Transport Engineering Report

The Stanley Development

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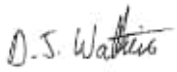
Revision Record

No.	Author	Reviewed/Approved		Description	Date
A.	Erandi Seneviratne	D. Watkins		DA Report (DRAFT)	16/10/2025
1.	Erandi Seneviratne	D. Watkins RPEQ #23854		Final Report	21/10/2025
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1. Introduction

1.1. Purpose

Colliers International Engineering and Design (TTMC) Pty Ltd has been engaged by Sarazin to prepare a transport engineering report investigating a proposed mixed-use development at 825 Stanley Street in Woolloongabba. It is understood this report will accompany a Development Application to be lodged with Economic Development Queensland (EDQ), with referral to the State Assessment and Referral Agency (SARA) and Brisbane City Council ('Council').

1.2. Background

It is noted that the site is located within the Woolloongabba Priority Development Area (Woolloongabba PDA).

Colliers (formerly known as TTM) have been involved in former development applications at the site, with the most recent development approval (Application no. A006123887) issued on 9th February 2024. A summary of the former development summary approval at the site is outlined in Table 1-1.

Table 1-1: Former Approved Development Provision

Design Aspect	Approved Development (application no. A006123887)	Proposed Development	Comparison
Residential units: 1-bedroom	103	-	*-103 units*
2-bedroom	180	*358*	*+178 units*
3-/4-bedroom	90 (incl. 8x 4-bedroom units)	*89 units (incl. 7x 4-bedrooms units)*	*-1 units*
Total units	**373 units**	**447 units**	**+74 units (~20% increase)**
Total bedrooms	*771 bedrooms*	*990 bedrooms*	*+219 bedrooms (~28% increase)*
Non Resi GFA (sqm): Retail	613 m² GFA	488m² GFA	-125m² GFA
Commercial	-	2,575m² GFA	+2,575m² GFA
Gallery	1,621 m² GFA	1,370m² GFA	-251m² GFA
Total	**2,234 m² GFA**	**4,433 m² GFA**	**2,199 m² GFA**
Car Parking : Resi / tenant	438 spaces	554 spaces	+116 spaces
Resi visitor	56 spaces (incl. 2 PWD)	23 spaces	-33 spaces
Non-Resi	29 spaces	37 spaces	+8 spaces
Total	528 spaces	614 spaces	+86 spaces (~16% increase)
Bicycle Parking	483 (373 res + 94 resi-vis + 16 commercial staff/vis spaces)	483 (378 res + 70 resi-vis +35 commercial staff/vis spaces)	No change
Service Vehicles	2x MRV / RCV & 2x SRV & 4x VANs (total of 8 service vehicle spaces)	2x MRV / RCV & 2x SRV & 4x VANs (total of 8 service vehicle bays)	No change
Vehicular Access	2 x 6.5m wide Type B2	*1 x 6.5m wide Type B2 (West Tower)* *1 x 7.0m wide Type B2 (East Tower)*	Same (minor improvement)

1.3. Scope

The scope of the transport aspects investigated includes:

- Reviewing the prevailing traffic and transport conditions surrounding the site.
- Identifying parking supply required to cater for development demands.
- Assessing the parking layout to provide efficient and safe internal circulation and manoeuvring.
- Assessing the access configuration to provide efficient and safe manoeuvring between the site and the public road network for cars, service vehicles, cyclists and pedestrians.
- Identifying the service vehicle needs for the site
- Assessing the internal service vehicle layouts to provide efficiency and safety for on-site service vehicle operation
- Reviewing access to a suitable level of public and active transport provisions.
- Identification of likely traffic volumes and traffic distribution from the development.
- Outline of general traffic impacts of development on the surrounding road network.

The development plans have been assessed against the following guidelines and planning documents:

- Woolloongabba Priority Development Area (PDA)
- Brisbane City Council Planning Scheme (City Plan 2014), specifically:
  - Transport, Access, Parking and Servicing Code (TAPS Code)
- Australian Standards for Parking Facilities, specifically:
  - Part 1: Off-street car parking (AS2890.1:2004).
  - Part 2: Off-street commercial vehicle facilities (AS2890.2:2018).
  - Part 3: Bicycle parking (AS2890.3:2015).
  - Part 6: Off-street parking for people with disabilities (AS2890.6:2009).

2. Site Location

The site is located at 825 Stanley Street, between Stanley Street and Trafalgar Street in Woolloongabba and is located to the immediate south of the 'Gabba' cricket ground, as shown in Figure 2-1.

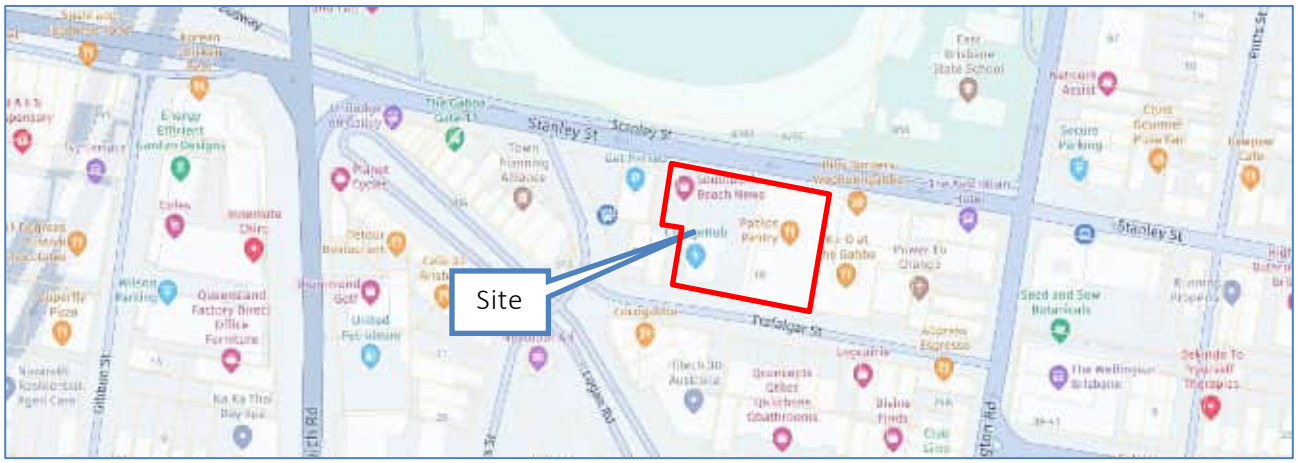

Figure 2-1: Site location (Surrounding Context)

As shown in Figure 2-1, the broader site has road frontages to both Stanley Street to the north and Trafalgar Street to the south. The development / subject site is currently occupied by commercial activity and The Silk Lane sales office. There are currently in the order of seven (7) vehicle crossovers extending along the site frontage including four (4) on Trafalgar Street and three (3) on Stanley Street (including redundant crossovers).

The location of the subject site in relation to the surrounding transport network is shown in Figure 2-2.

Figure 2-2: Site Location (Immediate Context)

3. The Proposed Development

The proposed land uses for this development are summarised in Table 3-1.

Table 3-1: Proposed land uses

Land Use	West Tower Area / Qty	East Tower Area / Qty
Multiple Dwellings: • 2 Bedroom • 3 Bedroom • 4 Bedroom	**235 units** 200 units 28 units 7 units	**212 units** 158 units 54 units
Shop	364 m² GFA	124 m² GFA
Commercial (Office + Gallery)		3,945m² GFA

One 6.5m and 7.0m wide (Type B2) crossovers are proposed onto Trafalgar Street, connecting to the West Tower (V1) and East Tower (V2) respectively. V1 will provide a direct connection to all Basement car parking levels extending across both sites while V2 connects to the podium car parking levels (Podium Level 1 - 4) within the East Tower only. The proposed crossovers will accommodate all movements for both light and heavy (service) vehicle movements for each tower respectively.

A copy of the Architectural plans, prepared by Group GSA is included in Appendix A.

The proposed development plan includes the following parking supply within each tower:

West Tower

- 293 resident spaces located across five basement parking levels (Basement Level 1-5)
- 12 visitor spaces located on Basement Level 1 (including 1 PWD space, to be shared with the commercial visitors) located on Basement Level 1
- 2 commercial (staff) spaces
- 234 bicycle spaces located across the Ground floor and Basement carparking levels

East Tower

- 261 resident spaces located across three basement parking levels and four podium levels
- 11 visitor spaces (including 2 PWD spaces) located on Basement Level 1
- 35 staff spaces located on Podium Level 1 & 2.
- 249 bicycle spaces located across the Podium and Basement carparking levels

4. Site Travel Environment

4.1. Public Transport Facilities and Services

4.1.1. Bus Services

The subject site is located in close proximity to a pair of bus stops on Jurgens Street, directly west of the site, and Stanley Street respectively. Bus stops on Jurgens Street service TransLink Routes 175 and 204 connecting to suburbs between Carina and Garden City to Fortitude Valley. Additionally, the site is located within a 400m walking distance (5-minute walk) from the Woolloongabba Bus Station which services numerous bus routes as shown in Figure 4-1.

These services operate at least every 10 minutes in peak periods and at least every 15 minutes in off-peak periods, seven days a week.

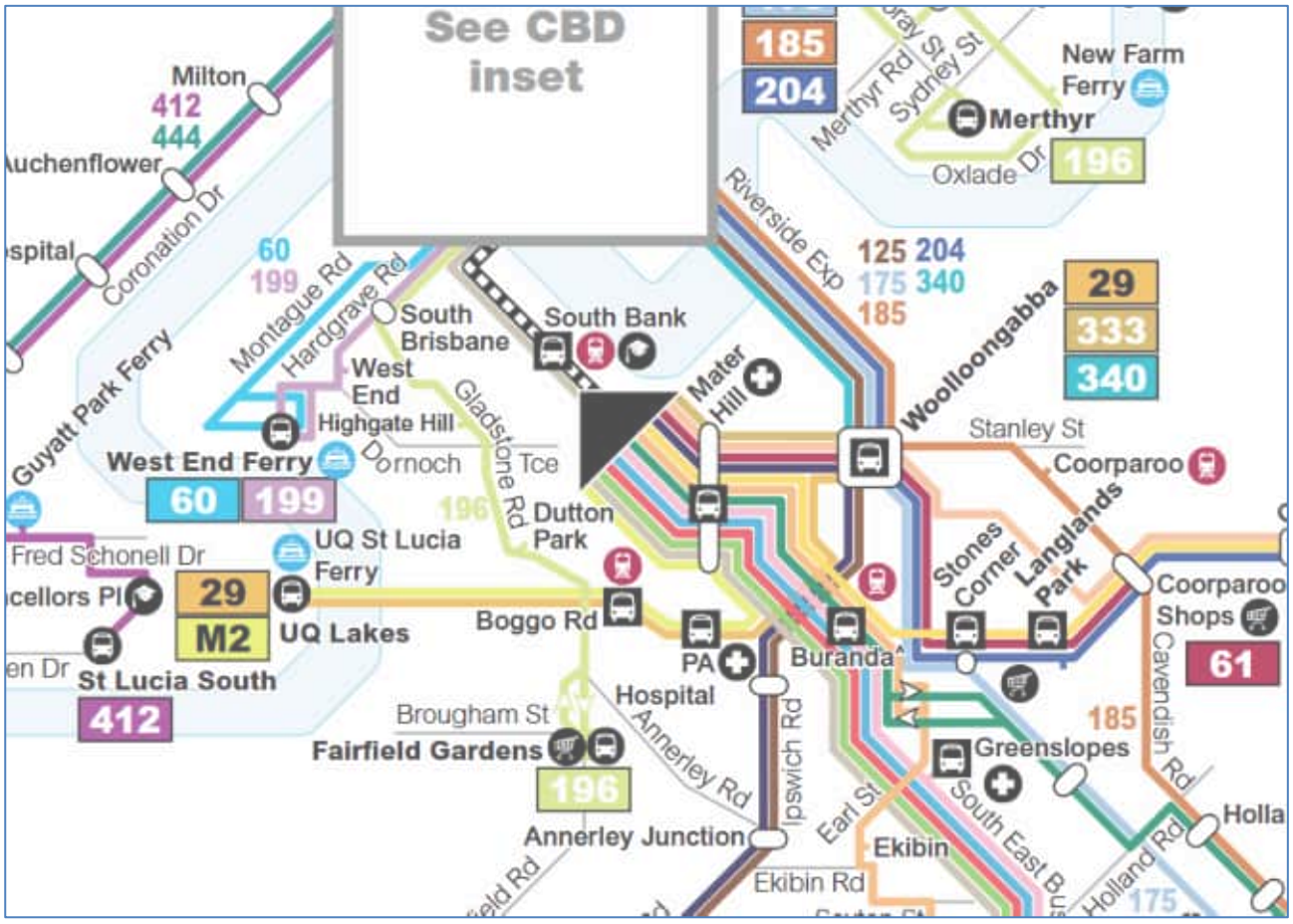

Figure 4-1: Existing Bus Services Near the Vicinity of the Site

4.1.2. Train Services

While there are no train services currently located in close proximity to the site, it is important to consider the future planning of the network, specifically the Woolloongabba Cross-river Rail Station. This new underground station will be located within a 5 - 10 minute walking distance to the site and is expected to cater for high-frequency services including connections to the planned Albert Street station within the City Centre. The new station is expected to open in 2029.

Based on the above, the site provides excellent connections to public transport services, which are only expected to enhance as construction of the cross-river rail stations are completed. In this regard, the location of the site in proximity to these existing and planned facilities is expected to encourage residents and visitors to utilise public transport when accessing the site.

4.2. Active Transport Facilities

4.2.1. Bicycles

The site has frontage onto Stanley Street which is classified as a 'Primary Cycle Route' under the Bicycle Network Overlay Code. This is an extensive cycle route, providing connections to the Riverwalk bicycle network to the north as shown in Figure 4-2.

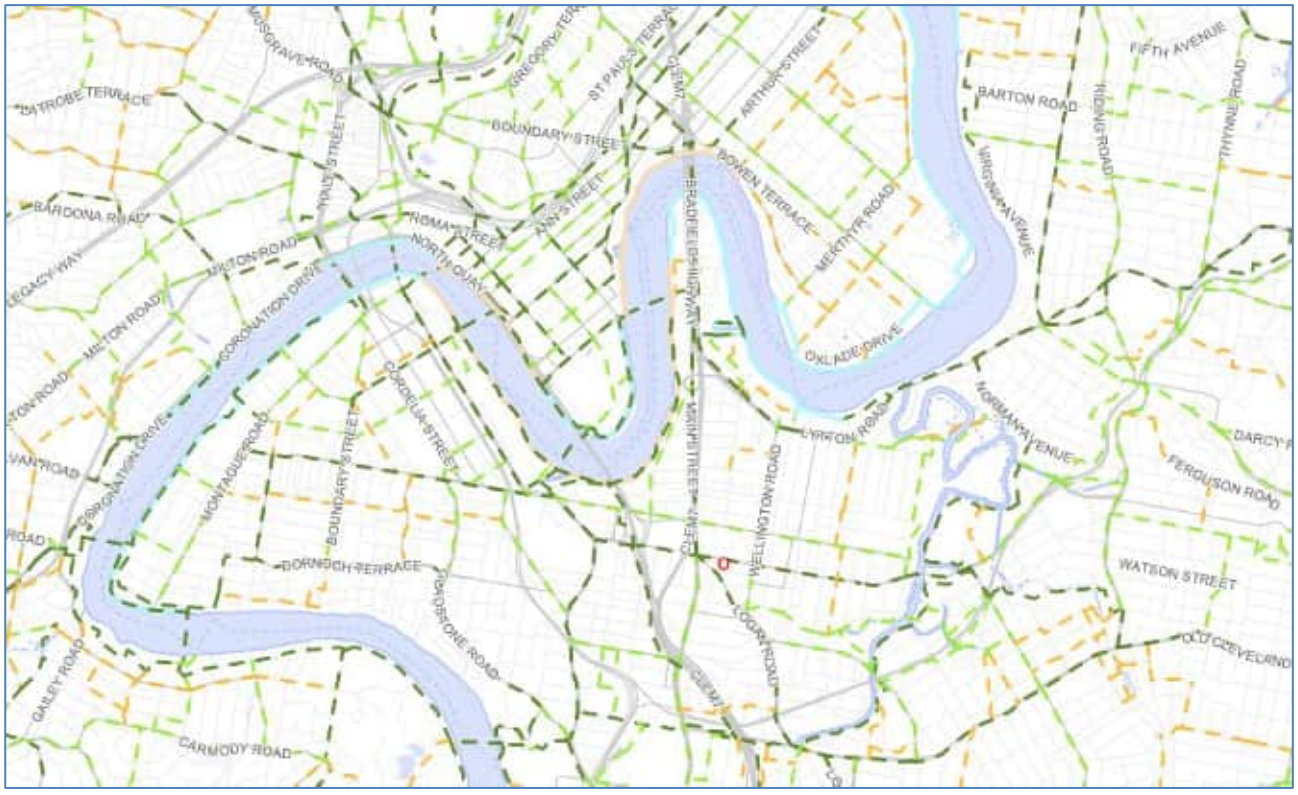

Figure 4-2: Surrounding Bicycle Provisions

4.2.2. Pedestrians

Formal pedestrian footpaths are located on both sides of Trafalgar Street and Stanley Street near the vicinity of the site. Dedicated pedestrian crossing facilities are also provided at the Jurgen Street / Stanley Street intersection and along Stanley Street, both located within 1-minute walking distance of the site.

4.3. The Road Network

4.3.1. Road Hierarchy

All roads in the immediate vicinity of the subject site are administered by Council. The hierarchy and characteristics of roads in the immediate vicinity of the subject site are shown in Table 4-1.

Table 4-1: Surrounding Road Hierarchy

Road	Speed Limit	Road Configuration			Classification
		Reserve Width	Carriageway Width (approx.)	Lane Configuration	
Stanley Street	60 km/h 40 km/h school zone between 7-9am and 2-4pm)	27m - 30m	18m - 20.5m	4 traffic lanes westbound plus one eastbound lane only	Arterial Road
Jurgen Street	50 km/h[1]	Approximately 18m	14.5m - 16m	2 lanes (+additional lanes provided on the approach to intersections, northbound lane Bus Only north of Logan Road)	Neighbourhood Road
Trafalgar Street	50 km/h[1]	20m	12.6m	2 traffic lanes, plus kerbside parking on both sides	Neighbourhood Road

[1]Default speed limit on unsigned roads in built up areas in Queensland.

The intersection of Trafalgar Street with Jurgens Street forms a priority-controlled 'Stop' intersection and is restricted to left-in / left-out movements only. Trafalgar Street provides a connection to Wellington Road to the east via a priority-controlled Give-Way intersection, with all movements restricted to left in / left out.

Jurgens Street connects to Stanley Street to the north and Logan Road to the south via signalised intersections.

4.4. Transport Planning

Colliers have reviewed the LGIP maps within the Council's City Plan which indicate there are no works in the direct vicinity of the site which will impact upon or be impacted by the proposed development. It is noted that a road corridor project is planned along Stanley Street (between Lisburn Street to Wellington Road) between 2026 - 2031, east of the subject site.

5. Parking Arrangements

5.1. General

The development scheme proposal includes a total of 307 car parking spaces within the West Tower, distributed across five (5) Basement levels (Basement Levels 1 - 5). Additionally, 307 car parking spaces are proposed within the East Tower, including 146 car parking spaces distributed across three (3) Basement Levels 1 - 3 and 161 spaces distributed across four (4) Podium car parking levels (Podium Levels 1 - 4).

Vehicle access to all Basement levels is proposed via the West Tower vehicle crossover, with access to the Podium levels to be provided via the East Tower vehicle crossover.

A copy of the Architectural plans prepared by GSA Group is provided in **Appendix A**.

5.2. Parking Supply

5.2.1. Car parking

The car parking supply requirements for the proposed development land uses have been determined in line with Table 23 of the Woolloongabba PDA Development Scheme. It is noted that the West Tower and East Tower will be provided in staged construction, therefore the car parking supply for each tower has been determined separately.

Table 5-1 and Table 5-2 provides a summary of the parking supply requirements for the West Tower and East Tower respectively, in line with the Woolloongabba PDA Development Scheme, and the proposed provisions, for the development scheme.

Table 5-1: Woolloongabba PDA Development Scheme Car Parking Supply Requirement – West Tower

Land Use / Component	EDQ PDA Rates	Extent	EDQ PDA Requirement (max)	Provision
Multiple Dwelling (Residents): • 2-Bed Units • 3-BedUnits • 4-Bed Units	 1 space / unit (max) 1.5 spaces / unit (max) 2.0 spaces / unit (max)	**235 units (total)** • 200 units • 28 units • 7 units	**256 spaces (max)** • 200 spaces • 42 spaces • 14 spaces	**293 spaces** • 216 spaces • 56 spaces • 21 spaces
Multiple Dwelling (Visitors)	0.15 per unit	235 units	35 spaces	12 spaces
Other Uses • Tenancy 1 • Tenancy 2 • Tenancy 3 • Tenancy 4	Maximum 1 space per 300m^2 GFA	346m^2 GFA • 113m^2 GFA • 142m^2 GFA • 67m^2 GFA • 24m^2 GFA	4 spaces (max) • 1 space • 1 space • 1 space • 1 space	2 spaces (total)
Total			**295 spaces (max)**	**307 spaces**

Table 5-2: Woolloongabba PDA Development Scheme Car Parking Supply Requirement – East Tower

Land Use / Component	EDQ PDA Rates	Extent	EDQ PDA Requirement (max)	Provision
Multiple Dwelling (Residents): • 2-Bed Units • 3-Bed Units	1 space / unit (max) 1.5 spaces / unit (max)	**212 units (total)** • 158 units • 54 units	**239 spaces (max)** • 158 spaces • 81 spaces	**261 spaces** • 158 spaces • 103 spaces
Multiple Dwelling (Visitors)	0.15 per unit	212 units	32 spaces	**11 spaces***
Shop • Tenancy 6 • Tenancy 7 • Gallery • Commercial (offices)	Maximum 1 space per 300m^2 GFA	**4,069 m^2 GFA** • 44 m^2 GFA • 72 m^2 GFA • 1,370 m^2 GFA • 2,575 m^2 GFA	**16 spaces (max)** • 1 space • 1 space • 5 spaces • 9 spaces	**35 spaces (total)**
Total			**287 spaces (max)**	**307 spaces (max)**

Based on the above assessment, the following commentary has been provided for the proposed residential and commercial car parking supply:

Residential Supply (Basements / East Tower Podium)

- The proposed resident car parking supply is noted as marginally (12%%) above the Woolloongabba PDA maximum parking rates – 37 spaces above for West Tower and 22 spaces above for East Tower. These minor exceedances of the PDA maximum parking rates are considered acceptable given the following:
  - The proposed resident parking supply for the 2-bed units, which comprises 80% of the overall mix of units / dwellings, will largely (95%) be compliant with the PDA rate of 1.0 space per unit / dwelling.
  - The additional resident parking supply is primarily due to project (market) rates adopted for a number of 2-bed and the larger 3-bed and 4-bed units (which represents only 22% of overall unit / dwelling mix) as outlined below:
    - Rate of 2.0 spaces per 2-bed unit for 16-units only (4% of supply) proposed vs. 1.0 space per unit (+16 spaces)
    - Rate of 2.0 spaces per 3-bed unit (18% of supply) proposed vs. 1.5 spaces per unit (+36 spaces); and
    - Rate of 3.0 spaces per 4-bed unit (2% of supply) proposed vs. 2.0 spaces per unit (+7 spaces).

Commercial Supply (East Tower Podium)

- Two (2) commercial car parking spaces are proposed within West Tower, which comply with the PDA Development scheme - maximum of four (4) spaces as per EDQ rates.
- In relation to the East Tower, a car parking rate of approximately 1 per 100m^2 GFA has been adopted compared to the PDA Development scheme rate of 1 per 300m^2 GFA. This equates to 35 spaces in total, resulting in an excess of 19 spaces. This additional provision provides flexibility for future commercial tenants and reduce reliance on on-street parking. Further rationale for these rates can be found within the Planning Report.

Visitor Parking

Colliers acknowledge that the recently amended PDA Scheme (dated 10th October 2025) introduces a higher visitor parking supply rate of 0.15 visitor spaces per unit (minimum). Applying this rate equates to a minimum requirement of 36 visitor car parking spaces for the West Tower and 32 visitor car parking spaces for the East Tower.

Consideration has also been given to the Brisbane City Council (Council) Planning Scheme provisions. Amendments to the planning scheme that came into effect in April 2025, included expanding the City Core boundary to include the subject site. The intent of this amendment was to reduce car parking requirements in inner-city areas with high public transport accessibility and active travel infrastructure, supporting more affordable housing outcomes. Notably, maximum car parking rates apply within the City Core, including visitor parking at a rate of 0.05 visitor spaces per unit, consistent with the former PDA Development Scheme (prior to 10th October).

As such, the proposed visitor car parking rate of 1 space per 20 units satisfies Council's Planning Scheme City Core provisions and former PDA Development Scheme which applied a rate of 0.05 visitor spaces per unit. The visitor parking supply is therefore considered acceptable for the proposed developments scale and site location.

5.2.2. PWD Parking

The Woolloongabba PDA Development Scheme does not provide specific rates for PWD parking supply therefore reference has been made to the BCC TAPS PSP which indicates the following requirements for PWD parking:

- A provision rate of one (1) PWD space for every 50 'ordinary' spaces (with a minimum of 1 space).
- A minimum of one (1) visitor PWD space is required for multiple dwelling uses.
- PWD spaces are provided as close as possible to the main building entrance.

For the proposed development, the number of 'ordinary' parking spaces is considered to be 14 visitor spaces, comprising of 12 residential visitor spaces and 2 commercial (staff) spaces within the West Tower and 46 visitor spaces within the East Tower, comprising of 11 residential visitor spaces and 35 commercial visitor spaces. With regards to resident car parking, these are not included within this figure given the Building Code of Australia (BCA) does not nominate any PWD requirements for Class 2 (residential) buildings.

Applying a rate of one (1) PWD space for every 50 ordinary spaces equates to a minimum of one (1) PWD space within each tower. The development proposal includes one (1) PWD space within the West Tower and four (4) PWD spaces within the East Tower – comprising of two (2) PWD spaces within Basement Level 1 and two (2) PWD spaces on Podium Level 2. The proposed supply of PWD spaces, therefore, complies with the noted requirements. It is recommended that the number of PWD spaces within the East Tower on Podium Level 1 be shifted to be near the Steam Lobby as indicated in the Figure 5-1.

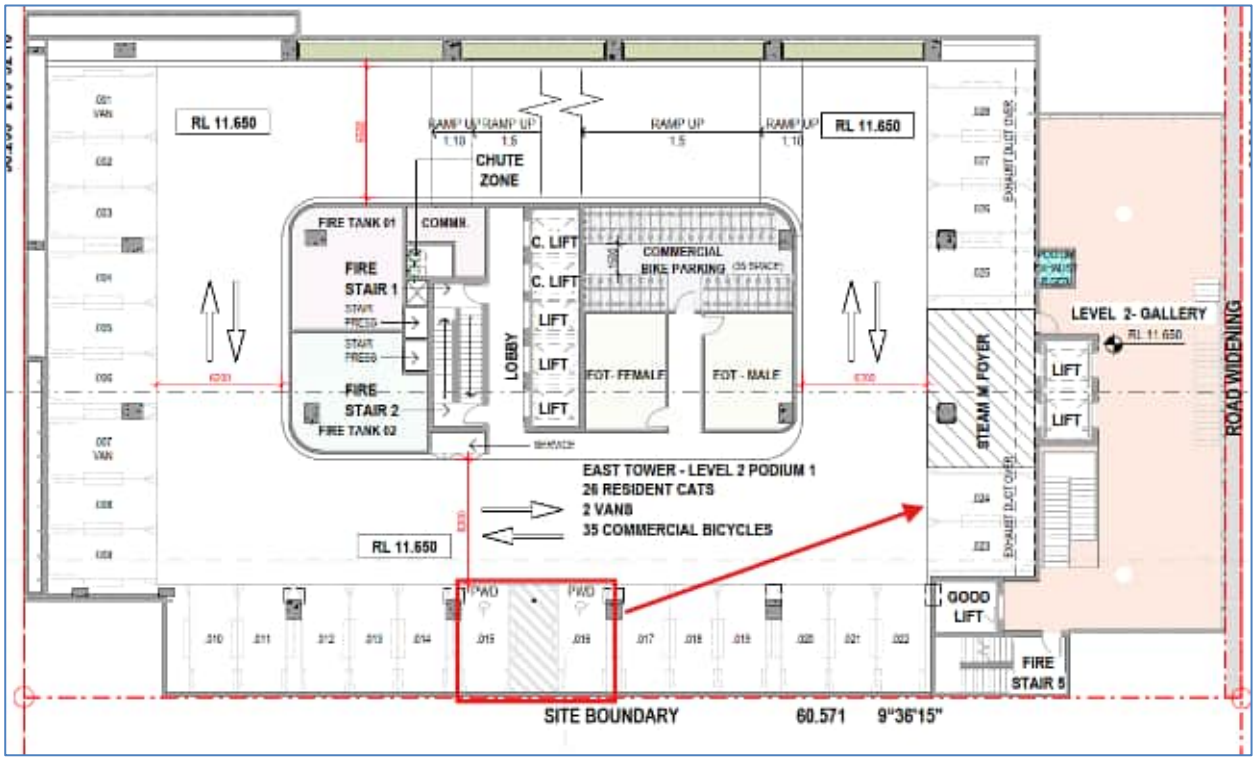

Figure 5-1: Recommendation to Shift PWD Space

Moreover, the access route for PWD users between the allocated parking spaces and the lift core must comply with AS2890.6:2022 and AS1428.1 requirements (including travel path gradients).

5.2.3. Motorcycle Parking

The Woolloongabba PDA Development Scheme does not provide specific rates for motorcycle parking supply therefore reference has been made to the TAPS PSP which details that 2% of the parking provision shall be provided in the form of motorcycle spaces in car parks with more than 50 spaces. This equates to a minimum requirement of six (6) and five (5) motorcycle parking spaces within the West and East Towers, respectively – total of 11 spaces.

While it is noted that the current plans do not have specific spaces identified for motorcycle parking, it would be expected that motorcycles would park in car parking spaces. This could reduce the effect of the additional car parking supply by ~2% - reducing the minor excess from 12% to 10% overall.

5.2.4. Bicycle Parking

The bicycle parking supply requirements for the proposed development land uses have been assessed against Table 21 of Council's TAPS PSP – see Table 5-3 and Table 5-4 for the West and East Towers respectively. It is noted that the proposed GFA for the Retail tenancies within each tower comprise a combined GFA of less than 1,000m^2 GFA therefore no formal bicycle parking supply is required.

Table 5-3: TAPS PSP Bicycle Parking Supply Requirement – West Tower

Land Use / Component	TAPS PSP Requirement	Extent	Requirement	Provision
Multiple Dwelling (Residents)	1 space per unit	235 units	235 spaces	196 spaces
Multiple Dwelling (Visitors)	1 space per 4 units	235 units	59 spaces	38 spaces
Total			**294 spaces**	**182 spaces**

Table 5-4: TAPS PSP Bicycle Parking Supply Requirement – East Tower

Land Use / Component	TAPS PSP Requirement	Extent	Requirement	Provision
Multiple Dwelling (Residents)	1 space per unit	212 units	212 spaces	182 spaces
Office or Shop (Employees)	1 space per 200m² GFA 2 lockers per space 2 showers (min)	3,852m² GFA	20 spaces 40 lockers 2 showers	35 spaces *40 lockers / 2 showers – recommended design parameter*
Multiple Dwelling (Visitors)	1 space per 4 units	212 units	53 spaces	32 spaces
Office (Visitors)	1 space per 750m² GFA	3,852m² GFA	6 spaces	*6 spaces Recommended design parameter*
Total			**291 spaces** **40 lockers** **2 showers**	**255 spaces** *40 lockers / 2 showers – recommended design parameter*

The proposed development scheme includes a total of 105 visitor bicycle parking spaces across both West Tower (Ground Level and Basement Level 1) and East Tower (Basement Level 1 and Podium Level 1). As such, the proposed bicycle parking supply for the commercial component complies with Council's BCC TAPS rates (26 spaces required and 35 spaces provided on Podium Level 1). It is recommended that end-of-trip facilities (including showers and lockers) be provided as per the above rates. Additionally, four (4) visitor bicycle parking spaces should be located close to the building entrance in a location that is obvious from the street frontage.

In relation to the residential component, the proposal results in a shortfall across both towers for resident and visitor bicycle parking supply. However, it is noted that the proposed bicycle parking provision rates adopted align (and/or exceed) with Austroads *Cycling Aspects of Austroads Guides*, which includes the following rates:

- Residents / employees - 1 per 4 habitable room
- Visitors - 1 per 16 habitable rooms

Considering a habitable room refers to a 'bedroom' and with a total of 512 habitable rooms provided within West Tower and 478 rooms within East Tower, the following is required:

- West Tower - 128 resident bicycle spaces within West Tower and 32 spaces for visitors; and
- East Tower - 120 resident bicycle spaces within West Tower and 30 spaces for visitors.

As such, the proposed bicycle parking provisions meets the bicycle parking requirements outlined within the Austroads, for both residents and visitors, therefore are considered appropriate to serve the proposed

development. The exact location and layout of bicycle parking with the site will be detailed at later stages to achieve compliance with AS2890.3:2015 design requirements.

5.3. Parking Layout

5.3.1. Basement Level 1-5 (West Tower) and Basement Level 1-3 (East Tower)

Table 5-5 identifies the characteristics of the proposed basement parking layouts with respect to the TAPS PSP design provisions.

Table 5-5: TAPS PSP Parking Design Requirements – Basement Car Parking Levels

Design Aspect	TAPS PSP Provision	Proposed Provision	Compliance
Car Parking			
Parking space length: • Staff space (Class 1) • Resident space (Class 3) • Visitor space (Class 3) • Small car space • PWD space (Class 5) • Parallel space (closed both ends) • Tandem space	5.4m (min) 5.4m (min) 5.4m (min) 5.0m (min) 5.4m (min) 6.6m (min) 10.8m (min)	5.4m 5.4m 5.4m 5.4m 5.4m 6.6m (min) 10.8m	TAPS PSP Compliant TAPS PSP Compliant TAPS PSP Compliant TAPS PSP Compliant TAPS PSP Compliant TAPS PSP Compliant TAPS PSP Compliant
Parking space width: • Staff space (Class 1) • Resident space (Class 3) • Visitor space (Class 3)	2.4m (min) 2.6m (min) 2.6m (min) 2.3m (min) 2.4m + 2.4m 'Shared Area' 2.4m (min)	2.4m (min) 2.4m (min) 2.5m 2.3m 2.4m + 2.4m 'Shared Area' 2.4m	TAPS PSP Compliant Performance Solution – Refer to **Note 1** Performance Solution – Refer to **Note 2** TAPS PSP Compliant TAPS PSP Compliant TAPS PSP Compliant

Design Aspect	TAPS PSP Provision	Proposed Provision	Compliance
• Small car space • PWD space (Class 5) • Parallel space			
Aisle Width: • Parking aisle	6.2m (min)	5.8m (min)	Performance Solution – Refer to **Note 3**
Parking envelope clearance	Located as per Figure m of TAPS PSP	Generally compliant with Figure 5.2 of AS2890.1:2004	Performance Solution – Refer to **Note 4**
Maximum Gradient: • PWD parking • Parking aisle • Ramp	1:40 (2.5%) 1:16 (6.25%) 1:6 (16.7%)	1:40 (2.5%) 1:17 (5.8%) 1:5 (20%)	TAPS PSP Compliant TAPS PSP Compliant Performance Solution – Refer to **Note 5**
Maximum Gradient Transitions	1:8 (12.5%) summit[1] 1:6.7 (15.0%) sag[1]	1:8 (12.5%) - max	Generally Compliant with AS2890.1:2004 requirement – refer **Note 6**
Blind Aisle Extension	2.0m or 8.0m extension to aisle width past final space	1.0m (min)	Performance Solution – Refer **Note 7**
Height Clearance: • General Minimum • Over PWD space	2.3m 2.5m	- -	Recommended design parameters

[1] TAPS PSP is silent with regards to this matter, so revert to AS2890.1 as per Section 1.2 of the TAPS PSP.

The development parking layouts are generally consistent with the provisions of the TAPS PSP. Further details in relation to deemed compliance of required provisions, or justification for design aspects resolved with performance solutions, is provided following.

Note 1 – Resident Car Park Width

Resident carpark space widths range between 2.4 to 2.5m, therefore fall short when compared with Council TAPS PSP requirement of 2.6m. In this regard, all spaces of width 2.4m or greater comply with the minimum width requirements outlined in Australian Standards (AS)2890.1:2004 for User Class 1A spaces, therefore are considered acceptable.

Note 2 – Visitor Car Park Widths

Visitor car parking (standard) spaces provide a minimum of 2.5m width. Whilst this does not strictly comply with Council's TAPS PSP minimum width of 2.6m, the proposed spaces do comply with the minimum width of 2.5m identified for visitor spaces (User Class 2) within AS2890.1:2004, therefore is considered acceptable.

Note 3 – Parking Aisle Width (Western Tower Only)

Council's TAPS PSP identifies a minimum width of 6.2m for the parking aisles. The proposed basement layout within the Western Tower only includes varying aisle widths, generally ranging from 5.8m on the eastern and western aisles to approximately 7.2m on the northern and southern aisles.

The proposed parking aisle widths therefore do not comply with Council's TAPS PSP requirement, where less than 6.2m is provided. In this regard, for a User Class 1A (Resident) and User Class 2 (Visitor) parking space, a 5.8m parking aisle width complies with AS2890.1:2004 design parameters for a 2.4m wide space for residents and 2.5m wide space for visitors. As such, the proposed aisle widths are considered acceptable.

It is noted that where there is a wall along one side of the aisle, a minimum of 6.1m aisle width (5.8m aisle plus 0.3m clearance) can generally be achieved. This will need to be provided where security lines are positioned to ensure a minimum of 6.1m aisle width is provided to any walls / fencing.

Note 4 – Maximum Ramp Gradients

A maximum gradient of 1 in 5 (20%) is noted for ramp connections between the Ground Level to Basement Level, which does not strictly comply with Council TAPS PSP maximum gradient of 1-in-6 (16.7%). However, the proposed 1 in 5 gradient is compliant with AS2890.1:2004, where the overall length for each section is less than 20m, and is therefore considered acceptable.

Note 5 – Parking Design Envelope

The majority of spaces have been designed in accordance with Figure 5.2 of AS2890.1:2004, where columns are placed 0.75m to 1.75m from the edge of the space. As such, while this does not strictly comply with BCC TAPS PSP, it does comply with AS2890.1:2004 therefore is considered acceptable.

This excludes the tandem spaces within West Tower which provide columns within the triangular splay as shown in Figure 5-2 below – noting that the purpose of the triangular splay is considered to be to facilitate vehicles turning to / from a space. Given that vehicles accessing the front tandem space will be manoeuvring straight when entering / leaving the bay, thereby mitigating the need for this splay, the location of the columns are considered acceptable.

Figure 5-2: Tandem Spaces – Example

Additionally, it is noted that line marking for a number of space marked widths will need to be amended to ensure columns are located outside of the design envelope (e.g. Space 016 on Basement Level 3).

Note 5 - Maximum Gradient Transitions

The majority of basement ramps provide a minimum transition length of 2.0m. This excludes the ramp on the entrance to Basement Level 01 which provides a slightly reduced transition ramp comprising 1 in 10 (10%) grade for approximately 1.8m in length. It should be ensured that all transition ramps provide 2.0m in length (minimum) to comply with AS2890.1:2004 requirements.

Note 7 – Reduced Aisle Extensions

The proposed layout includes a reduced end aisle extension on Basement Level 5 (West Tower) and Basement Level 3 (East Tower) of approximately 1.0m, which does not achieve the Council TAPS PSP minimum of 2.0m. However, a minimum of 1.0m blind aisle extension is required by AS2890.1:2004 and therefore is considered acceptable. It should be ensured that any railings are located clear of the 1.0m blind aisle extension.

It is noted that the proposed location of the security line will need to be reviewed to ensure a minimum of 1.0m blind aisle extension is achieved for the end space.

Overall the proposed Basement car parking layout is generally in accordance with Council's TAPS PSP, and noting design performance solutions which / recommendations outlined, are deemed fit-for-purpose.

5.3.2. East Tower – Podium Level 1 - 4

Table 5-5 identifies the characteristics of the proposed Podium Level parking layouts with respect to the TAPS PSP design provisions.

Table 5-6: TAPS PSP Parking Design Requirements – West Tower (Podium Levels 1 - 4)

Design Aspect	TAPS PSP Provision	Proposed Provision	Compliance
Car Parking			
Parking space length:			

Design Aspect	TAPS PSP Provision	Proposed Provision	Compliance
• Staff space (Class 1) • Resident space (Class 3) • Visitor space (Class 3) • PWD space (Class 5) • Tandem space	5.4m (min) 5.4m (min) 5.4m (min) 5.4m (min) 10.8m (min)	5.4m 5.4m 5.4m 5.4m 10.8m	TAPS PSP Compliant TAPS PSP Compliant TAPS PSP Compliant TAPS PSP Compliant TAPS PSP Compliant
Parking space width: • Staff space (Class 1) • Resident space (Class 3) • PWD space (Class 5)	 2.4m (min) 2.6m (min) 2.4m + 2.4m 'Shared Area'	 2.4m (min) 2.4m (min) 2.4m + 2.4m 'Shared Area'	 TAPS PSP Compliant Performance Solution – Refer to **Note 1** TAPS PSP Compliant
Aisle Width: • Parking aisle	 6.2m (min)	 6.2m (min)	 TAPS PSP Compliant
Parking envelope clearance	Located as per Figure m of TAPS PSP	Generally compliant with Figure 5.2 of AS2890.1:2004	Generally compliant with Figure 5.2 of AS2890.1:2004 - Refer to **Note 2**
Maximum Gradient: • PWD parking • Parking aisle • Ramp	 1:40 (2.5%) 1:16 (6.25%) 1:6 (16.7%)	 1:40 (2.5%) Flat 1:5 (20%)	 TAPS PSP Compliant TAPS PSP Compliant Performance Solution – Refer to **Note 3**
Maximum Gradient Transitions	1:8 (12.5%) summit[1] 1:6.7 (15.0%) sag[1]	1:10 (10%)	Compliant with AS2890.1:2004 requirement
Blind Aisle Extension	2.0m or 8.0m extension to aisle width past final space	1.0m (min)	Performance Solution – Refer **Note 4**
Height Clearance: • General Minimum • Absolute Minimum~ • Over PWD space	 2.3m 2.1m 2.5m	 - - -	 Recommended design parameters

[1] TAPS PSP is silent with regards to this matter, so revert to AS2890.1 as per Section 1.2 of the TAPS PSP.

The development parking layouts are generally consistent with the provisions of the TAPS PSP. Further details in relation to deemed compliance of required provisions, or justification for design aspects resolved with performance solutions, is provided following.

Note 1 – Resident Car Park Width

Resident carpark space widths range between 2.4 to 2.5m, therefore fall short when compared with Council TAPS PSP requirement of 2.6m. In this regard, all spaces of width 2.4m or greater comply with the minimum width requirements outlined in Australian Standards (AS)2890.1:2004 for User Class 1A spaces therefore are considered acceptable.

Note 2 – Parking Design Envelope

The majority of spaces have been designed in accordance with Figure 5.2 of AS2890.1:2004, where columns are placed 0.75m to 1.75m from the edge of the space. As such, while this does not strictly comply with BCC TAPS PSP, columns have been located in accordance with AS2890.1:2004 therefore are considered acceptable.

This excludes the two (2) spaces located near the north-western corner of the Podium car parking levels as indicated in the snippet below (on each level). In this regard, adjusting the line marking for the spaces should be provided to ensure the column is located outside of the design envelope.

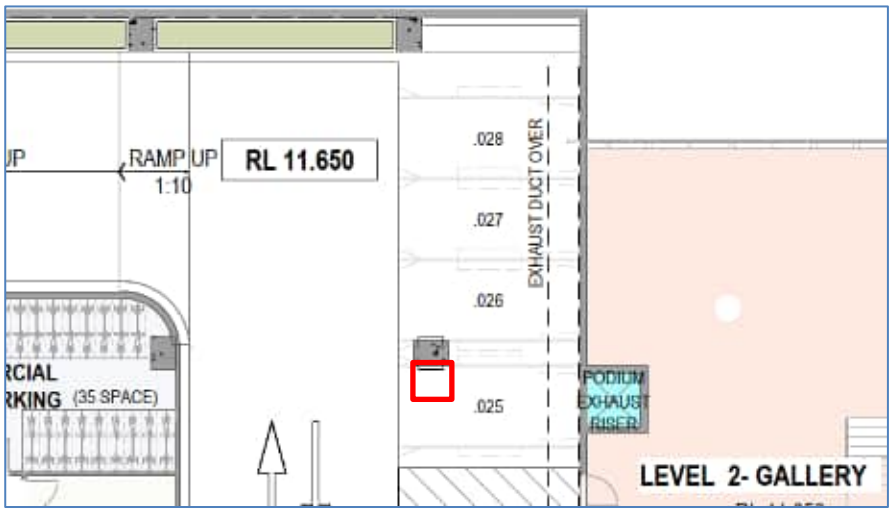

Figure 5-3: Non-compliant Car Parking Spaces

Note 3 – Maximum Ramp Gradients

A maximum gradient of 1-in-5 (20%) is noted for ramp connections between the Ground Level to Podium Levels (including between Podium Levels), which does not strictly comply with Council TAPS PSP maximum gradient of 1-in-6 (16.7%). However, the proposed 1-in-5 gradient (20%) is compliant with AS2890.1:2004, where the overall length for each section is less than 20m, and is therefore considered acceptable.

Note 4 – Reduced Aisle Extensions

The proposed layout includes a reduced end aisle extension on Podium Level 5 (East Tower) of approximately 1.0m, which does not achieve the Council TAPS PSP minimum of 2.0m. However, a minimum of 1.0m blind aisle extension is required by AS2890.1:2004 and therefore is considered acceptable.

Based on the above assessment the development parking layouts are generally consistent with the provisions of the TAPS PSP and / or AS2890.1:2004 requirements. Swept path analysis has been conducted using a B85 car vs. B99 (Large) car circulating basement and podium levels (B85 car on the outside) and is provided in **Appendix B.**

6. Access Arrangements

One 6.5m wide and 7.0m wide Type B2 crossover is recommended along Trafalgar Street to provide vehicular access for the proposed development, with one crossover providing access to the West Tower (V1) building and the other to the East Tower (V2) building.

V1 provides access to the Basement carparking levels (extending across below towers) and West Tower loading bays, whilst V2 provides access to the East Tower loading bays and Podium carparking levels. Both crossovers will accommodate all turn movements as well as access for service vehicles up to an LRV / RCV design vehicle.

6.1. West Tower (V1) Crossover

The design provisions of the West Tower (V1) crossover and assessment against the respective design parameters of Council's TAPS PSP are detailed in Table 6-1.

Table 6-1: West Tower (V1) Access Arrangements

Design Aspect	TAPS PSP Provision	Proposed Provision	Compliance
Width / Crossover Type to accommodate: • Cars[1 2] • Service vehicles[1 3]	10.5m wide Type C1 7.0m Type B2	6.5m wide (Type B2)	Performance Solution
Distance from: • minor intersection[1] • adjacent driveway[1]	10m (min) 3m (min)	19m (min) 20m (min)	Compliant Compliant (redundant crossovers at the site to be removed)
Sight Distance[1 2]	90m (desirable)	West to Trafalgar St / Jurgens St intersection (~36m) East to Trafalgar St / Wellington Rd intersection (>160m)	Generally compliant
Driveway Sight Splays	2.0m wide x 5.0m deep (on each side)	(2.0m wide x 2.5m in length) as per Figure 3.3 of AS2890.1:2004	Recommended design parameter – on exit side
Minimum Queuing Provisions [1]	10 vehicles / 60m	2 vehicles (~15m), measured to the loading bay area	Performance Solution
Maximum Driveway grade	1:20 (max) for 6m in length	1:20 (max) for 6m in length	Compliant

[1] Based on Trafalgar Street being classed as a 'minor road' and assumed default speed limit of 50km/h.

[2] Based on the access servicing low/moderate turnover car parking spaces.

[3] Based on the access servicing service vehicles up to the size of a LRV/RCV

In general, the proposed West Tower access arrangements are generally consistent with the provisions of the TAPS PSP. Further details in relation to deemed compliance of required provisions, or justification for design aspects resolved with performance solutions, are provided in the following.

Proposed Crossover Width / Type

A 6.5m wide Type B2 crossover is proposed at the West Tower access, which serves approximately 453 carparking spaces. Table 8 within Council's TAPS PSP therefore identifies a Type C1 crossover based on the minor road frontage and car parking supply serviced.

The development scheme layout identifies provision of a 6.5m wide Type B2 crossover, which is considered appropriate for the West Tower crossover given the majority of these spaces will be allocated to residents (approximately 95% of spaces) therefore are expected to be of very low turnover, and the design service vehicle (furniture delivery) is more likely to be an MRV – compliant for the RCV design service vehicle.

While the proposed crossover width does not strictly comply with BCC TAPS PSP, this does comply with AS2890.2:2022 requirement of 6.5m (two-way), therefore is considered acceptable.

Queue Storage

Council's TAPS Policy identifies a queueing provision of 60m at the site access to the West Tower however this is based solely on carpark capacity and does not explicitly consider the turnover of the parking spaces. Inner city residential units have relatively low vehicle turnover and, consequently, reduced queue storage can be accepted due to the lesser vehicle movements at the access. The proposed queue storage provisions of 1 - 2 cars (or 6m - 12m length), are considered acceptable.

6.2. East Tower (V2) Crossover

The design provisions of the East Tower (V2) crossover and assessment against the respective design parameters of Council's TAPS PSP are detailed in Table 6-2.

Table 6-2: East Tower (V2) Access Arrangements

Design Aspect	TAPS PSP Provision	Proposed Provision	Compliance
Width / Crossover Type: • Cars[1 2] • Service vehicles[1 3]	6.0m - 9.0m Type B2 7.0m Type B2	7.0m wide (Type B2)	Compliant
Distance from: • minor intersection[1] • adjacent driveway[1]	10m (min) 3m (min)	54m (min) 19m (min)	Compliant Compliant
Sight Distance[1 2]	90m (desirable)	West to Trafalgar St / Jurgens St intersection (~72m) East to Trafalgar St / Wellington Rd intersection (>100m)	Generally compliant
Driveway Sight Splays	2.0m wide x 5.0m deep (on each side)	Must comply with Figure 3.3 of AS2890.1:2004 (2.0m wide x 2.5m in length)	Recommended design parameter – on exit approach
Minimum Queuing Provisions [1]	6 vehicles / 36m	1 vehicle (~7m), measured to the loading area	Performance Solution
Maximum Driveway grade	1:20 (max) for 6m in length	1:20 (max) for 6m in length	Compliant

[1] Based on Trafalgar Street being classed as a 'minor road' and default speed limit of 50km/h.

[2] Based on the access servicing low/moderate turnover car parking spaces.

[3] Based on the access servicing service vehicles up to the size of a MRV/RCV

In general, the proposed East Tower access arrangements are generally consistent with the provisions of the TAPS PSP. Further details in relation to deemed compliance of required provisions, or justification for design aspects resolved with performance solutions, are provided in the following.

Queue Storage

Council's TAPS Policy identifies a queueing provision of 36m at the site access to the East Tower however this is based solely on carpark capacity and does not explicitly consider the turnover of the parking spaces. Inner city residential units have relatively low vehicle turnover and, consequently, reduced queue storage can be accepted due to the lesser vehicle movements at the access. The proposed queue storage provision of 1 car (or 6m length) is considered acceptable.

Overall, the proposed accesses are designed generally in accordance with the TAPS PSP, apart from some design performance solutions, and is deemed fit-for-purpose.

7. Service Vehicle Arrangements

The requirements of Section 3 of the TAPS PSP in relation to the design service vehicles and loading bay provisions within the proposed development uses are summarised in Table 7-1 and Table 7-2 for the West Tower and East Tower respectively. The proposed provisions are shown in the last row.

Table 7-1: TAPS PSP Service Vehicle Requirements – West Tower

Land Use	Design Vehicle		Loading Bay Requirements				
	Regular Access	Occasional Access	VAN	SRV	MRV	LRV	RCV
Multiple Dwelling	RCV	LRV	-	-	-	-	1[1]
Shop / Food & Drink Outlet (200 - 599m² GFA)	MRV	RCV	1	-	1	-	-
Proposed Provisions	**RCV**	**LRV**	**Shared Use of RCV / LRV bay**				

VAN = Council VAN (AS2890.1:2004 B99 equivalent) | SRV = 6.4m Small Rigid Vehicle | MRV = 8.3m Medium Rigid Vehicle | LRV = 10.7m Large Rigid Vehicle | RCV = Refuse Collection Vehicle

[1] Section 3.3 of the TAPS PSP indicates a minimum of 1 loading bay is required for the regular access vehicle if no specific loading bay provisions are indicated in Tables 2, 3 or 4.

Table 7-2: TAPS PSP Service Vehicle Requirements – East Tower

Land Use	Design Vehicle		Loading Bay Requirements				
	Regular Access	Occasional Access	VAN	SRV	MRV	LRV	RCV
Multiple Dwelling	RCV	LRV	-	-	-	-	1[1]
Office (2,500 - 3,999m² GFA)	MRV	LRV[2]	2	1	1	-	-
Shop/Food & Drink Outlet (0 - 199m² GFA)	MRV	RCV	-	1	-	-	-
Proposed Provisions	**RCV**	**LRV**	**2**	**2**	**Shared Use of RCV / LRV bay**		

VAN = Council VAN (AS2890.1:2004 B99 equivalent) | SRV = 6.4m Small Rigid Vehicle | MRV = 8.3m Medium Rigid Vehicle | LRV = 10.7m Large Rigid Vehicle | RCV = Refuse Collection Vehicle

[1] Section 3.3 of the TAPS PSP indicates a minimum of 1 loading bay is required for the regular access vehicle if no specific loading bay provisions are indicated in Tables 2, 3 or 4.

The development scheme proposes to adopt a 10.7m in length LRV as the Occasional Access service vehicle and 10.24m in length RCV/ 8.8m in length MRV as a Regular Access vehicle; generally consistent with the provisions of the TAPS PSP.

The following outlines the proposed servicing provisions within each tower:

West Tower

- 1 x shared RCV / LRV bay on Ground Level

The proposed servicing arrangement for the West Tower generally aligns with the requirements outlined within Council's TAPS PSP. However, while a temporary VAN bay is proposed on Basement Level 1 to service the West Tower, this will be removed once a connection is provided to the East Tower (via Basement Level 1).

In this regard, given the VAN bays on East Tower are located on Podium Levels and Basement Level 1 (contained on a separate lot) it is recommended to provide one VAN bay within Bays 15 & 16 outlined in red below. This arrangement also provides an appropriate location for the (resident) secure line, whilst achieving a minimum of 1.0m blind aisle extension for the end space as per AS2890.1:2004 requirements.

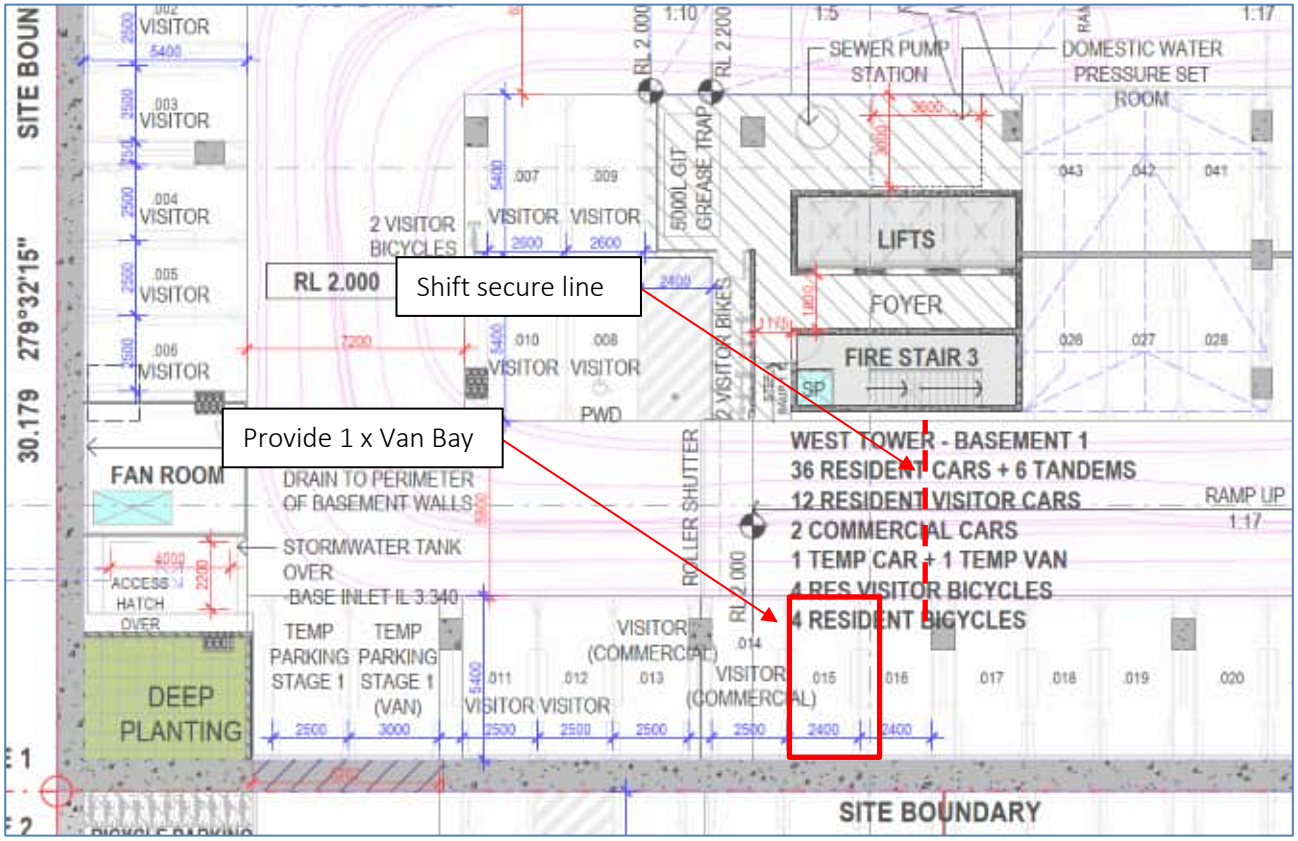

Figure 7-1: Recommended Location of Van Bay

Additionally, a swept path analysis has been conducted using a 10.7m LRV design service vehicle and is provided in **Appendix B**, which demonstrates that the proposed layout is suitable for occasional access for and allows for forward in / forward out manoeuvring for the LRV design service vehicle.

East Tower

- 1x shared RCV / LRV bay on Ground Level
- 2x SRV bays on Ground Level
- 2x VAN bays on Podium Level 2 and 1x VAN bay on Basement Level 1 (total 3 VAN bays)

The East Tower servicing facilities will comprise two (2) VAN bays on the Podium Level 2, one (1) VAN bay on Basement Level 1 and two (2) SRV bays on the Ground Level, therefore complies with the requirements outlined within Council's TAPS PSP.

Swept paths have been demonstrated using a SRV accessing each bay and is as shown in Figure 7-2 below. Given the proximity to the ramps, it is recommended that, a convex mirror be provided on the corner to enhance sight lines between vehicles manoeuvring within this area.

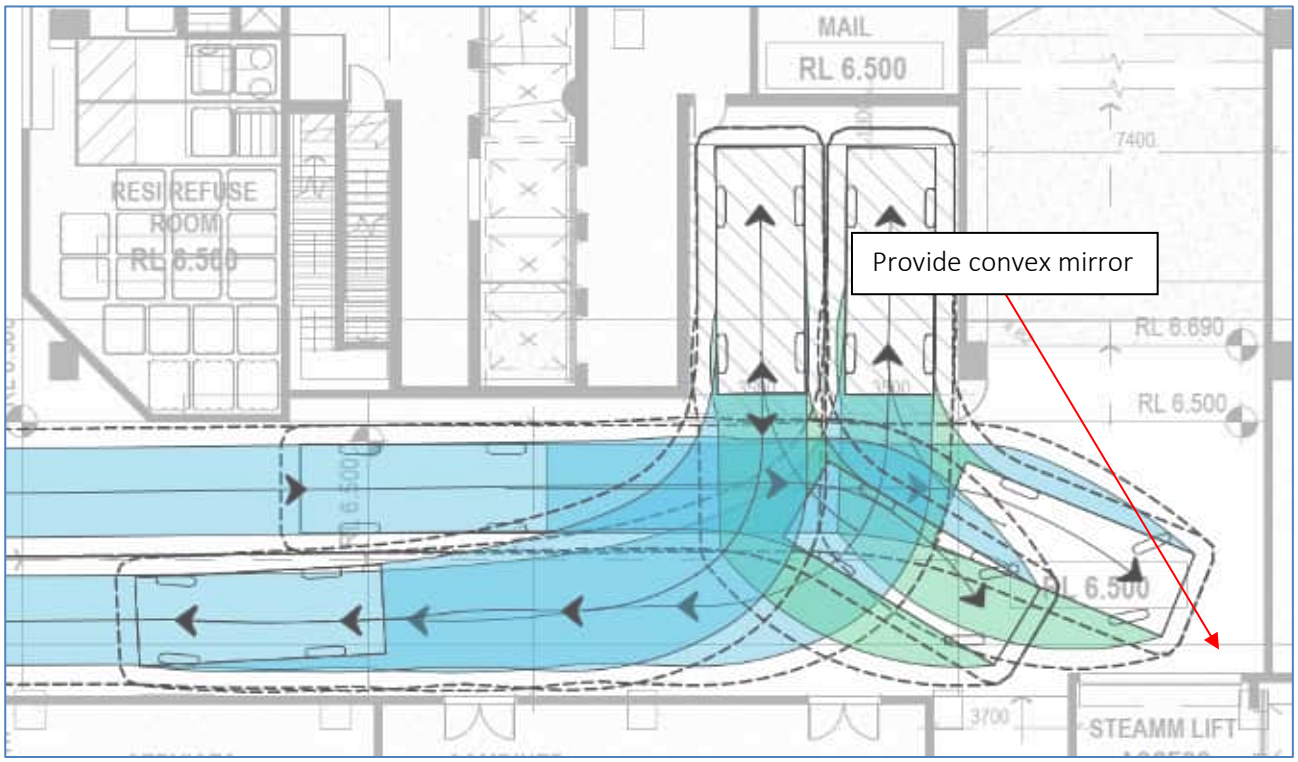

Figure 7-2: Recommendation for SRV Bays

Additionally, a swept path analysis has been conducted using a 10.7m LRV design service vehicle and is provided in **Appendix B**, which demonstrates that the proposed layout is suitable for occasional access for and allows for forward in / forward out manoeuvring from for the LRV design service vehicle.

7.1. Proposed Service Vehicle Design Provisions

Table 7-3 identifies the service vehicle bay design provisions with respect to the TAPS PSP.

Table 7-3: TAPS PSP Service Vehicle Design Requirements

Design Aspect	TAPS PSP Requirement	Proposed Provision	Compliance
Loading bay length: • Van bay • SRV bay • RCV / LRV bay	 5.4m (min) 7.0m (min) 10.5m (min)	 5.4m (min) 7.0m (min) 11.5m (min)	 TAPS PSP Compliant TAPS PSP Compliant TAPS PSP Compliant
Loading bay width: • Van bay • SRV bay • RCV / LRV bay	 3.0m (min) 3.5m (min) 3.5m (min)	 3.0m 3.5m 5.0m (min)	 TAPS PSP Compliant TAPS PSP Compliant TAPS PSP Compliant

Design Aspect	TAPS PSP Requirement	Proposed Provision	Compliance
Service aisle width (two-way)[1]	6.5m (min)	6.5m (min)	Compliant
Service vehicle access grades[1]	1:10 (10%) max	1:12 (8.33%)	Compliant – Refer to Notes below
Height Clearance:			
• Van	2.3m (min)	-	Recommended design parameter
• SRV	3.5m (min)	-	Recommended design parameter
• LRV	4.5m (min)	-	Recommended design parameter
• RCV[2]	3.6m (min)	-	Recommended design parameter

[1]Based on worst case provisions for LRV design vehicle.

In general, the service vehicle design provisions are generally consistent with the TAPS PSP. Further details in relation to deemed compliance of required provisions, or justification for design aspects resolved with performance solutions, are provided following.

The proposed driveway gradients generally provide a maximum grade change of 1 in 16 (6.25%) with a minimum transition length of 4.0m. AS2890.2:2022 identifies that for service vehicles, a maximum rate of change of grade of 1 in 16 (6.25%) are required, with transitions of 4.0m in length with for an SRV and 7.0m in length for an MRV (and larger) required.

The West Tower driveway proposes a grade change of 1 in 13.5 (7.38%) to the north of the loading bay. While this does not strictly comply with the grade transitions outlined within AS2890.2:2022 (7m in length transition required), a vertical ground clearance assessment has been conducted which indicates the proposed transitions are sufficient for up to a HRV design service vehicle. Notwithstanding, it is however recommended that the driveway gradients be reviewed as part of detailed design to enhance grade transitions / design service vehicle ground clearance.

Overall, the proposed service vehicles arrangements are generally in accordance with Council's TAPS PSP and, with the recommendations outlined above, noting some minor design performance solutions, are deemed fit-for-purpose.

8. Development Transport Demands

For the purpose of conducting the impact assessment, the estimated traffic generation of the site has been compared against the former approval at the site (formerly referred to as Silk 2 for East Tower and Silk 3 – for West Tower). For consistency and ease of comparison, the traffic generation rates used below are identical to those used in the original DA traffic assessment for Silk 2 and 3. This is to allow a for a simple comparison of impact between the proposed development and the existing approved development.

Residential traffic generation is based on the rates contained within the NSW RTA Guide to Traffic Generating Developments. Given the location of the site in close proximity to the CBD, Southbank, UQ and the Mater Hospital, and the ease of access to these locations by way of public transport (using both rail and busway), and the density of the proposed residential uses, the generation rate adopted has been that associated with high-density residential uses within a metropolitan sub-regional centre.

Parking supply for the office / retail components is proposed at just 1 / 100m^2 GFA. As such the office / retail traffic generation estimates are based on an assumed average trip generation per parking space of 0.8 vehicles per hour (vph) and 2.0 vph respectively, rather than the RTA rates, which assume unconstrained parking. Note as no retail parking is proposed to be provided, this has not been applied.

The estimated peak hour traffic generation associated with the existing, approved, and proposed development scenarios is shown in Table 8-1.

Table 8-1: Traffic Generation – Overall Development

Land Use	Trip rates	Approved Development Metric*	Approved Development Trips	Proposed Development Metric	Proposed Development Trips
Residential Units	0.24 trips per unit	373 units	90 vph	447 units	108 vph
Commercial / Gallery / Retail staff –	0.8 trips per space	29 non-resi spaces	24 vph	37	30 vph
Proposed Provisions			**114 vph**		**138 vph**

**Approved development provisions provided by Sarazin and extracted from Approval Package (A006123887)*

Based on the above assessment, the proposed development is expected to generate in the order of 138 vph during the peak periods. This is an increase of 24 vph (or 1 vehicle every 2-3 minutes) when compared with the approved development.

While an increase in overall development traffic generation (ie 24 vph) compared to the approved development, there is not expected to be any significant detriment to the safety or operation of the adjacent road network - beyond that identified in the original Traffic Assessment for the approved development scheme.

9. Summary and Conclusions

9.1. Parking Arrangements

Parking Supply

The proposed car parking supply includes a total of 307 car parking spaces for the West Tower , including a mix of residential, residential visitor and commercial (staff) spaces, to be distributed across five basement levels. The car parking supply for the East Tower comprises a total of 307 car parking spaces, including a mix of residential, residential visitor and commercial spaces, to be distributed across three basement levels and four podium levels.

While a portion of the proposed residential units provide parking at a rate higher than that outlined within the PDA Development Scheme, it is noted that the majority of the residential activity (~76%) is anticipated to comply with the PDA Development rates. Moreover, the parking provision for the commercial activity within the West Tower also complies with the PDA Development scheme car parking rates. The proposal does however provide higher parking rates for a number of the 2-bedroom units (16 units), the larger units comprising 3- and 4-bedrooms and for the commercial activity within the East Tower only. This additional provision for the commercial activity provides flexibility for future commercial tenants and reduces reliance on on-street parking. Further rationale for these rates can be found within the Planning Report.

Overall, the proposed resident and commercial car parking supply arrangement is considered adequate to meet the needs of the proposed development.

The proposed visitor car parking supply does not comply with the recently amended PDA Scheme (dated 10th October 2025) which introduces a higher visitor parking supply rate of 0.15 visitor spaces per unit (minimum), however, it is consistent with the BCC TAPS PSP and former PDA Development scheme rates of 0.05 visitor spaces per unit. The visitor parking supply is therefore considered acceptable for the proposed developments scale and site location.

Parking Layout

Overall the proposed Basement and Podium car parking layouts are generally in accordance with Council's TAPS PSP, and noting minor design performance solutions which / recommendations as outlined herein, are deemed fit-for-purpose.

9.2. Access Arrangements

Vehicle access to the West and East Tower is proposed via a 6.5m wide and 7.0m wide Type B2 crossover onto Trafalgar Street respectively. The proposed crossovers are generally compliant with the BCC TAPS PSP requirements and with recommendations outlined within this report, as detailed in Section 6, the proposed access arrangement is considered acceptable.

9.3. Service Vehicle Arrangements

Waste collection for this development is proposed to occur on-site, using a 10.24m in length rear lift as per BCC requirements. Waste collection vehicles are expected to access the site using the respective crossovers for each tower in a forward direction, with sufficient manoeuvring space provided on-site to allow for servicing vehicles to exit in a forward direction.

The proposed service vehicle arrangement and provisions provided within each tower are generally compliant with BCC TAPS PSP. As outlined above, to facilitate servicing with the West Tower , it is recommended to provide 1 VAN bay on Basement Level 1.

Overall, with the recommendations outlined within this report, the proposed servicing arrangements are considered adequate to serve the proposed development.

9.4. Traffic Impact Assessment

Based on the above assessment, the proposed development is expected to generate in the order of 138 vph during the peak periods. This is an increase of 24 vph (or 1 vehicle every 2-3 minutes) when compared with the approved development.

While an increase in overall development traffic generation (ie 24 vph) compared to the approved development, there is not expected to be any significant detriment to the safety or operation of the adjacent road network - beyond that identified in the original traffic assessment reporting for the approved development scheme.

9.5. Conclusion

Based on the assessment contained within this report, including recommendations, Colliers see no traffic engineering reason why the relevant approvals should not be granted.

Appendix A Development Plans

STANLEY QUARTER - EAST & WEST TOWER

WOOLLOONGABBA

COMBINED EAST & WEST	
DRAWING NO.	**DRAWING NAME**
0000 COVER / TITLE / LOCATION	
DA-00-0000	DRAWING SCHEDULE / SITE LOCATION PLAN
DA-00-0001	LOCATION PLAN
DA-00-0003	3D RENDERS
DA-00-0004	3D RENDERS
DA-00-0005	3D RENDERS
2000 GENERAL ARRANGEMENT PLANS	
DA-00-1995	BASEMENT 5
DA-00-1996	BASEMENT 4
DA-00-1997	BASEMENT 3
DA-00-1998	BASEMENT 2
DA-00-1999	BASEMENT 1
DA-00-2000	LEVEL 1 (GROUND) / SITE PLAN
DA-00-2001	LEVEL 1 - MEZZ
DA-00-2002	LEVEL 2
DA-00-2003	LEVEL 3
DA-00-2004	LEVEL 4
DA-00-2005	LEVEL 5
DA-00-2006	LEVEL 6
DA-00-2007	LEVEL 7-9
DA-00-2010	LEVEL 10-26
DA-00-2027	LEVEL 27-31
DA-00-2032	LEVEL 32
DA-00-2033	LEVEL 33
DA-00-2034	LEVEL 34
DA-00-2035	LEVEL 35 - ROOF DECK - WEST TOWER
DA-00-2036	LEVEL 36 - ROOF - WEST TOWER
DA-00-2037	LEVEL 37 - 50 - EAST TOWER
DA-00-2050	LEVEL 51 - EAST TOWER
DA-00-2051	LEVEL 52 - ROOF DECK - EAST TOWER
DA-00-2052	LEVEL 53 - ROOF - EAST TOWER
3000 ELEVATIONS	
DA-00-3011	STANLEY STREET (NORTH) ELEVATION
DA-00-3012	TRAGALGAR STREET (SOUTH) ELEVATION
DA-00-3013	WEST TOWER - EAST AND WEST ELEVATIONS
DA-00-3014	EAST TOWER - EAST AND WEST ELEVATIONS
3050 ENLARGED ELEVATIONS	
DA-00-3051	STANLEY STREET ENLARGED ELEVATIONS
DA-00-3052	JERGENS STREET ENLARGED ELEVATIONS
DA-00-3053	TRAFALGAR STREET ENLARGED ELEVATIONS
DA-00-3054	SQ WEST - EAST ENLARGED ELEVATIONS
DA-00-3055	SQ EAST - EAST ENLARGED ELEVATIONS
3100 SECTIONS	
DA-00-3100	OVERALL COMBINED SECTION
DA-01-3101	WEST TOWER SECTION
DA-02-3101	EAST TOWER SECTION
3150 ENLARGED SECTIONS	
DA-00-3151	ENLARGED PODIUM SECTION - WEST TOWER
DA-00-3171	ENLARGED PODIUM SECTION - EAST TOWER
4200 SHADOW DIAGRAMS	
DA-00-4201	SHADOW DIAGRAMS - SUMMER SOLSTICE
DA-00-4202	SHADOW DIAGRAMS - WINTER SOLSTICE
DA-00-4203	SHADOW DIAGRAMS - EQUINOX
4300 AREA PLANS	
DA-00-4300	GFA AREA PLANS - SHEET 1
DA-00-4301	GFA AREA PLANS - SHEET 2
DA-00-4302	GFA AREA PLANS - SHEET 3
4400 DIAGRAMS	
DA-00-4401	TOWER SEPERATION

EAST TOWER - DETAIL PLANS	
DRAWING NO.	**DRAWING NAME**
2000 GENERAL ARRANGEMENT PLANS	
DA-02-1997	BASEMENT 3
DA-02-1998	BASEMENT 2
DA-02-1999	BASEMENT 1
DA-02-2000	LEVEL 1 - GROUND
DA-02-2002	LEVEL 2 - PODIUM 1
DA-02-2003	LEVEL 3 - PODIUM 2
DA-02-2004	LEVEL 4 - PODIUM 3
DA-02-2005	LEVEL 5 - PODIUM 4
DA-02-2006	LEVEL 6 - PODIUM TOP
DA-02-2007	LEVEL 7-9 - OFFICE/COMMERCIAL
DA-02-2010	LEVEL 10-31 - APARTMENTS TYP. LOW
DA-02-2032	LEVEL 32 - REC / PLANT
DA-02-2033	LEVEL 33 - REC DECK
DA-02-2034	LEVEL 34 - PLANT
DA-02-2035	LEVEL 35-50 - APARTMENTS TYP. UPPER
DA-02-2050	LEVEL 51 - PLANT
DA-02-2051	LEVEL 52 - ROOF DECK
DA-02-2052	LEVEL 53 - ROOF PLANT

WEST TOWER - DETAIL PLANS	
DRAWING NO.	**DRAWING NAME**
2000 GENERAL ARRANGEMENT PLANS	
DA-01-1995	BASEMENT 5
DA-01-1996	BASEMENT 4
DA-01-1997	BASEMENT 3
DA-01-1998	BASEMENT 2
DA-01-1999	BASEMENT 1
DA-01-2000	LEVEL 1 - GROUND
DA-01-2001	LEVEL 1 - MEZZ
DA-01-2002	LEVEL 2 - PODIUM
DA-01-2003	LEVEL 3 - PODIUM
DA-01-2004	LEVEL 4 - PODIUM TOP
DA-01-2005	LEVEL 5-26 - APARTMENTS TYP. LOW
DA-01-2027	LEVEL 27-33 - APARTMENTS TYP. UPPER
DA-01-2034	LEVEL 34 - REC / PLANT
DA-01-2035	LEVEL 35 - ROOF DECK
DA-01-2036	ROOF - PLANT

DEVELOPMENT SUMMARY

PROPERTY ADDRESS: 825 STANLEY ST, WOOLOONGABBA

	TOTAL	EAST TOWER	WEST TOWER
SITE AREA:	4332m²	LOT2: 2196m²	LOT 3: 2136m²
YIELD:	**447 UNITS** 358 x 2 BED UNITS 89 x 3 + BED UNITS	212 UNITS 158 x 2 BED UNITS 54 x 3 + BED UNITS	235 UNITS 200 x 2 BED UNITS 35 x 3 + BED UNITS
RETAIL GFA:	488m²	124m²	364m²
STEAM GALLERY GFA:	1370m²	1370m²	-
COMMERCIAL GFA:	2575m²	2575m²	-
RESIDENTIAL GFA:	50963m²	24335m²	26628m²
TOTAL GFA :	55303m²	28311m²	26992m²
DEEP PLANTING:	114m²	36m²	78m²
COMMUNAL OPEN SPACE:	2485m²	1239m²	1246m²
PARKING PROVIDED:	RESIDENTS: 508 TANDEMS: 36 VISITORS: 23 COM./RETAIL: 37 **TOTAL: 604**	RESIDENTS: 245 TANDEMS: 6 VISITORS: 11 COM./RETAIL: 35 TOTAL: 297	RESIDENTS: 263 TANDEMS: 30 VISITORS: 12 (+1 TEMP) COM./RETAIL: 2 TOTAL: 307
SERVICE VEHICLES:	SRV: 2 MRV / RCV: 2 VAN: 3	SRV: 2 MRV / RCV: 1 VAN: 3	SRV: 0 MRV / RCV: 1 VAN: (1 TEMP)
BICYCLE PARKING PROVIDED:	RESIDENTS: 378 VISITORS: 70 COM./RETAIL: 35 **TOTAL: 483**	RESIDENTS: 182 VISITORS: 32 COM./RETAIL: 35 TOTAL: 249	RESIDENTS: 196 VISITORS: 38 COM./RETAIL: 0 TOTAL: 234

Amendments

Issue	Description	Date
A	DRAFT EDQ SUBMISSION	10.10.2025
B	EDQ SUBMISSION	17.10.2025

EDQ SUBMISSION

Consultant
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COLLIERS
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Trinity Consultants
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Consultant
Landscape Architect
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Project Title
STANLEY QUARTER
WOOLLOONGABBA

Building Name
COMBINED EAST & WEST

Drawing Title
DRAWING SCHEDULE / SITE LOCATION PLAN

Scale	As indicated
Drawing Created (date)	APRIL 2025
Drawing Created (by)	GM
Plotted and checked by	GM
Verified	LM
Approved	LM

Project No	Drawing No	Issue
A241823	DA-00-0000	B

17/10/2025 2:44:54 PM

Amendments

Issue	Description	Date
A	PRELIMINARY ISSUE	28.08.2025
B	REVISED PRELIMINARY ISSUE	11.09.2025
C	REVISED PRELIMINARY ISSUE	12.09.2025
D	ISSUE FOR COORDINATION	24.09.2025
E	DRAFT EDQ SUBMISSION	10.10.2025
F	EDQ SUBMISSION	17.10.2025

EDQ SUBMISSION

Consultant
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Project Title
STANLEY QUARTER
WOOLLOONGABBA

Building Name
COMBINED EAST & WEST

Drawing Title
LEVEL 1 (GROUND) / SITE PLAN

Scale	1 : 200
Drawing Created (date)	APRIL 2025
Drawing Created (by)	GM/AK/ZJ
Plotted and checked by	GM
Verified	LM
Approved	LM

Project No	Drawing No	Issue
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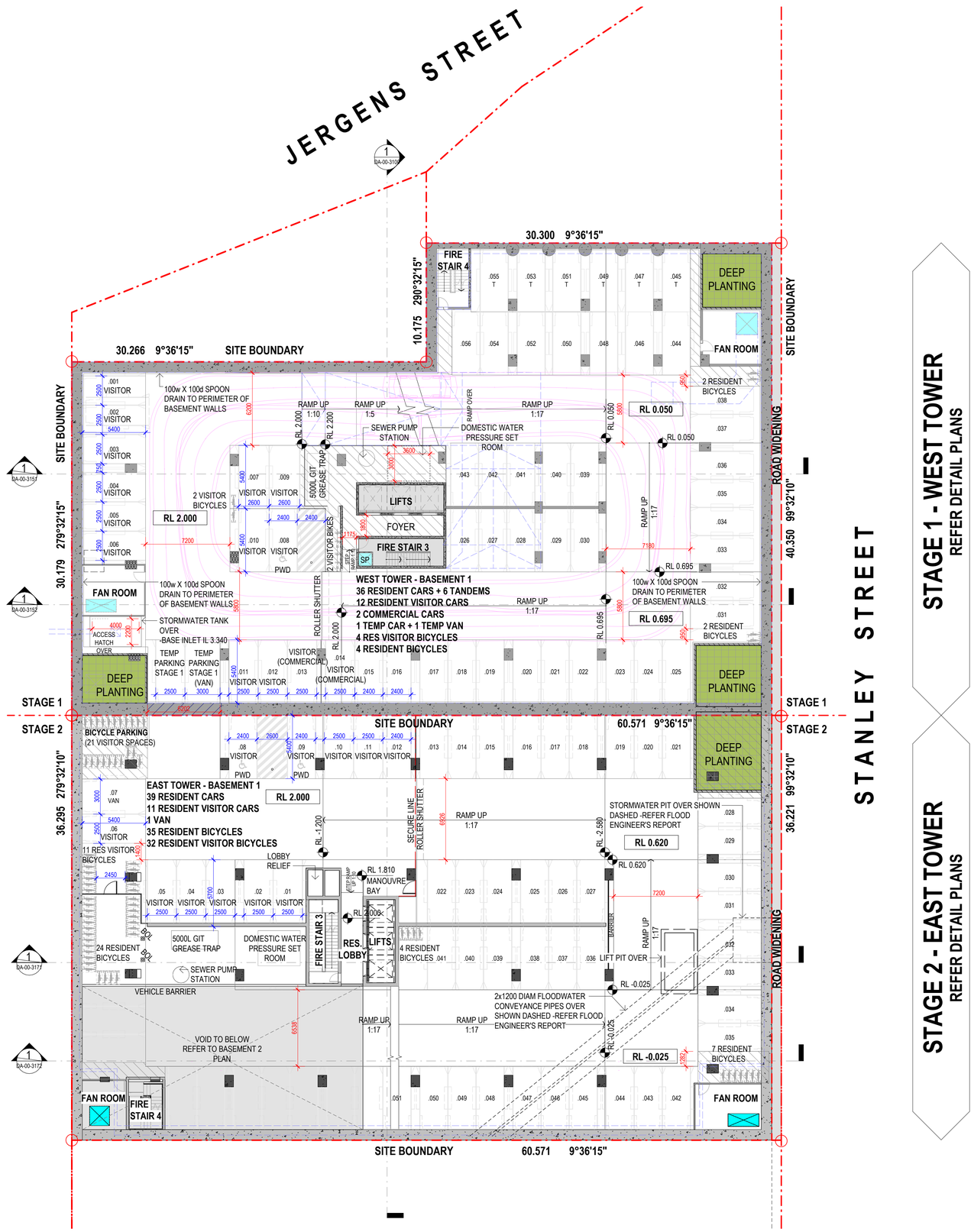

STAGE 1 - WEST TOWER
REFER DETAIL PLANS

STAGE 2 - EAST TOWER
REFER DETAIL PLANS

Amendments

Issue	Description	Date
A	REVISED PRELIMINARY ISSUE	11.09.2025
B	REVISED PRELIMINARY ISSUE	12.09.2025
C	ISSUE FOR COORDINATION	24.09.2025
D	DRAFT EDQ SUBMISSION	10.10.2025
E	EDQ SUBMISSION	17.10.2025

EDQ SUBMISSION

Consultant

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Project Title

STANLEY QUARTER
WOOLLOONGABBA

Building Name

COMBINED EAST & WEST

Drawing Title

BASEMENT 1

Scale	1 : 200
Drawing Created (date)	APRIL 2025
Drawing Created (by)	GM/AK/ZJ
Plotted and checked by	GM
Verified	LM
Approved	LM

Project No	Drawing No	Issue
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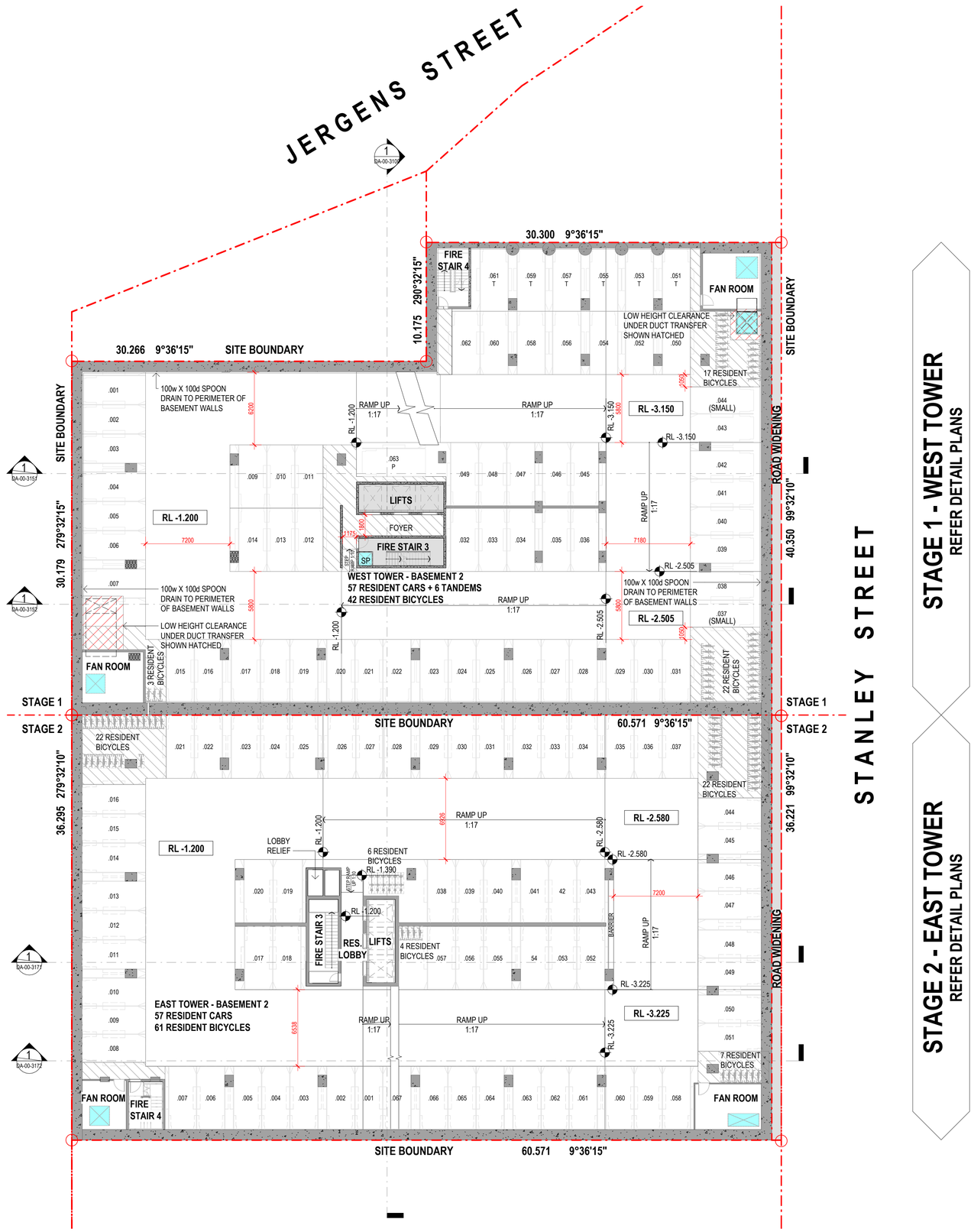

STAGE 1 - WEST TOWER
REFER DETAIL PLANS

STAGE 2 - EAST TOWER
REFER DETAIL PLANS

Amendments

Issue	Description	Date
A	REVISED PRELIMINARY ISSUE	11.09.2025
B	REVISED PRELIMINARY ISSUE	12.09.2025
C	ISSUE FOR COORDINATION	24.09.2025
D	DRAFT EDQ SUBMISSION	10.10.2025
E	EDQ SUBMISSION	17.10.2025

EDQ SUBMISSION

Consultant
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Project Title
STANLEY QUARTER
WOOLLOONGABBA

Building Name
COMBINED EAST & WEST

Drawing Title
BASEMENT 2

Scale	1 : 200
Drawing Created (date)	APRIL 2025
Drawing Created by	GM/AK/ZJ
Plotted and checked by	GM
Verified	LM
Approved	LM

Project No	Drawing No	Issue
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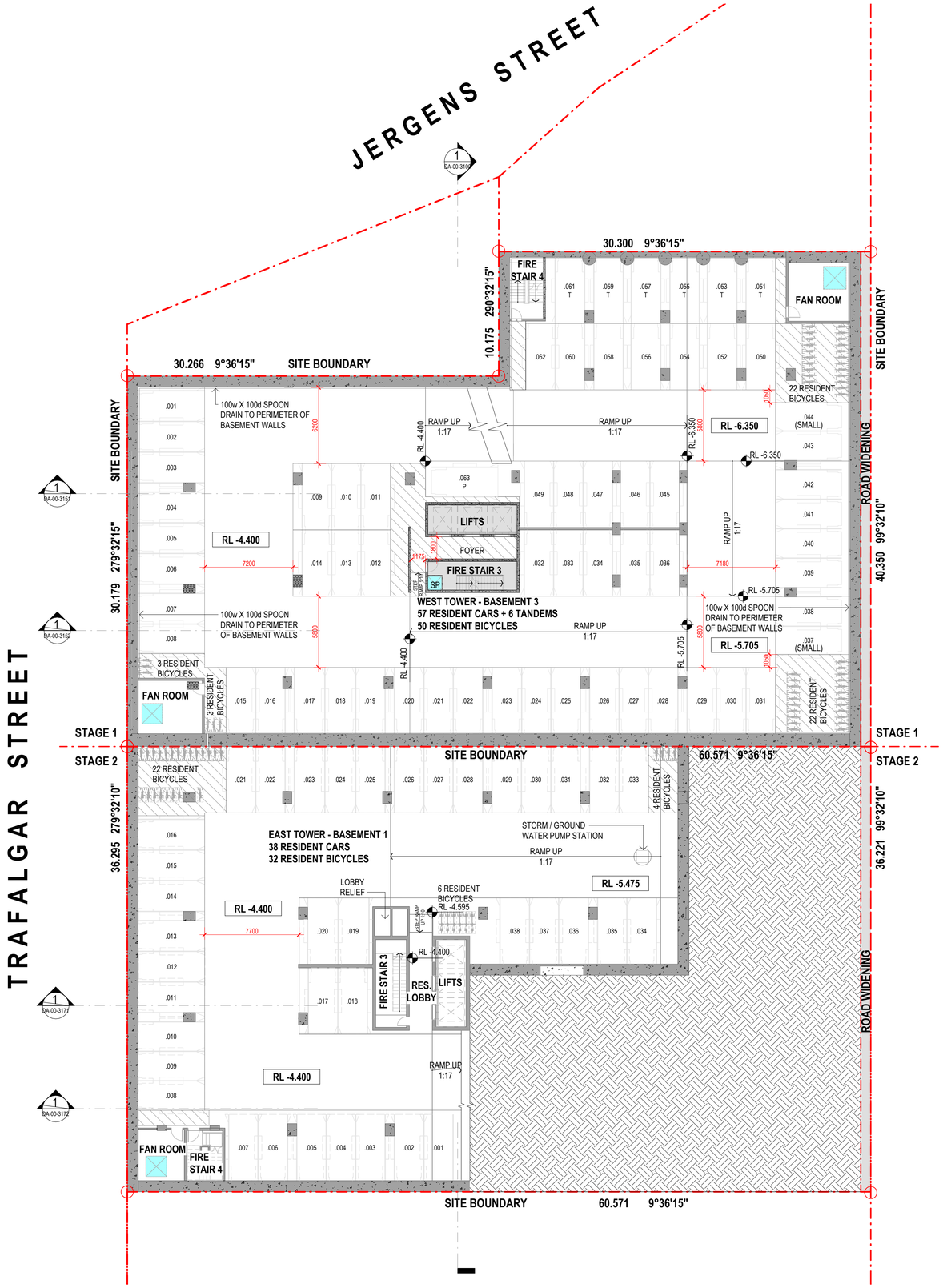

STAGE 1 - WEST TOWER
REFER DETAIL PLANS

STAGE 2 - EAST TOWER
REFER DETAIL PLANS

Amendments

Issue	Description	Date
A	REVISED PRELIMINARY ISSUE	11.09.2025
B	REVISED PRELIMINARY ISSUE	12.09.2025
C	ISSUE FOR COORDINATION	24.09.2025
D	DRAFT EDQ SUBMISSION	10.10.2025
E	EDQ SUBMISSION	17.10.2025

EDQ SUBMISSION

Consultant
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Project Title
STANLEY QUARTER
WOOLLOONGABBA

Building Name
COMBINED EAST & WEST

Drawing Title
BASEMENT 3

Scale	1 : 200
Drawing Created (date)	APRIL 2025
Drawing Created (by)	GM/AK/ZJ
Plotted and checked by	GM
Verified	LM
Approved	LM

Project No	Drawing No	Issue
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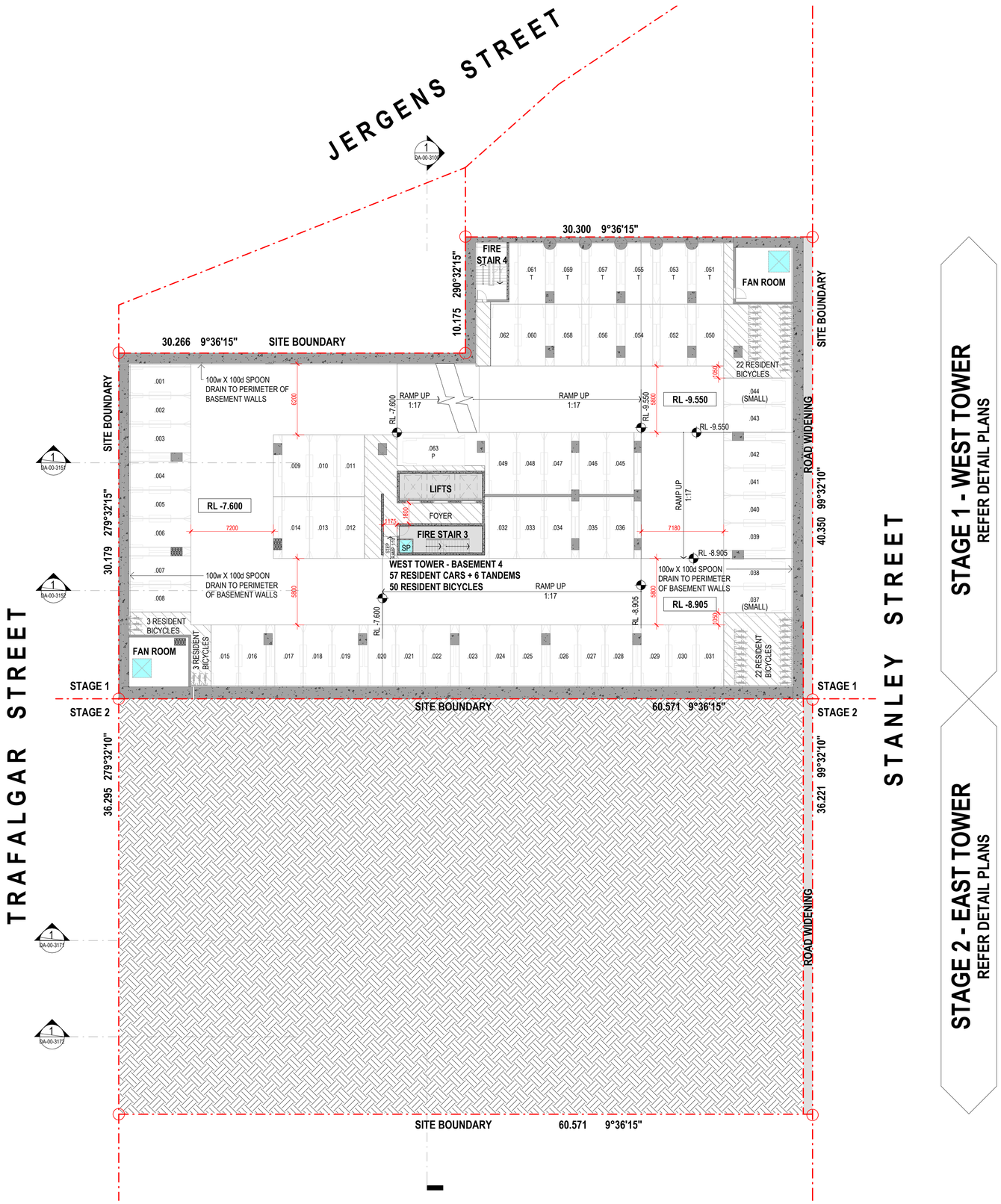

Amendments

Issue	Description	Date
A	REVISED PRELIMINARY ISSUE	11.09.2025
B	REVISED PRELIMINARY ISSUE	12.09.2025
C	ISSUE FOR COORDINATION	24.09.2025
D	DRAFT EDQ SUBMISSION	10.10.2025
E	EDQ SUBMISSION	17.10.2025

EDQ SUBMISSION

Consultant
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Project Title
STANLEY QUARTER
WOOLLOONGABBA

Building Name
COMBINED EAST & WEST

Drawing Title
BASEMENT 4

Scale	1 : 200
Drawing Created (date)	APRIL 2025
Drawing Created (by)	GM/AK/ZJ
Plotted and checked by	GM
Verified	LM
Approved	LM

Project No	Drawing No	Issue
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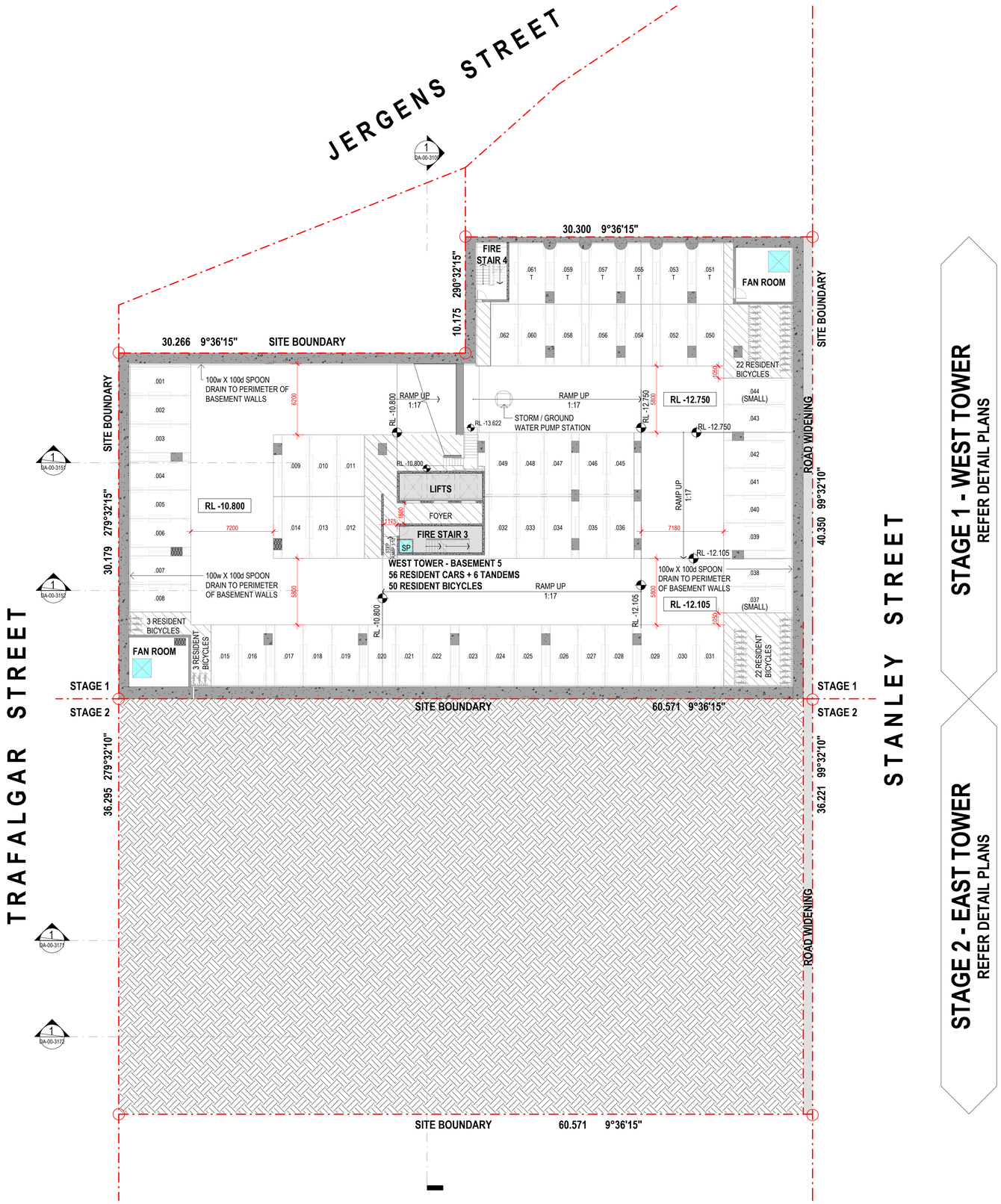

STAGE 1 - WEST TOWER
REFER DETAIL PLANS

STAGE 2 - EAST TOWER
REFER DETAIL PLANS

Amendments

Issue	Description	Date
A	REVISED PRELIMINARY ISSUE	11.09.2025
B	REVISED PRELIMINARY ISSUE	12.09.2025
C	ISSUE FOR COORDINATION	24.09.2025
D	DRAFT EDQ SUBMISSION	10.10.2025
E	EDQ SUBMISSION	17.10.2025

EDQ SUBMISSION

Consultant
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Project Title
STANLEY QUARTER
WOOLLOONGABBA

Building Name
COMBINED EAST & WEST

Drawing Title
BASEMENT 5

Scale	1 : 200
Drawing Created (date)	APRIL 2025
Drawing Created (by)	GM/AK/ZJ
Plotted and checked by	GM
Verified	LM
Approved	LM

Project No	Drawing No	Issue
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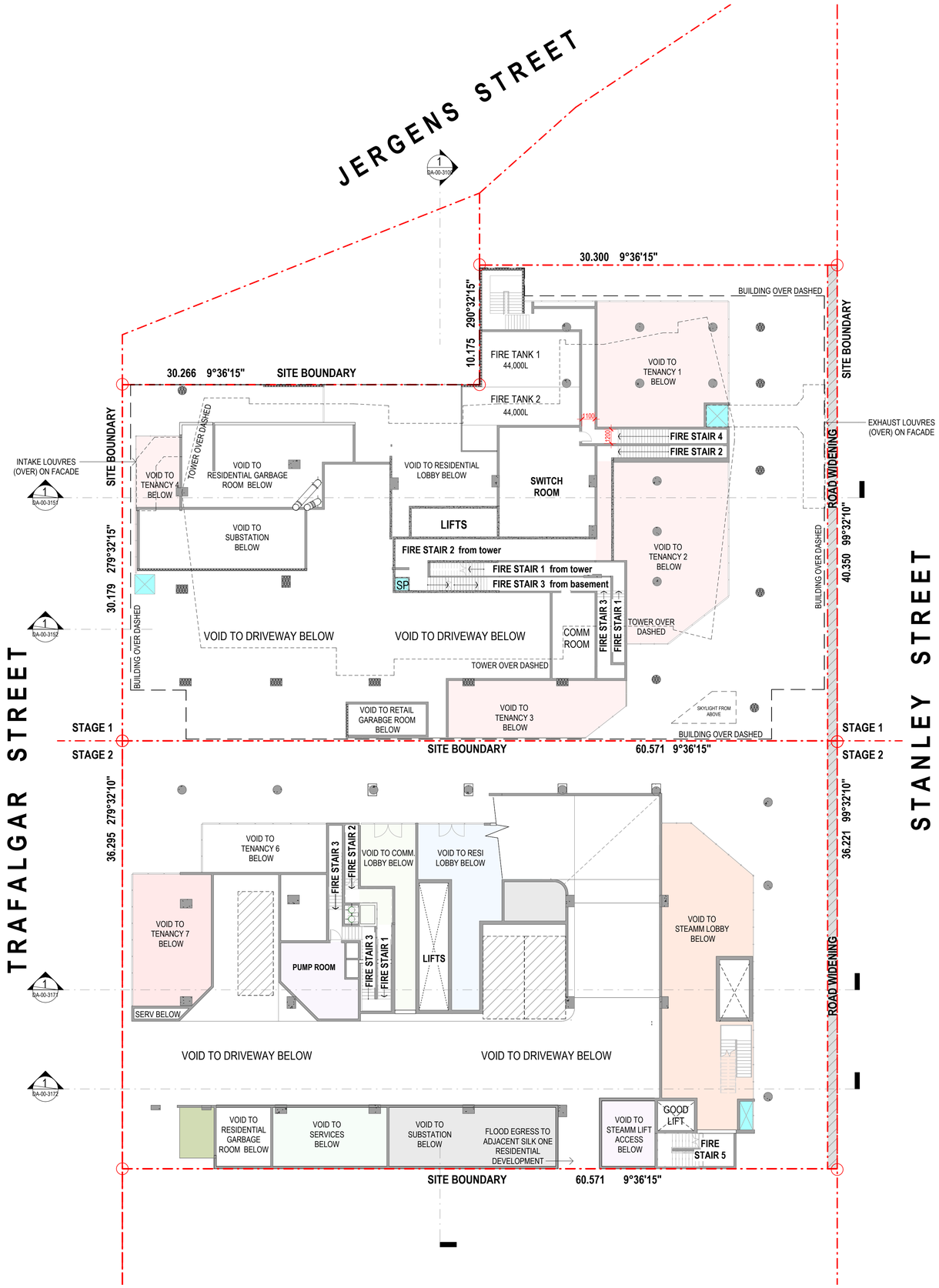

Amendments

Issue	Description	Date
A	DRAFT EDQ SUBMISSION	10.10.2025
B	EDQ SUBMISSION	17.10.2025

EDQ SUBMISSION

Consultant
Traffic, Waste and Acoustics consultant
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Project Title
STANLEY QUARTER
WOOLLOONGABBA

Building Name
COMBINED EAST & WEST

Drawing Title
LEVEL 1 - MEZZ

Scale	1 : 200
Drawing Created (date)	APRIL 2025
Drawing Created (by)	GM/AK/ZJ
Plotted and checked by	GM
Verified	LM
Approved	LM

Project No	Drawing No	Issue
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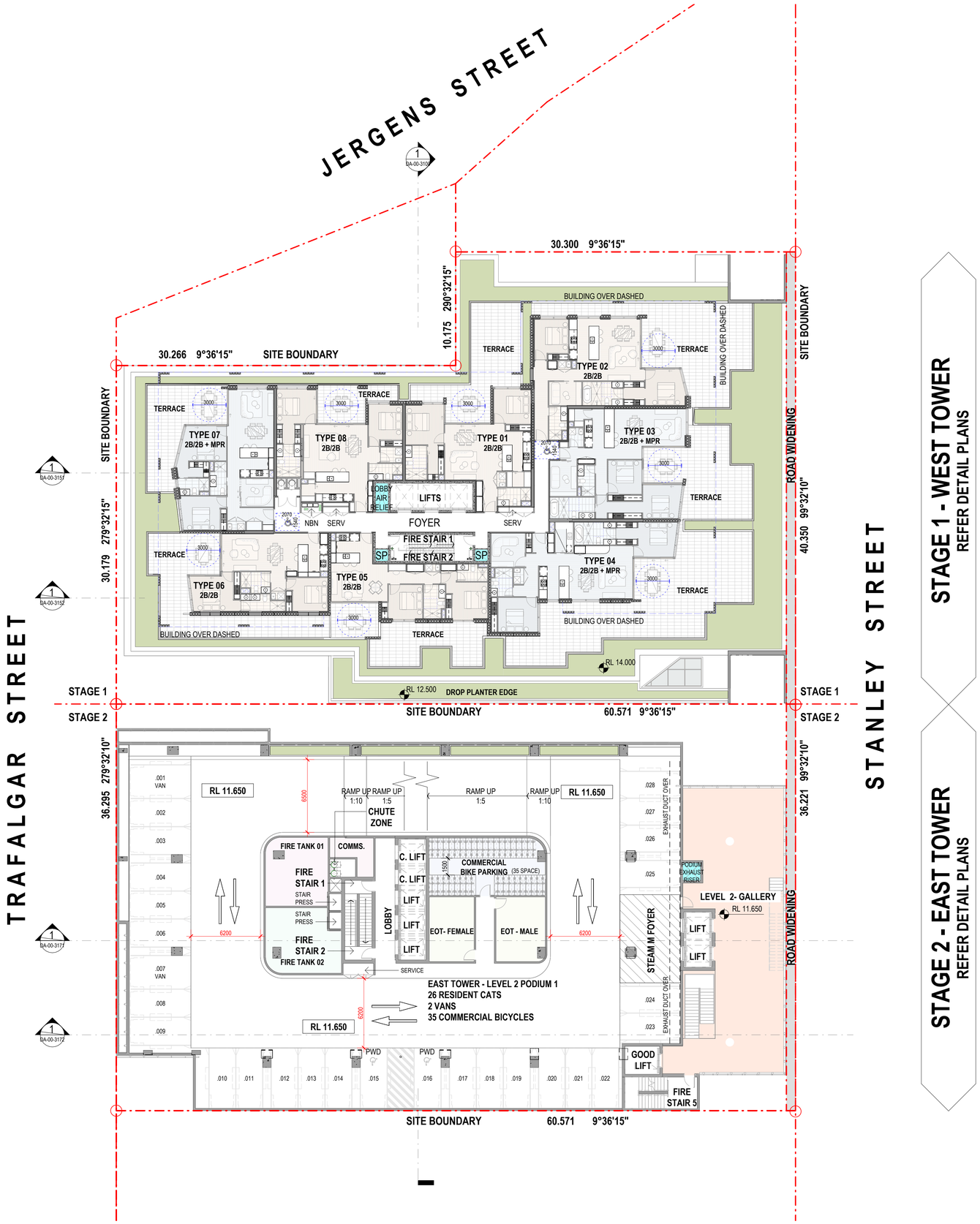

Amendments

Issue	Description	Date
A	DRAFT EDQ SUBMISSION	10.10.2025
B	EDQ SUBMISSION	17.10.2025

EDQ SUBMISSION

Consultant
Traffic, Waste and Acoustics consultant
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Project Title

STANLEY QUARTER
WOOLLOONGABBA

Building Name

COMBINED EAST & WEST

Drawing Title

LEVEL 2

Scale	1 : 200
Drawing Created (date)	APRIL 2025
Drawing Created (by)	GM/AK/ZJ
Plotted and checked by	GM
Verified	LM
Approved	LM

Project No	Drawing No	Issue
A241823	DA-00-2002	B

17/10/2025 2:45:19 PM

Amendments

Issue	Description	Date
A	DRAFT EDQ SUBMISSION	10.10.2025
B	EDQ SUBMISSION	17.10.2025

EDQ SUBMISSION

Consultant
Traffic, Waste and Acoustics consultant
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Project Title

STANLEY QUARTER
WOOLLOONGABBA

Building Name

COMBINED EAST & WEST

Drawing Title

LEVEL 3

Scale	1 : 200
Drawing Created (date)	APRIL 2025
Drawing Created (by)	GM/AK/ZJ
Plotted and checked by	GM
Verified	LM
Approved	LM

Project No	Drawing No	Issue
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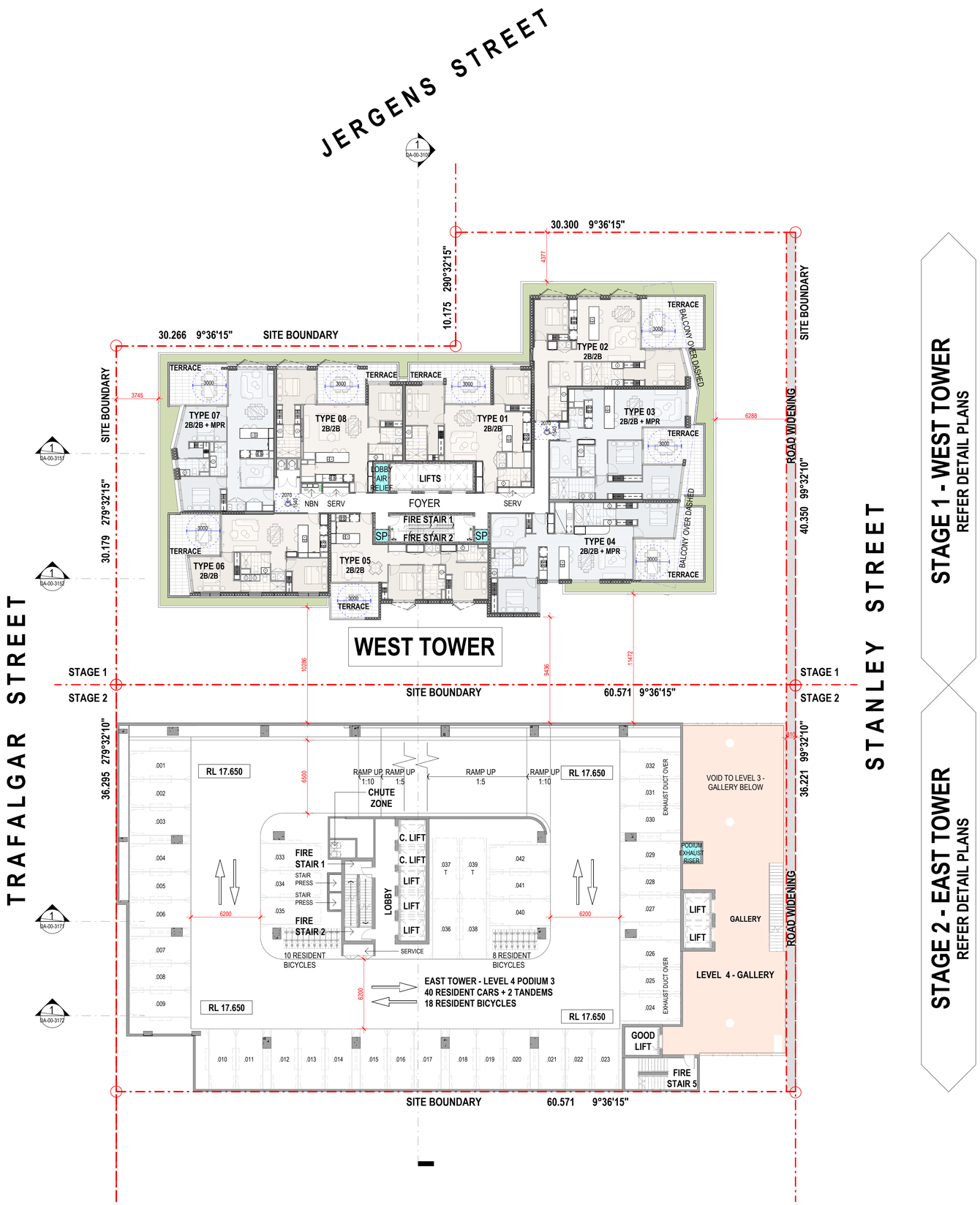

Amendments

Issue	Description	Date
A	DRAFT EDQ SUBMISSION	10.10.2025
B	EDQ SUBMISSION	17.10.2025

EDQ SUBMISSION

Consultant
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Project Title

STANLEY QUARTER
WOOLLOONGABBA

Building Name

COMBINED EAST & WEST

Drawing Title

LEVEL 4

Scale	1 : 200
Drawing Created (date)	APRIL 2025
Drawing Created (by)	GM/AK/ZJ
Plotted and checked by	GM
Verified	LM
Approved	LM

Project No	Drawing No	Issue
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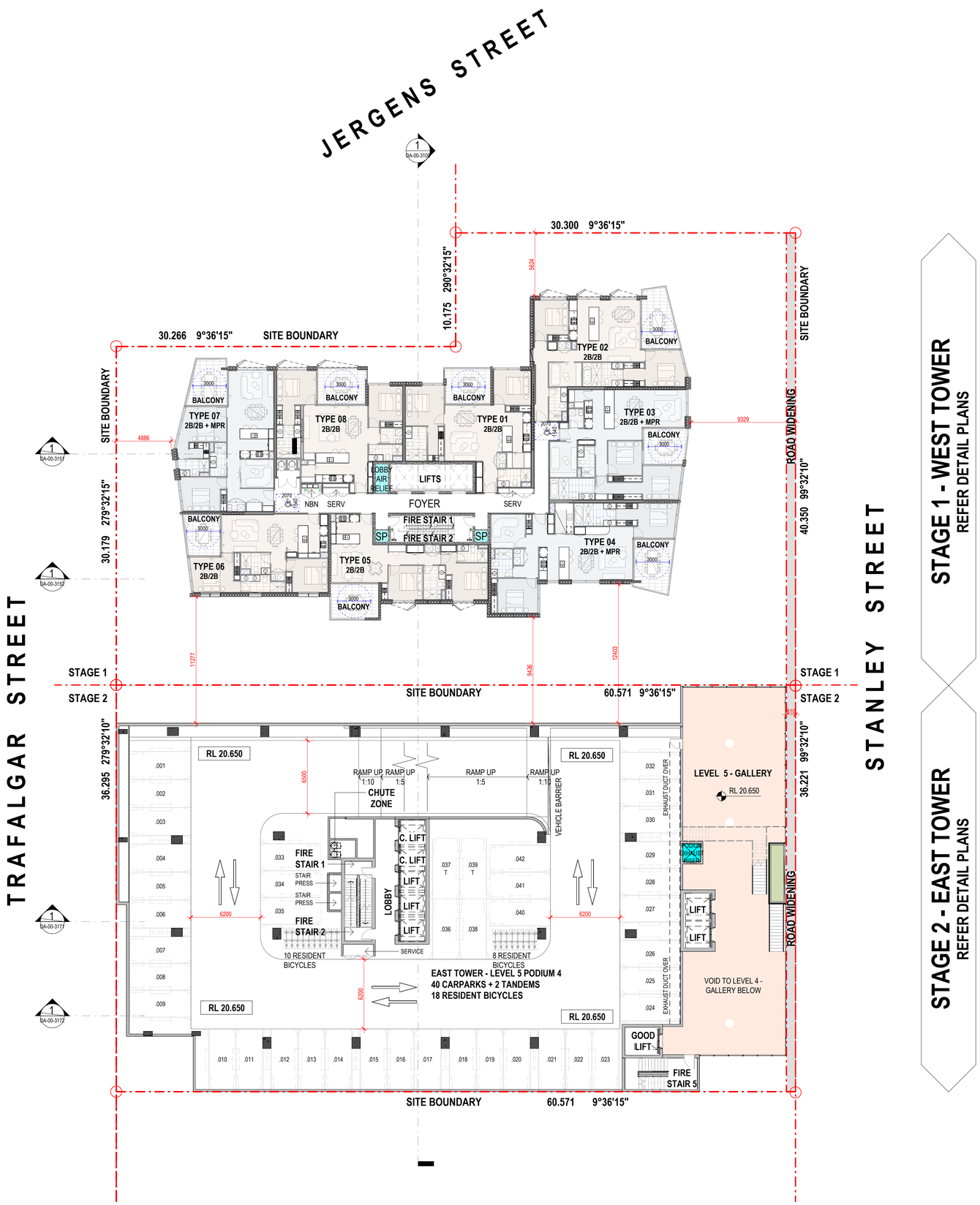

STAGE 1 - WEST TOWER
REFER DETAIL PLANS

STAGE 2 - EAST TOWER
REFER DETAIL PLANS

Amendments

Issue	Description	Date
A	DRAFT EDQ SUBMISSION	10.10.2025
B	EDQ SUBMISSION	17.10.2025

EDQ SUBMISSION

Consultant
Traffic, Waste and Acoustics consultant
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Project Title
STANLEY QUARTER
WOOLLOONGABBA

Building Name
COMBINED EAST & WEST

Drawing Title
LEVEL 5

Scale	1 : 200
Drawing Created (date)	APRIL 2025
Drawing Created (by)	GM/AK/ZJ
Plotted and checked by	GM
Verified	LM
Approved	LM

Project No	Drawing No	Issue
A241823	DA-00-2005	B

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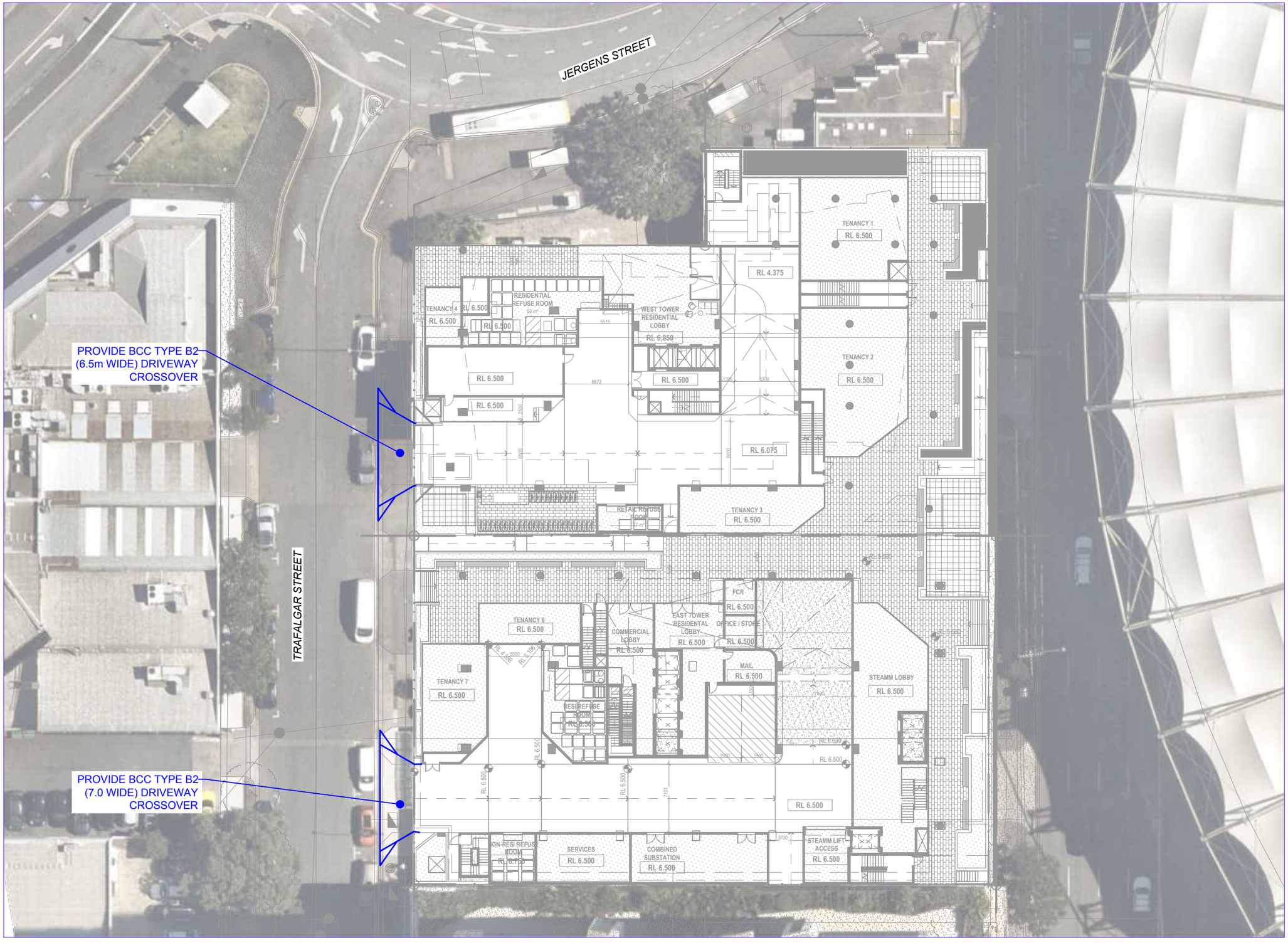
Appendix B Colliers Drawings



PRELIMINARY
ADVICE ONLY
21 October 2025

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	21-10-25	ORIGINAL ISSUE	DSF	NS	DW

SCALE
0 4 8 12 16 20m
SCALE 1:400 AT ORIGINAL SIZE

NORTH

CLIENT
SARAZIN

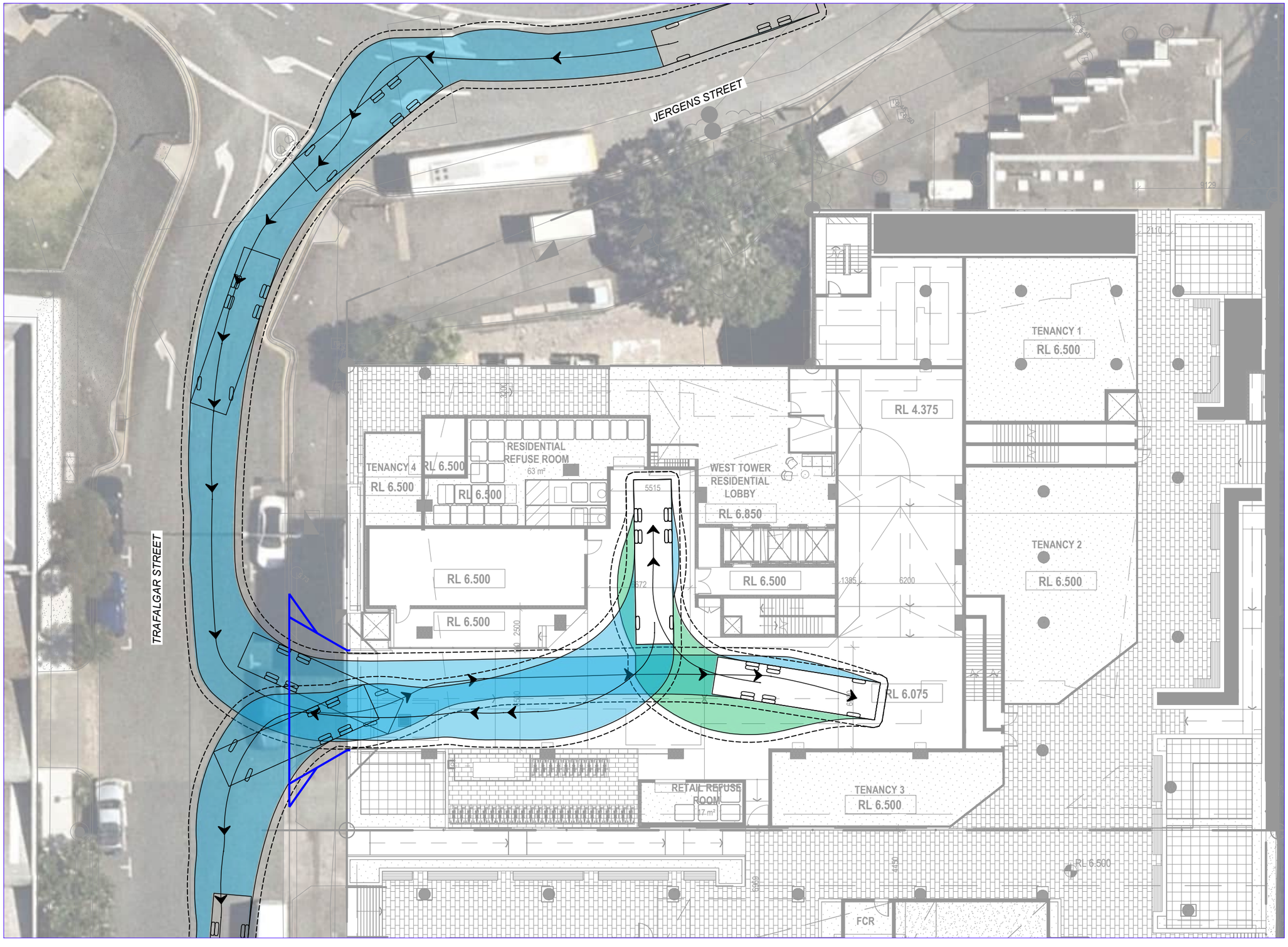
Colliers International Engineering & Design (TTMC) Pty Ltd
ABN 65 010 868 621
LEVEL 8, 369 Ann Street, BRISBANE QLD 4000
P.O. BOX 12015, BRISBANE QLD 4003
T: (07) 3327 9500 F: (07) 3327 9501
E: ttmbris@ttmgroup.com.au W: www.ttmgroup.com.au

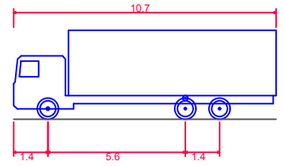
PROJECT
STANLEY QUARTER, WOOLLOONGABBA

DRAWING TITLE
LAYOUT REVIEW
AERIAL OVERLAY (OVERALL)

PROJECT NUMBER	25BRT0230
ORIGINAL SIZE	A3
DRAWING NUMBER	25BRT0230-01
REVISION	A
DATE	21 Oct 2025
SHEET	1 OF 1

25BRT0230-F02 V01 SERVICE VEHICLE MANS.DWG





LRV BCC

Overall Length	10.700m
Overall Width	2.450m
Overall Body Height	3.623m
Min Body Ground Clearance	0.419m
Track Width	2.450m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	11.000m
Design Speed Forward	5.00km/h
Clearance Envelope	0.500m

PRELIMINARY ADVICE ONLY

21 October 2025

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	21-10-25	ORIGINAL ISSUE	DSF	NS	DW

SCALE 0 2.5 5 7.5 10 12.5m

SCALE 1:250 AT ORIGINAL SIZE

NORTH

CLIENT: SARAZIN

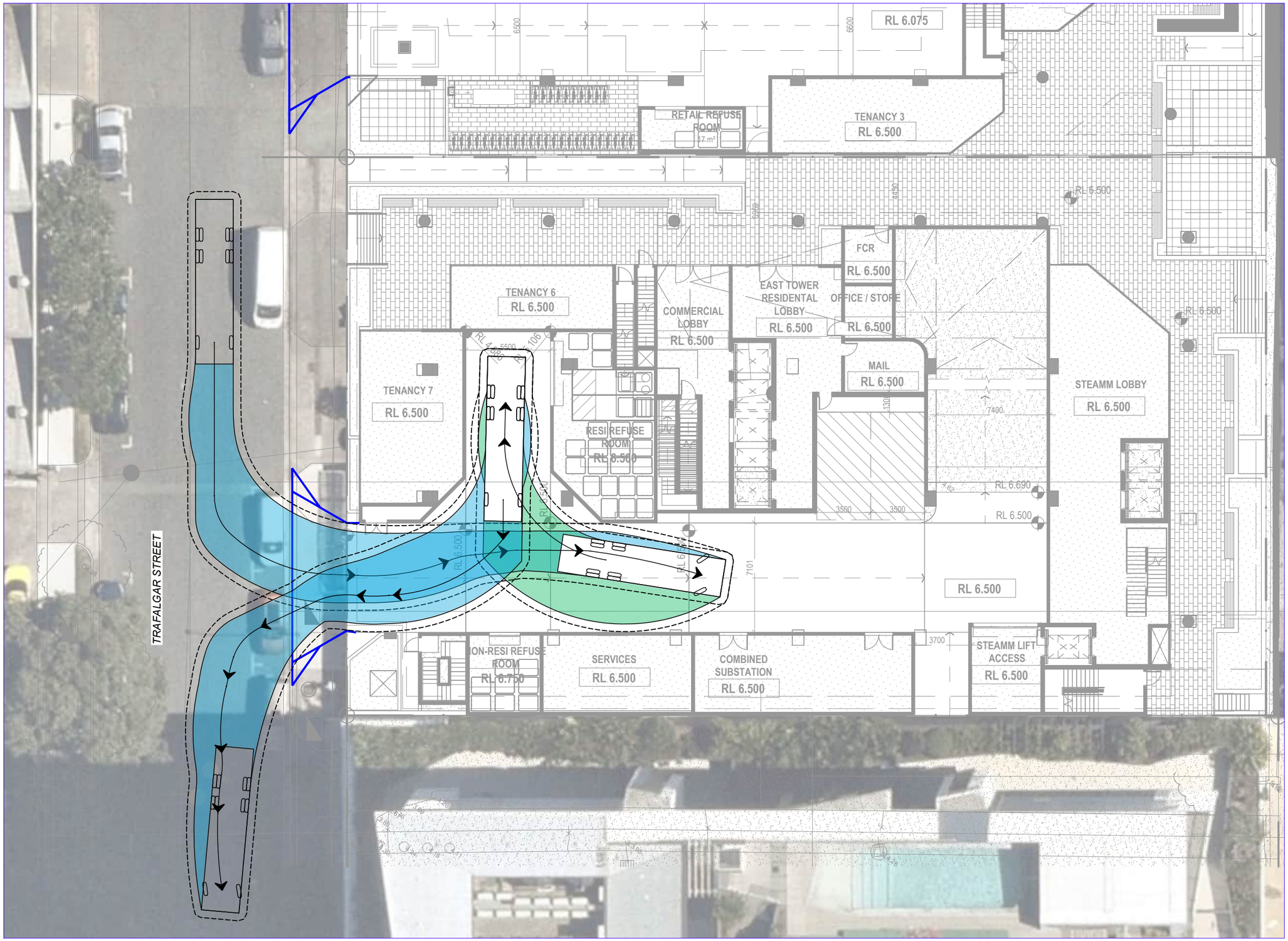
Colliers International Engineering & Design (TTMC) Pty Ltd
ABN 65 010 868 621
LEVEL 8, 369 Ann Street, BRISBANE QLD 4000
P.O. BOX 12015, BRISBANE QLD 4003
T: (07) 3327 9500 F: (07) 3327 9501
E: ttmbris@ttmgroup.com.au W: www.ttmgroup.com.au

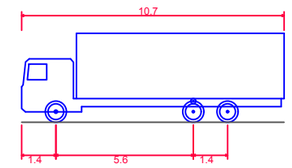
PROJECT: **STANLEY QUARTER, WOOLLOONGABBA**

DRAWING TITLE: **SWEPT PATH ANALYSIS - WEST TOWER**
10.7m LARGE RIGID VEHICLE

PROJECT NUMBER	ORIGINAL SIZE
25BRT0230	A3
DRAWING NUMBER	REVISION
25BRT0230-02	A
DATE	SHEET
21 Oct 2025	1 OF 1

25BRT0230-F02 V01 SERVICE VEHICLE MANS.DWG





LRV BCC

Overall Length	10.700m
Overall Width	2.450m
Overall Body Height	3.623m
Min Body Ground Clearance	0.419m
Track Width	2.450m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	11.000m
Design Speed Forward	5.00km/h
Clearance Envelope	0.500m

PRELIMINARY ADVICE ONLY

21 October 2025

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	21-10-25	ORIGINAL ISSUE	DSF	NS	DW

SCALE 0 2.5 5 7.5 10 12.5m

SCALE 1:250 AT ORIGINAL SIZE

NORTH

CLIENT: SARAZIN

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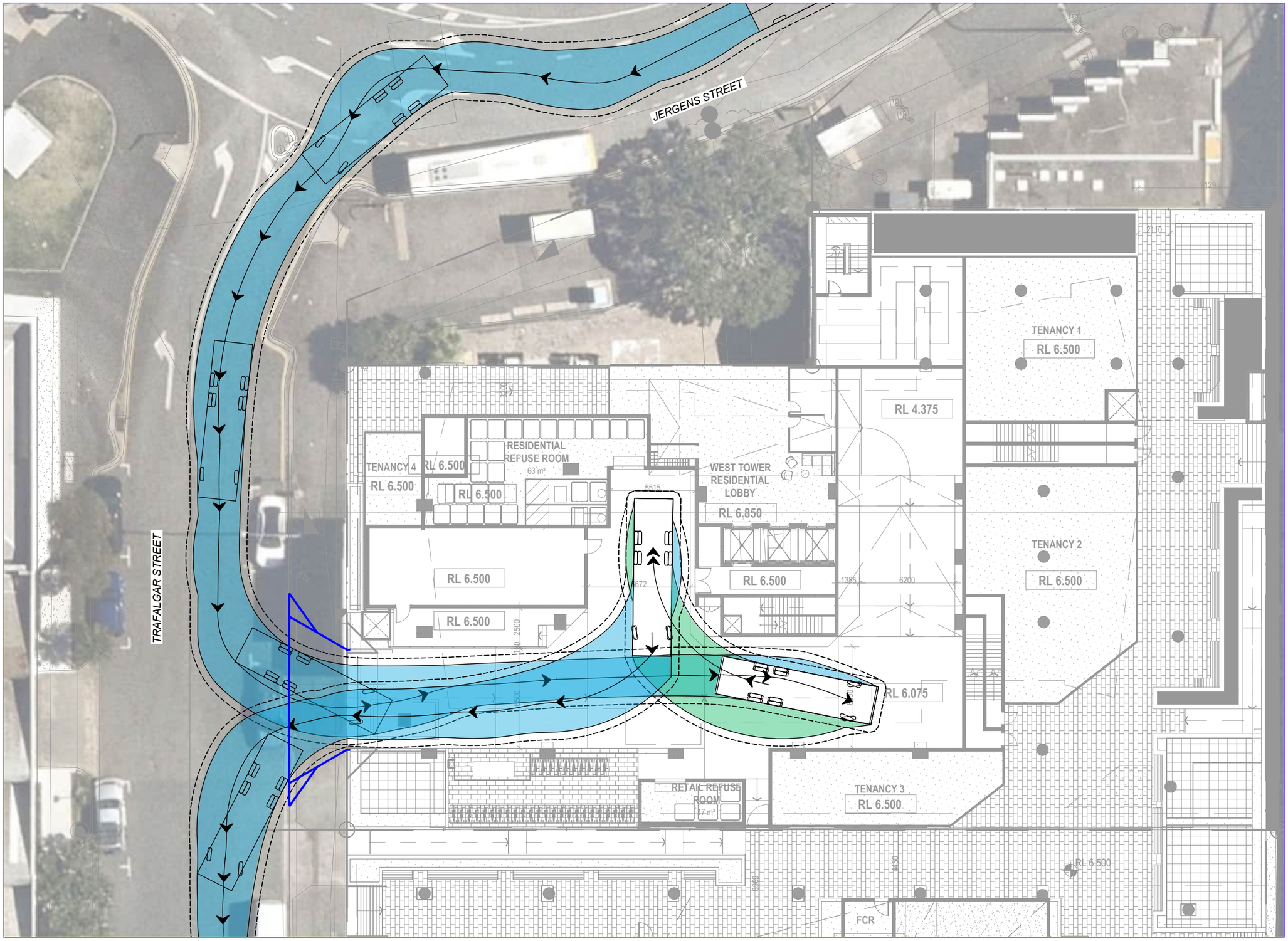
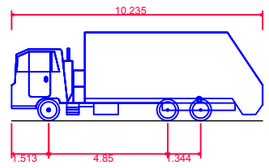
PROJECT: **STANLEY QUARTER, WOOLLOONGABBA**

DRAWING TITLE: **SWEPT PATH ANALYSIS - EAST TOWER**
10.7m LARGE RIGID VEHICLE

PROJECT NUMBER	ORIGINAL SIZE
25BRT0230	A3
DRAWING NUMBER	REVISION
25BRT0230-03	A
DATE	SHEET
21 Oct 2025	1 OF 1

25BRT0230-F02 V01 SERVICE VEHICLE MANS.DWG





IVECO ACCO 6x4 (BCC - Rear Loader)

Overall Length	10.235m
Overall Width	2.500m
Overall Body Height	3.600m
Min Body Ground Clearance	0.260m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	9.757m
Design Speed Forward	5.00km/h
Clearance Envelope	0.500m

D.J Watkins

ASSOCIATE DIRECTOR

DARRYL WATKINS RPEQ 23854

APPROVED 20 Oct 2025

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
B	21-10-25	REVISED ARCHITECTURAL BASE	DSF	NS	DW
A	17-10-25	ORIGINAL ISSUE	DSF	NS	DW

SCALE 0 2.5 5 7.5 10 12.5m

SCALE 1:250 AT ORIGINAL SIZE

NORTH

CLIENT

SARAZIN

Colliers International Engineering & Design (TTMC) Pty Ltd
ABN 65 010 868 621
LEVEL 8, 369 Ann Street, BRISBANE QLD 4000
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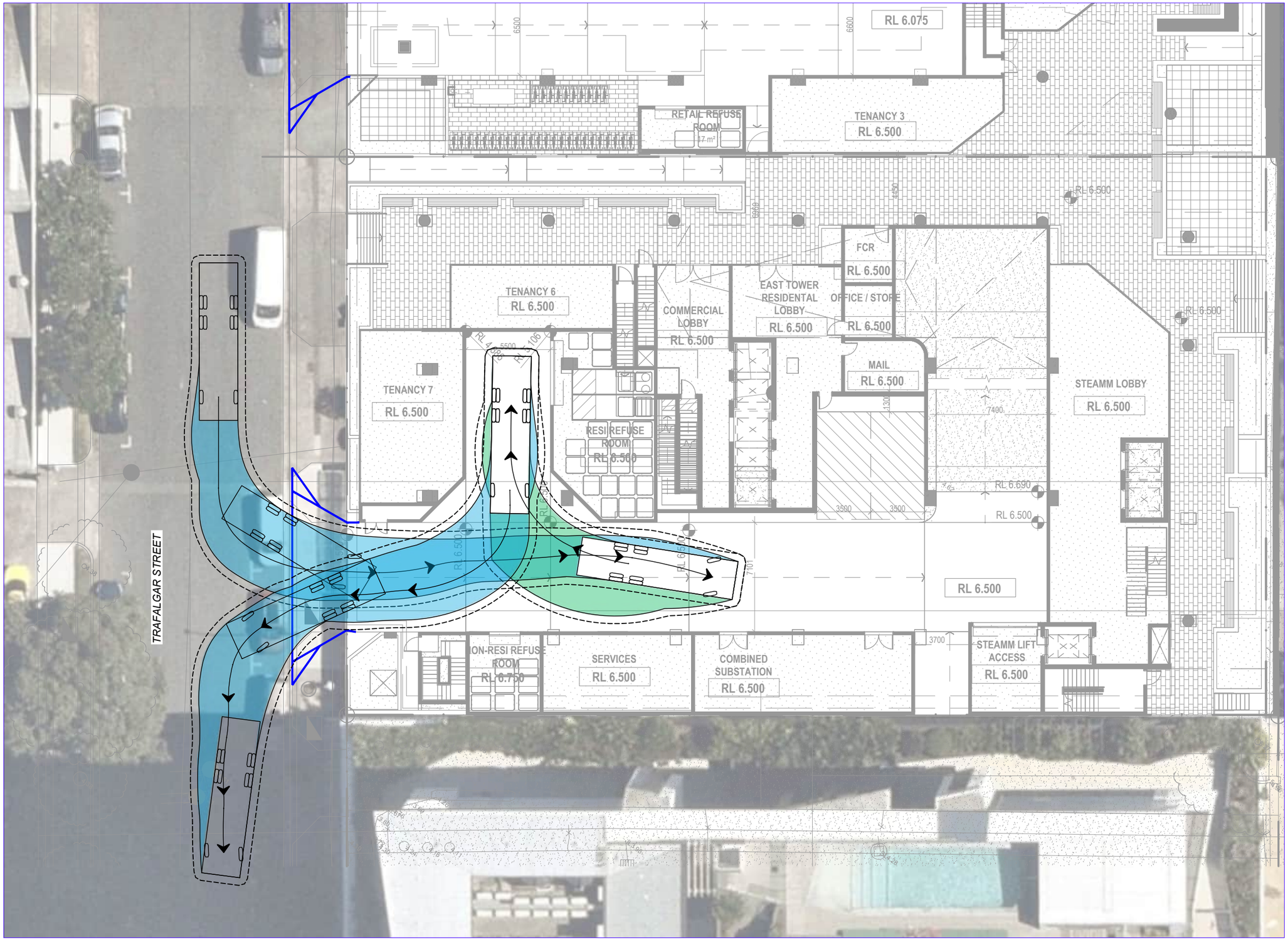
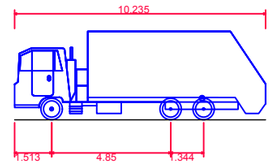
PROJECT
STANLEY QUARTER, WOOLLOONGABBA

DRAWING TITLE
SWEPT PATH ANALYSIS - WEST TOWER
10.24m REAR LOADING REFUSE COLLECTION VEHICLE

PROJECT NUMBER	ORIGINAL SIZE
25BRT0230	A3
DRAWING NUMBER	REVISION
25BRT0230-04	B
DATE	SHEET
21 Oct 2025	1 OF 1

25BRT0230-F02 V01 SERVICE VEHICLE MANS.DWG





IVECO ACCO 6x4 (BCC - Rear Loader)

Overall Length	10.235m
Overall Width	2.500m
Overall Body Height	3.600m
Min Body Ground Clearance	0.260m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	9.757m
Design Speed Forward	5.00km/h
Clearance Envelope	0.500m

D.S Watkins

ASSOCIATE DIRECTOR

DARRYL WATKINS RPEQ 23854

APPROVED 20 Oct 2025

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
B	21-10-25	REVISED ARCHITECTURAL BASE	DSF	NS	DW
A	17-10-25	ORIGINAL ISSUE	DSF	NS	DW

SCALE 0 2.5 5 7.5 10 12.5m

SCALE 1:250 AT ORIGINAL SIZE

NORTH

CLIENT SARAZIN

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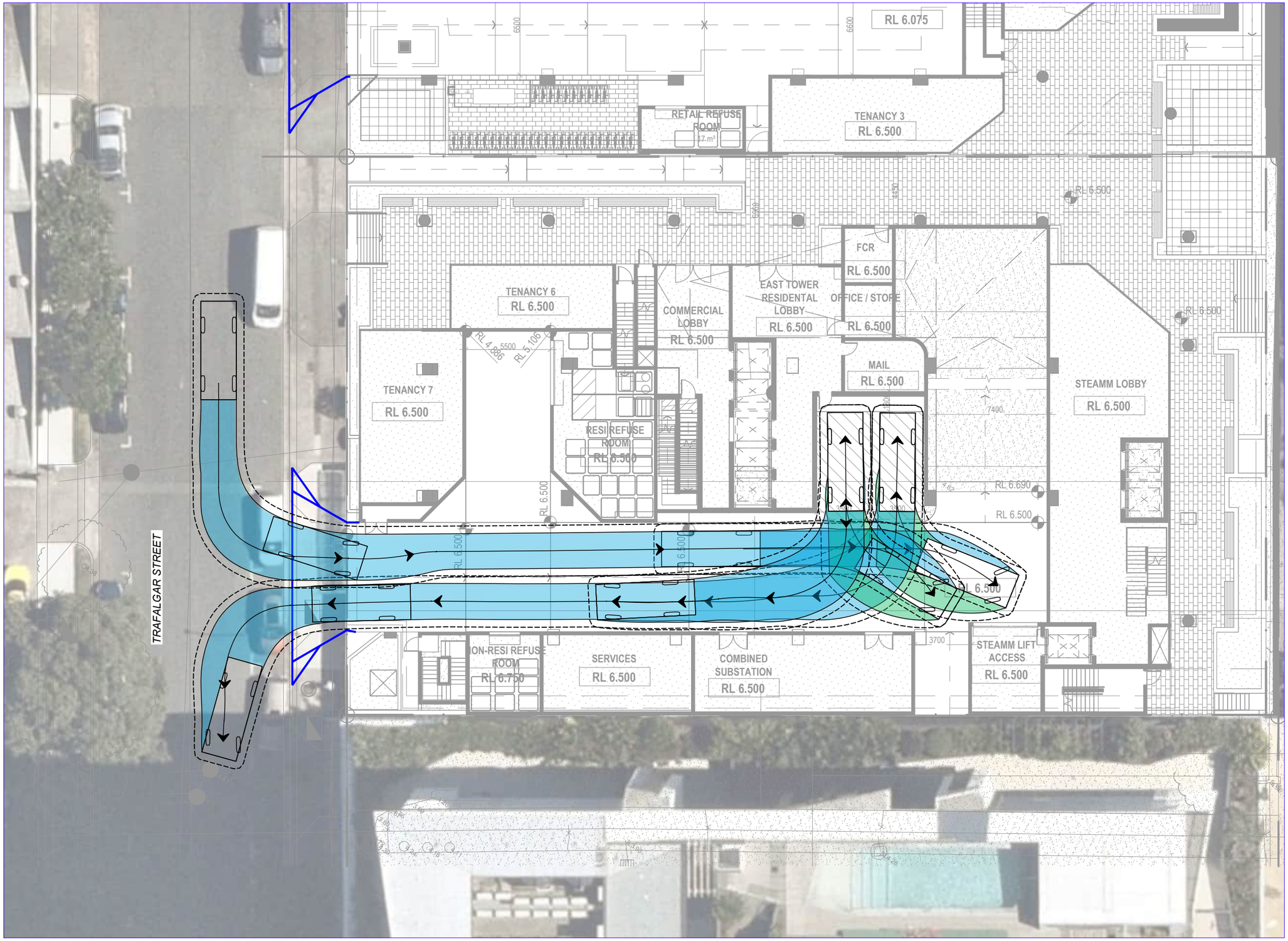
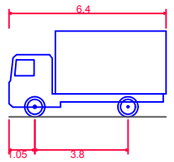
PROJECT **STANLEY QUARTER, WOOLLOONGABBA**

DRAWING TITLE **SWEPT PATH ANALYSIS - EAST TOWER**
10.24m REAR LOADING REFUSE COLLECTION VEHICLE

PROJECT NUMBER	25BRT0230
ORIGINAL SIZE	A3
DRAWING NUMBER	25BRT0230-05
REVISION	B
DATE	21 Oct 2025
SHEET	1 OF 1

25BRT0230-F02 V01 SERVICE VEHICLE MANS.DWG





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	6.00s
Curb to Curb Turning Radius	7.100m
Design Speed Forward	5.00km/h
Clearance Envelope	0.500m

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21 October 2025

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	21-10-25	ORIGINAL ISSUE	DSF	NS	DW

SCALE 0 2.5 5 7.5 10 12.5m

SCALE 1:250 AT ORIGINAL SIZE

NORTH

CLIENT: SARAZIN

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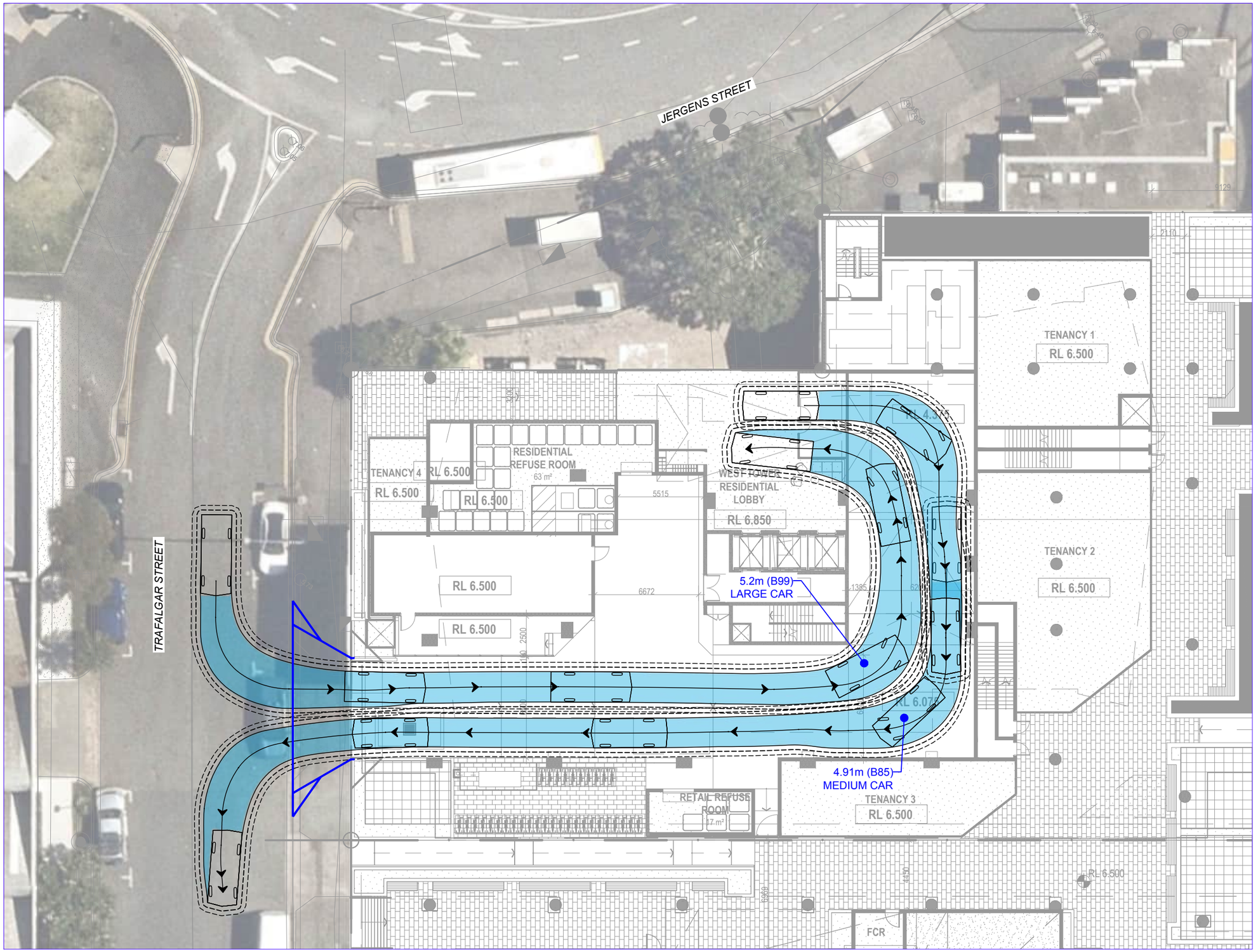
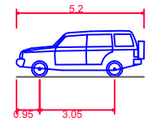
PROJECT: **STANLEY QUARTER, WOOLLOONGABBA**

DRAWING TITLE: **SWEPT PATH ANALYSIS - EAST TOWER**
6.4m SMALL RIGID VEHICLE

PROJECT NUMBER	25BRT0230
ORIGINAL SIZE	A3
DRAWING NUMBER	25BRT0230-06
REVISION	A
DATE	21 Oct 2025
SHEET	1 OF 1

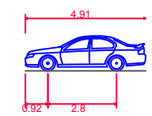
25BRT0230-F02 V01 SERVICE VEHICLE MANS.DWG





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	6.00s
Curb to Curb Turning Radius	6.250m
Design Speed Forward	5.00km/h
Clearance Envelope	0.300m (INSIDE)
Clearance Envelope	0.600m (OUTSIDE)



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	6.00s
Curb to Curb Turning Radius	5.750m
Design Speed Forward	5.00km/h
Clearance Envelope	0.300m (INSIDE)
	0.600m (OUTSIDE)

PRELIMINARY ADVICE ONLY

21 October 2025

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	21-10-25	ORIGINAL ISSUE	DSF	NS	DW

SCALE 0 2.5 5 7.5 10 12.5m

SCALE 1:250 AT ORIGINAL SIZE

NORTH

CLIENT: SARAZIN

Colliers International Engineering & Design (TTMC) Pty Ltd
ABN 65 010 868 621
LEVEL 8, 369 Ann Street, BRISBANE QLD 4000
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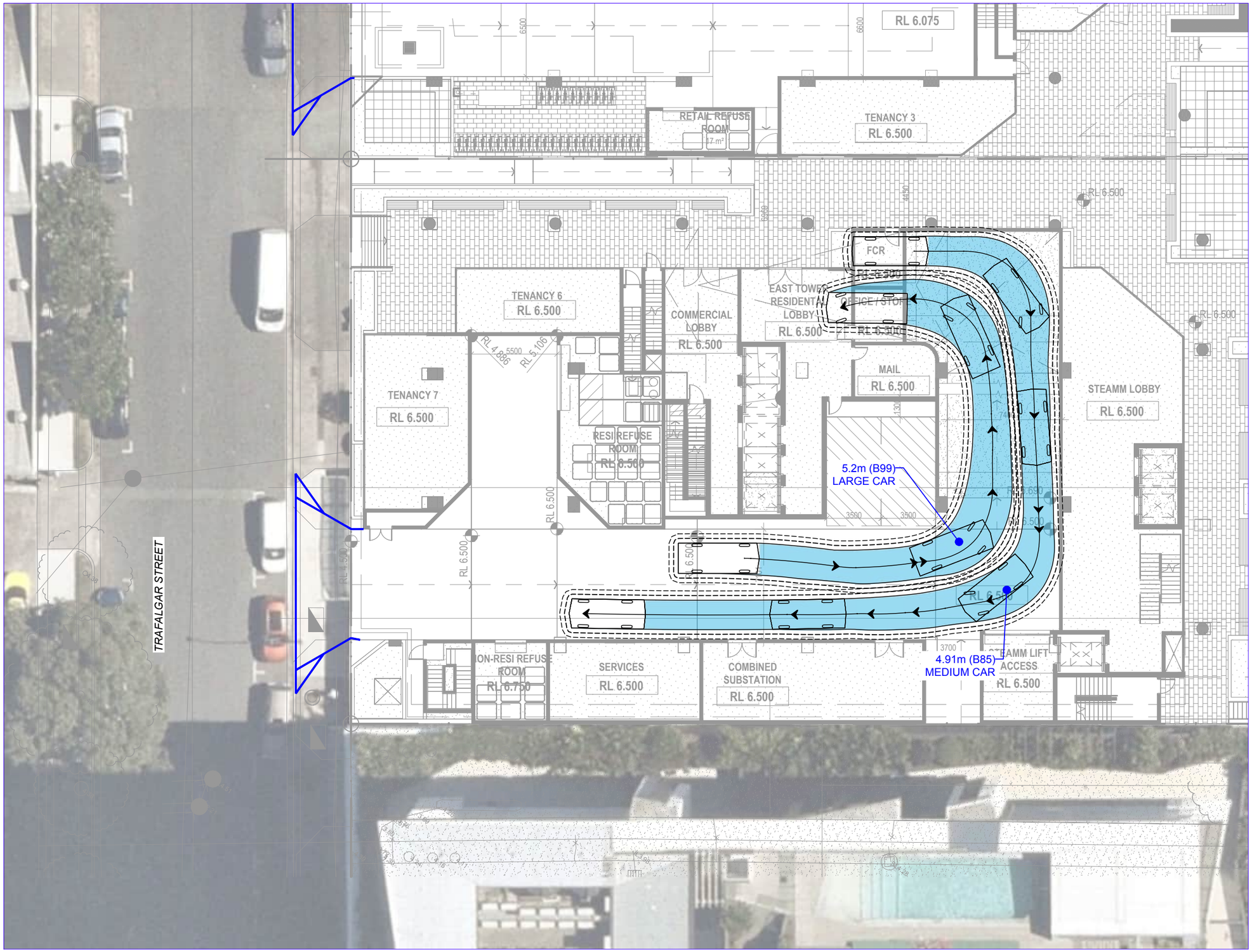
E: ttmbris@ttmgroup.com.au W: www.ttmgroup.com.au

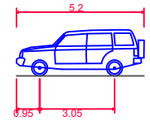
PROJECT: **STANLEY QUARTER, WOOLLOONGABBA**

DRAWING TITLE: **SWEPT PATH ANALYSIS - GROUND / LEVEL 1 - WEST TOWER**
5.2m (B99) LARGE CAR (INSIDE) PASSING
4.91m (B85) MEDIUM CAR (OUTSIDE)

PROJECT NUMBER	25BRT0230
ORIGINAL SIZE	A3
DRAWING NUMBER	25BRT0230-07
REVISION	A
DATE	21 Oct 2025
SHEET	1 OF 1

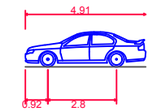
25BRT0230-F02 V01 SERVICE VEHICLE MANS.DWG





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	6.00s
Curb to Curb Turning Radius	6.250m
Design Speed Forward	5.00km/h
Clearance Envelope	0.300m



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	6.00s
Curb to Curb Turning Radius	5.750m
Design Speed Forward	5.00km/h
Clearance Envelope	0.300m

PRELIMINARY ADVICE ONLY

21 October 2025

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	21-10-25	ORIGINAL ISSUE	DSF	NS	DW

SCALE 0 2.5 5 7.5 10 12.5m

SCALE 1:250 AT ORIGINAL SIZE

NORTH

CLIENT: SARAZIN

Colliers International Engineering & Design (TTMC) Pty Ltd
ABN 65 010 868 621
LEVEL 8, 369 Ann Street, BRISBANE QLD 4000
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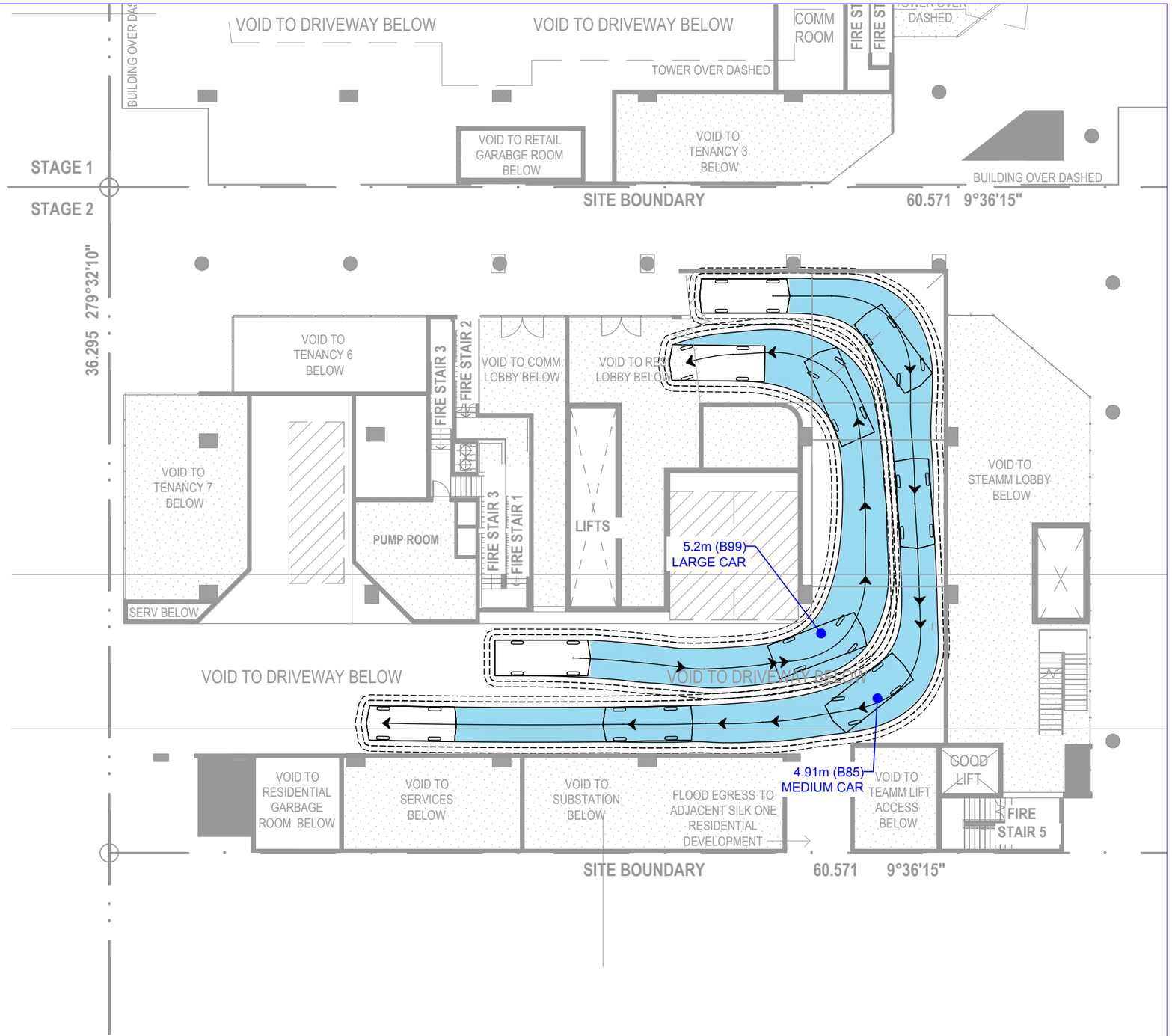
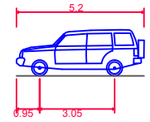
PROJECT: **STANLEY QUARTER, WOOLLOONGABBA**

DRAWING TITLE: **SWEPT PATH ANALYSIS - GROUND / LEVEL 1 - EAST TOWER**
5.2m (B99) LARGE CAR (INSIDE) PASSING
4.91m (B85) MEDIUM CAR (OUTSIDE)

PROJECT NUMBER	ORIGINAL SIZE
25BRT0230	A3
DRAWING NUMBER	REVISION
25BRT0230-08	A
DATE	SHEET
21 Oct 2025	1 OF 1

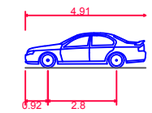
25BRT0230-F02 V01 SERVICE VEHICLE MANS.DWG





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	6.00s
Curb to Curb Turning Radius	6.250m
Design Speed Forward	5.00km/h
Clearance Envelope	0.300m (INSIDE)
Clearance Envelope	0.600m (OUTSIDE)



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	6.00s
Curb to Curb Turning Radius	5.750m
Design Speed Forward	5.00km/h
Clearance Envelope	0.300m (INSIDE)
	0.600m (OUTSIDE)

PRELIMINARY ADVICE ONLY

21 October 2025

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	21-10-25	ORIGINAL ISSUE	DSF	NS	DW

SCALE 0 2.5 5 7.5 10 12.5m
SCALE 1:250 AT ORIGINAL SIZE

NORTH

CLIENT: SARAZIN

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ABN 65 010 868 621
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P.O. BOX 12015, BRISBANE QLD 4003
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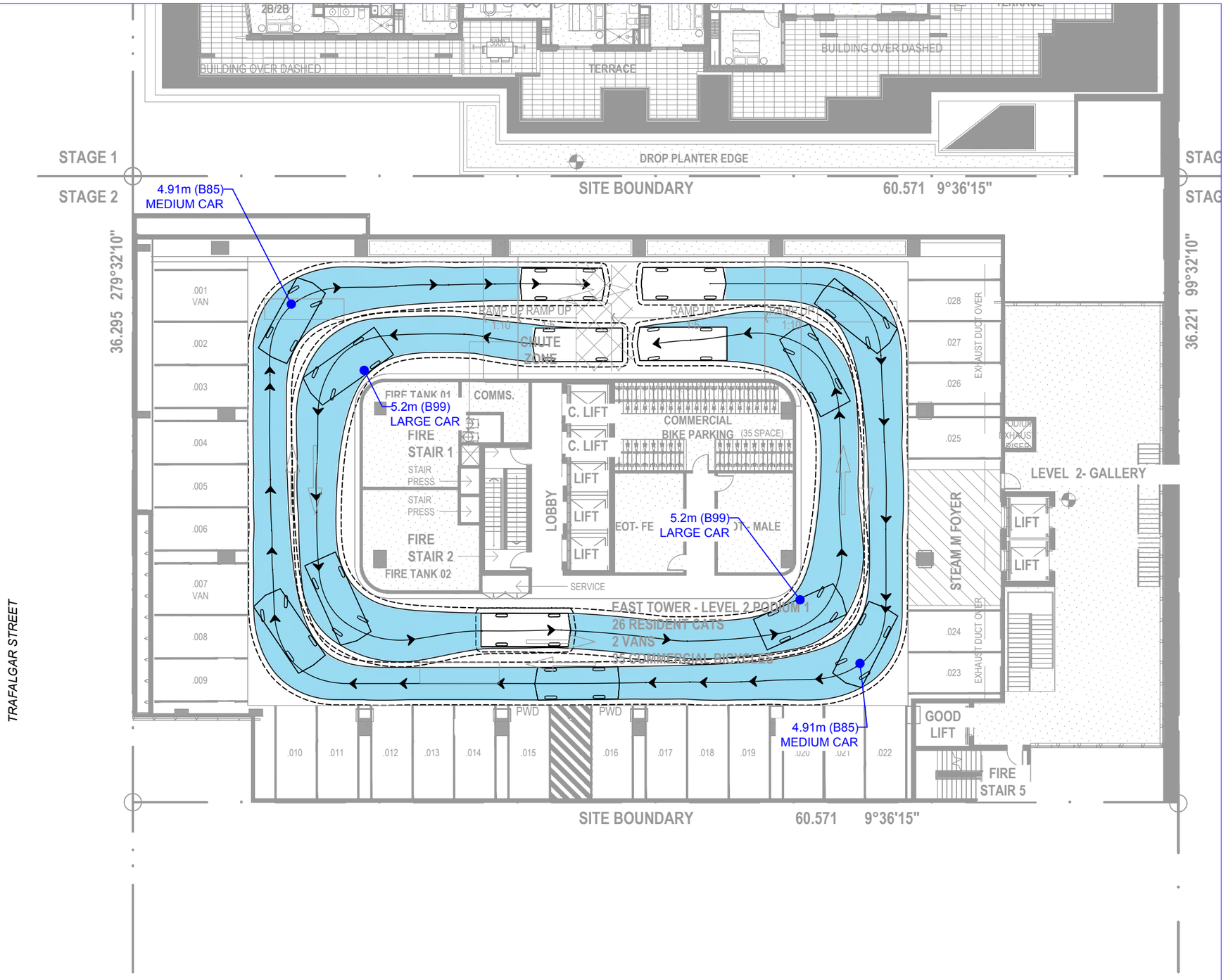
E: ttmbris@ttmgroup.com.au W: www.ttmgroup.com.au

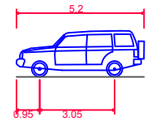
PROJECT: **STANLEY QUARTER, WOOLLOONGABBA**

DRAWING TITLE: **SWEPT PATH ANALYSIS - MEZZANINE - EAST TOWER**
5.2m (B99) LARGE CAR (INSIDE) PASSING
4.91m (B85) MEDIUM CAR (OUTSIDE)

PROJECT NUMBER	25BRT0230
ORIGINAL SIZE	A3
DRAWING NUMBER	25BRT0230-09
REVISION	A
DATE	21 Oct 2025
SHEET	1 OF 1

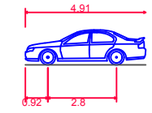
25BRT0230-F02 V01 SERVICE VEHICLE MANS.DWG





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	6.00s
Curb to Curb Turning Radius	6.250m
Design Speed Forward	5.00km/h
Clearance Envelope	0.300m



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	6.00s
Curb to Curb Turning Radius	5.750m
Design Speed Forward	5.00km/h
Clearance Envelope	0.300m

PRELIMINARY ADVICE ONLY

21 October 2025

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	21-10-25	ORIGINAL ISSUE	DSF	NS	DW

SCALE 0 2.5 5 7.5 10 12.5m
SCALE 1:250 AT ORIGINAL SIZE

NORTH

CLIENT: SARAZIN

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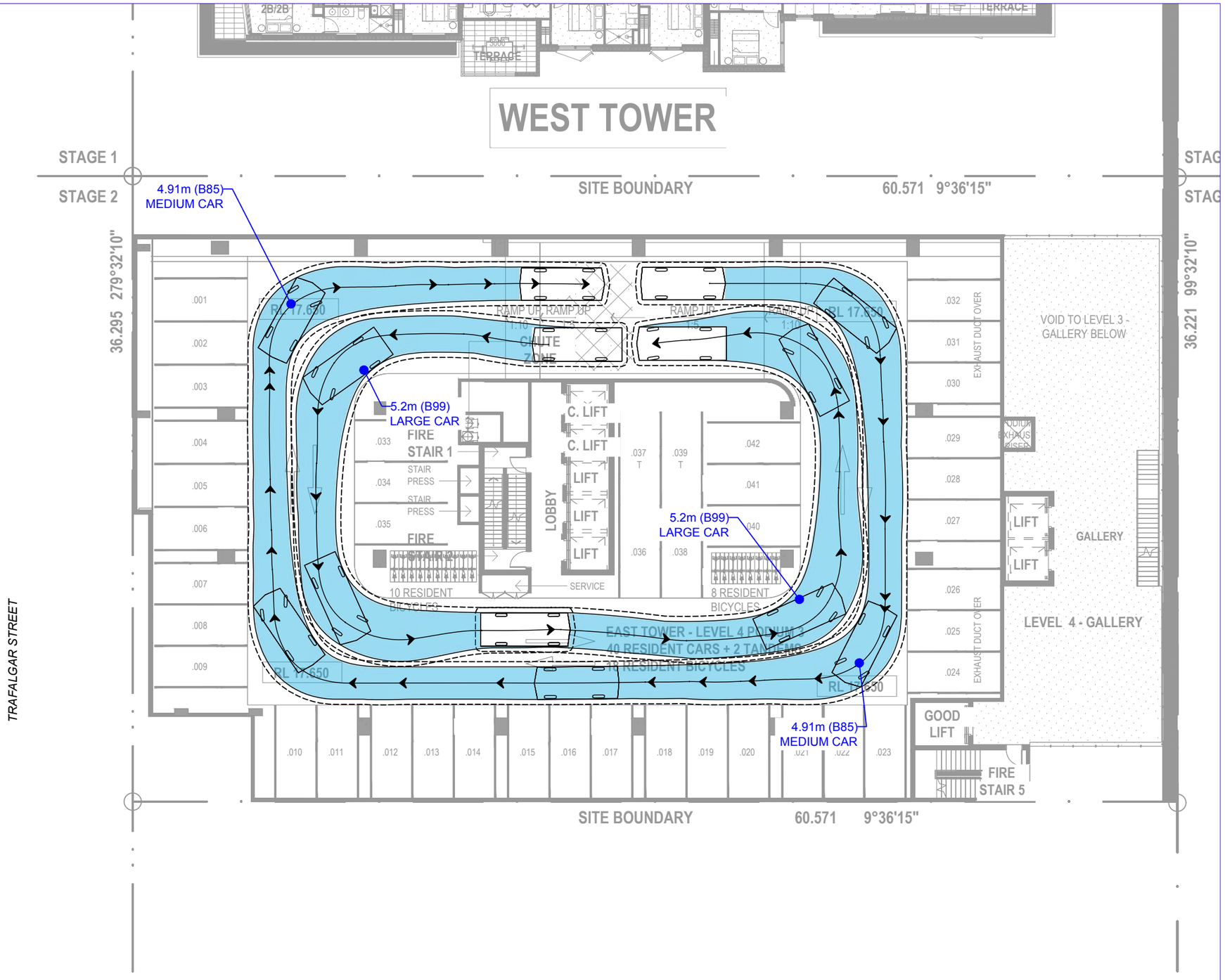
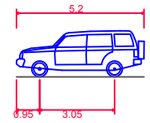
PROJECT: **STANLEY QUARTER, WOOLLOONGABBA**

DRAWING TITLE: **SWEPT PATH ANALYSIS - LEVEL 2 - EAST TOWER (PODIUM 1)**
5.2m (B99) LARGE CAR (INSIDE) PASSING
4.91m (B85) MEDIUM CAR (OUTSIDE)

PROJECT NUMBER	25BRT0230
ORIGINAL SIZE	A3
DRAWING NUMBER	25BRT0230-10
REVISION	A
DATE	21 Oct 2025
SHEET	1 OF 1

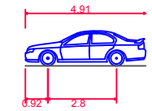
25BRT0230-F02 V01 SERVICE VEHICLE MANS.DWG





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	6.00s
Curb to Curb Turning Radius	6.250m
Design Speed Forward	5.00km/h
Clearance Envelope	0.300m



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	6.00s
Curb to Curb Turning Radius	5.750m
Design Speed Forward	5.00km/h
Clearance Envelope	0.300m

PRELIMINARY ADVICE ONLY

21 October 2025

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	21-10-25	ORIGINAL ISSUE	DSF	NS	DW

SCALE 0 2.5 5 7.5 10 12.5m
SCALE 1:250 AT ORIGINAL SIZE

NORTH

CLIENT
SARAZIN

Colliers International Engineering & Design (TTMC) Pty Ltd
ABN 65 010 868 621
LEVEL 8, 369 Ann Street, BRISBANE QLD 4000
P.O. BOX 12015, BRISBANE QLD 4003
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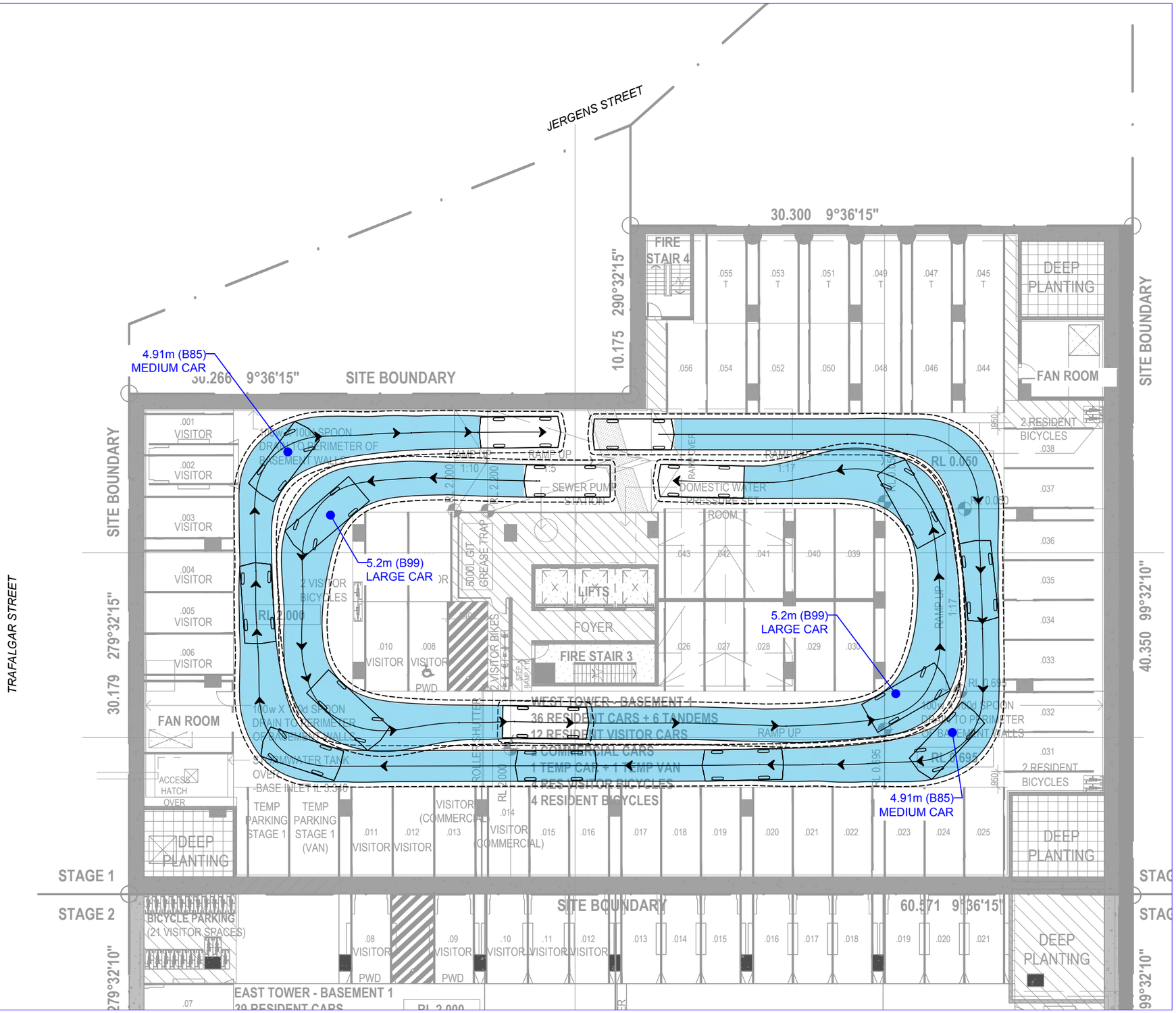
E: ttmbris@ttmgroup.com.au W: www.ttmgroup.com.au

PROJECT
STANLEY QUARTER, WOOLLOONGABBA

DRAWING TITLE
SWEPT PATH ANALYSIS - LEVEL 4 - EAST TOWER (PODIUM 3)
5.2m (B99) LARGE CAR (INSIDE) PASSING
4.91m (B85) MEDIUM CAR (OUTSIDE)

PROJECT NUMBER	25BRT0230
ORIGINAL SIZE	A3
DRAWING NUMBER	25BRT0230-11
REVISION	A
DATE	21 Oct 2025
SHEET	1 OF 1

25BRT0230-F02 V01 SERVICE VEHICLE MANS.DWG



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	6.00s
Curb to Curb Turning Radius	6.250m
Design Speed Forward	5.00km/h
Clearance Envelope	0.300m

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	6.00s
Curb to Curb Turning Radius	5.750m
Design Speed Forward	5.00km/h
Clearance Envelope	0.300m

PRELIMINARY ADVICE ONLY
21 October 2025

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	21-10-25	ORIGINAL ISSUE	DSF	NS	DW

SCALE 0 2.5 5 7.5 10 12.5m
SCALE 1:250 AT ORIGINAL SIZE

NORTH

CLIENT
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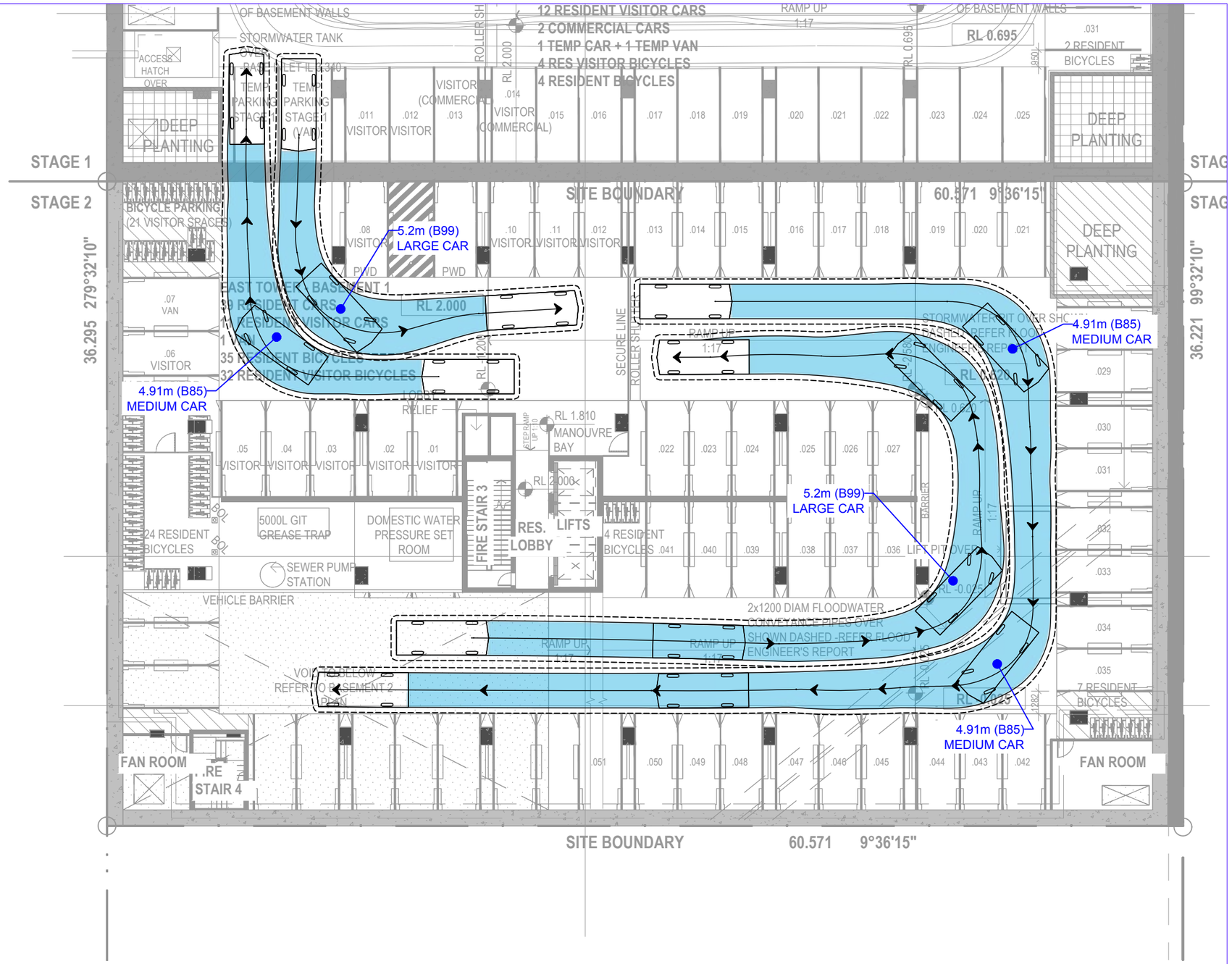
PROJECT
STANLEY QUARTER, WOOLLOONGABBA

DRAWING TITLE
SWEPT PATH ANALYSIS - BASEMENT 1 - WEST TOWER
5.2m (B99) LARGE CAR (INSIDE) PASSING
4.91m (B85) MEDIUM CAR (OUTSIDE)

PROJECT NUMBER	ORIGINAL SIZE
25BRT0230	A3
DRAWING NUMBER	REVISION
25BRT0230-12	A
DATE	SHEET
21 Oct 2025	1 OF 1

25BRT0230-F02 V01 SERVICE VEHICLE MANS.DWG



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	6.00s
Curb to Curb Turning Radius	6.250m
Design Speed Forward	5.00km/h
Clearance Envelope	0.300m

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	6.00s
Curb to Curb Turning Radius	5.750m
Design Speed Forward	5.00km/h
Clearance Envelope	0.300m

PRELIMINARY ADVICE ONLY
21 October 2025

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	21-10-25	ORIGINAL ISSUE	DSF	NS	DW

SCALE 0 2.5 5 7.5 10 12.5m
SCALE 1:250 AT ORIGINAL SIZE
NORTH
CLIENT: SARAZIN

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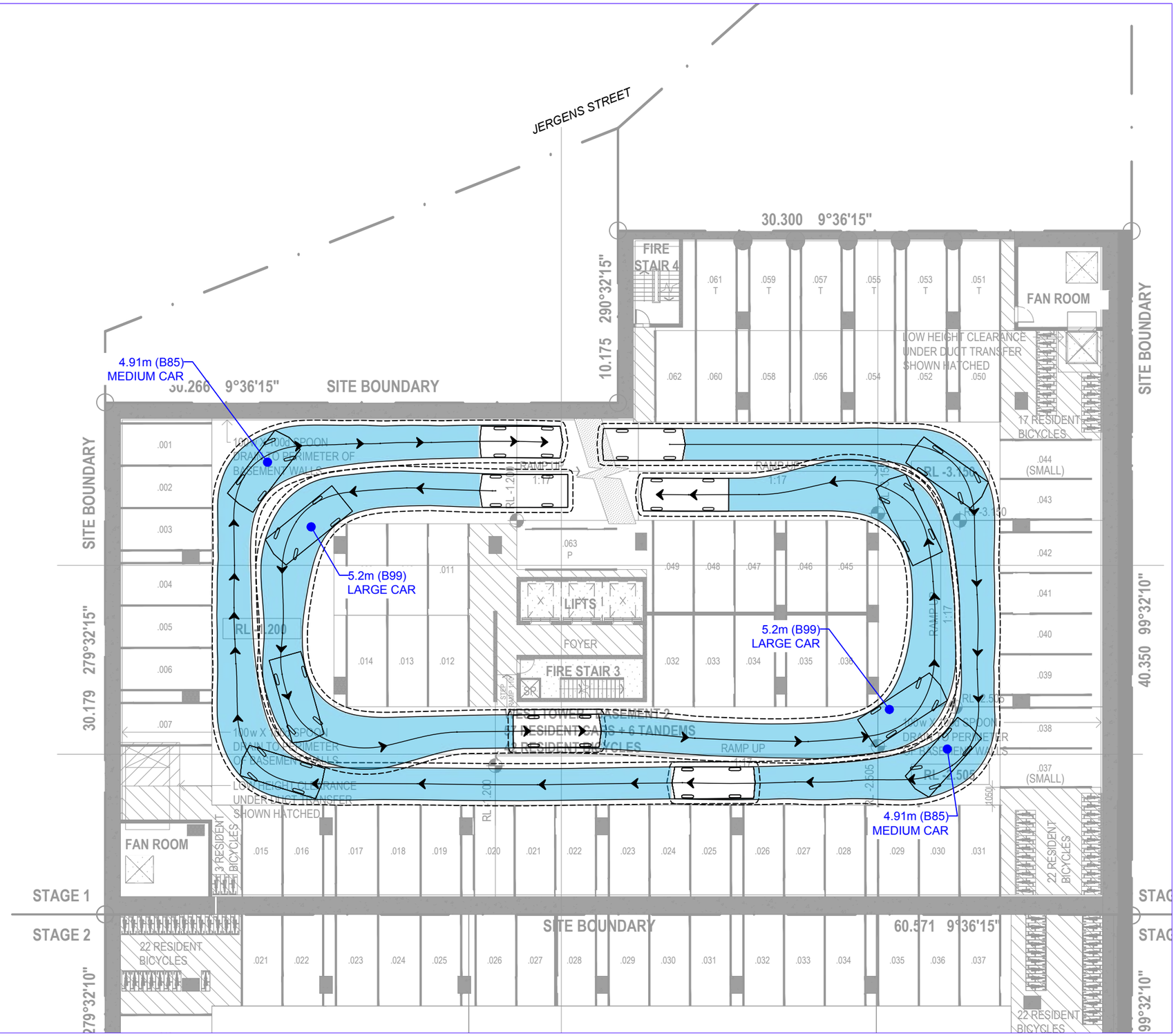
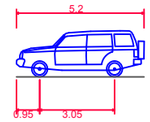
PROJECT: **STANLEY QUARTER, WOOLLOONGABBA**
DRAWING TITLE: **SWEPT PATH ANALYSIS - BASEMENT 1 - EAST TOWER**
5.2m (B99) LARGE CAR (INSIDE) PASSING
4.91m (B85) MEDIUM CAR (OUTSIDE)

PROJECT NUMBER	25BRT0230
ORIGINAL SIZE	A3
DRAWING NUMBER	25BRT0230-13
REVISION	A
DATE	21 Oct 2025
SHEET	1 OF 1

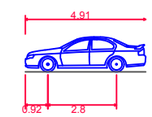
25BRT0230-F02 V01 SERVICE VEHICLE MANS.DWG





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	6.00s
Curb to Curb Turning Radius	6.250m
Design Speed Forward	5.00km/h
Clearance Envelope	0.300m



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	6.00s
Curb to Curb Turning Radius	5.750m
Design Speed Forward	5.00km/h
Clearance Envelope	0.300m

PRELIMINARY ADVICE ONLY

21 October 2025

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	21-10-25	ORIGINAL ISSUE	DSF	NS	DW

SCALE 0 2.5 5 7.5 10 12.5m

SCALE 1:250 AT ORIGINAL SIZE

NORTH

CLIENT: SARAZIN

Colliers International Engineering & Design (TTMC) Pty Ltd
ABN 65 010 868 621
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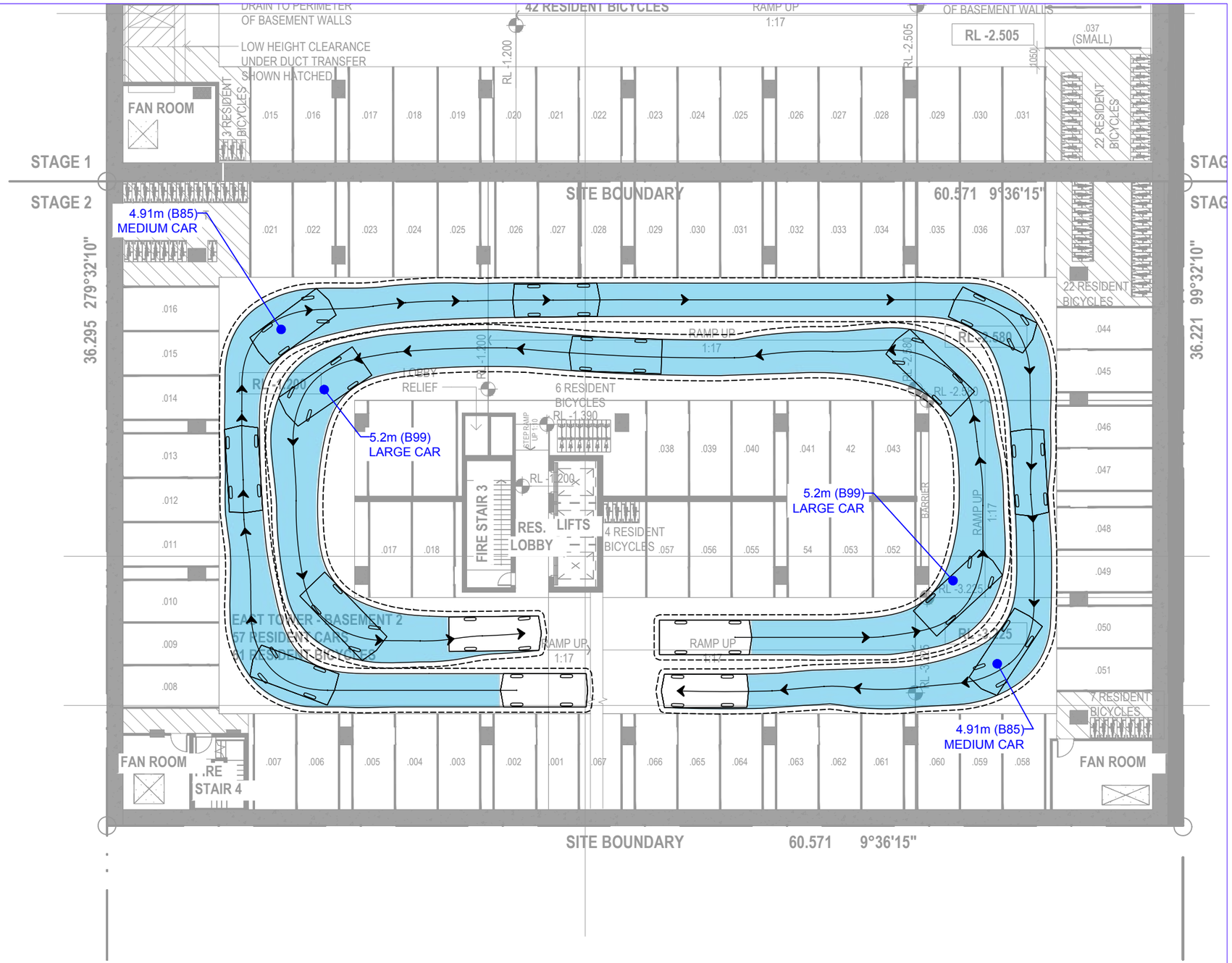
E: ttmbris@ttmgroup.com.au W: www.ttmgroup.com.au

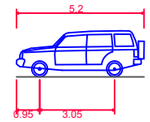
PROJECT: **STANLEY QUARTER, WOOLLOONGABBA**

DRAWING TITLE: **SWEPT PATH ANALYSIS - BASEMENT 2 - WEST TOWER**
5.2m (B99) LARGE CAR (INSIDE) PASSING
4.91m (B85) MEDIUM CAR (OUTSIDE)

PROJECT NUMBER	25BRT0230
ORIGINAL SIZE	A3
DRAWING NUMBER	25BRT0230-14
REVISION	A
DATE	21 Oct 2025
SHEET	1 OF 1

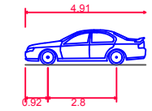
25BRT0230-F02 V01 SERVICE VEHICLE MANS.DWG





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	6.00s
Curb to Curb Turning Radius	6.250m
Design Speed Forward	5.00km/h
Clearance Envelope	0.300m



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	6.00s
Curb to Curb Turning Radius	5.750m
Design Speed Forward	5.00km/h
Clearance Envelope	0.300m

PRELIMINARY ADVICE ONLY

21 October 2025

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	21-10-25	ORIGINAL ISSUE	DSF	NS	DW

SCALE 0 2.5 5 7.5 10 12.5m

SCALE 1:250 AT ORIGINAL SIZE

NORTH

CLIENT: SARAZIN

Colliers International Engineering & Design (TTMC) Pty Ltd
ABN 65 010 868 621
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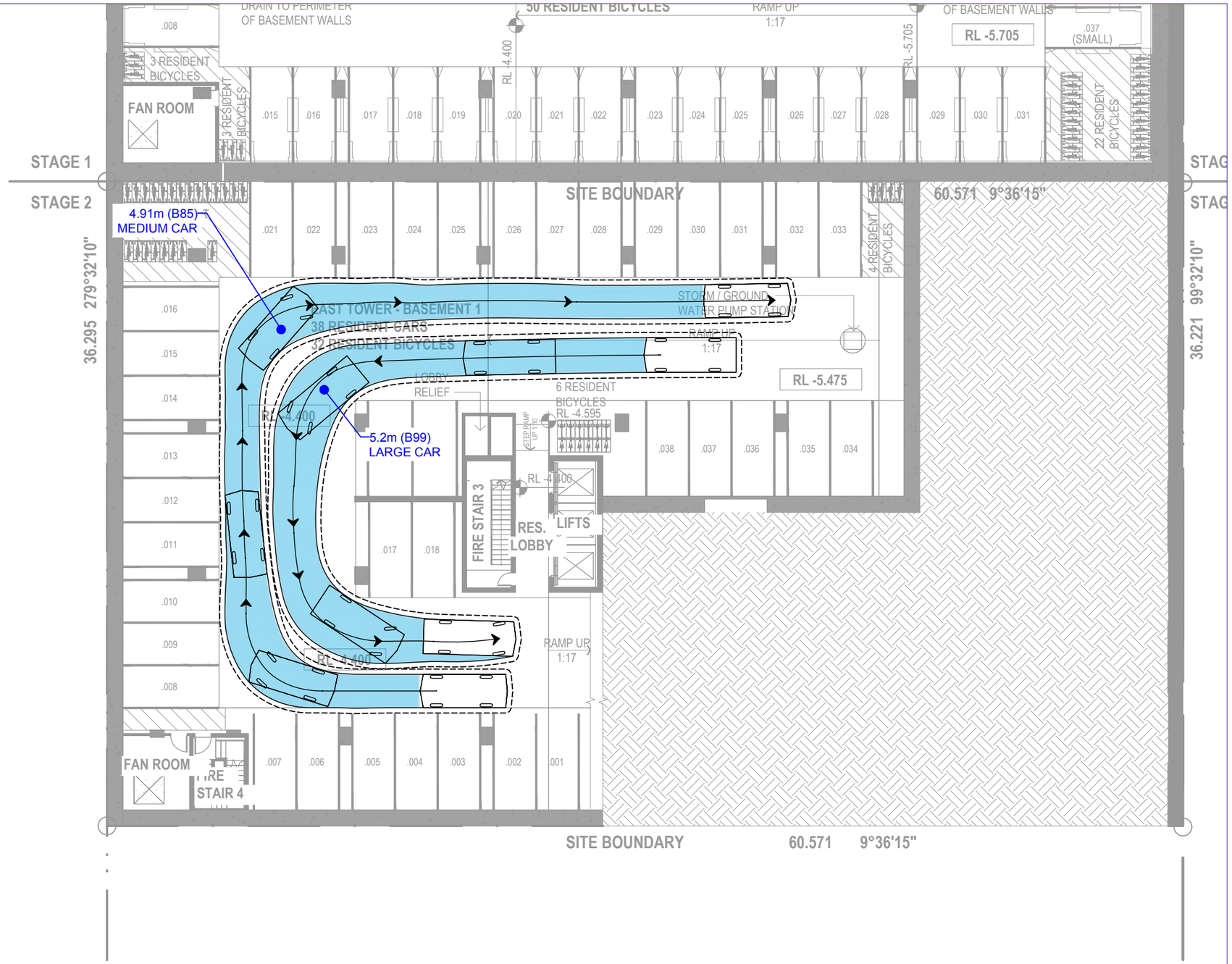
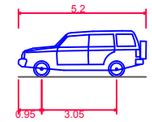
PROJECT: **STANLEY QUARTER, WOOLLOONGABBA**

DRAWING TITLE: **SWEPT PATH ANALYSIS - BASEMENT 2 - EAST TOWER**
5.2m (B99) LARGE CAR (INSIDE) PASSING
4.91m (B85) MEDICAL CAR (OUTSIDE)

PROJECT NUMBER	ORIGINAL SIZE
25BRT0230	A3
DRAWING NUMBER	REVISION
25BRT0230-15	A
DATE	SHEET
21 Oct 2025	1 OF 1

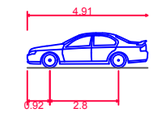
25BRT0230-F02 V01 SERVICE VEHICLE MANS.DWG





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	6.00s
Curb to Curb Turning Radius	6.250m
Design Speed Forward	5.00km/h
Clearance Envelope	0.300m



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	6.00s
Curb to Curb Turning Radius	5.750m
Design Speed Forward	5.00km/h
Clearance Envelope	0.300m

PRELIMINARY ADVICE ONLY

21 October 2025

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	21-10-25	ORIGINAL ISSUE	DSF	NS	DW

SCALE 0 2.5 5 7.5 10 12.5m

SCALE 1:250 AT ORIGINAL SIZE

NORTH

CLIENT: SARAZIN

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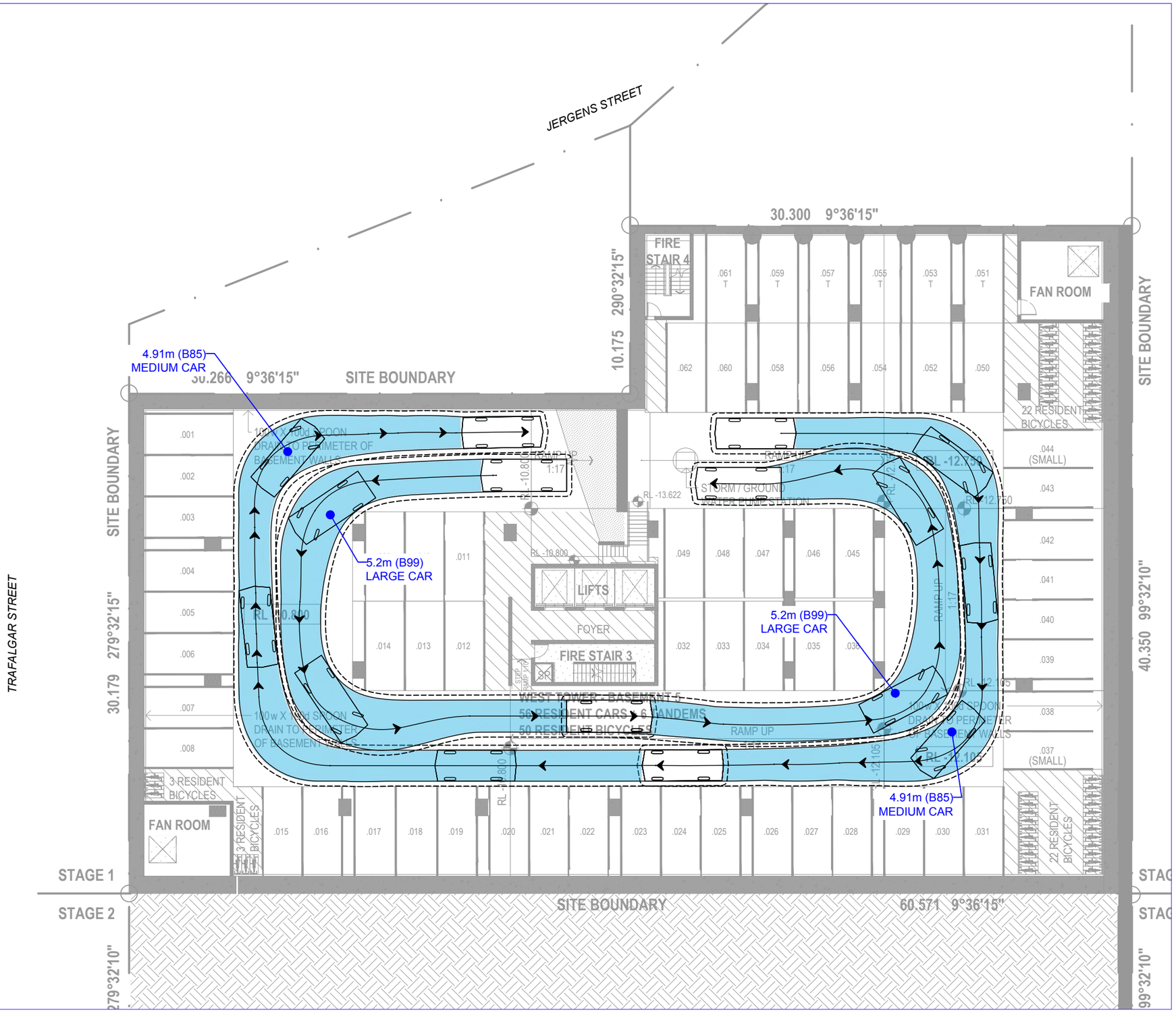
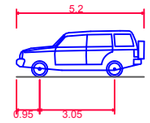
PROJECT: **STANLEY QUARTER, WOOLLOONGABBA**

DRAWING TITLE: **SWEPT PATH ANALYSIS - BASEMENT 3 - EAST TOWER**
5.2m (B99) LARGE CAR (INSIDE) PASSING
4.91m (B85) MEDIUM CAR (OUTSIDE)

PROJECT NUMBER	25BRT0230
ORIGINAL SIZE	A3
DRAWING NUMBER	25BRT0230-16
REVISION	A
DATE	21 Oct 2025
SHEET	1 OF 1

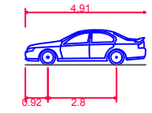
25BRT0230-F02 V01 SERVICE VEHICLE MANS.DWG





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	6.00s
Curb to Curb Turning Radius	6.250m
Design Speed Forward	5.00km/h
Clearance Envelope	0.300m



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	6.00s
Curb to Curb Turning Radius	5.750m
Design Speed Forward	5.00km/h
Clearance Envelope	0.300m

PRELIMINARY ADVICE ONLY

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REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	21-10-25	ORIGINAL ISSUE	DSF	NS	DW

SCALE 0 2.5 5 7.5 10 12.5m

SCALE 1:250 AT ORIGINAL SIZE

NORTH

CLIENT: SARAZIN

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PROJECT: **STANLEY QUARTER, WOOLLOONGABBA**

DRAWING TITLE: **SWEPT PATH ANALYSIS - BASEMENT 5 - WEST TOWER**
5.2m (B99) LARGE CAR (INSIDE) PASSING
4.91m (B85) MEDIUM CAR (OUTSIDE)

PROJECT NUMBER	ORIGINAL SIZE
25BRT0230	A3
DRAWING NUMBER	REVISION
25BRT0230-17	A
DATE	SHEET
21 Oct 2025	1 OF 1

25BRT0230-F02 V01 SERVICE VEHICLE MANS.DWG