



PLANS AND DOCUMENTS  
referred to in the PDA  
DEVELOPMENT APPROVAL

Approval no: DEV2025/1625/1  
Date: 8 December 2025



Queensland  
Government



# Transport Engineering Report

Aged Persons Accommodation  
Lot 9005 and 9003 Moss Street, Greenbank  
Prepared for Serenitas Management Pty Ltd





## Disclaimer

This report has been prepared by Colliers for the exclusive use of the client for the specific purpose stated within. The findings, conclusions, and recommendations presented in this report are based on the information available, assumptions made, and methodologies applied at the time of analysis.

Colliers shall not be held liable for any losses, damages, or reliance placed on this report beyond the scope of the agreed-upon engagement. Any reproduction or distribution of this report without Colliers' consent is prohibited.

## Revision Record

No.	Author	Reviewed	Approved	Description	Date
1.	V Barot	A Adeleke-Omotuwa	Will Somerville	DA Report	13-05-2025
2.	V Barot	A Adeleke-Omotuwa	Will Somerville	DA Report	13-05-2025
3.	V Barot	A Adeleke-Omotuwa	Will Somerville	DA Report	14-07-2025
4.	V Barot	A Adeleke-Omotuwa	Will Somerville	DA Report	16-07-2025
5	V Barot	A Adeleke-Omotuwa	Will Somerville RPEQ #14833	EDQ RFI Response	19-09-2025



## Contents

<b>1. Introduction</b>	<b>5</b>
1.1. Purpose	5
1.2. Scope	5
1.3. Further Advice Response	6
<b>2. Background</b>	<b>7</b>
2.1. Subject Site	7
2.2. Existing Road Network	8
2.3. Public and Active Transport	9
<b>3. Proposed Development</b>	<b>11</b>
3.1. Development Profile	11
3.2. Parking	11
3.3. Access	11
3.4. Servicing and Refuse	11
<b>4. Parking Arrangements</b>	<b>12</b>
4.1. LCC's Parking Supply Requirement	12
4.2. Parking Layout	12
<b>5. Proposed Access Arrangements</b>	<b>14</b>
5.1. Internal Driveway	14
5.2. Individual Unit Access	14
5.3. Public Transport, Taxi and Rideshare	14
5.4. Active Transport Access	15
<b>6. Service Vehicle Arrangements</b>	<b>17</b>
6.1. General Servicing	17
6.2. Refuse Collection	18
6.3. Manoeuvring	19
<b>7. Future Transport Demands</b>	<b>20</b>
7.1. Estimated Development Traffic Generation	20
<b>8. Summary and Conclusions</b>	<b>22</b>
8.1. Proposed Development	22
8.2. Parking Arrangements	22



8.3.	Access Arrangements .....	22
8.4.	Service Vehicle Arrangements.....	22
8.5.	Traffic Impact Assessment .....	23
8.6.	Conclusion .....	23
<b>Appendix A</b>	<b>Development Plans.....</b>	<b>24</b>
<b>Appendix B</b>	<b>Colliers Figures .....</b>	<b>25</b>



## Table Index

Table 1.1: Council RFI Summary.....	6
Table 2-1: Existing Road Characteristics.....	8
Table 4-1: LCC’s Car Parking Requirement vs Proposed Parking Supply .....	12
Table 4-2: Council’s Parking Design Requirements .....	13

## Figure Index

Figure 2-1: Approved Area and Location in context of the Approved Master Plan.....	7
Figure 2-2: Site Location in context of surrounding road network .....	8
Figure 2-3: SEQ Principal Cycle Network Plan (Source: Queensland Globe) .....	10
Figure 5-1: Proposed Shared Zone Sign .....	15

# 1. Introduction

## 1.1. Purpose

Colliers International Engineering and Design TTMC Pty Ltd has been engaged by Serenitas Management to prepare a transport impact assessment for a proposed Land Lease Community on lands identified as Precinct 11 - Lot 9005 on SP351253 (11.07 ha) and Lot 9003 on SP348245 as detailed in the Economic Development Queensland (EDQ) Approval dated 30<sup>th</sup> April 2024 (Approval Ref: DEV 2024/1493).

There is an existing ROL approval over the site (Approval Ref: DEV2016/768) and a current ROL application (submitted to EDQ Ref: DEV2024/1517). The existing and current ROL approval identifies Precinct 11 as "Residential - Standard Lots".

This Transport Engineering Report (TER) constitutes a transport assessment of the proposal and addresses the likely transport implications of the revised proposal with consideration of the new use. This report will form part of the development application documentation for submission to EDQ, noting that the site is located within the Greater Flagstone PDA.

This report has been updated in response to EDQ's RFI in the email advice to Urbis on 16 September 2025.

## 1.2. Scope

This report investigates the transport-related items of the proposed development, including:

- access arrangement to provide safe ingress and egress to/from the site
- internal road layout and circulation to cater for individual unit access, vehicle design speeds and road user amenity requirements.
- active transport (pedestrian and cyclist) access, connectivity and provision
- public transport access, connectivity and provision
- service vehicle arrangement and on-site manoeuvring
- trip generation by the development
- trip generation by the development and traffic impact on the surrounding road network

To assess the proposed transport arrangements, the development plans have been assessed against the following guidelines and planning documents:

- Greater Flagstone Urban Development Area Development Scheme, specifically:
  - Section 3.3.2 Centres
  - Section 3.3.5 Movement Network
  - Section 3.3.11 General Requirements

- Logan City Council’s Planning Scheme Policy including the Servicing, Access and Parking Code
- Department of Transport and Main Roads ‘Guide to Traffic Impact Assessment’ (GTIA)
- Australian Standards for Parking Facilities (AS2890 series), namely:
  - 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 (AS2890.6:2022).

A summary of the findings of this assessment is included in Section 8 of this report.

### 1.3. EDQ’s Email Advice Response

The transport engineering items raised in EDQ’s Email Advice dated 16 September 2025 and Colliers’s responses are summarised in Table 1.1.

Table 1.1: Council RFI Summary

Items	Comments
<b>Item 1: Servicing</b>	
<p>The proposed development does require HRV access per LCC PSP 9.4.7. Servicing, Access and Parking Code - Table 9.4.7.3.5 for a retirement facility. Presently, the assessment outlines the development being serviced by an MRV as the largest anticipated vehicle.</p> <p>Essentially, if an updated Traffic Report can be provided, which includes additional wording clarifying the RPEQ engineer is satisfied that HRV access is not required, given the nature of development. Alternatively, a technical note should also suffice.</p>	<p>It is understood that <i>Table 9.4.7.3.5 - Design vehicle for a manoeuvring area</i> of Council’s Servicing, Access and Parking Code identifies that an HRV/bus design service vehicle is required for a retirement facility.</p> <p>However, based on the operational requirements of similar development types, the size and scale of the development and access road configuration, the required delivery/service activities can be adequately accommodated by vehicles up to an 8.8m Medium Rigid Vehicle in size. Furniture and white goods delivery and servicing by a 12.5m HRV is not required for the development.</p> <p>Refer to Section 6.1 for details of the proposed servicing arrangement.</p>

## 2. Background

### 2.1. Subject Site

The subject site identified as Precinct 11 - Lot 9005 on SP351253 (11.07 ha) and Lot 9003 on SP348245, is located at the northwest corner of the Anderson Drive / Guroman Drive intersection. The subject site, as per the current Reconfiguration of Lot (ROL) approval (DEV 2024/1493) has an approved area of 11.07ha.

The currently approved Precinct 11 of Lot 9005 area is illustrated in Figure 2-1 and the location of the subject site in context of the surrounding road network is demonstrated in Figure 2-2 overleaf.

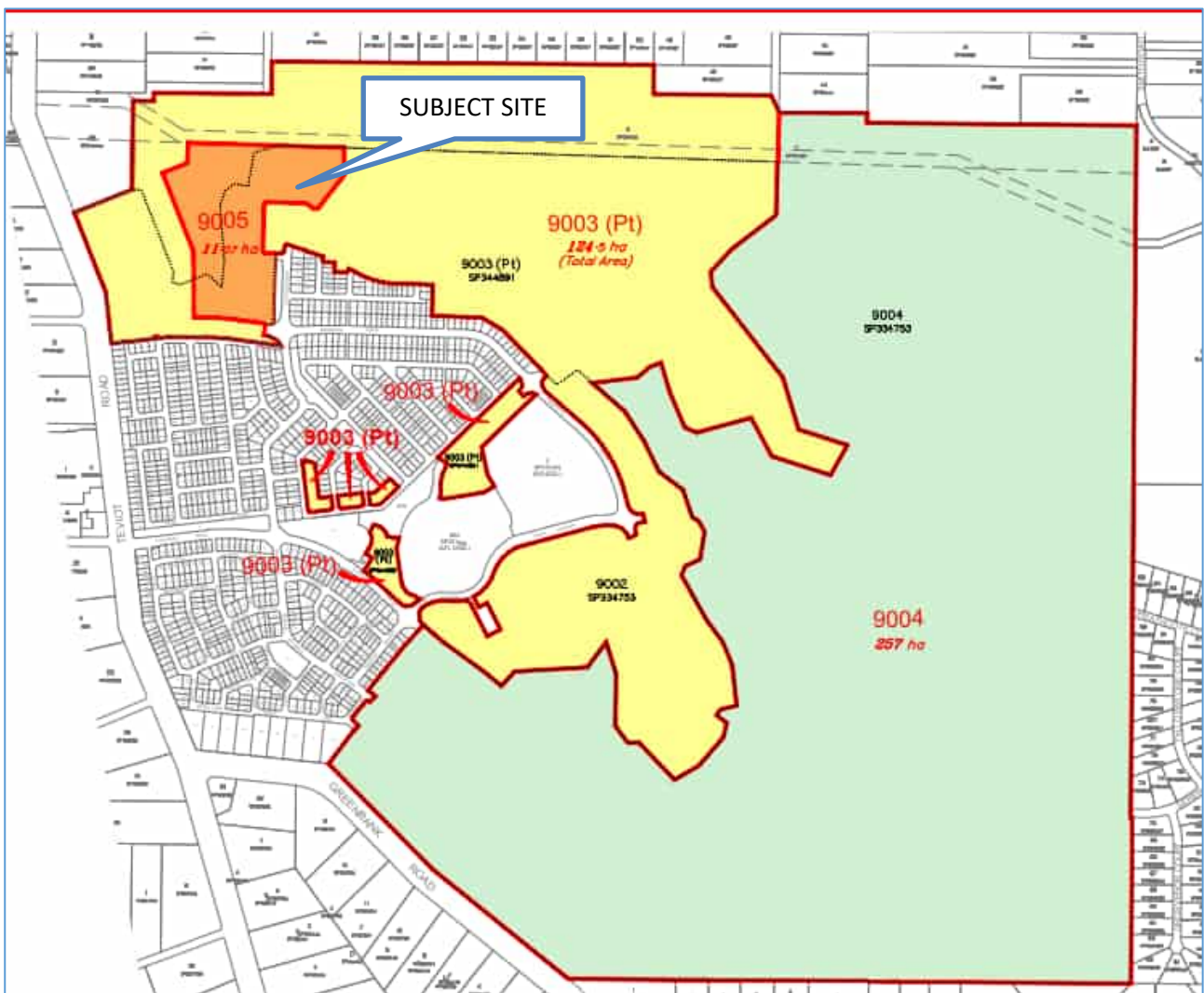


Figure 2-1: Approved Area and Location in context of the Approved Master Plan



Figure 2-2: Site Location in context of surrounding road network  
(Source: Nearmap 2025)

## 2.2. Existing Road Network

The key characteristics of the surrounding road network including typical cross-sections, hierarchy and posted speed limits are summarised in the table below.

All roads in the immediate vicinity of the site are to be administered by LCC.

The hierarchy and characteristics of roads in the immediate vicinity of the site are shown in Table 2-1.

Table 2-1: Existing Road Characteristics

Road	Speed Limit	Road Configuration			Classification
		Reserve Width	Carriageway Width	Lane Configuration	
Anderson Dr	50km/h <sup>1</sup>	48m	6.2m	2 way, 4 lanes with divided roadway and kerbside parking provided (along eastern side of the subject site)	Rural Collector
Guroman Dr	50km/h <sup>1</sup>	21m	7.0m	2 way, 2 lanes undivided roadway with identified kerbside parking provided on both sides of the roadway	Rural Collector

Road	Speed Limit	Road Configuration			Classification
		Reserve Width	Carriageway Width	Lane Configuration	
Teviot Rd	70km/h	57m	7.0m	2 way, 2 lanes with no kerbside parking permitted	Urban Arterial

\*Default speed limit on unsigned roads in built up areas in Queensland.

## 2.3. Public and Active Transport

### Train Services

The state is currently undertaking the business case to develop the Salisbury to Beaudesert Rail corridor. This would include 2 electrified tracks to operate commuter trains as an extension to the Southeast Queensland CityRail network. The Greater Flagstone Urban Development Area Development Scheme identifies the potential for a train station in the northern portion of the PDA, indicatively located near Leanne Ct. This would locate a station within 500m of the site.

It is expected that the proposed development will ultimately benefit from this transport project; however, given the unknown timeframes, the transport solutions for the site must be planned without a future passenger rail.

### Buses

Teviot Road carries TransLink Bus Route 535, with the closet bus stop (Greenbank Shopping Centre Stop on Pub Lane) located approx. 1km (15 minutes walking distance) to the southwest of the subject site.

Bus Route 535 runs between Flagstone to Browns Plain station with approx. 30 minutes frequency on a weekday and approx. 60 minutes frequency on a weekend and public holidays.

### Pedestrians & Cyclists

Once the signalised intersection at Teviot Road / Anderson Drive is completed, safe crossing points will be created on Teviot Road that will connect to existing and planned footpaths along Teviot Road. This infrastructure will improve local movement and provide convenient access to surrounding residential areas located to the south and east of the precinct.

Shared pedestrian and cycling paths have been constructed along both sides of Anderson Drive and Guroman Drive. These shared paths are designed to enhance connectivity and safety for both walkers and cyclists in the area. The nearest facilities are footpaths located on Pub Lane and Everleigh Drive 730m to the south.

There are existing and planned public footpaths as follows:

- On both sides of Anderson Drive
- On both sides of Guroman Drive
- On both sides of Teviot Road

- On one or both sides of residential roads to the south and southeast of the site.

Further, it is noted that Teviot Road is classified as a ‘Principal Route’ as per the Department of Transport and Main Road’s (DTMR) South-East Queensland Principal Cycle Network Plan (PCNP).

Figure 2-3 below illustrates DTMR’s SEQ PCNP overlay within the area surrounding the subject site.

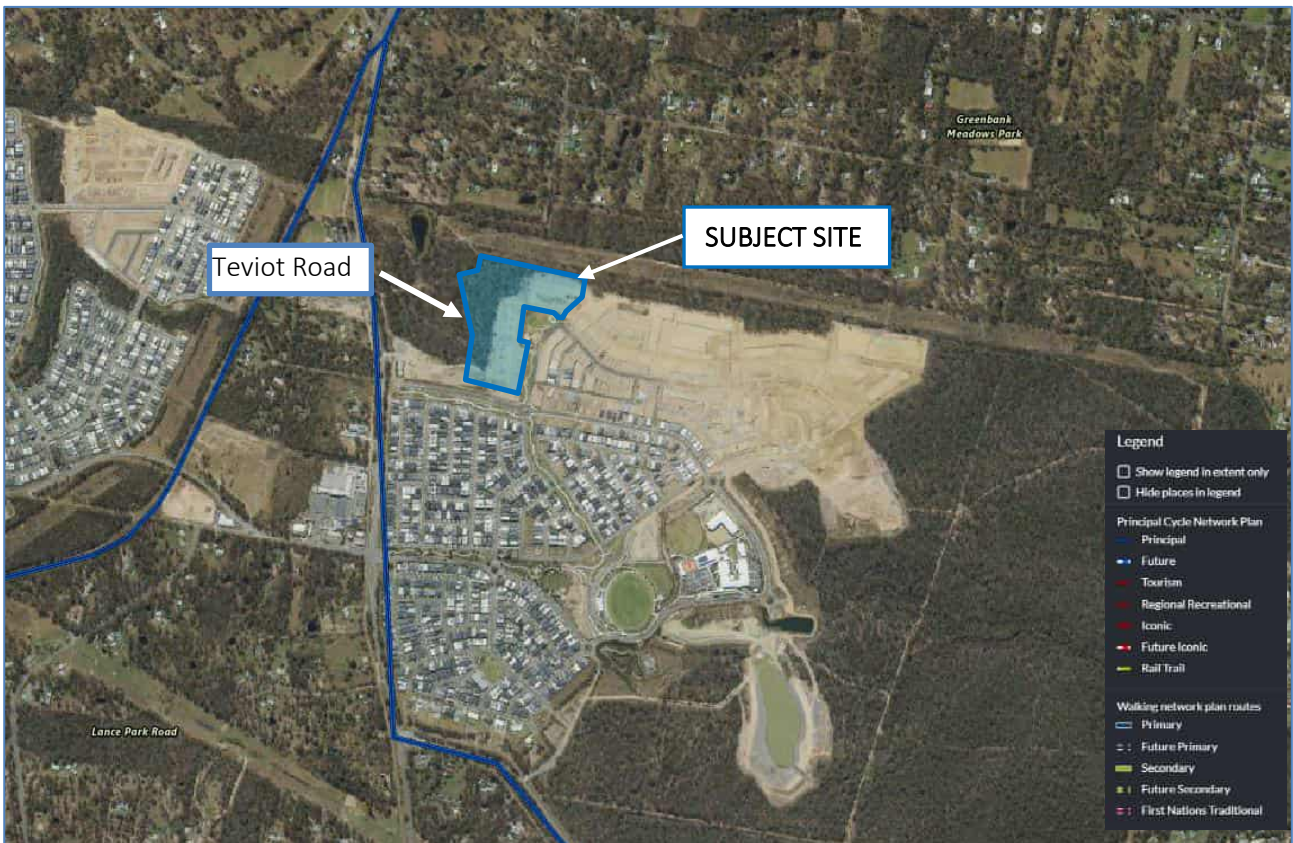


Figure 2-3: SEQ Principal Cycle Network Plan (Source: Queensland Globe)

## 3. Proposed Development

### 3.1. Development Profile

The proposal is for a 225-unit aged persons development to form a Land Lease Community. Community facilities are also proposed, although these facilities are proposed to be ancillary to the development and are unlikely to attract additional external visitors. The development is to be completed over a site area of approximately 10.44ha.

The Detailed Master Plan layout of the proposed development prepared by BDA Architecture is included in *Appendix A*.

### 3.2. Parking

The development plan includes the following parking supply:

- 225 units with at least 1 car garage for each unit resulting in 225 car parking spaces
- 75 visitor parking bays
- 15 caravan parking bays
- A minibus/SRV set down area

### 3.3. Access

Access to the site is proposed as follows:

- Access 1 – Northeast corner of the site via a new road/intersection off Guroman Drive
- Access 2 – Along the eastern boundary of the site off Guroman Drive

These accesses will accommodate both cars and service vehicles.

### 3.4. Servicing and Refuse

The development plan allows for waste collection vehicles and small/medium rigid vehicles (MRV / SRV) for deliveries. The following vehicles have been considered:

- 5.2m Large Car (B99) vehicle
- 6.4m small rigid vehicle (SRV)
- 6.99m Minibus
- 8.8m medium rigid vehicle (MRV)
- Council's 10.35m side-loading refuse collection vehicle, car & caravan (12.99m combined length) and car & trailer (8.57m combined length)

## 4. Parking Arrangements

### 4.1. LCC’s Parking Supply Requirement

Logan City Council’s Servicing, access and parking code *Table 9.4.7.3.2 - Vehicle parking and servicing* identifies the minimum vehicle parking requirements for a “Retirement facility”. This rate is considered appropriate for the proposed Aged Persons Accommodation.

This requirement, when compared to the development’s parking provision, is detailed in Table 4-1 below.

Table 4-1: LCC’s Car Parking Requirement vs Proposed Parking Supply

Land use	Extent		LCC’s Parking Rate	LCC’s Requirement	Proposed Parking
Retirement Facility	Units	225 Units	1 space per self-contained unit; plus 1 space per full-time employee	225 spaces	<sup>1</sup> 225 spaces
	Visitor (total)		1 visitor parking space per 10 units	23 spaces	75 spaces
			1 ambulance space	1 space	No dedicated space <sup>2</sup>
Caravan (existing)			-		15 spaces
<b>Total</b>				<b>249 spaces</b>	<b>315 spaces, including 15 caravan spaces</b>

**Note:** <sup>1</sup>It is anticipated that every unit contains a minimum of one parking space, similar to a typical residential dwelling. Also, the requirement for employees is less for an independent living unit, with any employee requirement typically being related to the communal facilities, where dedicated visitor parking is required. Additionally, the development provides in excess of the required visitor parking to accommodate staff demand.

<sup>2</sup>The requirement for ambulance bays is typically associated with an aged care or residential care facility rather than independent living units. Notwithstanding, there is the opportunity for ambulance parking along the internal roadway and adjacent to the relevant property. This is similar to the allowance for residential dwellings.

As shown in Table 4-1 above, the overall parking supply provided for the proposed development for residents and visitors exceeds LCC’s requirement and is considered acceptable and appropriate for the proposed development.

Overall, the proposed parking arrangement is considered adequate based on the use.

### 4.2. Parking Layout

LCC’s Planning Scheme refers to AS2890.1 for car park design requirements. Table 4-2 below identifies the characteristics of the proposed parking area with respect to the AS2890.1 requirements. The last column identifies the compliance/non-compliance of each design aspect.

Table 4-2: Council's Parking Design Requirements

Design Aspect	AS2890.1 Standard	Proposed Provision	Compliance
90° Parking space length:			
– Standard bay	5.4m	5.4m	Compliant
– Visitor bay	5.4m	5.4m	Compliant
– Visitor (parallel)	5.4m to 6.6m (min)	7.0m to 8.8m	Compliant
– PWD Bay	5.4m	5.4m	Compliant
Parking space width:			
– Resident	2.4m (min)	2.4 (min)	Compliant
– Visitor	2.5m to 2.6m	2.5m to 2.7m	Generally Compliant
– Visitor (parallel)	2.1m	2.1m	Compliant
– PWD	2.4m wide plus 2.4m shared bay	2.4m wide plus 2.4m shared bay	Compliant
Circulation Aisle Width	5.8m (min)	6.0m	Compliant

In addition to the above, caravan bays are proposed to be 10.8m long x 3.5m wide which would be sufficient to accommodate a large proportion of caravan sizes. Larger caravans, if required, would need to be stored off-site. This would be managed by the community operator.

A manoeuvring assessment has been completed to ensure that the proposed caravan bays are accessible from the aisle. Detailed manoeuvring is included in **Appendix B**.

Overall, the proposed parking layout is designed in accordance with the LCC's/AS2890.1 requirements.

## 5. Proposed Access Arrangements

Access to the proposed development is to be provided via 2 access intersections as follows:

- Access 1 – Northeast corner of the site via a new road (yet to be constructed) off Guroman Drive
- Access 2 – Along the eastern boundary of the site off Guroman Drive

Layout plans of the proposed development prepared by BDA Architecture are included in Appendix A.

### 5.1. Internal Driveway

All internal roadways within the proposed development are designed with 9.0 to 15.0m road corridor width, comprising a minimum 6.0m wide carriageway and a minimum 1.5m wide verge/strips on both sides of the roadway.

The internal roads have been designed in consideration of AS2890.1:2004 requirements, where a typical 6.0m driveway width is considered appropriate. Additionally, consideration is given to Queensland Streets where all new roads are designed with a minimum carriageway width of 6m to accommodate HRV/RCV vehicle movements through the site and allow for trucks to pass parked/moving vehicles on low-speed, two-lane streets.

Noting the above, the proposed internal driveway is considered adequate, considering a low-speed environment and noting the internal roads will not provide direct access to the broader road network.

### 5.2. Individual Unit Access

Noting that the proposed development comprises independent living units with access off a private roadway, it is recommended that the driveway widths for each unit are to generally comply with AS2890.1:2004, with a typical 3.0 metres pavement/driveway width. This would be sufficient to accommodate vehicular access to/from each unit within the development.

As approximately 3.0m wide driveways are proposed, individual access for the units within the development are considered appropriate.

### 5.3. Public Transport, Taxi and Rideshare

As discussed in Section 2.3, Teviot Road carries TransLink Bus Route 535, with the closest bus stop (Greenbank Shopping Centre Stop on Pub Lane) located approximately 1km (15 minutes walking distance) to the southwest of the subject site, which serves route 535. Footpaths exist on Anderson Drive with additional connections to be provided to Teviot Road to facilitate pedestrian access between the site and the bus stop.

External trips will typically be undertaken by private vehicle, community transport or taxi/rideshare. To enable the alternative modes, the development proposes a designated set-down area adjacent to the central facility within the site to accommodate these requirements. The facility and minibus drop-off area are located next

to the eastern boundary of the site in proximity to Access 2, thereby minimising the distance that residents need to walk.

Further, in relation to taxi/rideshare, individual residences are accessible via a private road network (i.e., a gated community), and the opportunity exists for taxi/rideshare drop-off/pick-up to occur directly in front of each unit. Direct drop-off trips would likely occur during the daytime when access to the site is uncontrolled and would need to be managed on-site. The development also proposes a turnaround area at the entrance to provide an opportunity for the taxi/rideshare to drop-off/pick-up passengers when access to the site is controlled.

Car parking bays and a car drop-off area are also provided adjacent to the turnaround facility. These areas can be utilised by taxis/rideshares and visitors, if required.

Noting the above, the proposed development's provision for public and private transport is considered appropriate for the proposed development.

## 5.4. Active Transport Access

### Pedestrians

Pedestrians can access the development via the 2 proposed accesses and the existing footpath connections along the eastern boundary of the site off Guroman Drive.

Dedicated pedestrian accesses are provided along the southern boundary of the access roads, 1 off each access. To ensure safe and equitable access within the site, the development proposes to designate the internal driveway as a 'shared zone'. This will be enforced with a 10km/h posted speed limit and 'Shared Zone' signs similar to the one provided in the Figure 5-1.



Figure 5-1: Proposed Shared Zone Sign

### Cyclists

According to Council's Part 9 development code, Table 9.4.7.3.2 – Vehicle parking and servicing, identifies that bicycle parking facilities are desirable for a 'Retirement facility' use, however, there are no specified rates in the policy.

As such, the following is recommended in terms of bicycle parking provision:

- Residents – 1 space per unit – each unit will have the opportunity for bicycle parking within their garage.
- Visitors – An Opportunity for bicycle parking should be provided for visitors. These spaces are recommended to be provided in a central location, adjacent to the community facility. This location would allow visitors to park their bicycles but would also provide the opportunity for residents to ride and park their bikes at the community facility to attend social activities.

The development plans do not currently illustrate any bicycle parking provision. As such, it is recommended that the centralised bicycle parking, if provided, be in accordance with AS2890.3:2015 requirements, with a minimum Security Level C facility, as well as provide the following:

- a minimum 1.5m aisle width/access path in front of the bike rack to facilitate access to the bays.
- height clearances to achieve the required 1.2m for bicycle parking spaces and 2.2m for pedestrian access.

With the above facilities, the proposed development would suitably accommodate and encourage active transport travel to/from the development.

## 6. Service Vehicle Arrangements

### 6.1. General Servicing

Logan City Council's Servicing, Access and Parking Code *Table 9.4.7.3.2 - Vehicle parking and servicing* identifies that "1 ambulance space" be provided to accommodate the requirements of the site. *Table 9.4.7.3.5 - Design vehicle for a manoeuvring area* also identifies that the service vehicle for a 'Retirement facility' use is a 12.5m heavy rigid vehicle (HRV) or Bus.

Additional servicing requirements for the site are detailed below:

- Delivery vehicle – furniture loading and unloading: Council's requirements detail that a 12.5m HRV or Austroads bus be able to access the site. However, based on the operational requirements of similar development types, the size and scale of the development and access road configuration, the required delivery/service activities can be managed by vehicles up to an 8.8m Medium Rigid Vehicle in size (i.e., furniture delivery and servicing by a 12.5m HRV is not a requirement for the delivery of these items). Additionally, the delivery/collection of larger household items is expected to be an infrequent occurrence when residents 'move-in' and 'move-out' of units/dwellings. As such, it is considered appropriate that an 8.8m medium rigid vehicle (MRV) be able to travel through the site to cater for the occasional delivery of furniture.

Additionally, the servicing arrangement for the proposed development will be managed by on-site staff, given that the proposal is a Land Lease development with controlled access. Delivery partners and drivers will be advised that the design service vehicles for deliveries to the site are restricted to a maximum vehicle length of 8.8m. This would be outlined within the site's overall management plan. Further, in the event that a larger truck (12.5m HRV or similar) arrives at the site, access can be restricted given the physical gate system proposed at the site access. Vehicles evidently larger than 8.8m can be turned away by management and there will be an opportunity for the trucks to complete reverse and corrective manoeuvres using the proposed access cul-de-sac to depart the site.

- Delivery vehicle – community facility: All servicing (deliveries) will typically occur within the internal road set down area, where a vehicle can park, load and unload goods. This activity would typically be undertaken by a 6.4m length small rigid vehicle (SRV), noting that an 8.8m length medium rigid vehicle (MRV) could also access the site, should it be required.
- Other vehicles – Caravan: The development proposes to accommodate caravans on-site. The proposed Caravan travel route is illustrated in the Figure 6-1. Manoeuvring diagrams illustrating the 2-way requirements for caravans along the preferred route are also provided.

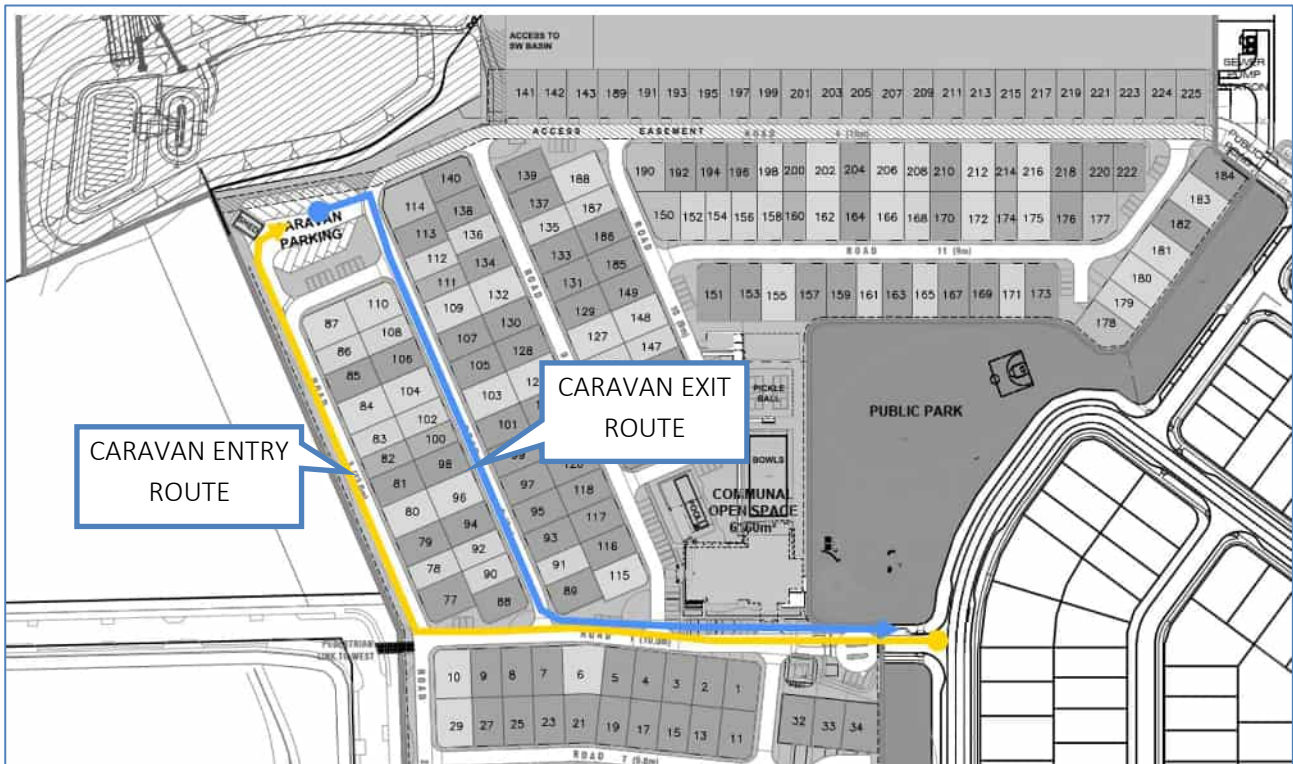


Figure 6-1: Proposed Caravan Access Route

## 6.2. Refuse Collection

Refuse collection is proposed via kerbside collection by Council’s 10.35m side-loading refuse collection vehicle.

On refuse collection days, individual wheelie bins are to be stored along the frontage of each unit. At all other times, the wheelie bins are to be stored within each respective property. 2 bin presentation areas are provided within the site. A bin presentation area is proposed along the frontage of Unit 180 to accommodate the bins for Units 178-180. Similarly, a bin presentation area is proposed along the frontage of Unit 35 for the bins for Units 33-35.

It is expected that more than sufficient frontage space is available to accommodate the bins for each unit without negatively impacting the streetscape character, pedestrian and vehicular movements, safety or access for other service providers and utilities.

To facilitate kerbside collection, a 10.35m side-loading refuse collection vehicle (RCV) would be required to travel through the site to facilitate the collection of bins along both sides of the road. With the proposed bin arrangements, the RCV would not be required to reverse more than two vehicle lengths (industry standard).

As such, the proposed development’s driveway is to be designed to accommodate the manoeuvring requirement of Council’s refuse collection vehicle (RCV).

Additionally, “No Parking” or yellow line marking may be required at intersections to restrict kerbside parking to accommodate the manoeuvring requirement of the side-loading RCV. The extent of the required “No Parking” requirements will be identified during the detailed design stages.

### 6.3. Manoeuvring

A manoeuvring assessment has been completed for the following as derived from *AS/ NZ 2890.2:2018 Parking facilities Part 2 – off-street Commercial Vehicle Facilities* and Council’s design vehicle.

- 6.4m small rigid vehicle (SRV)
- 6.99m Minibus
- 8.8m medium rigid vehicle (MRV)
- Council’s 10.35m refuse collection vehicle
- Car and Trailer/caravan (8.57m combined length)
- Car and Caravan (12.99m combined length)

Figures prepared by Colliers illustrating the manoeuvring requirements of the above design vehicles are included in Appendix B of this report.

As illustrated in the attached plans, the assessment indicates that manoeuvring is generally acceptable for all vehicles. With reference to RCVs and Caravans, passing between 2 cars with caravans and between an RCV and a car with a caravan is possible along most sections of the network. At intersections and along horizontal bends, these vehicles will be required to give way or wait for opposing vehicles, which is considered acceptable and not atypical in development of this nature.

The overall servicing arrangements for the proposed development are therefore considered satisfactory.

## 7. Future Transport Demands

### 7.1. Estimated Development Traffic Generation

The trip generation rates in Premise's ROL report and Transport for New South Wales's (TfNSW) Guide to Transport Impact Assessment<sup>1</sup> have been referenced when establishing the anticipated trip generation volumes for the development.

Two uses are considered applicable to the site, as follows:

- **Existing/approved** – detached dwelling – Rates are based on the Premise ROL report for Precinct 10 and the Movement Network Plan prepared by MWH and approved in 2017 (DEV2016/768)
- **Proposal** - 'Housing for seniors'. Transport for New South Wales GTIA 2024<sup>1</sup> identifies the site peak and PM peak hour rates for 'Housing for Seniors' development. It is noted that the site peak does not generally coincide with the AM commuter peak hour. However, for this assessment, the generation for this development has been conservatively assumed to occur during peak periods where the site peak aligns with AM commuter peak and the PM peak is taken as the PM commuter peak.

These documents suggest the following rates:

#### Detached Dwelling

- 0.6375 vph per dwelling during the AM peak hour period<sup>2</sup>
- 0.85 vph per dwelling during the PM peak hour period
- Directional Distribution: Based on data published by the Institute of Transportation Engineers (ITE)<sup>3</sup> and Premise' report
  - Weekday AM Peak Period: 22% IN / 78% OUT
  - Weekday PM Peak Period: 65% IN / 35% OUT.

#### Housing for seniors

- 0.44 vph/unit during the Site peak hour (AM peak hour) period
- 0.23 vph/unit during the PM peak hour period
- Directional Distribution: Based on data published by the Institute of Transportation Engineers (ITE)<sup>4</sup>

---

<sup>1</sup> TfNSW GTIA 2024 <https://www.transport.nsw.gov.au/system/files/media/documents/2024/print-version-guide-transport-impact-assessment-TS%2000085-v1.1.pdf>

<sup>2</sup> 0.85vph / dwelling with a 25% discount for internal trips consistent with the "Movement Network Infrastructure Master Plan" dated 03 March 2017 by MWH for Mirvac which was approved by EDQ on 9 August 2017

<sup>3</sup> Trip Generation Manual (11th Edition), Institute of Transportation Engineers (2021).

- Weekday AM Peak Period: 35% IN / 65% OUT
- Weekday PM Peak Period: 55% IN / 45% OUT

The following trip distribution is considered applicable for this assessment. These distributions were obtained from Premise’s report, noting exceptions for the housing for seniors, where the high school distribution is not considered relevant and has instead been redistributed to the Neighbourhood Centre and Health Centre.

- Everleigh State School = 4%
- Central Park = 1%
- ROL13 high School = 4%
- Everleigh Neighbourhood Centre = 12%
- State Community Health Centre = 4%
- External = 75%
  - Teviot Road north = 40% of external trips
  - Pub Lane west = 30% of external trips
  - Greenbank Road south = 25% of external trips
  - Leanne Court west = 5% of external trips

The anticipated net trip generation of the proposed development is tabulated in Table 7-1.

Table 7-1: Development Expected Trip Generation

Use		Trip generation rate		Trip generation	
		AM	PM	AM (vph)	PM (vph)
Residential development – anticipated	253	0.6375 vph per dwelling 22% IN / 78% OUT	0.85 vph per dwelling 65% IN / 35% OUT	-161 35 vph IN / 126 vph OUT	-215 -140 vph IN / -75 vph OUT
Aged Persons Accommodation	225	0.44 vph per dwelling 35% IN / 65% OUT	0.23 vph per dwelling 55% IN / 45% OUT	+99 35 vph IN / 64 vph OUT	+52 29 vph IN / 23 vph OUT
<b>Total</b>				<b>-62</b> <b>-1 vph IN / -61 vph</b> <b>OUT</b>	<b>-163</b> <b>-111 vph IN / -52</b> <b>vph OUT</b>

Overall, the anticipated traffic generation of the proposed development is significantly lower than the already considered traffic within the approved and currently submitted ROL applications for the site. As such, the proposal is not considered to trigger any road work upgrades beyond what was assessed and approved as part of the original application.

## 8. Summary and Conclusions

### 8.1. Proposed Development

The subject site, identified as Precinct 11 - Lot 9005 on SP351253 (11.07 ha) and Lot 9003 on SP348245, is located at the northwest corner of the Anderson Drive / Guroman Drive intersection. The subject site, as per the current Reconfiguration of Lot (ROL) approval (DEV 2024/1493), has an approved area of 11.07ha.

The proposal is for a 225-unit aged persons development to form a Land Lease Community. Community facilities are also proposed. These facilities are proposed to be ancillary to the development and are unlikely to attract additional external visitors. The development is to be completed over a site area of approximately 10.44ha.

### 8.2. Parking Arrangements

The development provides parking as follows:

- 225 units with at least 1 car garage for each unit, resulting in 225 car parking spaces
- 75 visitor parking bays
- 15 caravan parking bays
- A minibus/SRV set down area

The development's parking supply is considered sufficient to accommodate the parking demands generated by the development and, therefore, is considered acceptable.

The onsite parking layout generally meets AS2890.1:2004's design requirements for the proposed uses and so is considered acceptable.

### 8.3. Access Arrangements

Access to the proposed development is provided as below:

- Access 1 – Northeast corner of the site via a new road (yet to be constructed) off Guroman Drive and
- Access 2 – Along the eastern boundary of the site off Guroman Drive.

These accesses will accommodate both cars, cars with caravans and service vehicles.

Overall, the access arrangements for the development are considered acceptable.

### 8.4. Service Vehicle Arrangements

Servicing, including loading and unloading and refuse collection, will be accommodated within the site. All vehicles are to be able to enter and exit the site in forward gear.



The internal layout has been designed specifically around the operational needs of the site.

With respect to the proposed community facility, all servicing (deliveries) will typically occur on-street or in the dedicated drop-off area within the internal road, where a vehicle can park, load and unload goods. This activity would typically be undertaken by a 6.4m length small rigid vehicle (SRV), noting that an 8.8m length medium rigid vehicle (MRV) could also access the site, should it be required.

Refuse collection is anticipated to be completed by a 10.3m Council's side-loading refuse collection vehicle or equivalent.

As such, a manoeuvring assessment has been completed based on a 6.4m SRV, 7.0m minibus, 8.8m MRV, 10.3m refuse collection vehicle, 8.57m combined car & trailer, and 12.99m combined car & caravan as derived from *AS / NZS 2890.2:2018 Parking facilities Part 2 – Off-street Commercial Vehicle Facilities* and Council's design vehicle. Colliers' Figures illustrating the manoeuvring requirements of the critical design vehicles are included in Appendix B of this report.

## 8.5. Traffic Impact Assessment

The anticipated trip generation of the proposed development is 99 vph and 52 vph, during the AM and PM peak periods, respectively.

Overall, the anticipated traffic generation of the proposed development is significantly lower than the already considered traffic within the approved and currently submitted ROL applications for the site. As such, the proposal is not considered to trigger any road work upgrades beyond what was assessed and approved as part of the original application.

## 8.6. Conclusion

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

Appendix A Development Plans

# Master Planning Master Plan

## Legend:

1. Central Facility
2. Park & Off Leash Dog Park
3. Sales Office
4. Hobby & Maintenance Shed
5. Bio-Basin
6. Sewer Pump Station
7. Main Entry
8. Ginger Park



# Master Planning

## Detailed Master Plan



### LEGEND

	Site Area	10.44ha
	Existing Public Open Space	
	Home Sites	5.83ha
	Private Roads	
	Communal Open Space	
	4m Visual and Acoustic Buffer	
	Caravan Parking	15 Bays
	Visitor Parking	75 Bays
	External Boundary Setback	
	Access Easement	

### DEVELOPMENT SUMMARY

Home Type	North	
<b>TYPE 1</b> 12.5 x 20m (Suspended Homes)	23	(10%)
<b>TYPE 2</b> 10.5 x 20m	27	(12%)
<b>TYPE 3</b> 12.5 x 20m	121	(54%)
<b>TYPE 4</b> 14.0 x 20m (RV)	40	(18%)
<b>TYPE 5</b> 9.2 x 20m	9	(4%)
<b>ODD SITES</b> (12.5m wide with a chamfer)	5	(2%)
<b>TOTAL</b>	<b>225</b>	

Appendix B Colliers Figures



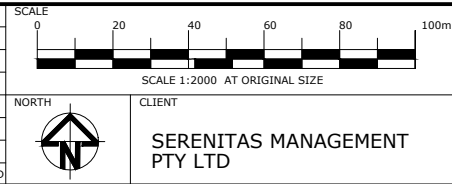
**PRELIMINARY  
ADVICE ONLY**

14 July 2025

LOCALITY PLAN  
SCALE 1:2000

25BRT0013 - F05 V01 LAYOUT REVIEW.DWG

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
D	14-07-25	ARCHITECTURAL PLAN UPDATED	AA	AAO	WKS
C	09-05-25	GENERAL AMENDMENTS - RCV SIDE LOADING	AA	AAO	WKS
B	06-05-25	ORIGINAL ISSUE	CM	AAO	WKS
A	15-04-25	ORIGINAL ISSUE	CM	AAO	WKS

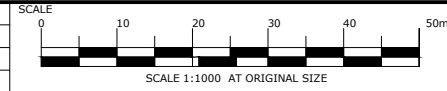
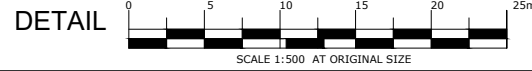
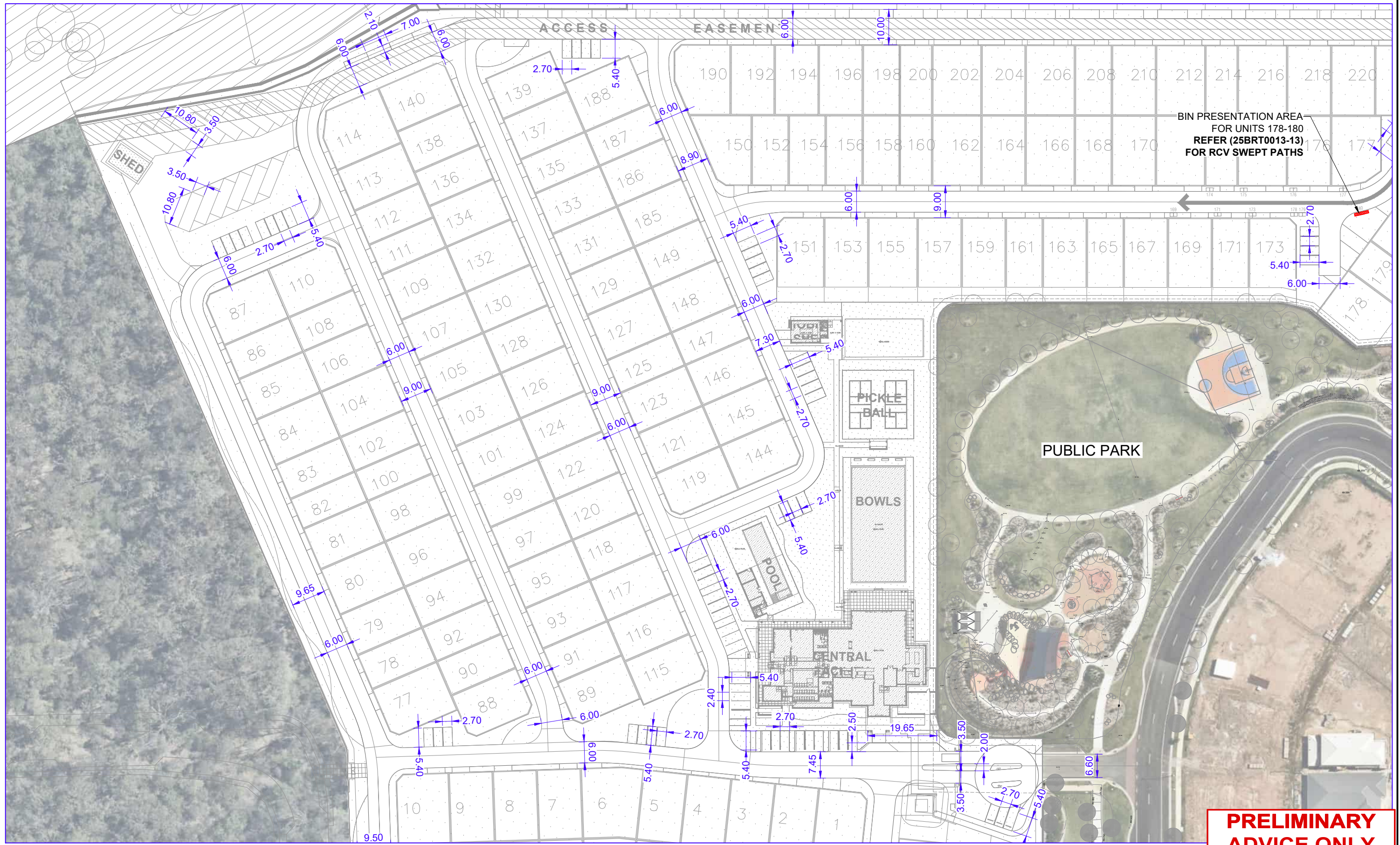


**Colliers International Engineering & Design (TTMC) Pty Ltd**  
 ABN 65 010 868 621  
 LEVEL 8, 369 Ann Street, BRISBANE QLD 4000  
 P.O. BOX 12015, BRISBANE QLD 4003  
 T: (07) 3327 9500 F: (07) 3327 9501  
 E: ttmbris@ttmgroup.com.au W: www.ttmgroup.com.au

PROJECT  
**EVERLEIGH LAND LEASE COMMUNITY**

DRAWING TITLE  
**LAYOUT REVIEW  
COVER SHEET & OVERALL PLAN**

PROJECT NUMBER	ORIGINAL SIZE
25BRT0013	A3
DRAWING NUMBER	REVISION
25BRT0013-01	D
DATE	SHEET
14 Jul 2025	1 OF 1



CLIENT  
SERENITAS MANAGEMENT  
PTY LTD



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  
**EVERLEIGH LAND LEASE COMMUNITY**

DRAWING TITLE  
**LAYOUT REVIEW**  
DIMENSIONS FOR NORTHERN PART OF THE SITE

**PRELIMINARY  
ADVICE ONLY**

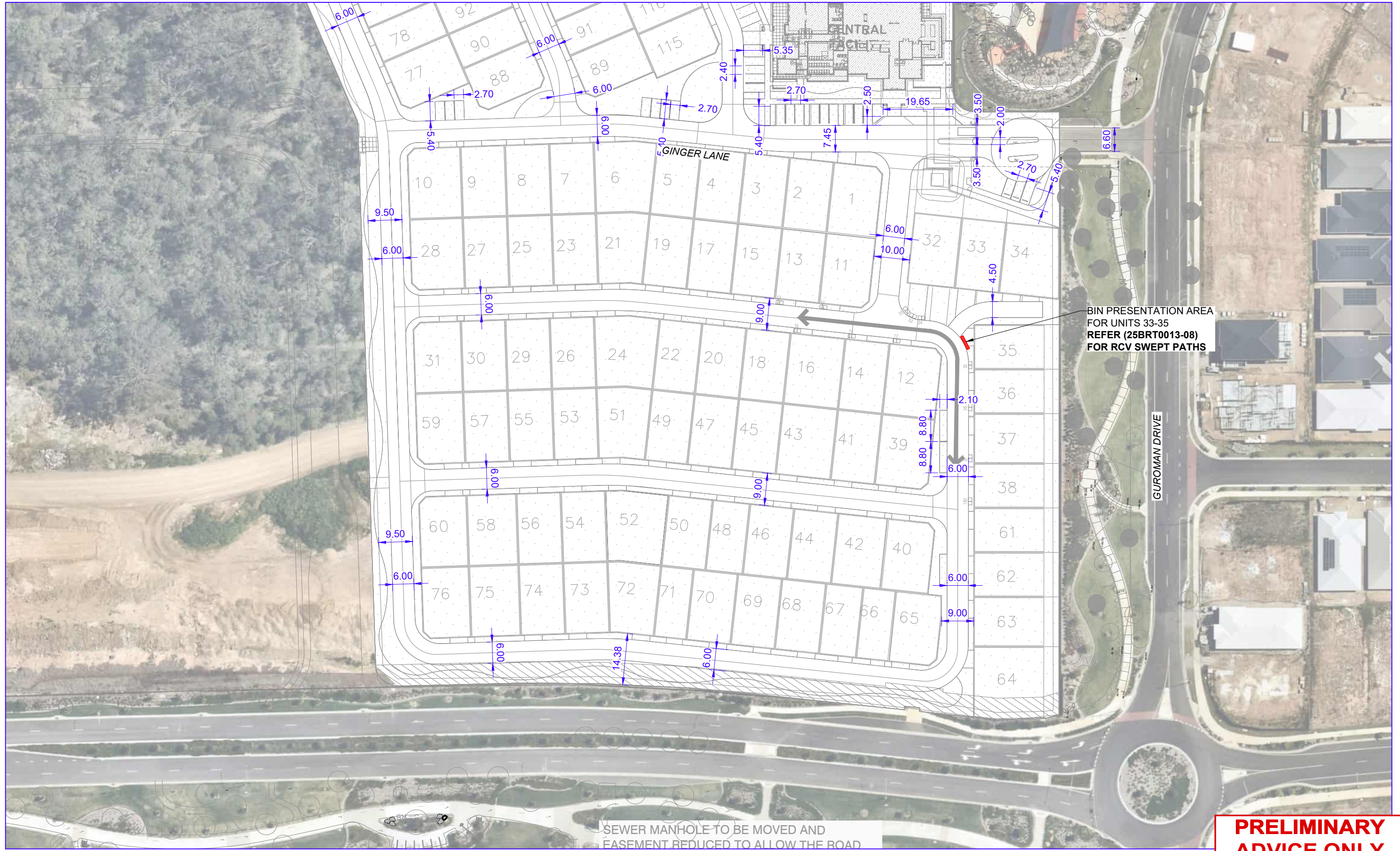
14 July 2025

PROJECT NUMBER	25BRT0013	ORIGINAL SIZE	A3
DRAWING NUMBER	25BRT0013-02	REVISION	D
DATE	14 Jul 2025	SHEET	1 OF 1

25BRT0013 - F05 V01 LAYOUT REVIEW.DWG

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
D	14-07-25	ARCHITECTURAL PLAN UPDATED	AA	AAO	WKS
C	09-05-25	GENERAL AMENDMENTS - RCV SIDE LOADING	AA	AAO	WKS
B	06-05-25	ORIGINAL ISSUE	CM	AAO	WKS
A	15-04-25	ORIGINAL ISSUE	CM	AAO	WKS

25BRT0013 - F05 V01 LAYOUT REVIEW.DWG



**PRELIMINARY  
ADVICE ONLY**

14 July 2025

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
D	14-07-25	ARCHITECTURAL PLAN UPDATED	AA	AAO	WKS
C	09-05-25	GENERAL AMENDMENTS - RCV SIDE LOADING	AA	AAO	WKS
B	06-05-25	ORIGINAL ISSUE	CM	AAO	WKS
A	15-04-25	ORIGINAL ISSUE	CM	AAO	WKS

SCALE 1:1000 AT ORIGINAL SIZE

NORTH

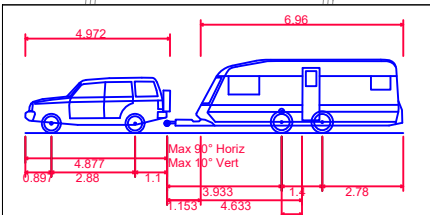
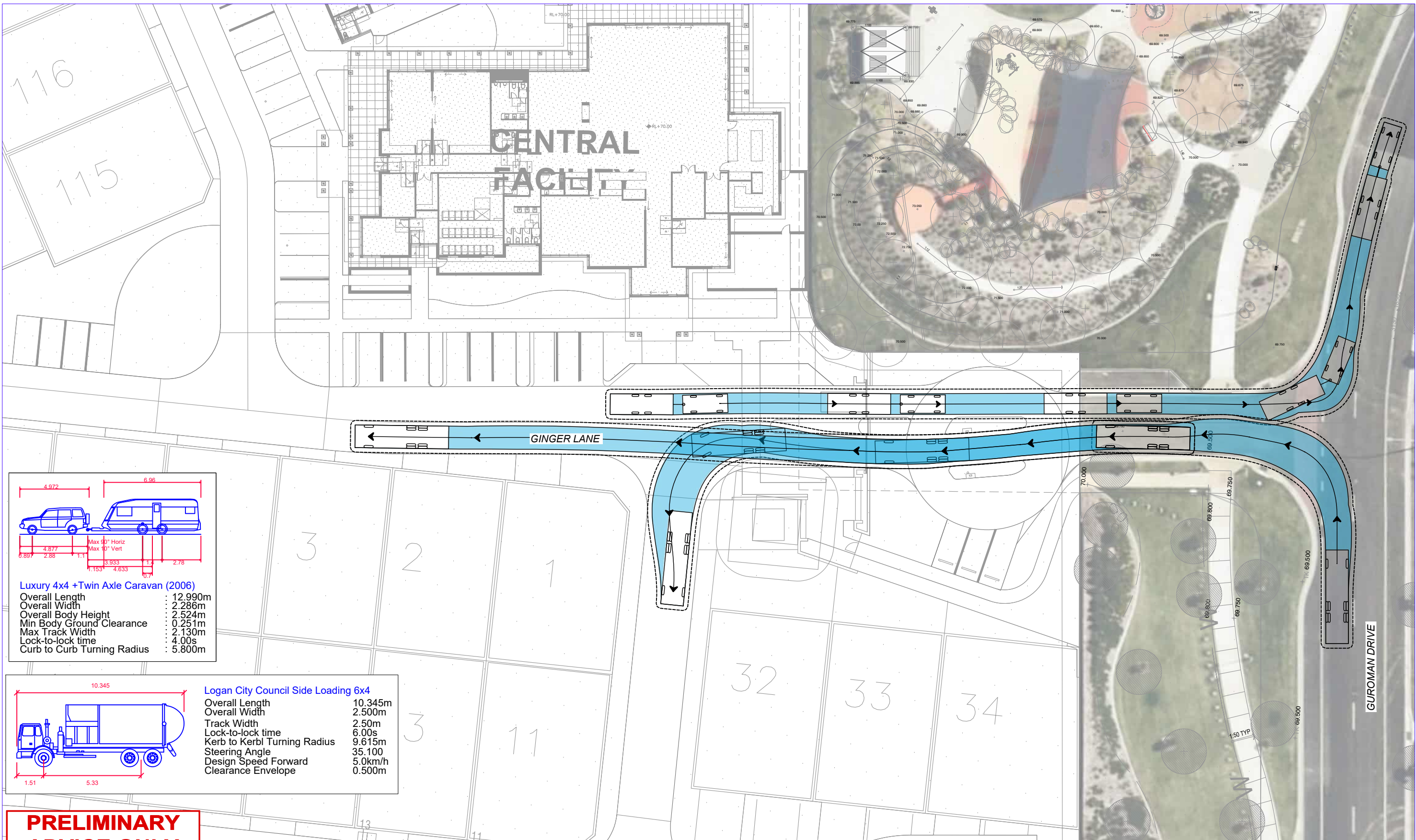
CLIENT  
**SERENITAS MANAGEMENT  
PTY LTD**

**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: ttmbri@ttmgroup.com.au W: www.ttmgroup.com.au

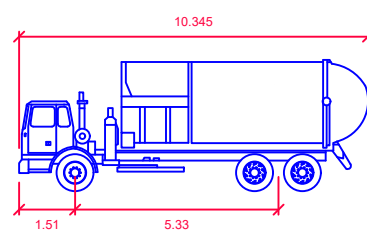
PROJECT  
**EVERLEIGH LAND LEASE COMMUNITY**

DRAWING TITLE  
**LAYOUT REVIEW  
DIMENSIONS FOR SOUTHERN PART OF THE SITE**

PROJECT NUMBER	ORIGINAL SIZE
25BRT0013	A3
DRAWING NUMBER	REVISION
25BRT0013-03	D
DATE	SHEET
14 Jul 2025	1 OF 1



**Luxury 4x4 +Twin Axle Caravan (2006)**  
 Overall Length : 12.990m  
 Overall Width : 2.286m  
 Overall Body Height : 2.524m  
 Min Body Ground Clearance : 0.251m  
 Max Track Width : 2.130m  
 Lock-to-lock time : 4.00s  
 Curb to Curb Turning Radius : 5.800m



**Logan City Council Side Loading 6x4**  
 Overall Length : 10.345m  
 Overall Width : 2.500m  
 Track Width : 2.50m  
 Lock-to-lock time : 6.00s  
 Kerb to Kerbl Turning Radius : 9.615m  
 Steering Angle : 35.100  
 Design Speed Forward : 5.0km/h  
 Clearance Envelope : 0.500m

**PRELIMINARY  
 ADVICE ONLY**  
 14 July 2025

25BRT0013 - F05 V01 LAYOUT REVIEW.DWG

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
D	14-07-25	ARCHITECTURAL PLAN UPDATED	AA	AAO	WKS
C	09-05-25	GENERAL AMENDMENTS - RCV SIDE LOADING	AA	AAO	WKS
B	06-05-25	ORIGINAL ISSUE	CM	AAO	WKS
A	15-04-25	ORIGINAL ISSUE	CM	AAO	WKS

SCALE 1:400 AT ORIGINAL SIZE

NORTH

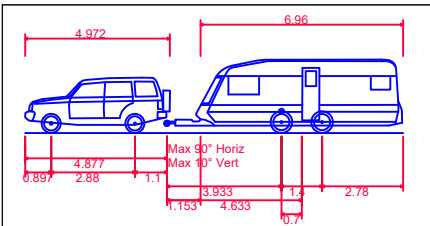
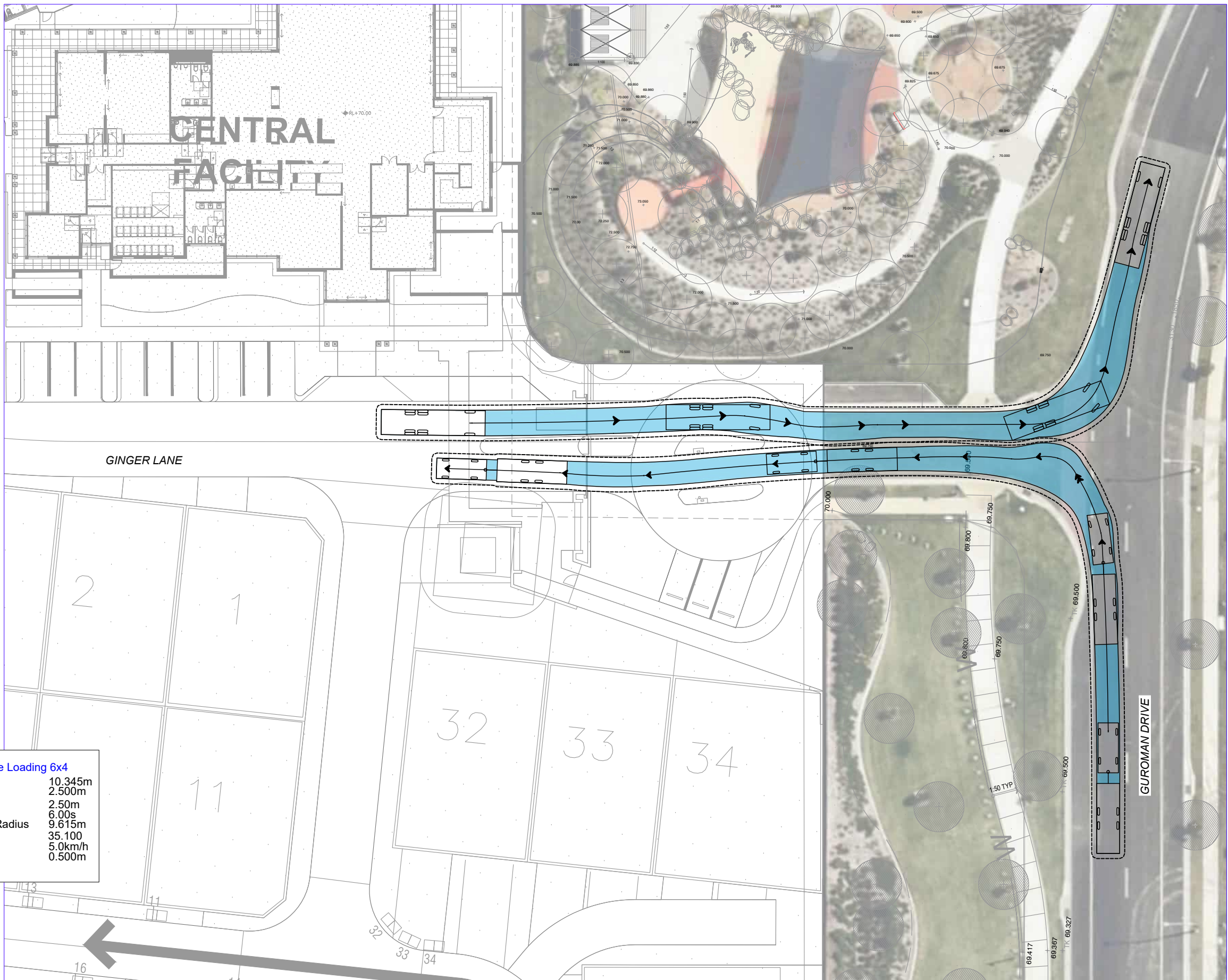
CLIENT  
**SERENITAS MANAGEMENT  
 PTY LTD**

**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

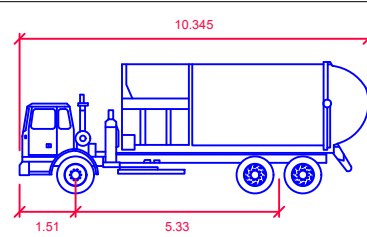
PROJECT  
**EVERLEIGH LAND LEASE COMMUNITY**

DRAWING TITLE  
**SWEPT PATH ANALYSIS - GINGER LANE ACCESS**  
 10.3m RCV & 12.99m LUXURY 4x4 + CARAVAN CIRCULATING THE SITE

PROJECT NUMBER	ORIGINAL SIZE
25BRT0013	A3
DRAWING NUMBER	REVISION
25BRT0013-04	D
DATE	SHEET
14 Jul 2025	1 OF 1



**Luxury 4x4 +Twin Axle Caravan (2006)**  
 Overall Length : 12.990m  
 Overall Width : 2.286m  
 Overall Body Height : 2.524m  
 Min Body Ground Clearance : 0.251m  
 Max Track Width : 2.130m  
 Lock-to-lock time : 4.00s  
 Curb to Curb Turning Radius : 5.800m

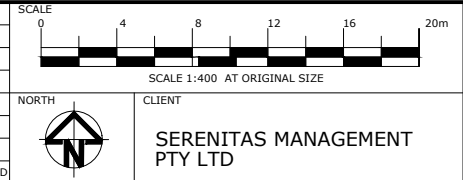


**Logan City Council Side Loading 6x4**  
 Overall Length : 10.345m  
 Overall Width : 2.500m  
 Track Width : 2.50m  
 Lock-to-lock time : 6.00s  
 Kerb to Kerb Turning Radius : 9.615m  
 Steering Angle : 35.100  
 Design Speed Forward : 5.0km/h  
 Clearance Envelope : 0.500m

**PRELIMINARY  
 ADVICE ONLY**  
 14 July 2025

25BRT0013 - F05 V01 LAYOUT REVIEW.DWG

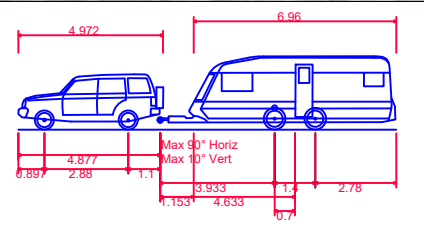
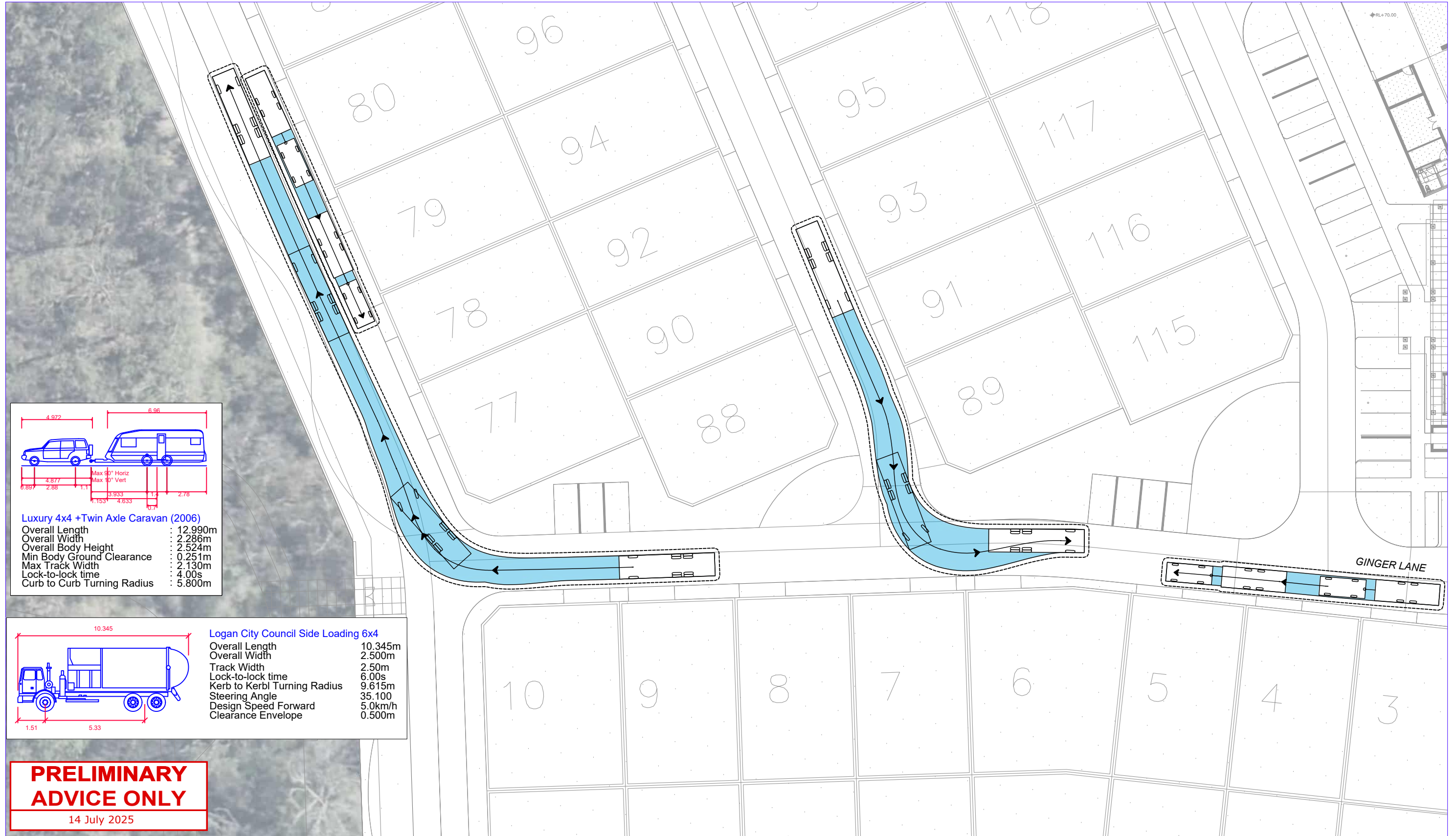
REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
D	14-07-25	ARCHITECTURAL PLAN UPDATED	AA	AAO	WKS
C	09-05-25	GENERAL AMENDMENTS - RCV SIDE LOADING	AA	AAO	WKS
B	06-05-25	ORIGINAL ISSUE	CM	AAO	WKS
A	15-04-25	ORIGINAL ISSUE	CM	AAO	WKS



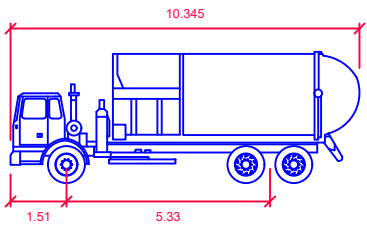
**Colliers International Engineering & Design (TTMC) Pty Ltd**  
 ABN 65 010 868 621  
 LEVEL 8, 369 Ann Street, BRISBANE QLD 4000  
 P.O. BOX 12015, BRISBANE QLD 4003  
 T: (07) 3327 9500 F: (07) 3327 9501  
 E: ttmbri@ttmgroup.com.au W: www.ttmgroup.com.au

PROJECT: **EVERLEIGH LAND LEASE COMMUNITY**  
 DRAWING TITLE: **SWEPT PATH ANALYSIS - GINGER LANE ACCESS**  
 10.3m RCV & 12.99m LUXURY 4x4 + CARAVAN CIRCULATING THE SITE

PROJECT NUMBER	ORIGINAL SIZE
25BRT0013	A3
DRAWING NUMBER	REVISION
25BRT0013-05	D
DATE	SHEET
14 Jul 2025	1 OF 1



**Luxury 4x4 + Twin Axle Caravan (2006)**  
 Overall Length : 12.990m  
 Overall Width : 2.286m  
 Overall Body Height : 2.524m  
 Min Body Ground Clearance : 0.251m  
 Max Track Width : 2.130m  
 Lock-to-lock time : 4.00s  
 Curb to Curb Turning Radius : 5.800m



**Logan City Council Side Loading 6x4**  
 Overall Length : 10.345m  
 Overall Width : 2.500m  
 Track Width : 2.50m  
 Lock-to-lock time : 6.00s  
 Kerb to Kerb Turning Radius : 9.615m  
 Steering Angle : 35.100  
 Design Speed Forward : 5.0km/h  
 Clearance Envelope : 0.500m

**PRELIMINARY  
 ADVICE ONLY**  
 14 July 2025

25BRT0013 - F05 V01 LAYOUT REVIEW.DWG

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
D	14-07-25	ARCHITECTURAL PLAN UPDATED	AA	AAO	WKS
C	09-05-25	GENERAL AMENDMENTS - RCV SIDE LOADING	AA	AAO	WKS
B	06-05-25	ORIGINAL ISSUE	CM	AAO	WKS
A	15-04-25	ORIGINAL ISSUE	CM	AAO	WKS

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

NORTH

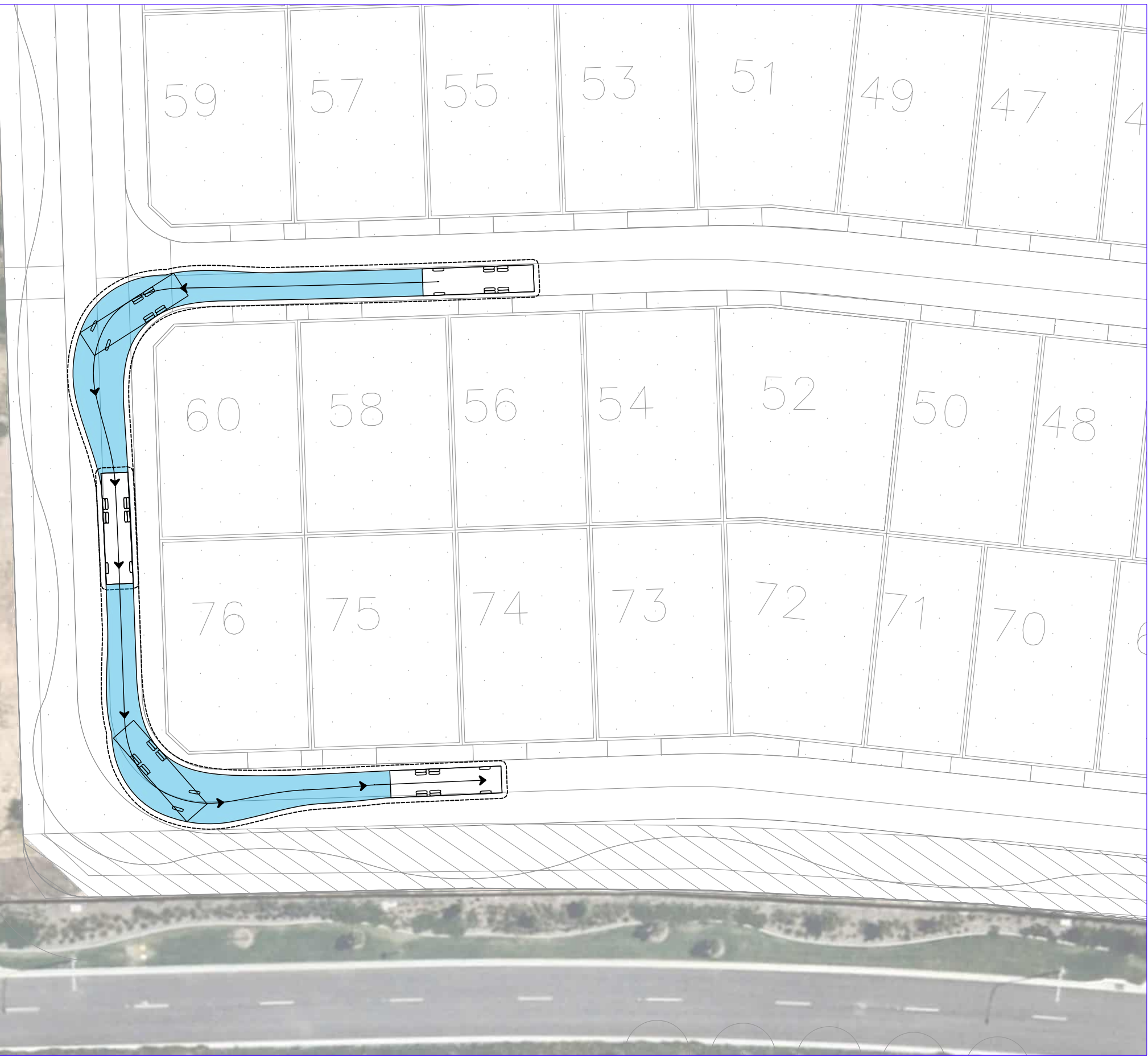
CLIENT  
**SERENITAS MANAGEMENT  
 PTY LTD**

**Colliers**  
 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  
**EVERLEIGH LAND LEASE COMMUNITY**

DRAWING TITLE  
**SWEPT PATH ANALYSIS**  
 12.99m LUXURY 4x4 + CARAVAN & 10.3m RCV CIRCULATING THE SITE

PROJECT NUMBER	ORIGINAL SIZE
25BRT0013	A3
DRAWING NUMBER	REVISION
25BRT0013-06	D
DATE	SHEET
14 Jul 2025	1 OF 1



**Logan City Council Side Loading 6x4**

Overall Length	10.345m
Overall Width	2.500m
Track Width	2.50m
Lock-to-lock time	6.00s
Kerb to Kerb Turning Radius	9.615m
Steering Angle	35.100
Design Speed Forward	5.0km/h
Clearance Envelope	0.500m

**PRELIMINARY  
ADVICE ONLY**

14 July 2025

25BRT0013 - F05 V01 LAYOUT REVIEW.DWG

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
D	14-07-25	ARCHITECTURAL PLAN UPDATED	AA	AAO	WKS
C	09-05-25	GENERAL AMENDMENTS - RCV SIDE LOADING	AA	AAO	WKS
B	06-05-25	ORIGINAL ISSUE	CM	AAO	WKS
A	15-04-25	ORIGINAL ISSUE	CM	AAO	WKS

SCALE 1:400 AT ORIGINAL SIZE

NORTH

CLIENT  
**SERENITAS MANAGEMENT  
PTY LTD**

**Colliers** International Engineering & Design (TTMC) Pty Ltd

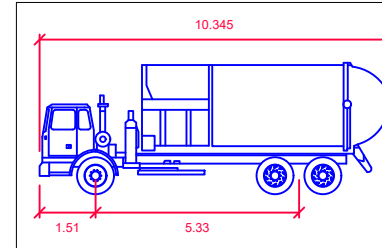
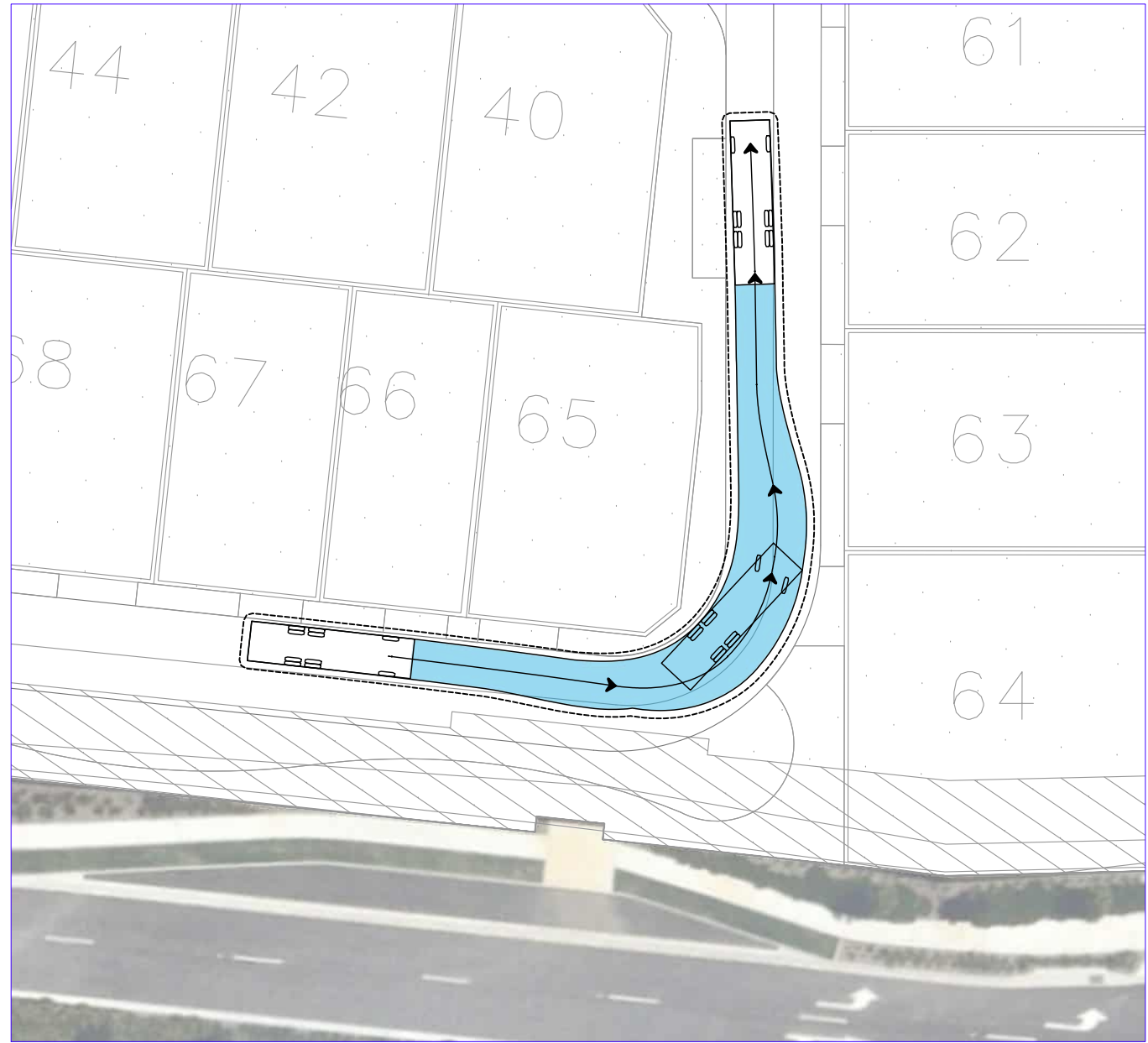
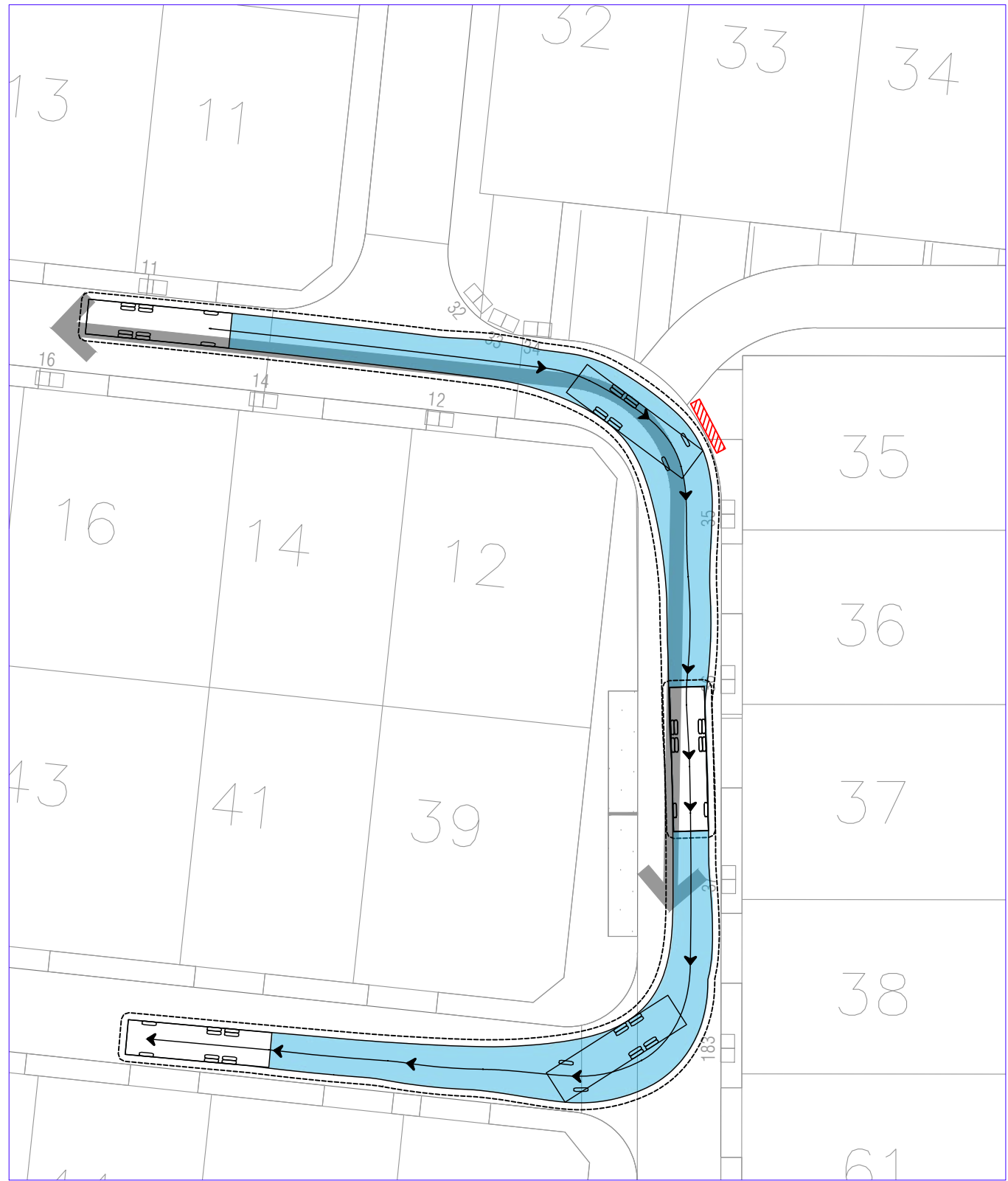
ABN 65 010 868 621  
LEVEL 8, 369 Ann Street, BRISBANE QLD 4000  
P.O. BOX 12015, BRISBANE QLD 4003

T: (07) 3327 9500 F: (07) 3327 9501  
E: ttmbris@ttmgroup.com.au W: www.ttmgroup.com.au

PROJECT  
**EVERLEIGH LAND LEASE COMMUNITY**

DRAWING TITLE  
**SWEPT PATH ANALYSIS  
10.3m RCV CIRCULATING THE SITE**

PROJECT NUMBER <b>25BRT0013</b>	ORIGINAL SIZE <b>A3</b>
DRAWING NUMBER <b>25BRT0013-07</b>	REVISION <b>D</b>
DATE <b>14 Jul 2025</b>	SHEET <b>1 OF 1</b>



Logan City Council Side Loading 6x4	
Overall Length	10.345m
Overall Width	2.500m
Track Width	2.50m
Lock-to-lock time	6.00s
Kerb to Kerb Turning Radius	9.615m
Steering Angle	35.100
Design Speed Forward	5.0km/h
Clearance Envelope	0.500m

**PRELIMINARY  
ADVICE ONLY**

14 July 2025

25BRT0013 - F05 V01 LAYOUT REVIEW.DWG

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
D	14-07-25	ARCHITECTURAL PLAN UPDATED	AA	AAO	WKS
C	09-05-25	GENERAL AMENDMENTS - RCV SIDE LOADING	AA	AAO	WKS
B	06-05-25	ORIGINAL ISSUE	CM	AAO	WKS
A	15-04-25	ORIGINAL ISSUE	CM	AAO	WKS

SCALE 1:400 AT ORIGINAL SIZE

NORTH

CLIENT  
**SERENITAS MANAGEMENT  
PTY LTD**

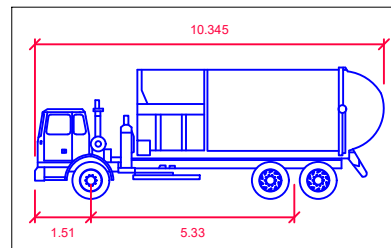
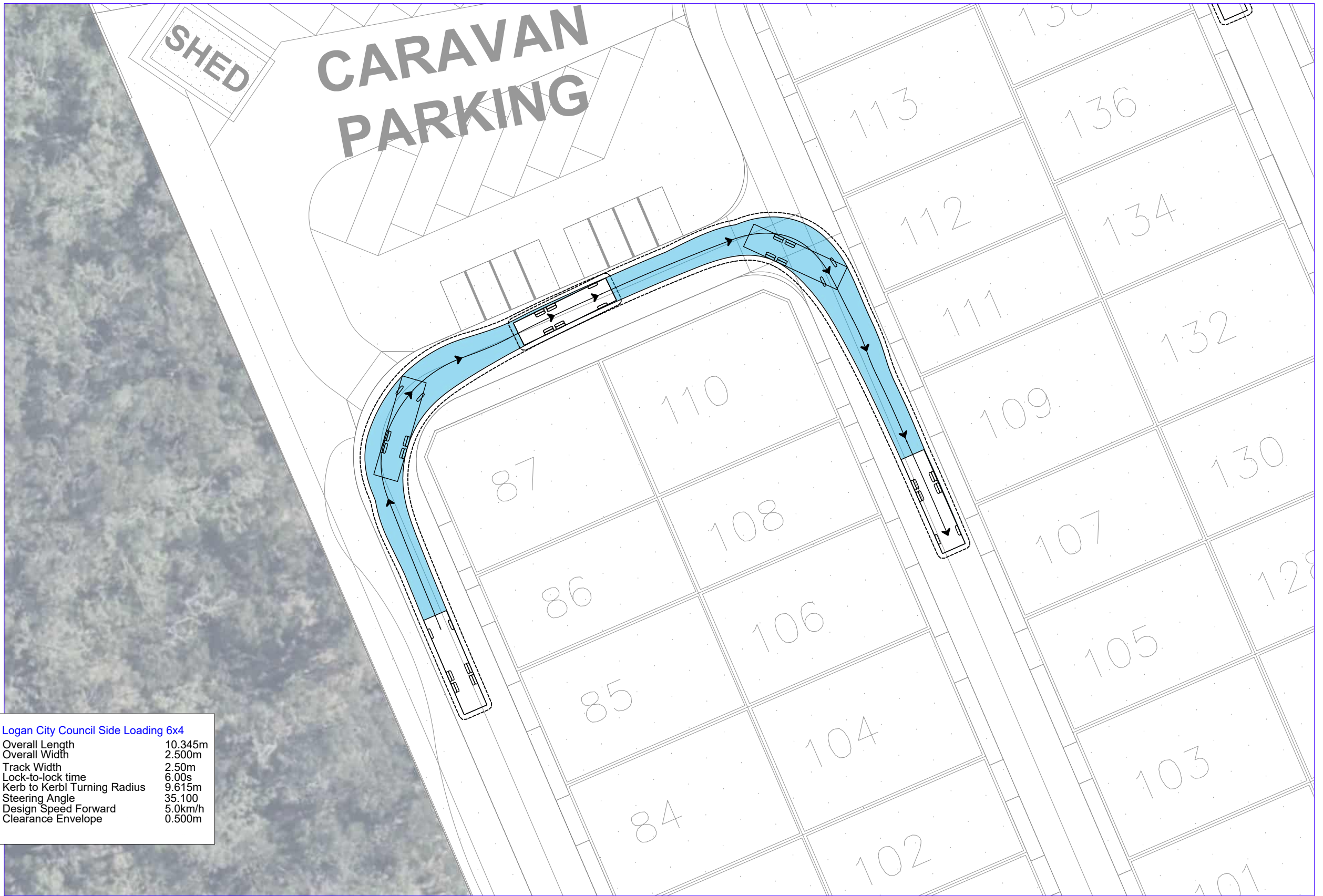
**Colliers**

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: ttmbri@ttmgroup.com.au W: www.ttmgroup.com.au

PROJECT  
**EVERLEIGH LAND LEASE COMMUNITY**

DRAWING TITLE  
**SWEPT PATH ANALYSIS  
10.3m RCV CIRCULATING THE SITE**

PROJECT NUMBER	ORIGINAL SIZE
25BRT0013	A3
DRAWING NUMBER	REVISION
25BRT0013-08	D
DATE	SHEET
14 Jul 2025	1 OF 1



**Logan City Council Side Loading 6x4**  
 Overall Length 10.345m  
 Overall Width 2.500m  
 Track Width 2.50m  
 Lock-to-lock time 6.00s  
 Kerb to Kerb Turning Radius 9.615m  
 Steering Angle 35.100  
 Design Speed Forward 5.0km/h  
 Clearance Envelope 0.500m

**PRELIMINARY  
 ADVICE ONLY**  
 14 July 2025

25BRT0013 - F05 V01 LAYOUT REVIEW.DWG

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
D	14-07-25	ARCHITECTURAL PLAN UPDATED	AA	AAO	WKS
C	09-05-25	GENERAL AMENDMENTS - RCV SIDE LOADING	AA	AAO	WKS
B	06-05-25	ORIGINAL ISSUE	CM	AAO	WKS
A	15-04-25	ORIGINAL ISSUE	CM	AAO	WKS

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

NORTH

CLIENT  
**SERENITAS MANAGEMENT  
 PTY LTD**

**Colliers**  
 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  
**EVERLEIGH LAND LEASE COMMUNITY**

DRAWING TITLE  
**SWEPT PATH ANALYSIS  
 10.3m RCV CIRCULATING THE SITE**

PROJECT NUMBER	ORIGINAL SIZE
25BRT0013	A3
DRAWING NUMBER	REVISION
25BRT0013-09	D
DATE	SHEET
14 Jul 2025	1 OF 1



**Logan City Council Side Loading 6x4**

Overall Length	10.345m
Overall Width	2.500m
Track Width	2.50m
Lock-to-lock time	6.00s
Kerb to Kerb Turning Radius	9.615m
Steering Angle	35.100
Design Speed Forward	5.0km/h
Clearance Envelope	0.500m

**PRELIMINARY  
ADVICE ONLY**

14 July 2025

25BRT0013 - F05 V01 LAYOUT REVIEW.DWG

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
D	14-07-25	ARCHITECTURAL PLAN UPDATED	AA	AAO	WKS
C	09-05-25	GENERAL AMENDMENTS - RCV SIDE LOADING	AA	AAO	WKS
B	06-05-25	ORIGINAL ISSUE	CM	AAO	WKS
A	15-04-25	ORIGINAL ISSUE	CM	AAO	WKS

SCALE 1:400 AT ORIGINAL SIZE

NORTH

CLIENT  
**SERENITAS MANAGEMENT  
PTY LTD**

**Colliers**

**Colliers International Engineering & Design (TTMC) Pty Ltd**

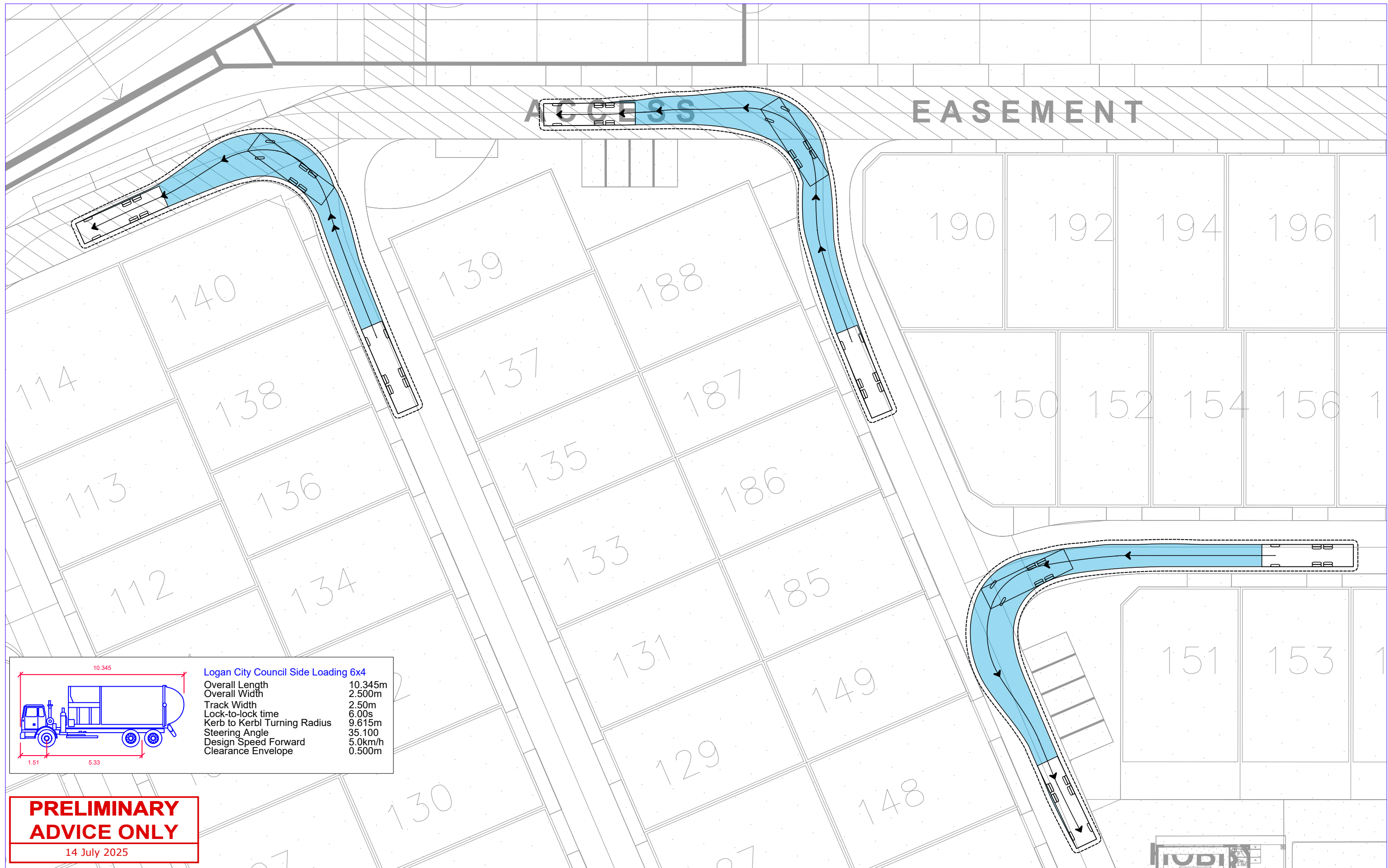
ABN 65 010 868 621  
LEVEL 8, 369 Ann Street, BRISBANE QLD 4000  
P.O. BOX 12015, BRISBANE QLD 4003

T: (07) 3327 9500 F: (07) 3327 9501  
E: ttmbris@ttmgroup.com.au W: www.ttmgroup.com.au

PROJECT  
**EVERLEIGH LAND LEASE COMMUNITY**

DRAWING TITLE  
**SWEPT PATH ANALYSIS  
10.3m RCV CIRCULATING THE SITE**

PROJECT NUMBER <b>25BRT0013</b>	ORIGINAL SIZE <b>A3</b>
DRAWING NUMBER <b>25BRT0013-10</b>	REVISION <b>D</b>
DATE <b>14 Jul 2025</b>	SHEET <b>1 OF 1</b>



**PRELIMINARY  
ADVICE ONLY**

14 July 2025

**Logan City Council Side Loading 6x4**  
 Overall Length 10.345m  
 Overall Width 2.500m  
 Track Width 2.50m  
 Lock-to-lock time 6.00s  
 Kerb to Kerb Turning Radius 9.615m  
 Steering Angle 35.100  
 Design Speed Forward 5.0km/h  
 Clearance Envelope 0.500m

25BRT0013 - F05 V01 LAYOUT REVIEW.DWG

REV	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
D	14-07-25	ARCHITECTURAL PLAN UPDATED	AA	AAO	WKS
C	09-05-25	GENERAL AMENDMENTS - RCV SIDE LOADING	AA	AAO	WKS
B	06-05-25	ORIGINAL ISSUE	CM	AAO	WKS
A	15-04-25	ORIGINAL ISSUE	CM	AAO	WKS

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

NORTH

CLIENT  
**SERENITAS MANAGEMENT  
 PTY LTD**

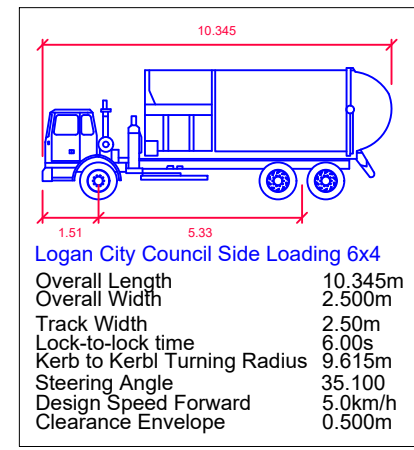
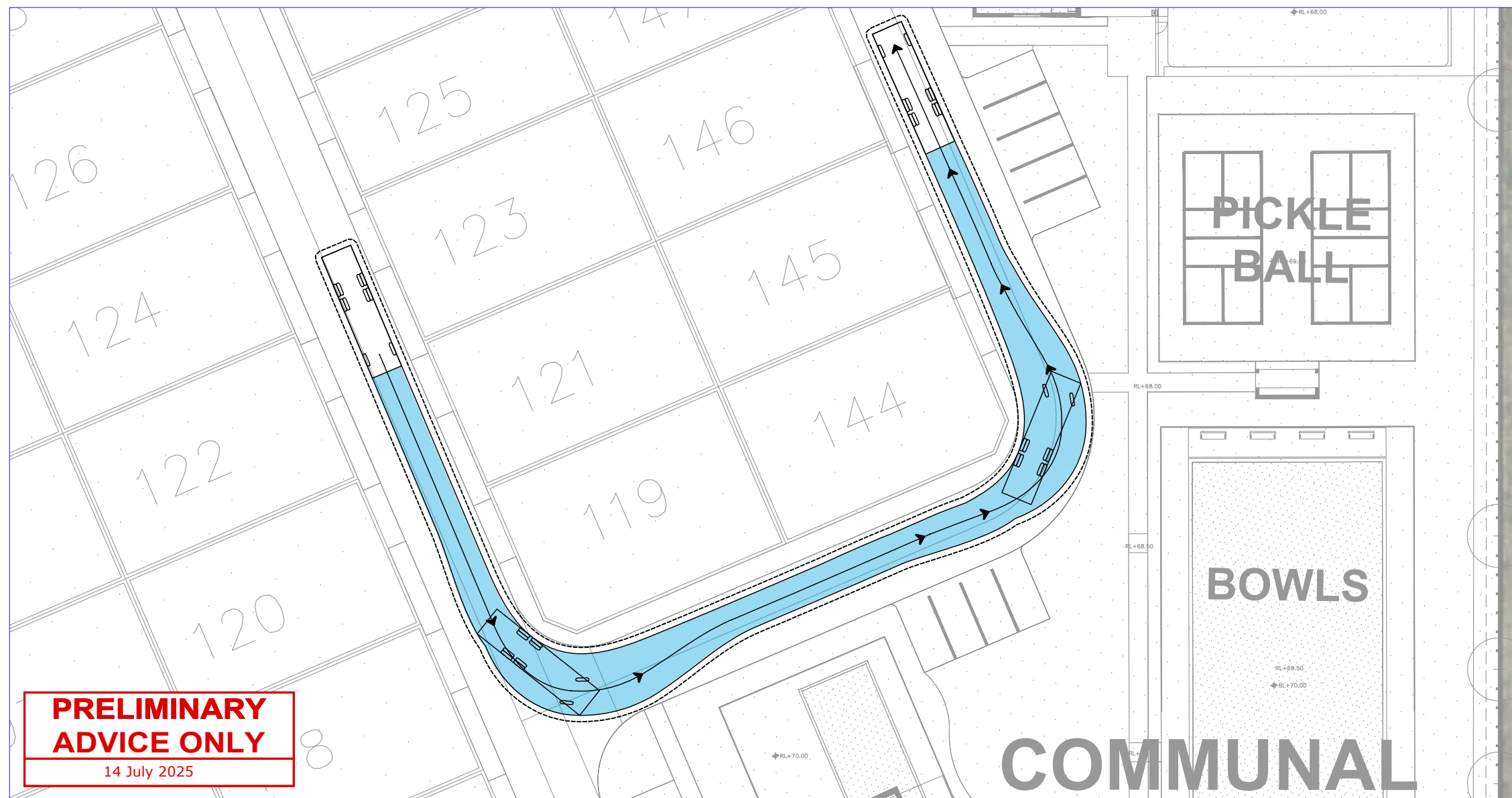
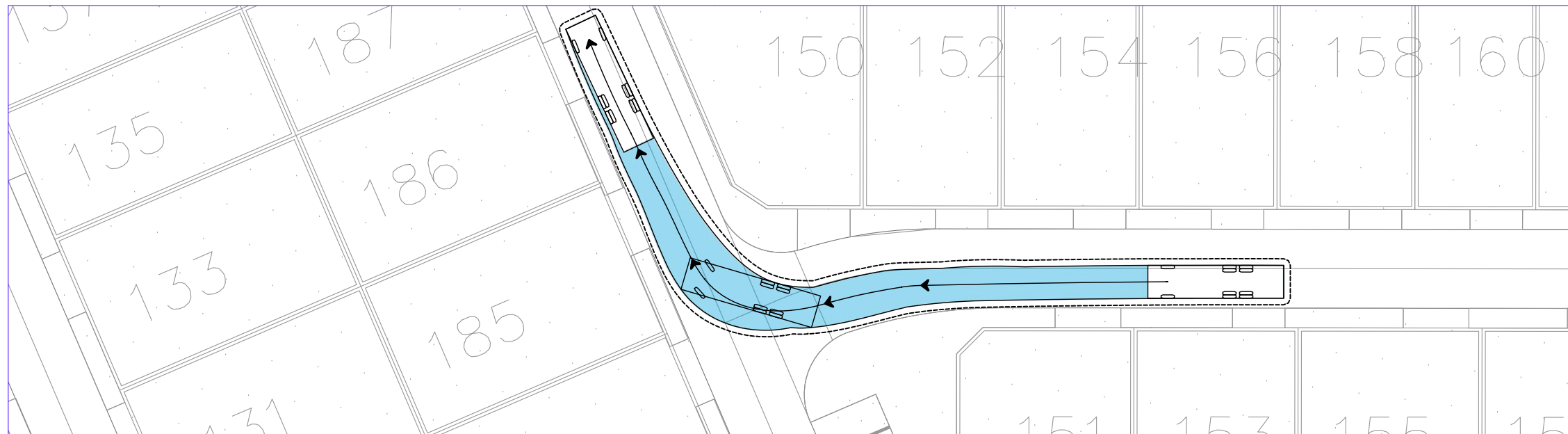


**Colliers International Engineering & Design (TTMC) Pty Ltd**  
 ABN 65 010 868 621  
 LEVEL 8, 369 Ann Street, BRISBANE QLD 4000  
 P.O. BOX 12015, BRISBANE QLD 4003  
 T: (07) 3327 9500 F: (07) 3327 9501  
 E: ttmbri@ttmgroup.com.au W: www.ttmgroup.com.au

PROJECT  
**EVERLEIGH LAND LEASE COMMUNITY**

DRAWING TITLE  
**SWEPT PATH ANALYSIS  
 10.3m RCV CIRCULATING THE SITE**

PROJECT NUMBER	ORIGINAL SIZE
25BRT0013	A3
DRAWING NUMBER	REVISION
25BRT0013-11	D
DATE	SHEET
14 Jul 2025	1 OF 1



**PRELIMINARY  
ADVICE ONLY**  
14 July 2025

**COMMUNAL**

25BRT0013 - F05 V01 LAYOUT REVIEW.DWG

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
D	14-07-25	ARCHITECTURAL PLAN UPDATED	AA	AAO	WKS
C	09-05-25	GENERAL AMENDMENTS - RCV SIDE LOADING	AA	AAO	WKS
B	06-05-25	ORIGINAL ISSUE	CM	AAO	WKS
A	15-04-25	ORIGINAL ISSUE	CM	AAO	WKS

SCALE 1:400 AT ORIGINAL SIZE

NORTH

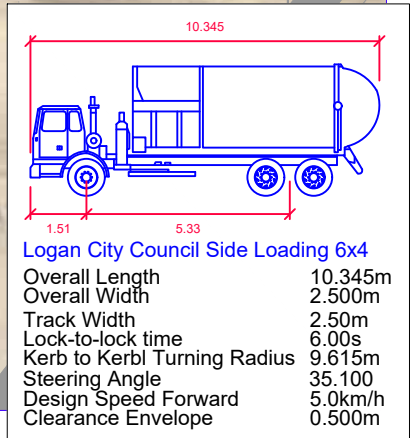
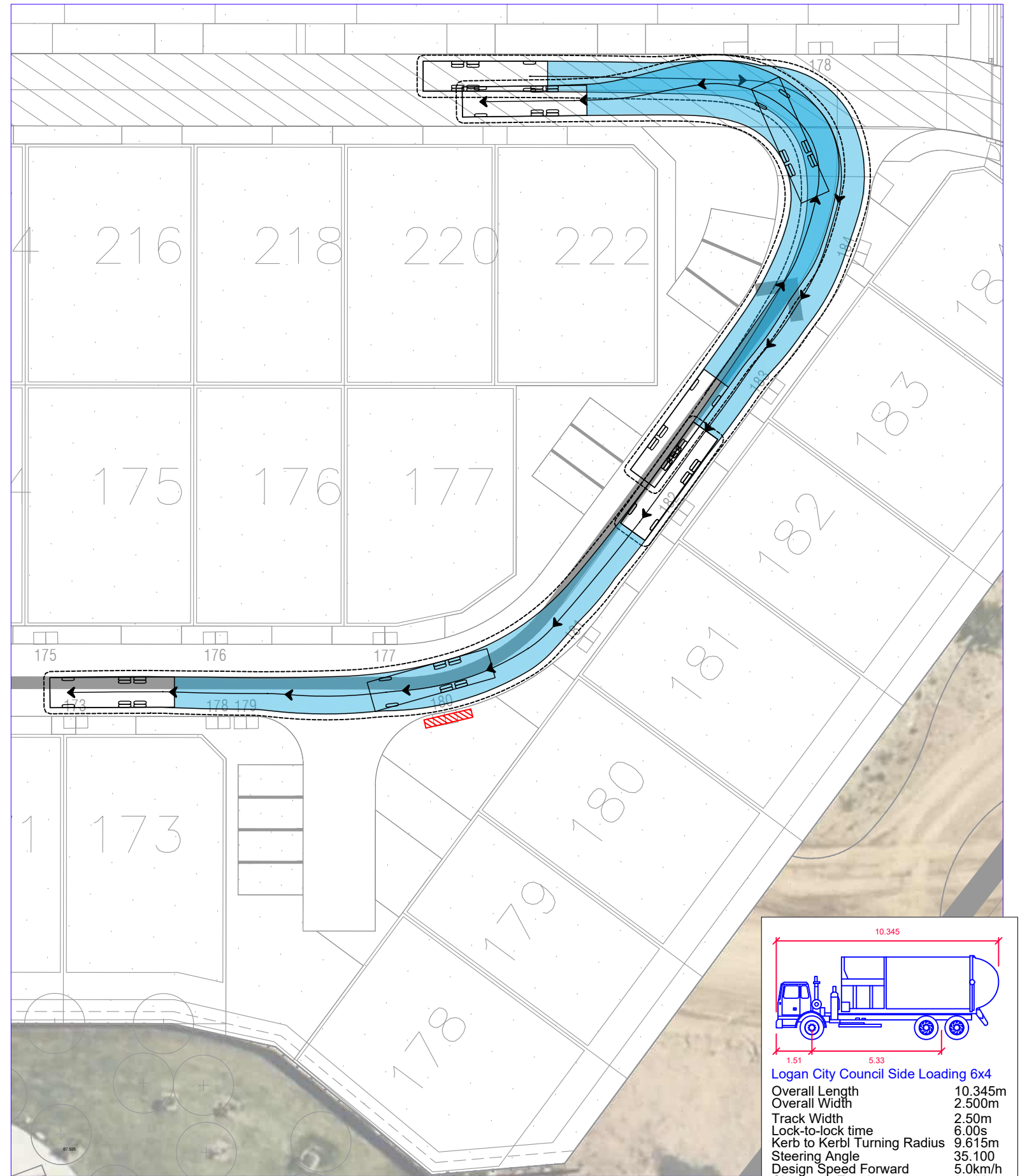
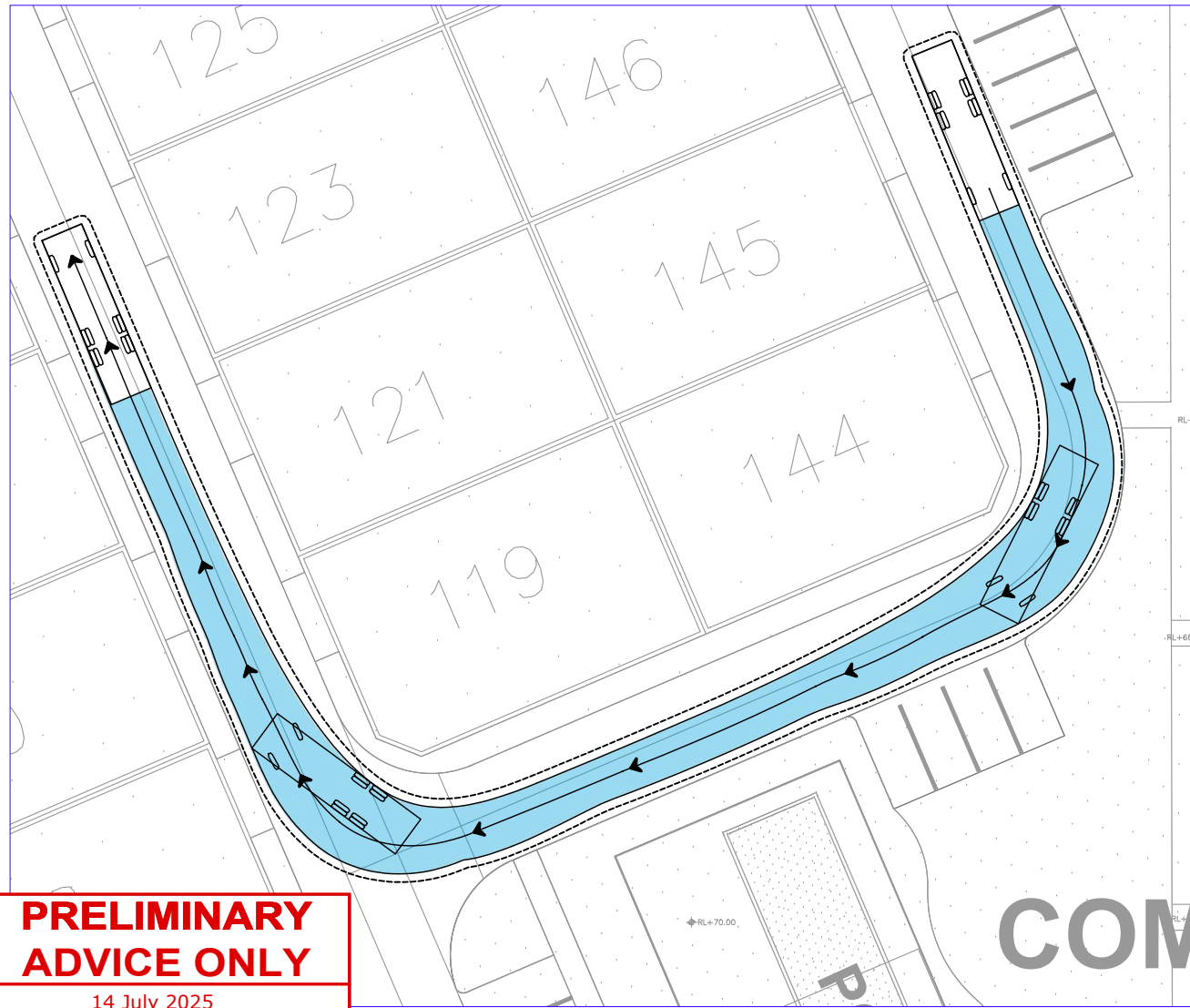
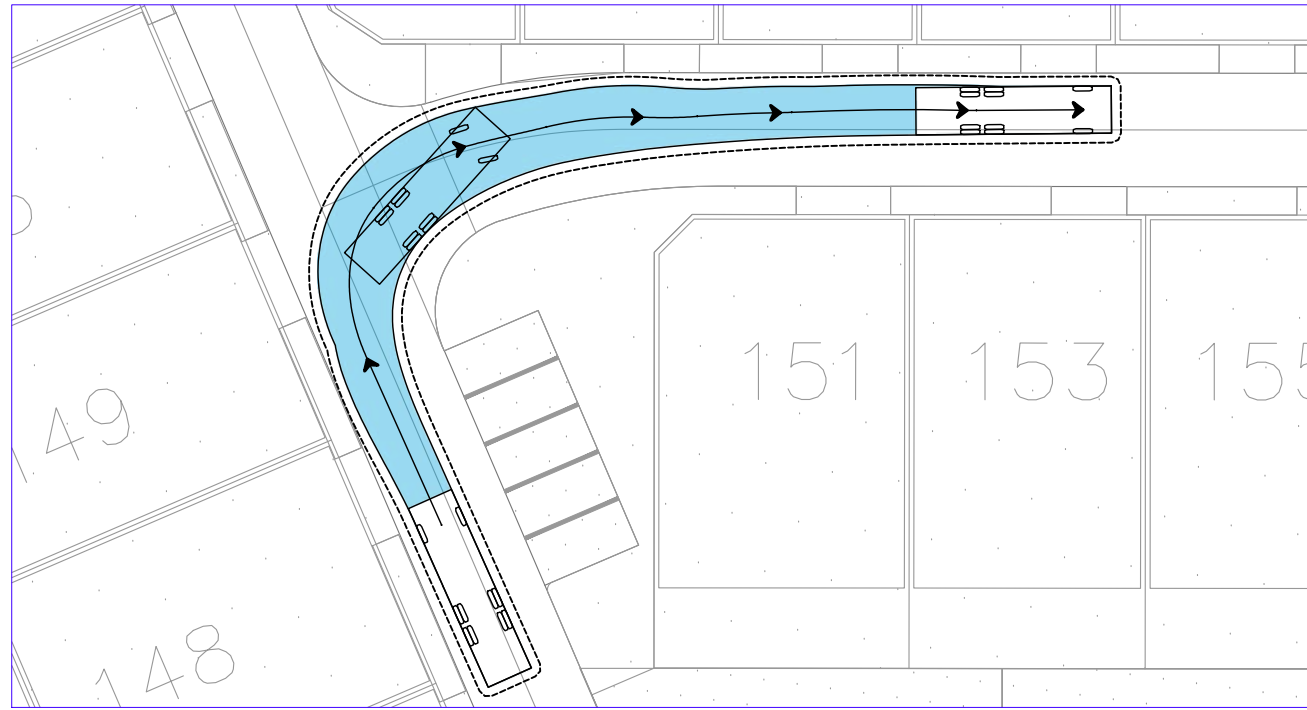
CLIENT  
**SERENITAS MANAGEMENT  
PTY LTD**

**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  
**EVERLEIGH LAND LEASE COMMUNITY**

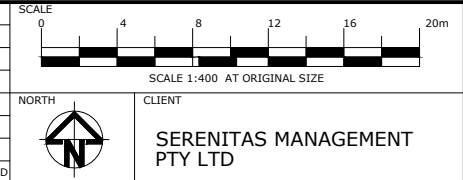
DRAWING TITLE  
**SWEPT PATH ANALYSIS  
10.3m RCV CIRCULATING THE SITE**

PROJECT NUMBER	ORIGINAL SIZE
25BRT0013	A3
DRAWING NUMBER	REVISION
25BRT0013-12	D
DATE	SHEET
14 Jul 2025	1 OF 1



**PRELIMINARY  
ADVICE ONLY**  
14 July 2025

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
D	14-07-25	ARCHITECTURAL PLAN UPDATED	AA	AAO	WKS
C	09-05-25	GENERAL AMENDMENTS - RCV SIDE LOADING	AA	AAO	WKS
B	06-05-25	ORIGINAL ISSUE	CM	AAO	WKS
A	15-04-25	ORIGINAL ISSUE	CM	AAO	WKS



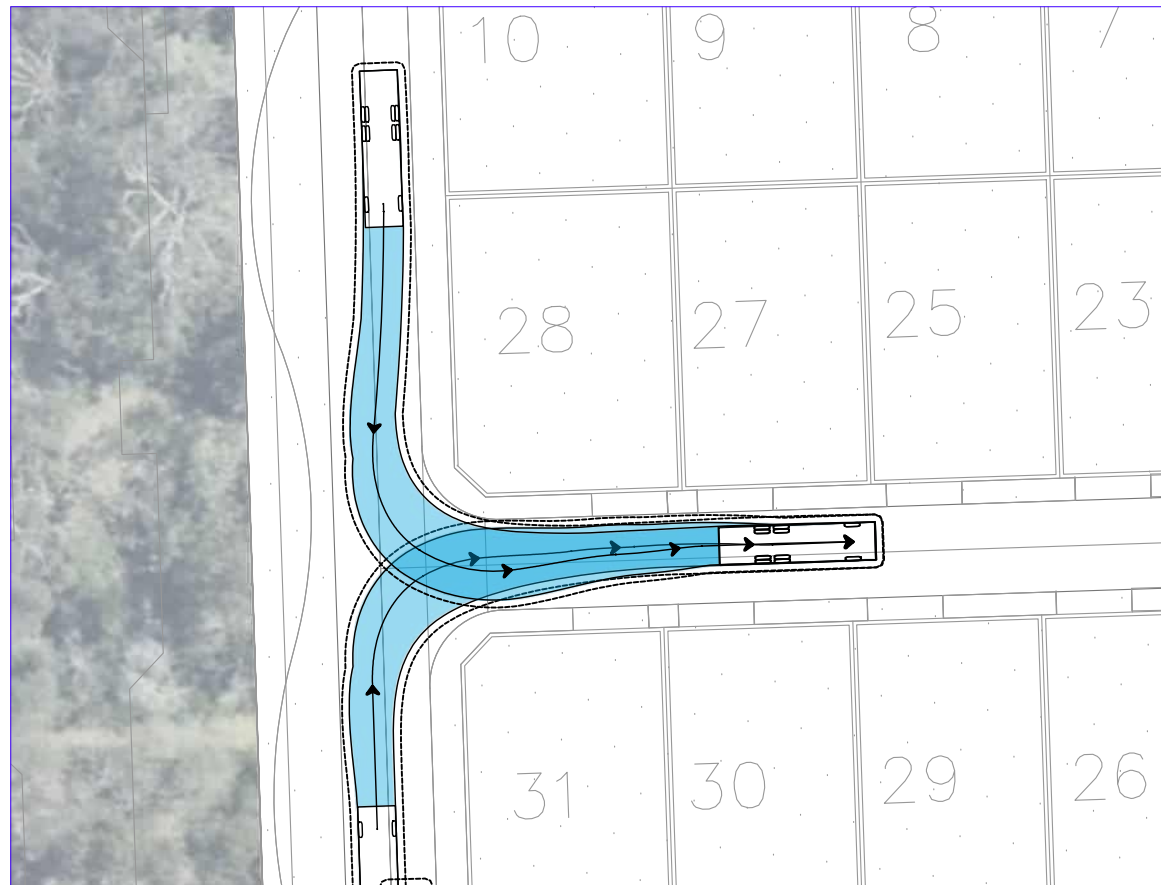
**Colliers International Engineering  
& Design (TTMC) Pty Ltd**  
 ABN 65 010 868 621  
 LEVEL 8, 369 Ann Street, BRISBANE QLD 4000  
 P.O. BOX 12015, BRISBANE QLD 4003  
 T: (07) 3327 9500 F: (07) 3327 9501  
 E: ttmbri@ttmgroup.com.au W: www.ttmgroup.com.au

PROJECT  
**EVERLEIGH LAND LEASE COMMUNITY**

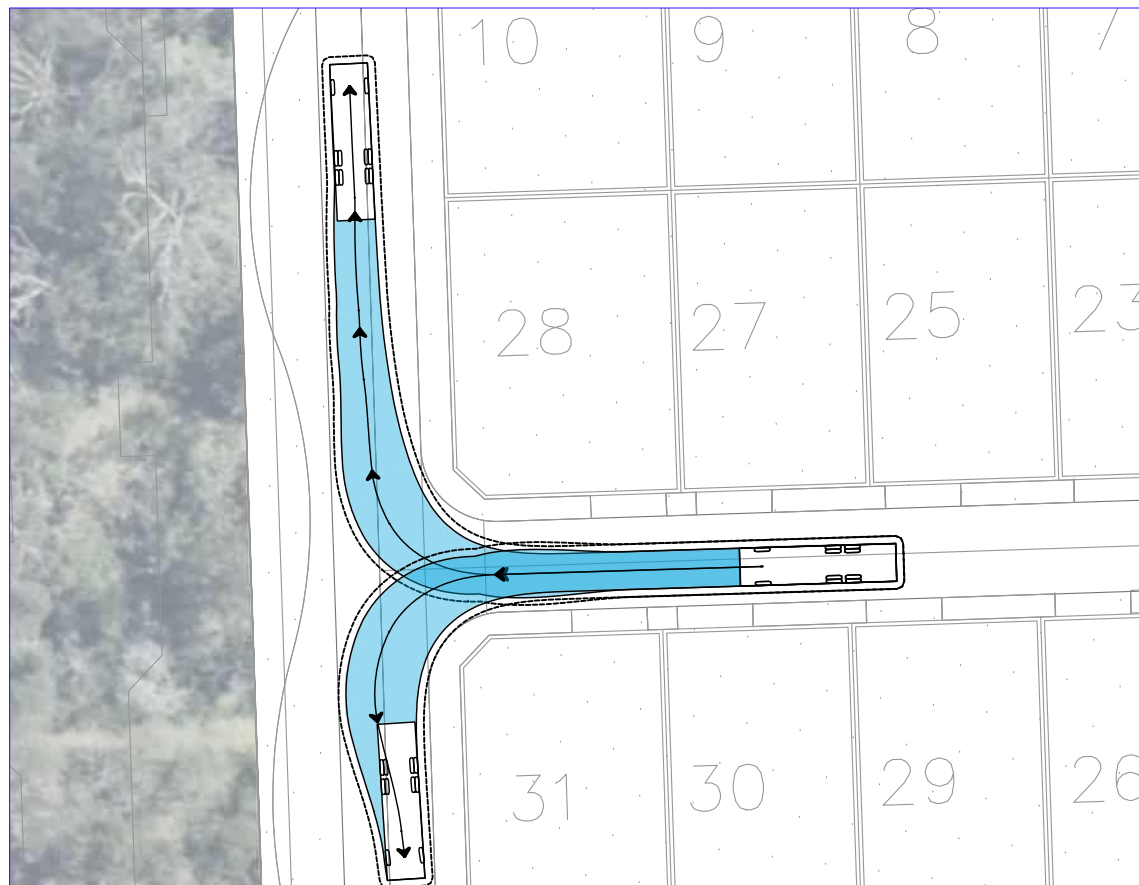
DRAWING TITLE  
**SWEPT PATH ANALYSIS  
10.3m RCV CIRCULATING THE SITE**

PROJECT NUMBER	ORIGINAL SIZE
25BRT0013	A3
DRAWING NUMBER	REVISION
25BRT0013-13	D
DATE	SHEET
14 Jul 2025	1 OF 1

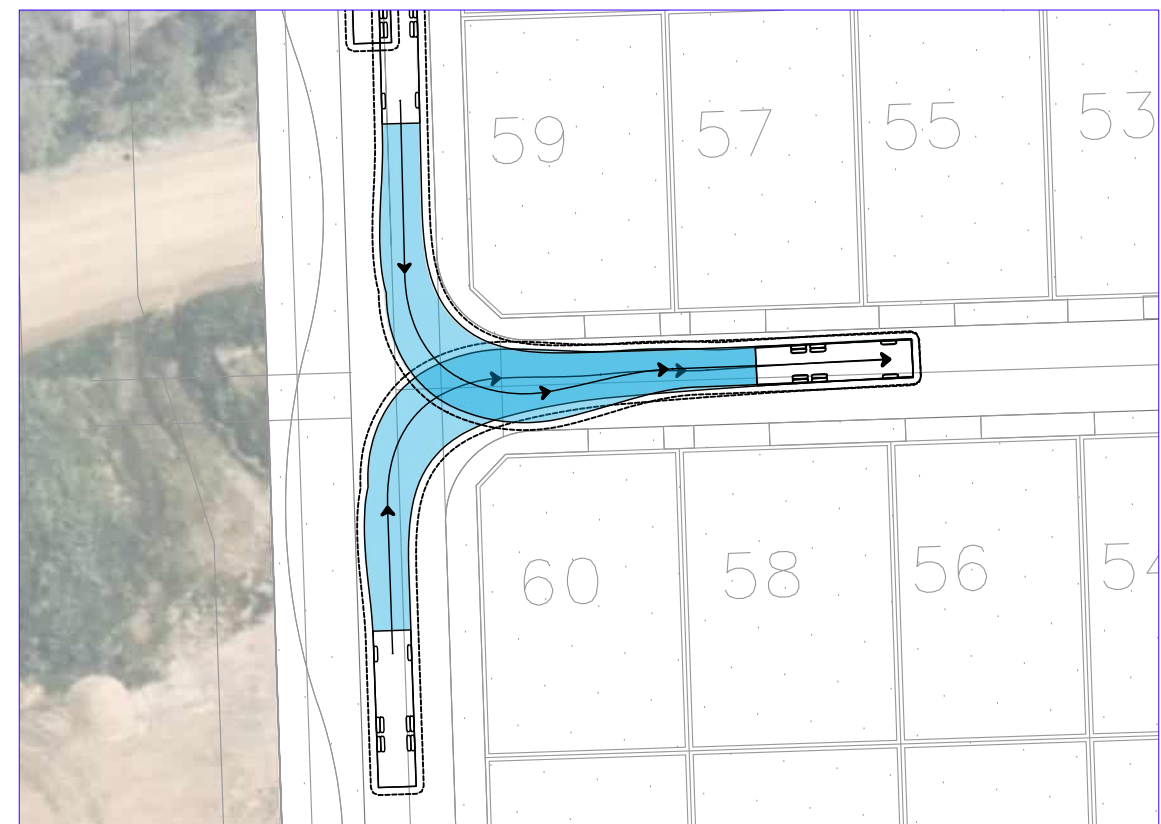
25BRT0013 - F05 V01 LAYOUT REVIEW.DWG



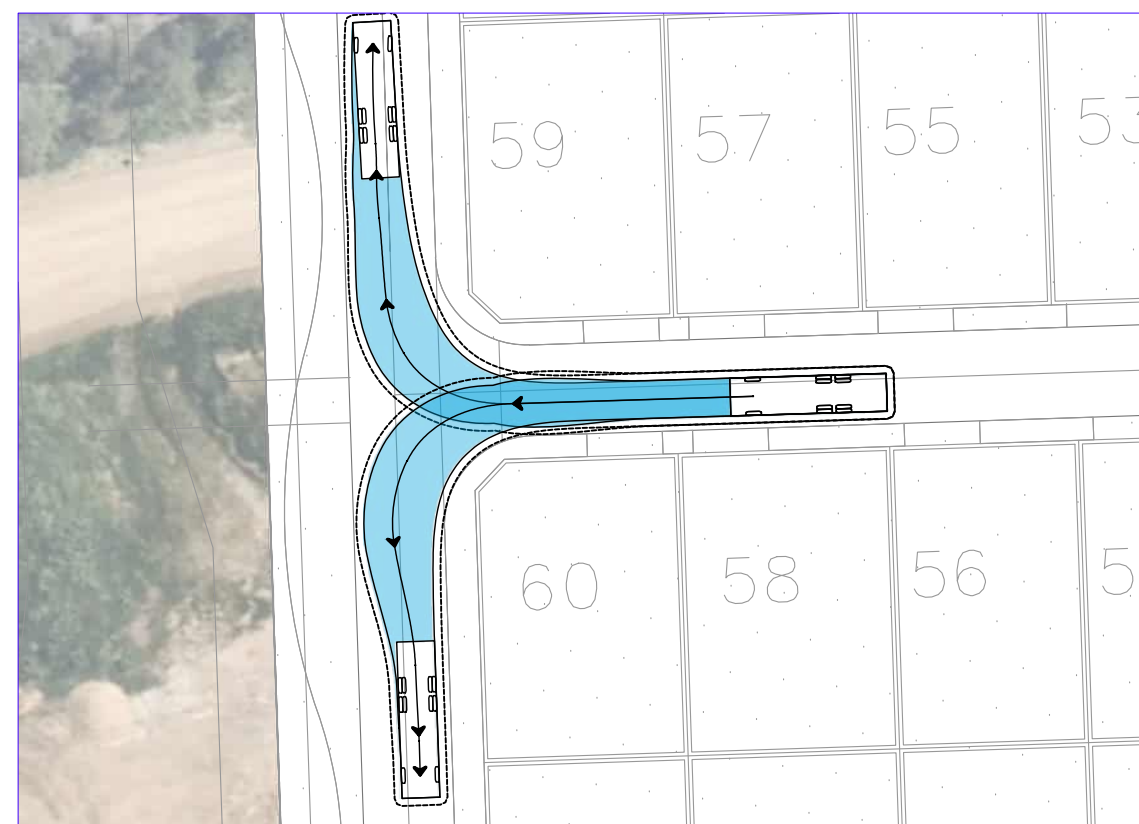
INGRESS MANOEUVRE



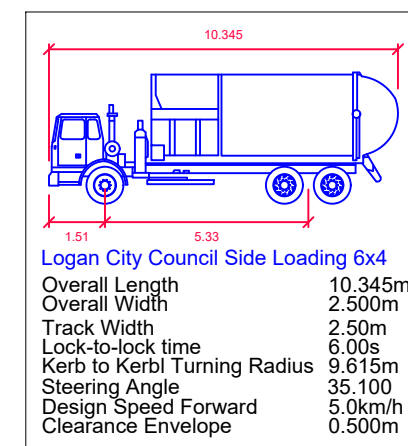
EGRESS MANOEUVRE



INGRESS MANOEUVRE



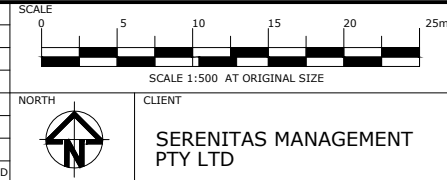
EGRESS MANOEUVRE



**PRELIMINARY  
ADVICE ONLY**  
14 July 2025

25BRT0013 - F05 V01 LAYOUT REVIEW.DWG

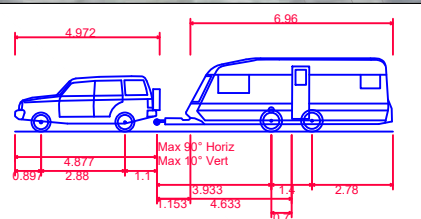
REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
D	14-07-25	ARCHITECTURAL PLAN UPDATED	AA	AAO	WKS
C	09-05-25	GENERAL AMENDMENTS - RCV SIDE LOADING	AA	AAO	WKS
B	06-05-25	ORIGINAL ISSUE	CM	AAO	WKS
A	15-04-25	ORIGINAL ISSUE	CM	AAO	WKS



**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: ttmbri@ttmgroup.com.au W: www.ttmgroup.com.au

PROJECT	<b>EVERLEIGH LAND LEASE COMMUNITY</b>
DRAWING TITLE	<b>SWEPT PATH ANALYSIS 10.3m RCV CIRCULATING</b>

PROJECT NUMBER	25BRT0013	ORIGINAL SIZE	A3
DRAWING NUMBER	25BRT0013-14	REVISION	D
DATE	14 Jul 2025	SHEET	1 OF 1



**Luxury 4x4 +Twin Axle Caravan (2006)**  
 Overall Length : 12.990m  
 Overall Width : 2.286m  
 Overall Body Height : 2.524m  
 Min Body Ground Clearance : 0.251m  
 Max Track Width : 2.130m  
 Lock-to-lock time : 4.00s  
 Curb to Curb Turning Radius : 5.800m

**PRELIMINARY  
ADVICE ONLY**

14 July 2025

25BRT0013 - F05 V01 LAYOUT REVIEW.DWG

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
D	14-07-25	ARCHITECTURAL PLAN UPDATED	AA	AAO	WKS
C	09-05-25	GENERAL AMENDMENTS - RCV SIDE LOADING	AA	AAO	WKS
B	06-05-25	ORIGINAL ISSUE	CM	AAO	WKS
A	15-04-25	ORIGINAL ISSUE	CM	AAO	WKS

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

NORTH

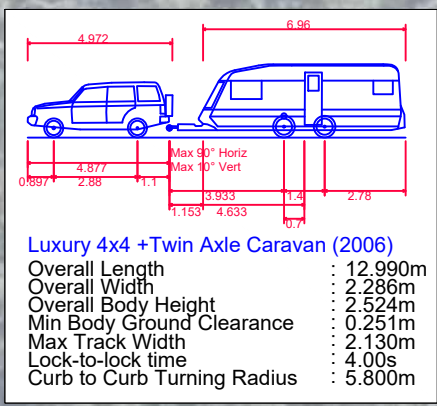
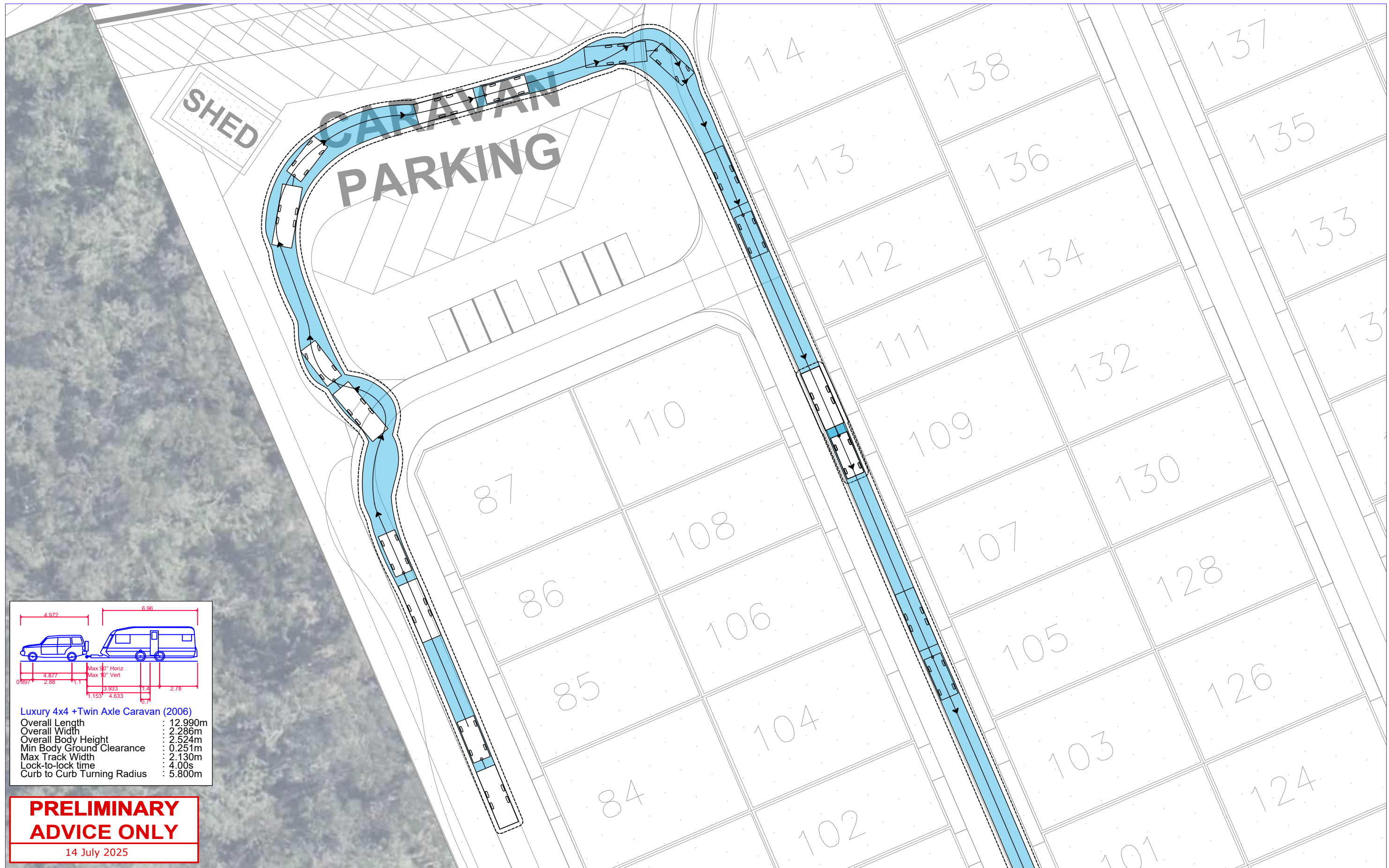
CLIENT  
**SERENITAS MANAGEMENT  
PTY LTD**

**Colliers**  
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: ttmbri@ttmgroup.com.au W: www.ttmgroup.com.au

PROJECT  
**EVERLEIGH LAND LEASE COMMUNITY**

DRAWING TITLE  
**SWEPT PATH ANALYSIS**  
12.99m LUXURY 4x4 + CARAVAN & 10.3m RCV CIRCULATING THE SITE

PROJECT NUMBER <b>25BRT0013</b>	ORIGINAL SIZE <b>A3</b>
DRAWING NUMBER <b>25BRT0013-15</b>	REVISION <b>D</b>
DATE <b>14 Jul 2025</b>	SHEET <b>1 OF 1</b>



**PRELIMINARY  
ADVICE ONLY**  
14 July 2025

25BRT0013 - F05 V01 LAYOUT REVIEW.DWG

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
D	14-07-25	ARCHITECTURAL PLAN UPDATED	AA	AAO	WKS
C	09-05-25	GENERAL AMENDMENTS - RCV SIDE LOADING	AA	AAO	WKS
B	06-05-25	ORIGINAL ISSUE	CM	AAO	WKS
A	15-04-25	ORIGINAL ISSUE	CM	AAO	WKS

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

NORTH

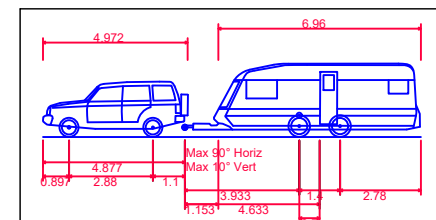
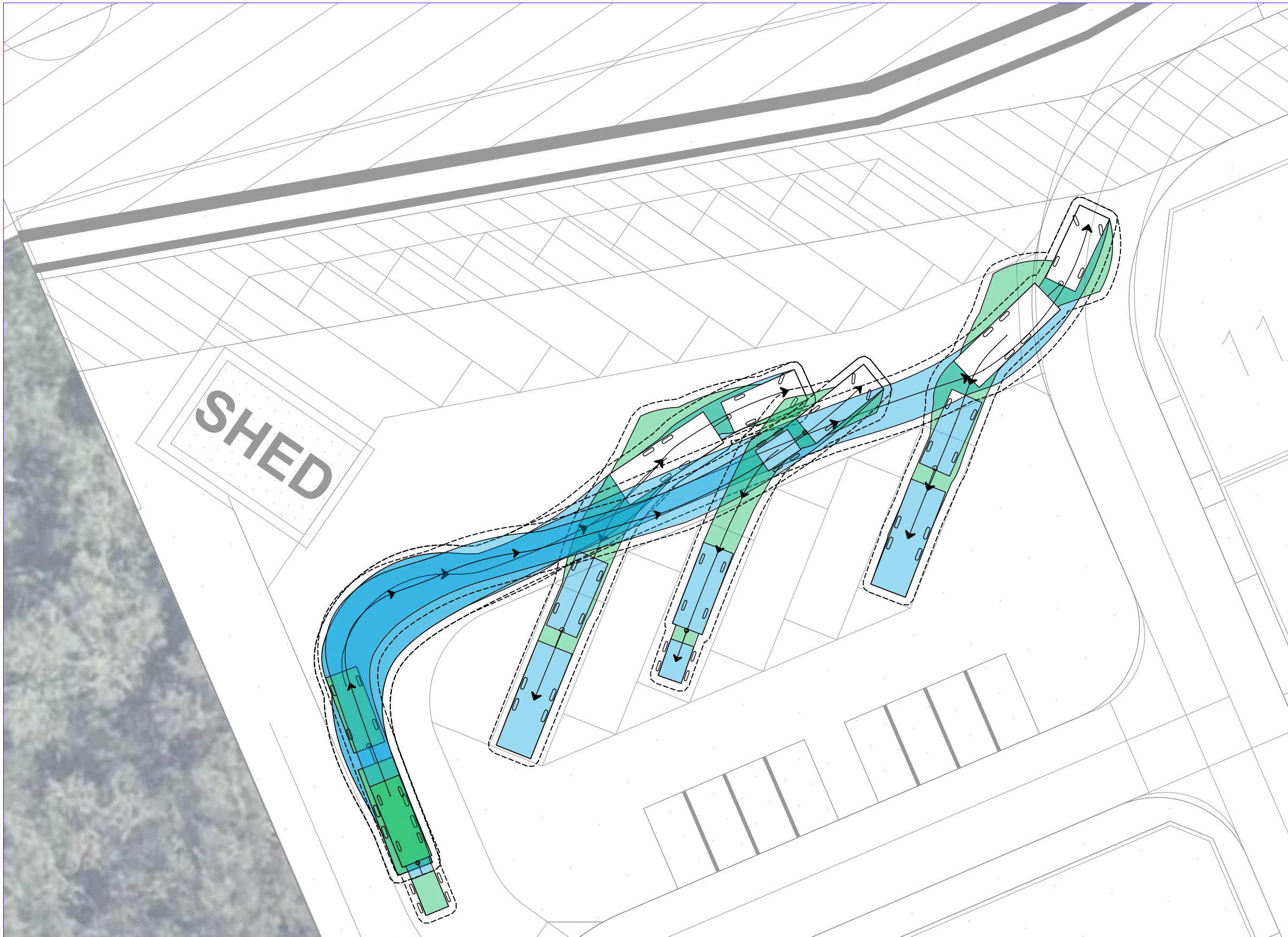
CLIENT  
**SERENITAS MANAGEMENT  
PTY LTD**

**Colliers**  
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: ttmbri@ttmgroup.com.au W: www.ttmgroup.com.au

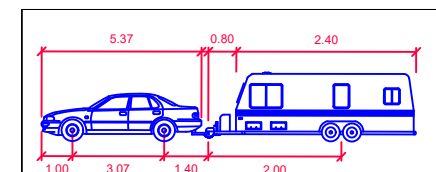
PROJECT  
**EVERLEIGH LAND LEASE COMMUNITY**

DRAWING TITLE  
**SWEPT PATH ANALYSIS**  
12.99m LUXURY 4x4 + CARAVAN CIRCULATING THE SITE

PROJECT NUMBER 25BRT0013	ORIGINAL SIZE A3
DRAWING NUMBER 25BRT0013-16	REVISION D
DATE 14 Jul 2025	SHEET 1 OF 1



**Luxury 4x4 + Twin Axle Caravan (2006)**  
 Overall Length : 12.990m  
 Overall Width : 2.286m  
 Overall Body Height : 2.524m  
 Min Body Ground Clearance : 0.251m  
 Max Track Width : 2.130m  
 Lock-to-lock time : 4.00s  
 Curb to Curb Turning Radius : 5.800m  
 Clearance Envelope : 0.500m



**Lcar-trailer**  
 Overall Length : 8.57m  
 Car Width : 1.96  
 Trailer Width : 1.50  
 Car Track : 1.56  
 Trailer Track : 2.00  
 Lock to Lock Time : 6.0  
 Steering Angle : 34.6  
 Articulating Angle : 65.0  
 Clearance Envelope : 0.500m

**PRELIMINARY  
 ADVICE ONLY**  
 14 July 2025

CARAVAN INGRESS MANOEUVRES

25BRT0013 - F05 V01 LAYOUT REVIEW.DWG

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
D	14-07-25	ARCHITECTURAL PLAN UPDATED	AA	AAO	WKS
C	09-05-25	GENERAL AMENDMENTS - RCV SIDE LOADING	AA	AAO	WKS
B	06-05-25	ORIGINAL ISSUE	CM	AAO	WKS
A	15-04-25	ORIGINAL ISSUE	CM	AAO	WKS

SCALE 1:250 AT ORIGINAL SIZE

NORTH

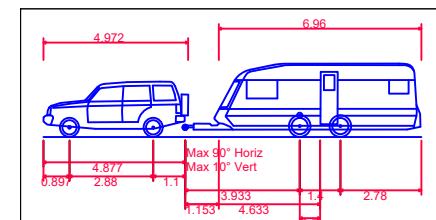
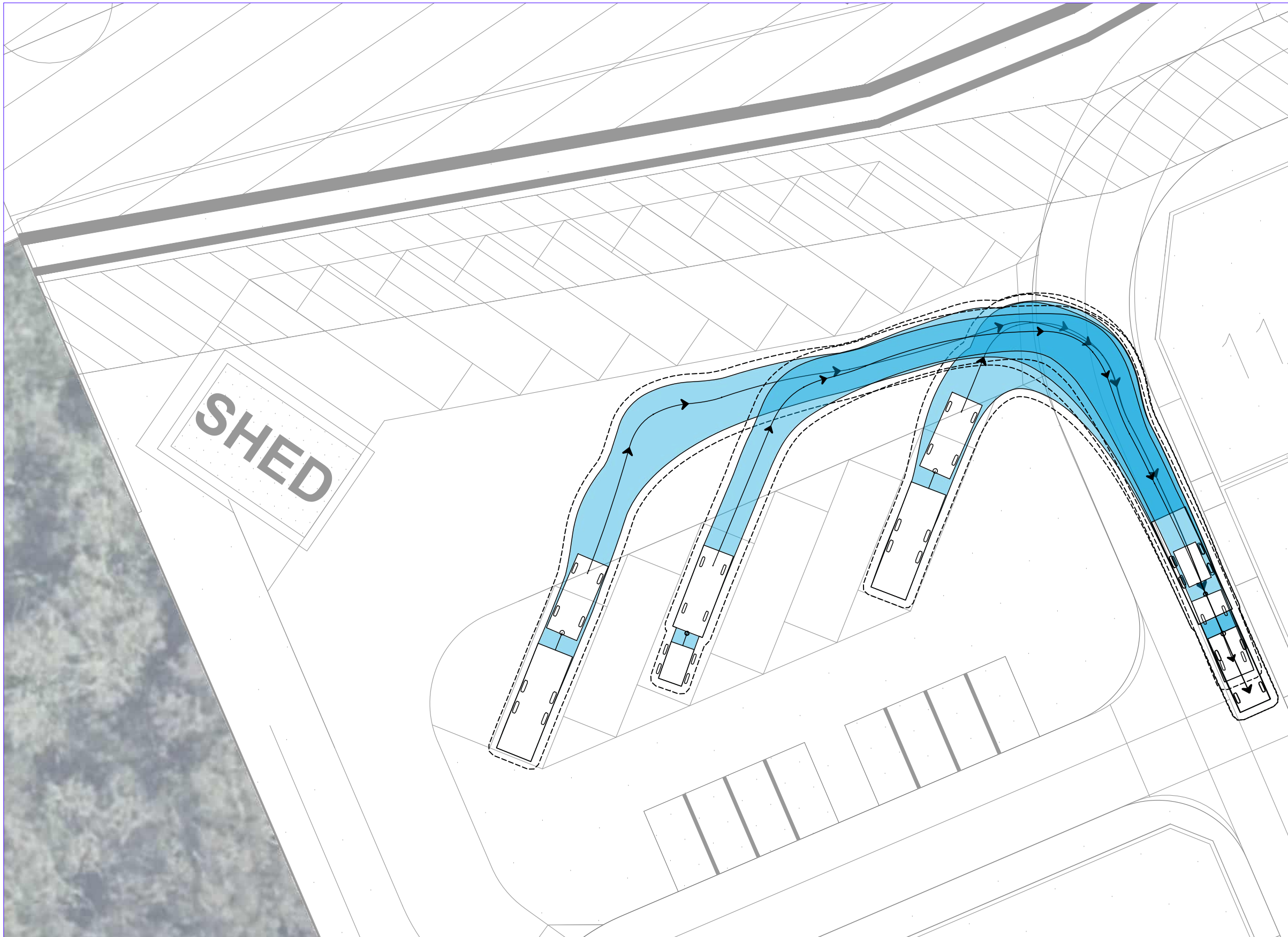
CLIENT  
**SERENITAS MANAGEMENT  
 PTY LTD**

**Colliers**  
 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: ttmbri@ttmgroup.com.au W: www.ttmgroup.com.au

PROJECT  
**EVERLEIGH LAND LEASE COMMUNITY**

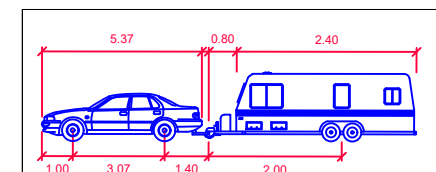
DRAWING TITLE  
**SWEPT PATH ANALYSIS - GINGER LANE ACCESS**  
 12.99m LUXURY 4x4 + CARAVAN PARKING BAY - PARKING SOUTH BAYS

PROJECT NUMBER	ORIGINAL SIZE
25BRT0013	A3
DRAWING NUMBER	REVISION
25BRT0013-17	D
DATE	SHEET
14 Jul 2025	1 OF 1



**Luxury 4x4 +Twin Axle Caravan (2006)**

- Overall Length : 12.990m
- Overall Width : 2.286m
- Overall Body Height : 2.524m
- Min Body Ground Clearance : 0.251m
- Max Track Width : 2.130m
- Lock-to-lock time : 4.00s
- Curb to Curb Turning Radius : 5.800m
- Clearance Envelope : 0.500m



**LCAR-TRAILER**

- Overall Length : 8.57m
- Car Width : 1.96
- Trailer Width : 1.50
- Car Track : 1.56
- Trailer Track : 2.00
- Lock to Lock Time : 6.0
- Steering Angle : 34.6
- Articulating Angle : 65.0
- Clearance Envelope : 0.500m

CARAVAN EGRESS MANOEUVRES

**PRELIMINARY  
ADVICE ONLY**  
14 July 2025

25BRT0013 - F05 V01 LAYOUT REVIEW.DWG

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
D	14-07-25	ARCHITECTURAL PLAN UPDATED	AA	AAO	WKS
C	09-05-25	GENERAL AMENDMENTS - RCV SIDE LOADING	AA	AAO	WKS
B	06-05-25	ORIGINAL ISSUE	CM	AAO	WKS
A	15-04-25	ORIGINAL ISSUE	CM	AAO	WKS

SCALE 1:250 AT ORIGINAL SIZE

NORTH

CLIENT  
**SERENITAS MANAGEMENT  
PTY LTD**

**Colliers** International Engineering & Design (TTMC) Pty Ltd

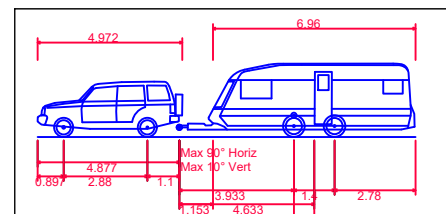
ABN 65 010 868 621  
LEVEL 8, 369 Ann Street, BRISBANE QLD 4000  
P.O. BOX 12015, BRISBANE QLD 4003

T: (07) 3327 9500 F: (07) 3327 9501  
E: ttmbris@ttmgroup.com.au W: www.ttmgroup.com.au

PROJECT  
**EVERLEIGH LAND LEASE COMMUNITY**

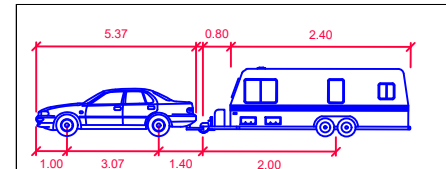
DRAWING TITLE  
**SWEPT PATH ANALYSIS - GINGER LANE ACCESS**  
12.99m LUXURY 4x4 + CARAVAN PARKING BAY - EXITING SOUTH BAYS

PROJECT NUMBER	ORIGINAL SIZE
25BRT0013	A3
DRAWING NUMBER	REVISION
25BRT0013-18	D
DATE	SHEET
14 Jul 2025	1 OF 1



**Luxury 4x4 + Twin Axle Caravan (2006)**

- Overall Length : 12.990m
- Overall Width : 2.286m
- Overall Body Height : 2.524m
- Min Body Ground Clearance : 0.251m
- Max Track Width : 2.130m
- Lock-to-lock time : 4.00s
- Curb to Curb Turning Radius : 5.800m
- Clearance Envelope : 0.500m



**L-CAR-TRAILER**

- Overall Length : 8.57m
- Car Width : 1.96
- Trailer Width : 1.50
- Car Track : 1.56
- Trailer Track : 2.00
- Lock to Lock Time : 6.0
- Steering Angle : 34.6
- Articulating Angle : 65.0
- Clearance Envelope : 0.500m

**PRELIMINARY  
ADVICE ONLY**

14 July 2025

CARAVAN INGRESS MANOEUVRES

25BRT0013 - F05 V01 LAYOUT REVIEW.DWG

REV	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
D	14-07-25	ARCHITECTURAL PLAN UPDATED	AA	AAO	WKS
C	09-05-25	GENERAL AMENDMENTS - RCV SIDE LOADING	AA	AAO	WKS
B	06-05-25	ORIGINAL ISSUE	CM	AAO	WKS
A	15-04-25	ORIGINAL ISSUE	CM	AAO	WKS

SCALE 1:250 AT ORIGINAL SIZE

NORTH

CLIENT  
**SERENITAS MANAGEMENT  
PTY LTD**

**Colliers** International Engineering & Design (TTMC) Pty Ltd

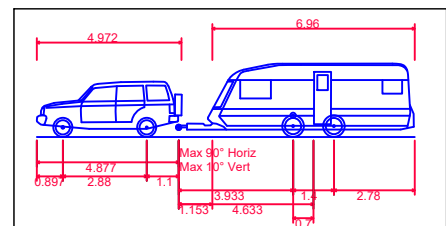
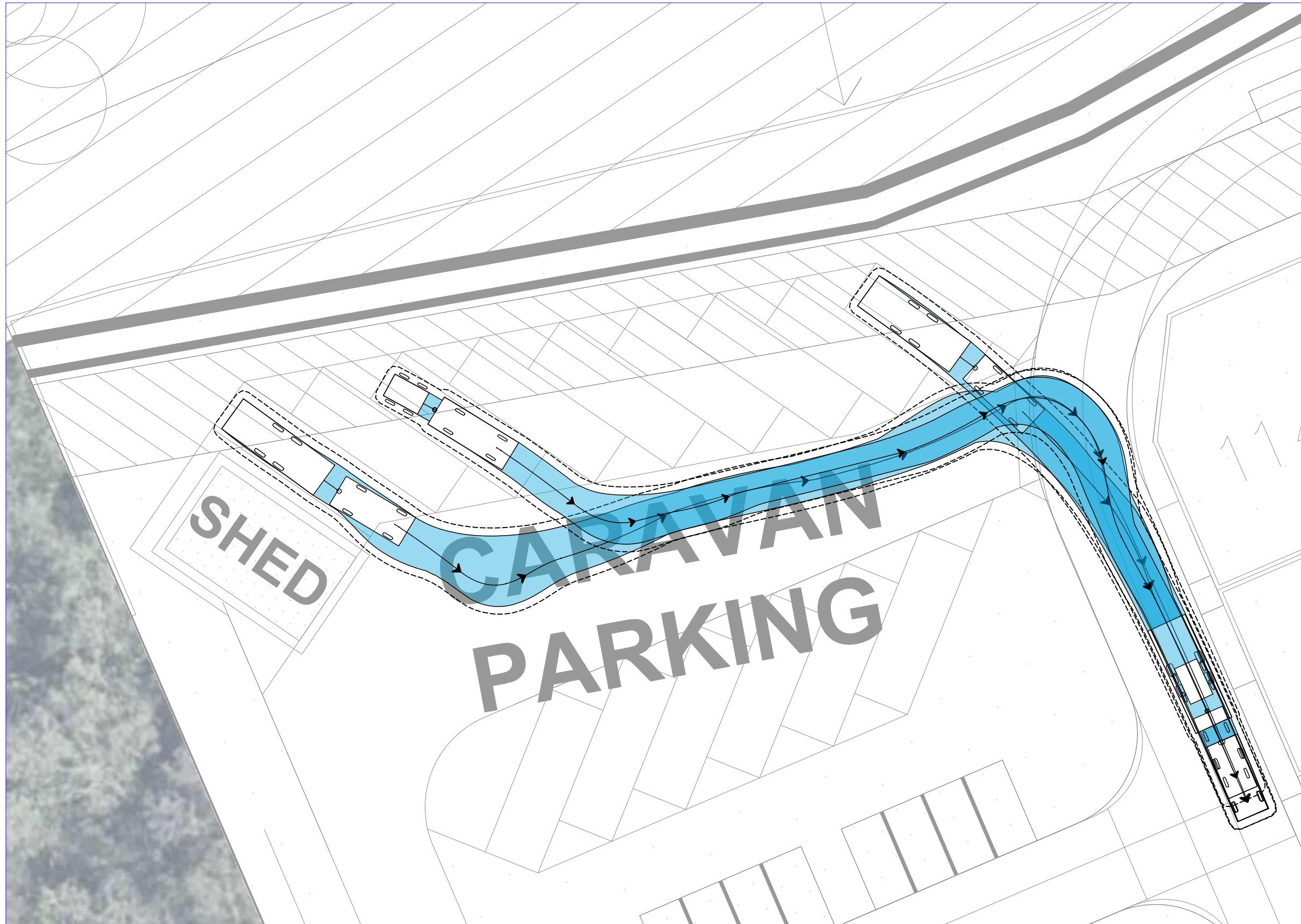
ABN 65 010 868 621  
LEVEL 8, 369 Ann Street, BRISBANE QLD 4000  
P.O. BOX 12015, BRISBANE QLD 4003

T: (07) 3327 9500 F: (07) 3327 9501  
E: ttmbri@ttmgroup.com.au W: www.ttmgroup.com.au

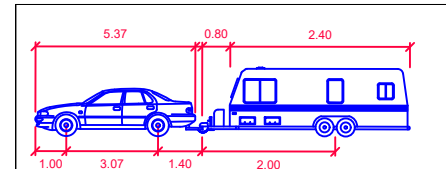
PROJECT  
**EVERLEIGH LAND LEASE COMMUNITY**

DRAWING TITLE  
**SWEPT PATH ANALYSIS - GINGER LANE ACCESS**  
12.99m LUXURY 4x4 + CARAVAN PARKING BAY - PARKING NORTH BAYS

PROJECT NUMBER	ORIGINAL SIZE
25BRT0013	A3
DRAWING NUMBER	REVISION
25BRT0013-19	D
DATE	SHEET
14 Jul 2025	1 OF 1



**Luxury 4x4 +Twin Axle Caravan (2006)**  
 Overall Length : 12.990m  
 Overall Width : 2.286m  
 Overall Body Height : 2.524m  
 Min Body Ground Clearance : 0.251m  
 Max Track Width : 2.130m  
 Lock-to-lock time : 4.00s  
 Curb to Curb Turning Radius : 5.800m  
 Clearance Envelope : 0.500m



**LCAR-TRAILER**  
 Overall Length : 8.57m  
 Car Width : 1.96  
 Trailer Width : 1.50  
 Car Track : 1.56  
 Trailer Track : 2.00  
 Lock to Lock Time : 6.0  
 Steering Angle : 34.6  
 Articulating Angle : 65.0  
 Clearance Envelope : 0.500m

**PRELIMINARY  
ADVICE ONLY**  
14 July 2025

CARAVAN EGRESS MANOEUVRES

25BRT0013 - F05 V01 LAYOUT REVIEW.DWG

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
D	14-07-25	ARCHITECTURAL PLAN UPDATED	AA	AAO	WKS
C	09-05-25	GENERAL AMENDMENTS - RCV SIDE LOADING	AA	AAO	WKS
B	06-05-25	ORIGINAL ISSUE	CM	AAO	WKS
A	15-04-25	ORIGINAL ISSUE	CM	AAO	WKS

SCALE 1:250 AT ORIGINAL SIZE

NORTH

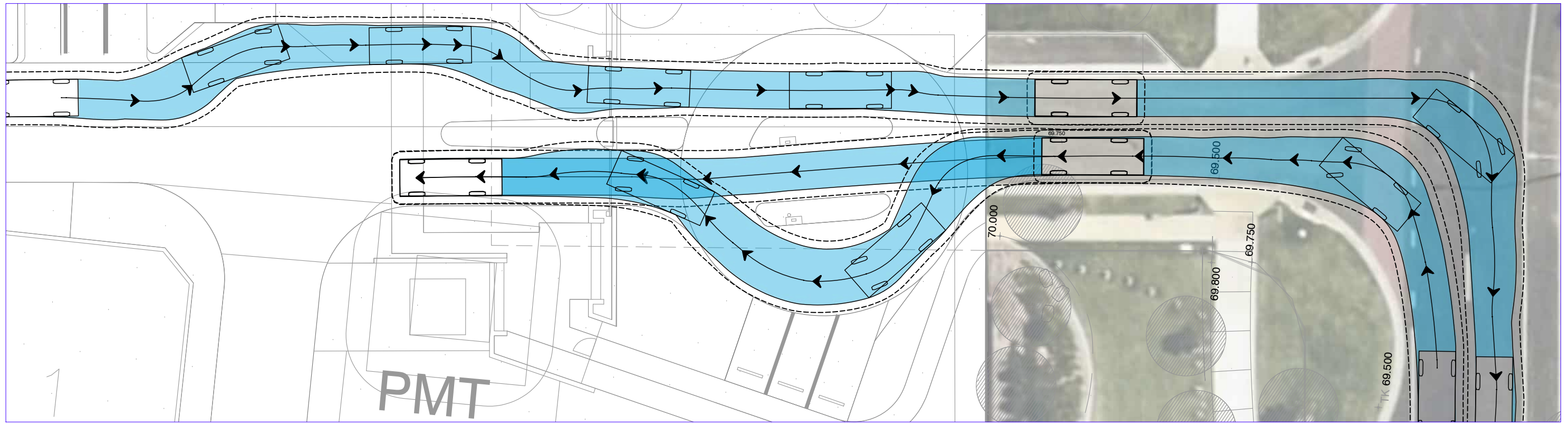
CLIENT  
**SERENITAS MANAGEMENT PTY LTD**

**Colliers**  
 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

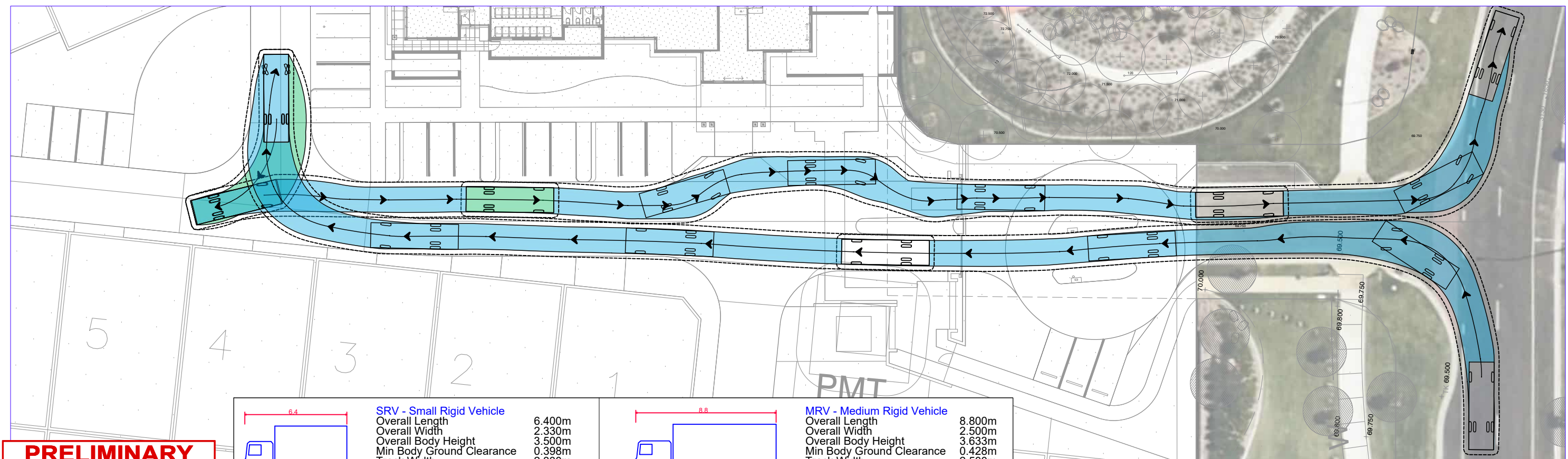
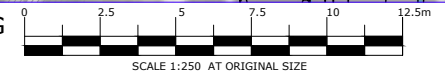
PROJECT  
**EVERLEIGH LAND LEASE COMMUNITY**

DRAWING TITLE  
**SWEPT PATH ANALYSIS - GINGER LANE ACCESS**  
 12.99m LUXURY 4x4 + CARAVAN PARKING BAY - EXITING NORTH BAYS

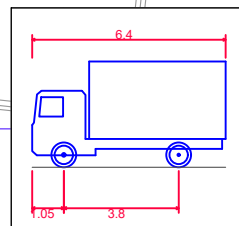
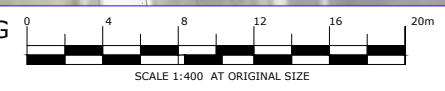
PROJECT NUMBER	ORIGINAL SIZE
25BRT0013	A3
DRAWING NUMBER	REVISION
25BRT0013-20	D
DATE	SHEET
14 Jul 2025	1 OF 1



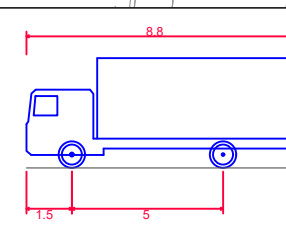
6.40m SRV CIRCULATING



8.80m MRV CIRCULATING



**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 5.0km/h  
 Clearance Envelope 0.500m



**MRV - Medium Rigid Vehicle**  
 Overall Length 8.800m  
 Overall Width 2.500m  
 Overall Body Height 3.633m  
 Min Body Ground Clearance 0.428m  
 Track Width 2.500m  
 Lock-to-lock time 6.00s  
 Curb to Curb Turning Radius 10.000m  
 Design Speed Forward 5.0km/h  
 Clearance Envelope 0.500m

**PRELIMINARY  
 ADVICE ONLY**  
 14 July 2025

25BRT0013 - F05 V01 LAYOUT REVIEW.DWG

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
D	14-07-25	ARCHITECTURAL PLAN UPDATED	AA	AAO	WKS
C	09-05-25	GENERAL AMENDMENTS - RCV SIDE LOADING	AA	AAO	WKS
B	06-05-25	ORIGINAL ISSUE	CM	AAO	WKS
A	15-04-25	ORIGINAL ISSUE	CM	AAO	WKS

SCALE  
 AS SHOWN ON PLAN

NORTH

CLIENT  
 SERENITAS MANAGEMENT  
 PTY LTD

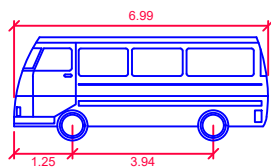
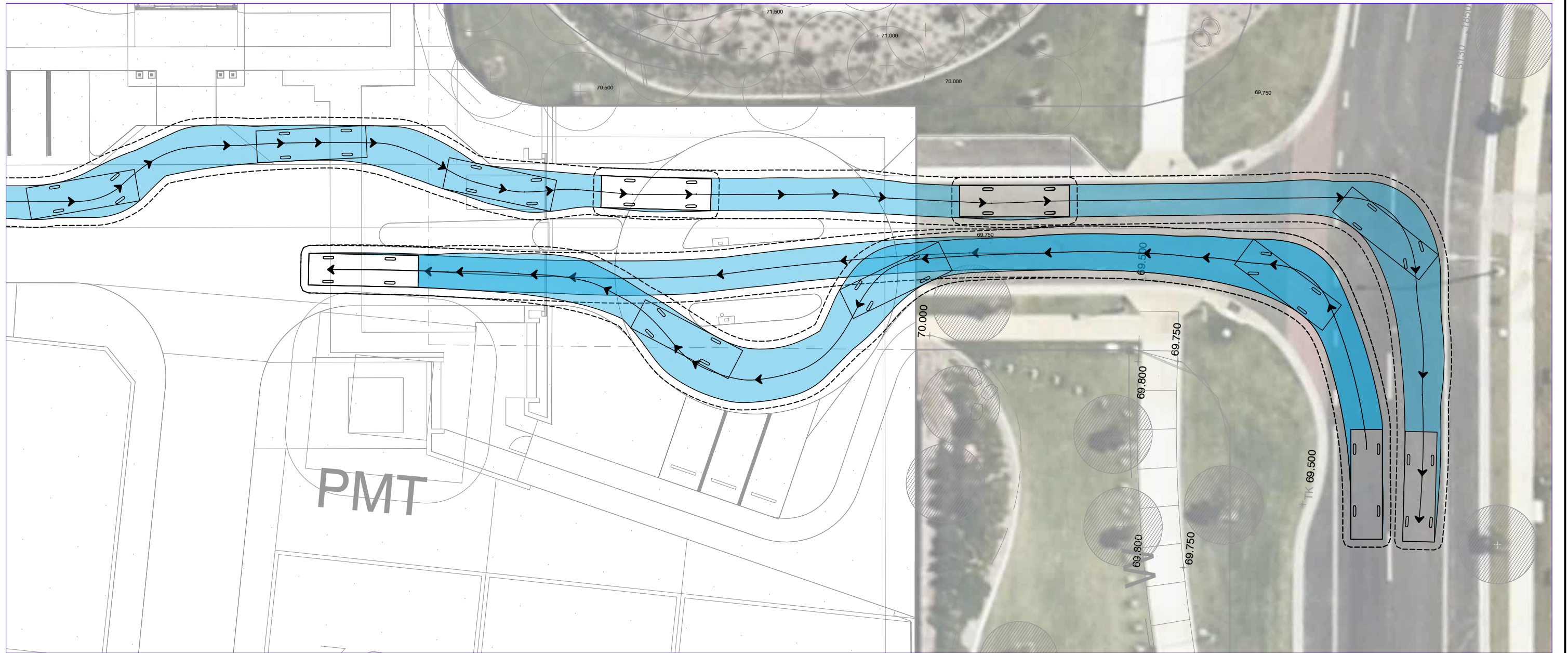
**Colliers**  
 Colliers International Engineering & Design (TTMC) Pty Ltd  
 ABN 65 010 868 621  
 LEVEL 8, 369 Ann Street, BRISBANE QLD 4000  
 P.O. BOX 12015, BRISBANE QLD 4003  
 T: (07) 3327 9500 F: (07) 3327 9501  
 E: ttmbri@ttmgroup.com.au W: www.ttmgroup.com.au

PROJECT  
**EVERLEIGH LAND LEASE COMMUNITY**

DRAWING TITLE  
**SWEPT PATH ANALYSIS**  
 6.40m SRV & 8.80m MRV CIRCULATING

PROJECT NUMBER 25BRT0013	ORIGINAL SIZE A3
DRAWING NUMBER 25BRT0013-21	REVISION D
DATE 14 Jul 2025	SHEET 1 OF 1

25BRT0013 - F05 V01 LAYOUT REVIEW.DWG



- Coaster** meters
- Width : 2.02
  - Track : 1.69
  - Lock to Lock Time : 6.0
  - Steering Angle : 38.5
  - Design Speed Forward : 5.0km/h
  - Clearance Envelope : 0.500m

**PRELIMINARY  
ADVICE ONLY**  
14 July 2025

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
D	14-07-25	ARCHITECTURAL PLAN UPDATED	AA	AAO	WKS
C	09-05-25	GENERAL AMENDMENTS - RCV SIDE LOADING	AA	AAO	WKS
B	06-05-25	ORIGINAL ISSUE	CM	AAO	WKS
A	15-04-25	ORIGINAL ISSUE	CM	AAO	WKS

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

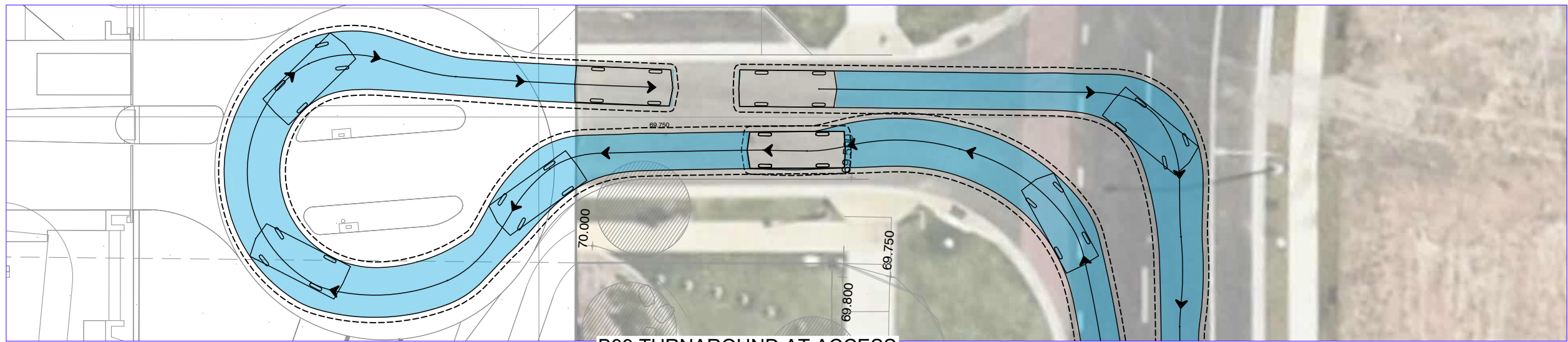
NORTH

CLIENT  
**SERENITAS MANAGEMENT  
PTY LTD**

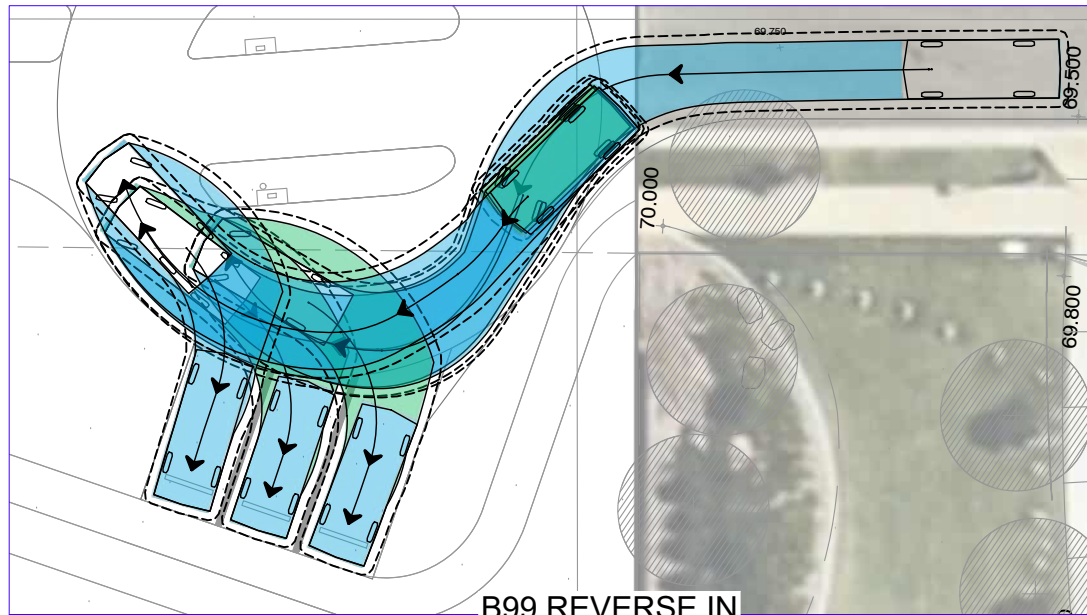


**Colliers International Engineering  
& Design (TTMC) Pty Ltd**  
 ABN 65 010 868 621  
 LEVEL 8, 369 Ann Street, BRISBANE QLD 4000  
 P.O. BOX 12015, BRISBANE QLD 4003  
 T: (07) 3327 9500 F: (07) 3327 9501  
 E: ttmbris@ttmgroup.com.au W: www.ttmgroup.com.au

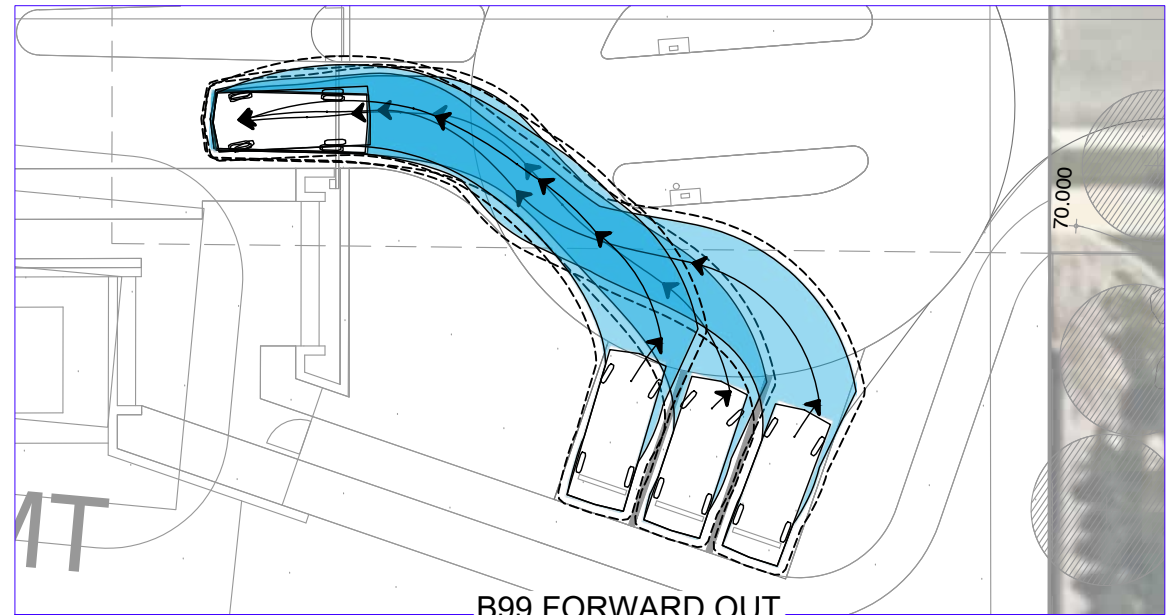
PROJECT <b>EVERLEIGH LAND LEASE COMMUNITY</b>	PROJECT NUMBER 25BRT0013	ORIGINAL SIZE A3
DRAWING TITLE <b>SWEPT PATH ANALYSIS 6.99m MINI BUS CIRCULATING</b>	DRAWING NUMBER 25BRT0013-22	REVISION D
	DATE 14 Jul 2025	SHEET 1 OF 1



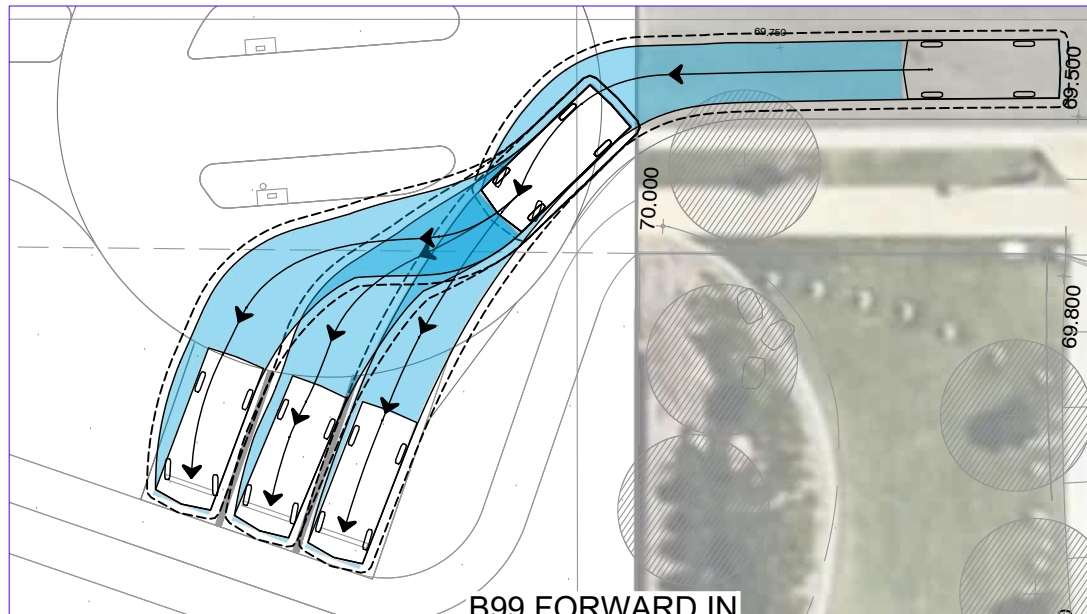
B99 TURNAROUND AT ACCESS



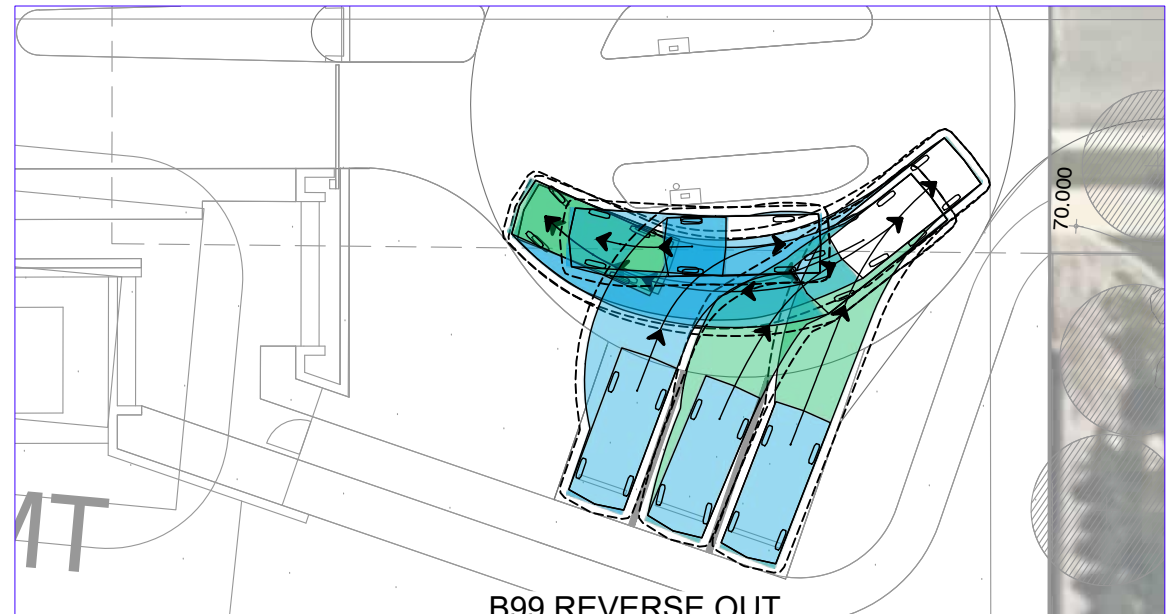
B99 REVERSE IN



B99 FORWARD OUT

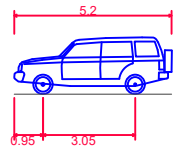


B99 FORWARD IN



B99 REVERSE OUT

**VEHICLE PROFILES**



**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 5.0km/h  
 Clearance Envelope 0.300m

**PRELIMINARY  
ADVICE ONLY**

14 July 2025

25BRT0013 - F05 V01 LAYOUT REVIEW.DWG

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
D	14-07-25	ARCHITECTURAL PLAN UPDATED	AA	AAO	WKS
C	09-05-25	GENERAL AMENDMENTS - RCV SIDE LOADING	AA	AAO	WKS
B	06-05-25	ORIGINAL ISSUE	CM	AAO	WKS
A	15-04-25	ORIGINAL ISSUE	CM	AAO	WKS

SCALE 1:250 AT ORIGINAL SIZE

NORTH

CLIENT  
**SERENITAS MANAGEMENT  
PTY LTD**

**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: ttmbri@ttmgroup.com.au W: www.ttmgroup.com.au

PROJECT  
**EVERLEIGH LAND LEASE COMMUNITY**

DRAWING TITLE  
**SWEPT PATH ANALYSIS  
5.20m B99 CIRCULATING THE SITE**

PROJECT NUMBER	ORIGINAL SIZE
25BRT0013	A3
DRAWING NUMBER	REVISION
25BRT0013-23	D
DATE	SHEET
14 Jul 2025	1 OF 1