

Proposed Residential Development, 1 Clarke Street, Southport

Traffic Report

Revision C

23 January 2026

Our Ref: 2218_TPA15

Prepared for: Azure

Prepared by: Richard Quinn
Director, Q Traffic
BE Civil, MIEAust, RPEQ

Contents

1.0	Introduction	1
2.0	Background and Context	2
2.1	Site Location	2
2.2	Development History	3
3.0	Proposal	4
3.1	Vehicle Access	4
3.2	Car Parking Provision	5
3.3	Car Parking Design and Configuration	5
3.4	Servicing Arrangements	6
4.0	Traffic Impact Assessment	7
5.0	Recommendation	8
5.1	Qualifications	8

Appendices

APPENDIX A

Proposed Development Plans

APPENDIX B

Vehicle Swept Path –Refuse Collection Vehicle

Q Traffic has prepared this report solely for the benefit and use of our Client for the sole purpose of lodging a development application. This report takes into account the particular instructions and requirements of the client. In preparing this report we assume that all information and documents provided to us by the client or their consultants were complete, accurate and current. Q Traffic will not be liable for any conclusion drawn resulting from omission or lack of full disclosure by the client or their consultants.

This report may not be relied upon by a third party. Q Traffic does not and shall not assume any responsibility or liability whatsoever to any third party arising from the use, reliance upon, or any decision made regarding the contents of this report.

© Q Traffic 2025

1.0 Introduction

Q Traffic was commissioned to undertake a Traffic Impact Assessment of a proposed residential development (114 x one, two and three bedroom townhouses) to be located on the site at 1 Clarke Street, Southport. The applicant seeks EDQ support for a PDA Development Permit for a Material Change of Use for Multiple Dwelling

This report provides relevant background information regarding the proposal, and addresses the following key traffic issues:

- Vehicular site access arrangements;
- On-site car parking provisions;
- Car park design and configuration;
- Vehicle servicing arrangements; and
- The traffic impacts anticipated as a result of the proposed development.

2.0 Background and Context

2.1 Site Location

The subject site is located at 1 Clarke Street, Southport, on the southern side of the road immediately to the east of Village Boulevard. The site has road frontage to Clarke Street to the north, Village Boulevard to the west, and Smith Street to the south. Described as Lot 7 on SP275512, the site is approximately 17,330m² in area and currently accommodates an at-grade public car park which is accessed via a driveway towards the eastern site boundary, as shown in **Figure 2.1**. This car park occupies the western portion of the site, and the eastern portion is cleared / vegetated land.

The site is within a convenient 500m walk of Griffith University (Southport) Light Rail station, as well as the bus station on Parklands Drive which is serviced by several regular bus routes.



Figure 2.1a: Subject Site

Source: Queensland Globe

2.2 Development History

2.2.1 DEV2023/1440 – Preliminary Approval

On 20 May 2024, MEDQ approved a Preliminary Approval for a Material Change of Use for various uses including community facility, dual occupancy, dwelling house, food premises (where located at ground level of a building within the residential use class), home based business, hostel, multiple dwelling, office (where located at ground level of a building within the residential use class), residential care facility, shop (where located at ground level of a building within the residential use class) over the subject site.

The approval included a Plan of Development (POD) and a Preliminary Approval Document (PAD). The PAD secured varied provisions for Precinct 2, including a **maximum traffic generation of 140vph in the AM peak hour and 170vph in the PM peak hour.**

The Preliminary Approval has a currency period of 6 years, until May 2030.

2.2.2 DEV2024/1528 – Material Change of Use

Following MEDQ approval of the Preliminary Approval, on 15 October 2024, MEDQ approved a Development Permit for a Material Change of Use for Multiple dwelling, Shop and Food and drink premises on the subject site, in accordance with the provisions of DEV2023/1440.

The approved development (as shown in **Figure 2.2.2**) includes the following components:

- Four residential buildings up to 15 storeys in height
- 878 units, with 176 of those being for affordable housing and a further 87 units for accessible housing
- A total of 724 car parks (including 50 visitor car parks)

Vehicular access to the approved development was via a crossover onto Clarke Street adjacent to the eastern site boundary.

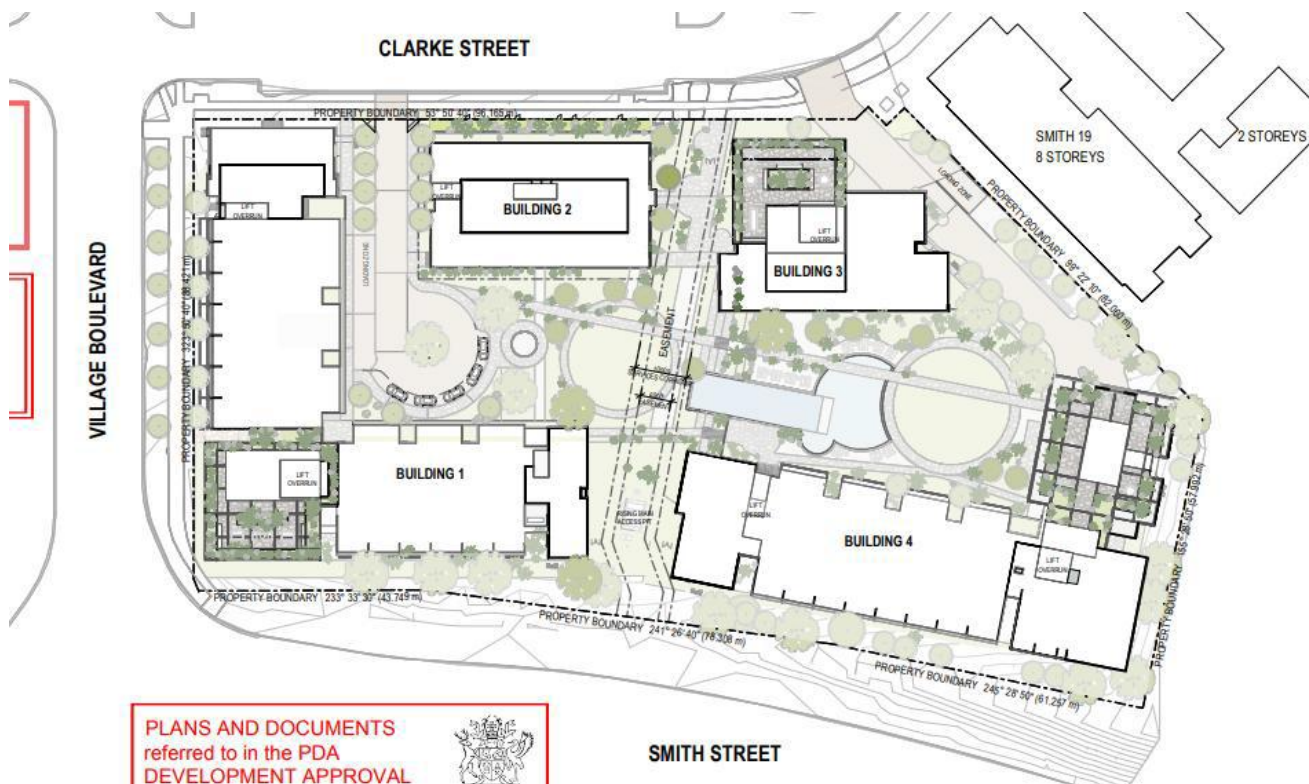


Figure 2.2.2a: Approved Site Plan (DEV2024/1528)

3.0 Proposal

The current proposal seeks EDQ support for a PDA Development Permit for a Material Change of Use for Multiple Dwelling at the subject site, specifically for a medium density townhouse development. The current development concept involves 114 townhouses comprising a mix of one, two and three bedroom configurations. The development will be constructed over 2 stages (*Stage 1 eastern and Stage 2 western*).

Figure 3 below shows the concept masterplan, which is also included as **Appendix A**.

The key traffic and parking elements of the current proposal are discussed in the following sections.



Figure 3: Extract from Site Plan

3.1 Vehicle Access

As shown in the site plans included as **Appendix A**, access to the site is proposed via a single crossover onto Clarke Street, which is the lowest order street to which the site has frontage.

The proposed access location is in generally the same location as the existing site access driveway, and the proposed site access driveway under DEV2024/1528, i.e. towards the eastern site boundary.

The proposed driveway is approximately 9.0m wide at the property boundary, which meets the requirement for a Category 2 driveway under the provisions of AS2890.1. This driveway width would be adequate to accommodate two-way passenger vehicle flow, as well as entry and exit via the largest vehicle expected to require access to the site, which is a refuse collection vehicle of approximately 10.2m length.

A secure gated entry arrangement is proposed. Residents would be provided with remote controls to open the entry gate, with only visitors required to stop and use the intercom for access to the site. This will minimise the potential for queuing, and ensure efficiency of access/egress.

Overall, the proposed access arrangements are considered to be acceptable from a traffic engineering perspective.

3.2 Car Parking Provision

The site is very well located within proximity to a number of services and facilities including the Griffith University light rail and bus station, the Smith Collective Village, Griffith University Campus, Gold Coast University Hospital and Private Hospital, and numerous sporting, recreational and open space facilities.

The Parklands Priority Development Area Development Scheme recommends that “development makes adequate provision for the number and nature of vehicles expected while promoting GCLR use through reduced provision of car parking generally incorporating a minimum of:

- 0.75 spaces per 1 or 2 bedroom dwelling
- 1 space per 3 bedroom dwelling
- 1 visitor space per 20 dwellings”

The development proposes 114 townhouses comprising a mix of one, two and three bedroom and based on the rates above requires a minimum provision of:

- 102 resident parking spaces; and
- 6 visitor parking spaces .

The proposed parking provisions consists of:

- 147 resident spaces; and
- 6 visitor spaces

This complies with the recommendations in the Parklands PDA Development Scheme.

3.3 Car Parking Design and Configuration

The site layout has been designed to accommodate a two-way roadway loop throughout the site, with short driveway extensions in the corners of the site to provide access to end-of-block dwellings.

The proposed internal roadway is 5.8m wide (minimum). This is generally adequate to accommodate:

- Two-way passenger vehicle flow;
- Access to/from garages (assuming garage door opening widths of 3m minimum); and
- Service vehicle circulation (as discussed in the following section).

Single resident garages have internal dimensions of 3.2m x 5.8m, exceeding the minimum dimensional requirements under the provisions of AS2890.1 (i.e. 3.0m x 5.4m). The garage door openings widths are 2.6m, exceeding the minimum requirement under the provisions of AS2890.1

Tandem resident garages have internal dimensions of 3.2m x 11.4m, exceeding the minimum dimensional requirements under the provisions of AS2890.1 (i.e. 3.0m x 10.8m). The garage door openings widths are 2.6m, exceeding the minimum requirement under the provisions of AS2890.1

Visitor parking spaces meet the minimum dimensional requirements for low turnover car parking under AS2890.1 (i.e. 2.4m x 5.4m).

In summary, the proposed car parking arrangements are efficient and legible, and generally in accordance with the requirements of the relevant Australian Standards.

3.4 Servicing Arrangements

Given the nature and scale of the proposed development, servicing requirements would be limited. With the exception of regular refuse collection, the only large service vehicles expected to require access to the site include the occasional delivery or removalist vehicle.

As shown in the plans included in **Appendix A** and detailed in the Waste Management Plan, bulk bins are proposed for the development with the bins located in two (2) central locations. As shown in the swept path analysis included as **Appendix B**, a rear or front-loading refuse truck can enter the site, circulate around the internal ring road and park adjacent to each bin store to service the bins before exiting the site in a forward gear.

The swept path analysis included as **Appendix B** also includes an assessment of stage 1, which is the construction of the eastern Townhouses. Under Stage 1, the refuse truck enters the site and perform a 3-point turn at the stub-road between buildings 5 & 6, collecting the bulk bins and exiting the site in a forward gear.

In addition, up to a medium rigid vehicle (MRV) would be able to circulate through the development for servicing (i.e. the occasional delivery or removalist vehicle).

In summary, the proposed servicing and refuse collection arrangements are considered to be supportable from a traffic engineering perspective, and are consistent with the arrangements at many developments of the scale and nature of that proposed.

4.0 Traffic Impact Assessment

As previously noted, the site is very well located within proximity to a number of services and facilities including the Griffith University light rail and bus station, the Smith Collective Village, Griffith University Campus, Gold Coast University Hospital and Private Hospital, and numerous sporting, recreational and open space facilities.

Notwithstanding this, conservatively adopting the peak hour trip generation rates recommended in the NSW Government Guide to Transport Impact Assessment, Technical guidance for transport practitioners, TS00085 | Version 1.1 suggests that the development could generate the following traffic volumes:

- AM Peak Hour: $0.39 \text{ trips per unit} \times 114 \text{ units} = 45 \text{ trips}$
- PM Peak Hour: $0.37 \text{ trips per unit} \times 114 \text{ units} = 42 \text{ trips}$

This equates to approximately one vehicle trip every 1 - 2 minutes on average, during the peak hours. This level of traffic generation is low, and likely to be within the range of typical fluctuations in traffic volumes on the road network.

Furthermore, this level of site traffic generation is well below the threshold approved for the site under DEV2023/1440 (i.e. 140vph in the AM peak hour and 170vph in the PM peak hour). It is likely to be less than the volume of traffic generated by the current use on the site (i.e. the public car park), and would be significantly less than that generated by the development approved under DEV2024/1528 (i.e. 878 units).

In light of the above, no external roadworks are considered to be required to support the proposed development, from a capacity perspective.

5.0 Recommendation

In light of the information contained within this report, we consider that the proposal is satisfactory from a traffic operations (safety and efficiency) perspective and recommend that the development application be approved.

5.1 Qualifications

This report has been approved by Richard Quinn | Director | RPEQ 08565

APPENDIX A

Proposed Development Plans

Our Solution

PROPOSED PLAN - GROUND FLOOR



Our Solution

STAGING PLAN

STAGING PLAN LEGEND

STAGE 1

STAGE 2



APPENDIX B

Vehicle Swept Path –Refuse Collection Vehicle



I Richard Quinn (RPEQ 08565) certify that the swept paths have been carried out in accordance with AS2890.2

Richard Quinn

drawing title		
1 Clarke Street, Southport Swept Path - RCV		
drawn: RQ	Scale: 1:500 @ A3	date: 05/12/25
The base drawing is provided to Q Traffic by others. This drawing is draft for discussion purposes only.		
2218_TPA15	SK.01	B
project no.	drawing no.	rev

