



Approval of this document relates to the servicing of the proposed multiple dwelling and Russian Orthodox church only. No servicing arrangements for the remainder of the wider precinct are approved.



AMENDED IN RED

By: Tiana Hill
Date: 12 December 2025



23 May 2025

Our Ref: 23BRT0331_LT_01_A

Attention: Ryan Mclellan

Philip Usher Constructions Pty Ltd
PO Box 1536
Browns Plains
QLD, 4118

Dear Ryan,

RE: Vulture Street Master Plan – Service Vehicle Technical Memo

Background

Colliers has been engaged by Philip Usher Constructions Pty Ltd to undertake a transport assessment for the Vulture Street residential development master planning. This technical memorandum is to outline a high-level review of loading / servicing for the overall master-planned development.

For context, the overall master-planned development plans currently consist of three (3) primary residential towers, which are expected to ultimately house around 2,000 residential units as well as 4,000m² net leasable area (NLA). With the overall masterplan, investigations are currently on-going to determine appropriate adjacent road network arrangements (north of Vulture Street – to Mark Lane) and vehicle access arrangements.

Service Vehicle Access Locations

One key design outcome that is under review are the location of service vehicle accesses to loading dock / bays for servicing (regular refuse collection and occasional deliveries, e.g. furniture) of the overall development / precinct. Given the scale of the overall development, several loading docks will be required to effectively service the numerous buildings across the expansive overall site. The overall access arrangements will primarily consider the Woolloongabba Priority Development Area (PDA) for assessment purposes.

The initial strategy being investigated is to provide a loading dock to each of the main buildings – three separate loading docks to each of the main residential buildings. Further, the access points for service vehicles are also a key consideration, particularly given the overall scale of the development and the project servicing (refuse and deliveries). The levels within the overall subject site need to be considered as the relative level of Mark Lane is higher than Vulture Street. Further, there will be more focus on retail / pedestrian activation within the Mark Lane corridor.

It is noted that Brisbane City Council's Transport, Access, Parking and Servicing (TAPS) Code identifies the following for Acceptable Outcome (AO) 20:

Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.

Therefore, a strategy of having loading docks directly accessing Vulture Street (major road network) will reduce the movement of large vehicles (trucks) off the local road network. This will reduce large vehicle (truck) movements in areas with development-related pedestrian and light vehicle (car) movements where road widths and driveway / crossover dimensions will be sought to be minimised. A review of the access strategy against the Queensland Department of Transport and Main Roads' (DTMR's) Vehicle Access Policy is provided in Table 1.

Table 1: DTMR Access Policy Review

DTMR Vehicle Access Policy - Principle	Comments
Safety – Vehicular access must not compromise a safety of the users of the SCR network or any other transport infrastructure	Direct connections from loading docks to major road network and will not worsen road safety including for users of other transport infrastructure
Function – Vehicular access must be consistent with the functional requirements of the SCR	While there is some potential for access to the local road network, this is limited and would require greater impact to other transport networks within the minor road network. The scale of development allows for consolidation of loading dock / refuse collection facilities, which will reduce the overall number of crossovers. Further, having separate service vehicle (truck) accesses from car accesses will reduce interactions between heavy and light vehicles which will enhance safety for all road users.
Future Intent – Vehicular access must be consistent with the current of planned intent for the road corridor and the SCR network	The proposed vehicle access does not impede planned delivery of corridor improvements / upgrades.

For servicing of the overall Master Plan site, it is expected that trucks will attend the site at typically during weekday mornings – refuse collection servicing likely to occur in the weekday early mornings (prior to 7am) and then deliveries typically occurring during the weekday morning / lunch period 10am to 3pm. The expected morning attendances for service vehicles will be counter to the commuter traffic peak along Vulture Street to the tidal commuter traffic movements along Vulture Street, specifically the eastbound peak direction in the weekday PM peak.

This service vehicle strategy is also considered to be mitigate potential issues with bicycle movements along Vulture Street. While it is acknowledged that having vehicle crossovers facing Vulture Street creates additional interaction points with movement through the Vulture Street corridor, the separation of heavy (truck) and light (car) vehicles will reduce queuing and delay for vehicles accessing the subject site and therefore improve safety outcomes for all traffic with the Vulture Street corridor including bicycle movements west to east.

Service Vehicle Frequency

It is expected that a range of service vehicle will attend the overall Master Plan site, to service the residential and commercial (retail) uses that are being considered for the proposed development. Review of the typical volume of service vehicles to attend the site during an average weekday have an initial estimation of approximately 230 service vehicle attendances during a typical weekday.

It is expected that the mix of service vehicles would be as follows:

- Large trucks (HRV) – 1% (5 per day) of total service vehicle movements
- Medium trucks (MRV) – 14% (30 per day) of total service vehicle movements
- Small trucks (SRV) - 30% (70 per day) of total service vehicle movements
- Vans / Couriers / Trades - 55% (125 per day) of total service vehicle movements

As part of management of services vehicles, a strategy would be to have the smaller service vehicles (Vans / Couriers / Trades), which are the majority (>50%) of all movements, attend the development through the Basement parking areas and not within the restricted Loading Docks. Given a typical expected window for servicing of between 7am in the morning and 3pm in the afternoon (8 hours total), this would equate to an average of 13 truck attendances per hour. Assuming that peak service vehicle movements could be up to twice the average, this would be equivalent to a total (in / out) of 50 service vehicle (truck) movements per hour for service vehicles (in / out), spread over three (3) Loading Docks.

Overall, while there will be an increase of service vehicle movements related to the Master Plan development, less than half of all movements will be for small service vehicles (Vans / Couriers / Trades - not trucks). Truck movements will be spread over the day and across three separate Loading Docks. This overall service vehicle / loading dock access approach mitigates the potential impacts within the Vulture Street corridor.

Vehicle Crossover Type

BCC's TAPS PSP Table 9 outlines expectations for vehicle crossover configurations and size, based on the frontage road (minor or major) as well as the size of design service vehicle accessing developments. For a major road (Vulture Street / Main Street) and design service vehicles up to a 12.5m heavy rigid vehicle (Austroads 12.5m length HRV), the identified crossover type is a B2 Type of width 7.0m, which will also meets BCC's Refuse PSP requirement of a B2 Type crossover of 6.5m width.

It noted that the B2 Type crossover is appropriate where there are less than 100 vehicles per day (vpd) using the access, which is applicable in the overall strategic design of the precinct to have separate access for service vehicles and cars (Basement parking). Increased vehicle movements, i.e. combined (truck / car) accesses, would potentially alter the identified crossovers to a Type C2, which would have a standard width of 12.0m.

Noting that the increased width does have a 1.0m pedestrian refuge space, the increased overall driveway / crossover width is considered to be a less safe outcome for pedestrians.

Further, placing the larger vehicle portals (taller / wider openings in the building facade) for service vehicles to the major road is considered more appropriate as this allows for reduced (smaller) building portals for cars to access parking areas under the proposed residential towers.

Summary

Overall, the proposed service vehicle access strategy of having the Loading Docks fronting onto the major road (Vulture Street) is considered to be the appropriate as it will deliver the following:

- Service vehicle movements to / from the Master Plan development will be spread over the day and across three (3) Loading Docks and given that less than half of all movements will be for small vehicles (not trucks), potential impacts within the Vulture Street corridor will be mitigated.
- Reduced interactions with light vehicles (cars) and reduced travel within the surrounding local road network and minimised widths of driveways / crossovers within the minor road network (without Loading Docks) will have reduced impacts to urban realm values.
- Separation of heavy (truck) and light (car) vehicles will reduce queuing and delay for vehicles accessing the subject site and therefore improve safety outcomes for all traffic within the Vulture Street corridor including bicycle movements west to east

We trust this letter will be sufficient in assisting the progression of overall planning for the subject site with the relevant approval authorities.

Should you have any queries please do not hesitate to contact our office.

Yours sincerely,

A handwritten signature in black ink that reads "James Knell".

James Knell

Principal Consultant - Transport

Colliers International Engineering & Design
(TTMC) Pty Ltd

Yours sincerely,

A handwritten signature in black ink that reads "D. J. Watkins".

Darryl Watkins

Technical Director

Colliers International Engineering & Design
(TTMC) Pty Ltd

Attachment A: Indicative Loading Docks / Accesses

