
Our Ref: 2218_TPA15

The Minister of Economic Development Queensland
GPO Box 2202
BRISBANE QLD 4001

18 August 2026

For the Attention of the Development Assessment Manager

Approval Ref: DEV-2026-GCP-4381

Development Type: Development Permit for Material Change of Use for Multiple Dwelling (114 Townhouses)

Property Location: 1 Clarke Street, Southport

Property Description: Lot 7 on SP275512

Subject: Traffic Statement – Minor Change to Approval

Dear Sir / Madam,

We refer to the above approval over the site at 1 Clarke Street, Southport for a Multiple Dwelling development (114 Townhouses) which was granted by Economic Development Queensland (EDQ) on 25 March 2026. Plans of the approved development are included for reference as **Attachment 1**, and show that the development was intended to be delivered under two (2) development stages.

This letter has been prepared to accompany an application for a minor change to the existing approval to facilitate the staged delivery of the development under four (4) development stages as shown in the staging plan included as **Attachment 2**, rather than the two (2) stage delivery as planned under the approved development scheme.

Q Traffic was engaged to review the traffic arrangements under each development stage against the approved plans, as well as the relevant design standards and guidelines.

The following sections document the findings of our investigations addressing the following key traffic design elements and issues of the amended development scheme:

- Vehicle access arrangements;
- On-site car parking provision;
- Design of parking and vehicle circulation areas;
- Servicing and refuse collection arrangements; and
- The expected traffic impact of the proposed development, compared with that of the previously approved development.

Approved Development

The relevant plans showing the approved development are included for reference as **Attachment 1**, with an extract from the staging plan provided as **Figure 1** below.

As shown in these plans, the approved development is a multiple dwelling development comprising 114 x one, two and three-bedroom townhouses over 11 buildings.

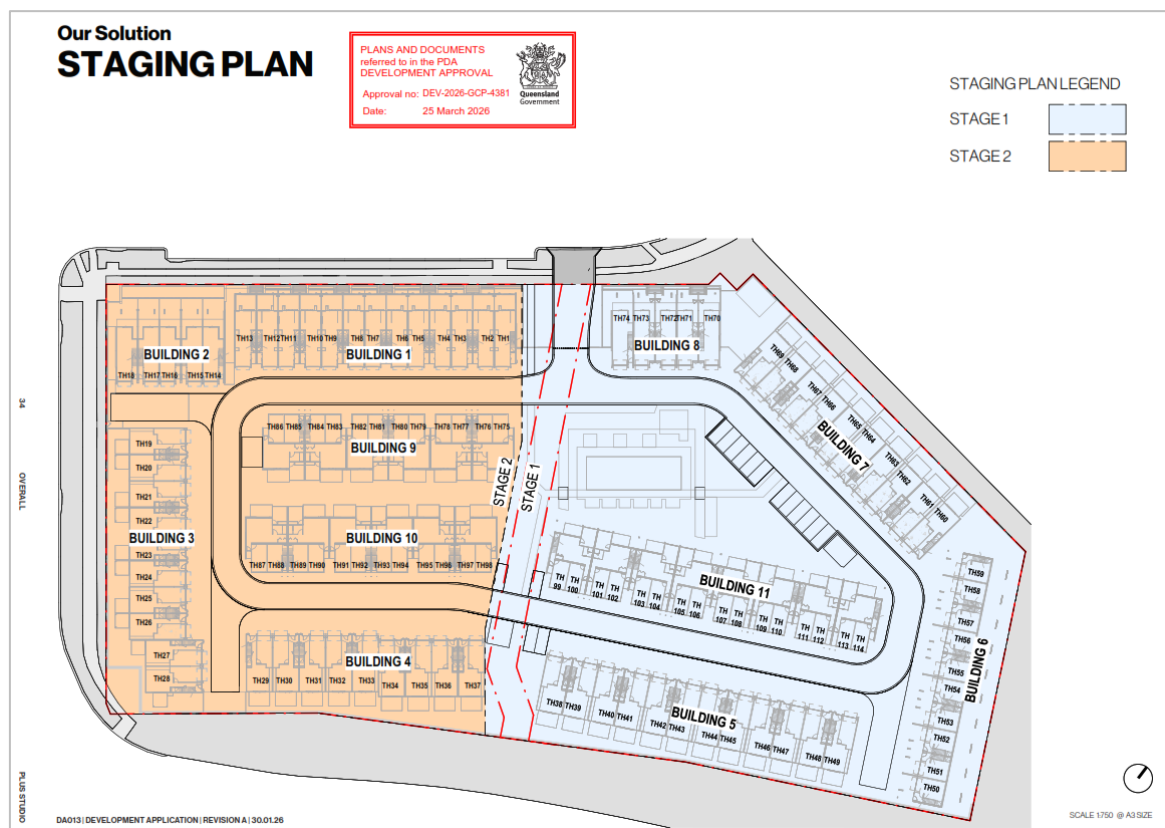
Vehicular access under the approved scheme was approved by way of a single crossover onto Clarke Street, which is the lowest order street to which the site has frontage. The approved access location is in generally the same location as the existing site access driveway, i.e. towards the eastern site boundary.

The approved site layout included 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 approved development provided 137 resident car parking spaces within enclosed garages and six (6) visitor car parking spaces, exceeding the minimum car parking requirements under the Parklands Priority Development Area Development Scheme.

Under the approved development scheme, it was proposed that servicing and refuse collection be undertaken on-site with up to a 10.24m long rigid vehicle able to enter the site in a forward direction, circulate as required to bin stores areas or individual townhouses (for bin collection or servicing within the roadway or short driveway extensions), and exit the site onto Clarke Street in a forward direction.

The following sections of this report describe the amendments to the approved traffic arrangements proposed under the amended development scheme which is the subject of this minor change application.



Amended Proposal

The scheme which is the subject of this change application is shown in the staging plan included as **Attachment 2**, and the extract from this plan provided as **Figure 2** below.

There are no changes to the design of the development, with the exception of the staging arrangements under which it is to be delivered (i.e. under four (4) stages, as opposed to two (2) stages as previously approved).

The proposed development stages can be described as follows:

- Stage 1A: Access driveway, western portion of internal roadway loop, Building 4, Building 10, and Communal Open Space area;
- Stage 1B: Building 1, Building 2, Building 3, Building 9;
- Stage 2: Eastern portion of internal roadway loop, Building 5, Building 6, Building 7 and Building 11; and
- Stage 3: Building 8.

The ultimate internal road network will therefore be delivered and complete under Stage 2 of the development.

The traffic elements of the amended development scheme are discussed in further detail in the following sections of this report, taking into consideration the relevant requirements of the Parklands Priority Development Area Development Scheme, and the relevant Australian Standards.

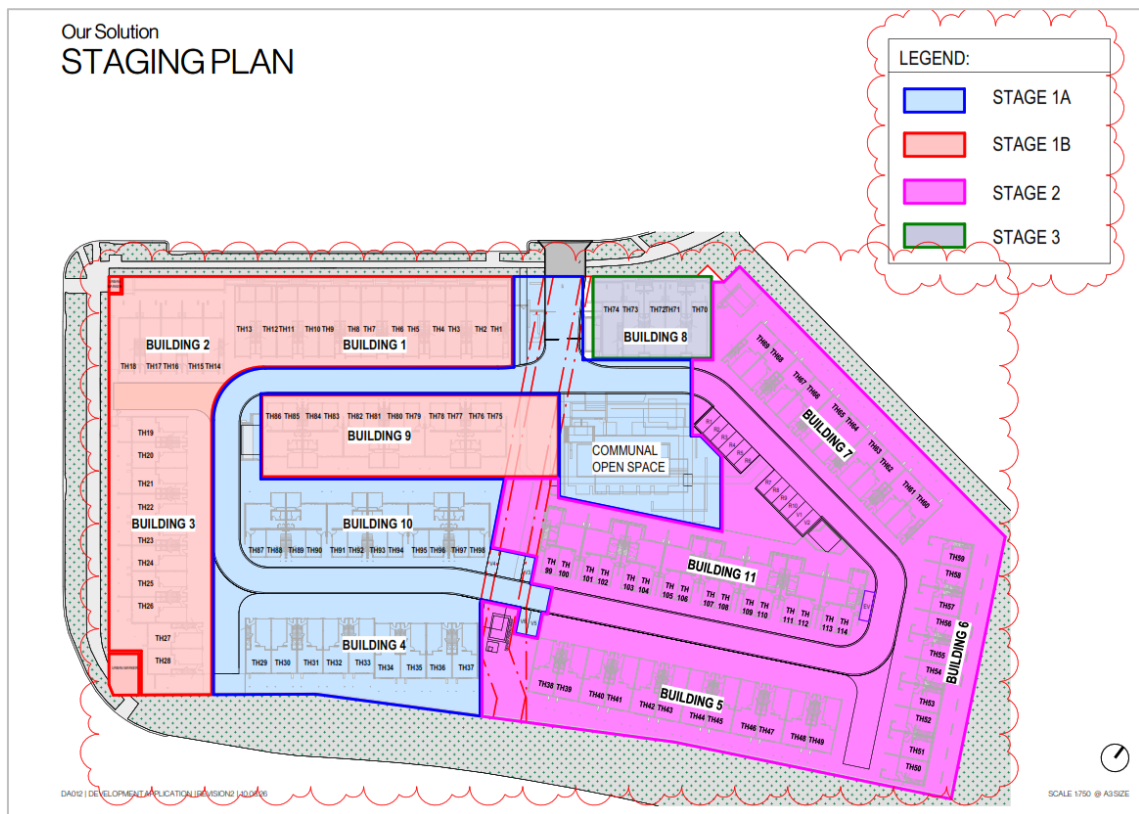


Figure 2: Extract from Proposed (Amended) Staging Plan

Vehicular Access Arrangements

No changes are proposed to the approved vehicular site access arrangements under the amended proposal.

As shown in the amended plan included as **Attachment 2**, access to the site is proposed via a single crossover onto Clarke Street, consistent with the approved development scheme. This access will be delivered under the first stage of the development (i.e. Stage 1A).

The access 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 rigid vehicle of approximately 10.24m length.

Consistent with the approved development scheme, 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. Importantly, no changes are proposed to the approved vehicular site access arrangements under the amended proposal.

Car Parking Provision

As previously noted, the approved development provided 137 resident car parking spaces within enclosed garages and six (6) visitor car parking spaces, exceeding the minimum car parking requirements under the Parklands Priority Development Area Development Scheme.

The proposed development scheme provides car parking in accordance with the approved scheme (i.e. 137 resident car parking spaces and six (6) visitor car parking spaces) under the ultimate scheme.

Under each stage of the development, the townhouses delivered will provide one (1) or two (2) garage parking spaces, comfortably exceeding the minimum requirements under the Parklands Priority Development Area Development Scheme (i.e. 0.75 spaces per 1 or 2 bedroom dwelling and 1 space per 3 bedroom dwelling).

An assessment of the visitor car parking provision under each development stage has been undertaken, with the results summarised in the table below:

Table 1: Summary of Car Parking Provisions by Stage

Stage	Minimum Visitor Car Parking Requirement (1 space per 20 units)	Proposed Visitor Car Parking Provision	Compliant
Stage 1A	1.1 spaces	4 spaces	✓
Stage 1B	3.1 spaces	4 spaces	✓
Stage 2	6 spaces	6 spaces	✓
Stage 3	6 spaces	6 spaces	✓

As outlined in the table above, the proposed visitor car parking provisions exceed the minimum requirement under each development stage. Furthermore, many of the townhouses will accommodate additional resident or visitor car parking within driveways which exceed 5.4m in length.

In summary, both the resident and visitor car parking provisions meet or exceed the minimum requirements of the Parklands Priority Development Area Development Scheme under each stage of the development.

Car Parking Design and Configuration

The ultimate design of the car parking and vehicle circulation areas is consistent with that under the approved development scheme.

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 (noting that all garages are set back from the edge of the roadway); 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).

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).

Visitor parking spaces meet the minimum dimensional requirements for low turnover car parking under AS2890.1 (i.e. 2.4m x 5.4m), with provision made for a terminated aisle extension exceeding a minimum of 1m past visitor parking space V5 under the earlier stages of the development, in accordance with AS2890.1 requirements.

In summary, the proposed car parking arrangements are efficient and legible, and in accordance with the requirements of the relevant Australian Standards, as well as the approved development scheme.

Servicing and Refuse Collection 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.

Consistent with the approved development scheme, it is proposed that servicing and refuse collection be undertaken on-site with up to a 10.24m long rigid vehicle able to enter the site in a forward direction, circulate as required to bin stores areas or individual townhouses (for bin collection or servicing within the roadway or short driveway extensions), and exit the site onto Clarke Street in a forward direction under each development stage.

The service vehicle access and circulation arrangements under stage of the development are described as follows:

Table 2: Summary of Vehicle Servicing Arrangements by Stage

Stage	Servicing Arrangements	Refuse Collection Arrangements
Stage 1A	Service vehicle would be able to turn around using Lane 2 (with a maximum reverse manoeuvre of 40m) which is considered supportable on a temporary basis.	Western Bin Enclosure Provided. RCV would be able to turn around using Lane 2 after collection.
Stage 1B		
Stage 2	Roadway complete so service vehicles can circulate site and no turnaround required.	Both bin enclosures delivered and roadway complete so RCVs can circulate site and no turnaround required.
Stage 3		

As shown in the vehicle tracking diagrams included as **Attachment 3**:

- up to a 10.24m long rigid vehicle (refuse collection vehicle) would be able to enter the site to empty bins, turnaround, and exit the site in a forward direction under Stages 1A and 1B of the development (i.e. prior to the completion of the internal loop road); and
- up to an 8.8m long medium rigid vehicle would be able to enter the site to access individual townhouses, turnaround, and exit the site in a forward direction under Stages 1A and 1B of the development (i.e. prior to the completion of the internal loop road).

Under Stages 2 and 3 of the development, the internal roadway will be complete and both bin enclosures delivered, so all service vehicles would be able to circulate the site, with no turnaround required.

Overall, the servicing arrangements are supportable from a traffic engineering perspective, and generally consistent with those under the approved development scheme.

Traffic Impact of Development

The ultimate development scheme under the amended application comprises 114 medium density townhouses, consistent with the approved development scheme.

There are no changes to the design or intensity of the development under this minor change application, with the exception of the staging arrangements under which it is to be delivered (i.e. under four (4) stages, as opposed to two (2) stages as previously approved).

Accordingly, the results of the traffic impact assessment of the approved development scheme still hold, i.e.:

- The development is expected to generate 42 – 45 vehicle trips in the critical peak hours, which 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; and
- The forecast level of site traffic generation is well below the threshold previously approved for the site under DEV2023/1440 (i.e. 140vph in the AM peak hour and 170vph in the PM peak hour); and
- The forecast level of site traffic generation 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 previously approved under DEV2024/1528 (i.e. 878 units).

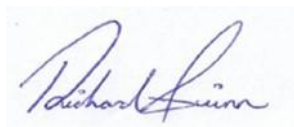
Conclusion

In my capacity as a Registered Professional Engineer of Queensland, I am satisfied that the proposed vehicular access, parking, servicing and refuse collection arrangements under the amended development scheme are generally in accordance with the approved development scheme and/or the relevant standards and guidelines, and/or represent suitable performance-based solutions which are acceptable from a traffic engineering perspective, considering the specific site conditions and the nature of the use.

On this basis, it is recommended that the minor change to the existing approval be approved from a traffic engineering perspective.

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

Regards



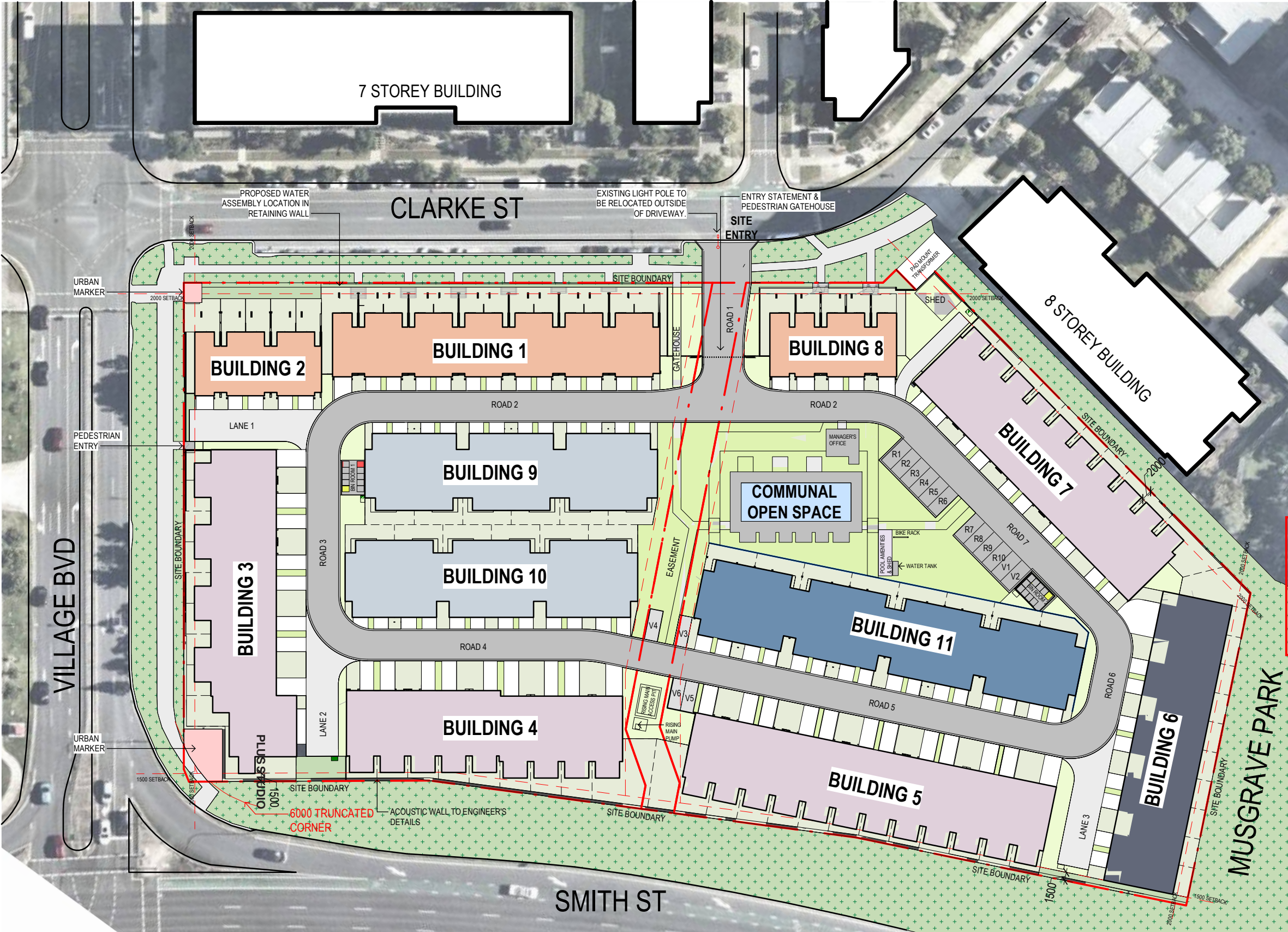
Richard Quinn
BECivil, MIEAust, RPEQ (08565)
Director – Q Traffic

ATTACHMENT 1

Plans of Approved Development

Our Solution

MASTERPLAN



TOWNHOUSE TYPES

- PORTAVILLA
- GOSHAWK G1 & G2
- GOSHAWK G3 & G4
- MASON
- EMBER

- URBAN MARKER
- RXX
- VXX
- RESIDENTIAL CARPARKS
- VISITOR CARPARKS

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV-2026-GCP-4381
Date: 25 March 2026



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OVERALL

PLUS STUDIO

Our Solution

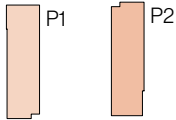
MASTERPLAN UNIT TYPES

PLANS AND DOCUMENTS
referred to in the PDA
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Queensland
Government

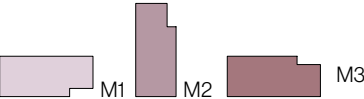
PORTAVILLA



GOSHAWK



MASON



EMBER



Our Solution

SITE PLAN - PROPOSED

PLANS AND DOCUMENTS referred to in the PDA DEVELOPMENT APPROVAL

Approval no: DEV-2026-GCP-4381

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Our Solution

STAGING PLAN

PLANS AND DOCUMENTS
referred to in the PDA
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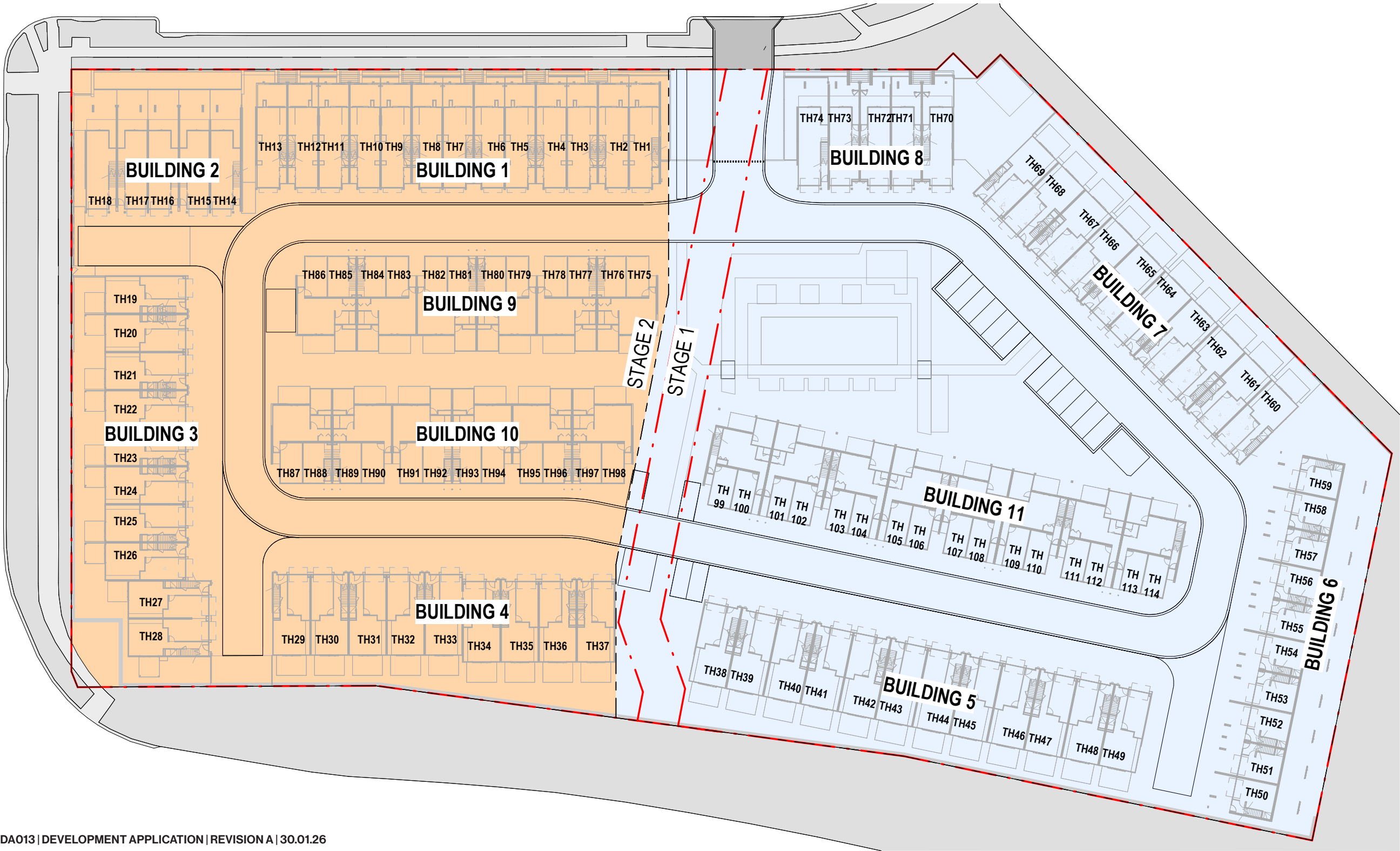


STAGING PLAN LEGEND

STAGE 1



STAGE 2



PROPOSED PLAN - GROUND FLOOR

Date: 25 March 2026



Date: 24 March 2026



THIS APPROVAL SHOULD NOT BE TAKEN TO CONSTITUTE PERMISSION TO UNDERTAKE ANY WORKS WITHIN THE BOUNDARIES OF A STATE CONTROLLED ROAD.



Our Solution

PROPOSED PLAN - LEVEL 1

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV-2026-GCP-4381

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OVERALL

VILLAGE BVD

PLUS STUDIO



Our Solution

PROPOSED PLAN - LEVEL 2

PLANS AND DOCUMENTS
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OVERALL

VILLAGE BVD



Our Solution

PROPOSED PLAN - ROOF

PLANS AND DOCUMENTS
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ATTACHMENT 2

Plan of Amended Development Scheme

Our Solution

STAGING PLAN

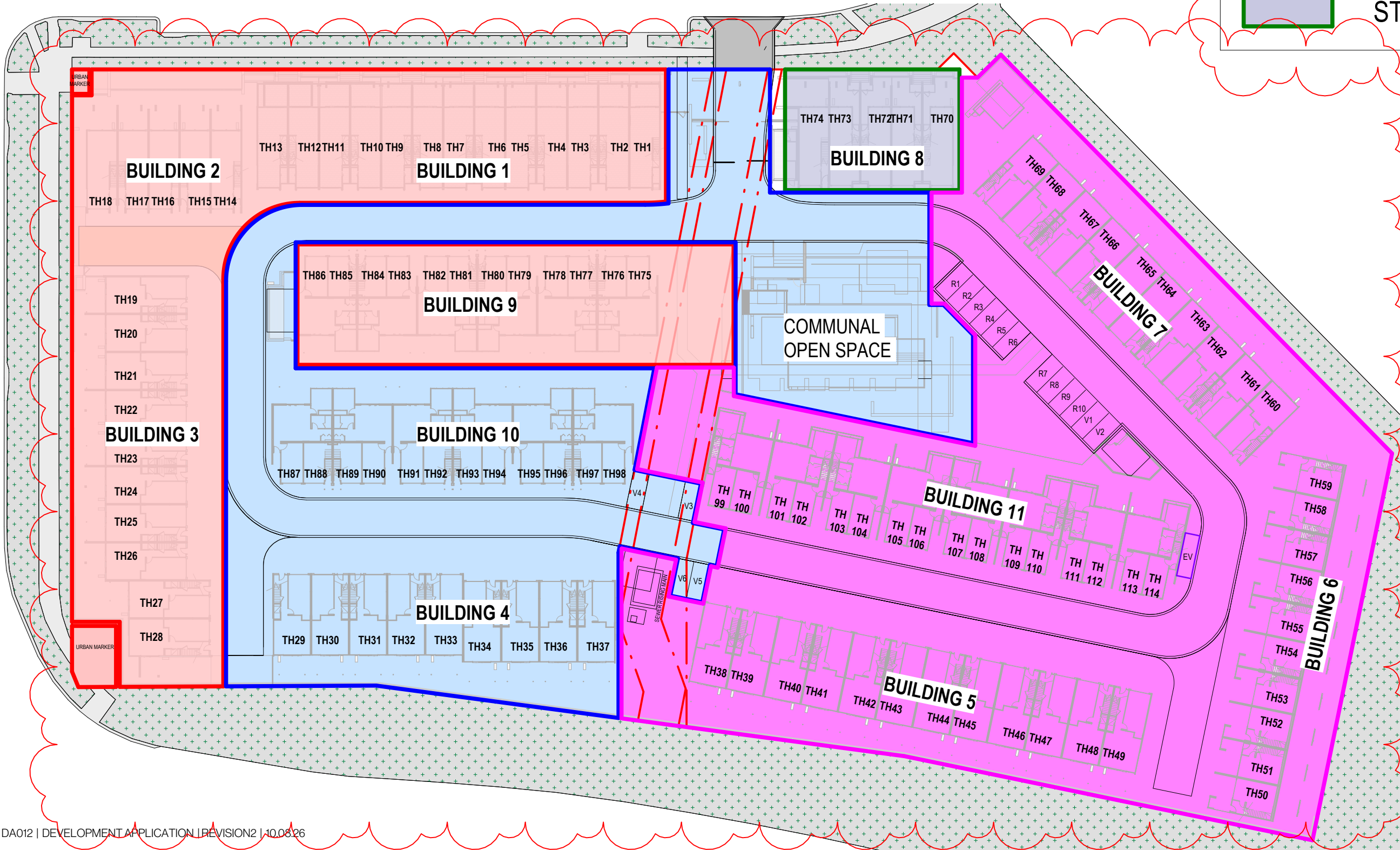
LEGEND:

STAGE 1A

STAGE 1B

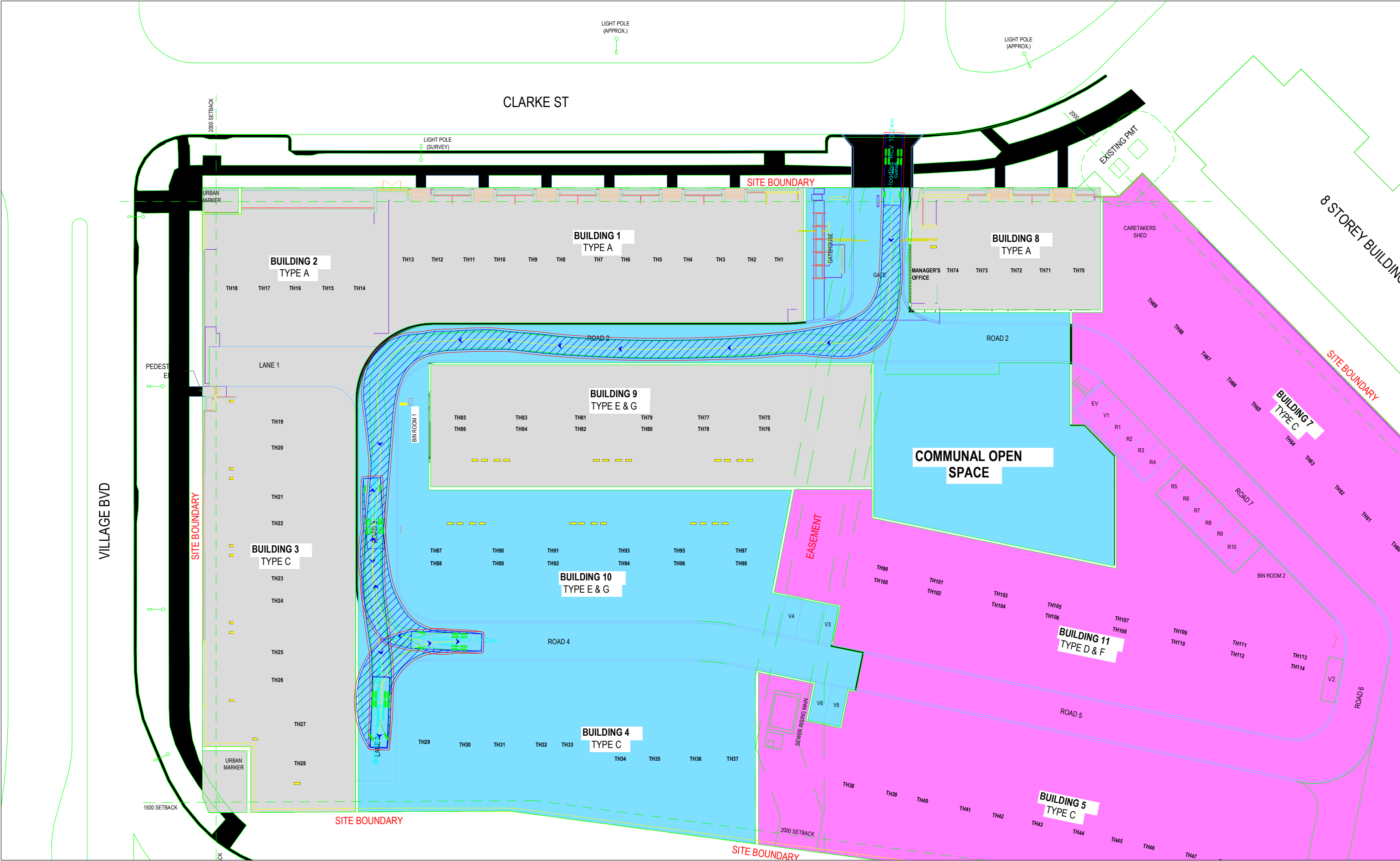
STAGE 2

STAGE 3



ATTACHMENT 3

Vehicle Tracking Diagrams – Service Vehicles (Stages 1A and 1B)



I, Richard Quinn (RPEQ 08565), certify that the swept paths have been carried out in accordance with AS2890.1 and/or AS2890.2

Richard Quinn

LEGEND

- Vehicle Wheelpath
- Body of Vehicle
- 300mm Clearance Envelope from Body of Vehicle

drawing title

1 Clarke Street, Southport
Vehicle Tracking Analyses

drawn: RQ

Scale: 1:500 @ A3

date: 18/08/2026

The base drawing is provided to Q Traffic by others. This drawing is draft for discussion purposes only

2218_TPA15

SK.01

A

project no.

drawing no.

rev

