

18 July 2025
BMC26002: 60 Penelope Road, Stuart

McCabe Architects
L2 West
620 High Street
KEW VIC 3101

Attn: Michael McCabe

**RE: 60 Penelope Road, Stuart
Traffic Engineering Review**

Dear Michael,

I refer to the Planning Application for 60 Penelope Road, Stuart and the request for advice on car parking and service vehicle accessibility. This letter has been prepared to provide traffic engineering advice in relation to those two design elements, with reference to the plan provided at Attachment A.

Note: The traffic engineering advice has been limited to the items specifically identified. This advice does not constitute a full traffic engineering assessment of the development proposal.

Car Parking Quantum

Advice has been requested in terms of the suitability of the proposed car parking provision (quantum).

Advice provided by the project team includes the following in relation to staff numbers:

- Initial site operation: 1 full time staff member.
- Medium term operation (3 – 4 years): 5 – 6 full time staff members.

On the basis of projected staffing numbers, the proposed provision of 15 car parking spaces is clearly capable of accommodating the expected demand.

In terms of car parking required by the proposed floor area, it is understood that the Townsville City Plan requires an additional 15 car parking spaces to be provided. Whilst this parking is not required by the current operator, should the tenant change, there is an opportunity to provide 15 additional parallel parking bays along the northern site boundary.

Following consideration of the above, specifically noting contingency in case of a change of tenant, it is my view that the current provision of 15 car parking spaces is appropriate.

Heavy Vehicle Access

The site requires accessibility by a B-Double vehicle and swept path assessments have been requested, adopting aerial photography as a base.

The requested swept path assessment is provided at Attachment B to this advice, noting the assessment:

- Has been undertaken by Beth Meehan (RPEQ #8373).
- Utilises the computer program AutoTRACK.
- Utilises the 26.0m B-Double vehicle, as defined by AUSTROADS 2013.
- Includes an aerial photography base to identify the access road constraints, obtained from NearMap (image date 1 October 2024).

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The results of the swept path assessment show, subject to adoption of 10.0m wide driveways with splays as per the current crossover constructed for the site:

- The 26.0m B-Double can drive forward onto the site, traverse the site in a forward clockwise direction and exit the site in a forward gear.
- The swept path is clear of the building 'Canopy Over' and bays at the rear of the site.
- The swept path of the 26.0m B-Double does not require change to existing on-street car parking.
- A 0.3m clearance line is shown outside the vehicle.

It is expected that a Condition of Approval will require the component of the existing crossover not required for site access to be reinstated as kerb and channel.

Further to the above, a review of Queensland Globe mapping indicates that Penelope Road is an existing B-Double route. See Figure 1.

Figure 1: Approved B-Double Route Mapping (Source: Queensland Globe)



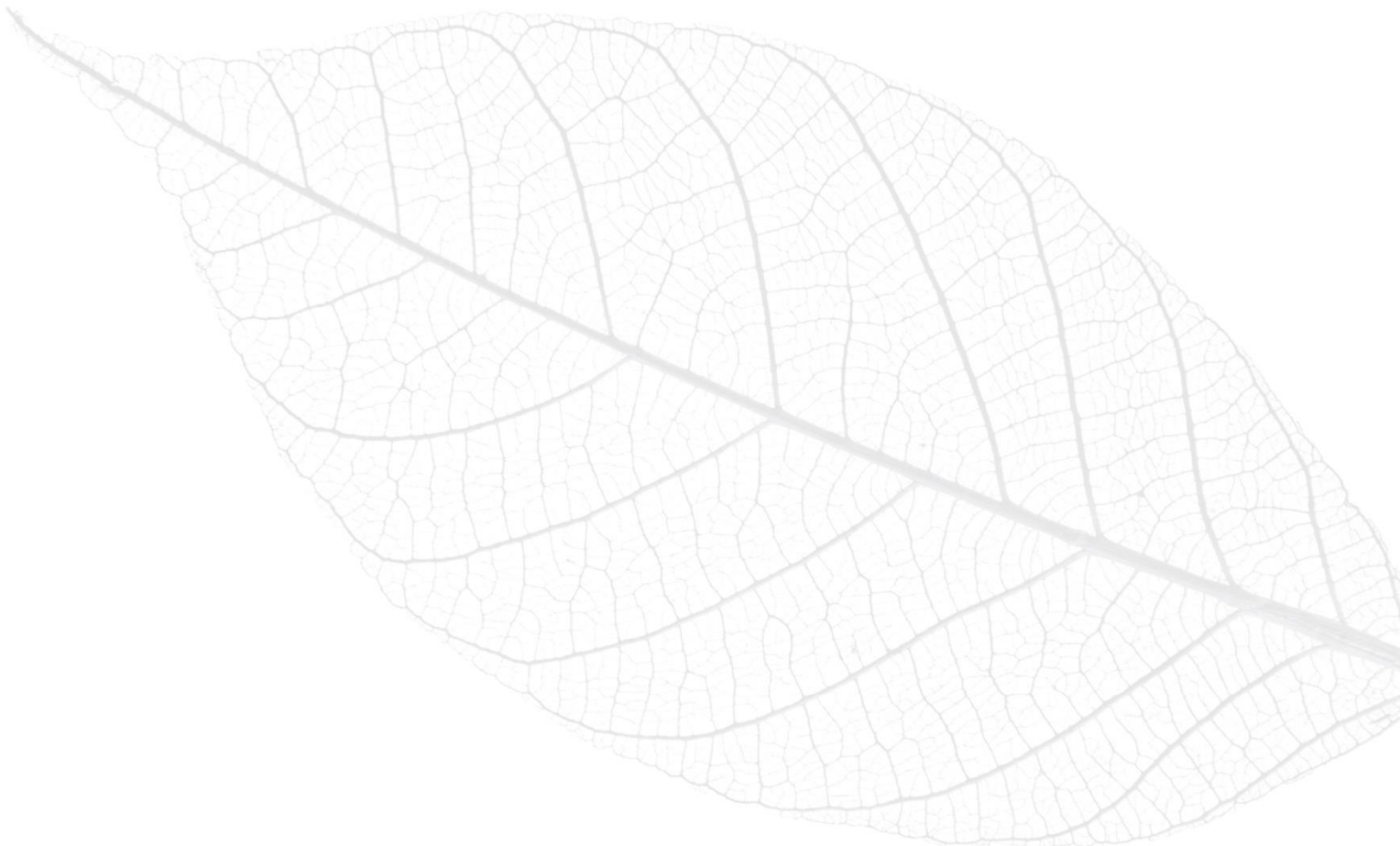
I trust that the above and attached are clear. Naturally, should you have any questions, please reach out.

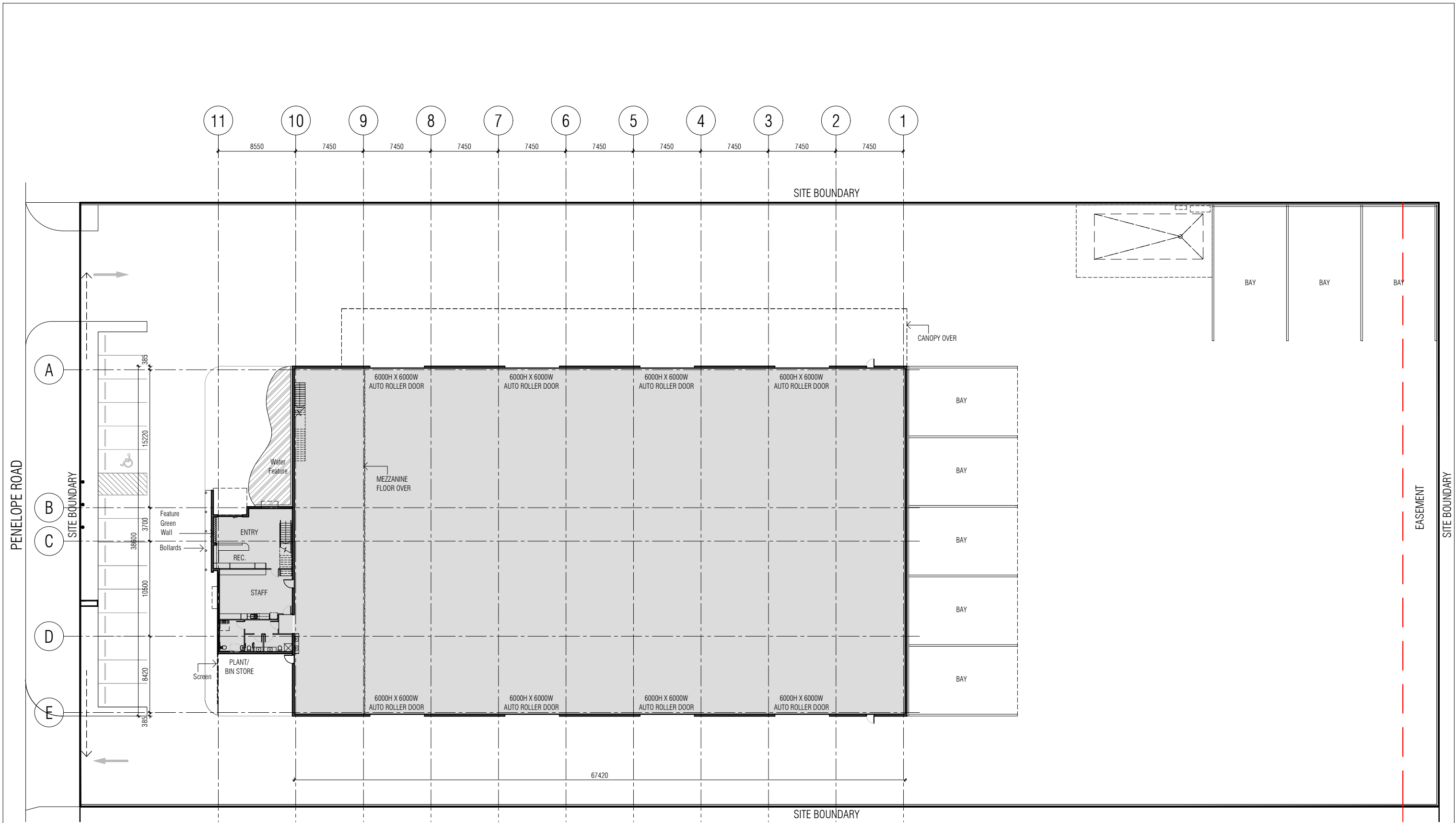
Yours sincerely,

Beth Meehan
Principal Traffic Engineer
BE(Civil)(Hons), RPEQ # 8373, FAITPM

Attachment A

Reviewed Development Plan





Attachment B

Swept Path Assessment



