car Parking Supply 10

5.2 Design Review 11

6 Access Arrangements 13

6.1 Building 1 Crossover – Eastern Boundary 13

6.2 Building 2 Crossover – Northern Boundary 14

7 Servicing Arrangements 16

7.1 Approved Arrangement 16

7.2 Proposed Arrangements 16

Building 1 16

Building 2 16

8 Development Generation 17

8.1 Traffic Generation Rates 17

8.2 Estimated Development Generation 17
8.3 Approved Generation 18
9 Proposed Active Transport 19
9.1 Pedestrian Connections 19
9.2 Bicycle Parking 19
Bicycle Parking Supply 19
Appendix 1 Proposed Development Plans 20
Appendix 2 Swept Paths 21

Figures

Figure 1 – Site Location 5

Tables

Table 1 Reference Documents 4
Table 2 Site Details 5
Table 3 Summary – Existing Approvals 6
Table 4 Key Proposal Details 7
Table 5 Existing Road Network 8
Table 6 Existing Active Transport 9
Table 7 Car Parking – CityPlan 2000 10
Table 8 Car Parking – CityPlan 2014 10
Table 9 Design Review – Car Parking 11
Table 10 Design Review – Building 1 Crossover 13
Table 11 Design Review – Building 2 Crossover 14
Table 12 Site Generation Rates 17
Table 13: Estimated Traffic Generation 17

1 Introduction

1.1 Context

Benzie Engineering has been engaged to provide transport and traffic engineering advice for the proposed multiple dwelling development at 23 Griffith Place, Seven Hills.

The report forms part of an Other Change application to Brisbane City Council (BCC). The initial approval was granted by BCC in September 2022 (BCC reference: A005353882). Further information regarding the current approval is provided in **Section 2.2.**

1.2 Scope of Assessment

This assessment includes a review of the:

- Existing site conditions and relevant approvals for the site.
- Proposed car parking supply and design
- Proposed servicing provisions and on-site loading facilities
- Proposed pedestrian and bicycle provisions and design
- Proposed access locations and suitability.
- Qualitatively assessing the expected site generation and the impact to the road network

1.3 Reference Documents

In undertaking this assessment, reference has been made to the relevant planning guidelines. These are detailed in Table 1.

Table 1 Reference Documents

Guideline / Authority	Reference
BCC City Plan 2014	• Transport, Access, Parking and Servicing Policy (TAPS Policy) • Transport, Access, Parking and Servicing Code (TAPS Code) • Road Hierarchy Overlay
BCC CityPlan 2000	• Transport, Access, Parking and Servicing Policy (TAPS Policy)
Australian Standards	• AS2890 Series
Transport for New South Wales (TfNSW)	• Guide to Traffic Impact (GTIA) 2024

2 The Site

2.1 Site Location

The subject site is identified as Precinct H within the broader Clearview Urban Village development. The site forms part of a larger, master planned precinct. The southern portion of Precinct H has an existing approval for 18 townhouses.

For reference, the site location is shown in **Figure 1.**

Key details of the site are as follows:

Table 2 Site Details

Category	Description
Site Address	23 Griffith Place, Seven Hills
Real Property Description	Lot 9 on SP 267627

Figure 1 – Site Location



2.2 Existing Approvals

There are several approvals relevant to the site. This includes master plan approval for the Urban Village and subsequent approvals for Precinct H. A summary of the relevant approvals is provided below.

Table 3 Summary – Existing Approvals

Approval Number	Date	Summary Of Approval
A003422979 Masterplan	June 2014	Master plan approval including structure plan for the precinct.
A005343882 Precinct H	September 2022	Approval for the entirety of Precinct H • Four buildings across four stages • Typically, residential with ground floor retail • Parking located across the ground floor and basement • Access to Griffith Place
A006831264 Precinct H (South)	November 2025	Approval for southern portion of Precinct H (Building C and D of A005343882). • 28 townhouses • Access via Griffith Place and existing easements. • Parking provided on grade.

This approval will typically reference A005343882, as this covers the Precinct H. Where relevant, consideration may also be given to the master plan approval (A003422979).

3 Proposal

3.1 Overview

The proposal relates to the northern portion of Precinct H.

With respect to the current approval (A005343882), the application covers Building A and B, which included a combined 66 dwellings and ground floor retail.

The proposal is for two residential buildings with a combined total of 116 dwellings. Car parking is located across the ground floor, lower ground floor and basement levels. Access is provided to Griffith Place.

The intent is that both buildings will operate independently, with separate access, loading and car parking. This allows for construction to occur across two stages, if required.

Further information regarding the proposal is provided below.

3.2 Key Proposal Details

Table 4 Key Proposal Details

Parameter		Proposal
Car Parking	Building 1	Total of **160 spaces**, comprising • 142 resident spaces • 18 visitor spaces (including 1 PWD spaces)
	Building 2	Total of **112 spaces**, comprising • 101 resident spaces • 11 visitor spaces (including 1 PWD spaces)
Access	Building 1	6m wide, Modified Type B1 crossover to Griffith Place (via Easement) All movements permitted.
	Building 2	7.9m wide, Modified Type B1 to Griffith Place All movements permitted.
Servicing	Building 1	Servicing will occur within the aisle at the site access. Vehicles will reverse from the internal road, stand and then exit in forward gear to Griffith Place.
	Building 2	The loading area fronts Building 2, adjacent the northern boundary. Vehicles will enter and exit the site in forward gear, using the entrance aisle to reverse into the loading area.

4 Transport Network

4.1 Road Network

Existing Road Network

All roads within the vicinity of the site are controlled by BCC. The local road network and characteristics are listed below in **Table 5**.

Table 5 Existing Road Network

Road	Hierarchy	Cross Section	Posted Speed (kph)
Griffith Place	Unclassified	Two lanes, undivided. Parking provided on both sides.	50
Clearview Terrace	Neighbourhood Road	Two lanes, undivided. Parking provided on both sides.	50
Kensington Avenue	Suburban Road	Two lanes, undivided. Parking provided on both sides.	60

4.2 Public Transport Network

Bus Stops

The closest on-street bus stop are located along Kensington Avenue and Agnew Street. Bus routes include 212, 214, 215 and 220. These services provide connections from Carindale, Cannon Hill and Wynnum to Brisbane City and Fortitude Valley. Services run seven days per week, with services typically half an hour during peak periods and hourly outside of peaks.

Train Station

Morningside train station is located approximately 750m north-west of the site. The station is located on the Cleveland line (T4), which connects Cleveland through to Shorncliffe. Services operate every 15 mins during peaks and half hourly outside of peaks.

4.3 Active Transport

The existing active transport arrangements are summarised in **Table 6.**

Table 6 Existing Active Transport

Road	Active Transport Provisions
Griffith Place	Pedestrian typically paths provided on both sides of the street. Kerb ramps provided at major intersections No dedicated cycle facilities on or off road.
Clearview Terrace	
Kensington Avenue	

5 Parking Provisions

5.1 Car Parking Supply

Per the master plan approval (A003422979), the development is firstly assessed against CityPlan 2000 requirements. These requirements are summarised below in **Table 7.**

Given the changes in car parking requirements implemented within CityPlan 2014, an additional assessment against the current planning requirements has also been undertaken. This is included in **Table 8.** The rates of CityPlan 2014 are consistent with the current approval for Precinct H (A005343882)

Table 7 Car Parking – CityPlan 2000

Land Use	Parking Rate	Yield	Required	Proposed
Multiple Dwelling	1.5 spaces per dwelling	Building 1: 73	110 spaces	160 spaces
		Building 2: 43	65 spaces	112 spaces
Total			175 spaces	272 spaces

Table 8 Car Parking – CityPlan 2014

Land Use	Parking Rate	Yield	Required	Proposed
Multiple Dwelling	2 bedroom: 1.5 spaces per dwelling 3 bedroom: 2 spaces per dwelling 4 bedroom: 2.5 spaces per dwelling	Building 1 2 bedroom: 37 3 bedroom: 32 4 bedroom: 4	130 spaces	142 spaces
	Visitor: 0.25 spaces per dwelling	73 dwellings	19 spaces	18 spaces
	Subtotal – Building 1		*149 spaces*	*160 spaces*
	2 bedroom: 1.5 spaces per dwelling 3 bedroom: 2 spaces per dwelling 4 bedroom: 2.5 spaces per dwelling	Building 2 2 bedroom: 18 3 bedroom: 22 4 bedroom: 3	79 spaces	101 spaces
	Visitor: 0.25 spaces per dwelling	43 dwellings	11 spaces	11 spaces
	Subtotal – Building 2		*90 spaces*	*112 spaces*
Total (Building 1 + Building 2)			239 spaces	272 spaces

As shown, the proposed car parking supply exceeds both the CityPlan 2000 and CityPlan2014 requirements.

Note: the proposed visitor parking allocation for Building 1 is considered suitable given:

- CityPlan 2000 does not specify a visitor parking rate.

- The adoption of CityPlan 2014 rates results in both a higher visitor and resident parking requirement, which the development generally complies with.
- There is approximately ~130m of kerbside parking along Griffith Place which offers further capacity to accommodate overflow demands.

With respect to PWD parking provisions, the development provides 1 PWD space within each of the visitor parking areas (i.e. a total of 2 spaces across the site). This aligns with CityPlan 2014 requirements, which specify a minimum parking requirement of 1 space per 50 ordinary spaces. An 'ordinary space' is defined as non-reserved space – i.e. visitor and publicly accessible parking.

5.2 Design Review

The Building 1 car park is accessed via the eastern crossover. Parking is provided across the lower ground and basement levels. The building 2 car park is accessed via Griffith Street at the northern boundary. Parking is provided across the ground and lower ground levels. There is no connectivity between the respective parking areas.

Security lines separate visitor and resident parking. Suitable turnaround facilities are provided, as required.

A design review of the proposed layout has been undertaken in accordance with the current approval (A005343882). Where new design outcomes are proposed, assessment has been made against the requirements of CityPlan 2014. A summary of the proposed design is shown in **Table 9.**

Where performance outcomes are proposed, further information is provided below.

Table 9 Design Review – Car Parking

Design Aspect		Approved Outcome	Proposed	Compliance
Bay Length	Resident bay	5.4m	5.4m	Compliant
	Visitor bay	5.4m	5.4m	Compliant
	PWD bay	5.4m	5.4m	Compliant
Bay Width	Resident bay	2.6m (min)	2.4m – 2.6m	Performance Outcome
	Visitor bay	2.6m (min)	2.4m – 2.6m	Performance Outcome
	PWD bay	2.4m + 2.4m 'Shared Area'	2.4m + 2.4m 'Shared Area'	Compliant
Aisle Width	Parking aisle	6.2m (min)	6.2m	Compliant
	Parking aisle, >50 spaces	6m (min)	6m	Compliant
Ramp / Circulation	two-way, <25vph	5m + clearances	5.6m + clearances	Compliant

Column Location / Clearances	Rear of bay	Between 0.8 and 1.8m of aisle	Between 0.75 and 1.75m of aisle.	Performance Outcome
	Door Opening	0.3m	0.3m	Compliant
Gradients	Parking Aisle	1:20	1:20 max	Compliant
	Ramp	1:6	1:5	Performance Outcome
	Transitions	1:8	1:10	Compliant
End Aisle Extension	No blind aisles		1m typical end aisle extension	Compliant
Height Clearance	Minimum	2.3m	2.3m	Compliant
	Over PWD space	2.5m	2.5m	Compliant

Resident and Visitor Bay Width

Typically, the resident and visitor spaces are provided at 2.6m and comply with the existing approval. Where adjacent to columns, bay widths reduce to between 2.45m. The proposed minimum 2.45m width complies with the alternate requirements of AS2890.1. Overall, the proposed bay widths are considered suitable.

Column Location

Council requires that columns be located between 0.8m and 1.8m from the edge of the aisle.

The development provides columns located between 0.75m and 1.75m from the edge of the aisle. This complies with the alternate requirements of AS2890.1 and is considered suitable for the development.

Ramp Gradient – Building 2

BCC specifies a maximum ramp grade of 1:6.

The development proposes a grade of 1:5 for the main ramp section which complies with the requirements set out in AS2890.1. As the ramp provides access to the residential parking spaces only, the proposed arrangement is considered suitable.

6 Access Arrangements

Separate access is provided to the two buildings.

Building 1 is accessed via a crossover at the eastern boundary. This crossover facilitates access to the lower ground and basement parking areas. Typically, the access is for cars only, however RCV's will use this area to load and unload.

Building 2 is accessed via a crossover to Griffith Place at the northern boundary. This crossover will facilitate both car and service vehicle movements. Parking from this crossover is provided on the ground and lower ground levels.

A review of the proposed access arrangements has been undertaken in accordance with CityPlan 2014 and / or AS2890.1 / AS2890.2 requirements. Where performance outcomes are proposed, further information is provided below the table.

6.1 Building 1 Crossover – Eastern Boundary

This crossover provides access to resident and visitor parking areas, with occasional RCV access.

Table 10 Design Review – Building 1 Crossover

Design Aspect		BCC Acceptable Outcome	Proposed	Compliance
Width / Type	Car	6.5m – 9m wide, Type B2	6m, Modified Type B1	Performance Outcome
	Service Vehicle	6.5m wide, Type B2		Performance Outcome
Sight Lines (50kph)	Desirable	90m	Clear sight lines in all directions	Compliant
	Absolute minimum	70m		Compliant
Queueing (151 – 200 spaces)		36m (min) 6 car length	0m	Performance Outcome
Gradient		1:20 for first 6m	Flat	Compliant

Crossover Width and Type

Council requires that a minimum 6.5m wide, Type B2 driveway be provided for both car and service vehicle access to the site. The development proposal provides a 6m, modified Type B1 driveway crossover.

The 6m crossover is suitable as a swept path shows that an RCV can reverse from the access road and stand within the site. Modified flares assist with the manoeuvring of the vehicle. Further a B99 can pass a RCV standing and continue into the site.

All swept paths are included in **Appendix B.**

Queueing

Based on the number of spaces provided, Council requires that 6 cars queueing (36m) be provided. There is no queueing provided at this crossover due to the first car park being located adjacent the site entry. The proposed arrangement is considered suitable because:

- The first conflict point is a low turnover, visitor space.
- Additional queueing is provided along the access road, prior to Griffith Place. Therefore, should a queue occur, it will not impact the external road network.

Overall, the proposed arrangement is considered suitable.

6.2 Building 2 Crossover – Northern Boundary

This crossover provides access for residents, visitors and service vehicles. The largest vehicle is expected to be a rear load RCV.

Table 11 Design Review – Building 2 Crossover

Design Aspect		BCC Acceptable Outcome	Proposed	Compliance
Width / Type	Car	6.5m – 9m wide, Type B2	7.9m wide, Modified Type B1	Compliant
	Service Vehicle	6.5m wide, Type B2		Performance Outcome
Separation	Minor Intersection	10m	45m (min)	Compliant
	Adjacent driveway	3m	75m (min)	Compliant
Sight Lines (50kph)	Desirable	90m	Clear sight lines in all directions	Compliant
	Absolute minimum	70m		Compliant
Queueing (101 – 150 vehicles)		30m (min) 5 car length	6m (1 car)	Performance Outcome
Gradient		1:20 for first 6m	Flat	Compliant

Crossover Width and Type

Council requires that a minimum 6.5m wide, Type B2 driveway be provided for service vehicle access to the site. The development proposal provides a 7.9m, modified Type B1 driveway crossover.

The 7.9m, modified Type B1 crossover is suitable as it allows for an RCV to enter and exit the site in forward gear. Although wider than the 6.5m noted in the TAPS Policy, the additional width

considers the approach angle of the vehicle along Griffith Place. All swept paths are included in Appendix B.

Queueing

Based on the number of spaces provided, Council requires that 5 cars queueing (30m) be provided. The development provides approximately 6m queuing to the first internal intersection. The proposed arrangement is considered suitable because:

- The queuing requirement is based on the number of spaces and does not consider the turnover of the site. The proposal is a low turnover, residential development, with tidal flows to and from the site.
- Car parking is distributed across the ground and lower ground levels. The majority of resident spaces are located within the basement, and therefore, the majority of vehicles will enter and continue to the ramp, rather than pausing to turn.

Overall, the proposed arrangement is considered suitable.

7 Servicing Arrangements

7.1 Approved Arrangement

Table 1 of the CityPlan 2000 specifies the design service vehicle. For a Multiple Dwelling with occasional access, a large-rigid vehicle (LRV) is the design service vehicle.

7.2 Proposed Arrangements

Separate loading areas are provided for each of the buildings.

Building 1

Loading for Building 1 will occur within the entrance aisle. Vehicles will reverse from the internal road, stand in the aisle and then exit to the internal road / Griffith Place. The internal road network is designed to cater for LRV's, and therefore access for a MRV and rear load RCV will be suitable.

An unrestricted height clearance is proposed along the length of the bay.

Swept paths showing RCV access are included in **Appendix B.**

Building 2

The loading area is located on the ground floor, parallel to Griffith Place. To access the loading area trucks will enter the site in forward gear, reverse into the loading area, then exit the site in forward gear.

Consistent with Building 1, the development will accommodate both MRV and rear load RCV access. An unrestricted height clearance is proposed where the truck is manoeuvring.

The RCV's wheels are required to traverse the 1:10 transition in order to reverse into the loading area. Although steeper than the standard 1:20, this arrangement is considered suitable as it is only the front portion of the vehicle that traverses the steeper gradient. The majority of the vehicle (including rear wheels) manoeuvres on a standard 1:20.

Swept paths showing RCV access are included in **Appendix B.**

8 Development Generation

8.1 Traffic Generation Rates

The approved generation rates for the residential component was 0.6vph per dwelling. This rate is generally adopted for larger dwellings and townhouse uses.

For this application, the generation rate has been revised to reflect the most recent industry data. TfNSW's Guide to Transport Impact Assessment - 2024 (TfNSW's GTIA) provides the most recent survey data for metropolitan sites (i.e. sites within 8km of the CBD).

A summary of these rates is shown in **Table 12.**

Table 12 Site Generation Rates

Land Use	Peak Hour Trip Generation	
	AM Peak Hour	PM Peak Hour
Multiple Dwelling Low public transport accessibility Metropolitan location	0.134P + 4.9 (where P > 147)	0.2P

8.2 Estimated Development Generation

Application of the above rates to the development scheme provides an estimate of the expected peak hour generation. A summary of the expected site generation is shown in **Table 13.**

Table 13: Estimated Traffic Generation

Land Use	No.	AM Trips (vph)	PM Trips (vph)
Building 1	160 spaces	26	32
Building 2	112 spaces	15	22
Total		**41**	**54**

8.3 Approved Generation

The approval for Precinct H (A005343882) estimated a peak hour generation of 125vph.

The subsequent approval for the southern portion of Precinct H (A006831264) had an estimated peak hour generation of 14 – 19vph. As such, the remaining precinct capacity, per the approval, is ~ 100vph before any further assessment is considered necessary

As shown in **Table 13,** the estimated generation is in the order of 40 – 50vph (in+out). This is well below the ~100vph remaining capacity. As such, no further assessment is required.

9 Proposed Active Transport

9.1 Pedestrian Connections

A dedicated pedestrian connection is provided to Griffith Place at the northern boundary. This entrance will connect to the existing footpaths along Griffith Place.

9.2 Bicycle Parking

Bicycle Parking Supply

CityPlan 2000 does not specify a bicycle parking requirement.

The development is to provide a total of 66 spaces, located within the lower ground and basement parking areas. The design of the bicycle parking areas is as per the requirements of AS2890.3.

Overall, the proposed supply is considered suitable.

Appendix 1 Proposed Development Plans

CLEARVIEW PRECINCT H

GRIFFITH PLACE
SEVEN HILLS, 4170

DRAWING LIST

NUMBER	NAME	REVISION DATE	REVISION
0.000	COVER SHEET	261029	F
0.001	APARTMENT MATRIX AND SCHEDULES	261029	E
0.101	SITE SURVEY	261029	E
0.102	SITE PLAN	261029	E
1.100	OVERALL BASEMENT FLOOR PLAN	261029	F
1.101	OVERALL LOWER GROUND FLOOR PLAN	261103	G
1.102	OVERALL GROUND FLOOR PLAN	261103	G
1.103	OVERALL LEVEL 1 FLOOR PLAN	261103	G
1.104	OVERALL LEVEL 2 - TYPICAL FLOOR PLAN	261103	G
1.108	OVERALL LEVEL 6 FLOOR PLAN	261103	G
1.109	OVERALL LEVEL 7 FLOOR PLAN	261029	C
1.111	OVERALL - ROOF PLAN	261029	E
1.201	APARTMENT TYPE PLAN - 2 BED TYPE 1 AND 2	261029	E
1.202	APARTMENT TYPE PLAN - 2 BED TYPE 3 AND 4	261029	E
1.203	APARTMENT TYPE PLAN - 2 BED TYPE 5	261029	E
1.204	APARTMENT TYPE PLAN - 3 BED TYPE 1 AND 2	261029	E
1.205	APARTMENT TYPE PLAN - 3 BED TYPE 3 AND 4	261029	E
1.206	APARTMENT TYPE PLAN - 3 BED TYPE 4 NORTH	261029	E
1.207	APARTMENT TYPE PLAN - 3 BED TYPE 5	261029	E
1.208	APARTMENT TYPE PLAN - 4 BED TYPE 1	261029	E
1.209	APARTMENT TYPE PLAN - APT 1.7.01	261029	B
1.210	APARTMENT TYPE PLAN - APT 1.7.02	261029	B
1.211	APARTMENT TYPE PLAN - APT 1.7.03	261029	B
1.212	APARTMENT TYPE PLAN - APT 1.7.04	261029	B
1.401	SHADOW DIAGRAMS	261029	E
1.402	SHADOW DIAGRAMS	261029	E
2.001	NORTH AND EAST STREETSCAPE ELEVATIONS	261029	E
2.002	SOUTH AND WEST STREETSCAPE ELEVATIONS	261029	E
3.001	SECTIONS	261029	E
6.000	FINISHES	261029	B
6.002	FINISHES	261029	B
6.003	FINISHES	261029	B
6.004	FINISHES	261029	B
6.005	FINISHES	261030	B

DA SCHEDULE OF AREAS

BUILDING 1	
CARPARK / SERVICES	5045 m²
COMMON AMENITIES	145 m²
COMMON OPEN SPACE	347 m²
GFA	10528 m²
LANDSCAPING	376 m²
PRIVATE LANDSCAPING	162 m²
PRIVATE OPEN SPACE	1637 m²
BUILDING 2	
CARPARK / SERVICES	4127 m²
COMMON AMENITIES	231 m²
COMMON OPEN SPACE	425 m²
GFA	7335 m²
LANDSCAPING	983 m²
PRIVATE LANDSCAPING	147 m²
PRIVATE OPEN SPACE	1152 m²

DEVELOPMENT SUMMARY

CARPARKING REQUIREMENTS

CARPARKING RATE	REQUIRED
1.2 CAR SPACES PER 2 BEDROOM APARTMENT	65
1.6 CAR SPACES PER 3 BEDROOM APARTMENT	90
2.0 CAR SPACES PER 4 BEDROOM APARTMENT	6
0.25 CAR SPACES PER APARTMENT FOR VISITOR SPACES. ONE ACCESSIBLE PARKING SPACE AND A SPACE FOR LOADING AND UNLOADING VEHICLES WITHIN THE SITE.	29
TOTAL CAR SPACES REQUIRED	190

BICYCLE PARKING

	REQUIRED
DA :	69
1.00 RESIDENTIAL LOCKABLE, COVERED, BICYCLE PARKING SPACE PER DWELLING	44
BUILDING 1	
BUILDING 2	18
	11
0.25 VISITOR BICYCLE PARKING SPACE PER DWELLING	
BUILDING 1	
BUILDING 2	
	PROVIDED
	66
	44

BICYCLE PARKING SCHEDULE

BUILDING 1	
BUILDING 2	18
	12
0.25 VISITOR BICYCLE PARKING SPACE PER DWELLING	
BUILDING 1	
BUILDING 2	

APARTMENT TYPES

APARTMENT TYPE	TOTAL
BUILDING 1	
2 BED	37
3 BED	32
4 BED	4
	73
BUILDING 2	
2 BED	18
3 BED	22
4 BED	3
	43
TOTAL APARTMENTS: 116	116

CARPARKING SCHEDULE

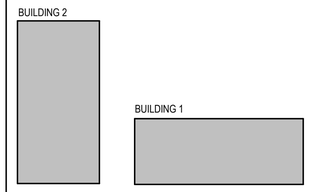
BUILDING 1		
LOWER GROUND	RESIDENTIAL	63
BASEMENT	RESIDENTIAL	79
LOWER GROUND	VISITOR	18
		160
BUILDING 2		
GROUND	RESIDENTIAL	46
LOWER GROUND	RESIDENTIAL	55
GROUND	SHARED ZONE	1
GROUND	VISITOR	11
		113
TOTAL CAR SPACES		273



GENERAL NOTES

1. CONFIRM ALL DIMENSIONS AND EXISTING INFRASTRUCTURE ON SITE PRIOR TO CONSTRUCTION.
2. ALL WORK IS TO COMPLY WITH IN ALL RESPECTS TO THE RELEVANT AUSTRALIAN BUILDING STANDARDS AND LOCAL COUNCIL LAWS / REGULATIONS.
3. ANY DISCREPANICES (ON DRAWING OR ON SITE) TO BE REPORTED TO CHALMERS PARTNERS PRIOR TO CONSTRUCTION.
4. FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DRAWINGS.
5. DOCUMENTS TO BE READ IN CONJUNCTION WITH CONSULTANTS AND RELEVANT DOCUMENTATION.

KEYPLAN LEGEND



REV	DESCRIPTION	DATE
F	ISSUED FOR APPROVAL	261029
E	ISSUED FOR FINAL APPROVAL	261014
D	ISSUED FOR COORDINATION	261006
C	ISSUED FOR COORDINATION	260907
B	DRAFT DA SET	260626
A	ISSUED FOR REVIEW	260619

PROJECT NAME / ADDRESS
CLEARVIEW - PRECINCT H

CLIENT
HERAN BUILDING GROUP

LONGLAND PLACE, LEVEL 2/76 SKYRING TERRACE,
NEWSTEAD, QLD 4006

CPA
CHALMERS PARTNERS ARCHITECTS
27-9, NIHONBASHI HAKOZAKICHO, CHUO-KU,
TOKYO

DO NOT SCALE FROM DRAWINGS. USE DIMENSIONS INDICATED. ALL DIMENSIONS ARE IN MILLIMETRES. REPORT ANY DISCREPANICES TO CPA BEFORE THE COMMENCEMENT OF WORK.
Original sheet size A1 (841x594)

DRAWING TITLE
COVER SHEET

PROJECT #	2026002
DATE	261029
SCALE @ A1	1 : 100 @ A1
DRAWN Author	CHKD Approver
DRAWING #	REVISION
DA. 0.000	F



1 SITE PLAN
1 : 250

GENERAL NOTES

1. CONFIRM ALL DIMENSIONS AND EXISTING INFRASTRUCTURE ON SITE PRIOR TO CONSTRUCTION.
2. ALL WORK IS TO COMPLY WITH IN ALL RESPECTS TO THE RELEVANT AUSTRALIAN BUILDING STANDARDS AND LOCAL COUNCIL LAWS / REGULATIONS.
3. ANY DISCREPANICES (ON DRAWING OR ON SITE) TO BE REPORTED TO CHALMERS PARTNERS PRIOR TO CONSTRUCTION.
4. FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DRAWINGS.
5. DOCUMENTS TO BE READ IN CONJUNCTION WITH CONSULTANTS AND RELEVANT DOCUMENTATION.

KEYPLAN LEGEND

REV	DESCRIPTION	DATE
E	ISSUED FOR APPROVAL	261029
D	ISSUED FOR FINAL APPROVAL	261014
C	ISSUED FOR COORDINATION	261006
B	ISSUED FOR COORDINATION	260907
A	ISSUED FOR REVIEW	260619

PROJECT NAME / ADDRESS
CLEARVIEW - PRECINCT H

CLIENT
HERAN BUILDING GROUP

LONGLAND PLACE, LEVEL 2/76 SKYRING TERRACE,
NEWSTEAD, QLD 4006

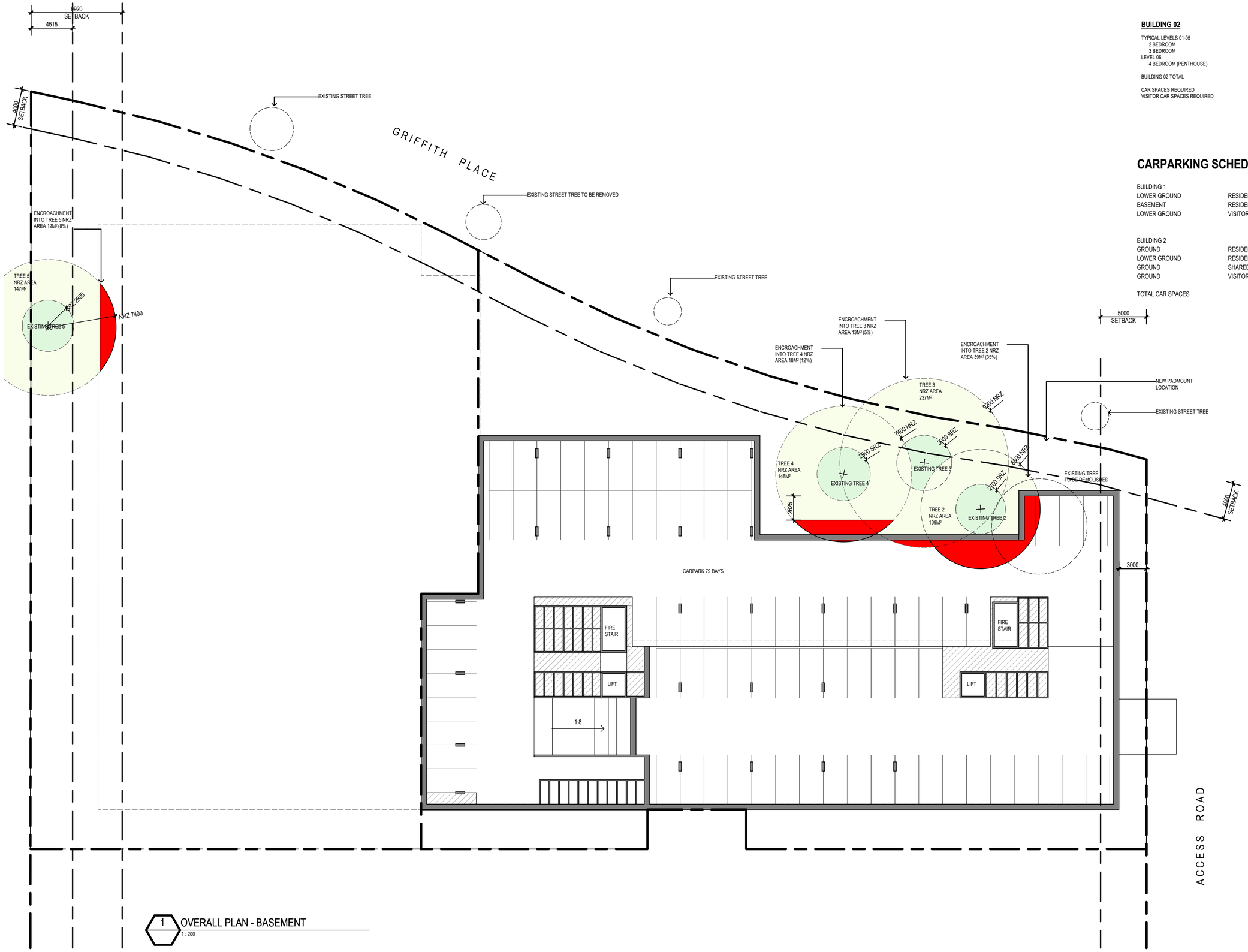
CHALMERS PARTNERS ARCHITECTS
27-9, NIHONBASHI HAKOZAKICHO, CHUO-KU,
TOKYO

DO NOT SCALE FROM DRAWINGS. USE DIMENSIONS INDICATED, ALL DIMENSIONS ARE IN MILLIMETRES. REPORT ANY DISCREPANCIES TO CPA BEFORE THE COMMENCEMENT OF WORK.
Original sheet size A1 (841x594)

DRAWING TITLE
SITE PLAN

TRUE NORTH

PROJECT #	2026002
DATE	261029
SCALE @ A1	1 : 250 @ A1
DRAWN Author	CHKD Approver
DRAWING #	REVISION
DA. 0.102	E



1 OVERALL PLAN - BASEMENT
1: 200

APARTMENT TYPE SCHEDULE

BUILDING 01

TYPICAL LEVELS 01-07	
2 BEDROOM	6
3 BEDROOM	4
BUILDING 01 TOTAL	69
CAR SPACES REQUIRED	138
VISITORS REQUIRED	18

BUILDING 02

TYPICAL LEVELS 01-05	
2 BEDROOM	4
3 BEDROOM	4
LEVEL 06	
4 BEDROOM (PENTHOUSE)	3
BUILDING 02 TOTAL	44
CAR SPACES REQUIRED	72
VISITOR CAR SPACES REQUIRED	9

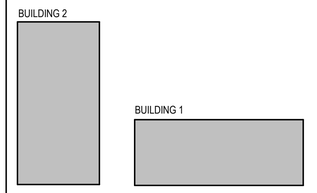
CARPARKING SCHEDULE

BUILDING 1		
LOWER GROUND	RESIDENTIAL	63
BASEMENT	RESIDENTIAL	79
LOWER GROUND	VISITOR	18
		160
BUILDING 2		
GROUND	RESIDENTIAL	46
LOWER GROUND	RESIDENTIAL	55
GROUND	SHARED ZONE	1
GROUND	VISITOR	11
		113
TOTAL CAR SPACES		273

GENERAL NOTES

1. CONFIRM ALL DIMENSIONS AND EXISTING INFRASTRUCTURE ON SITE PRIOR TO CONSTRUCTION.
2. ALL WORK IS TO COMPLY WITH IN ALL RESPECTS TO THE RELEVANT AUSTRALIAN BUILDING STANDARDS AND LOCAL COUNCIL LAWS / REGULATIONS.
3. ANY DISCREPANICES (ON DRAWING OR ON SITE) TO BE REPORTED TO CHALMERS PARTNERS PRIOR TO CONSTRUCTION.
4. FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DRAWINGS.
5. DOCUMENTS TO BE READ IN CONJUNCTION WITH CONSULTANTS AND RELEVANT DOCUMENTATION.

KEYPLAN LEGEND



REV	DESCRIPTION	DATE
F	ISSUED FOR APPROVAL	261029
E	ISSUED FOR FINAL APPROVAL	261014
D	ISSUED FOR COORDINATION	261006
C	ISSUED FOR COORDINATION	260907
B	DRAFT DA SET	260626
A	ISSUED FOR REVIEW	260619

PROJECT NAME / ADDRESS
CLEARVIEW - PRECINCT H

CLIENT
HERAN BUILDING GROUP

LONGLAND PLACE, LEVEL 2/76 SKYRING TERRACE, NEWSTEAD, QLD 4006

CPA
CHALMERS PARTNERS ARCHITECTS

27-9, NIHONBASHI HAKOZAKICHO, CHUO-KU, TOKYO

DO NOT SCALE FROM DRAWINGS. USE DIMENSIONS INDICATED, ALL DIMENSIONS ARE IN MILLIMETRES. REPORT ANY DISCREPANICIES TO CPA BEFORE THE COMMENCEMENT OF WORK.
Original sheet size A1 (841x594)

DRAWING TITLE
OVERALL BASEMENT FLOOR PLAN

TRUE NORTH

PROJECT #	2026002
DATE	261029
SCALE @ A1	1 : 200 @ A1
DRAWN Author	CHKD Approver
DRAWING #	REVISION
DA.1.100	F



1 OVERALL PLAN - LOWER GROUND
1: 200

APARTMENT TYPE SCHEDULE

BUILDING 01

TYPICAL LEVELS 01-07	
2 BEDROOM	6
3 BEDROOM	4
BUILDING 01 TOTAL	69
CAR SPACES REQUIRED	138
VISITORS REQUIRED	18

BUILDING 02

TYPICAL LEVELS 01-05	
2 BEDROOM	4
3 BEDROOM	4
LEVEL 06	
4 BEDROOM (PENTHOUSE)	3
BUILDING 02 TOTAL	44
CAR SPACES REQUIRED	72
VISITOR CAR SPACES REQUIRED	9

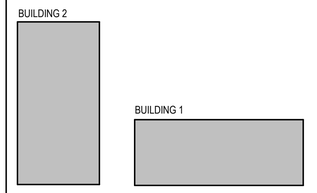
CARPARKING SCHEDULE

BUILDING 1		
LOWER GROUND	RESIDENTIAL	63
BASEMENT	RESIDENTIAL	79
LOWER GROUND	VISITOR	18
		160
BUILDING 2		
GROUND	RESIDENTIAL	46
LOWER GROUND	RESIDENTIAL	55
GROUND	SHARED ZONE	1
GROUND	VISITOR	11
		113
TOTAL CAR SPACES		273

GENERAL NOTES

1. CONFIRM ALL DIMENSIONS AND EXISTING INFRASTRUCTURE ON SITE PRIOR TO CONSTRUCTION.
2. ALL WORK IS TO COMPLY WITH IN ALL RESPECTS TO THE RELEVANT AUSTRALIAN BUILDING STANDARDS AND LOCAL COUNCIL LAWS / REGULATIONS.
3. ANY DISCREPANICES (ON DRAWING OR ON SITE) TO BE REPORTED TO CHALMERS PARTNERS PRIOR TO CONSTRUCTION.
4. FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DRAWINGS.
5. DOCUMENTS TO BE READ IN CONJUNCTION WITH CONSULTANTS AND RELEVANT DOCUMENTATION.

KEYPLAN LEGEND



REV	DESCRIPTION	DATE
G	ISSUED FOR APPROVAL	261103
F	ISSUED FOR APPROVAL	261029
E	ISSUED FOR FINAL APPROVAL	261014
D	ISSUED FOR COORDINATION	261006
C	ISSUED FOR COORDINATION	260907
B	DRAFT DA SET	260626
A	ISSUED FOR REVIEW	260619

PROJECT NAME / ADDRESS
CLEARVIEW - PRECINCT H

CLIENT
HERAN BUILDING GROUP

LONGLAND PLACE, LEVEL 2/76 SKYRING TERRACE, NEWSTEAD, QLD 4006

CPA
CHALMERS PARTNERS ARCHITECTS

27-9, NIHONBASHI HAKOZAKICHO, CHUO-KU, TOKYO

DO NOT SCALE FROM DRAWINGS. USE DIMENSIONS INDICATED, ALL DIMENSIONS ARE IN MILLIMETRES. REPORT ANY DISCREPANICIES TO CPA BEFORE THE COMMENCEMENT OF WORK.
Original sheet size A1 (841x594)

SCALE BAR 1 : 200

DRAWING TITLE
OVERALL LOWER GROUND FLOOR PLAN

TRUE NORTH

PROJECT #	2026002
DATE	261103
SCALE @ A1	1 : 200 @ A1
DRAWN Author	CHKD Approver
DRAWING #	REVISION
DA.1.101	G

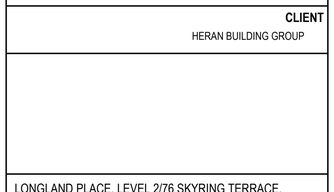
APARTMENT MATRIX - BUILDING 1

APARTMENT NO.	APARTMENT TYPE	BEDROOMS
GROUND		
APT 1.0.01	2BT4	2 BED
APT 1.0.02	3BT1	3 BED
APT 1.0.03	2BT1	2 BED
APT 1.0.04	3BT4	3 BED
APT 1.0.05	3BT4	3 BED
APT 1.0.06	2BT3	2 BED
APT 1.0.07	3BT1	3 BED
APT 1.0.08	2BT1	2 BED
APT 1.0.09	3BT3	3 BED

GENERAL NOTES

1. CONFIRM ALL DIMENSIONS AND EXISTING INFRASTRUCTURE ON SITE PRIOR TO CONSTRUCTION.
2. ALL WORK IS TO COMPLY WITH IN ALL RESPECTS TO THE RELEVANT AUSTRALIAN BUILDING STANDARDS AND LOCAL COUNCIL LAWS / REGULATIONS.
3. ANY DISCREPANICES (ON DRAWING OR ON SITE) TO BE REPORTED TO CHALMERS PARTNERS PRIOR TO CONSTRUCTION.
4. FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DRAWINGS.
5. DOCUMENTS TO BE READ IN CONJUNCTION WITH CONSULTANTS AND RELEVANT DOCUMENTATION.

KEYPLAN LEGEND



REV	DESCRIPTION	DATE
G	ISSUED FOR APPROVAL	261103
F	ISSUED FOR APPROVAL	261029
E	ISSUED FOR FINAL APPROVAL	261014
D	ISSUED FOR COORDINATION	261006
C	ISSUED FOR COORDINATION	260907
B	DRAFT DA SET	260626
A	ISSUED FOR REVIEW	260619

PROJECT NAME / ADDRESS
CLEARVIEW - PRECINCT H

CLIENT
HERAN BUILDING GROUP

LONGLAND PLACE, LEVEL 2/76 SKYRING TERRACE, NEWSTEAD, QLD 4006

CPA
CHALMERS PARTNERS ARCHITECTS

27-9, NIHONBASHI HAKOZAKICHO, CHUO-KU, TOKYO

DO NOT SCALE FROM DRAWINGS. USE DIMENSIONS INDICATED, ALL DIMENSIONS ARE IN MILLIMETRES. REPORT ANY DISCREPANICIES TO CPA BEFORE THE COMMENCEMENT OF WORK.
Original sheet size A1 (841x594)

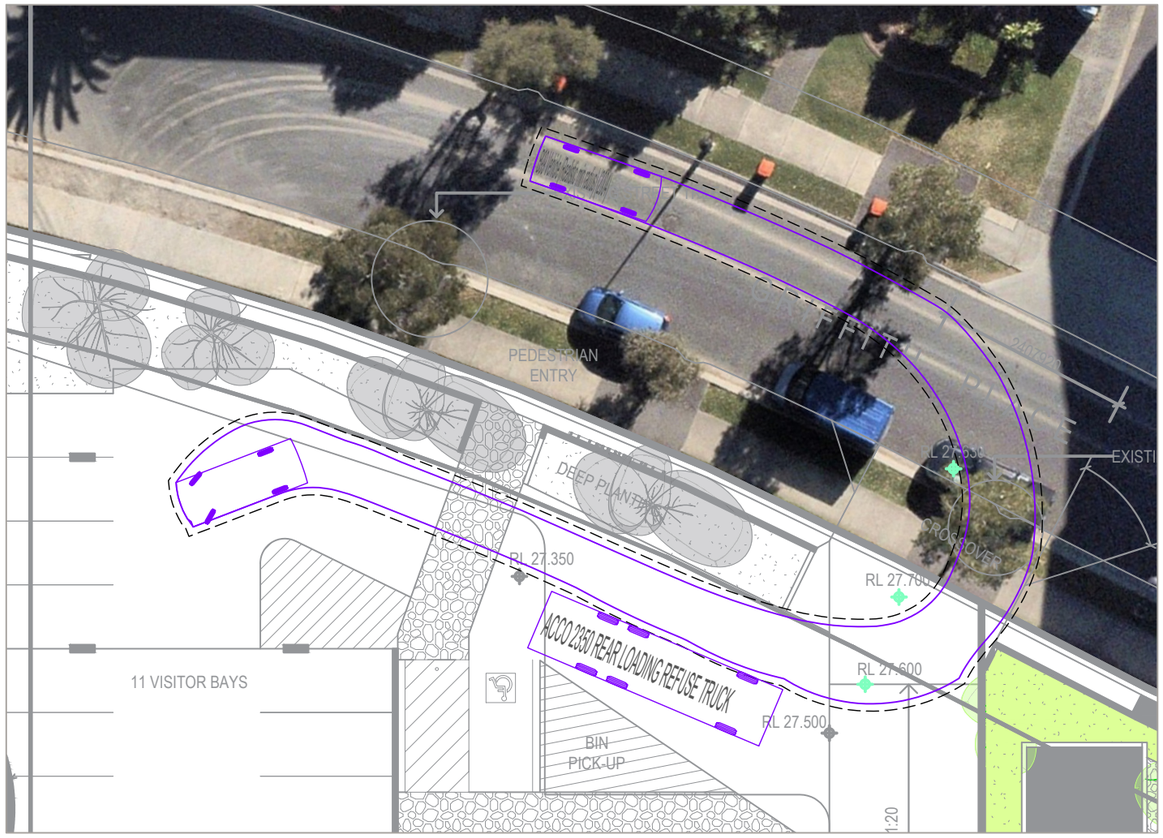
DRAWING TITLE
OVERALL GROUND FLOOR PLAN

PROJECT #	2026002
DATE	261103
SCALE @ A1	1 : 200 @ A1
DRAWN Author	CHKD Approver
DRAWING #	REVISION
DA.1.102	G

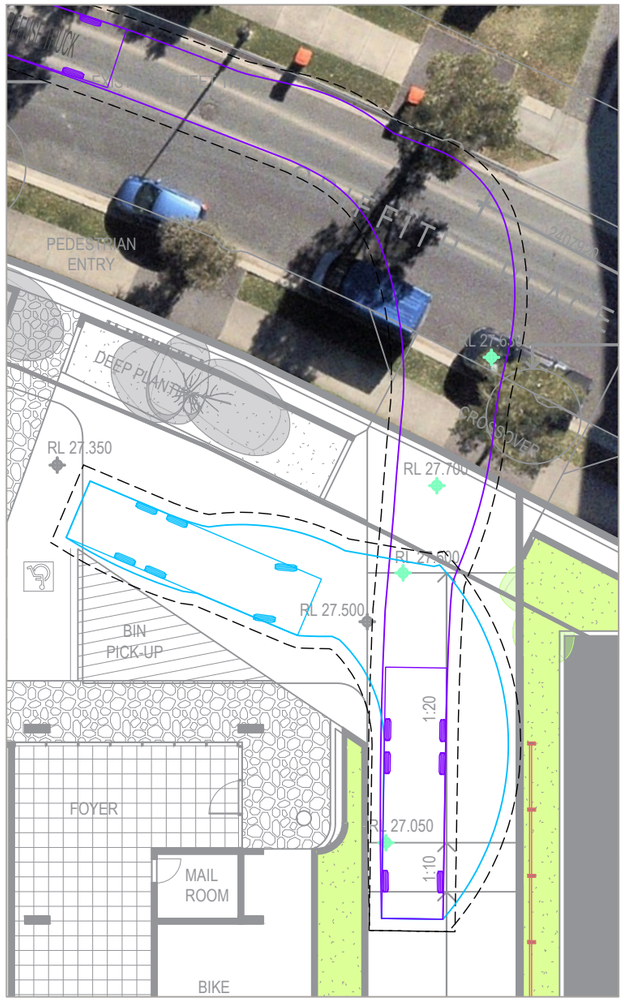
TRUE NORTH

1 OVERALL PLAN - GROUND
1 : 200

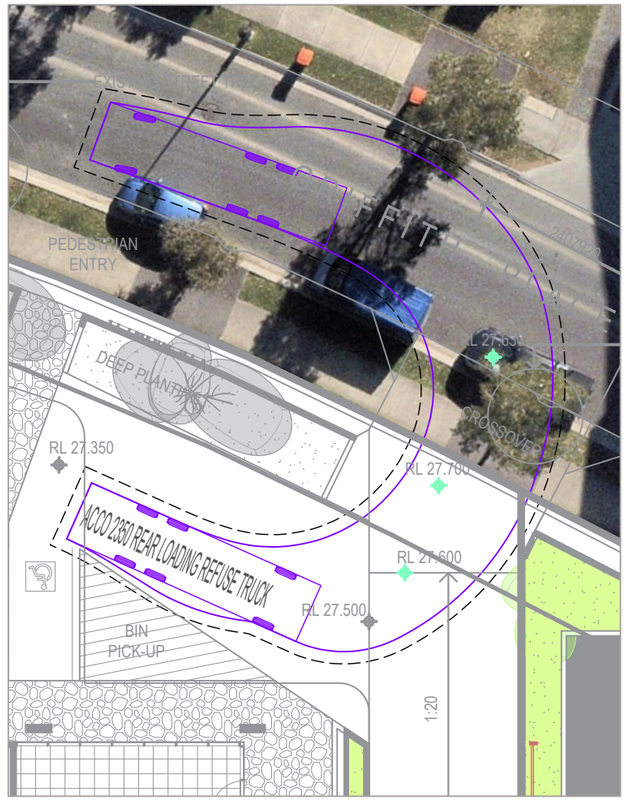
Appendix 2 Swept Paths



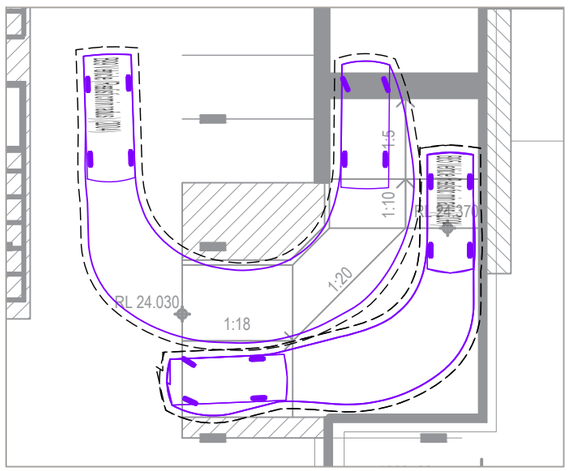
B99 PASSING RCV



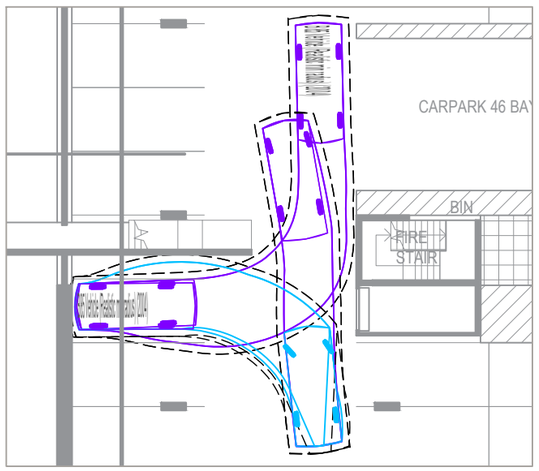
RCV ENTRY



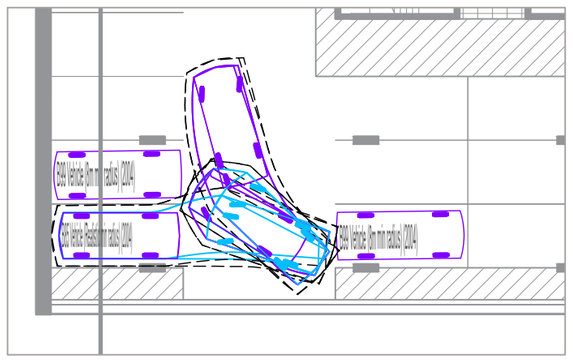
RCV EXIT



PASSING ON RAMP

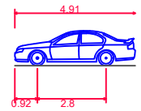


CAR PARK ADJACENT PINCH POINT



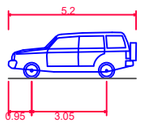
TYPICAL END AISLE

VEHICLE PROFILES



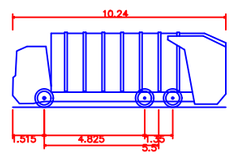
B85 Vehicle (Realistic min radius) (2004)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m
Clearance Envelope	0.300m



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
Clearance Envelope	0.300m



ACCO 2350 REAR LOADING REFUSE TRUCK

Overall Length	10.240m
Overall Width	2.500m
Overall Body Height	3.600m
Min Body Ground Clearance	0.150m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	9.757m

PRELIMINARY ADVICE ONLY

4 NOV 2026

Jadyn Benzie — DIRECTOR

JADYN BENZIE — RPEQ 24616

APPROVED 4 NOV 2026

BENZIE TRAFFIC ENGINEERING
Benzie Engineering Pty Ltd
ABN 96 697 233 266
P: +61 438 761 267
E: admin@benzieeng.com.au

PROJECT NAME
CLEARVIEW - PRECINCT H

DRAWING TITLE
SWEPT PATH ANALYSIS
BUILDING 2

REV.	DESCRIPTION	DRAWN	CHECKED	DATE
A	ORIGINAL ISSUE	JB	JB	04-11-26

CLIENT
HERAN BUILDING GROUP

NORTH

SCALE
SCALE 1:250 AT A3
0 2.5 5 7.5 10

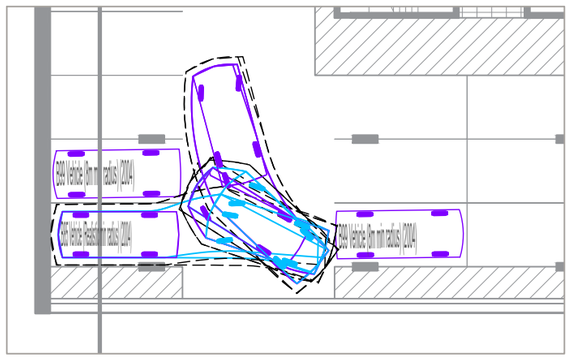
PROJECT REF. 26BT_11
DRAWING NO. 26BT_11-01
DATE 04 NOV 2026
REVISION A
ORIGINAL SIZE A3
SHEET 1 OF 2



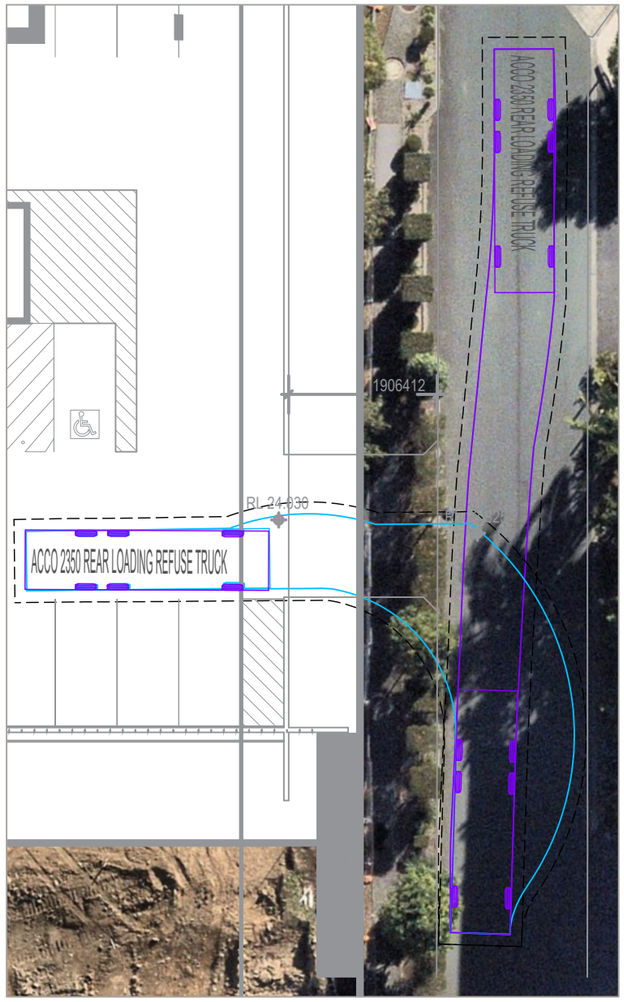
B99 PASSING RCV



TYPICAL END AISLE - BASEMENT



TYPICAL END AISLE - LOWER GROUND



RCV ENTRY



RCV EXIT

jadyn Benzie

DIRECTOR

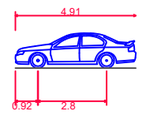
JADYN BENZIE RPEQ 24616

APPROVED 4 NOV 2026

PRELIMINARY ADVICE ONLY

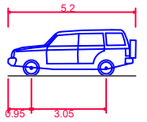
4 NOV 2026

VEHICLE PROFILES



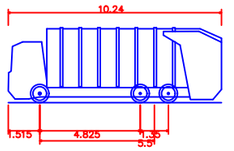
B85 Vehicle (Realistic min radius) (2004)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m
Clearance Envelope	0.300m



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
Clearance Envelope	0.300m



ACCO 2350 REAR LOADING REFUSE TRUCK

Overall Length	10.240m
Overall Width	2.500m
Overall Body Height	3.600m
Min Body Ground Clearance	0.150m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	9.757m

BENZIE TRAFFIC ENGINEERING

Benzie Engineering Pty Ltd
ABN 96 697 233 266

P: +61 438 761 267
E: admin@benzieeng.com.au

PROJECT NAME
CLEARVIEW - PRECINCT H

DRAWING TITLE
SWEPT PATH ANALYSIS
BUILDING 1

REV.	DESCRIPTION	DRAWN	CHECKED	DATE
A	ORIGINAL ISSUE	JB	JB	04-11-26

CLIENT
HERAN BUILDING GROUP

NORTH

SCALE
SCALE 1:250 AT A3
0 2.5 5 7.5 10

PROJECT REF. 26BT_11
DRAWING NO. 26BT_11-01
DATE 04 NOV 2026
REVISION A
ORIGINAL SIZE A3
SHEET 2 OF 2