

Traffic Impact Assessment

51 Tourist Road, East Toowoomba



Date	03/07/2026	Project Number	P0065633
Client	Constructions Group	Prepared By	Meghana Dinesh Bhagavathalu
Project	51 Tourist Road, East Toowoomba	Reviewed By	Alice Shi

1 Introduction

1.1 Background

Urbis has been engaged by Constructions Group to provide traffic engineering advice for a proposed high density residential development at 51 Tourist Road, East Toowoomba.

The purpose of this assessment is to review the development proposal's traffic and transport aspects through a Traffic Impact Assessment (TIA). This report will be used in support of a development application submission to Toowoomba Regional Council (Council).

1.2 Subject Site

The subject site is approximately 2,550 square metres and is located at 51 Tourist Road, formally described as 1/2/3RP85455. Based on Toowoomba Regional Planning Scheme v28, the site is zoned as Low-Medium Density Residential. The location of the subject site is indicated in Figure 1.

Figure 1 – Site Location



Source: Nearmap

2 Development Proposal

The development proposal includes the provision of 28 residential units provided across 6 stories summarised as below.

- 4 x two-bedroom units
- 13 x three-bedroom units
- 11 x four-bedroom units

Further, the proposal also includes the following traffic and transport elements:

- A total of 71 car parking spaces distributed across two levels comprising:
 - 64 resident spaces
 - 7 visitor spaces
- 1 on site servicing bay accommodating a Small Rigid Vehicle (SRV)
- A total of 12 bicycle parking spaces distributed across two levels comprising:
 - 10 resident spaces
 - 2 visitor spaces
- Residential vehicle access on Tourist Road
- Visitor parking and SRV service vehicle access on Burke Street
- Waste servicing on Tourist Road

3 Existing Network

3.1 Road Network

The roads adjacent to the site include Tourist Road, Burke Street and James Street. A summary table of the surrounding road network is provided in Table 1, and shown in Figure 2.

Table 1 – Surrounding Road Network

Design Aspect	Jurisdiction	Road Hierarchy	Cross Section	Speed Limit
Tourist Road	Council	Distributor Road	2 lanes, undivided	60km/h
James Street	Council	Distributor Road	2 lanes, undivided	60km/hr
Burke Street	Council	Local Road	2 lanes, undivided	50km/h

Source: Toowoomba Regional Planning Scheme v28

Figure 2 – Surrounding Road Network



Source: Nearmap

3.2 Active Travel

A review has been undertaken of the existing active travel and pedestrian infrastructure surrounding the subject site. The review indicates that pedestrian paths are provided along both sides of Tourist Road and along one side of James Street and none provided on Burke Street.

A summary of the pedestrian network surrounding the subject site are provided in Figure 3.

The site is also serviced by bicycle awareness routes along James Street and Burke Street, which contribute to local cycling connectivity within the surrounding area.

Figure 3 – Active Transport



Source: Nearmap

3.3 Public Transport

The closest bus stop servicing the site is 100m from the subject site as shown in Figure 4. A summary of buses servicing the stops are shown in Table 2.

The site has a limited level of public transport accessibility, with the nearest bus stop serviced only by Route 968, a school bus service operating during the morning and afternoon school peak periods. As a result, the existing public transport network provides limited opportunities for travel to and from the site outside these operating times.

Table 2 – Public Transport Services

Stop ID	Stop Description	Route	Route Description	Timing
880723	James Street at Range Shopping Centre Stop A	968	Towards school bus (Inbound)	7:45 am
880752	James Street at Range Shopping Centre Stop B	968	Towards school bus (Outbound)	4:08 pm

Figure 4 – Public Transport



Source: Nearmap

4 Transport Considerations

4.1 Car Parking Provision

The statutory car parking requirements for the proposed development land use is set out within the 'Transport, Access and Parking Code' of Council's Planning Scheme. A review of the statutory car parking rates indicates the following requirements for the 'Multiple Dwelling' land use:

- Residents – 1 space per 1 bedroom dwelling
 - 2 spaces for each dwelling with 2 or more bedrooms
- Visitors – 1 visitor space for every 4 dwelling units

Application of these car parking rates to the proposed development yields result in a minimum provision for the proposed development as summarised in Table 3.

Table 3 – Statutory Car Parking Requirements

Land Use	Development Yield	Council Requirement	Provided	Compliance
Multiple Dwelling	4 x two-bedroom units 13 x three-bedroom units 11 x four-bedroom units 28 units total	Resident – 56 spaces (28 units x 2 space/unit) Visitor – 7 spaces	Resident – 64 spaces Visitor – 7 spaces	Compliant

Based on the information provided in Table 3, the proposed number of car parking spaces is consistent with the requirements of the Council's planning scheme.

4.2 Bicycle Provisions

Council's Planning 'Transport, Access and Parking Code' refers to Austroads for bicycle parking provision rates. A review of the Austroads bicycle parking rates indicates the following requirements for the 'Flat' land use:

- Resident:** 1 per 3 flats
- Visitor:** 1 per 12 flats

Table 4 – Statutory Bicycle Parking Requirements

Land Use	Development Yield	Required Bicycle Spaces	Provided Bicycle Spaces	Compliance
Flat	28 units	Resident – 10 spaces Visitor – 2 spaces	Resident – 10 spaces Visitor – 2 spaces	Compliant

Based on the information provided in Table 4, the proposed number of bicycle parking spaces is consistent with the requirements of the Council's planning scheme.

4.3 Servicing Arrangements

4.3.1 Design Service Vehicle

The statutory servicing requirements applicable to the proposed development are set out in Council's Planning Scheme under the Transport, Access and Parking Code. A review of these requirements confirms that a small rigid vehicle (SRV) is required to service a multiple dwelling development comprising more than 10 units.

The proposed development includes a dedicated service bay designed to accommodate an SRV. A swept path assessment has been undertaken to demonstrate that an SRV can safely enter and exit the site. The swept path assessment drawings are provided in **Appendix B**.

4.3.2 Waste Collection

Waste collection is proposed to occur from the designated T-turning area located on Tourist Road, immediately adjacent to the subject site. A swept path assessment has been undertaken using Council's Waste Collection Vehicle (WCV) to confirm that the vehicle can approach the waste collection point in a forward manoeuvre, undertake servicing, and exit the area safely. The swept path assessment is provided in **Appendix B**.

Bins will be transferred from the Basement level store room to the collection point on Tourist Road by building management on collection days and transferred back to the site after collection is complete. This arrangement enables Council's WCV to undertake collection without requiring the driver to enter the development and move bins for collection. Additionally, this arrangement means the driver will not need to leave the vehicle to collect the bins.

Based on the swept path assessment, the proposed waste collection arrangements are considered appropriate and are capable of accommodating Council's waste collection operations in a safe and efficient manner.

4.4 Vehicle Access Arrangements

The proposed development includes two vehicle crossovers:

- Resident vehicle access on Tourist Road
- Visitor parking and SRV service vehicle access on Burke Street.

4.4.1 Tourist Road access

The design review for the Tourist Road access is outlined in Table 5. As demonstrated, the design of the access and the minimum sight distance requirements are compliant.

Table 5 – Tourist Road Access – Design Review

Design Aspect		Council Requirement	Proposed Design	Compliance
Crossover Width / Type		6m wide, Type A IPWEAQ Standard Drawings (Council requirements)	6m wide, Type A	Compliant
Sight Distance (Design speed 50kph)	Desirable SSD	69m	104m (West) 50m to end of road (East)	Compliant
	Pedestrian Sight Triangle	2.0m x 2.5m	2.0m x 2.5m	Compliant

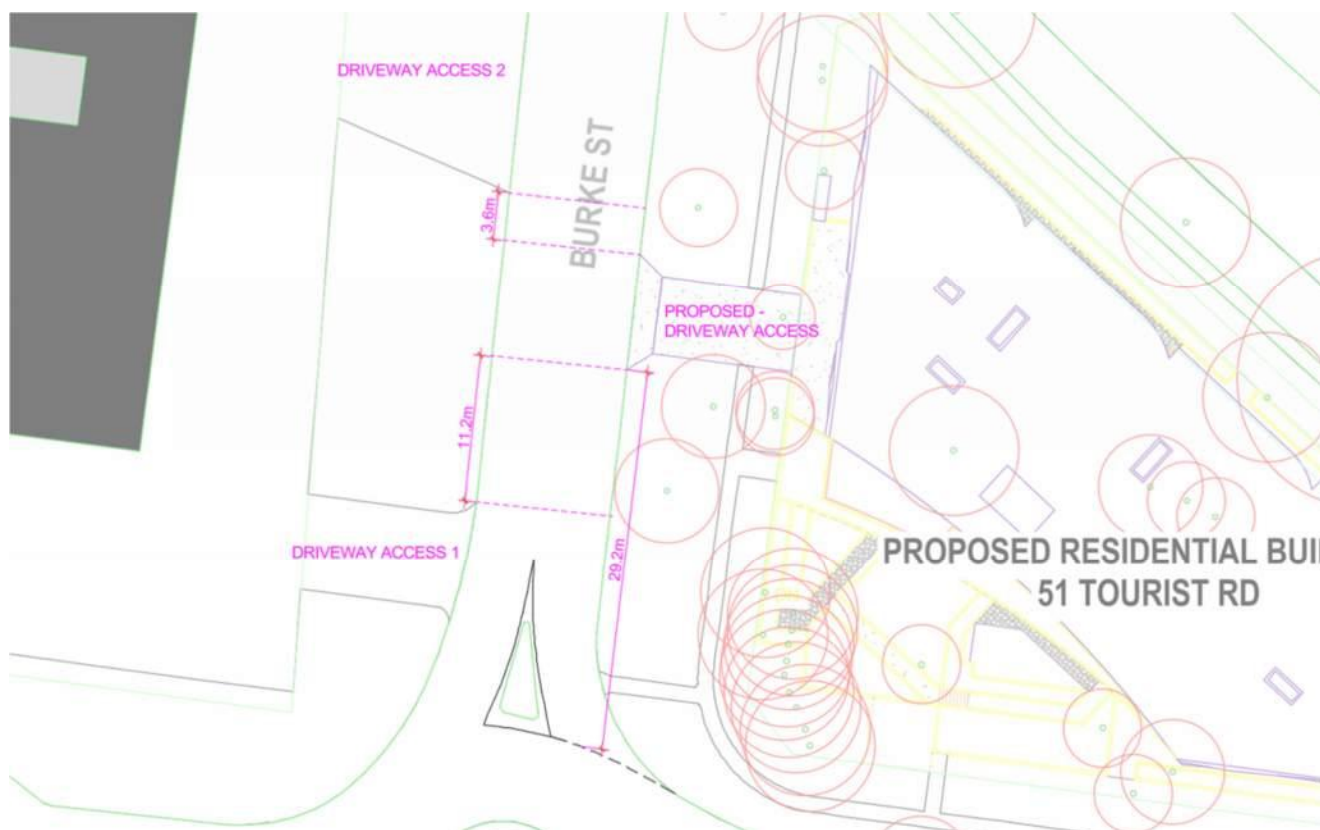
4.4.2 Burke Street access

The proposed access on Burke Street is located approximately 29 metres from the James Street / Burke Street intersection and 11 metres from the southern driveway on the opposite side of the road, and approximately 3.5 metres from the northern driveway on the opposite side of Burke Street. The proposed access location is illustrated in Figure 5.

As per Figure 3.1 of AS2890.1, driveway separation from intersections should remain at least 6m from the tangent points. While the northern separation offset is less than the preferred separation distance of 6m the proposed arrangement has been assessed and is considered acceptable having regard to the following factors:

- the opposite access is a driveway rather than an intersection, meaning Figure 3.1 is not strictly applicable
- the low turnover nature of the proposed access being for seven visitor parking spaces, minimising the risk of potential conflicts
- the proposed access location has been selected to preserve existing street trees.

Figure 5 – Burke street access location



The design review of the Burke Street access design is outlined below.

Table 6 – Burke Street Access – Design review

Design Aspect	Council Requirement	Proposed	Compliance
Crossover Width / Type	6m wide, Type A IPWEAQ Standard Drawings (Council requirements)	6m wide, Type A	Compliant

Design Aspect		Council Requirement	Proposed	Compliance
Sight Distance	Desirable SSD	69m	142m (North) >47m to roundabout (South)	Compliant
(Design speed 50kph)	Pedestrian Sight Triangle	2.0m x 2.5m	Sight triangle obstructed	Performance Outcome

4.4.3 Performance Outcome

4.4.3.1 Sight Distance

Where sight distance is limited by road features, e.g. the end of the road or upstream intersections, it is considered to be appropriate. Tourist Road terminates approximately 50 metres from the proposed driveway access as shown in Figure 6, however uninterrupted sight lines are available from the driveway to the end of the road, providing adequate visibility for vehicles entering and exiting the site.

The termination of Tourist Drive services only two existing dwellings, resulting in very low traffic volumes. Given the low level of vehicle activity and the clear sight lines available, the proposed access arrangement is not expected to introduce any significant safety risk. On this basis, the performance outcome is considered acceptable and consistent with the intent of Council's access and safety requirements.

Figure 6 - Access sight distance



4.4.3.2 Pedestrian Sight Triangle

The proposed vehicle access on Burke Street does not strictly achieve the pedestrian sight triangle as defined in AS 2890.1 Figure 3.3, when measured from the property boundary into the site.

However, the pedestrian footpath is located within the road verge at a minimum distance of 2.5m from the property boundary, as shown in Figure 7. When the sight triangle is assessed from the functional pedestrian path at the footpath location, the intent of the standard to provide sufficient visibility between drivers and pedestrians is achieved.

As demonstrated, the adjusted pedestrian sight triangles are free of obstructions and provide clear visibility between pedestrians and vehicles. On this basis, the proposed arrangement satisfies the performance outcome of AS 2890.1 by delivering an equivalent level of sight distance.

Figure 7 – Pedestrian sight triangle – Burke Street access



4.5 Pedestrian Facilities

Footpaths are proposed along the site frontage on Burke Street and James Street. A new pedestrian kerb ramp has been incorporated on the Burke Street footpath to improve pedestrian connectivity and provide a safe crossing point for pedestrians accessing the surrounding pedestrian network.

The crossing location has been proposed following a review of the existing design of Burke Street and pedestrian crossing sight distance review. It is proposed to be located near the Burke Street / James Street roundabout.

The location accounted for the surrounding driveways on both sides of Burke Street to minimise potential conflicts between pedestrians and vehicles. The proposed location avoids positioning pedestrians between opposing driveway crossovers and is located closer to the Burke Street / James Street intersection, improving pedestrian safety, legibility and connectivity with the broader pedestrian network.

A sight distance assessment has been undertaken in accordance with the Austroads Guide to Road Design to confirm the suitability of the proposed crossing location. The assessment determined that a minimum Crossing Sight Distance (CSD) of 175 m is required for the northern approach, based on an approach speed of 50 km/h, and 70 m for the southern approach, based on an approach speed of 20 km/h as vehicles navigate the Burke Street / James Street roundabout.

The reduced approach speed on the southern approach reflects the proximity of the proposed crossing to the roundabout, where vehicles are generally expected to decelerate as they approach the intersection. In addition, vehicles exiting the adjacent site access are also anticipated to be travelling at lower speeds due to the turning manoeuvre and driveway geometry.

The proposed crossing location achieves the required sight distance in both directions, providing a compliant and safe pedestrian crossing environment as shown in Figure 8.

Figure 8 Crossing Sight Distance – Southern approach



To maintain an accessible pedestrian route, a median cut-through treatment will be provided on the northern splitter island, consistent with the treatments provided on the other approaches of the intersection.

Based on the above, the proposed pedestrian crossing location is considered appropriate and provides a safe and compliant pedestrian crossing arrangement.

5 Design Review

The transport elements of the proposed development have been reviewed against the requirements of the 'Transport, Access and Parking Code' of Council's Planning Scheme and relevant Australian Standards (AS2890.1, AS2890.2 and AS2890.6). Details of the review are provided below in Table 7.

Table 7 – Design Review

Design Aspect	Statutory Requirement	Provision	Compliance
Resident Car Parking (Class 1A)			
Parking Space Width	2.4m	2.6m	Compliant
Parking Space Length – Regular	5.4m	5.4m	Compliant
Parking Space Length – Tandem	10.8m	10.8m	Compliant
Parking Aisle Width	5.8m	6.2m	Compliant
Visitor Car Parking (Class 3)			
Parking Space Width	2.6m	2.6m	Compliant
Parking Space Length	5.4m	5.4m	Compliant
Parking Aisle Width	5.8m	6.2m minimum	Compliant
PWD Car Parking (Class 4)			
Parking Space Width	2.4m parking space + 2.4m shared area	2.4m parking space + 2.4m shared area	Compliant
Parking Space Length	5.4m	5.4m	Compliant
Parking Aisle Width	5.8m	6.2m minimum	Compliant
Turnaround Facilities			
End of Aisle Extension	1m	Resident: 0.6m Visitor: 1m	Performance Outcome
Adjacent Structures			
Clearance to adjacent Structures	0.3m	0.3m	Compliant
Columns	Outside of parking envelope	Outside of parking envelope	Compliant
SRV Loading Bay			
Service Bay Length	6.4m	6.7m	Compliant
Service Bay Width	3.5m	3.5m	Compliant
Service Aisle Width	6.5m	6.4m minimum	Performance Outcome
Bicycle Parking			
Bicycle Bay Length	1.8m	1.8m	Compliant
Bicycle Rack Spacing	0.5m	0.5m	Compliant
Bicycle Aisle Width	1.5m	1.5m	Compliant

5.1 Performance Outcomes

5.1.1 End of Aisle Treatments

The 600 mm aisle extension is proposed on the Basement Level for the end of aisle resident car parks which is narrower than the AS2890 standard of 1.0m. However, the area behind the bays has been kept clear for turn around manoeuvring. A swept path assessment has been undertaken to evaluate a B85 (85th percentile) vehicle manoeuvrability within the proposed layout. The assessment demonstrates that the vehicle can safely access and manoeuvre into and out of the bays while remaining clear of conflicts. The swept path assessment drawings are shown in Figure 9 and provided in **Appendix B**.

Figure 9 Basement - End bay - Swept Paths



5.1.2 Service Aisle Width

The council planning scheme requires a service aisle width of 6.5m. The plans provide an aisle width of 6.4m, however, the SRV bay is located at the entrance of the parking area and the service vehicle is not required to travel further into the site beyond the bay. Swept path manoeuvres demonstrating the SRV entering in reverse, and exiting in a forward direction are provided in **Appendix B**. These manoeuvres are shown to operate satisfactorily. Accordingly, the arrangement is considered functionally compliant and raises no operational concerns.

6 Traffic Impact Review

6.1 Vehicle Trip Generation

An estimate of the vehicle trip generation associated with the proposed development has been undertaken with reference to the Department of Transport and Main Roads (TMR) Guide to Traffic Impact Assessment (December 2018), which outlines that that trip generation rates adopted from the Transport for NSW Technical Direction TDT 2013/4a are acceptable for use within Queensland.

The following trip generation rates have been adopted for high-density residential development located in a low public transport accessibility area (where B represents the total number of bedrooms):

- Weekday AM Peak Hour: $0.14B + 1.92$ vehicle trips per dwelling.
- Weekday PM Peak Hour: $0.17B$ vehicle trips per dwelling.

Application of these rates to the proposed development with 28 units (91 bedrooms) results in the following traffic generation:

- Weekday AM Peak Hour: 15 vehicle trips
- Weekday PM Peak Hour: 16 vehicle trips

6.2 Traffic Impact Summary

The proposed development is expected to generate approximately 15–16 vehicle trips during the peak hour (i.e. approximately one vehicle movement every 4 minutes). This level of traffic generation is considered minimal in the context of the surrounding transport network. When accounting for the directional split of trips, the impacts at intersections will be even less. Accordingly, a detailed operational assessment of external intersections is not considered warranted for this proposal.

In accordance with the Council Planning Scheme, Tourist Road is classified as a local road intended to provide access to up to approximately 175 dwellings. Tourist Road currently provides access to approximately 27 existing dwellings. The addition of 28 dwellings under the proposed development would increase the total number of dwellings served to approximately 55 dwellings, which remains well within the intended function of the road as identified in the Planning Scheme.

Accordingly, given the low volume of generated traffic, the development is not expected to result in any material impact on the operation or performance of the surrounding road network.

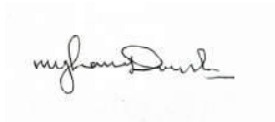
7 Summary

This traffic assessment has outlined the traffic and transport impacts of the proposal at 51 Tourist Road, East Toowoomba. The key findings include:

- The proposal comprises 28 residential units across six storeys, supported by appropriate on-site car parking, bicycle parking and servicing facilities.
- The development includes 71 on-site car parking spaces (64 resident and 7 visitor) and 12 bicycle parking spaces (10 resident and 2 visitor).
- Vehicle access is appropriately designed, with resident access from Tourist Road and visitor and service access from Burke Street.
- A dedicated SRV service bay is provided on site, and swept path assessments confirm that an SRV can safely access and manoeuvre within the site.
- Waste collection is proposed to occur from Tourist Road, allowing Council waste collection vehicles to service the site without entering the development. Swept paths confirm the WCV can suitably service the bins within the existing road space.
- All parking, access, servicing and circulation elements have been reviewed against relevant Australian Standards (AS2890 series) and Council planning controls and are generally compliant and where not strictly compliant, demonstrated to be safe and functional.
- The development is expected to generate approximately 15 vehicle trips in the weekday AM peak hour and 16 vehicle trips in the weekday PM peak hour, equating to approximately one vehicle movement every four to five minutes. This level of traffic is minor and consistent with the expected nature of the site and surrounding transport network, and not expected to have a major impact on the road network.

Based on the assessment undertaken, the proposed development at 51 Tourist Road, East Toowoomba has been demonstrated to be acceptable from a traffic and transport perspective.

Kind regards,



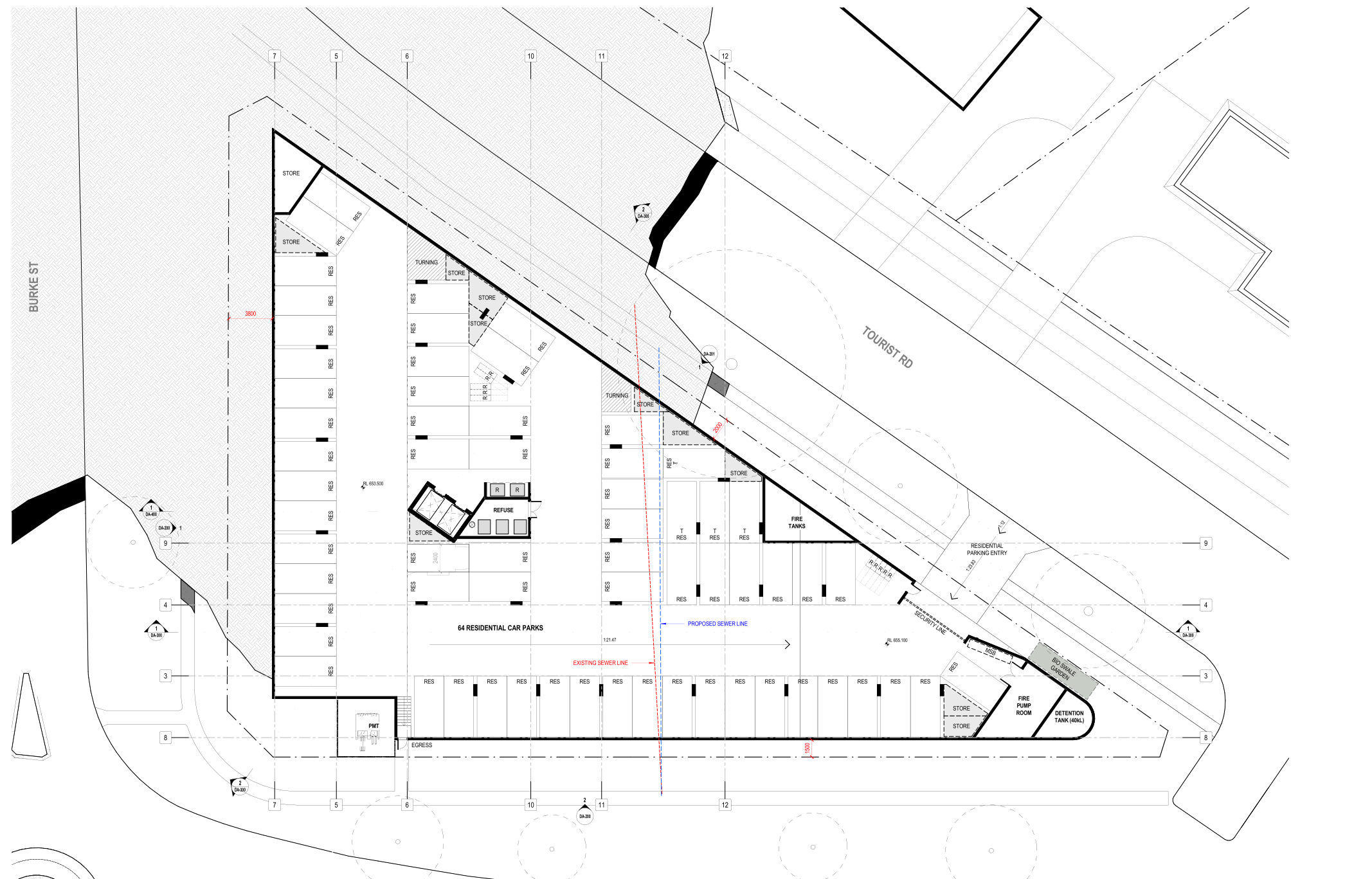
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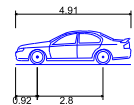
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Appendix A: Development plans





Appendix B: Swept paths



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



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RPEQ NO:
29/06/2026

Alice Shi

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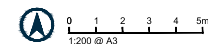
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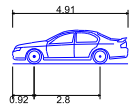
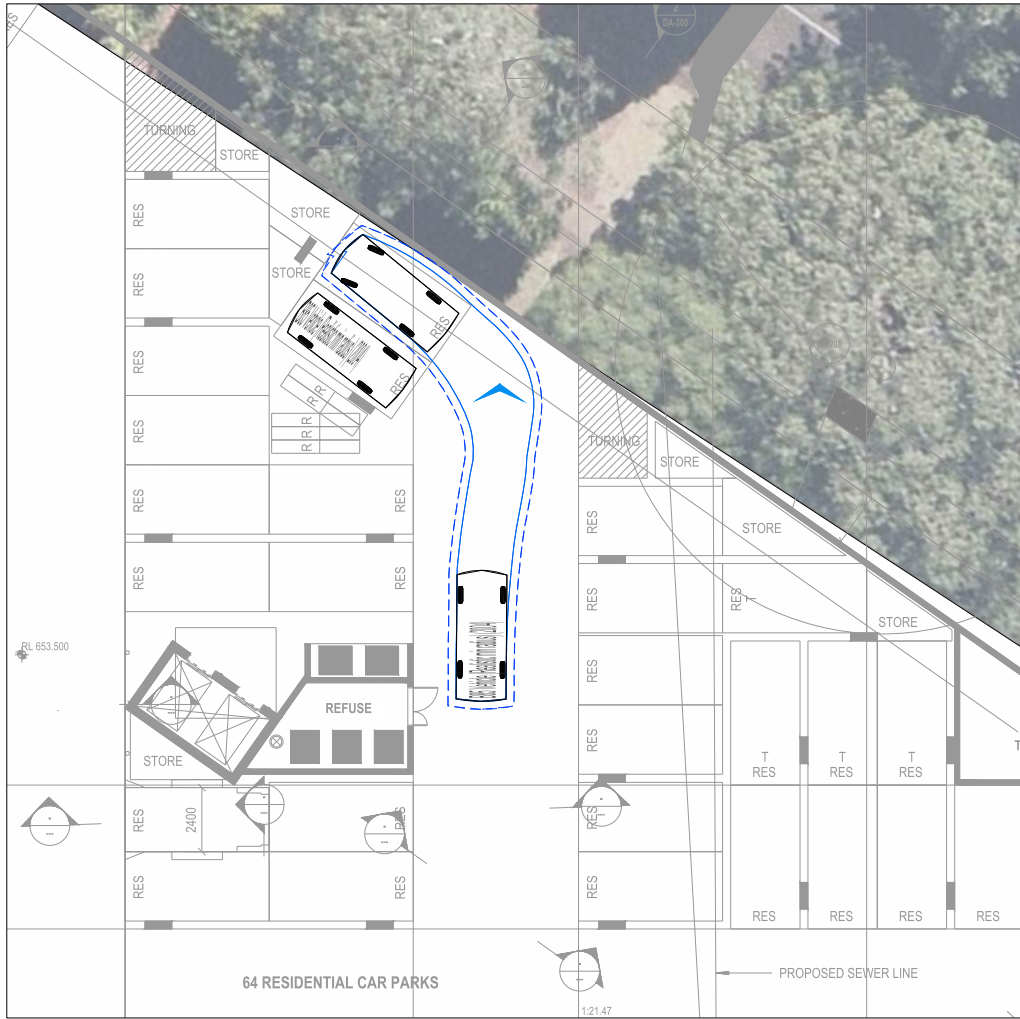
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B85 Vehicle (Realistic min radius) (2004)
Overall Length 4.910m
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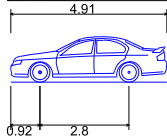
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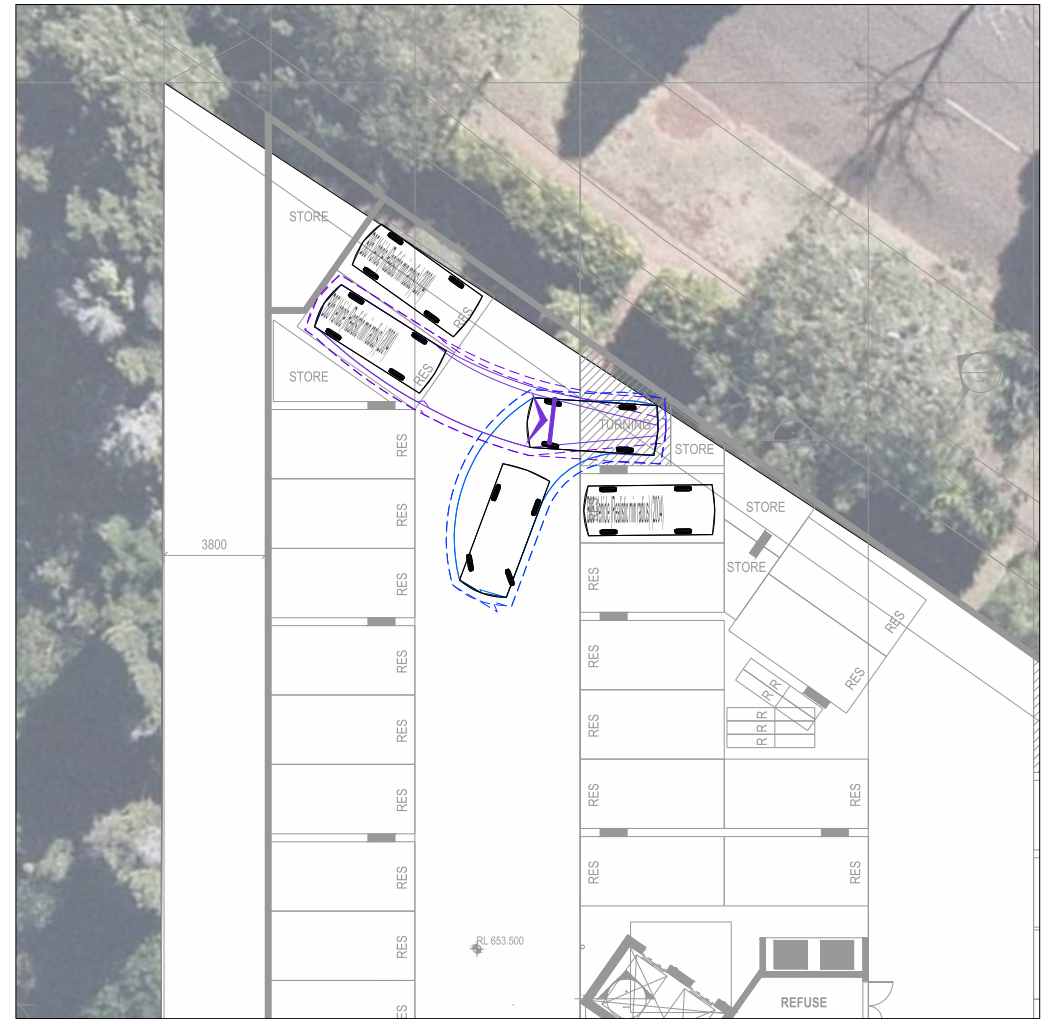
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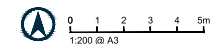
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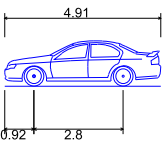
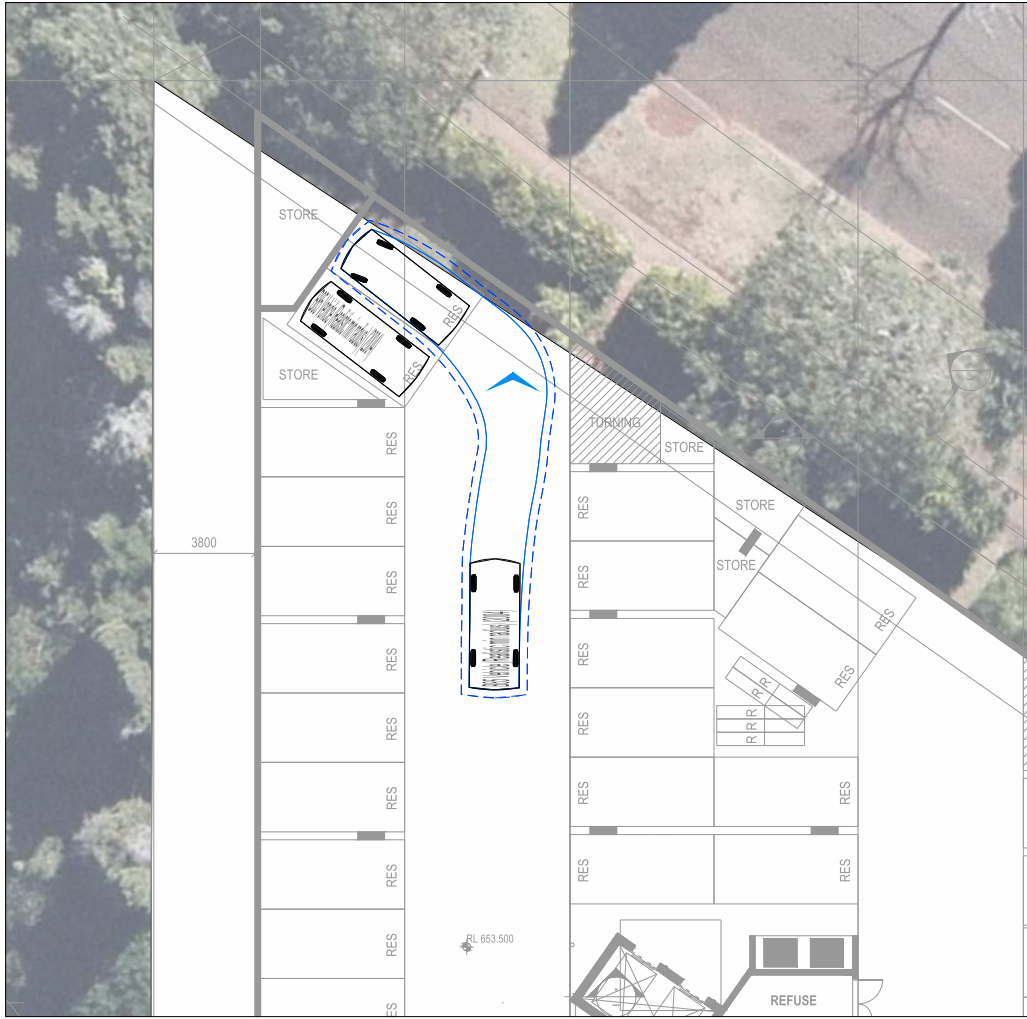
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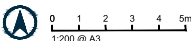
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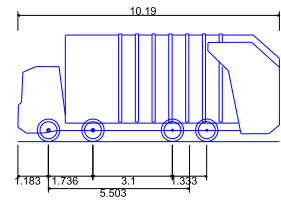
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TRC Acco FRONT LOADING REFUSE VEHICLE
Overall Length 10.190m
Overall Width 2.490m
Overall Body Height 4.200m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 12.300m

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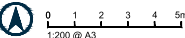
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V1	FIRST ISSUE	M.B.	A.S.	29/06/2026
ISSUE DESCRIPTION		DWNCHK DATE		

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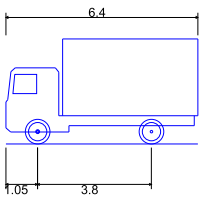
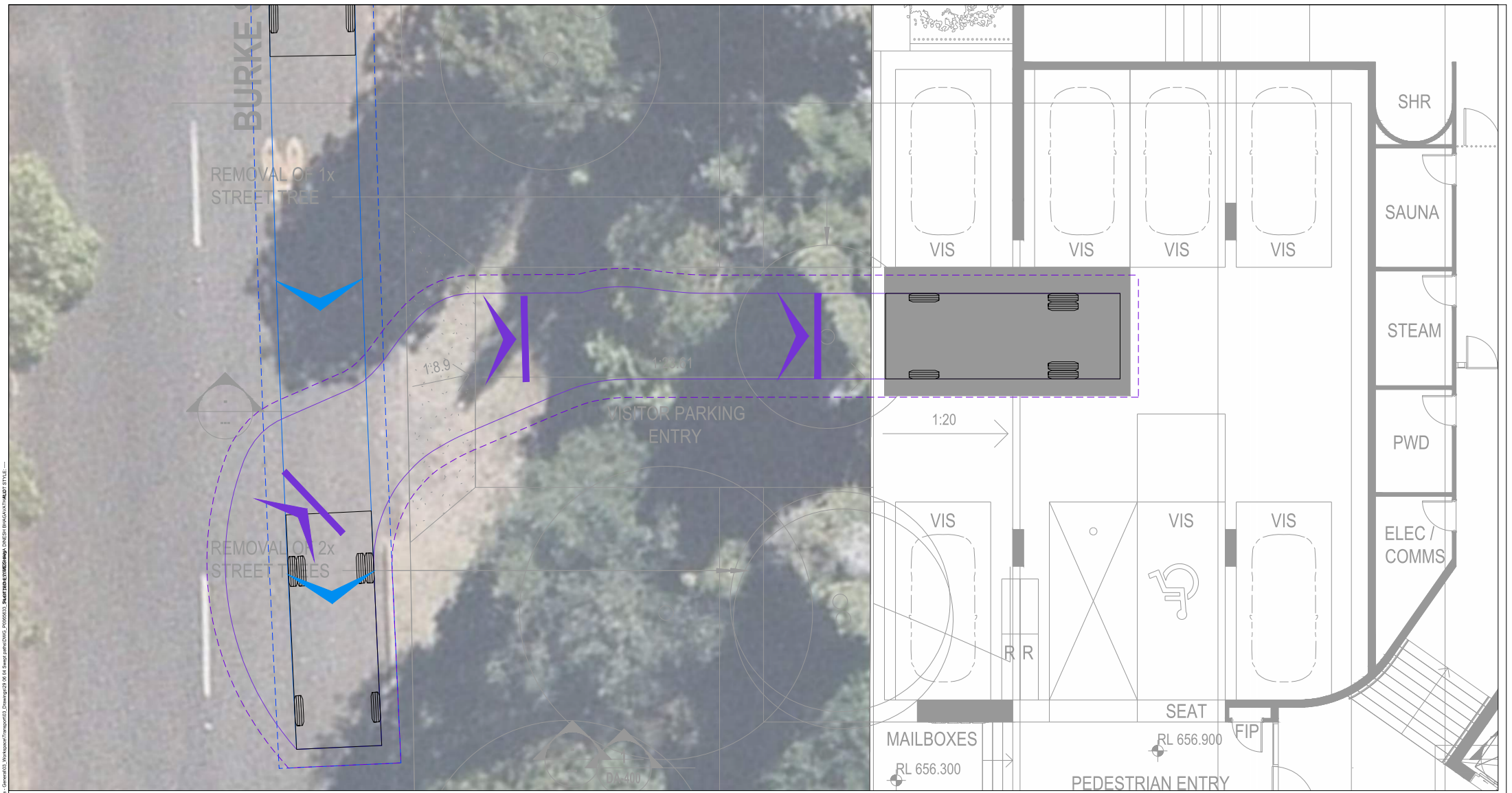
SWEPT PATHS - GROUND FLOOR



P0065633-DWG01-V1

P0065633 29/06/26

05 OF 6 V1



SRV - Small Rigid Vehicle
Overall Length 6.400m
Overall Width 2.330m
Overall Body Height 3.500m
Min Body Ground Clearance 0.398m
Track Width 2.330m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 7.100m

ALICE SHI
RPEQ NO:
29/06/2026
Alice Shi

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ARCHITECTURAL DRAWING REF
DWG NAME:
280002_DA-010-SITE PLAN(8)
DATE: 26/06/2026

V1	FIRST ISSUE	M.B.	A.S.	29/06/2026
ISSUE DESCRIPTION		DRAWN/CHK/DATE		

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SWEPT PATHS - GROUND FLOOR
0 1 2m
1:100 @ A3

P0065633-DWG01-V1
06 OF 6
V1

Transport, Access and Parking Code

Table 0:1 – Transport, Access and Parking Code – Requirements for accepted development and assessment benchmarks for assessable development¹

Performance outcomes	Acceptable outcomes	Urbis Response
Driveway Crossovers ²		
PO1: Vehicular access arrangements, including driveway crossovers: (a) are appropriate for: (i) the capacity of the parking area; (ii) the volume, frequency and type of vehicle useage; and (iii) the function and configuration of the access road; (b) minimise any potentially adverse impact on: (i) the safety and efficiency of the road and pedestrian/cycle paths; (ii) the safety and efficiency of the road and footpath users; (iii) the integrity of any infrastructure within the road reserve; and (iv) the safety of access to adjacent properties. (c) protect the amenity of premises in the vicinity by: (i) maintaining the predominant vehicular access pattern in the street, including consistent width, grade and location; (ii) preserving the residential amenity of the streetscape, including noise and	AO1.1 Vehicular access and driveway crossovers are not: (a) an additional site/property access; (b) to a State-controlled Road or a road with bluestone kerbing; (c) within 25 m of a signalised road intersection; (d) within 20m of an unsignalised road intersection in a Commercial or Industrial Area; (e) within 10m of an unsignalised road intersection in a Community, Residential, Rural or Other Area; (f) within 1m of any infrastructure, including street signage, power poles, street lights, manholes, stormwater gully pits, or other Council/public utility asset; (g) within the Tree Protection Zone, as defined by <i>Australian Standard 4970-2009</i> ; (h) for a lot with a frontage of 10m or less; (i) greater than 4m in width when for a lot with a frontage / width of more than 10m but less than 20m; and (j) greater than 6m in width when for a lot with a frontage / width of greater than 20m. <i>Note: An additional site access is considered to be more than one site access.</i>	Complies with PO1. Refer section 4.4 of the TIA.

¹ Amended on 9 August 2019

² Amended on 30 April 2021

Performance outcomes	Acceptable outcomes	Urbis Response
visual impact, and consideration of existing landscaping by considering: (A) use of materials which integrate with the streetscape (e.g. existing crossovers and driveways, etc); (B) minimising the width and grade of the access; (C) minimising impacts on the appearance of the streetscape by retaining existing vegetation, including approved landscaping; and (D) locating the access to minimise the impact of vehicle noise on neighbouring/adjoining properties.		
	AO_{1.2} Except where in a Rural Zone, vehicular access and driveway crossovers: (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); (b) do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway; (c) do not require removal or modification of any existing kerbing, traffic island, speed control	Not Applicable

Performance outcomes	Acceptable outcomes	Urbis Response
	device, car parking bay, bus stop, or other structure within the road reserve; (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; (f) do not access an unformed or unkerbed road; (g) are constructed from reinforced concrete; (h) are perpendicular to the road edge; and (i) are provided in accordance with the <i>Australian Standard AS 2890.1 – Off Street Car Parking and Australian Standard AS 2890.2 (where relevant) and the relevant standard drawing in SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.</i>	
	AO_{1.3} Where in a Rural Zone, vehicular access and driveway crossovers: (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); (b) do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway; (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, loading bay, bus stop, or other structure within the road reserve; (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; (f) are sealed where accessing a sealed formed road; (g) are perpendicular to the road edge; and (h) are provided in accordance with the relevant standard drawing in <i>SC6.2 PSP No. 2</i>	Not Applicable

Performance outcomes	Acceptable outcomes		Urbis Response
	Engineering Standards – Roads and Drainage Infrastructure.		
Car Parking Provision			
PO₂	Provision is made for on-site vehicle parking to meet the demand likely to be generated by the development and to avoid on-street parking where that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity.	AO_{2.1}	Complies with AO2.2. Refer Section 4.1 of TIA.
		Where in the Principal Centre Zone or Mixed Use Zone Car parking is provided at the rate of: (a) Non-Residential Use one (1) parking space per 50m ² of GFA; and (b) Residential Use – one (1) parking space per dwelling.	
		AO_{2.2} Where not in the Principal Centre Zone or Mixed Use Zone Car parking is provided at the rates set out in Table 9.4.6:3 to this Code.	
		<i>Note: Where a parking rate for a use is unspecified in Table 9.4.6:3 – no acceptable outcome is provided.</i>	
		<i>Note: If the number of car parking spaces calculated in accordance with AO_{2.1} and AO_{2.2} is not a whole number, the number of parking spaces to be provided is rounded-up to next highest whole number.</i>	
		<i>Note: Where application is made for establishment of two or more uses on the same premises, the parking demand is calculated by totalling the requirements for each use.</i>	
<i>Note: Where the development does not meet the acceptable outcomes, or where no acceptable outcome is specified, a parking demand analysis report prepared by a suitably qualified person may assist in demonstrating compliance with the performance outcome.</i>			

Table 0:2 – Transport, Access and Parking Code – assessment benchmarks for assessable development^{3, 4}

Performance outcomes	Acceptable outcomes	Urbis Response
Transport Network ⁵		
PO₁ The development is located on roads that are appropriate for the nature of traffic generated, having regard to the safety and efficiency of the transport network, and the functions and characteristics identified in the transport network hierarchy contained in SC 6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	No acceptable outcome is nominated.	Complies with PO1. Refer section 6 of TIA.
PO₂ Development does not compromise the orderly provision or upgrading of the transport network. ⁶	No acceptable outcome is nominated.	Complies with PO2.
PO₃ Onsite transport network infrastructure (including roads, parking, access and public transport, pedestrian and cyclist facilities) appropriately integrates with surrounding networks and facilitates the orderly development of adjoining land. ⁷	No acceptable outcome is nominated.	Complies with PO3.
PO₄ Development is designed to encourage travel by public transport, walking and cycling. This may include integrated access between adjoining sites and/or the	No acceptable outcome is nominated.	Complies with PO4. Refer to section 4.5 of the TIA.

³ Amended on 3 November 2014

⁴ Amended on 9 August 2019

⁵ Applicants should note that the Department of Transport and Main Roads may have additional requirements.

⁶ Applicants should note that the Department of Transport and Main Roads may have additional requirements.

⁷ Amended on 27 April 2018

Performance outcomes		Acceptable outcomes	Urbis Response
provision of mid-block connections which are safe, functional and legible for potential users.			
PO ₅	Car parking areas, pathways and other elements of transport network infrastructure are designed to enhance public safety by discouraging crime and anti-social behaviour, having regard to:⁸ (a) provision of opportunities for casual surveillance; (b) provision of lighting; (c) the use of fencing to define public and private spaces, whilst allowing for appropriate sightlines; (d) minimising potential concealment points and assault locations; (e) minimising opportunities for graffiti and other vandalism; and (f) restricting unlawful access to buildings and between buildings.	AO _{5.1} Car parking areas, pathways and other elements of transport network infrastructure are designed in accordance with <i>Crime Prevention Through Environmental Design (CPTED) Guidelines</i> .	Not assessed.
PO ₆	Directional signage is provided within a development site to assist legibility and way-finding, including for pedestrians and cyclists.	No acceptable outcome is nominated.	Will be addressed in detailed design stages.
Access			
PO ₇	Vehicle access arrangements and queuing areas are appropriate for:	AO _{7.1} Access driveways and queuing areas are located and designed in accordance with	Complies with PO7.

⁸ Crime Prevention Through Environmental Design Guidelines for Queensland prepared by the State Government may provide applicants with guidance on these matters.

Performance outcomes	Acceptable outcomes	Urbis Response
(a) the capacity of the parking area; (b) the volume, frequency and type of vehicle usage; and (c) the function and characteristics of the access road and adjoining road network.	the provisions of Australian Standard AS 2890.1 Part 1: Off Street Carparking.	
PO₈ Access arrangements minimise any adverse impact on: (a) the integrity of any infrastructure within the road reserve; (b) the safety and convenience of pedestrians and cyclists; (c) the safety and convenience of access to adjacent properties; (d) the amenity of premises in the vicinity; and (e) street trees in the road reserve.	No acceptable outcome is nominated.	Complies with PO8. Refer section 4.4 of TIA.
PO₉ Where the nature of the proposed development creates a demand due to the frequency and volume of vehicle movements for the set-down and pick-up of passengers, provision is made for set-down and pick-up facilities by bus, taxis or private vehicle.	No acceptable outcome is nominated.	Not applicable.
PO₁₀ Where set-down and pick-up facilities for bus, taxis or private vehicles are provided as part of development they are:	AO _{10.1} (a) Bus pick-up/set-down areas: allow a bus, based on the Long Rigid Bus (12m) in Austroads/Standards Australia HB72 – Design Vehicles and Turning Path Templates, to turn and manoeuvre in	Not applicable.

Performance outcomes	Acceptable outcomes	Urbis Response
(a) safe for pedestrians, cyclists and vehicles; (b) conveniently connected to the main component of the development by pedestrian pathway; and (c) designed to provide for pedestrian priority and clear sightlines.	and out of the area in an easy and safe manner; (b) afford maximum safety for passengers boarding or alighting buses; (c) avoid standing or queuing buses from obstructing access to car parking spaces or circulation within the Site; and (d) avoid on-street queuing or boarding/alighting of buses that would reduce traffic flow or safety on the road network. One clear traffic lane in each direction should be maintained. AO_{10.2} Car and taxi pick-up/set-down areas: (a) allow a car to maneuver in and out of the area in an easy and safe manner; (b) afford maximum safety for passengers boarding or alighting cars; (c) avoid standing or queuing cars from obstructing access to car parking spaces or circulation within the site; and (d) avoid on-street queuing or boarding/alighting of cars that would reduce traffic flow or safety on the road network. One clear traffic lane in each direction should be maintained.	
Pedestrian and Cycle Facilities		
PO₁₁ Provision is made for the safe and convenient movement of pedestrians on site and external to the site, having regard to desire lines, legibility, weather protection and the needs of people with disabilities.	AO_{11.1} Pedestrian pathways and crossings are provided in accordance with SC6.2 PSP No.2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i>.	Complies with PO11. Refer section 4.5 of TIA.

Performance outcomes	Acceptable outcomes	Urbis Response
	AO_{11.2} Access for cyclists and pedestrians is clearly distinguished from vehicle access. AO_{11.3} Pedestrian paths of a minimum width of 1.5m are provided through each car parking row and connect to the main entrance(s) to the building(s).	
PO₁₂ Provision is made for safe and convenient cycle movement to the site and within the site having regard to desire lines, users' needs and legibility.	AO_{12.1} Shared paths and on-road cycle lane facilities are provided in accordance with <i>SC6.2 PSP No.2 – Engineering Standards Roads and Drainage Infrastructure</i>.	Complies with PO12. Refer to section 4.2 of the TIA.
Parking and Circulation		
PO₁₃ Car parking areas are designed to be: (a) clearly defined, marked and signed; (b) convenient, safe and accessible; and (c) safe for vehicles, pedestrians and cyclists and minimise vehicle/pedestrian conflicts by providing clear access lines for pedestrians movement within car park areas.	AO_{13.1} The entry to the car park is clearly signposted. AO_{13.2} Parking spaces are freely available for use by the development's occupants and visitors during the business hours of the use. AO_{13.3} Visitor or customer parking spaces are located in the most accessible position to the main entrance of the building and signed as such. AO_{13.4} Unless otherwise specified in another code relevant to the development, 60% of the parking spaces for non-residential development are clearly visible from the street. AO_{13.5} Public Safety: (a) The car park is located where it can be monitored by passers-by or the occupiers of the development. (b) Where the car park is open to the public at night, lighting is provided throughout	Complies with PO13. Refer to section 5 of the TIA.

Performance outcomes	Acceptable outcomes	Urbis Response
	the car park and along pedestrian access paths in compliance with Australian Standard AS 1158.3.1 – <i>Road Lighting – Pedestrian Area (Category P) Lighting – Performance and Installation Design Requirements</i>. (c) Except in the case of residential development: (i) where the car park is not required at night, entry to the car park is physically restricted; and (ii) where the car park is enclosed, the walls are finished in a light coloured material that reflects light. (d) Landscaping throughout the car park is provided in a manner, as indicated in the Landscaping Code that allows surveillance and minimises the risk of crime.	
PO₁₄ Car parking areas are designed to provide spaces which meet the needs of people with disabilities.	AO _{14.1} Parking spaces for people with disabilities are provided at the rates specified in Appendix C of Australian Standard <i>AS2890.1 Part 1: Off Street Carparking</i> .	Complies with PO14.
	AO _{14.2} Car parking spaces for people with disabilities are located as near as possible to the entrance or entrances of the facility or use they serve.	Complies with AO14.2.
	AO _{14.3} Parking spaces for people with disabilities are designed in accordance with the provisions of Australian Standard <i>AS2890.1 Part 1: Off Street Carparking</i> .	Complies with AO14.3. Refer to section 5 of the TIA.

Performance outcomes	Acceptable outcomes	Urbis Response
	AO _{14.4} Pathways and ramps between parking areas and the entrances to buildings are designed in accordance with the provisions of Australian Standard <i>AS1428.1: Design for Access and Mobility</i> .	To be addressed in detailed design stages.
	AO _{14.5} Parking spaces for people with disabilities are identified by a sign incorporating the International Symbol specified in Australian Standard <i>AS1428.1: Design for Access and Mobility</i> .	To be addressed in detailed design stages.
	AO _{14.6} The sign is readily visible from a vehicle at the entrance to the carpark, or guide signs are provided to indicate the direction of the disabled parking spaces.	To be addressed in detailed design stages.
PO₁₅ Car parking areas for non-residential development on a site in, or adjoining, a residential zone, are designed to minimise any adverse impact on the amenity of premises in the vicinity.	For non-residential development on a site in, or adjoining, a residential zone: AO_{15.1} Car parking and driveway areas are setback a minimum distance of 3m from a side boundary that is common with a residential use in a residential zone. AO_{15.2} Landscape planting is used between the car park and driveway areas and the side boundary to soften the visual impacts of car park areas and to provide shade. AO_{15.3} An acoustic fence of 1.8m height is provided along the property boundary that is common with a residential use in a residential zone.	Not applicable.
PO₁₆ Car parking and associated access arrangements are located and designed to avoid dominating the road frontage of the	AO _{16.1} Car parking is provided either at the rear of the development or beneath buildings.	Complies with AO16.1. Car park is provided at the rear and beneath the development on basement level. Refer to development plans attached in Appendix A of TIA.

Performance outcomes		Acceptable outcomes	Urbis Response
site or otherwise detracting from streetscape character.			
PO₁₇	Above ground or multi-level car parking areas are designed, articulated and finished to make a positive contribution to the local streetscape character.	AO _{17.1} Above ground or multi-level parking areas are designed, articulated and finished to a quality equal to or better than adjoining buildings.	Not applicable.
PO₁₈	Landscaping is provided to soften the visual impact of car parking areas and to provide shading and protection from glare.	AO _{18.1} Aesthetics, glare, heat absorption and re-radiation. (a) Landscaping is provided throughout the car park in the manner and at the rate indicated in the Landscaping Code; and (b) Unless otherwise specified in a zone, precinct or use code, where the car park adjoins a street frontage, or a boundary with a Residential or other sensitive land use, a landscaped strip of minimum 3 m width is provided along the frontage/boundary.	Not assessed.
PO₁₉	Any parking, access and any other vehicle access/manoeuvring areas incorporate design measures to avoid dust nuisance to surrounding properties.	AO _{19.1} Car parking, access and any other vehicle access/manoeuvring areas vehicle manoeuvring areas are imperviously sealed.	Complies with AO19.1.
PO₂₀	Noise impacts from vehicle movement areas on any adjoining residential or other sensitive land use are mitigated.	AO _{20.1} A solid, good quality brick, timber or masonry fence of a minimum 1.8m height is constructed between any vehicle movement areas and a boundary to an adjoining residential or other sensitive land use.	Not assessed.

Performance outcomes	Acceptable outcomes	Urbis Response
PO₂₁ Any part of the parking area designated as a vehicle cleaning or repair area is designed and constructed to avoid adverse impact on water quality or Council's wastewater or stormwater infrastructure.	AO _{21.1} The development is capable of meeting the requirements of Council's <i>Trade Waste Policy</i> and the Trade Waste Environmental Management Plan.	Not assessed.
Servicing		
PO₂₂ Provision is made for the on-site loading, unloading, manoeuvring and access by service vehicles that: (a) is adequate to meet the demands generated by the development; (b) is able to accommodate the design service vehicle requirements; and (c) does not unduly impede vehicular, cyclist and pedestrian safety and convenience within the site.	AO _{22.1} The service bays provided and access to them, can accommodate, at any one time, the types and numbers of service vehicles detailed in Table 9.4.6:3. AO _{22.2} Service bays provided wholly or partly within a building are physically separated from the rest of the buildings floor space in manner that makes it impractical to use them as storage or work areas. AO _{22.3} The design and provision of access driveways, manoeuvring areas and loading and unloading facilities for service vehicles complies with Australian Standard AS 2890.2 – 1989 – <i>Off Street Parking – Commercial Vehicle Facilities</i> . AO _{22.4} Vehicles being loaded or unloaded with goods stand completely on-site and do not impede access to more than 6 parking spaces or 50% of the on-site parking spaces (whichever is the lesser) while doing so. AO _{22.5} Service vehicles can enter and leave the site in a forward gear.	Complies with PO22. Refer to section 4.3 of TIA.
PO₂₃ Refuse collection vehicles are able to access on-site refuse collection facilities.	AO _{23.1} Where an on-site refuse area is provided, access and manoeuvring areas are designed and provided to enable access by	Not applicable. Refuse collection is proposed to be undertaken on Tourist Road, refer to section 4.3.2 of the TIA.

Performance outcomes	Acceptable outcomes	Urbis Response
	refuse collection vehicle based on the Design Service Vehicle in Austroads/Standards Australia HB72 – Design Vehicles and Turning Path Templates.	
PO₂₄ Servicing arrangements minimise any adverse impact the amenity of premises in the vicinity.	No acceptable outcome is nominated.	Complies with PO24.
PO₂₅ Servicing arrangements are located and designed to avoid dominating the road frontage of the site or otherwise detracting from streetscape character.	AO _{25.1} Areas used for servicing are not located at the front of developments, or are otherwise screened to minimise visual intrusion in the streetscape.	Complies with PO25. Occasional servicing provision is proposed on Burke Street. Given the infrequent nature of servicing, screening is not considered necessary.